



Federal Aviation
Administration

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UNITED STATES GOVERNMENT FLIGHT INFORMATION PUBLICATION

CHART SUPPLEMENT ALASKA

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Note: A content review is taking place on the Chart Supplement between the A/FD section and the Airport Diagrams. Users may see substantial updates or changes.



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GENERAL INFORMATION

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

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

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

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT CIVIL

CRITICAL information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible.

FOR COMMENTS OR CORRECTIONS: https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

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

| Effective Date | Airport Information Cut-off date | Airspace Information* Cut-off date |
|----------------|-------------------------------------|---------------------------------------|
| 5 Nov 20 | 23 Sep 20 | 8 Sep 20 |
| 31 Dec 20 | 18 Nov 20 | 3 Nov 20 |
| 25 Feb 21 | 13 Jan 21 | 29 Dec 20 |
| 22 Apr 21 | 10 Mar 21 | 23 Feb 21 |
| 17 Jun 21 | 5 May 21 | 20 Apr 21 |
| 12 Aug 21 | 30 Jun 21 | 15 Jun 21 |

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

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MILITARY

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

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

NOTE: AERONAUTICAL INFORMATION MANUAL, BASIC FLIGHT INFORMATION AND ATC PROCEDURES

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

GENERAL INFORMATION

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GENERAL INFORMATION

CITY/MILITARY AIRPORT CROSS REFERENCE

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

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

SEAPLANE LANDING AREAS

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

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

GENERAL INFORMATION

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

GENERAL INFORMATION

| STATE | CITY NAME | FACILITY NAME |
|-------|--------------------------|----------------------------------|
| AK | TOKEEN | TOKEEN SPB |
| AK | TOLSONA LAKE | TOLSONA LAKE SPB |
| AK | TUNTUTULIAK | TUNTUTULIAK SPB |
| AK | TUXEKAN ISLAND | NAUKATI BAY SPB |
| AK | VALDEZ | ROBE LAKE SPB |
| AK | WASILLA | ANDERSON LAKE SPB |
| AK | WASILLA | BLODGETT LAKE SPB |
| AK | WASILLA | COTTONWOOD LAKE SPB |
| AK | WASILLA | ISLAND LAKE SPB |
| AK | WASILLA | LAKE LUCILLE SPB |
| AK | WASILLA | NIKLASON LAKE SPB |
| AK | WASILLA | SEYMOUR LAKE SPB |
| AK | WASILLA | UPPER WASILLA LAKE SPB |
| AK | WASILLA | VISNAW LAKE SPB |
| AK | WASILLA | WASILLA LAKE SPB |
| AK | WATERFALL | WATERFALL SPB |
| AK | WEST POINT VILLAGE | WEST POINT VILLAGE SPB |
| AK | WHALE PASS | WHALE PASS SEAPLANE FLOAT HARBOR |
| AK | WILLOW | KASHWITNA LAKE SPB |
| AK | WILLOW | MINUTEMAN LAKE SPB |
| AK | WILLOW | WILLOW SPB |
| AK | WRANGELL | WRANGELL SPB |
| AK | YAKUTAT | YAKUTAT SPB |
| AK | YES BAY LODGE | YES BAY LODGE SPB |
| BC | CAMPBELL RIVER | CAMPBELL RIVER SPB |
| BC | VANCOUVER | VANCOUVER INTL SPB |
| BC | VICTORIA | VICTORIA SPB |

GENERAL INFORMATION

ABBREVIATIONS

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

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

| Abbreviation | Description | Abbreviation | Description |
|---------------------------|---|---------------------------|---|
| A/G | air/ground | AM | Amplitude Modulation, midnight til noon |
| AAF | Army Air Field | AMC | Air Mobility Command |
| AAS | Airport Advisory Service | amdt | amendment |
| AB | Airbase | AMSL | Above Mean Sea Level |
| abm | abeam | ANGS | Air National Guard Station |
| ABn | Aerodrome Beacon | ant | antenna |
| abv | above | AOE | Airport/Aerodrome of Entry |
| ACC | Air Combat Command Area Control Center | AP | Area Planning |
| acft | aircraft | APAPI | Abbreviated Precision Approach Path Indicator |
| ACLS | Automatic Carrier Landing System | apch | approach |
| act | activity | apn | apron |
| ACWS | Aircraft Control and Warning Squadron | APP | Approach Control |
| ADA | Advisory Area | Apr | April |
| ADCC | Air Defense Control Center | aprx | approximate |
| ADCUS | Advise Customs | APU | Auxiliary Power Unit |
| addn | addition | apv, apvl | approve, approval |
| ADF | Automatic Direction Finder | ARB | Air Reserve Base |
| adj | adjacent | ARCAL (CANADA) | Aircraft Radio Control of Aerodrome Lighting |
| admin | administration | ARFF | Aircraft Rescue and Fire Fighting |
| ADR | Advisory Route | ARINC | Aeronautical Radio Inc |
| advs | advise | arrg | arrange |
| advsy | advisory | arpt | airport |
| AEIS | Aeronautical Enroute Information Service | arr | arrive |
| AER | approach end rwy | ARS | Air Reserve Station |
| AFA | Army Flight Activity | ARSA | Airport Radar Service Area |
| AFB | Air Force Base | ARSR | Air Route Surveillance Radar |
| afct | affect | ARTCC | Air Route Traffic Control Center |
| AFFF | Aqueous Film Forming Foam | AS | Air Station |
| AFHP | Air Force Heliport | ASAP | as soon as possible |
| AFIS | Automatic Flight Information Service | ASDA | Accelerate–Stop Distance Available |
| afd | airfield | ASDE | Airport Surface Detection |
| AFOD | Army Flight Operations Detachment | ASDE–X | Airport Surface Detection Equipment–Model X |
| AFR | Air Force Regulation | asgn | assign |
| AFRC | Armed Forces Reserve Center/Air Force Reserve Command | ASL | Above Sea Level |
| AFRS | American Forces Radio Stations | ASOS | Automated Surface Observing System |
| AFS | Air Force Station | ASR | Airport Surveillance Radar |
| AFTN | Aeronautical Fixed Telecommunication Network | ASSC | Airport Surface Surveillance Capability |
| AG | Agriculture | ASU | Aircraft Starting Unit |
| A–G, A–GEAR | Arresting Gear | ATA | Actual Time of Arrival |
| agcy | Agency | ATC | Air Traffic Control |
| AGL | above ground level | ATCC | Air Traffic Control Center |
| AHP | Army heliport | ATCT | Airport Traffic Control Tower |
| AID | Airport Information Desk | ATD | Actual Time of Departure Along Track Distance |
| AI | Aeronautical Information Services | ATIS | Automatic Terminal Information Service |
| AL | Approach and Landing Chart | ATS | Air Traffic Service |
| ALF | Auxiliary Landing Field | attn | attention |
| ALS | Approach Light System | Aug | August |
| ALSF–1 | High Intensity ALS Category I configuration with sequenced Flashers (code) | auth | authority |
| ALSF–2 | High Intensity ALS Category II configuration with sequenced Flashers (code) | auto | automatic |
| alt | altitude | AUW | All Up Weight (gross weight) |
| altn | alternate | aux | auxiliary |
| | | AVASI | abbreviated VASI |
| | | avbl | available |
| | | AvGas | Aviation gasoline |
| | | avn | aviation |

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

AbbreviationDescription

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

Abbreviation Description

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

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

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

| Abbreviation | Description | Abbreviation | Description |
|---------------------------|---|---------------------------|---|
| MOCA | Minimum Obstruction Clearance Altitude | ntc | notice |
| mod | modify | NVD | Night Vision Devices |
| MOG | Maximum (aircraft) on the Ground | NVG | Night Vision Goggles |
| MON | Minimum Operational Network | NW | Northwest |
| Mon | Monday | NWC | Naval Weapons Center |
| MP | Maintenance Period | O/A | On or about |
| MR | Medium Range | O/S | out of service |
| MRA | Minimum Reception Altitude | O/R | On Request |
| mrk | mark, marker | OAT | Operational Air Traffic |
| MSAW | minimum safe altitude warning | obsn | observation |
| msg | message | obst | obstruction |
| MSL | Mean Sea Level | OCA | Oceanic Control Area |
| msn | Mission | ocnl | occasional |
| mt | mount, mountain | Oct | October |
| MTAF | Mandatory Traffic Advisory Frequency | ODALS | Omnidirectional Approach Lighting System |
| MTCA | Military Terminal Control Area | ODO | Operations Duty Officer |
| mtlly | monthly | offl | official |
| MUAC | Military Upper Area Control | OIC | Officer In Charge |
| muni | municipal | OLF | Outlying Field |
| MWARA | Major World Air Route Area | OLS | Optical Landing System |
| N | North | OM | Outer Marker, ILS |
| N/A | not applicable | opr | operate, operator, operational |
| NA | not authorized (For Instrument Approach Procedure take-off and alternate MINIMA only) | OPS, ops | operations |
| NAAS | Naval Auxiliary Air Station | orig | original |
| NADC | Naval Air Development Center | OROCA | Off Route Obstruction Clearance Altitude |
| NADEP | Naval Air Depot | ORTCA | Off Route Terrain Clearance Altitude |
| NAEC | Naval Air Engineering Center | OT | other times |
| NAES | Naval Air Engineering Station | OTS | out of service |
| NAF | Naval Air Facility | outbd | outbound |
| NALCO | Naval Air Logistics Control Office | ovft | overflight |
| NALF | Naval Auxiliary Landing Field | ovrn | overnight |
| NALO | Navy Air Logistics Office | OX | oxygen |
| NAS | Naval Air Station | P/L | plain language |
| NAT | North Atlantic (ICAO Region) | PAC | Pacific (ICAO Region) |
| natl | national | PAEW | personnel and equipment working |
| nav | navigation | PALS | Precision Approach and Landing System (NAVY) |
| navaid | navigation aid | PAPI | Precision Approach Path Indicator |
| NAVMTO | Navy Material Transportation Office | PAR | Precision Approach Radar |
| NAWC | Naval Air Warfare Center | para | paragraph |
| NAWS | Naval Air Weapons Station | parl | parallel |
| NCRP | Non-Compulsory Reporting Point | pat | pattern |
| NDB | Non-Directional Radio Beacon | PAX | Passenger |
| NE | Northeast | PCL | pilot controlled lighting |
| nec | necessary | pent | penetrate |
| NEW | Net Explosives Weight | perm | permanent |
| ngt | right | perms | permission |
| NM | nautical miles | pers | personnel |
| nml | normal | PFC | Porous Friction Courses |
| NMR | nautical mile radius | PJE | Parachuting Activities/Exercises |
| No or Nr | number | p-line | power line |
| NOLF | Naval Outlying Field | PM | Post meridian, noon til midnight |
| NORDO | Lost communications or no radio installed/available in aircraft | PMRF | Pacific Missile Range Facility |
| NOTAM | Notice to Airmen | PMSV | Pilot-to-Metro Service |
| Nov | November | PN | prior notice |
| npi | non precision instrument | POB | persons on board |
| Nr or No | number | POL | Petrol, Oils and Lubricants |
| NS | Naval Station | posn | position |
| NS ABTMT | Noise Abatement | PPR | prior permission required |
| NSA | Naval Support Activity | prcht | parachute |
| NSF | Naval Support Facility | pref | prefer |
| NSTD, nstd | nonstandard | prev | previous |

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

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

AbbreviationDescription

| | |
|----------------|---|
| svc..... | service |
| svcg..... | servicing |
| SW..... | Southwest |
| sys..... | system |
| TA..... | Transition Altitude |
| TAC..... | Tactical Air Command |
| TAF..... | Aerodrome (terminal or alternate) forecast in abbreviated form |
| TALCE..... | Tanker Aircraft Control Element |
| TCA..... | Terminal Control Area |
| TCH..... | Threshold Crossing Height |
| TCTA..... | Transcontinental Control Area |
| TD..... | Touchdown |
| TDWR..... | Terminal Doppler Weather Radar |
| TDZ..... | Touchdown Zone |
| TDZL..... | Touchdown Zone Lights |
| tfc..... | traffic |
| thld..... | threshold |
| thou..... | thousand |
| thru..... | through |
| Thu..... | Thursday |
| til..... | until |
| tkf, tkof..... | take-off |
| TLV..... | Transition Level |
| tmpry..... | temporary |
| TODA..... | Take-Off Distance Available |
| TORA..... | Take-Off Run Available |
| TP..... | Tire Pressure |
| TPA..... | Traffic Pattern Altitude |
| TRACON..... | Terminal Radar Approach Control (FAA) |
| tran..... | transient |
| trans..... | transmit |
| trml..... | terminal |
| trng..... | training |
| trns..... | transition |
| TRSA..... | Terminal Radar Service Area |
| Tue..... | Tuesday |
| TV..... | Television |
| twr..... | tower |
| twy..... | taxiway |
| UACC..... | Upper Area Control Center (used outside US) |
| UAS..... | Unmanned Aerial Systems |
| UC..... | Under Construction |
| UCN..... | Urgent Change Notice |
| UDA..... | Upper Advisory Area |
| UDF..... | Ultra High Frequency Direction Finder |
| UFN..... | until further notice |
| UHF..... | Ultra High Frequency (300 to 3000 MHz) |
| UIR..... | Upper Flight Information Region |
| una..... | unable |
| unauthd..... | unauthorized |
| unavbl..... | unavailable |
| unctl..... | uncontrolled |
| unk..... | unknown |
| unlgtd..... | unlighted |
| unltd..... | unlimited |
| unmrk..... | unmarked |
| unmto..... | unmonitored |
| unrel..... | unreliable |

Abbreviation..... Description

| | |
|--------------------|--|
| unrstd..... | unrestricted |
| unsatfy..... | unsatisfactory |
| unskd..... | unscheduled |
| unsvc..... | unserviceable |
| unuse, unusbl..... | unusable |
| USA..... | United States Army |
| USAF..... | United States Air Force |
| USB..... | Upper Side Band |
| USCG..... | United States Coast Guard |
| USMC..... | United States Marine Corps |
| USN..... | United States Navy |
| UTA..... | Upper Control Area |
| UTC..... | Coordinated Universal Time |
| V..... | Defense Switching Network (telephone, formerly AUTOVON) |
| V/STOL..... | Vertical and Short Take-off and Landing aircraft |
| VAL..... | Visiting Aircraft Line |
| var..... | variation (magnetic variation) |
| VASI..... | Visual Approach Slope Indicator |
| vnty..... | vicinity |
| VDF..... | Very High Frequency Direction Finder |
| veh..... | vehicle |
| vert..... | vertical |
| VFR..... | Visual Flight Rules |
| VFR-S..... | FLIP VFR Supplement |
| VHF..... | Very High Frequency (30 to 300 MHz) |
| VIP..... | Very Important Person |
| vis..... | visibility |
| VMC..... | Visual Meteorological Conditions |
| VOIP..... | Voice Over Internet Protocol |
| VOLMET..... | Meteorological Information for Aircraft in Flight |
| VOT..... | VOR Receiver Testing Facility |
| W..... | Warning Area (followed by identification), Watts, West, White |
| WCH..... | Wheel Crossing Height |
| Wed..... | Wednesday |
| Wg..... | Wing |
| WIE..... | with immediate effect |
| win..... | winter |
| WIP..... | work in progress |
| WSO..... | Weather Service Office |
| WSFO..... | Weather Service Forecast Office |
| wk..... | week |
| wkd..... | weekday |
| wkly..... | weekly |
| wng..... | warning |
| wo..... | without |
| WSP..... | Weather System Processor |
| wt..... | weight |
| wx..... | weather |
| yd..... | yard |
| yr..... | year |
| Z..... | Greenwich Mean Time (time groups only) |

**INTENTIONALLY
LEFT
BLANK**

10

SKETCH LEGEND

19171

RUNWAYS/LANDING AREAS

- Hard Surface
- Metal Surface
- Other than Hard Surface Runways
- Water Runway
- Under Construction
- Closed Rwy
- Closed Pavement
- Helicopter Landings Area
- Displaced Threshold
- Taxiway, Apron and Stopways

MISCELLANEOUS BASE AND CULTURAL FEATURES

- Buildings
- Power Lines
- Towers
- Wind Turbine
- Tanks
- Oil Well
- Smoke Stack
- Obstruction
- Controlling Obstruction
- Trees
- Populated Places
- Cuts and Fills
- Cliffs and Depressions
- Ditch
- Hill

RADIO AIDS TO NAVIGATION

- VORTAC
- VOR
- VOR/DME
- NDB
- TACAN
- NDB/DME
- DME

MISCELLANEOUS AERONAUTICAL FEATURES

- Airport Beacon
- Wind Cone
- Landing Tee
- Tetrahedron
- Control Tower

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

APPROACH LIGHTING SYSTEMS

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

- Runway Centerline Lighting
- (A) Approach Lighting System ALSF-2
- (A1) Approach Lighting System ALSF-1
- (A2) Short Approach Lighting System SALS/SALSF
- (A3) Simplified Short Approach Lighting System (SSALR) with RAIL
- (A4) Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF)
- (A5) Medium Intensity Approach Lighting System (MALSR) and RAIL
- (V) Omnidirectional Approach Lighting System (ODALS)
- (D) Navy Parallel Row and Cross Bar
- (F) Air Force Overrun
- (V) Visual Approach Slope Indicator with Standard Threshold Clearance provided
- (V2) Pulsating Visual Approach Slope Indicator (PVASI)
- (V3) Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft
- (V4) Tri-color Visual Approach Slope Indicator (TRCV)
- (V5) Approach Path Alignment Panel (APAP)
- (P) Precision Approach Path Indicator (PAPI)

LEGEND

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

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

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

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

① CITY/AIRPORT NAME

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

② ALTERNATE NAME

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

③ LOCATION IDENTIFIER

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

④ OPERATING AGENCY

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

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

⑤ AIRPORT LOCATION

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

⑥ TIME CONVERSION

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

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

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

8 CHARTS

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

9 INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS

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

10 AIRPORT SKETCH

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

11 ELEVATION

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

12 ROTATING LIGHT BEACON

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

13 TRAFFIC PATTERN ALTITUDE

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

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

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

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

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

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

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

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

15 CERTIFICATED AIRPORT (14 CFR PART 139)

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

AIRPORT CLASSIFICATIONS

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

AIRPORT/FACILITY DIRECTORY LEGEND

| Type of Air Carrier Operation | Class I | Class II | Class III | Class IV |
|--|---------|----------|-----------|----------|
| Scheduled Air Carrier Aircraft with 10 to 30 passenger seats | X | X | X | |

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

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

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H₂O—Water; DC—Dry Chemical.

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

16 NOTAM SERVICE

All public use landing areas are provided NOTAM service. A NOTAM FILE identifier is shown for individual landing areas, e.g., "NOTAM FILE BNA". See the AIM, Basic Flight Information and ATC Procedures for a detailed description of NOTAMs. Current NOTAMs are available online from the Federal NOTAM System (FNS) NOTAM Search website <https://notams.aim.faa.gov/notamSearch/>, private vendors, or on request from Flight Service. Military NOTAMs are available using the Defense Internet NOTAM Service (DINS) at <https://www.notams.faa.gov>. Pilots flying to or from airports not available through the FNS or DINS can obtain assistance from Flight Service.

17 FAA INSPECTION

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

18 MINIMUM OPERATIONAL NETWORK (MON) AIRPORT DESIGNATION

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

19 RUNWAY DATA

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

RUNWAY DESIGNATION

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

RUNWAY DIMENSIONS

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

RUNWAY SURFACE AND SURFACE TREATMENT

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

(AFSC)—Aggregate friction seal coat

(GRVL)—Gravel, or cinders

(SAND)—Sand

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

RUNWAY WEIGHT BEARING CAPACITY

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

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

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

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

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

Omission of weight bearing capacity indicates information unknown.

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

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

- | | |
|--|--|
| <p>(1) The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.</p> <p>(2) The type of pavement: R — Rigid F — Flexible</p> <p>(3) The pavement subgrade category: A — High B — Medium C — Low D — Ultra-low</p> | <p>(4) The maximum tire pressure authorized for the pavement: W — Unlimited, no pressure limit X — High, limited to 254 psi (1.75 MPa) Y — Medium, limited to 181 psi (1.25MPa) Z — Low, limited to 73 psi (0.50 MPa)</p> <p>(5) Pavement evaluation method: T — Technical evaluation U — By experience of aircraft using the pavement</p> |
|--|--|

RUNWAY LIGHTING

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

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

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

VISUAL GLIDESLOPE INDICATORS

| | |
|---|--|
| APAP—A system of panels, which may or may not be lighted, used for alignment of approach path. | |
| PNIL APAP on left side of runway | PNIR APAP on right side of runway |
| PAPI—Precision Approach Path Indicator | |
| P2L 2-identical light units placed on left side of runway | P4L 4-identical light units placed on left side of runway |
| P2R 2-identical light units placed on right side of runway | P4R 4-identical light units placed on right side of runway |
| PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors. | |
| PSIL PVASI on left side of runway | PSIR PVASI on right side of runway |
| SAVASI—Simplified Abbreviated Visual Approach Slope Indicator | |
| S2L 2-box SAVASI on left side of runway | S2R 2-box SAVASI on right side of runway |
| TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors. | |
| TRIL TRCV on left side of runway | TRIR TRCV on right side of runway |
| VASI—Visual Approach Slope Indicator | |
| V2L 2-box VASI on left side of runway | V6L 6-box VASI on left side of runway |
| V2R 2-box VASI on right side of runway | V6R 6-box VASI on right side of runway |
| V4L 4-box VASI on left side of runway | V12 12-box VASI on both sides of runway |
| V4R 4-box VASI on right side of runway | V16 16-box VASI on both sides of runway |

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., -GA 3.5° TCH 37'.

PILOT CONTROL OF AIRPORT LIGHTING

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

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

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be

explained in clear text. See AIM, "Aeronautical Lighting and Other Airport Visual Aids," for a detailed description of pilot control of airport lighting.

RUNWAY SLOPE

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

RUNWAY END DATA

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

20 LAND AND HOLD—SHORT OPERATIONS (LAHSO)

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

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

21 RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take-off. TODA—Take-off Distance Available. The length of the take-off run available plus the length of the clearway, if provided.

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

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

22 ARRESTING GEAR/SYSTEMS

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

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

BI-DIRECTIONAL CABLE (B)

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

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

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

UNI-DIRECTIONAL CABLE

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

FOREIGN CABLE

| <u>TYPE</u> | <u>DESCRIPTION</u> | <u>US EQUIVALENT</u> |
|-------------|--------------------------------|----------------------|
| 44B-3H | Rotary Hydraulic (Water Brake) | |
| CHAG | Chain | E-5 |

UNI-DIRECTIONAL BARRIER

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

NOTE: Landing short of the runway threshold on a runway with a BAK-15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway

threshold can cause damage to the barrier and substantial damage to the aircraft.

OTHER

TYPE

DESCRIPTION

EMAS

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

23 SERVICE

SERVICING—CIVIL

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

FUEL

| CODE | FUEL | CODE | FUEL |
|--------|--|----------|---|
| 80 | Grade 80 gasoline (Red) | B | Jet B, Wide-cut, turbine fuel without FS-II*, FP** minus 50° C. |
| 100 | Grade 100 gasoline (Green) | B+ | Jet B, Wide-cut, turbine fuel with FS-II*, FP** minus 50° C |
| 100LL | 100LL gasoline (low lead) (Blue) | J4 (JP4) | (JP-4 military specification) FP** minus 58° C. |
| 115 | Grade 115 gasoline (115/145 military specification) (Purple) | J5 (JP5) | (JP-5 military specification) Kerosene with FS-II, FP** minus 46°C. |
| A | Jet A, Kerosene, without FS-II*, FP** minus 40° C. | J8 (JP8) | (JP-8 military specification) Jet A-1, Kerosene with FS-II*, CI/LI#, SDA##, FP** minus 47°C. |
| A+ | Jet A, Kerosene, with FS-II*, FP** minus 40°C. | J8+100 | (JP-8 military specification) Jet A-1, Kerosene with FS-II*, CI/LI#, SDA##, FP** minus 47°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels. |
| A++ | Jet A, Kerosene, with FS-II*, CI/LI#, SDA##, FP** minus 40°C. | J | (Jet Fuel Type Unknown) |
| A++100 | Jet A, Kerosene, with FS-II*, CI/LI#, SDA##, FP** minus 40°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels. | MOGAS | Automobile gasoline which is to be used as aircraft fuel. |
| A1 | Jet A-1, Kerosene, without FS-II*, FP** minus 47°C. | UL91 | Unleaded Grade 91 gasoline |
| A1+ | Jet A-1, Kerosene with FS-II*, FP** minus 47° C. | UL94 | Unleaded Grade 94 gasoline |

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

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

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

OXYGEN—CIVIL

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

SERVICE—MILITARY

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

JET AIRCRAFT STARTING UNITS (JASU)—MILITARY

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non-availability.

The following is a list of current JASU systems referenced in this publication:

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

ELECTRICAL STARTING UNITS:

| | |
|----------|--|
| AM32A-86 | AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire DC: 28v, 1500 amp, 72 kw (with TR pack) |
| MC-1A | AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire DC: 28v, 500 amp, 14 kw |
| MD-3 | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus |
| MD-3A | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus |

AIRPORT/FACILITY DIRECTORY LEGEND

23

| | |
|-------|---|
| MD-3M | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 500 amp, 15 kw |
| MD-4 | AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, "WYE" neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, "DELTA" 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire |

AIR STARTING UNITS

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

COMBINED AIR AND ELECTRICAL STARTING UNITS:

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

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

USN JASU

ELECTRICAL STARTING UNITS:

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

AIR STARTING UNITS:

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

COMBINED AIR AND ELECTRICAL STARTING UNITS:

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

ARMY JASU

| | |
|---------|-----------------------|
| 59B2-1B | 28v, 7.5 kw, 280 amp. |
|---------|-----------------------|

OTHER JASU

ELECTRICAL STARTING UNITS (DND):

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

AIR STARTING UNITS (DND):

| | |
|-----|-----------------------------|
| CA2 | ASA 45.5 psig, 116.4 lb/min |
|-----|-----------------------------|

COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)

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

ELECTRICAL STARTING UNITS (OTHER)

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

AIR STARTING UNITS (OTHER):

| | |
|----|--|
| A4 | 40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B) |
|----|--|

| | |
|------------|--------------------------------|
| MA-1 | 150 Air HP, 115 lb/min 50 psia |
| MA-2 | 250 Air HP, 150 lb/min 75 psia |
| CARTRIDGE: | |
| MXU-4A | USAF |

FUEL—MILITARY

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

SUPPORTING FLUIDS AND SYSTEMS—MILITARY**CODE**

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

OXYGEN:

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

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

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

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

NITROGEN:

| | |
|-------|---|
| LPNIT | Low pressure nitrogen servicing. |
| HPNIT | High pressure nitrogen servicing. |
| LHNIT | Low and high pressure nitrogen servicing. |

OIL—MILITARY

US AVIATION OILS (MIL SPECS):

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

TRANSIENT ALERT (TRAN ALERT)—MILITARY

Tran Alert service is considered to include all services required for normal aircraft turn-around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN-AROUNDS during time periods when servicing or maintenance manpower

is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

24 AIRPORT REMARKS

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

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

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

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

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

25 MILITARY REMARKS

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

Type of restrictions:

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

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

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

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

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

26 AIRPORT MANAGER

The phone number of the airport manager.

27 WEATHER DATA SOURCES

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

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

AWOS—Automated Weather Observing System

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

AWOS-AV—reports altimeter and visibility.

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

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

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

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

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

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

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

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

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

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

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

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

TDWR—indicates airports that have Terminal Doppler Weather Radar.

WSP—indicates airports that have Weather System Processor.

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

28 COMMUNICATIONS

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

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

Frequencies available for Flight Service Station (FSS) facilities will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available. In Alaska, Airport Advisory Service (AAS) is provided on the CTAF by FSS for select non-tower airports or airports where the tower is not in operation. (See AIM, Para 4-1-9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90-66B, "Non-Towered Airport Flight Operations.")

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

Civil Communications Frequencies—Civil communications frequencies used in the FSS air/ground system are operated on 122.2,

123.6; emergency 121.5; plus receive-only on 122.1.

- a. 122.2 is assigned as a common en route frequency.
- b. In Alaska, 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
- c. 122.1 is the primary receive-only frequency at VORs.
- d. Some FSSs are assigned 50 kHz frequencies in the 122–126 MHz band (e.g., 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remotized facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at FSSs in Alaska, most Towers, Approach Control and RADAR facilities. Frequencies published followed by the letter “T” or “R”, indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only. In cases where communications frequencies are annotated with (R) or (E), (R) indicates Radar Capability and (E) indicates Emergency Frequency.

TERMINAL SERVICES

SFA—Single Frequency Approach.

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

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

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

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

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

PTD—Pilot to Dispatcher.

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

TOWER—Control tower.

GCA—Ground Control Approach System.

GND CON—Ground Control.

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

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

CLNC DEL—Clearance Delivery.

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

PRE TAXI CLNC—Pre taxi clearance.

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

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

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

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

CON

RANGE

FLT FLW—Flight Following

MEDIVAC

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

29 AIRSPACE

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

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

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

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

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

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

or

AIRSPACE: CLASS D svc “times” other times CLASS E.

When a part-time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700’ or 1200’ AGL and may be determined by consulting the relevant VFR Sectional or Terminal Area Charts. This will be formatted as:

AIRSPACE: CLASS C svc “times” ctc **APP CON** other times CLASS G, with CLASS E 700’ (or 1200’) AGL & abv:

or

AIRSPACE: CLASS D svc “times” other times CLASS G with CLASS E 700’ (or 1200’) AGL & abv:

or

AIRSPACE: CLASS E svc “times” other times CLASS G with CLASS E 700’ (or 1200’) AGL & abv.

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

NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.

Class E 700’ AGL (shown as magenta vignette on sectional charts) and 1200’ AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700’/1200’ AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.

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

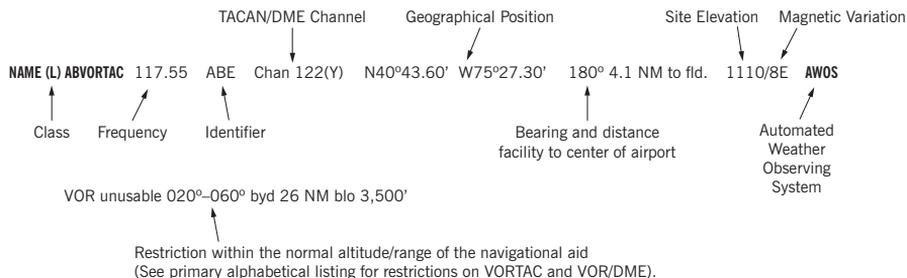
30 VOR TEST FACILITY (VOT)

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

31 RADIO AIDS TO NAVIGATION

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

NAVAID information is tabulated as indicated in the following sample:



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

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

RADIO CLASS DESIGNATIONS

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

| SSV Class | Altitudes | Distance (NM) |
|-------------------|--------------------|---------------|
| (T) Terminal | 1000' to 12,000' | 25 |
| (L) Low Altitude | 1000' to 18,000' | 40 |
| (H) High Altitude | 1000' to 14,500' | 40 |
| | 14,500' to 18,000' | 100 |
| | 18,000' to 45,000' | 130 |
| | 45,000' to 60,000' | 100 |

NOTE: Additionally, (H) facilities provide (L) and (T) service volume and (L) facilities provide (T) service. Altitudes are with respect to the station's site elevation. Coverage is not available in a cone of airspace directly above the facility.

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

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

AIRPORT/FACILITY DIRECTORY LEGEND

ILS FACILITY PERFORMANCE CLASSIFICATION CODES

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

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

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

ILS information is tabulated as indicated in the following sample:

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

ILS Facility Performance
Classification Code

FREQUENCY PAIRING TABLE

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

FREQUENCY PAIRING TABLE

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

| TACAN CHANNEL | VHF FREQUENCY |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 2X | 134.5 | 25X | 108.80 | 36X | 109.90 | 47X | 111.00 |
| 2Y | 134.55 | 25Y | 108.85 | 36Y | 109.95 | 47Y | 111.05 |
| 11X | 135.4 | 26X | 108.90 | 37X | 110.00 | 48X | 111.10 |
| 11Y | 135.45 | 26Y | 108.95 | 37Y | 110.05 | 48Y | 111.15 |
| 12X | 135.5 | 27X | 109.00 | 38X | 110.10 | 49X | 111.20 |
| 12Y | 135.55 | 27Y | 109.05 | 38Y | 110.15 | 49Y | 111.25 |
| 17X | 108.00 | 28X | 109.10 | 39X | 110.20 | 50X | 111.30 |
| 17Y | 108.05 | 28Y | 109.15 | 39Y | 110.25 | 50Y | 111.35 |
| 18X | 108.10 | 29X | 109.20 | 40X | 110.30 | 51X | 111.40 |
| 18Y | 108.15 | 29Y | 109.25 | 40Y | 110.35 | 51Y | 111.45 |
| 19X | 108.20 | 30X | 109.30 | 41X | 110.40 | 52X | 111.50 |
| 19Y | 108.25 | 30Y | 109.35 | 41Y | 110.45 | 52Y | 111.55 |
| 20X | 108.30 | 31X | 109.40 | 42X | 110.50 | 53X | 111.60 |
| 20Y | 108.35 | 31Y | 109.45 | 42Y | 110.55 | 53Y | 111.65 |
| 21X | 108.40 | 32X | 109.50 | 43X | 110.60 | 54X | 111.70 |
| 21Y | 108.45 | 32Y | 109.55 | 43Y | 110.65 | 54Y | 111.75 |
| 22X | 108.50 | 33X | 109.60 | 44X | 110.70 | 55X | 111.80 |
| 22Y | 108.55 | 33Y | 109.65 | 44Y | 110.75 | 55Y | 111.85 |
| 23X | 108.60 | 34X | 109.70 | 45X | 110.80 | 56X | 111.90 |
| 23Y | 108.65 | 34Y | 109.75 | 45Y | 110.85 | 56Y | 111.95 |
| 24X | 108.70 | 35X | 109.80 | 46X | 110.90 | 57X | 112.00 |
| 24Y | 108.75 | 35Y | 109.85 | 46Y | 110.95 | 57Y | 112.05 |

| TACAN CHANNEL | VHF FREQUENCY |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 58X | 112.10 | 77X | 113.00 | 96X | 114.90 | 115X | 116.80 |
| 58Y | 112.15 | 77Y | 113.05 | 96Y | 114.95 | 115Y | 116.85 |
| 59X | 112.20 | 78X | 113.10 | 97X | 115.00 | 116X | 116.90 |
| 59Y | 112.25 | 78Y | 113.15 | 97Y | 115.05 | 116Y | 116.95 |
| 60X | 133.30 | 79X | 113.20 | 98X | 115.10 | 117X | 117.00 |
| 60Y | 133.35 | 79Y | 113.25 | 98Y | 115.15 | 117Y | 117.05 |
| 61X | 133.40 | 80X | 113.30 | 99X | 115.20 | 118X | 117.10 |
| 61Y | 133.45 | 80Y | 113.35 | 99Y | 115.25 | 118Y | 117.15 |
| 62X | 133.50 | 81X | 113.40 | 100X | 115.30 | 119X | 117.20 |
| 62Y | 133.55 | 81Y | 113.45 | 100Y | 115.35 | 119Y | 117.25 |
| 63X | 133.60 | 82X | 113.50 | 101X | 115.40 | 120X | 117.30 |
| 63Y | 133.65 | 82Y | 113.55 | 101Y | 115.45 | 120Y | 117.35 |
| 64X | 133.70 | 83X | 113.60 | 102X | 115.50 | 121X | 117.40 |
| 64Y | 133.75 | 83Y | 113.65 | 102Y | 115.55 | 121Y | 117.45 |
| 65X | 133.80 | 84X | 113.70 | 103X | 115.60 | 122X | 117.50 |
| 65Y | 133.85 | 84Y | 113.75 | 103Y | 115.65 | 122Y | 117.55 |
| 66X | 133.90 | 85X | 113.80 | 104X | 115.70 | 123X | 117.60 |
| 66Y | 133.95 | 85Y | 113.85 | 104Y | 115.75 | 123Y | 117.65 |
| 67X | 134.00 | 86X | 113.90 | 105X | 115.80 | 124X | 117.70 |
| 67Y | 134.05 | 86Y | 113.95 | 105Y | 115.85 | 124Y | 117.75 |
| 68X | 134.10 | 87X | 114.00 | 106X | 115.90 | 125X | 117.80 |
| 68Y | 134.15 | 87Y | 114.05 | 106Y | 115.95 | 125Y | 117.85 |
| 69X | 134.20 | 88X | 114.10 | 107X | 116.00 | 126X | 117.90 |
| 69Y | 134.25 | 88Y | 114.15 | 107Y | 116.05 | 126Y | 117.95 |
| 70X | 112.30 | 89X | 114.20 | 108X | 116.10 | | |
| 70Y | 112.35 | 89Y | 114.25 | 108Y | 116.15 | | |
| 71X | 112.40 | 90X | 114.30 | 109X | 116.20 | | |
| 71Y | 112.45 | 90Y | 114.35 | 109Y | 116.25 | | |
| 72X | 112.50 | 91X | 114.40 | 110X | 116.30 | | |
| 72Y | 112.55 | 91Y | 114.45 | 110Y | 116.35 | | |
| 73X | 112.60 | 92X | 114.50 | 111X | 116.40 | | |
| 73Y | 112.65 | 92Y | 114.55 | 111Y | 116.45 | | |
| 74X | 112.70 | 93X | 114.60 | 112X | 116.50 | | |
| 74Y | 112.75 | 93Y | 114.65 | 112Y | 116.55 | | |
| 75X | 112.80 | 94X | 114.70 | 113X | 116.60 | | |
| 75Y | 112.85 | 94Y | 114.75 | 113Y | 116.65 | | |
| 76X | 112.90 | 95X | 114.80 | 114X | 116.70 | | |
| 76Y | 112.95 | 95Y | 114.85 | 114Y | 116.75 | | |

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

ABI (See PALMER on page 202)

ADAK (ADK)(PADK) 0 W UTC-10(-9DT) N51°53.01' W176°38.55'

20 B ARFF Index—See Remarks NOTAM FILE ADK

RWY 05-23: H7790X200 (ASPH-GRVD) S-80, D-145, 2D-325, 2D/2D2-770, C5-770 PCN 49 R/B/X/T HIRL

RWY 05: RVR-R Thld dsplcd 600'. Hill. Rgt ttc.

RWY 23: MALS. REIL. PAPI(P4R)—GA 3.5° TCH 53'. RVR-T

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-7790 TODA-7790 ASDA-6790 LDA-6190

RWY 23: TORA-7790 TODA-7790 ASDA-6790 LDA-6190

SERVICE: FUEL JET A1 LGT ACTIVATE MALS Rwy 23, REIL Rwy 23, PAPI Rwy 23, HIRL Rwy 05-23—CTAF. RWY 23 PAPI UNUSBL BYD 7° right of CNTRLN. Rwy 23 MALS NSTD length 600'.

AIRPORT REMARKS: Attended 1800-0200Z±. Duty hrs 8 am to 5 pm, Sat-Wed, unattended after duty hours. For fuel svc call 907-592-8330, after hrs 907-592-2154. Snow and ice removal, and arpt hazardous reporting only performed during duty hours unless by prior agreement in writing with arpt mgmt. Personnel and equipment may be working on the rwy at any time. Exercise extreme vigilance during approach to all rwys; mountain terrain all quadrants. Recommend visual inspection of rwy prior to use. Class I, ARFF Index B. Closed to air carrier ops with more than 30 passenger seats except PPR in writing to arpt manager, P.O. Box 1952, Adak, AK 99546.

Possible wind shears ldg/departing all rwys. Arpt area subject to moderate to extreme concentrations of birds. Volcano 5710' MSL brg 059° 22.3 NM. PPR all acct. No ATC svc avbl. Rwsy grooved, do not make locked-wheel turns.

AIRPORT MANAGER: 907-592-8026

WEATHER DATA SOURCES: AWOS-3P 134.5 (907) 592-8207.

COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 126.4

RADIO AIDS TO NAVIGATION: NOTAM FILE ADK.

MOUNT MOFFETT NDB/DME (HW) 530 ADK Chan 87 N51°52.31' W176°40.56' 054° 1.4 NM to fld. 329/7E.

DME channel 087x is paired with vhf freq 114.0

DME unusable:

080°-105° byd 27 NM

105°-115°

115°-155° byd 27 NM

155°-225°

225°-290° byd 27 NM

290°-340°

340°-055° byd 20 NM

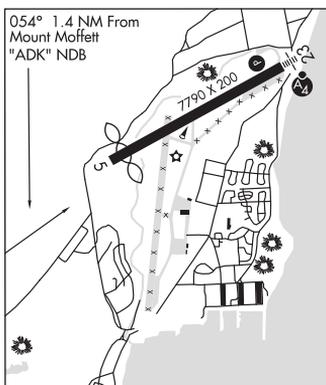
ILS 108.9 I-BER Rwy 23. Class IE. LOC unusable byd 20° left and 25° right of course. Autopilot coupled apch n blw 365' MSL.

COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1-800-478-7250. For a toll free call to Kenai FSS dial 1-866-864-1737.

W ALEUTIAN ISLS

H-2H, L-2H

IAP



AIRWAY (See NORTH POLE on page 195)

AKHIOK (AKK)(PAKH) 1 SSW UTC-9(-8DT) N56°56.32' W154°10.95'

KODIAK

44 NOTAM FILE AKK

L-2J

RWY 04-22: 3120X50 (GRVL)

RWY 04: Road. Rgt tfc.

RWY 22: Brush.

IAP

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Birds in/ovf arpt. Rwy 04-22 NE 1/3 has water puddles to 2 inches deep. Rwy 04-22 marked with orange cones and thlds marked with plastic reflective markers that are difficult to see on final apch.

AIRPORT MANAGER: 907-487-4952

WEATHER DATA SOURCES: AWOS-3P 118.325 (907) 836-2207. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.6 (KENAI RADIO)

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 125.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) VORW/DME 117.1 ODK Chan 118 N57°46.50'

W152°20.39' 217° 78.2 NM to fld. 133/14E.

VOR unusable:

190°-310° byd 15 NM blo 12,000'

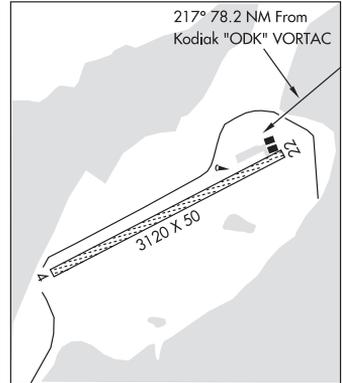
DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

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



AKIACHAK

AKIACHAK (Z13) 2 W UTC-9(-8DT) N60°54.83' W161°29.60'

MC GRATH

23 B NOTAM FILE ENA

L-3C

RWY 01-19: 3300X60 (GRVL) MIRL

RWY 01: Brush.

RWY 19: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 01-19, rotating bcn and windsock-CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 01-19 NSTD markings, rwys marked with lgts, reflective cones and thld markings.

AIRPORT MANAGER: (907) 543-2498

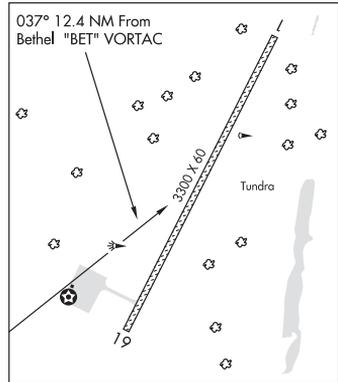
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) VORTACW 114.1 BET Chan 88 N60°47.09'

W161°49.46' 037° 12.4 NM to fld. 105/14E.

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



AKIACHAK SPB (KKI) O S UTC-9(-8DT) N60°54.47' W161°26.10'

MC GRATH

18 NOTAM FILE ENA

WATERWAY E-W: 5000X300 (WATER)

WATERWAY NW-SE: 5000X500 (WATER)

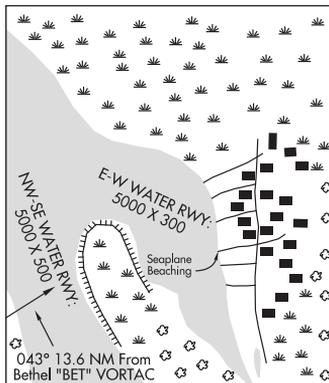
SEAPLANE REMARKS: Unattended. No services or dock. Beaching area adjacent to village. Seaplanes land NW-SE in lagoon, takeoff E-W in river. 60' trees at either end of the water landing area. Shoaling in the landing area. Be aware of possible shallow water. Be alert of arpt tfc NW of waterway area. River has tidal influence. Be alert of tidal flats invof landing and beach area. Inspect before landing.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

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

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



AKIAK (AKI)(PFAK) O SW UTC-9(-8DT) N60°54.17' W161°13.84'

MC GRATH

40 B NOTAM FILE ENA

RWY 03-21: 3200X76 (GRVL) MIRL

RWY 03: Brush.

RWY 21: Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 03-21-CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Numerous arpts in the vicinity, pilots are requested to self-announce on CTAF prior to taxiing on rwy for departure, leaving the rwy, and within 10 NM of the arpt when approaching to land. Waterfowl on and invof arpt. Windssock unreliable. Rwy 03 and Rwy 21 NSTD markings, rwys marked with cones and reflective thld markers. Brush obscures rwy lgt.

AIRPORT MANAGER: (907) 543-2498

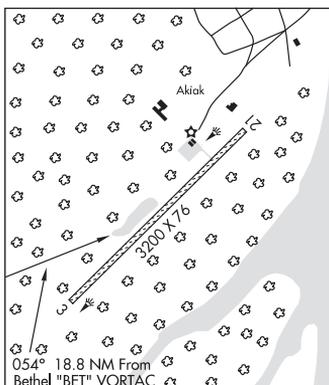
COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 125.2

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

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

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



L-3C

IAP

AKUTAN**AKUTAN** (7AK)(PAUT) 6 E UTC-9(-8DT) N54°08.68' W165°36.25'

129 B NOTAM FILE 7AK

RWY 09-27: H4500X75 (ASPH) S-120, D-250 MIRL 0.4% up E**SERVICE:** LGT ACTIVATE MIRL Rwy 09-27-CTAF.**AIRPORT REMARKS:** Attended 1600-0400Z. Airport located on Akun Island, shuttle to Akutan is provided by maritime helicopters. Pilots must provide own ropes for tiedown.**AIRPORT MANAGER:** (907) 581-1786**WEATHER DATA SOURCES:** AWOS-3P 129.05 (907) 302-3081. (WX CAM)**COMMUNICATIONS:** CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 121.4

GCO 130.3 5 CLICKS FOR KENAI FSS. OCCASIONALLY INOPERATIVE)**RADIO AIDS TO NAVIGATION:** NOTAM FILE DUT.**DUTCH HARBOR NDB/DME (HW)** 283 DUT Chan 86 N53°54.31' W166°32.87' 057° 36.4 NM to fld. 272/9E.

DME portion unusable:

005°-080°

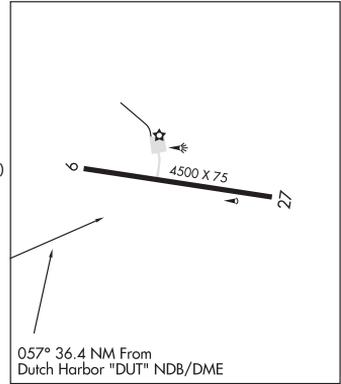
081°-330° byd 13 NM

331°-004° byd 15 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1-866-478-7250.**DUTCH HARBOR**

H-2I, L-2J

IAP

**AKUTAN SPB** (KQA) 0 S UTC-9(-8DT) N54°08.03' W165°46.70'

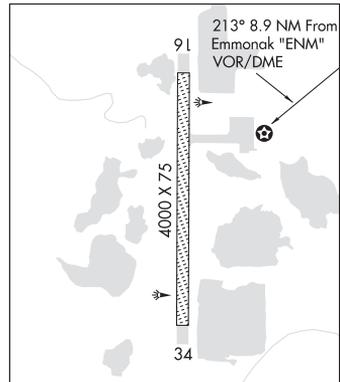
00 NOTAM FILE CDB

WATERWAY E-W: 10000X1000 (WATER)**SEAPLANE REMARKS:** Unattended. Operating area in Akutan Harbor. Access to ramp from landing area has a hard surface for amphibious acft. Daily heli shuttle from Akutan (7AK) on Akun Island. Caution for driftwood and debris in seaplane opr area.**AIRPORT MANAGER:** 907-698-2241**WEATHER DATA SOURCES:** AWOS-3 129.05.**COMMUNICATIONS:** CTAF 122.9**DUTCH HARBOR****ALAKANUK** (AUK)(PAUK) 2 S UTC-9(-8DT) N62°40.98' W164°43.33'

22 B NOTAM FILE ENA

RWY 16-34: 4000X75 (GRVL-DIRT) MIRL**RWY 16:** Brush.**SERVICE:** LGT ACTIVATE MIRL Rwy 16-34 and Rot bcn-CTAF.**AIRPORT REMARKS:** Unattended. Rwy condition not monitored, recommend visual inspection prior to landing.**AIRPORT MANAGER:** (907) 625-1025**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ENM.**EMMONAK (H) VOR/DME** 117.8 ENM Chan 125 N62°47.08' W164°29.25' 213° 8.9 NM to fld. 17/14E.**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1-866-864-1737.**BETHEL**

H-1A, 2I, L-3B

**ALASKA RGNL HOSPITAL HELIPORT** (See ANCHORAGE on page 40)

ALEKNAGIK

ALEKNAGIK SPB (Z33) 0 NW UTC-9(-8DT) N59°16.44' W158°37.42'
7 NOTAM FILE DLG

KODIAK

WATERWAY E-W: 10000X1000 (WATER)

SERVICE: FUEL 100LL, MOGAS

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

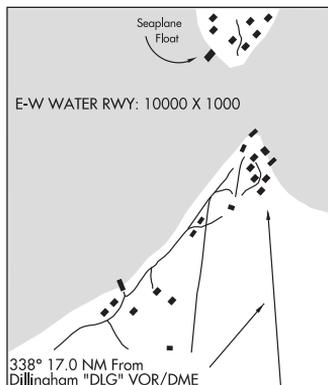
AIRPORT MANAGER: 907-842-5988

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

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

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



ALEKNAGIK/NEW (5A8) 1 E UTC-9(-8DT) N59°16.95' W158°37.07'

KODIAK

63 NOTAM FILE DLG

RWY 15-33: 2030X60 (GRVL) 0.5% up NW

RWY 15: Brush.

RWY 33: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored; recommend visual inspection prior to using; no maint on arpt. Be alert: rwy elevated above the surrounding terrain, no safety areas at either thld. The windsock is faded and below the tree line; may be unreliable. Rwy 15-33 marked with orange 3' cones. Be alert: float planes ldg and departing between north and south shores on the Aleknagik in the areas of Aleknagik Lodge and Mosquito Point. Trees on apch of Rwy 15, power lines on apch of Rwy 33. Loose rocks of rwy.

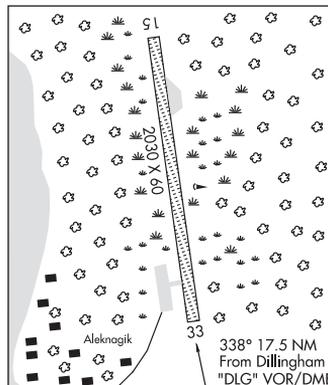
AIRPORT MANAGER: 907-842-5511

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

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

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



ALEKNAGIK MISSION STRIP (4AK7) PVT 1 NE UTC-9(-8DT) N59°16.86' W158°35.83'

KODIAK

150 NOTAM FILE

RWY 09-27: 1500X35 (GRVL)

RWY 09: Tree/bushes.

RWY 27: Tree/bushes.

RWY 03-21: 1400X25 (GRVL-DIRT)

RWY 21: Hill.

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

AIRPORT MANAGER: 907-242-4173

COMMUNICATIONS: CTAF 122.9

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

TRIPOD (Z25) 2 SE UTC-9(-8DT) N59°15.79' W158°33.47'
225 NOTAM FILE DLG

KODIAK

RWY 11-29: 1250X50 (TURF-GRVL)

RWY 11: Trees.

RWY 29: Trees.

RWY 18-36: 850X40 (GRVL-DIRT)

RWY 18: Trees.

RWY 36: Trees.

AIRPORT REMARKS: Unatndd. Rws not maintained; recommend prior inspection before use. Rwy 18-36 has 7' trees growing in the center of the rwy midfield. Rwy unusable for fixed wing acft. Rwy 11 forest with 32' trees 0' from threshold. Rwy 36 forest across entire apch up to 0' of threshold. No rwy markings either rwy. Rwy 11-29 sfc consists of a narrow ATV trail and undulating tundra which slopes downhill towards north. Rwy 18-36 unusable only 10 ft wide with 6-12 ft trees encroaching & rocks to 10 inches on sfc. Rwy 18-36 used as an ATV camping site.

COMMUNICATIONS: CTAF 122.9

ALITAK SPB (See LAZY BAY on page 171)

ALL WEST (See DELTA JUNCTION on page 94)

ALLAKAKET (6A8)(PFAL) 1 SSE UTC-9(-8DT) N66°33.11' W152°37.33'
441 B NOTAM FILE FAI

FAIRBANKS

H-1A, L-4I

RWY 05-23: 4000X100 (GRVL) MIRL

IAP

RWY 05: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 05-23—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops during winter, monitor CTAF. Cold temperature restricted airport. Altitude correction required at or below -44C. Rwy 05-23 NSTD markings, marked with lgts and cones. Rot bcn may not be observed from northern quadrants at low altitudes.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9

BETTLES RCO 122.2 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 124.6

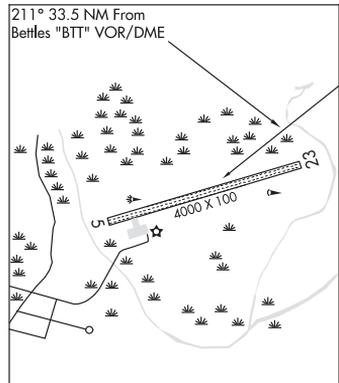
RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.

BETTLES (H) VORW/DME 116.0 BTT Chan 107 N66°54.30'
W151°32.15' 211° 33.5 NM to fld. 637/20E.

VOR AZIMUTH & DME unusable:

047°-077° byd 24 NM

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



ALLEN AAF (BIG)(PABI) A 3 S UTC-9(-8DT) N63°59.71' W145°43.20'

ANCHORAGE

1285 B NOTAM FILE BIG

H-1B, L-3B, 3E

DIAP

RWY 01-19: H9000X150 (ASPH) PCN 49 F/A/W/T HIRL
RWY 01: PAPI(P4L)—GA 3.0° TCH 74'. Thld dsplcd 1000'.
RWY 19: PAPI(P4L)—GA 3.0° TCH 74'. Thld dsplcd 1000'. Rgt ttc.
RWY 10-28: H6115X150 (ASPH) PCN 65 F/A/W/T HIRL
RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 76'.
RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 74'.
RWY 07-25: H4057X88 (ASPH) PCN 41 F/A/W/T MIRL
RWY 25: Rgt ttc.

ARRESTING GEAR/SYSTEM

BAK-12 (2500') **RWY 19**

SERVICE: FUEL, J8 **LGT** ACTIVATE HIRL Rwy 01-19 and Rwy 10-28, MIRL Rwy 07-25, PAPI Rwy 01, Rwy 10, Rwy 19 and Rwy 28—CTAF. **JASU** CE 13, CA 1

MILITARY REMARKS: Attended Mon-Fri 1715-0100Z‡ exc Federal hol. Flt ops hrs Mon-Fri 1700-0900Z‡ with the exception of Federal hol. Check NOTAMS for current afd cond, updated weekly. Authorized use only. Violators will be prosecuted. Recommend PPR 5 working days in advance. 24 hr PPR ntc minimum is rqrd for all acft. Call DSN 873-4171 or C907-873-4171 for PPR. Rwy cond only monitored dur opr hrs, recommend visual inspection prior to ldg. All acft make position reports on CTAF when twr is not open.

Avoid over flt of main post area. Weight restrictions are in effect dur non winter months (no weight restrictions dur winter months). Main apron PCN 46 F/A/W/T. Twy A PCN 57 F/A/W/T, Twy B PCN 42 F/A/W/T, Twy C PCN 68 F/A/W/T, Twy D PCN 44 F/A/W/T. Seasonal migrating birds and other wildlife on and invof rwyws. 180° turnarounds on rwyws not authorized for acft C-130 or larger with the exception of the conc portions on Rwy 01 and Rwy 19 effective 1 May through 1 November. No tkof or full power eng run ups for large/heavy acft from before the dspld thld of Rwy 19. No ground maneuvers/training in keyhole of Rwy 1. There are 3 controlled firing ranges, 7 drop zones, and one rstd area within 35 NM radius of fld, status of these areas are avbl through Ft Greely Range Control DSN 873-4714/4715 or C907-873-4714/4715. All acft avoid overflt main post and ammo storage area 1.5 miles SE of afd. Helicopters, no hover taxi allowed over sodded areas to access the apron/ramp. Civ acft req ldg permit. All acft ctc Base Ops on 122.9 prior to arr, dep or for special req.

AIRPORT MANAGER: 907-873-7400

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

COMMUNICATIONS: CTAF 122.9 ATIS 132.075

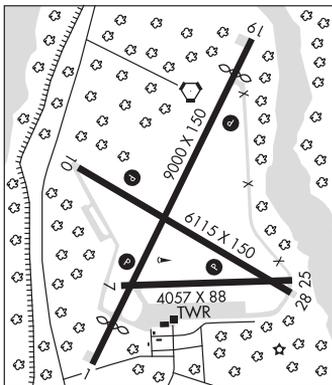
BIG DELTA RCO 255.4 122.2 (FAIRBANKS RADIO)

® **ANCHORAGE CENTER APP/DEP CON** 135.3 322.5

TOWER 119.8 235.775 40.8 (1715-0100Z‡ Mon-Fri except Federal holidays)

GND CON 118.225 251.05

OPS 122.9 **FORT GREELY RANGE CONTROL** 38.3 FM 229.4 125.3



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS D svc 1715-0100Z† Mon-Fri except hols; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BIG.

BIG DELTA (H) VORTACW 114.9 BIG Chan 96 N64°00.27' W145°43.03' at fld. 1230/23E.

VOR unusable:

055°-080° byd 15 NM blo 7,000'

260°-279° byd 10 NM

DELTA JUNCTION NDB (HW) 347 DJN N64°01.41' W145°41.21' 187° 1.9 NM to fld. 1338/20E.

ILS/DME 111.1 I-BIG Chan 48 Rwy 10. Class IT.

COMM/NAV/WEATHER REMARKS: For toll free call to Fairbanks FSS dial 1-866-248-6516. Wx observer avbl for lcl arpt wx on CTAF call sign, Big Delta Weather, call C907-873-4401 1500-0630Z†. Briefs avbl other times 17th OWS, Joint Base Pearl Harbor-Hickam DSN 315-449-8333/7950 C808-449-8333/7950

ALPINE AIRSTRIP (See NUIQSUT on page 198)

ALSEK N59°19.55 W138°53.10
RCO-121.4 (JUNEAU FSS)

JUNEAU
L-1B, L-3E

ALSEK RIVER (See YAKUTAT on page 282)

AMBLER (AFM)(PAFM) 1 N UTC-9(-8DT) N67°06.37' W157°51.43'
293 B NOTAM FILE AFM

FAIRBANKS
H-1A, L-4I
IAP

RWY 01-19: 4000X75 (GRVL) MIRL 0.5% up N

RWY 01: PAPI(P4R)-GA 3.0° TCH 25'

RWY 10-28: 2400X60 (GRVL) MIRL 1.1% up W

RWY 10: Brush.

SERVICE: LGT ACTIVATE PAPI Rwy 01; MIRL Rwy 01-19 and Rwy 10-28; windsock lgts-CTAF. ACTIVATE rotating bcn-CTAF.

AIRPORT REMARKS: Unattended. Rwy conditions not monitored, recommend visual inspection prior to using. Cold temperature restricted airport. Altitude correction required at or below -35C. Rwy 01-19 crowns in center and no line of sight between rwy ends. Caribou invof rwys. Rwy 10-28 slopes uphill east to west approximately 80°.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: AWOS-3P 132.1 (907) 445-2146. (WX CAM)

COMMUNICATIONS: CTAF 122.7

RCO 122.0 (KOTZEBUE RADIO)

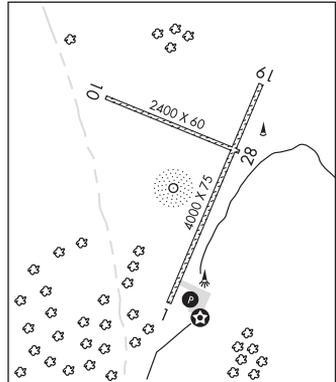
ANCHORAGE CENTER APP/DEP CON 119.2

RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.

KOTZEBUE (H) VORW/DME 115.7 OTZ Chan 104 N66°53.14'
W162°32.40' 066° 111.1 NM to fld. 121/15E.

NDB (HW) 403 AMF N67°06.31' W157°51.61' at fld.
258/15E. NOTAM FILE AFM.

COMM/NAV/WEATHER REMARKS: For a LC to Kotzebue FSS dial 907-442-3310. For a toll free call to Kotzebue FSS dial 1-800-478-7460. For a toll free call to Fairbanks FSS dial 1-866-248-6515.



AMERICAN CREEK (8ØA) 0 N UTC-9(-8DT) N65°06.24' W151°10.63'
513 NOTAM FILE FAI

FAIRBANKS

RWY 02-20: 1500X70 (TURF-GRVL) 1.3% up N

RWY 02: Tree.

RWY 20: Tree.

AIRPORT REMARKS: Unattended. Be alert winds erratic. Be alert, rwy used as road by mining equipment. Heavy equipment and drag line boom invof rwy, recommend flyby before ldg. No line of sight between rwy ends. Rocks up to 6" in diameter.

COMMUNICATIONS: CTAF 122.9

ANAKTUVUK PASS (AKP)(PAKP) 0 SE UTC-9(-8DT) N68°08.02' W151°44.60'

2106 B NOTAM FILE AKP

RWY 02-20: 4800X100 (GRVL) MIRL 1.1% up NE

RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 41'. Brush.

RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 02-20, REIL and PAPI Rwys 02 and 20, and rotating bcn—CTAF.

AIRPORT REMARKS: Attended continuously. Rwy 02-20 Be Alert: rwy located in mountain valley. High terrain in all quadrants causing turbulent winds. Rwy 02-20 recommend visual inspection prior to use. Cold temperature restricted airport. Altitude correction required at or below -31C.

AIRPORT MANAGER: (907) 852-0489

WEATHER DATA SOURCES: AWOS-3P 135.75 (907) 661-3020. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 122.8

ANAKTUVUK PASS RCO 122.15 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 124.6 352.0

RADIO AIDS TO NAVIGATION: NOTAM FILE AKP.

NDB (MHW) 348 AKP N68°08.20' W151°44.65' at fld. 2087/21E.

NDB unusable:

166°-181° byd 12 NM

186°-236° byd 21 NM blo 11,000'

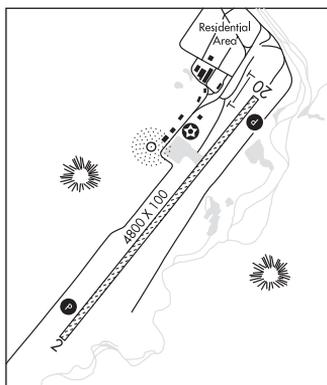
286°-326° byd 20 NM

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

POINT BARROW

H-1A, L-41

IAP



ANCHOR POINT

ANCHOR RIVER AIRPARK (AKØØ) PVT 1 NW UTC-9(-8DT) N59°46.98' W151°51.18'

KODIAK

120 TPA—920(800) NOTAM FILE Not insp.

RWY 16-34: 2500X75 (GRVL)

RWY 16: Trees. Rgt tfc.

RWY 34: Trees.

AIRPORT REMARKS: Unattended. Rwy conditions unmonitored, visual inspection recommended prior to use. 100' trees surround rwy. Rwy not maintained in winter. Arpt restricted to daylight VFR operations only. Tfc pattern alt 800' AGL. Rising terrain N of rwy.

AIRPORT MANAGER: (907) 399-1053

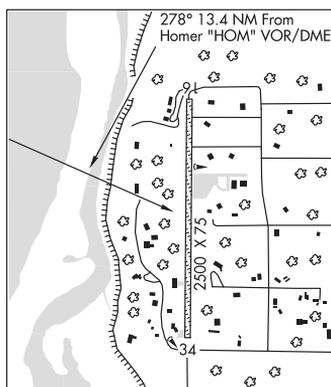
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

HOMER (H) VOR/DME 114.6 HOM Chan 93 N59°42.57'

W151°27.40' 275° 12.8 NM to fld. 1626/15E.

COMM/NAV/WEATHER REMARKS: Local call to Homer FSS dial 235-8588. For a toll free call to Kenai FSS dial 1-866-864-1737.



ANCHOR RIVER AIRPARK (See ANCHOR POINT on page 40)

ANCHORAGE

ALASKA RGNL HOSPITAL HELIPORT (20K) 2 E UTC-9(-8DT) N61°12.76' W149°49.60'

ANCHORAGE

137 B NOTAM FILE ENA

HELIPAD H1: H175X175 (ASPH) PERIMETER LGTS

SERVICE: FUEL 100LL, JET A LGT No perimeter lgts avbl. ACTIVATE perimeter lgts—130.45.

HELIPORT REMARKS: Special Air Traffic Rules-Part 93, see Regulatory Notices. Attended Mon-Fri 1630-0200Z±. All inbound medevac acft ctc Alaska Regional Medevac on 130.45 or telephone 907-258-3822 or 800-478-9111 15 minutes prior to arrival. Extensive training in immediate vicinity of helipad may require time to secure area. Recommend approach from W through NE. Rwy H1 building in close proximity E through SW, 8' fence W side of landing area. Heliport located on Merrill Fld. Lgt poles 85' to southeast and 110' to north east.

AIRPORT MANAGER: 907-343-6305

COMMUNICATIONS: CTAF 126.0 UNICOM 122.95

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

BOLD (A13) 30 ENE UTC-9(-8DT) N61°20.48' W148°59.93'
900 NOTAM FILE ENA

ANCHORAGE

RWY 14-32: 1000X15 (GRVL)

RWY 32: Trees.

AIRPORT REMARKS: Unattended. Airstrip located inside Chugach State Park. Sharply rising terrain E, S, W quadrants. Landings not allowed on lake. Hikers and vehicles in vcntry of airstrip. Brush up to 30" high on NE half of rwy, full length. Rwy 14-32 rutted and uneven. Trees encroaching on both sides of rwy. Rwy 14-32 slopes down toward lake. Rwy 14 gentle hump approach end. Trees growing up around windsock, wind indicator unreliable.

AIRPORT MANAGER: 907-688-0910

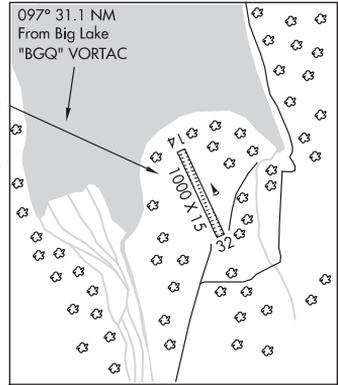
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

BIG LAKE (H) VORTACW 112.5 BQG Chan 72 N61°34.17'
W149°58.03' 097° 31.1 NM to fld. 180/19E.

TACAN AZIMUTH & DME unusable:
226°-246° byd 36 NM blo 7,500'

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



CAMPBELL AIRSTRIP (CSR) PVT 4 SE UTC-9(-8DT) N61°09.52' W149°46.84'
286 NOTAM FILE Not insp.

ANCHORAGE
H-1B, 2K, L-1A, 3D, 4G

RWY 02-20: 5000X150 (GRVL)

RWY 02: Trees. Rgt tfc.

RWY 20: Trees.

AIRPORT REMARKS: Unattended. Parachute Jumping. Use permitted only with prior permission of BLM Anchorage field manager 267-1246, apt manager 907-267-1357. All traffic patterns SE of fld. No winter maintenance. Rwy cond not monitored, recommend visual inspection prior to ldg. Drone use to 400' AGL.

AIRPORT MANAGER: (907) 267-1357

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) VORW/DME 113.15 TED Chan 78(Y) N61°10.07'
W149°57.61' 078° 5.2 NM to fld. 93/18E.

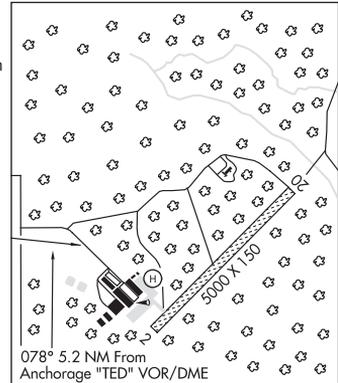
VOR unusable:

041°-091° byd 25 NM blo 15,000'
091°-096° byd 20 NM blo 15,000'
096°-121° byd 25 NM blo 12,500'
121°-146° byd 25 NM blo 9,000'

DME unusable:

041°-091° byd 25 NM blo 15,000'
091°-096° byd 20 NM blo 15,000'
096°-121° byd 25 NM blo 12,500'
121°-146° byd 25 NM blo 9,000'
196°-206° byd 25 NM blo 3,500'
206°-211° byd 25 NM blo 4,000'
211°-221° byd 25 NM blo 3,500'

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



CAMPBELL LAKE SPB (A11) 3 SW UTC-9(-8DT) N61°07.98' W149°56.51'
20 NOTAM FILE A11

ANCHORAGE

WATERWAY 06W-24W: 4000X200 (WATER)

WATERWAY 06W: Rgt tfc.

SEAPLANE REMARKS: Unattended. Wind indicator: 3—pvtly maintained windssocks around the lake. Preplanned pattern to the west, unless SE wind dictates E apch/dep. No service to transient acft.

AIRPORT MANAGER: 907-269-8503

COMMUNICATIONS: CTAF 122.9

Ⓡ ANCHORAGE APP/DEP CON 118.6 118.6 118.6 119.1 119.1 119.1 123.8 126.4

FLYING CROWN (AK12) PVT 6 S UTC-9(-8DT) N61°06.40' W149°51.86'

ANCHORAGE

150 NOTAM FILE Not insp.

RWY 13-31: 1078X50 (TURF)

RWY 13: Thld dsplcd 30'. Trees.

RWY 31: Thld dsplcd 798'. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy conditions unmonitored, visual inspection recommended prior to use. Watch for pedestrians. Multiple sprinkler and equipment on or near rwy. And hill near end of rwys not maintained in winter. Railroad runs parallel to rwy, frequent train traffic. Operations not recommended during train traffic.

AIRPORT MANAGER: 907-245-1932

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) VOR/DME 113.15 TED Chan 78(Y) N61°10.07' W149°57.61' 125° 4.6 NM to fld. 93/18E.

VOR unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

DME unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

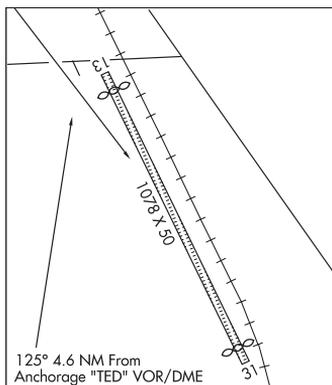
121°-146° byd 25 NM blo 9,000'

196°-206° byd 25 NM blo 3,500'

206°-211° byd 25 NM blo 4,000'

211°-221° byd 25 NM blo 3,500'

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



LAKE HOOD (LHD)(PALH) P (ANG) 3 SW UTC-9(-8DT) N61°11.20' W149°57.92'

ANCHORAGE

79 TPA-679(600) NOTAM FILE LHD

RWY 14-32: 2200X75 (GRVL-DIRT) MIRL

RWY 14: Tree.

RWY 32: Tree. Rgt tfc.

SERVICE: S4 FUEL 100, 100LL, JET A LGT SS-SR.

AIRPORT MANAGER: 907-266-2741

WEATHER DATA SOURCES: ASOS (907) 245-5432 (WX CAM)

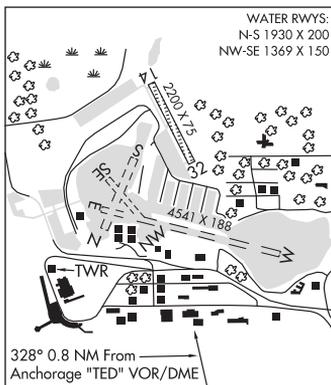
COMMUNICATIONS: CTAF 126.8 ATIS 125.6 (907-245-5432)

Ⓡ **ANCHORAGE APP/DEP CON** 119.1 363.2

TOWER 126.8 (907-245-5432)

CLNC DEL 119.4

CONTINUED ON NEXT PAGE



MERRILL FLD (MRI)(PAMR) 1 E UTC-9(-8DT) N61°12.81' W149°50.68'

ANCHORAGE

137 B TPA—See Remarks NOTAM FILE MRI

H-1B, 2K, L-1A, 3D, 4G

RWY 07-25: H4000X100 (ASPH) S-50, D-80 MIRL 0.3% up E

IAP, AD

RWY 07: REIL. VASI(V2L)—GA 3.75° TCH 43'. Pole. Rgt tfc.

RWY 25: REIL. VASI(V2L)—GA 3.0° TCH 21'. Bldg.

RWY 16-34: H2640X75 (ASPH) S-20 MIRL 0.3% up N

RWY 16: REIL. VASI(V2R)—GA 3.0° TCH 22'. Bldg. Rgt tfc.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 21'. Bldg.

RWY 05-23: H2000X60 (ASPH-GRVL)

RWY 05: Pole.

RWY 23: Fence.

SERVICE: S4 FUEL 100, JET A OX 2, 4 LGT ACTIVATE MIRL Rwy 07-25 and Rwy 16-34, REIL Rwy 07, Rwy 25, Rwy 16 and Rwy 34-CTAF. PAPI Rwy 34, VASI Rwy 07, Rwy 25, Rwy 16 opr 24 hrs.

AIRPORT REMARKS: Special Air Traffic Rules-Part 93, see Regulatory Notices. Attended Mon-Fri 1630-0200Z†. Rwy 05-23 paved first 60' remaining sfc composition is gravel and used seasonally as a snow runway (ski equipped aircraft use recommended to minimize wheel rutting). Rwy 05 paved first 60 ft. 1' to 8' snow berms and piles adjacent to rwy's and twys during winter months. Seagulls and ravens on arpt. Migratory birds on arpt Spring through Fall. All acct in non-movement areas must ctc GND CON prior to taxi. All rwy and twy lghts non-std height. Portions of Twy C between Twy S and Twy N, and portions of Twy Q not visible from twr. Twy Q unctl east of Twy C. Twy G unctl btn Twy N and Rwy 05-23. All sfc's south of Rwy 05-23 unctl. Twy B uncontrolled south of Twy M. PPR for acct over 12,500 lbs. TPA for acct 105 kts or less 900' MSL, acct greater than 105 kts 1,200' MSL. Compass rose avbl with prior cdn fm Merrill Field ATCT. Arrival/Departure Routes—See Area Notices-Special Notice Cartee Airspace.

AIRPORT MANAGER: 907-343-6303

WEATHER DATA SOURCES: ASOS 124.25 (907) 271-5277. (WX CAM)

COMMUNICATIONS: CTAF 126.0 UNICOM 122.95 ATIS 124.25

RCO 255.4 122.2 (KENAI RADIO)

RCO 122.55 122.3 (KENAI RADIO)

Ⓡ **ANCHORAGE APP/DEP CON** 363.2 119.1

TOWER 126.0 127.55 (1600-0900Z† May 1-Aug 31, 1600-0700Z† Sep 1-Apr 30) **GND CON** 121.7

AIRSPACE: CLASS D svc 1600-0900Z† May 1-Aug 31; 1600-0700Z† Sep 1-Apr 30; other times CLASS E.

VOR TEST FACILITY (VOT) 111.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) VOR/DME 113.15 TED Chan 78(Y) N61°10.07' W149°57.61' 033° 4.3 NM to fld. 93/18E.

VOR unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

DME unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

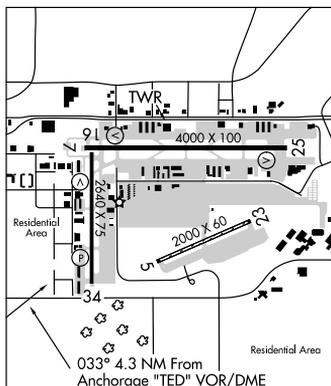
121°-146° byd 25 NM blo 9,000'

196°-206° byd 25 NM blo 3,500'

206°-211° byd 25 NM blo 4,000'

211°-221° byd 25 NM blo 3,500'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737. FM radio interference may be received on twr freqs in tfc patterns. When ATCT clsd wx also avbl on CTAF, call sign Merrill WX or phone 907-271-4355. When twr clsd CTAF procedures are recommended. See Regulatory Notices Anchorage Terminal Area Merrill Segment this supplement. Use freq 122.55 (RCO) for filing, activating, canceling fit plans in the Anchorage Bowl Area.



PROVIDENCE HOSPITAL HELIPORT (AK38) PVT 3 SE UTC-9(-8DT) N61°11.34' W149°49.31' ANCHORAGE

140 NOTAM FILE Not insp.

HELIPAD H1: H60X60 (ASPH) MIRL

SERVICE: LGT H1 flood lights.

HELIPORT REMARKS: Attended 24 hrs. Special Air Traffic Rules-Part 93 see Regulatory Notices. Heliport within Merrill Class D airspace, ctc Merrill twr freq 126.0. Be Alert; Hospital helicopter base on rooftop. Apch or departure NW or SE along Providence Drive. PPR for ldg helicopters, contact Lifeguard base telephone 907-261-3071 or 800-478-5433 15 minutes prior to arrival.

AIRPORT MANAGER: 907-212-2350

COMMUNICATIONS: CTAF 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) VOR/DME 113.15 TED Chan 78(Y) N61°10.07' W149°57.61' 054° 4.2 NM to fld. 93/18E.

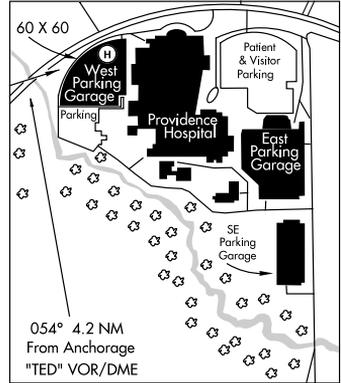
VOR unusable:

- 041°-091° byd 25 NM blo 15,000'
- 091°-096° byd 20 NM blo 15,000'
- 096°-121° byd 25 NM blo 12,500'
- 121°-146° byd 25 NM blo 9,000'

DME unusable:

- 041°-091° byd 25 NM blo 15,000'
- 091°-096° byd 20 NM blo 15,000'
- 096°-121° byd 25 NM blo 12,500'
- 121°-146° byd 25 NM blo 9,000'
- 196°-206° byd 25 NM blo 3,500'
- 206°-211° byd 25 NM blo 4,000'
- 211°-221° byd 25 NM blo 3,500'

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



SIXMILE LAKE (AA06) PVT 2 NE UTC-9(-8DT) N61°17.38' W149°48.37' ANCHORAGE

85 NOTAM FILE Not insp.

RWY 06-24: 1600X35 (GRVL)

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 907-552-2107

COMMUNICATIONS: CTAF 122.9

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

• • • • •

WATERWAY 07W-25W: 4000X50 (WATER)

SEAPLANE REMARKS: Unattended.

TED STEVENS ANCHORAGE INTL (ANC)(PANC) P (ANG) 4 SW UTC-9(-8DT) N61°10.45' W149°59.89'

ANCHORAGE
H-1B, 2K, L-1A, 3D, 4G
IAP, AD

151 B LRA Class I, ARFF Index E NOTAM FILE ANC
RWY 07R-25L: H12400X200 (ASPH-CONC-GRVD) S-75, D-175, 2S-175, 2D-400, 2D/2D2-1300 PCN 81 F/A/W/T HIRL CL
RWY 07R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72'. RVR-TMR Rgt tfc.
RWY 25L: PAPI(P4L)—GA 3.0° TCH 75'. RVR-TMR 0.4% up.
RWY 15-33: H10865X200 (ASPH-GRVD) S-75, D-175, 2S-175, 2D-400, 2D/2D2-900 PCN 81 F/A/W/T HIRL CL
RWY 15: MALSFR. TDZL. PAPI(P4R)—GA 3.2° TCH 85'. RVR-TMR Rgt tfc. 0.5% down.
RWY 33: REIL. PAPI(P4R)—GA 3.0° TCH 60'. RVR-TMR Thld displcd 465'.
RWY 07L-25R: H10600X150 (ASPH-GRVD) S-75, D-175, 2S-175, 2D-400, 2D/2D2-900 PCN 81 F/A/W/T HIRL CL
RWY 07L: MALSFR. TDZL. PAPI(P4R)—GA 3.0° TCH 63'. RVR-T Rgt tfc. 0.5% down.
RWY 25R: PAPI(P4L)—GA 3.0° TCH 60'. RVR-R

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07L:TORA-10600 TODA-10600 ASDA-10600

LDA-10600

RWY 07R:TORA-10900 TODA-10900 ASDA-10900

LDA-12400

RWY 15: TORA-10865 TODA-10865 ASDA-10000 LDA-10000

RWY 25L:TORA-12400 TODA-12400 ASDA-12000 LDA-12000

RWY 25R:TORA-10600 TODA-10600 ASDA-10600 LDA-10600

RWY 33: TORA-10865 TODA-11965 ASDA-10865 LDA-10400

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

AIRPORT REMARKS: Special Air Traffic Rules-Part 93, see Regulatory Notices. Attended continuously. Noise sensitive area in effect; ctc arpt opns 907-266-2600 for further info. Migratory birds invof arpt Spring through Fall. ASSC in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces. One hr PPR for non-transponder acft ops. PPR for non-radio acft ops. Pilots must provide an ETA and remain within plus or minus 15 minutes of ETA. To coord non-transponder or non-radio ops ctc Anchorage twr at 907-271-2700 during administration hrs (1630-0100Z± weekdays). During non-administration hrs and holidays ctc FAA at 907-271-5936. No nighttime non-radio acft ops permitted. Transient military acft PPR. NOTE: Twy K is north of and parallel to Rwy 07R/L-25R/L. Use caution to avoid ldg on twy. When Rwy 07R-25L or Rwy 15-33 are CLOSED, Rwy 07L-25R open to all acft. FAA ramp PPR ctc ANC FIFO freq 135.85 907-271-2414 or AVN 405-954-9780 Mon-Fri 1500-2330Z±. All turbojet/turbofan acft departing Rwsy 07R/07L dur a Rwy 15-33 closure will employ the FAA close-in NADP or ICAO procedure B NADP when safety permits. Right turn out of ramp parking area R-2 thru R-4 prohibited. General aviation ops be alert, jet blast all twys and parking ramp. Rwy 07R, back taxiing from Twy J for departure prohibited. No compass calibration pad. Unlighted 489' twr 2 1/2 miles NE. Portions of Twy K between Twy H and Twy J not vis from twr. Twy V security gate east of Twy E, key 121.75 5 times to ACTIVATE. Twy V rstd to acft weighing 12,500 lbs or less. Subject to jet blast west of Twy E. RWY end 25L has 200 FT blast pad.

AIRPORT MANAGER: 907-266-2600

WEATHER DATA SOURCES: ASOS (907) 271-5278 (WX CAM)

COMMUNICATIONS: UNICOM 122.95 D-ATIS 135.5 907-243-2847

RCO 255.4 122.2 (KENAI FSS)

RCO 122.55 122.3 (KENAI FSS)

Ⓡ **APP/DEP CON** 363.2 119.1 (250°-330° 1500' and blo) (331°-045° 2500' and blo)

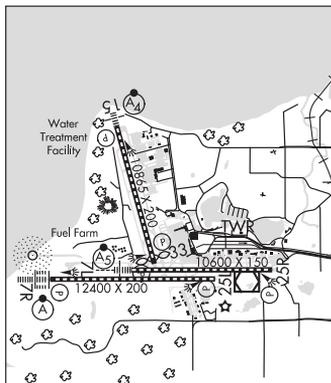
290.5 118.6 (250°-330° abv 1500') (331°-045° abv 2500')

270.25 126.4 (046°-205°) 270.25 123.8 (206°-249°)

TOWER 257.8 118.3 **GND CON** 338.25 121.9 **CLNC DEL** 323.1 119.4

INTERNATIONAL A/G FREQS 13273 11330 10048 8951 6655 5628 2932 (San Francisco ARINC)

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



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

VOR TEST FACILITY (VOT) 108.4

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

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

VOR unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

DME unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

196°-206° byd 25 NM blo 3,500'

206°-211° byd 25 NM blo 4,000'

211°-221° byd 25 NM blo 3,500'

CAMPBELL LAKE NDB (HW) 338 CMQ N61°10.26' W150°02.86' 067° 1.5 NM to fld. 65/16E.

ILS/DME 109.9 I-TGN Chan 36 Rwy 07L. Class IE.

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

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

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

ANCHORAGE N61°10.07' W149°57.61' NOTAM FILE ANC. **ANCHORAGE**
(H) VORW/DME 113.15 TED Chan 78(Y) 334° 1.1 NM to Lake Hood. 93/18E. **H-1B, 2K, L-1A, 3D, 4G**

VOR unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

DME unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

196°-206° byd 25 NM blo 3,500'

206°-211° byd 25 NM blo 4,000'

211°-221° byd 25 NM blo 3,500'

RCO 122.3 122.55 (KENAI RADIO)

RCO 122.2 (KENAI RADIO)

ANDERSON LAKE (See WASILLA on page 271)

ANGOON SPB (AGN)(PAGN) 1 SE UTC-9(-8DT) N57°30.21' W134°35.11'
00 NOTAM FILE AGN

JUNEAU

WATERWAY NW-SE: 10000X900 (WATER)

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

AIRPORT MANAGER: (907) 465-4512

WEATHER DATA SOURCES: AWOS-3P 118.325 (907) 788-3120. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RCO 122.4 (SITKA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) VORTACW 114.0 SSR Chan 87 N58°10.66'

W135°15.53' 132° 45.9 NM to fid. 40/20E.

VOR unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

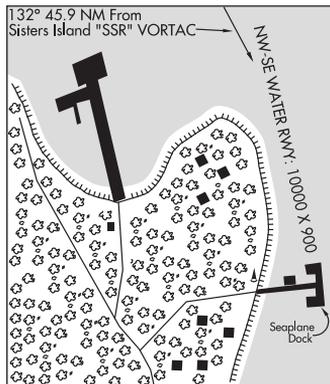
TAC AZM unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

DME unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

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



ANIAK (ANI)(PANI) 0 S UTC-9(-8DT) N61°34.88' W159°32.72'
97 B NOTAM FILE ANI

MC GRATH
H-1B, 2I, L-3C
IAP

RWY 11-29: H6200X150 (ASPH-GRVD) S-30, D-120, 2D-126
PCN 47 F/C/X/T HIRL

RWY 11: MALSF. Thld dsplcd 400'. Trees.

RWY 29: Thld dsplcd 400'. Bldg.

SERVICE: S2 **FUEL** 100LL, JET A **LGT** ACTIVATE MALSF Rwy 11, HIRL
Rwy 11-29—CTAF.

AIRPORT REMARKS: Attended 16 Apr-30 Sep Mon-Fri 1630-0130Z‡, 1
Oct-15 Apr Mon-Fri 1630-0130Z‡. Arpt maint duty hrs
1700-0130Z‡ Mon thru Fri. Fuel avbl on CTAF or call
907-675-4295. Arpt CLOSED to acft ops which are rqrd to conduct
pax screening. Arpt CLOSED to pax acft certified for more than 30 pax
seats. Cold temperature airport. Altitude correction required at or
below -38C. Personnel and eqpt may be working on the rwy at any
time. Arpt has designated tran acft parking avbl. Tran acft parking is
designated with green cones. Lock wheeled turns prohibited on any
sfc.

AIRPORT MANAGER: 907-675-4345

WEATHER DATA SOURCES: AWOS-3P 124.3 (907) 675-4282. (WX CAM)

COMMUNICATIONS: CTAF 122.1

RCO 122.45 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 251.05 118.15

CLNC DEL 118.15

AIRSPACE: CLASS E svc 1500-0859Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ANI.

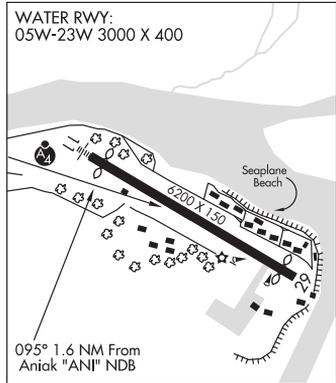
NDB (HW) 359 ANI N61°35.41' W159°35.87' 095° 1.6 NM to fld. 88/14E.

ILS/DME 109.7 I-ANI Chan 34 Rwy 11. Class IA. LOC unusable within 0.6 NM.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737. Because of natural obstructions AWOS-3
wind may be unrepresentative of rwy wind conditions.

WATERWAY 05W-23W: 3000X400 (WATER)

SEAPLANE REMARKS: Seaplanes operate in Aniak Slough and river in front of town.



ANNETTE

ANNETTE ISLAND (ANN)(PANT) PVT O N UTC-9(-8DT) N55°02.54' W131°34.25'

KETCHIKAN
H-1D, L-1C

119 NOTAM FILE ANN

RWY 12-30: H7493X150 (ASPH)

RWY 12: Rgt tfc.

RWY 02-20: 5709X150 (GRVL)

RWY 02: Trees brush. Rgt tfc.

RWY 20: Trees brush.

AIRPORT REMARKS: Unattended. PPR-Call 907-886-4441 during business hrs. Mountains NE. Rwys not maintained, no snow removal. Soft spots in Rwy 12-30 pavement at 1600' and 2400' from Rwy 12 threshold. Vehicular tfc on both rwys, broken glass, rocks and debris on rwys. Use is for emergency medical evacuations or training. Light ground storage for small planes requesting safe area to store the plane. For emerg call 907-886-4011 (Metlakatla police department) to activate emerg rescue team.

AIRPORT MANAGER: 907-886-4441

COMMUNICATIONS: CTAF 122.9

RCO 122.4 (KETCHIKAN RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

(H) **VOR/DME 117.1** ANN Chan 118 N55°03.62' W131°34.70' 146° 1.1 NM to fld. 184/21E.

VOR unusable:

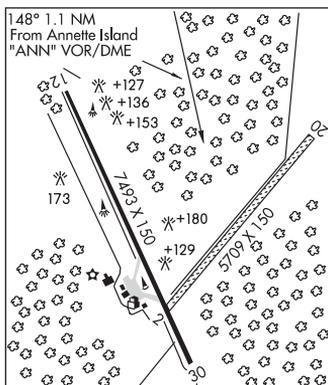
245°-255° byd 19 NM blo 6,000'
295°-305° byd 20 NM blo 9,000'
325°-335° byd 18 NM blo 6,000'
336°-350° byd 24 NM blo 14,000'
351°-099° byd 16 NM blo 17,500'
351°-099° byd 20 NM

DME unusable:

245°-255° byd 19 NM blo 6,000'
295°-305° byd 20 NM blo 9,000'
325°-335° byd 18 NM blo 6,000'
336°-350° byd 24 NM blo 14,000'
351°-099° byd 16 NM blo 17,500'
351°-099° byd 20 NM

NICHOLS NDB (HW) 266 ICK N55°04.25' W131°36.30' 128° 2.1 NM to fld. 119/18E.

COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225-9481. For a LC to Juneau FSS dial 789-7380.



TAMGAS HARBOR SPB (Z43) 2 NE UTC-9(-8DT) N55°04.08' W131°33.42'

KETCHIKAN

00 NOTAM FILE KTN

WATERWAY NW-SE: 10560X1500 (WATER)

SEAPLANE REMARKS: Unattended. Rock jetty, dock available. Call police department at 907-886-4011 or VHF Channel 80 prior to landing at strip or SPB. Be alert many divers and boaters in the area.

AIRPORT MANAGER: (907) 886-4011

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) VOR/DME 117.1 ANN Chan 118 N55°03.62' W131°34.70' at fld. 184/21E.

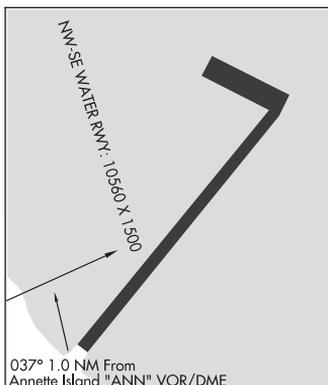
VOR unusable:

245°-255° byd 19 NM blo 6,000'
295°-305° byd 20 NM blo 9,000'
325°-335° byd 18 NM blo 6,000'
336°-350° byd 24 NM blo 14,000'
351°-099° byd 16 NM blo 17,500'
351°-099° byd 20 NM

DME unusable:

245°-255° byd 19 NM blo 6,000'
295°-305° byd 20 NM blo 9,000'
325°-335° byd 18 NM blo 6,000'
336°-350° byd 24 NM blo 14,000'
351°-099° byd 16 NM blo 17,500'
351°-099° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225-9481. For a LC to Juneau FSS dial 789-7380.



ANVIK

ANVIK (ANV)(PANV) 1 SE UTC-9(-8DT) N62°38.84' W160°11.40'

297 B NOTAM FILE ANV

RWY 17-35: 4000X75 (GRVL) MIRL

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Brush.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17 & 35, REIL Rwy 17 & 35—122.7.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. 77' trees 200' east of windsock may result in erroneous wind indications. Cold temperature restricted airport. Altitude correction required at or below -32C.

AIRPORT MANAGER: 907-438-2416

WEATHER DATA SOURCES: AWOS-3P 133.55 (907) 663-6353. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.4 (KENAI RADIO)

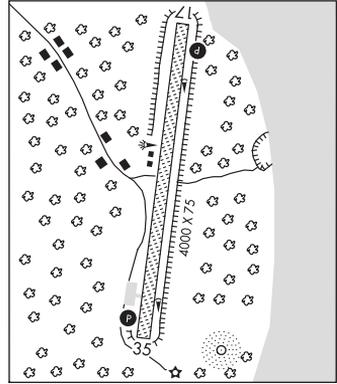
ANCHORAGE CENTER APP/DEP CON 135.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ANV.

NDB (HW) 365 ANV N62°38.49' W160°11.12' at fld. 318/15E.

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

MC GRATH
H-1B, 2I, L-3C
IAP



ANVIK SPB (K40) 0 NW UTC-9(-8DT) N62°39.37' W160°12.33'

52 NOTAM FILE ANV

WATERWAY E-W: 2000X500 (WATER)

SEAPLANE REMARKS: Unattended. No services or dock. Beaching area on shore near village. Boats park in beaching area. Operating area in Anvik River.

COMMUNICATIONS: CTAF 122.7

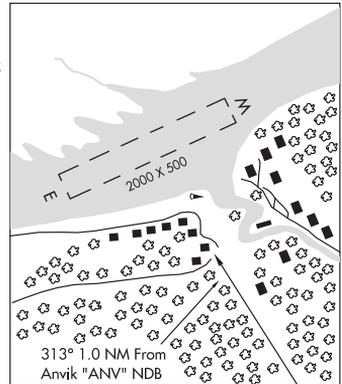
RADIO AIDS TO NAVIGATION: NOTAM FILE ANV.

NDB (HW) 365 ANV N62°38.49'

W160°11.12' 313° 1.0 NM to fld. 318/15E.

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

MC GRATH



ARCTIC VILLAGE (ARC)(PARC) 1 SW UTC-9(-8DT) N68°06.88' W145°34.76'

2092 B NOTAM FILE ARC

RWY 02-20: 4500X75 (GRVL) MIRL 0.3% up NE

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 27'. Road.

SERVICE: LGT Dusk-Dawn. ACTIVATE REIL Rwy 20 and PAPI Rwy 20—CTAF. Rotating beacon OTS indef.

AIRPORT REMARKS: Unattended. Cold temperature airport. Altitude correction required at or below -38C. Rwy not monitored, recommend visual inspection prior to landing. No line of sight between rwy ends. Rwy slopes downhill to Rwy 02 thld at SW end. Ldg fee.

AIRPORT MANAGER: 907-587-5523

WEATHER DATA SOURCES: AWOS-3P 135.75 (907) 587-5654. (WX CAM)

COMMUNICATIONS: CTAF 122.9

FORT YUKON RCO 122.05 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 135.0 225.4

RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.

FORT YUKON (H) VORTACW 114.4 FYU Chan 91 N66°34.46'

W145°16.60' 336° 93.0 NM to fld. 449/20E.

VOR unusable:

001°-360° byd 15 NM

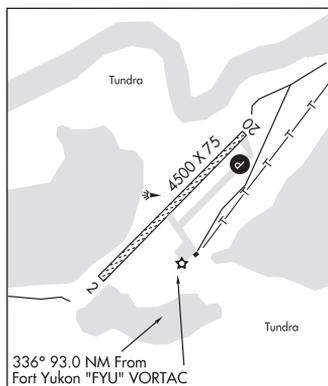
249°-259° byd 10 NM blo 4,900'

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

POINT BARROW

H-1B, L-4J

IAP



ATIGUN N68°09.01' W149°24.39'

RCO—122.6 (FAIRBANKS FSS)

POINT BARROW

L-4J

ATKA (AKA)(PAAK) 2 N UTC-10(-9DT) N52°13.24' W174°12.37'

55 B NOTAM FILE AKA

RWY 16-34: H4500X100 (ASPH-GRVD) S-30, D-150

PCN 37 F/B/Y/T MIRL 0.5% up N

RWY 16: REIL. Road.

RWY 34: REIL. Road.

AIRPORT REMARKS: Unattended. Rwy cond not monitored, rcmd visual inspection prior to using. Rwy markings badly worn, poor condition. Wash-out off right side of Rwy 34 out side of lights. Flocks of gulls and eagles common along the shoreline of Nazan Bay year-round. Rwy 34 has 150 ft plus 150 ft grvl paved safety area. Rwy 16 has 150 ft paved plus 150 ft grvl safety area. Local rwy maint and snow removal ctc 907-839-2319.

AIRPORT MANAGER: 907-581-1786

WEATHER DATA SOURCES: AWOS-3P 135.55 (907) 839-2292.

COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 126.4

GCO 122.15 NSTD 4 CLICKS FOR KENAI FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE ADK.

MOUNT MOFFETT NDB/DME (HW) 530 ADK Chan 87 N51°52.31'

W176°40.56' 069° 93.9 NM to fld. 329/7E.

DME channel 087x is paired with vhf freq 114.0

DME unusable:

080°-105° byd 27 NM

105°-115°

115°-155° byd 27 NM

155°-225°

225°-290° byd 27 NM

290°-340°

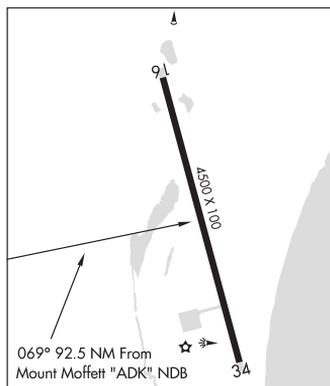
340°-055° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call Cold Bay FSS dial 1-800-478-7250. For a toll free call to Kenai FSS dial 1-866-864-1737.

W ALEUTIAN ISLS

H-21, L-2H

IAP



ATMAUTLUAK (4A2) 0 NE UTC-9(-8DT) N60°52.07' W162°16.46'
19 B NOTAM FILE ENA
RWY 15-33: 3000X75 (GRVL) MIRL

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Brush.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 24'. Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 15-33 and PAPI and REIL Rwy 15 and Rwy 33—CTAF.

AIRPORT REMARKS: Unattended. Rwy width varies. Rwy condition not monitored, recommend visual inspection prior to using. First 650' of Rwy 33 rough with dips. Rwy, twy and ramp dips and ruts 4-6'. Rwy sinking and sloped towards East. Safety areas rough. Birds invof rwy.

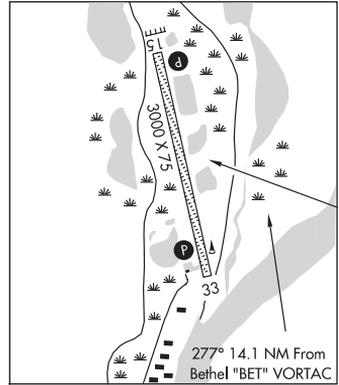
AIRPORT MANAGER: (907) 543-2498

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) VORTAC 114.1 BET Chan 88 N60°47.09'
W161°49.46' 277° 14.1 NM to fld. 105/14E.

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



BETHEL
L-3C

ATQASUK EDWARD BURNELL SR MEM (ATK)(PATQ) 1 S UTC-9(-8DT) N70°28.03' W157°26.14' **CAPE LISBURNE**
101 B NOTAM FILE ATK **H-1A, L-4I**

RWY 06-24: 4370X90 (GRVL) MIRL

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

SERVICE: LGT ACTV REIL Rwy 06 and 24; PAPI Rwy 06 and 24; MIRL Rwy 06-24—CTAF.

AIRPORT REMARKS: Unattended. Abandoned rwy N side of community visible. Several 6 inch deep ruts 1800 ft from Rwy 24 thld. Rwy condition not monitored; recommend visual inspection prior to using. Rwy surface 90 ft-110 ft between edge lights. Cold temperature restricted airport. Altitude correction required at or below -43C.

AIRPORT MANAGER: (907) 852-0489

WEATHER DATA SOURCES: AWOS-3P 119.925 (907) 633-2012.

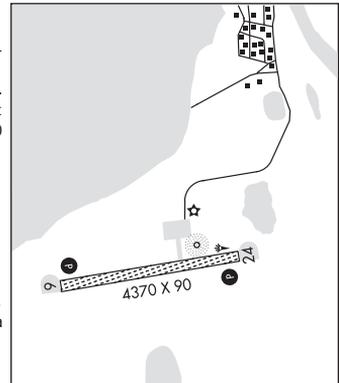
COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 135.3

RADIO AIDS TO NAVIGATION: NOTAM FILE ATK.

NDB (HW) 350 ATK N70°28.14' W157°25.65' at fld. 97/16E.

COMM/NAV/WEATHER REMARKS: Local call to Barrow FSS dial 852-2511. For a toll free call to Fairbanks FSS dial 1-866-248-6516.



BADAMI (See DEADHORSE on page 92)

BALD MOUNTAIN (See TALKREETNA on page 249)

BARANOF WARM SPRINGS FLOAT AND SEAPLANE FLOAT SPB (BNF) 0 SE UTC-9(-8DT) N57°05.33' JUNEAU

W134°49.99'

00 NOTAM FILE SIT

WATERWAY E-W: 10000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Dock. High terrain surrounding landing zone. Occasional turbulent wind and wind shear at low elevation. Opr area in Warm Springs Bay. Strong current from waterfall shoves planes into vessel float, very dangerous at certain tides. Boats may be tied to SPB dock/float ramp.

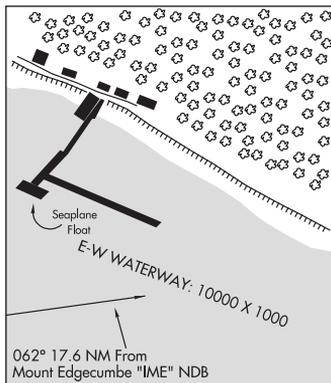
AIRPORT MANAGER: (907) 747-3439**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE SIT.**MOUNT EDGECUMBE NDB (MHW)** 414 IME N57°02.84'

W135°21.95' 062° 17.6 NM to fld. 19/20E.

NDB unusable:

320°-140° byd 15 NM blo 6,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS call 1-907-478-6300. For a toll free call to Juneau FSS dial 1-800-WX-BRIEF.

**BARROW****WILEY POST-WILL ROGERS MEM (BRW)(PABR) 0 SE UTC-9(-8DT) N71°17.09' W156°46.12' POINT BARROW**

49 B ARFF Index—See Remarks NOTAM FILE BRW

H-1A, L-41**RWY 07-25:** H7100X150 (ASPH-GRVD) S-75, D-160, 2D-300**IAP**

PCN 43 F/A/X/U HIRL

RWY 07: MALSR. PAPI(P4R)—GA 3.0° TCH 51'. RVR-T Thld dsplcd 600'. Rgt tfc.**RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 50'. RVR-R Thld dsplcd 600'. Antenna.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 07:** TORA-7100 TODA-7100 ASDA-6500 LDA-5900**RWY 25:** TORA-7100 TODA-7100 ASDA-6500 LDA-5900

SERVICE: S2 FUEL 100LL, JET A1 LGT ACTVT MALSR Rwy 07; REIL Rwy 25—CTAF. HIRL Rwy 07-25 preset low instst—for higher instst ctc BRW FSS 1500-0700Z±—other hrs ACTVT—CTAF. PAPI Rwy 07 and Rwy 25 operate 24 hours. Rotg bcn oprs continuously—24 hrs.

AIRPORT REMARKS: Arrived 1500-0530Z±. OT on request call 907-852-6199. Arpt maint duty hrs 1500-0530Z±. Migratory waterfowl in vicinity of arpt during Spring thru Fall. Class I, ARFF Index B. CLOSED to air carrier ops with more than 30 passenger seats except PPR in writing to Airport Manager P. O. Box 367 Barrow, Alaska 99723. Cold temperature restricted airport. Altitude correction required at or below -42C. Recommend larger acft use elephant ear to turn around. NSTD wingtip clearance on main ramp taxilane. Use rwy to back taxi when large acft parked on main ramp. Snow removal, wildlife control, cond reporting, and other airfield maint services only avbl and valid during arpt maint duty hrs. Ctc arpt mgmt for any after-hours req for airfield services. Arpt sand larger gradation than FAA recommended/see AC150/5200-30. TSA regulated airport. See 49 CFR 1542. All gates and doors must be secured at all times. Transient or unfamiliar pilots contact airport manager or BRW FSS with questions.

AIRPORT MANAGER: 907-852-6199

WEATHER DATA SOURCES: ASOS 132.150 (907) 852-3112. (WX CAM)

COMMUNICATIONS: CTAF 123.6 AFIS 132.15 FSS BRW (BARROW) 1500-0700Z±; OT ctc Fairbanks FSS.

BARROW RADIO 121.5 122.2 122.6 (used for high altitude traffic only) 123.6 (LAA 123.6)

ANCHORAGE CENTER APP/DEP CON 135.3

AIRSPACE: CLASS E svc continuous.

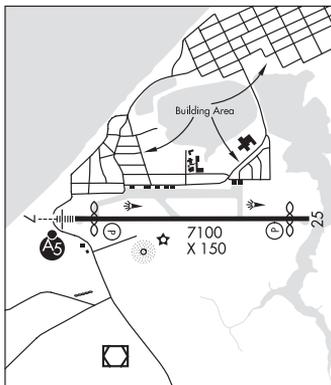
RADIO AIDS TO NAVIGATION: NOTAM FILE BRW.

BARROW (H) VORW/DME 116.2 BRW Chan 109 N71°16.41' W156°47.29' at fld. 57/19E.

BROWERVILLE NDB (HW) 281 VIR N71°16.94' W156°46.88' at fld. 41/19E.

ILS/DME 110.5 I-BRW Chan 42 Rwy 07. Class IE. Localizer backcourse unusable 2.2 DME abv 2,050' and at 1.0 DME abv 1,050'. Autopilot coupled apchs not applicable blo 290' MSL.

COMM/NAV/WEATHER REMARKS: For local call to Barrow FSS call 907-852-2511. For a toll free call to Fairbanks FSS call 1-866-248-6516. WSO Office 907-852-6484. AFIS opr by Barrow FSS when open.

**BARROW** N71°16.41' W156°47.29' NOTAM FILE BRW.**POINT BARROW**

(H) VORW/DME 116.2 BRW Chan 109 at Wiley Post-Will Rogers Mem. 57/19E.

H-1A, L-41

BARTER ISLAND (BTI)(PABA) 1 NNE UTC-9(-8DT) N70°06.79' W143°39.22'**POINT BARROW**

55 B NOTAM FILE BTI

H-1A, L-4J

RWY 07-25: 4500X100 (GRVL) MIRL

IAP

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

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

SERVICE: LGT ACTIVATE MIRL Rwy 07-25, REIL Rwy 07 and Rwy 25—122.8. PAPI Rwy 07 and Rwy 25 opr 24 hours.**AIRPORT REMARKS:** Attended 1500-0900Z±. Be Alert: Migratory waterfowl, gulls and polar bears in vicinity of arpt during Spring thru Fall. Whale carcasses 1,500' ENE of Rwy 25 thld attract gulls and polar bears. Rwy not monitored, recommend visual inspection prior to landing.**AIRPORT MANAGER:** (907) 852-0489**WEATHER DATA SOURCES:** AWOS-3P 121.450 (907) 640-2124.**COMMUNICATIONS:** CTAF 122.8**BARTER ISLAND RCO** 122.0 (DEADHORSE RADIO)**ANCHORAGE CENTER APP/DEP CON** 120.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE SCC.**DEADHORSE (H) VORW/DME** 113.9 SCC Chan 86 N70°11.95'
W148°24.97' 074° 97.6 NM to fld. 54/17E.

DME unusable:

143°-190° blo 2,300'

143°-190° byd 16 NM

VOR unusable:

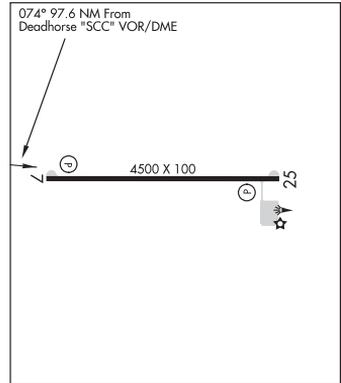
145°-158° blo 3,000'

145°-158° byd 15 NM blo 4,000'

145°-158° byd 20 NM blo 5,000'

145°-158° byd 25 NM blo 6,000'

145°-158° byd 30 NM blo 10,000'

COMM/NAV/WEATHER REMARKS: For a local call to Deadhorse FSS call 907-659-2401. For a toll free call to Fairbanks FSS call 1-866-248-6516.**BARTLETT COVE SPB** (BQV) 0 NW UTC-9(-8DT) N58°27.31' W135°53.11'**JUNEAU**

00 NOTAM FILE JNU

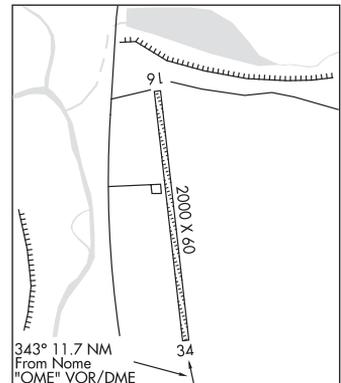
WATERWAY NW-SE: 10000X4000 (WATER)**SEAPLANE REMARKS:** Unattended. 1 May-16 Sept, 3 hr docking limit, 17 Sept-30 Apr, 10 day docking limit. Wind indicator located on ferry terminal. Seaplane float exposed to westerly seas.**AIRPORT MANAGER:** 907-697-2230**COMMUNICATIONS:** CTAF 122.5**COMM/NAV/WEATHER REMARKS:** For a toll free call to Juneau FSS dial 1-866-297-2236.**BASIN CREEK****ENGSTROM FLD** (Z47) 0 W UTC-9(-8DT) N64°40.75' W165°17.95'**NOME**

143 NOTAM FILE OME

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

RWY 16: Brush.

RWY 34: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy soft during rainy season. Tall grass on rwy.**AIRPORT MANAGER:** 907-443-2586**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE OME.**NOME (H) VORW/DME** 115.0 OME Chan 97 N64°29.11'
W165°15.19' 343° 11.7 NM to fld. 95/11E.**COMM/NAV/WEATHER REMARKS:** For a toll free call to Nome FSS dial 1-800-478-8400. For a toll free call to Fairbanks FSS dial 1-866-248-6516.

BATTLE GROUND N45°44.87' W122°35.49' NOTAM FILE PDX.
(H) VORTACW 116.6 BTG Chan 113 179° 8.1 NM to Pearson Fld. 253/21E.
 TACAN AZIMUTH & DME unusable:
 035°-085° byd 35 NM blo 10,000'

SEATTLE
 H-1B, L-1C

BEAR CREEK 3 (Z48) 3 W UTC-9(-8DT) N63°34.30' W156°08.64'

MC GRATH

740 NOTAM FILE ENA

RWY 15-33: 1800X25 (TURF-DIRT)

RWY 15: Trees.

RWY 33: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Airfield not monitored, recommend visual inspection prior to use. Rwy 15-33 doglegs to the E at S end. Moose invof rwy. Willows up to 8' and grass up to 4' along undulating rwy sfc. Rwy 15-33 E side used as a road, tire ruts to 5". Land Rwy 15, takeoff Rwy 33. Additional 17' on either side low brush and softer ground.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

MC GRATH (H) VORTACW 115.5 MCG Chan 102 N62°57.06'

W155°36.68' 320° 40.0 NM to fld. 344/19E.

VOR DME & TACAN AZIMUTH unusable:

014°-019° byd 19 NM blo 7,000'

040°-050° byd 21 NM blo 5,000'

144°-194° byd 6 NM blo 9,000'

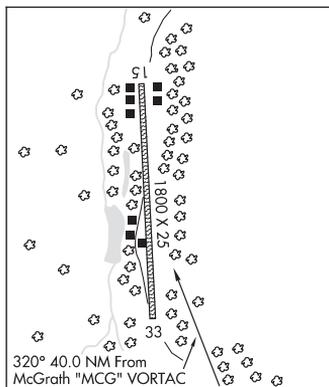
195°-223° byd 28 NM blo 6,000'

224°-261° byd 12 NM blo 10,000'

262°-294° byd 25 NM blo 7,000'

295°-314° byd 21 NM blo 8,000'

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



BEAR CREEK N65°10.43' W152°12.36' NOTAM FILE TAL.
NDB (HW) 212 BCC 070° 2.5 NM to Ralph M Calhoun Mem. 346/19E.

FAIRBANKS
 L-3D, 4I

BEAR LAKE

JOHNSONS LANDING (Z52) 1 S UTC-9(-8DT) N56°02.20' W160°15.97'

KODIAK

130 NOTAM FILE CDB

RWY 09-27: 1325X30 (GRVL)

RWY 27: Brush.

RWY 18-36: 820X20 (GRVL-DIRT)

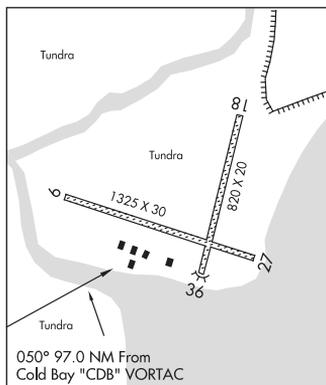
RWY 18: Brush.

RWY 36: Brush.

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

AIRPORT MANAGER: 907-283-4117

COMMUNICATIONS: CTAF 122.9



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

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

VOR unusable:

094°-129° byd 30 NM blo 9,000'
164°-199° byd 20 NM blo 14,000'
164°-199° byd 35 NM
349°-009° blo 10,000'
349°-009° byd 15 NM

TACAN AZIMUTH unusable:

094°-129° byd 30 NM blo 9,000'
164°-199° byd 20 NM blo 14,000'
164°-199° byd 35 NM
269°-279° byd 20 NM

DME unusable:

094°-129° byd 30 NM blo 9,000'
164°-199° byd 20 NM blo 14,000'
164°-199° byd 35 NM
269°-279° byd 20 NM

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

BEAVER (WBQ)(PAWB) 0 N UTC-9(-8DT) N66°21.73' W147°24.39'

365 B NOTAM FILE FAI

RWY 05-23: 3934X75 (GRVL-DIRT) MIRL

RWY 05: Trees.

RWY 23: Trees.

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

AIRPORT REMARKS: Unattended. Rwy cond not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter—monitor CTAF. Cold temperature restricted airport. Altitude correction required at or below -42C. Active road transits rwy 1000' from Rwy 05 thld.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9

FORT YUKON RCO 122.05 (FAIRBANKS RADIO)

YUKON RIVER BRIDGE RCO 122.15 (FAIRBANKS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.

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

VOR unusable:

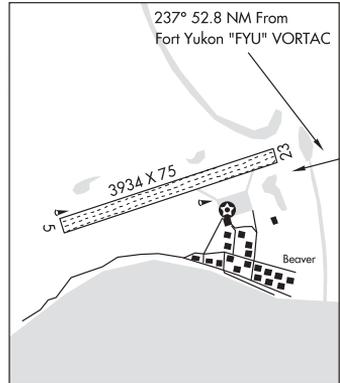
001°-360° byd 15 NM
249°-259° byd 10 NM blo 4,900'

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

FAIRBANKS

L-4J

IAP



BEAVER LAKE SPB (See BIG LAKE on page 61)

BELL ISLAND HOT SPRINGS SPB (KBE) PVT 0 SW UTC-9(-8DT) N55°55.74' W131°34.30'

00 NOTAM FILE KTN

WATERWAY NE-SW: 10600X2600 (WATER)

SEAPLANE REMARKS: Attended summer daylight. Dock. Private facility no service offered to the public.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225-9481. For a LC to Juneau FSS dial 789-7380.

KETCHIKAN

BELUGA (BLG)(PABG) PVT UTC-9(-8DT) N61°10.38' W151°02.72'
87 NOTAM FILE Not insp.

ANCHORAGE
H-1B, 2K, L-1A, 3D, 4F

RWY 01-19: 5002X100 (GRVL) MIRL

RWY 01: Trees.

RWY 19: Trees.

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

SERVICE: LGT Rwy H1 Perimeter lgts.ACTIVATE MIRL Rwy 09-27 and Rwy 01-19-CTAF.

AIRPORT REMARKS: Attended continuously. Landing authorization apvl req prior to ops. Ctc supervisor 907-263-3930, mobile 907-263-3910. Additionally PPR for acft greater than 20,000 lbs. PPR is not required for small acft if ldg authorization is active. Rwy 09-27 not maintained in winter. West side of twy does not have shoulder beyond rwy edge lights. Shoulder area on west and north side of rwy soggy at times. Rwy 19 first 200' soft and unstable. Wildlife on and in vof airport. Entire rwy not visible by personnel on duty. Uncontrolled vehicles operating on service road along east side of rwy. Brush may hinder drivers from seeing approaching acft on AER 19. Located 8 SM NE of Tyonek. Road crosses adjacent to N end of Rwy 19. Conc helipad located NE of Rwy 19.

AIRPORT MANAGER: 907-777-8300

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

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

VOR unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

DME unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

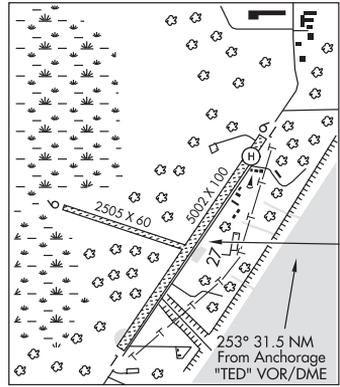
196°-206° byd 25 NM blo 3,500'

206°-211° byd 25 NM blo 4,000'

211°-221° byd 25 NM blo 3,500'

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

HELIPAD H1: H60X60 (CONC) PERIMETER LGTS



BETHEL

BETHEL (BET)(PABE) 3 SW UTC-9(-8DT) N60°46.71' W161°50.23'

129 B ARFF Index—See Remarks NOTAM FILE BET

RWY 01L-19R: H6400X150 (ASPH-GRVD) S-105, D-147, 2D-244

PCN 41 F/C/Y/T HIRL 0.4% up SW

RWY 01L: MALSR. VASI(V4L)—GA 3.0° TCH 39'. RVR-T

RWY 19R: MALSR. VASI(V4L)—GA 3.0° TCH 52'. RVR-T

RWY 01R-19L: H4000X75 (ASPH) PCN 31 F/C/Y/T HIRL

RWY 01R: REIL. PAPI(P4L)—GA 3.0° TCH 31'

RWY 19L: REIL. PAPI(P4L)—GA 3.0° TCH 32'

RWY 12-30: 1858X75 (GRVL) PCN 31 F/C/Y/T HIRL

RWY 12: Antenna.

SERVICE: S2 **FUEL** 100, 100LL, JET A, A1 **LGT** When ATCT clsd ACTVT HIRL Rwy 01L-19R, Rwy 01R-19L, Rwy 12-30; twy lgts—CTAF. ACTVT MALSR Rwy 01L and 19R; REIL Rwy 01R and 19L; VASI Rwy 01L and 19R; PAPI Rwy 01R and 19L—CTAF.

AIRPORT REMARKS: Attended Oct-Apr 1400-0700Z† Mon-Fri, 1600-0700Z† Sat-Sun, May-Sep 1530-0700Z† Mon-Fri, 1600-0700Z† Sat-Sun. TSA regulated airport. See 49 CFR 1542. All gates and doors must be secured at all times. Transient or unfamiliar pilots contact airport mgr with questions. Snow removal, wildlife ctl, cond reporting, and other afld maint svcs only avbl and valid dur arpt maint duty hrs. Ctc arpt mgmt for any after hrs req for afld svcs. West 1200' Rwy 12-30 clsd to acct over 12,500 lbs GWT Apr-Nov. Multiple pavement variations (dips) full length of Twy Charlie, south of Rwy 12-30. Rwy 12-30 495 ft asph on Rwy 30 end, remainder grvl. Multiple pavement variations (dips) scattered full length of Rwy 01R-19L on both sides of center line. Personnel and equipment may be working on the rwy at any time. Service charge for fuel after 0300Z† daily. No self-fuel service. Class I, ARFF Index B. Clsd to all air carrier ops with more than 30 psgr seats unless PPR approved in writing by Bethel arpt mgr; Box 505; Bethel, AK 99559, prior to acf ops. Numerous ptarmigan/waterfowl invof arpt. Snow removal, ice removal and arpt hazard reporting only performed during duty hrs, 1400-0700Z† Mon-Fri, 1600-0700Z† Sat-Sun, unless by prior arrangement in writing with arpt management. Transient aircraft park on the west end of the south ramp and marked by green cones. Rwy 19R touchdown RVR avbl 1 Nov-30 Mar 1600-0500Z†, 1 Apr-31 Oct 1600-0700Z†. Rwy 01L touchdown RVR avbl 1 Nov-30 Mar 1600-0500Z†, 1 Apr-31 Oct 1600-0700Z†. NWS weather balloon launch facility located on arpt, see inside back cover for operation details. Lock wheeled turns prohibited on any fsc.

AIRPORT MANAGER: (907) 545-2498

WEATHER DATA SOURCES: ASOS 135.45 (907) 543-5475. (WX CAM)

COMMUNICATIONS: CTAF 118.7 ATIS 119.8

RCO 118.7 122.2 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 125.2

TOWER 118.7 (1600-0700Z† 1 Apr - 31 oct; 1600-0500Z† 1 Nov - 31 mar) **GND CON** 121.7

AIRSPACE: CLASS D svc 1600-0700Z† 1 Apr- 31 Oct; 1600-0500Z† 1 Nov-31 Mar; other times CLASS E.

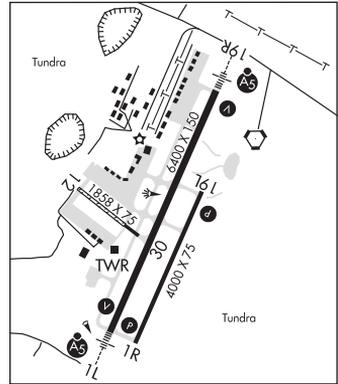
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

(H) **VORTACW** 114.1 BET Chan 88 N60°47.09' W161°49.46' at fld. 105/14E.

OSCARVILLE NDB (HW) 251 OSE N60°47.48' W161°52.37' 115° 1.3 NM to fld. 155/11E.

ILS/DME 111.5 I-BET Chan 52 Rwy 19R. Class IE.

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



MC GRATH
H-1B, 2J, L-3C
IAP, AD

BETHEL SPB (Z59) 0 S UTC-9(-8DT) N60°46.92' W161°44.59'

MC GRATH

15 NOTAM FILE ENA

WATERWAY NE-SW: 3000X500 (WATER)

SERVICE: S2 FUEL 100, 100LL

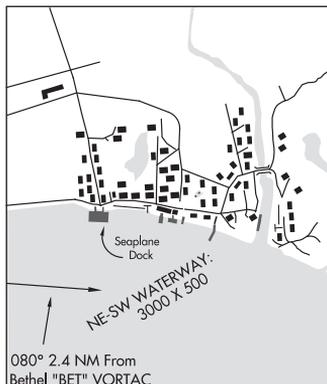
SEAPLANE REMARKS: Unattended. Fuel located at Bethel arpt
907-543-4001. Airframe repairs located at Bethel arpt. Wind indicator located downstream at bulk fuel storage area. Operating area in Kuskokwim River. River used by acft, boats and swimmers.

COMMUNICATIONS: CTAF 118.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

(H) VORTACW 114.1 BET Chan 88 N60°47.09'
W161°49.46' 080° 2.4 NM to fld. 105/14E.

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



HANGAR LAKE SPB (Z58) 1 NE UTC-9(-8DT) N60°48.27' W161°43.24'

MC GRATH

23 NOTAM FILE ENA

WATERWAY N-S: 2600X1500 (WATER)

SERVICE: S2 FUEL 100, 100LL, JET A

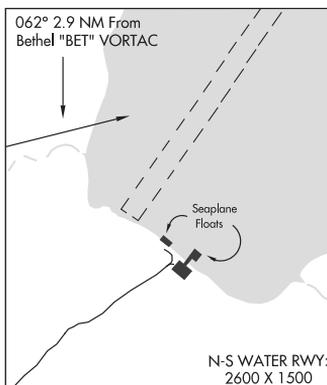
SEAPLANE REMARKS: Unattended. Fuel located at Bethel arpt
907-543-4001. Airframe repairs located at Bethel arpt. Operating area in Hangar Lake. Lake partially surrounded by 12' brush.

COMMUNICATIONS: CTAF 118.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) VORTACW 114.1 BET Chan 88 N60°47.09'
W161°49.46' 055° 3.3 NM to fld. 105/14E.

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



BETTLES (BTT)(PABT) 0 N UTC-9(-8DT) N66°54.84' W151°31.74'

647 B NOTAM FILE BTT

RWY 02-20: 5190X150 (GRVL) MIRL

RWY 02: MALSR. VASI(V4L)—GA 3.0° TCH 36'. Road.

RWY 20: VASI(V4L)—GA 3.0° TCH 52'. Road.

SERVICE: FUEL 100LL, JET A1+, B LGT ACTIVATE MALSR Rwy 02, VASI Rws 02 and 20 and MIRL Rwy 02-20—CTAF. ACTIVATE bcn SR—SS—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Float plane ops 2 miles SE of afld. Snow removal ops during winter—monitor CTAF. Fuel avbl 24 hrs, ctc freqs 121.7 and 130.1. Unleaded fuel avbl. Cold temperature airport. Altitude correction required at or below -45C.

AIRPORT MANAGER: (907) 451-5280

WEATHER DATA SOURCES: ASOS 135.45 (907) 692-5900. (WX CAM)

COMMUNICATIONS: CTAF 122.9

BETTLES RCO 122.2(FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 124.6 352.0

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.

(H) VORW/DME 116.0 BTT Chan 107 N66°54.30'

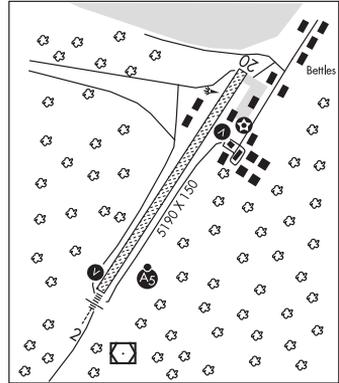
W151°32.15' at fld. 637/20E.

VOR AZIMUTH & DME unusable:

047°-077° byd 24 NM

EVANSVILLE NDB (HW) 391 EAV N66°53.59' W151°33.82' 013° 1.5 NM to fld. 20E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516. Wx observer avbl for lcl arpt wx on CTAF, call sign Bettles Weather and phone 907-692-5533.



FAIRBANKS

H-1A, L-4J

IAP

BIG DELTA N64°00.27' W145°43.03' NOTAM FILE BIG.

(H) VORTACW 114.9 BIG Chan 96 165° 28.5 NM to Black Rapids. 1230/23E.

VOR unusable:

055°-080° byd 15 NM blo 7,000'

260°-279° byd 10 NM

RCO 122.2 (FAIRBANKS RADIO)

FAIRBANKS

H-1B, L-3B, 3E

BIG LAKE

BEAVER LAKE SPB (D71) 4 NE UTC-9(-8DT) N61°34.51' W149°50.86'

150 NOTAM FILE ENA

WATERWAY 01W-19W: 5000X400 (WATER)

SEAPLANE REMARKS: Unattended. Public access to SW lake shore and ltd public access to NE lake shore. No svc of any type avbl to tran acft. Watch for personal watercraft.

AIRPORT MANAGER: 907-892-7575

COMMUNICATIONS: CTAF/UNICOM 122.8

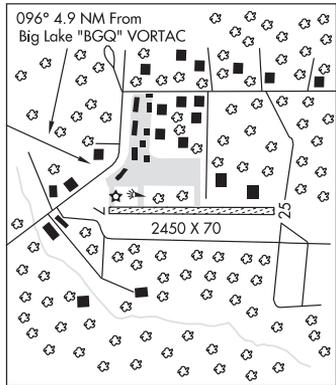
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

ANCHORAGE

BIG LAKE (BGQ)(PAGQ) 1 SE UTC-9(-8DT) N61°32.08' W149°48.75'
 158 B NOTAM FILE ENA
RWY 07-25: 2450X70 (GRVL) MIRL

ANCHORAGE
 L-1A, 3D, 4G
 IAP

RWY 07: Trees.
RWY 25: Trees.
SERVICE: S4 LGT ACTIVATE MIRL Rwy 07-25-122.8.
AIRPORT REMARKS: Unattended. Rwy soft on both ends. Rwy cond not monitored recommend visual inspection prior to use. Be alert: Occasional ultra-light t/c. Be alert: Frost heave on rwy approximately 2200'. 190' AGL lgt d twr 2 NM NE of arpt. Low flying aircraft in vcnty of approach to Big Lake VOR. Updraft off of rising hill on apch to Rwy 25. Rwy 07 +15' road parallel to rwy end. Arpt has designated transient acft parking avbl. Transient acft parking is designated with green cones.
AIRPORT MANAGER: 907-745-2159
COMMUNICATIONS: CTAF 122.8
 (R) **ANCHORAGE APP/DEP CON** 118.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
 (H) **VORTACW** 112.5 BGQ Chan 72 N61°34.17' W149°58.03' 096° 4.9 NM to fld. 180/19E.
 TACAN AZIMUTH & DME unusable:
 226°-246° byd 36 NM blo 7,500'
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.



BROCKER LAKE SPB (6A7) 3 SE UTC-9(-8DT) N61°28.91' W149°46.39'
 100 NOTAM FILE ENA

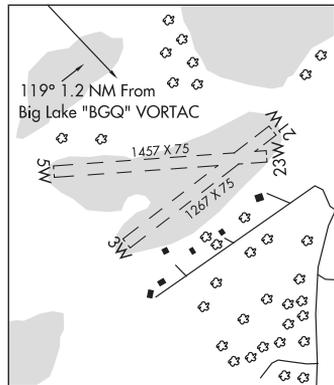
ANCHORAGE

WATERWAY ALL-WAY: 1200X100 (WATER)
SEAPLANE REMARKS: Unattended. Public access at north end of lake. No designated transient areas. Wind indicator located on east side of the lake.
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

JONES LANDING SPB (L95) 3 E UTC-9(-8DT) N61°33.29' W149°56.36'
 180 NOTAM FILE ENA

ANCHORAGE

WATERWAY 05W-23W: 1457X75 (WATER)
WATERWAY 03W-21W: 1267X75 (WATER)
SEAPLANE REMARKS: Unattended. Waterlanes 03-21 and 05-23 marked with buoys.
AIRPORT MANAGER: 907-892-7369
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) VORTACW 112.5 BGQ Chan 72 N61°34.17' W149°58.03' 119° 1.2 NM to fld. 180/19E.
 TACAN AZIMUTH & DME unusable:
 226°-246° byd 36 NM blo 7,500'
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.



BIG LAKE N61°34.17' W149°58.03' NOTAM FILE ENA.
 (H) **VORTACW** 112.5 BGQ Chan 72 119° 1.2 NM to Jones Landing. 180/19E.
 TACAN AZIMUTH & DME unusable:
 226°-246° byd 36 NM blo 7,500'

ANCHORAGE
 H-1B, 2K, L-1A, 3D, 4G

BIG MOUNTAIN (37AK)(PABM) AF 3 SW UTC-9(-8DT) N59°21.67' W155°15.53'
 663 NOTAM FILE ILI Not insp.
RWY 07-25: 4200X145 (GRVL)
RWY 07: Rgt tfc.

KODIAK
H-1B, 2I, L-2I, 3C

AIRPORT REMARKS: Unattended. CLOSED TO PUBLIC, OFFICIAL USE ONLY. US Air Force installation. All civil acft operators must submit civil aircraft landing permit (CALP) application IAW Air Force instruction 10-1001 (<http://www.e-publishing.af.mil/shared/media/epubs/afi10-1001.pdf>) at least 30 days prior to first intended landing. Failure to obtain and have on approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney-s Office IAW 32 CFR855 and USAF operating instructions. Contact 611 ASUS/LRAM at DSN: 317-552-1448/4176 or COM: 907-552-1448/4176 for CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager, 10471 20th Street, Suite 231, JBER AFB, AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317-552-1448/4176 or COM: 907-552-1448/4176, e-mail: aklandingpermits@us.af.mil. CAUTION: Rwy not maintained, condition unknown. Recommend visual inspection prior to landing.

AIRPORT MANAGER: 907-552-8757

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

BIORKA ISLAND N56°51.56' W135°33.08' NOTAM FILE SIT.

JUNEAU

(H) VORTAC 113.8 BKA Chan 85 009° 12.9 NM to Sitka Rocky Gutierrez. 260/20E.

H-1C, L-1C

VOR unusable:

010°-085° byd 30 NM blo 12,000'
 133°-175° blo 9,000'
 133°-175° byd 10 NM
 210°-245° blo 2,000'
 210°-245° byd 15 NM blo 5,000'
 210°-245° byd 25 NM blo 7,000'
 210°-245° byd 30 NM blo 9,000'
 210°-245° byd 35 NM

TACAN AZIMUTH unusable:

010°-085° byd 30 NM blo 12,000'
 133°-175° blo 9,000'
 133°-175° byd 10 NM
 210°-245° blo 2,000'
 210°-245° byd 15 NM blo 5,000'
 210°-245° byd 25 NM blo 7,000'
 210°-245° byd 30 NM blo 9,000'
 210°-245° byd 35 NM

DME unusable:

010°-085° byd 30 NM blo 12,000'
 133°-175° blo 9,000'
 133°-175° byd 10 NM
 210°-245° blo 2,000'
 210°-245° byd 15 NM blo 5,000'
 210°-245° byd 25 NM blo 7,000'
 210°-245° byd 30 NM blo 9,000'
 210°-245° byd 35 NM

RCO 122.3 (SITKA RADIO)

BIRCH CREEK (Z91) 1 NNW UTC-9(-8DT) N66°16.47' W145°49.09'

FAIRBANKS

440 B NOTAM FILE FAI

H-1B, L-4J

RWY 16-34: 4000X75 (GRVL) MIRL

RWY 16: Brush.

RWY 34: Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 16-34-CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal opr dur winter, monitor CTAF.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9

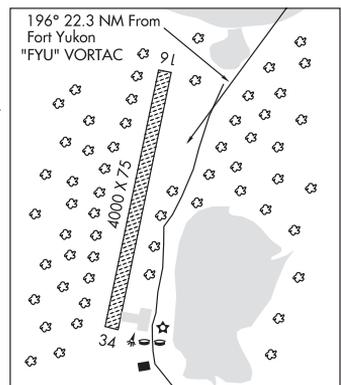
RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.

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

VOR unusable:

001°-360° byd 15 NM
 249°-259° byd 10 NM blo 4,900'

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



BIRCH CREEK LANDING (See TALKEETNA on page 249)**BIRCHWOOD** (BCV)(PABV) 2 NW UTC-9(-8DT) N61°24.97' W149°30.50'

83 B NOTAM FILE BCV

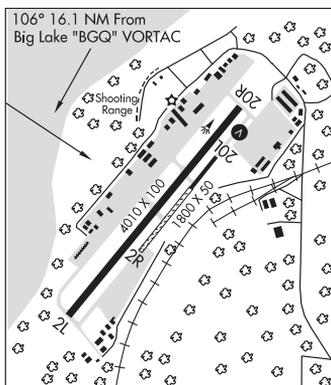
RWY 02L-20R: H4010X100 (ASPH) MIRL 0.4% up S**RWY 02L:** Trees.**RWY 20R:** VASI(V4L). TCH 48'. Trees. Rgt tfc.**RWY 02R-20L:** H1800X50 (ASPH-GRVL) 0.3% up S**RWY 02R:** Hill.**RWY 20L:** Rgt tfc.**SERVICE:** S4 **FUEL** 100LL **LGT** ACTIVATE VASI Rwy 20R, MIRL Rwy 02L-20R—CTAF. Rwy 20R key mike 7 times for VASI.**AIRPORT REMARKS:** Unattended. Runway condition not monitored, recommend visual inspection prior to landing. Tundra tires/ski strip is not maintained in the winter months. Beware of possible humps, bumps, and ruts. Mid 1500' of Twy A designated as rwy for ultralight and ski/tundra tire equipped acft, no parallel ops allowed—sequence on CTAF. Rgt tfc pattern Rwy 20L and Rwy 20R except ultralight acft use left pattern east away from all rws. Helicopters avoid fixed wing and ultralight tfc pattern. Arpt has designated transient acft parking avbl. First 24 hrs free. Pay at pilot shack. Rwy 02R-21L 600 ft asph on Rwy 20L end, remainder grvl.**AIRPORT MANAGER:** 907-338-1432**WEATHER DATA SOURCES:** AWOS-3P 135.55 (907) 688-0826. (WX CAM)**COMMUNICATIONS:** CTAF 123.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE ENA.**BIG LAKE (H) VORTACW** 112.5 BGQ Chan 72 N61°34.17' W149°58.03' 106° 16.1 NM to fld. 180/19E.

TACAN AZIMUTH & DME unusable:

226°-246° byd 36 NM blo 7,500'

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

H-1B, 2K, L-1A, 3D, 4G

**BLACK RAPIDS** (5BK) 0 N UTC-9(-8DT) N63°32.11' W145°51.65'

2125 NOTAM FILE FAI

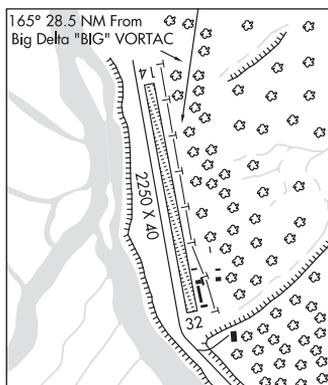
RWY 14-32: 2250X40 (TURF-GRVL)**RWY 14:** Trees.**RWY 32:** Trees.**AIRPORT REMARKS:** Unattended. Rwy parallels Highway 4. Occasional helicopter use. Rwy maintained infrequently with rocks up to 5'. Rocks to 5", weeds to 1.5', ruts and potholes on rwy sfc.**AIRPORT MANAGER:** 907-822-3217**COMMUNICATIONS:** CTAF 122.9**RCO** 122.4 (FAIRBANKS RADIO)**SUAS** 125.3 126.3 (1-800-758-8723).**RADIO AIDS TO NAVIGATION:** NOTAM FILE BIG.**BIG DELTA (H) VORTACW** 114.9 BIG Chan 96 N64°00.27'

W145°43.03' 165° 28.5 NM to fld. 1230/23E.

VOR unusable:

055°-080° byd 15 NM blo 7,000'

260°-279° byd 10 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516.**ANCHORAGE****BLINN LAKE SPB** (See COLD BAY on page 86)**BLODGETT LAKE SPB** (See WASILLA on page 271)**BLUFF PARK FARM** (See WASILLA on page 271)**BOB BAKER MEM** (See KIANA on page 153)**BOLD** (See ANCHORAGE on page 41)**BOOTLEGGERS COVE** (See HOMER on page 129)

BORLAND N55°18.94' W160°31.10' NOTAM FILE SDP.
NDB/DME (HW) 390 HBT Chan 79 at Sand Point. 130/11E.
 NDB unusable:
 304°-354° byd 16NM
 DME unusable:
 034°-134° byd 6NM
 184°-264° byd 27 NM blo 14,000'
 184°-264° byd 6 NM blo 10,000'
 354°-034° byd 22 NM blo 18,000'
 354°-034° byd 27NM
 354°-034° byd 6 NM blo 10,000'

COLD BAY
 H-2J, L-2J

BOSWELL BAY (AK97) PVT 1 E UTC-9(-8DT) N60°25.38' W146°08.75'
 230 NOTAM FILE
RWY 04-22: 2612X100 (GRVL)
RWY 04: Hill.
RWY 22: Trees.

ANCHORAGE

AIRPORT REMARKS: CLOSED TO THE PUBLIC. Unattended. PPR required from ALASCOM. Turbulence likely when wind greater than 10 kts from any direction. Daylight operations only.

COMMUNICATIONS: CTAF 122.7

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

BOUNDARY (BYA) 0 W UTC-9(-8DT) N64°04.70' W141°06.80'
 2940 NOTAM FILE ORT
RWY 05-23: 2325X60 (GRVL-DIRT)
RWY 05: Brush.

DAWSON

RWY 23: Thld dsplcd 200'. Brush.

AIRPORT REMARKS: Unattended. Soft when wet. No winter maint, ski equipped acft only. Rwy condition not monitored, recommend visual inspection prior to landing. Weeds and grass up to 12" on rwy sfc. Rwy 05 23 slopes uphill 1% at both ends. Rwy 05 23 has slight dip in middle. Rwy 05 23 thlds marked with reflective panels and cones. Rwy 23 thld dsplcd 200'.

AIRPORT MANAGER: 907-883-5128

COMMUNICATIONS: CTAF 122.9

SUAIS 125.3 126.3 (1-800-758-8723).

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.

NORTHWAY (H) VORTACW 116.3 ORT Chan 110 N62°56.83'
 W141°54.76' 359° 71.4 NM to fld. 1779/18E.

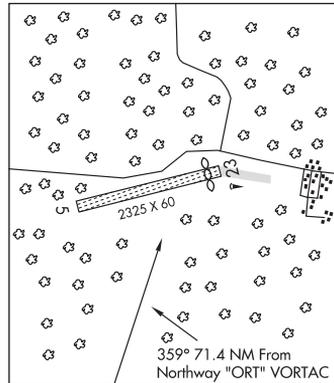
TACAN AZIMUTH unusable:

335°-030° byd 30 NM blo 10,500'

DME unusable:

335°-030° byd 30 NM blo 10,500'

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



BRADLEY SKY-RANCH (See NORTH POLE on page 195)

BREEDEN (See STERLING on page 246)

BREVIG MISSION (KTS)(PFKT) 0 E UTC-9(-8DT) N65°19.88' W166°27.94'

38 B NOTAM FILE KTS

RWY 12-30: 2990X100 (GRVL) MIRL

RWY 30: Pole.

RWY 05-23: 2110X75 (GRVL) MIRL

RWY 23: Hill.

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

AIRPORT REMARKS: Unattended. Cold temperature restricted airport.

Altitude correction required at or below -26C. Rwy cond not monitored, recommend visual inspection prior to ldg. Rwy 05-23 marked with lgts and plastic markers. Rwy 12-30 NSTD markings, marked with lgts and plastic markers.

AIRPORT MANAGER: 907-443-2500

WEATHER DATA SOURCES: AWOS-3P 121.550 (907) 642-2166. (WX CAM)

COMMUNICATIONS: CTAF 123.0

BREVIG MISSION RCO 135.6 (NOME RADIO)

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

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

NOME (H) VOR/DME 115.0 OME Chan 97 N64°29.11'

W165°15.19' 318° 59.6 NM to fld. 95/11E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS

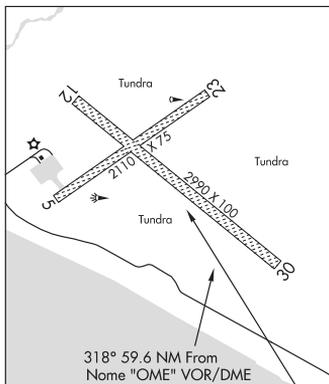
1-800-478-8400. For a toll free call to Fairbanks FSS dial

1-800-248-6516.

NOME

L-4H

IAP



BROCKER LAKE SPB (See BIG LAKE on page 62)

BROWERVILLE N71°16.94' W156°46.88' NOTAM FILE BRW.

NDB (HW) 281 VIR at Wiley Post-Will Rogers Mem. 41/19E.

POINT BARROW

H-1A, L-4J

BRYANT AAF (FRN)(PAFR) ARNG 5 NE UTC-9(-8DT) N61°15.95' W149°39.20'

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

RWY 17-35: H4088X100 (ASPH) S-38, D-54 PCN 66 F/A/W/T MIRL

0.5% up North

RWY 35: PAPI(P4L)—GA 3.5' TCH 27'. Thld dsplcd 670'. P-line.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-4088 TODA-4088 ASDA-4088 LDA-4088

RWY 35: TORA-4088 TODA-4088 ASDA-4088 LDA-3418

SERVICE: FUEL JET B+ LGT RWY 35 PAPI does not provide OBST clearance BYD 2 NM from THLD, due to mountainous terrain east of CNTRLN.

MILITARY REMARKS: Attended Mon-Fri 1630-0230Z± exc hols. Wildlife occasionally on or near rwy. Visually inspect rwy when twr is closed. Army Aviation Support Facility C907-428-6333. 96 hr PPR for svc. Lgtd 180' antennas at National Guard Armory East of Rwy 17-35. TPA Tfc pattern R/W 1100' MSL. Fixed wing 1900' MSL. Tfc pattern for Rwy 17-35 west tfc only.

AIRPORT MANAGER: 907-428-6561

WEATHER DATA SOURCES: ASOS 134.25.

COMMUNICATIONS: CTAF 125.0 ATIS 134.25

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

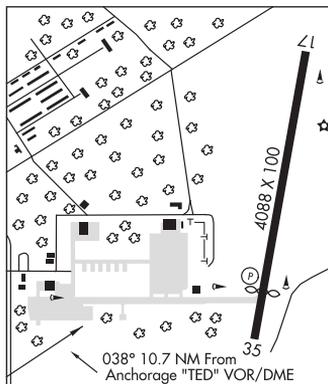
TOWER 125.0 254.35 (1500-0700Z± Mon-Fri except fed hols)

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

PMSV METRO 346.6 **AAFS OPS** 40.8

ANCHORAGE

H-1B, 2K, L-1A, 3D, 4G



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

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

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

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

VOR unusable:

041°–091° byd 25 NM blo 15,000'

091°–096° byd 20 NM blo 15,000'

096°–121° byd 25 NM blo 12,500'

121°–146° byd 25 NM blo 9,000'

DME unusable:

041°–091° byd 25 NM blo 15,000'

091°–096° byd 20 NM blo 15,000'

096°–121° byd 25 NM blo 12,500'

121°–146° byd 25 NM blo 9,000'

196°–206° byd 25 NM blo 3,500'

206°–211° byd 25 NM blo 4,000'

211°–221° byd 25 NM blo 3,500'

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

BUCK CREEK (AK98) PVT 1 N UTC–9(–8DT) N65°38.32' W167°29.15'

NOME

560 NOTAM FILE

RWY 17–35: 1220X70 (GRVL)

AIRPORT REMARKS: Unattended. Land at own risk, arpt inactive, not maintained. Rwy marked by barrels. Arpt 1/2 mile N of abandoned mining camp. Arpt located on top of hill.

RADIO AIDS TO NAVIGATION: NOTAM FILE PATC.

TIN CITY NDB/DME (HW) 347 TNC Chan 119(Y) N65°33.70'

W167°55.49' 057° 11.9 NM to fld. 248/10E.

NDB unusable:

200°–240° byd 20 NM

240°–330° byd 10 NM

DME unusable:

040°–050° byd 20 NM blo 6,000'

050°–080° byd 20 NM blo 9,000'

080°–090° byd 20 NM blo 8,500'

090°–095° byd 20 NM blo 5,500'

095°–110° byd 20 NM blo 4,400'

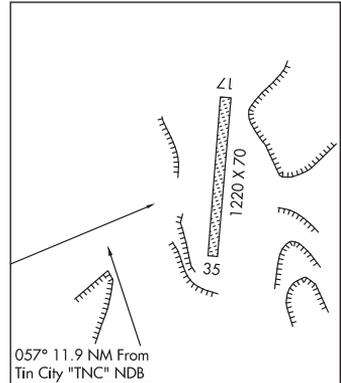
200°–240° byd 20 NM

240°–290° byd 5 NM

290°–320° byd 10 NM

320°–340° byd 20 NM

COMM/NAV/WEATHER REMARKS: LD call to Nome FSS 907–443–2291. For a toll free call to Nome FSS 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–800–248–6516.



BUCKLAND (BVK)(PABL) 1 SW UTC–9(–8DT) N65°58.89' W161°08.95'

NOME

29 B NOTAM FILE BVK

L-4I

RWY 11–29: 3200X75 (GRVL) MIRL

IAP

RWY 11: VASI(V4R)—GA 3.0° TCH 25'. Brush.

RWY 29: VASI(V4L)—GA 3.5° TCH 29'. Antenna.

SERVICE: LGT ACTIVATE MIRL Rwy 11–29—CTAF. VASI Rwy 11 and Rwy 29 opr continuously.

AIRPORT REMARKS: Unattended. Rwy cond not monitored, recommend visual inspection prior to ldg. Rwy subj to turbulent crosswinds in summer months. Migratory waterfowl invof arpt spring through fall. Cold temperature restricted airport. Altitude correction required at or below –36C.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: AWOS–3P 135.15 (907) 494–2180. (WX CAM)

COMMUNICATIONS: CTAF 122.9

BUCKLAND RCO 122.3 (KOTZEBUE RADIO)

ANCHORAGE CENTER APP/DEP CON 119.2 263.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BVK.

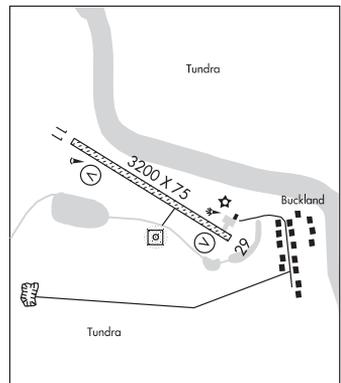
NDB/DME (MHW) 325 BVK Chan 78 N65°58.72'

W161°08.77' at fld. 24/15E.

DME unusable:

250°–260° byd 18 NM blo 4,600'

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



BULLEN POINT AIR FORCE STATION (8AK7)(PABU) AF 64 E UTC-9(-8DT) N70°10.37' **POINT BARROW**
 W146°50.17' L-41
 18 NOTAM FILE Not insp.
RWY 15-33: 3520X100 (GRVL)
MILITARY REMARKS: Unattended. OFFICIAL USE ONLY, CLOSED TO PUBLIC. All acft ops shall obtain a PPR number at least 24 hrs prior to intended ldg. US Air Force installation. All civ acft ops must submit civil aircraft landing permit (CALP) application IAW Air Force instruction 10-1001 (<http://www.e-publishing.af.mil/shared/media/epubs/afi10-1001.pdf>) at least 30 days prior to first intended ldg. Failure to obtain and have onboard apvd CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32 CFR855 and USAF operating instructions. Contact 611 ASUS/LRAM at DSN 317-552-1448/4176 or COM: 907-552-1448/4176 for CALPs. Mail CALP application to: ATTN: 11AF Airfield Manager, 10471 20th Street, Suite 231, JBER, AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317-552-1448/4176 or COM: (907) 552-1448/4176, e-mail: aklandingpermits@us.af.mil. CAUTION: Rwy and helipad not maintained, condition unknown. Recommend visual inspection prior to ldg.
AIRPORT MANAGER: 907-552-4400
COMM/NAV/WEATHER REMARKS: For a LC to Deadhorse FSS dial (907) 659-2401. For a toll free call to Fairbanks FSS dial 1-866-248-6516.
 * * * * *

HELIPAD H1: 160X150 (GRVL) PERIMETER LGTS

BUTTE MUNI (See PALMER on page 202)

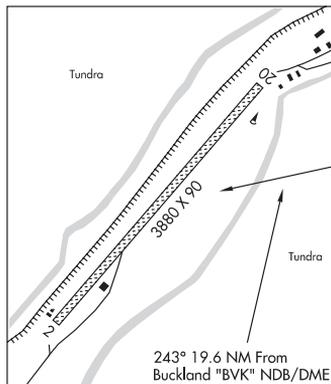
CAIRN MOUNTAIN N61°06.11' W155°34.12' NOTAM FILE PASV. **MC GRATH**
NDB (HW) 281 CRN 1737/15E. **H-1B, 2I, L-3C**
 NDB has no standby transmitter, May be shutdown without prior notice

CAMPBELL AIRSTRIP (See ANCHORAGE on page 41)

CAMPBELL LAKE SPB (See ANCHORAGE on page 41)

CAMPBELL LAKE N61°10.26' W150°02.86' NOTAM FILE ANC. **ANCHORAGE**
NDB (HW) 338 CMQ 067° 1.5 NM to Ted Stevens Anchorage Intl. 65/16E. **L-1A, 3D, 4G**

CANDLE 2 (AK75) PVT 0 NE UTC-9(-8DT) N65°54.46' W161°55.58' **NOME**
 15 NOTAM FILE L-41
RWY 02-20: 3880X90 (GRVL)
RWY 02: Hill.
RWY 20: Ridge.
AIRPORT REMARKS: Unattended. PPR to land call 435-487-9252 or 801-455-5200. Fuel farm located within 20' of left edge Rwy 20. Dumpster lctd within 20' of rwy edge Rwy 02 200' fm thld. Ridges 30-50' run along both sides of Rwy 02-20. Rwy 02-20 portions of rwy muddy after heavy rain. Rwy has shallow ruts and slight frost heaving.
AIRPORT MANAGER: 801-455-5200
RADIO AIDS TO NAVIGATION: NOTAM FILE BVK.
BUCKLAND NDB/DME (MHW) 325 BVK Chan 78 N65°58.72' W161°08.77' 243° 19.6 NM to fld. 24/15E.
 DME unusable:
 250°-260° byd 18 NM blo 4,600'
COMM/NAV/WEATHER REMARKS: For a LC call to Kotzebue FSS dial 907-442-3310. For a toll free call to Kotzebue FSS dial 1-800-478-7460. For a toll free call to Fairbanks FSS dial 1-800-248-6516



CANTWELL (TTW)(PATW) 0 N UTC-9(-8DT) N63°23.47' W148°57.34'

ANCHORAGE

2190 NOTAM FILE TTW

RWY 04-22: 2080X30 (TURF-DIRT) 2% up N

RWY 04: Trees. Rgt tfc.

RWY 22: Road.

SERVICE: FUEL 100LL

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

AIRPORT MANAGER: 907-768-2143

COMMUNICATIONS: CTAF 122.9

CANTWELL RCO 122.5 (KENAI RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.

TALKEETNA (H) VOR/DME 116.2 TKA Chan 109 N62°17.90'
W150°06.32' 006° 73.0 NM to fld. 568/19E.

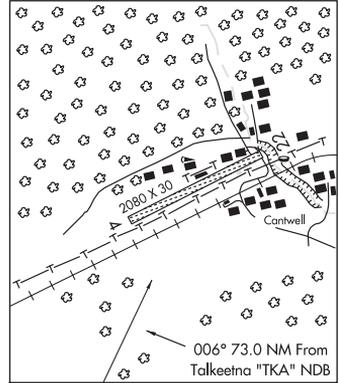
VOR unusable:

277°-297° byd 30 NM blo 12,000'

DME unusable:

057°-087° byd 30 NM blo 13,000'

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



CAPE LISBURNE LRRS (LUR)(PALU) AF 0 N UTC-9(-8DT) N68°52.51' W166°06.66'

CAPE LISBURNE

14 B NOTAM FILE PALU Not insp.

H-1A, L-4H

RWY 09-27: 4800X135 (GRVL) HIRL

DIAP

RWY 09: REIL. PAPI(P2R)—GA 3.0° TCH 24'. Mtn.

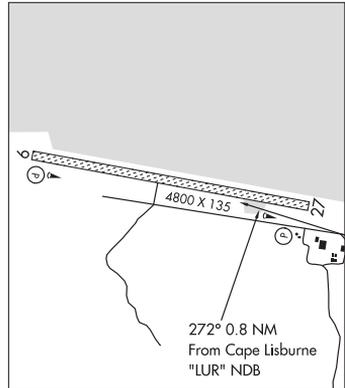
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Mtn. Rgt tfc.

SERVICE: LGT ACTIVATE HIRL Rwy 09-27, twy and ramp edge lgts, distance remaining lgts—126.2. PAPI and REIL opr 24 hrs.

MILITARY REMARKS: (OFFICIAL BUSINESS ONLY) Clsd to the public. Afld clsd wkends and all federal hol. All mil, govt and civ acft must obtain a PPR number 24 hrs prior to scheduled arr but no later than 1 hr prior to dep for the site. Ctc site personnel at DSN 317-552-9637/9730 or C907-552-9637/9730. Pax must coord all travel with ARS Program Mgmt (DSN 317-552-4400/9630 or C907-552-4400/9630) prior to any non-emerg travel to the site. All civ acft opr must have a current Civil Aircraft Landing Permit (CALP) before a PPR can be issued. IAW Air Force Instruction 10-1001 (http://static.e-publishing.af.mil/production/1/af_a3_5/publication/afi10-1001/afi10-1001.pdf) at least 30 days prior to first intended ldg. Failure to obtain and have onboard apvd CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and U.S. Attorney's Office IAW 32 CFR 855 and USAF Operating Instructions. Ctc 611 ASUS/LRAM at DSN: 317-552-1448/4176 or COM: 907-552-1448/4176 for CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231, JBER, AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317-552-1448/4176 or COM: (907) 552-1448/4176, e-mail: aklandingpermit@us.af.mil. Establish radio ctc as soon as possible prior to ldg. CAUTION: Rwy lctd at base of steep mountain. Mountain slopes in apch zone both ends of rwy. CAUTION: sfc winds over 10 KTs may produce severe turbulence. CAUTION: Numerous bird nests in cliff invof arpt.

AIRPORT MANAGER: 907-552-9730

WEATHER DATA SOURCES: AWOS-3 (907) 552-9730



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: CTAF 126.2

CAPE LISBURNE RCO 122.3 (KOTZEBUE RADIO)

ANCHORAGE CENTER APP/DEP CON 119.65 363.25

RADIO AIDS TO NAVIGATION: NOTAM FILE PALU.

NDB/DME (HW) 385 LUR Chan 20(Y) N68°52.28' W166°04.56' at fld. 61/12E.

NDB has no standby transmitter, May be shutdown without prior notice

NDB unusable:

136°-164° byd 20 NM

DME unusable:

004°-129° byd 20 NM

129°-291°

129°-291° byd 5 NM blo 9,000'

COMM/NAV/WEATHER REMARKS: For a LC call to Kotzebue FSS dial 907-442-3310. For a toll free call to Kotzebue FSS dial 1-800-478-7460. For a toll free call to Fairbanks FSS dial 1-800-248-6516. NDB has no standby transmitter, may be shutdown without PN. DME channel 20(Y) paired with VHF freq 108.35.

CAPE NEWENHAM LRRS (EHM)(PAEH) AF 1 SE UTC-9(-8DT) N58°38.89' W162°03.83'

531 NOTAM FILE PAEH Not insp.

RWY 15-33: 3945X150 (GRVL) 7.7% up SE

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 41'.

RWY 33: Mtn.

SERVICE: LGT Radio req on 126.2.

MILITARY REMARKS: (OFFICIAL BUSINESS ONLY) CLOSED to the public.

Attended dalgt hrs. Nmly attended 1700-0200 wkdays. Afd is clsd wkends and all Federal hol. All mil, govt and civ acft must obtain a PPR number 24 hrs prior to scheduled arr, but no later than 1 hr prior to dep for the site. Ctc site personnel at: DSN 317-552-9419/9370, C907-552-9419/9370. Pax must coord all travel with ARS Program Mgmt (DSN 317-552-4400/9630 or C907-552-4400/9630) priority to any non-emerg travel to site. All civ acft oprs must have a current Civil Acft Landing Permit (CALP) before a PPR can be issued. IAW Air Force Instruction 10-1001 (http://static.e-Publishing.af.mil/production/1/af_a3_5/publication/afi10-1001/afi10-1001.pdf) at least 30 days prior to first intended ldg. Failure to obtain and have onboard apvd CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and U.S. Attorney's Office IAW 32 CFR 855 and USAF Operating Instructions. Ctc 611 ASUS/LRAM at DSN: 317-552-1448/4176 or COM: 907-552-1448/4176 for CALPs. Mail CALP application to: Attn: 11 AF Afd Manager 10471 20th Street Suite 231, JBER, AK 99506. Civil Aircraft Ldg Permit (CALP) ctc numbers DSN: 317-552-1448/4176 or COM: (907) 552-1448/4176, e-mail: aklandingpermits@us.af.mil. CAUTION: Rwy lctd on slope of 2305' mountain. Apch from NW, land Rwy 15 only. Tkf Rwy 33 only. High terrain both sides and south end. Successful go-around improbable. Rwy and parking apron on 7.9% grade. Last 200' of Rwy 15 may contain parked acft. Establish radio ctc as soon as possible prior to ldg. After initial ctc on 126.2 or 121.5 exp a 30 min delay for current airstrip cond.

AIRPORT MANAGER: 907-552-5105

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

COMMUNICATIONS: CTAF 126.2

RCO 122.3 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 124.2 251.1

RADIO AIDS TO NAVIGATION: NOTAM FILE PAEH.

NDB/DME (HW) 385 EHM Chan 18(Y) N58°39.36' W162°04.42' at fld. 212/12E.

NDB has no standby transmitter

DME portion unusable:

050°-169° byd 10 NM blo 7,000'

170°-224°

225°-293° byd 10 NM blo 7,000'

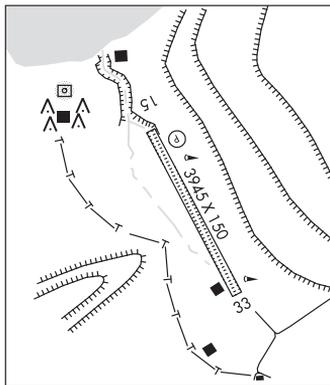
294°-320° byd 30 NM

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

KODIAK

L-21, 3C

DIAP



CAPE POLE SPB (Z71) 0 W UTC-9(-8DT) N55°57.98' W133°47.80'

KETCHIKAN

00 NOTAM FILE SIT

WATERWAY NW-SE: 10000X500 (WATER)

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

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) VORW/DME 116.5 LVD Chan 112 N56°28.06'
W133°04.99' 199° 38.5 NM to fld. 98/20E.

VOR unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

wx cam

DME unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

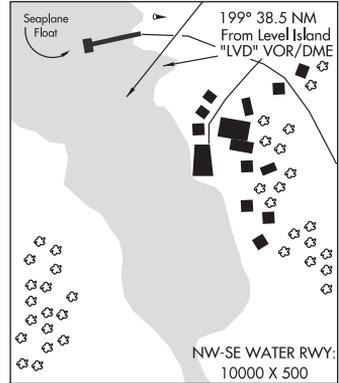
268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1-800-WX-BRIEF.



CAPE ROMANZOF LRRS (CZF)(PACZ) AF 6 SE UTC-9(-8DT) N61°46.86' W166°02.37'

467 NOTAM FILE PACZ Not insp.

RWY 02-20: 3955X135 (GRVL) 2.4% up N**RWY 02:** REIL. PAPI(P2R)—GA 3.0° TCH 44'.**RWY 20:** Ridge.**MILITARY REMARKS:** OFFICIAL BUSINESS ONLY. CLOSED to the public.

Attended Mon-Fri 1700-0200Z. Afd is CLOSED wknds and all federal hol. All mil, govt and civ acft must obtain a PPR number 24 hrs prior to arr but no later than 1 hr prior to dep for site. Ctc site personnel at: DSN 317-552-2372/2869, C907-552-2372/2869. Pax must coord all travel with ARS Program Mgmt (DSN 317-552-4400/9630 or C907-552-4400/9630) prior to any non-emerg travel to site. USAF installation, all civil acft ops must have a current Civil Acft Landing Permit (CALP) before a PPR can be issued. IAW Air Force Instruction 10-1001

(http://static.e-publishing.af.mil/production/1/af_a3_5/publication/afi10-1001.pdf) at least 30 days prior to first intended ldg. Failure to obtain and have onboard apvd CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and U.S. Attorney's Office IAW 32 CFR 855 and USAF Operating Instructions. Ctc 611 ASUS/LRAM at DSN: 317-552-1448/4176 or COM: 907-552-1448/4176 for CALPs. Mail CALP application to: Attn: 11 AF Afd Manager 10471 20th Street Suite 231, JBER, AK 99506. Civil Acft Ldg Permit (CALP) ctc numbers DSN: 317-552-1448/4176 or COM: (907)

552-1448/4176, e-mail: aklandingpermits@us.af.mil. CAUTION: Rwy lctd on side of 2100' mountain. Apch from SW, land Rwy 02 only. Tkf Rwy 20 only. High terrain both sides and North end of rwy. Successful go-around improbable.

CAUTION: Winds in excess of 20 kts may produce severe turbulence. Due to terrain, winds from 070° to 150° may be stronger than reported winds. Dalgt ops only. BE ALERT: Possibly large numbers of Glaucous Gulls may be present in the area of Cape Romanzof LRRS afd during early to mid June. Also Canada geese and tundra swans during mid Aug. to early Sept. The incr bird and gull activity is in addition to the bird activities in the Risk Analysis of Wildlife Hazards to acft at Cape Romanzof. Diligence by all personnel is recommended throughout the season. Dur lcl coml and subsistence herring fishery activities, gulls have been observed in high numbers (500-1,000) on the beach blo the apch to the rwy. BE ALERT: Sharp dropoff west side of rwy. Restricted 180° turns to north end of rwy at apron area. CAUTION: NSTD afd markings. Establish radio ctc as soon as possible prior to ldg. After initial ctc on 126.2 or 121.5 exp a 30 min delay for current airstrip cond.

AIRPORT MANAGER: 907-552-4400**WEATHER DATA SOURCES:** AWOS-3 (907) 552-2869**COMMUNICATIONS:** CTAF 126.2

RCO 122.1 (KENAI RADIO)

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 124.5 266.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE PACZ.

(H) DME 116.75 CZF Chan 114(Y) N61°46.56' W166°02.61' at fld. 428/11E.

DME unusable:

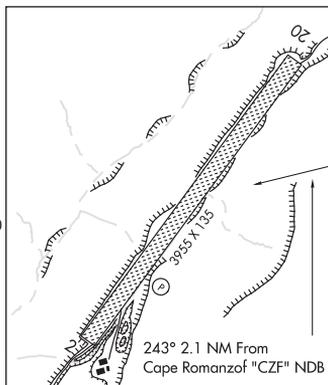
161°-210° byd 10 NM blo 9,000'

265°-160°

NDB (HW) 275 CZF N61°47.42' W165°58.20' 243° 2.1 NM to fld. 1434/11E.

NDB unusable:

065°-095° byd 35 NM blo 4,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737. Freq 116.75 is paired with DME Chan 114(Y).BETHEL
L-3B
DIAP

CAPE SARICHEF (26AK)(PACS) PVT 0 N UTC-9(-8DT) N54°34.95' W164°54.87'

DUTCH HARBOR

291 NOTAM FILE CDB Not insp.

L-2J

RWY 16-34: 3500X120 (GRVL)**RWY 16:** Rgt tfc.**RWY 06-24:** 1900X90 (GRVL)**RWY 24:** Mtn.**AIRPORT REMARKS:** Unattended. Rwy not maintained, recommend visual inspection prior to using. Rwy 06-24 east 1100' of rwy closed and unusable.**AIRPORT MANAGER:** 907-532-2445**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDB.**COLD BAY (H) VORTACW** 112.6 CDB Chan 73 N55°16.04'
W162°46.44' 232° 84.8 NM to fld. 99/10E.

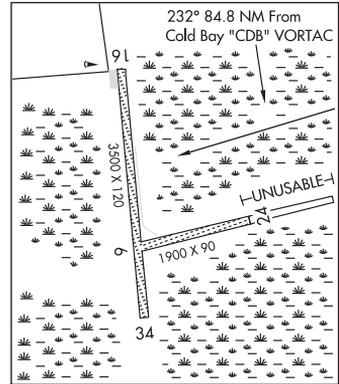
VOR unusable:

094°-129° byd 30 NM blo 9,000'
164°-199° byd 20 NM blo 14,000'
164°-199° byd 35 NM
349°-009° blo 10,000'
349°-009° byd 15 NM

TACAN AZIMUTH unusable:

094°-129° byd 30 NM blo 9,000'
164°-199° byd 20 NM blo 14,000'
164°-199° byd 35 NM
269°-279° byd 20 NM

DME unusable:

094°-129° byd 30 NM blo 9,000'
164°-199° byd 20 NM blo 14,000'
164°-199° byd 35 NM
269°-279° byd 20 NM**COMM/NAV/WEATHER REMARKS:** For a toll free call to Cold Bay FSS dial 1-800-478-7250. For a toll free call to Kenai FSS dial 1-866-864-1737.**CAPE SPENCER** N58°11.98' W136°38.41'

JUNEAU

RCO-122.6 (JUNEAU FSS)

L-1B

CASCO COVE CGS (ATU)(PAAT) CG 0 N UTC-10(-9DT) N52°49.95' E173°10.53'

W ALEUTIAN ISLS

88 NOTAM FILE CDB

H-2H, L-2H

RWY 02-20: H5998X150 (ASPH) S-32, D-110, 2S-140, 2D-150

0.6% up N

RWY 02: REIL. Hill.**RWY 20:** Hill.**SERVICE:** LGT For REIL Rwy 02 call 907-292-3315.**MILITARY REMARKS:** CLOSED TO THE PUBLIC. OFFICIAL BUSINESS ONLY.

625' twr 0.5 NM NNE of int of rwys. Authorization for use outside of emerg is obtained from CCGD 17 Juneau Alaska Vice COMNAVSTA Adak or CNAB17ND. No tran svc or maint avbl. Regular snow removal performed for scheduled fits only, 24 hr ntc rqrd for other than scheduled fits.

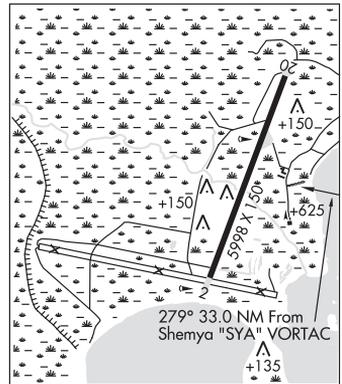
AIRPORT MANAGER: 907-463-2970**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE PASY.**SHEMYA (H) VORTACW** 109.0 SYA Chan 27 N52°43.10'
E174°03.73' 075° 33.0 NM to fld. 67/3E. VORTAC
unmonitored 0001-1400Z dly/continuous wknd-hol.

TACAN AZM unusable:

262°-267° byd 35 NM blo 3,000'
289°-029°

VOR unusable:

289°-029°

SHEMYA NDB (HW) 403 SYA N52°43.32' E174°03.62' 075° 32.9 NM to fld. 60/3E. SHUTDOWN.**COMM/NAV/WEATHER REMARKS:** For a toll free call to Cold Bay FSS dial 1-800-478-7250. For a toll free call to Kenai FSS dial 1-866-864-1737.**CASTLE MOUNTAIN AIRSTRIP** (See CHICKALOON on page 77)

CENTRAL (CEM)(PACE) 0 NNE UTC-9(-8DT) N65°34.44' W144°46.85'

DAWSON

937 B NOTAM FILE FAI

L-4J

RWY 08-26: 2782X60 (GRVL-DIRT) MIRL 0.7% up W

IAP

RWY 08: Thld dspcd 121'. Brush.

RWY 26: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 08-26—CTAF.

AIRPORT REMARKS: Unattended. Cold temperature restricted airport. Altitude correction required at or below -43C. Rwy condition not monitored, recommend visual inspection prior to lg. Grass on rwy sfc up to 12" tall. Snow removal ops dur winter monitor CTAF. Rwy 08 dspcd thld marked with blue lgts and reflectors.

AIRPORT MANAGER: 907-451-5276

COMMUNICATIONS: CTAF 122.9

SUAS 125.3 126.3 (1-800-758-8723).

RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.

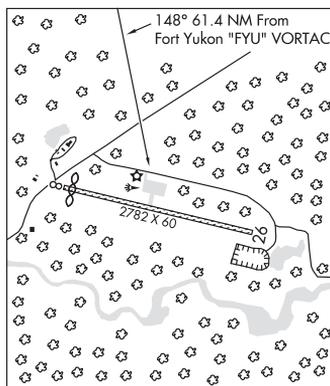
FORT YUKON (H) VORTACW 114.4 FYU Chan 91 N66°34.46'
W145°16.60' 148° 61.4 NM to fld. 449/20E.

VOR unusable:

001°-360° byd 15 NM

249°-259° byd 10 NM blo 4,900'

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



CHALKYITSIK (CIK)(PAC) 0 SW UTC-9(-8DT) N66°38.70' W143°44.39'

DAWSON

549 B NOTAM FILE FAI

H-1B, L-4J

RWY 04-22: 4000X75 (GRVL-DIRT) MIRL

IAP

RWY 04: Trees.

RWY 22: Thld dspcd 500'. Brush.

SERVICE: LGT ACTIVATE beacon—CTAF. ACTVT MIRL Rwy 04-22—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond not monitored; recommend visual inspection prior to landing. Rwy 04-22 soft when wet. East ramp entrance unlit. East ramp entrance reflectors 36 inches tall. Cold temperature restricted airport. Altitude correction required at or below -32C. Snow removal ops dur winter, monitor CTAF. Rwy 22 dspcd thld marked with lgts and reflectors.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 135.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.

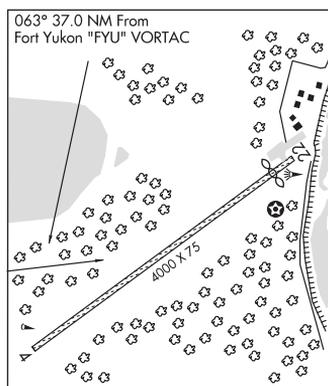
FORT YUKON (H) VORTACW 114.4 FYU Chan 91 N66°34.46'
W145°16.60' 063° 37.0 NM to fld. 449/20E.

VOR unusable:

001°-360° byd 15 NM

249°-259° byd 10 NM blo 4,900'

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



CHANDALAR CAMP**CHANDALAR SHELF** (5CD) 0 W UTC-9(-8DT) N68°03.93' W149°34.78'

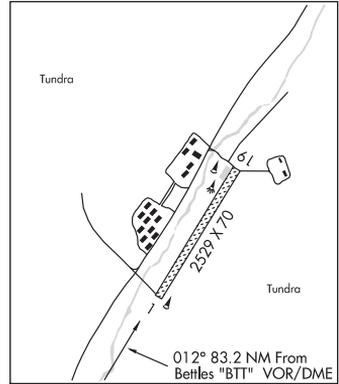
FAIRBANKS

3222 NOTAM FILE FAI

RWY 01-19: 2529X70 (GRVL)**RWY 01:** Brush.**RWY 19:** Brush.**AIRPORT REMARKS:** Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Bear on and in/ovf rwy. Arpt lctd in mountain valley high terrain in all quads causing turbulent winds. Grass growing in rwy edges.**AIRPORT MANAGER:** 907-451-2207**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTT.**BETTLES (H) VOR/DME** 116.0 BTT Chan 107 N66°54.30'
W151°32.15' 012° 83.2 NM to fld. 637/20E.

VOR AZIMUTH & DME unusable:

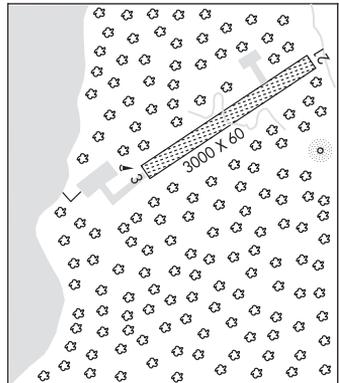
047°-077° byd 24 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516.**CHANDALAR LAKE** (WCR)(PALR) 0 N UTC-9(-8DT) N67°30.27' W148°28.99'

FAIRBANKS

L-4J

1920 NOTAM FILE WCR

RWY 03-21: 3000X60 (GRVL-DIRT)**RWY 03:** Brush.**RWY 21:** Brush.**AIRPORT REMARKS:** Unattended. No winter maintenance, ski equipped acft only. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Rwy 03 and Rwy 21 NSTD markings, thids marked with reflective boards, no edge markers. Rwy 03-21 slopes down hill 4% from N to S.**AIRPORT MANAGER:** 907-452-2207**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE WCR.**NDB (HW)** 263 CQR N67°30.14' W148°28.16' at fld.
1875/22E. NDB unmonitored.**COMM/NAV/WEATHER REMARKS:** For a toll free call to Fairbanks FSS dial 1-866-248-6516.**CHANDALAR SHELF** (See CHANDALAR CAMP on page 75)

CHEFORNAK (CFK)(PACK) 1 S UTC-9(-8DT) N60°08.21' W164°16.74'

BETHEL

54 B NOTAM FILE ENA

RWY 16-34: 3230X60 (GRVL) MIRL 0.4% up S**SERVICE:** LGT ACTIVATE beacon and MIRL Rwy 16-34—CTAF.**AIRPORT REMARKS:** Unattended. Rwy condition not monitored; recommend visual inspection prior to using. Pilots are advised to self-announce on CTAF prior to Idg, 10 NM on approach. Rwy 16-34 NSTD markings, rwy edged with cones and lights. Road parallels the west side of Rwy 16-34. Construction equip may be using this road. 6-8 in dips and irregular surfaces full length of rwy.**AIRPORT MANAGER:** 907-543-2495**COMMUNICATIONS:** CTAF 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE MYU.**NANWAK NDB/DME (HW)** 323 AIX Chan 76 N60°23.12'

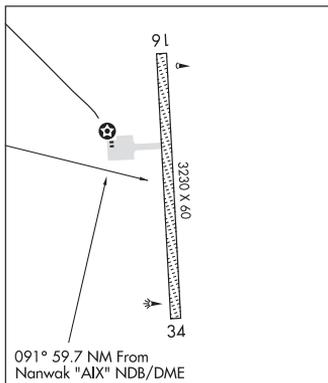
W166°12.86' 091° 59.7 NM to fld. 38/13E.

NDB/DME unusable:

115°-225° byd 30 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

1-866-864-1737.

**CHENA HOT SPRINGS** (AK13) PVT 0 E UTC-9(-8DT) N65°03.11' W146°02.85'

FAIRBANKS

1195 NOTAM FILE Not insp.

L-3B, 4J

RWY 08-26: 3000X60 (GRVL)**RWY 08:** Hill.**RWY 26:** Tree.**AIRPORT REMARKS:** Unattended. PPR call 907-451-8104 extn 1909 or 1905. Be alert strong crosswinds. Rwy not maintained and condition not monitored. Loose 3" rocks on sfc and some 12" ruts along rwy. Windssock may be unreliable.

Recommend visual inspection prior to use. Rapidly rising terrain all quadrants surrounding arpt. Animals and machinery on rwy. Ultralights prohibited, arpt not for commercial use; no hunting and no passenger pickup or drop off allowed. Rwy 08 26 slopes downhill 3% from E to W. Rwy 08 thlds marked with orange cones. Rwy 08 26 ends marked with orange panels.

AIRPORT MANAGER: (907) 451-8104**COMMUNICATIONS:** CTAF 122.9**SUAIS** 125.3 126.3 (1-800-758-8723)**COMM/NAV/WEATHER REMARKS:** For a toll free call to Fairbanks FSS dial 1-866-248-6516.**CHENA MARINA** (See FAIRBANKS on page 109)**CHENA RIVER SPB** (See FAIRBANKS on page 109)**CHENA** N64°50.32' W147°29.70' NOTAM FILE FAI.

FAIRBANKS

NDB (HW) 257 CUN 244° 9.4 NM to Fairbanks Intl. 462/17E.

H-1B, L-3A, 3D, 4J

CHENEGA BAY (C05)(PFCB) 1 NE UTC-9(-8DT) N60°04.71' W147°59.68'
 69 B NOTAM FILE JNU
RWY 16-34: 3000X75 (GRVL) MIRL
RWY 16: Brush.
RWY 34: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 16-34—CTAF.

AIRPORT REMARKS: Unattended. Rapidly rising terrain in north, east and west quads. Rwy 16-34 shoulders and safety areas soft when wet. Water ponds in safety areas at both ends. Rwy 16-34 NSTD thld, thld marked with reflective cones and lgts.

AIRPORT MANAGER: (907) 262-2199

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

JOHNSTONE POINT (H) VORW/DME 116.7 JOH Chan 114
 N60°28.86' W146°35.96' 222° 48.2 NM to fld. 48/18E.

wx cam

VOR unusable:

090°-124° byd 23 NM blo 8,000'

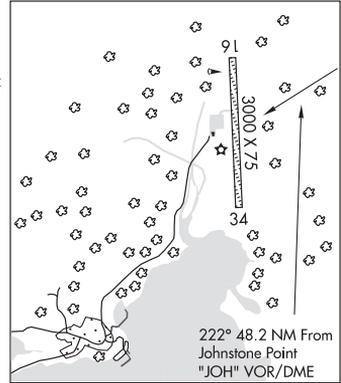
125°-188° byd 10 NM

DME unusable:

090°-124° byd 23 NM blo 12,000'

125°-191° byd 10 NM

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



SEWARD
 L-1A, 3D, 4G

CHEVAK (VAK)(PAVA) 1 N UTC-9(-8DT) N61°32.45' W165°36.05'
 61 B NOTAM FILE VAK

RWY 02-20: 3220X75 (GRVL) MIRL 0.4% up N

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 25'.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 25'.

SERVICE: LGT NSTD white flashing rot bcn. ACTIVATE MIRL Rwy 02-20—122.8. ACTIVATE REIL, PAPI Rwy 02 and Rwy 20 and rot bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Strong crosswinds at this locations. Rwy 02-20 used as road. First 200' of Rwy 02 rough.

AIRPORT MANAGER: (907) 543-2498

WEATHER DATA SOURCES: AWOS-3P 120.625 (907) 858-7600. (WX CAM)

COMMUNICATIONS: CTAF 123.0 UNICOM 122.8

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 124.5

RADIO AIDS TO NAVIGATION: NOTAM FILE HPB.

HOOPER BAY (H) VORW/DME 115.2 HPB Chan 99 N61°30.86'
 W166°08.07' 071° 15.4 NM to fld. 15/13E.

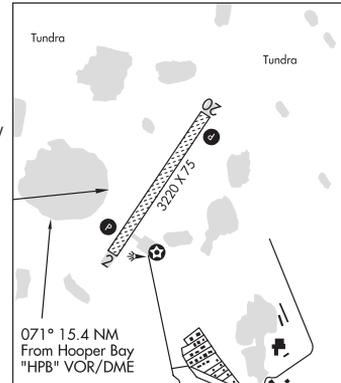
VOR unusable:

358°-013° byd 22 NM blo 3,500'

DME unusable:

358°-013° byd 22 NM blo 3,500'

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



BETHEL
 L-3B
 IAP

CHICKALOON

CASTLE MOUNTAIN AIRSTRIP (48AK) PVT 3 E UTC-9(-8DT) N61°47.59' W148°29.55'
 1010 NOTAM FILE Not insp.

RWY 05-23: 1200X45 (TURF)

AIRPORT REMARKS: Unattended. Contact arpt mgr prior to landing. Arpt has gusty intermittent crosswinds. Rwy 12-30 is rutted sod.

AIRPORT MANAGER: 907-745-7818

COMMUNICATIONS: CTAF 122.9

CHICKALOON RCO 126.45 (PALMER RADIO)

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

ANCHORAGE

CHICKEN (CKX) 0 SW UTC-9(-8DT) N64°04.01' W141°57.08'

DAWSON

1640 NOTAM FILE ORT

RWY 13-31: 2500X60 (GRVL-DIRT)

RWY 13: Brush.

RWY 31: Brush.

SERVICE: FUEL MOGAS

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Waterfowl on and in rdv rwy during summer. Expect turbulence during apch on windy days. Rwy 13-31 thlds marked with thld panels and cones. Rwy 13-31 dips in center and slopes upwards to both ends. Snow removal ops dur winter, monitor CTAF.

AIRPORT MANAGER: 907-883-5128

COMMUNICATIONS: CTAF/UNICOM 122.8

SUAI 125.3 126.3 (1-800-758-8723).

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.

NORTHWAY (H) VORTACW 116.3 ORT Chan 110 N62°56.83'

W141°54.76' 341° 67.4 NM to fld. 1779/18E.

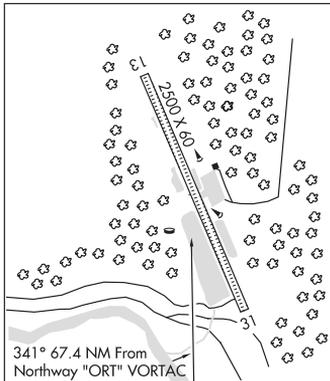
TACAN AZIMUTH unusable.

335°-030° byd 30 NM blo 10,500'

DME unusable.

335°-030° byd 30 NM blo 10,500'

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



CHIGNIK

CHIGNIK (AJC)(PAJC) 2 NE UTC-9(-8DT) N56°18.69' W158°22.39'

KODIAK

18 NOTAM FILE AJC

RWY 02-20: 2600X60 (GRVL)

RWY 02: Brush.

RWY 20: Berm.

AIRPORT REMARKS: Unattended. Rwy condition not maintained, recommend visual inspection prior to use. Seabirds on and in vicinity of arpt. Mountains SW of arpt create frequent severe turbulence. Seaplane operating area in lake east of arpt. Rwy 02-20 marked with orange reflective cones.

AIRPORT MANAGER: 907-246-3325

WEATHER DATA SOURCES: AWOS-3P 135.75 (907) 749-2402. (WX CAM)

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.

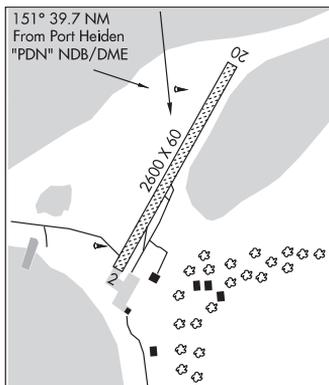
PORT HEIDEN NDB/DME (HW) 371 PDN Chan 32 N56°57.26'

W158°38.85' 151° 39.7 NM to fld. 56/16E.

DME unusable.

050°-110° byd 32 NM blo 6,500'

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



CHIGNIK BAY SPB (Z78) 1 NE UTC-9(-8DT) N56°17.74' W158°24.09'

KODIAK

00 NOTAM FILE ENA

WATERWAY NE-SW: 10000X4000 (WATER)

WATERWAY E-W: 6000X4000 (WATER)

SERVICE: FUEL 80

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

COMMUNICATIONS: CTAF 122.8

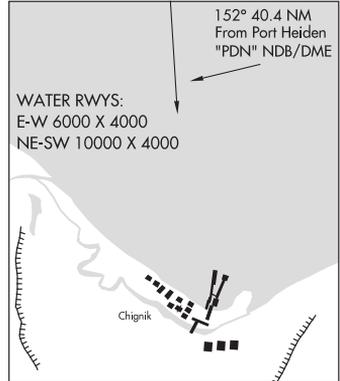
RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.

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

DME unusable:

050°-110° byd 32 NM blo 6,500'

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



CHIGNIK LAGOON (KCL) 0 S UTC-9(-8DT) N56°18.66' W158°32.07'

KODIAK

28 NOTAM FILE ENA

RWY 04-22: 2200X90 (GRVL-DIRT)

RWY 04: Trees.

RWY 22: Hill. Rgt tfc.

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

AIRPORT MANAGER: 907-246-3325

COMMUNICATIONS: CTAF 122.8

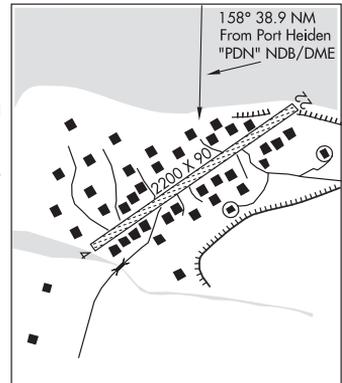
RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.

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

DME unusable:

050°-110° byd 32 NM blo 6,500'

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



CHIGNIK LAKE (A79) 0 WSW UTC-9(-8DT) N56°15.33' W158°46.67'

COLD BAY

50 NOTAM FILE ENA

RWY 08-26: 2800X60 (GRVL) 0.3% up E

RWY 08: Brush.

RWY 26: Brush.

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

AIRPORT MANAGER: 907-246-3325

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.

PORT HEIDEN NDB/DME (HW) 371 PDN Chan 32 N56°57.26'

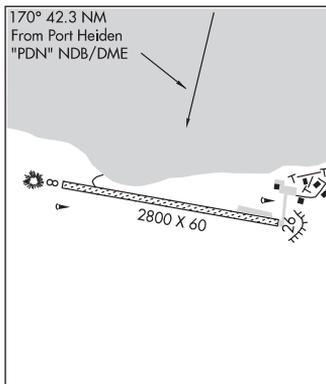
W158°38.85' 170° 42.2 NM to fld. 56/16E.

DME unusable:

050°-110° byd 32 NM blo 6,500'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

1-866-864-1737.



CHINOOK N58°44.23' W156°46.70' NOTAM FILE AKN.

KODIAK

NDB (HW/LOM) 355 AUB 116° 5.5 NM to King Salmon. 66/16E.

H-1B, 2I, L-2I, 3C

CHISANA (CZN) 0 N UTC-9(-8DT) N62°04.31' W142°02.96'

ANCHORAGE

3348 NOTAM FILE ORT

RWY 12-30: 3000X50 (TURF-GRVL) 2.5% up SE

RWY 12: Trees.

RWY 30: Trees.

AIRPORT REMARKS: Unattended. Rwy condition unmonitored, recommend visual inspection prior to landing. Wildlife invof rwy. Be alert, two pvt airstrips run perpendicular to Rwy 12 and Rwy 30 apch. Rwy surface has trees up to 24". Loose rocks up to 5" in diameter, ruts and depressions. Vehicle trail on west side of rwy. Skis only winter. Rwy 12 30 not maint. Rwy 12 30 thlds and rwy edges marked with cones. Windsock may be unreliable due to close proximity of trees.

AIRPORT MANAGER: 907-822-3222

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.

NORTHWAY (H) VORTACW 116.3 ORT Chan 110 N62°56.83'

W141°54.76' 166° 52.8 NM to fld. 1779/18E.

TACAN AZIMUTH unusable:

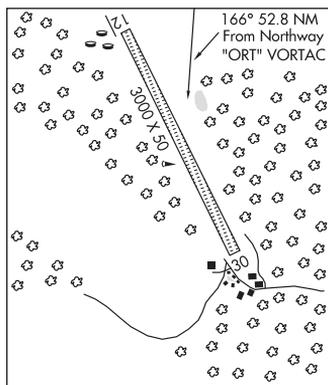
335°-030° byd 30 NM blo 10,500'

DME unusable:

335°-030° byd 30 NM blo 10,500'

COMM/NAV/WEATHER REMARKS: Northway FSS toll free number

1-800-478-6611. For a toll free call to Fairbanks FSS dial 1-866-248-6516.



CHISTOCHINA (CZO) 0 SW UTC-9(-8DT) N62°33.74' W144°40.35'

ANCHORAGE

1861 NOTAM FILE ENA

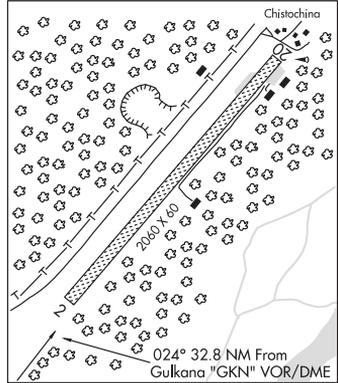
RWY 02-20: 2060X60 (TURF-GRVL) 0.4% up NE**RWY 02:** Trees.**RWY 20:** Tree.

AIRPORT REMARKS: Unattended. Rwy infrequently maintained and condition not monitored, recommend visual inspection prior to landing. Highway 1 parallels west edge of rwy. Grass, forbs and willows to 36". Soft when wet. Rwy 02 and Rwy 20 thlds marked with reflective orange cones.

AIRPORT MANAGER: 907-822-3222**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GKN.

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

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

**CHITINA** (CXC) 4 N UTC-9(-8DT) N61°34.99' W144°25.79'

ANCHORAGE

556 NOTAM FILE ENA

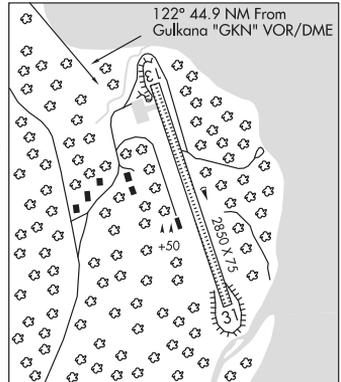
RWY 13-31: 2850X75 (GRVL-DIRT)**RWY 13:** Brush.**RWY 31:** Brush. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy cond not monitored; recommend visual inspection prior to landing. Shoulders slope off each side of rwy. 20 ft grvl ridge on west side of rwy. Rwy 31 slopes downhill—no line of sight btn rwy ends. Brush up to 3 ft high on rwy surface 20 ft either side of rwy centerline.

AIRPORT MANAGER: 907-822-3222**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GKN.

GULKANA (H) VOR/DME 115.6 GKN Chan 103 N62°09.23' W145°26.84' 122° 44.9 NM to fld. 1549/17E.

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

**CHRISTIANSSEN LAKE SPB** (See TALKETNA on page 250)

CHUATHBALUK (9A3)(PACH) 1 NE UTC-9(-8DT) N61°34.74' W159°12.94'

MC GRATH

244 B NOTAM FILE ENA

L-3C

RWY 09-27: 3401X60 (GRVL-DIRT) MIRL

IAP

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 26'. Berm.

RWY 27: REIL. PAPI(P4L)—GA 4.0° TCH 25'. Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 09-27, REIL Rwy 09 and Rwy 27 and PAPI Rwy 09 and Rwy 27—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored recommend visual inspection prior to use. Cold temperature airport. Altitude correction required at or below -32C. Rwy 09-27 frost heaves and sink holes at end of rwy and ramp.

AIRPORT MANAGER: 907-675-4345

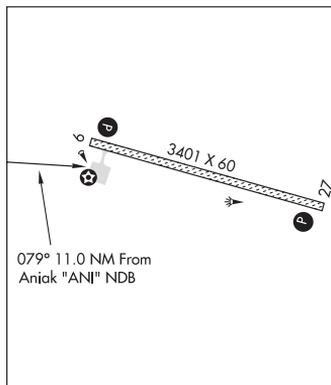
COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 118.15

RADIO AIDS TO NAVIGATION: NOTAM FILE ANI.

ANIAK NDB (HW) 359 ANI N61°35.41'

W159°35.87' 079° 11.0 NM to fld. 88/14E.



CHUGIAK

HILLTOP (AK24) PVT 3 N UTC-9(-8DT) N61°25.07' W149°26.37'

ANCHORAGE

420 NOTAM FILE Not insp.

RWY 03-21: 1400X22 (GRVL)

RWY 03: Trees.

RWY 21: Trees.

AIRPORT REMARKS: Unattended. Prior approval required before ldg—ctc owner. Rwy 03-21 narrow with bldgs, trees and activity close to the rwy. Rwy not plowed in winter. Visually inspect prior to lndg. Land at your own risk. STOL acct only.

AIRPORT MANAGER: 907-244-7820

COMMUNICATIONS: CTAF/UNICOM 123.0

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

CIRCLE CITY (CRC)(PACR) 0 W UTC-9(-8DT) N65°49.68' W144°04.57'

DAWSON

613 B NOTAM FILE FAI

RWY 15-33: 2979X60 (GRVL-DIRT) MIRL

RWY 15: Brush.

RWY 33: Brush.

SERVICE: FUEL 100LL LGT ACTIVATE beacon—CTAF. ACTIVATE MIRL Rwy 15-33—CTAF.

AIRPORT REMARKS: Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. 100LL avbl off arpt at store in town. Taxi via arpt access road. Snow removal ops dur winter—monitor CTAF. Rwy 15-33 thlds marked with reflective panels. Segmented circle overgrown.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9

SUAIS 125.3 126.3 (1-800-758-8723).

RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.

FORT YUKON (H) VORTACW 114.4 FYU Chan 91 N66°34.46'

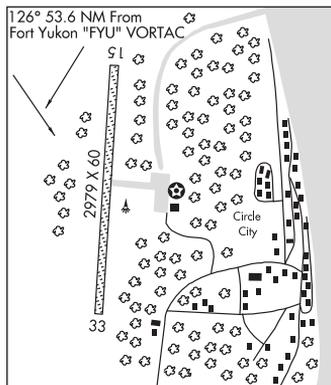
W145°16.60' 126° 53.6 NM to fld. 449/20E.

VOR unusable:

001°-360° byd 15 NM

249°-259° byd 10 NM blo 4,900'

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



CIRCLE HOT SPRINGS (CHP) 1 E UTC-9(-8DT) N65°29.15' W144°36.70'
870 NOTAM FILE FAI
RWY 09-27: 3669X80 (GRVL) 1.1% up E

RWY 09: Brush.

RWY 27: Brush.

AIRPORT REMARKS: Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. No snow removal. Retardant acft may be operating from arpt in summer.

AIRPORT MANAGER: 907-451-5276

COMMUNICATIONS: CTAF 122.8

SUAIS 125.3 126.3 (1-800-758-8723).

RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.

FORT YUKON (H) VORTAC 114.4 FYU Chan 91 N66°34.46'
W145°16.60' 146° 67.5 NM to fld. 449/20E.

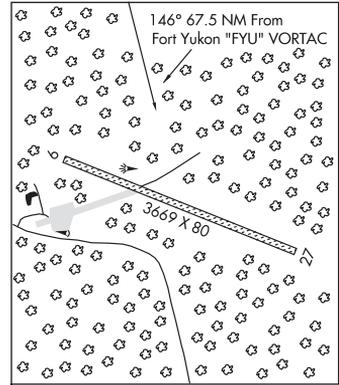
VOR unusable:

001°-360° byd 15 NM

249°-259° byd 10 NM blo 4,900'

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

DAWSON
L-4J



CLAM COVE N55°20.53' W131°41.45' NOTAM FILE KTN.

NDB (HW) 396 CMJ 295° 1.0 NM to Ketchikan Intl. 46/21E.

NDB unusable:

Byd 15 NM

KETCHIKAN
L-1C

CLARK BAY SPB (See HOLLIS on page 128)

CLARKS POINT (CLP)(PFCL) 1 E UTC-9(-8DT) N58°50.02' W158°31.76'

80 B NOTAM FILE CLP

RWY 18-36: 3200X60 (GRVL) MIRL

SERVICE: LGT ACTIVATE MIRL Rwy 18-36, windsock; and rot bcn—CTAF.

AIRPORT REMARKS: Unattended. Cold temperature restricted airport. Altitude correction required at or below -34C. Birds and moose in ovf rwy. Rwy condition not monitored, recommend visual inspection prior to LNDG. ATV cross Rwy 18 from TWY to THLD.

AIRPORT MANAGER: 907-842-5511

WEATHER DATA SOURCES: AWOS-3P 135.55 (907) 868-7311. (WX CAM)

COMMUNICATIONS: CTAF 122.9

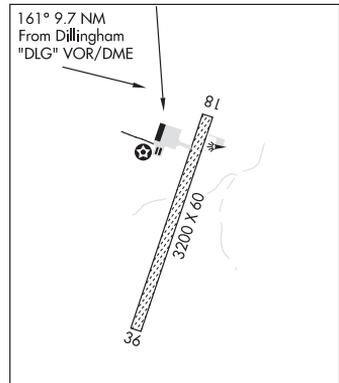
ANCHORAGE CENTER APP/DEP CON 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

DILLINGHAM (H) VOR/DME 116.4 DLG Chan 111 N58°59.65'
W158°33.13' 161° 9.7 NM to fld. 81/15E.

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

KODIAK
L-21, 3C
IAP



CLEAR

CLEAR (Z84)(PACL) 3 SE UTC-9(-8DT) N64°18.02' W149°06.99'

FAIRBANKS

559 B NOTAM FILE FAI

H-1B, 2K, L-3A, 3D, 4J

RWY 01-19: H3997X100 (ASPH) MIRL 0.4% up S

RWY 01: Trees. Rgt tfc.

RWY 19: Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 01-19—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. Be Alert: avoid restricted area located 1 NM west of arpt and PVT airfield located 3 NM SW. 253' AGL antenna 4000' east of arpt. Rwy 01-19 safety area, 300' overrun at each end. Rwy 01-19 marked with thld markers. Glider act on and invof arpt, Apr to Sept. Twy C clsd dur winter months.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9

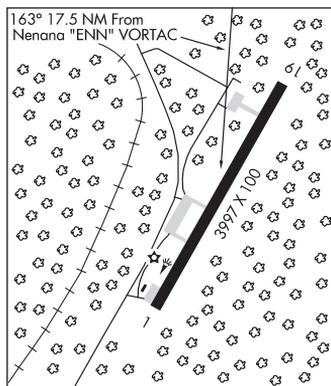
RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.

NENANA (H) VORTACW 115.8 ENN Chan 105 N64°35.40'

W149°04.37' 163° 17.5 NM to fld. 1600/21E.

VOR portion unusable:

086°-096° byd 34 NM blo 5,000'



CLEAR SKY LODGE (CLF) 4 S UTC-9(-8DT) N64°15.42' W149°11.18'

FAIRBANKS

650 NOTAM FILE FAI

RWY 02-20: 2500X20 (TURF-DIRT)

RWY 02: Trees.

RWY 20: Trees.

AIRPORT REMARKS: Unattended. Lodge 600' East of rwy. Rwy has 10° dog-leg. Rwy not maintained with 8" ruts, recommend calling lodge owner to determine current cond prior to fit. Rwy 02-20 rutted from vehicle tfc. Rwy 02-20 dips and 8" deep ruts along entire length of rwy. First 900' Rwy 20 has 6' to 10' wide grvl sfc balance is turf and brush stubs. Usuable width variable 6' to 20' due to brush encroachment, brush stubs, and ruts. Rwy sfc is soft and heavily rutted. Brush and trees up to 15' high on rwy full len and width. Rwy is not safe for act ops.

AIRPORT MANAGER: (907) 888-9511

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.

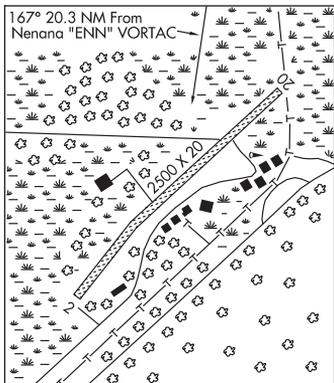
NENANA (H) VORTACW 115.8 ENN Chan 105 N64°35.40'

W149°04.37' 167° 20.3 NM to fld. 1600/21E.

VOR portion unusable:

086°-096° byd 34 NM blo 5,000'

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



CLEAR CREEK (See FAIRBANKS (FT WAINWRIGHT) on page 111)

COAL CREEK (See YUKON CHARLEY RIVERS on page 287)

COFFMAN COVE SPB (KCC)(PAKC) O W UTC-9(-8DT) N56°00.89' W132°50.04'

JUNEAU

00 NOTAM FILE KTN

WATERWAY N-S: 5000X2000 (WATER)

AIRPORT REMARKS: Unattended. Rwy N-S narrow channel at low tide. SPB float/ramp between Alaska marine ferry terminal and boat harbor.

AIRPORT MANAGER: 907-755-2229

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

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

VOR unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

wx cam

DME unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

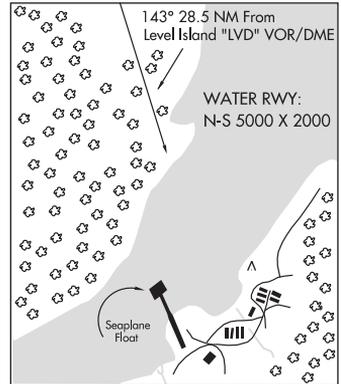
328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

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

789-7380.



COGLAN ISLAND N58°21.56' W134°41.97' NOTAM FILE JNU.

JUNEAU

NDB (HWZ) 212 CGL 074° 3.8 NM to Juneau Intl. 58/20E.

L-1B, 1C

NDB unusable:

325°-050° byd 30 NM

270°-324° byd 35 NM

220°-270° byd 24 NM blo 13,000'

COLD BAY

BLINN LAKE SPB (Z87) 3 N UTC-9(-8DT) N55°15.10' W162°45.20'

COLD BAY

50 NOTAM FILE CDB

WATERWAY E-W: 2500X1000 (WATER)

WATERWAY N-S: 2000X1000 (WATER)

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

AIRPORT REMARKS: Unattended. Considerable seabird activity—nest on islands. Fuel avbl from Cold Bay Arpt. No delivery avbl.

Must have own truck and cans. Call 907-532-2467 Mon-Fri 9-5 lcl.

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

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

VOR unusable:

094°-129° byd 30 NM blo 9,000'

164°-199° byd 20 NM blo 14,000'

164°-199° byd 35 NM

349°-009° blo 10,000'

349°-009° byd 15 NM

TACAN AZIMUTH unusable:

094°-129° byd 30 NM blo 9,000'

164°-199° byd 20 NM blo 14,000'

164°-199° byd 35 NM

269°-279° byd 20 NM

DME unusable:

094°-129° byd 30 NM blo 9,000'

164°-199° byd 20 NM blo 14,000'

164°-199° byd 35 NM

269°-279° byd 20 NM

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

COLD BAY (CDB)(PACD) 0 N UTC-9(-8DT) N55°12.36' W162°43.58'

COLD BAY

100 B ARFF Index—See Remarks NOTAM FILE CDB

H-21, L-21

RWY 15-33: H10179X150 (ASPH-GRVD) S-99, D-200, 2D-345,

IAP, DIAP, AD

2D/2D2-875 PCN 62 F/B/X/T HIRL

RWY 15: MALSR. RVR-T

RWY 33: PAPI(P4L)—GA 3.0° TCH 36'. RVR-R Rgt tfc.

RWY 08-26: H4900X150 (ASPH-GRVD) S-99, D-131, 2D-345

PCN 62 F/B/X/T HIRL

RWY 08: PAPI(P4L)—GA 3.5° TCH 38'.

RWY 26: PAPI(P4L)—GA 3.0° TCH 36'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA-4900 TODA-4900 ASDA-4900 LDA-4900

RWY 15: TORA-10180 TODA-10180 ASDA-10180 LDA-10180

RWY 26: TORA-4900 TODA-4900 ASDA-4900 LDA-4900

RWY 33: TORA-10180 TODA-10180 ASDA-10180 LDA-10180

SERVICE: FUEL 100LL, JET A LGT ROTG BCN operates on a photocell.

Rwy 08 PAPI unusbl byd 5 deg rgt of cntrln. ACTIVATE HIRL Rwy

08-26 and Rwy 15-33, MALSR Rwy 15, PAPI Rwy 08, Rwy 26 and

Rwy 33—CTAF.

AIRPORT REMARKS: Attended Mon-Sat 1600-0300Z±. Fuel svc charge after

hrs. Class I, ARFF Index B. Index may be reduced for acct less than 90'.

Large birds near apch ends all rwys. Snow and ice removal and arpt

hazard reporting only performed dur duty hrs unless by prior arrangement in writing with arpt mgr. CLOSED to air carrier

ops with more than 30 pax seats exc PPR in writing to arpt mgr Box 97 Cold Bay, AK 99571. ARFF is avbl for part 121

carriers involved with ETOPS operations with 30 min notice. Personnel and eqpt may be working on the rwy at any time.

Twr 4.8 NM NW of arpt unlgtd, twr 0.9 NM S of arpt unlgtd and twr 0.4 NM N of arpt unlgtd. Arpt sand larger gradation

than FAA recommended/see AC150/5200-30. Brake lock turns not allowed on rwys. No cstms avbl written permission

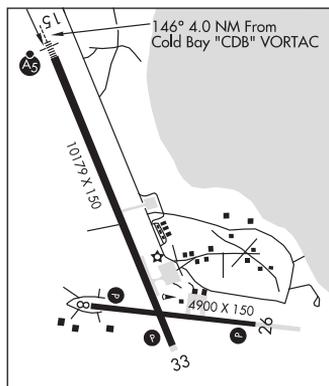
rqrd for refueling stops 24-48 hrs in advance if arr from a foreign country, FAX 907-271-2684 or 907-271-2686.

Rotating bcn ops unmonitored when Cold Bay FSS unmanned. NWS weather balloon launch facility located on arpt, see

inside back cover for opn details.

AIRPORT MANAGER: 907-532-5000

WEATHER DATA SOURCES: ASOS 135.75 (907) 532-2639. (WX CAM)



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: CTAF 123.6 FSS CDB (COLD BAY) 1700-0245Z†, OT ctc Kenai FSS.

COLD BAY RADIO 121.5 122.2 123.6 (LAA 123.6)

RCO 121.5 122.2 123.6 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 118.5 278.3

RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

(H) VORTACW 112.6 CDB Chan 73 N55°16.04' W162°46.44' 146° 4.0 NM to fld. 99/10E.

VOR unusable:

094°-129° byd 30 NM blo 9,000'

164°-199° byd 20 NM blo 14,000'

164°-199° byd 35 NM

349°-009° blo 10,000'

349°-009° byd 15 NM

TACAN AZIMUTH unusable:

094°-129° byd 30 NM blo 9,000'

164°-199° byd 20 NM blo 14,000'

164°-199° byd 35 NM

269°-279° byd 20 NM

DME unusable:

094°-129° byd 30 NM blo 9,000'

164°-199° byd 20 NM blo 14,000'

164°-199° byd 35 NM

269°-279° byd 20 NM

ELFEE NDB (HW) 341 ELF N55°17.77' W162°47.35' 148° 5.8 NM to fld. 32/10E.

ILS 110.3 I-CDB Rwy 15. Class IE. Localizer backcourse unusable within 6.2 DME; unusable byd 20° left of course.

COMM/NAV/WEATHER REMARKS: For a LC to Cold Bay FSS dial 532-2454. For a toll free call to Cold Bay FSS dial 1-800-478-7250. For a toll free call to Kenai FSS dial 1-866-864-1737. Telephone 532-2448 for WSO.

PORT MOLLER (1AK3)(PAAL) PVT 87 NE UTC-9(-8DT) N56°00.36' W160°33.65'

COLD BAY

20 NOTAM FILE Not insp.

L-21

RWY 01-19: 3500X100 (GRVL)

AIRPORT REMARKS: Unattended. No svc avbl. Recommend visual inspection prior to ldg.

AIRPORT MANAGER: 907-267-1252

COLDFOOT (CXF)(PACX) 0 WSW UTC-9(-8DT) N67°15.13' W150°12.23'

1049 B NOTAM FILE FAI

FAIRBANKS

RWY 02-20: 4011X75 (GRVL) MIRL 0.4% up N

H-1A, L-4J

RWY 02: Brush.

IAF

RWY 20: Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 02-20 and twy lgts—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Cold temperature airport. Altitude correction required at or below -19C.

AIRPORT MANAGER: 907-451-2207

COMMUNICATIONS: CTAF 122.9

COLDFOOT RCO 122.0 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 124.6 352.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.

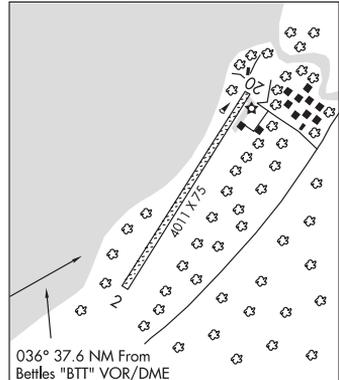
BETTLES (H) VORW/DME 116.0 BTT Chan 107 N66°54.30'

W151°32.15' 036° 37.6 NM to fld. 637/20E.

VOR AZIMUTH & DME unusable:

047°-077° byd 24 NM

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



COLUMBIA N45°35.32' W122°36.68' NOTAM FILE PDX.

SEATTLE

(H) TACAN 109.2 CBU Chan 29 at Portland Intl. 22/20E.

H-1B, L-1C

TACAN unusable:

020°-030° byd 30 NM blo 9,500'

030°-050° byd 20 NM blo 9,500'

120°-130° byd 15 NM blo 8,500'

155°-250° byd 15 NM blo 10,500'

250°-270° byd 20 NM blo 8,500'

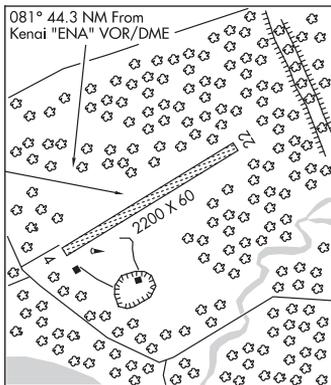
COOPER LANDING**QUARTZ CREEK** (JLA) 3 E UTC-9(-8DT) N60°29.06' W149°43.37'

ANCHORAGE

466 NOTAM FILE ENA

RWY 04-22: 2200X60 (GRVL-DIRT) 0.3% UP NE**RWY 04:** Trees.**RWY 22:** Brush.**AIRPORT REMARKS:** Unattended. State maintenance on irregular basis, recommend visual inspection prior to landing. Rwy 04-22 edges not marked. Windsock is below treeline and may be unreliable.**AIRPORT MANAGER:** 907-262-2199**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ENA.**KENAI (H) VOR/DME** 117.6 ENA Chan 123 N60°36.88'

W151°11.71' 081° 44.3 NM to fld. 115/19E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.**COPPER CENTER 2** (Z93) 1 S UTC-9(-8DT) N61°56.47' W145°17.64'

ANCHORAGE

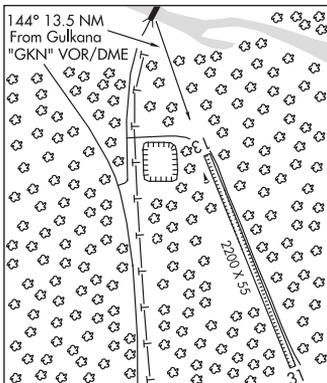
1150 NOTAM FILE ENA

RWY 13-31: 2200X55 (GRVL-DIRT)**RWY 13:** Tree.**RWY 31:** Tree.**AIRPORT REMARKS:** Unattended. Road runs parallel to rwy 2' from E edge.

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

AIRPORT MANAGER: 907-822-3222**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GKN.**GULKANA (H) VOR/DME** 115.6 GKN Chan 103 N62°09.23'

W145°26.84' 144° 13.5 NM to fld. 1549/17E.

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

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

59 NOTAM FILE JNU

RWY 06-24: 1800X60 (GRVL) 0.5% up SW**RWY 06:** Trees. Rgt tfc.**RWY 24:** Road.**SERVICE:** S4

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

AIRPORT MANAGER: 907-424-3202**COMMUNICATIONS:** CTAF 122.5**RCO** 123.6 122.2 (JUNEAU FSS)**MOUNT EYAK RCO** 122.5 (JUNEAU FSS)**RADIO AIDS TO NAVIGATION:** NOTAM FILE JNU.**JOHNSTONE POINT (H) VORW/DME** 116.7 JOH Chan 114

N60°28.86' W146°35.96' 063° 26.2 NM to fld. 48/18E.

wx cam

VOR unusable:

090°-124° byd 23 NM blo 8,000'

125°-188° byd 10 NM

DME unusable:

090°-124° byd 23 NM blo 12,000'

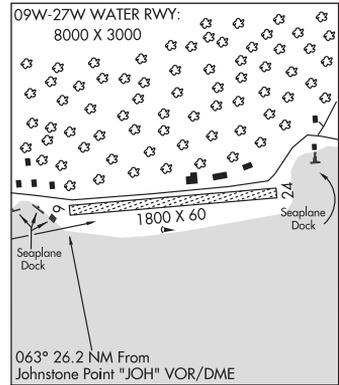
125°-191° byd 10 NM

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

• • • • •

WATERWAY 09W-27W: 8000X3000 (WATER)

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



MERLE K (MUDHOLE) SMITH (CDV)(PACV) 11 SE UTC-9(-8DT) N60°29.51' W145°28.65'

ANCHORAGE

54 B ARFF Index—See Remarks NOTAM FILE CDV

H-1B, L-1A, 3E, 4H

RWY 09-27: H7500X150 (ASPH-GRVD) S-90, D-153, 2D-280

IAP

PCN 94 F/A/X/T HIRL

RWY 09: ODALS. VASI(V4L)—GA 3.0° TCH 41'. RVR-TR Antenna. Rgt ttc.

RWY 27: MALS. VASI(V4L)—GA 3.0° TCH 57'. RVR-TR Pole.

RWY 16-34: 1899X30 (GRVL) 0.6% up N

RWY 34: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-7500 TODA-7500 ASDA-7500 LDA-7500

RWY 27: TORA-7500 TODA-7500 ASDA-7500 LDA-7500

ARRESTING GEAR/SYSTEM

RWY 27: EMAS

SERVICE: LGT ACTIVATE MALS. Rwy 27, ODALS Rwy 09, VASI Rwy 09 and 27, HIRL Rwy 09-27—CTAF. Rwy 09 VASI does not provide obstruction clearance byd 4 NM, unusable byd 4 NM.

AIRPORT REMARKS: Attended 1600-0230Z±. Class I, ARFF Index B.

CLOSED to air carrier ops with more than 30 pax seats exc 24 hrs PPR in writing to Arpt Mgr Box 598, Cordova, AK 99574. Arpt maint duty hrs Nov-Apr 1500-0100Z± Mon-Sat, 1500-2400Z±, May-Oct 1500-0330Z± Mon-Thurs, 1600-0230Z± Fri-Sat, 1800-0200Z± Sun.

Snow removal, wildlife control, cond reporting, and other airfield maint services only avbl and valid during arpt maint duty hrs. Ctc arpt mgmt for any after-hours req for airfield services. ARFF eqpt staffed dur periods of air carrier ops only. Erratic winds. Moose ocny on or near rwy. Large flocks of migratory birds in vicinity dur season. No snow removal or deicing preformed btn 0200-1700Z± daily, Rwy 16-34 marked with 36° orange cones May 1-Oct 25. Rwy cond reports will reflect day ops only. Arpt sand larger gradation than FAA recommended/see AC150/5200-30. TSA regulated airport. See 49 CFR 1542. All gates and doors must be secured at all times. Transient or unfamiliar pilots contact airport manager with questions.

AIRPORT MANAGER: 907-424-3202

WEATHER DATA SOURCES: ASOS 134.8 (907) 424-5900. (WX CAM)

COMMUNICATIONS: CTAF 123.6

CORDOVA RCO 122.2 123.6 (JUNEAU RADIO)

ANCHORAGE CENTER APP/DEP CON 269.4 133.6 119.3

AIRSPACE: CLASS E svc continous.

RADIO AIDS TO NAVIGATION: NOTAM FILE CDV.

GLACIER RIVER NDB (HW) 404 GCR N60°29.93' W145°28.47' at fld. 55/17E.

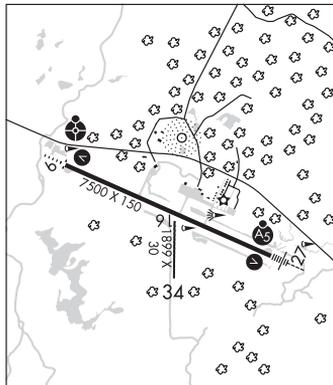
ORCA BAY NDB (HW) 233 ALJ N60°28.79' W146°35.25' 070° 33.0 NM to fld. 31/18E.

NDB unusable:

321°-341° byd 40NM blo 7,400'

ILS/DME 110.7 I-CDV Chan 44 Rwy 27. Class IE. LOC unusable beyond 10° north of course.

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1-866-297-2236. Cordova wx report avbl LC 424-7614 OR 122.65



COTTONWOOD LAKE SPB (See WASILLA on page 271)

COUNCIL (K29) 1 N UTC-9(-8DT) N64°53.80' W163°42.21'
100 NOTAM FILE OME

NOME
L-3A, 3C, 4H

RWY 10-28: 3000X60 (TURF) 0.4% up W

RWY 10: Trees.

RWY 28: Trees.

AIRPORT REMARKS: Unattended. Rwy cond not monitored, recommend visual inspection prior to ldg. Rwy not maintained dur winter. Wind sock torn and ragged. Wind tee broken, separated from its post and surrounded by tall brush. Rwy 10-28 NSTD markings, marked with cones and thld panels. Thld panels faded to white. Tall grass on rwy and ramp.

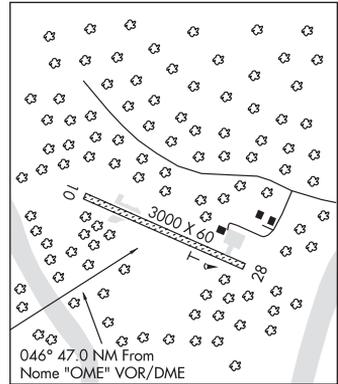
AIRPORT MANAGER: 907-443-2500

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

NOME (H) VOR/DME 115.0 OME Chan 97 N64°29.11'
W165°15.19' 046° 47.0 NM to fld. 95/11E.

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



CRAIG

CRAIG SPB (CGA) 0 N UTC-9(-8DT) N55°28.73' W133°08.87'
00 NOTAM FILE KTN

KETCHIKAN

WATERWAY N-S: 10000X2000 (WATER)

SEAPLANE REMARKS: Attended daylight hrs. Dock. Seaplane terminal bldg at top of ramp.

AIRPORT MANAGER: 907-826-3275

COMMUNICATIONS: CTAF 120.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

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

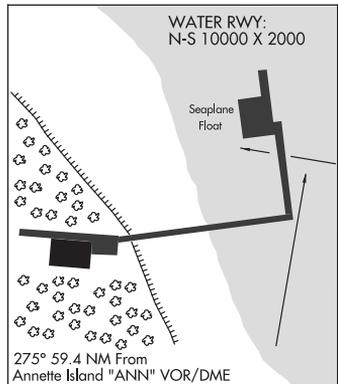
VOR unusable:

245°-255° byd 19 NM blo 6,000'
295°-305° byd 20 NM blo 9,000'
325°-335° byd 18 NM blo 6,000'
336°-350° byd 24 NM blo 14,000'
351°-099° byd 16 NM blo 17,500'
351°-099° byd 20 NM

DME unusable:

245°-255° byd 19 NM blo 6,000'
295°-305° byd 20 NM blo 9,000'
325°-335° byd 18 NM blo 6,000'
336°-350° byd 24 NM blo 14,000'
351°-099° byd 16 NM blo 17,500'
351°-099° byd 20 NM

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



EL CAPITAN LODGE SPB (5C5) 29 N UTC-9(-8DT) N55°57.52' W133°15.20'
00 NOTAM FILE KTN

KETCHIKAN

WATERWAY 13W-31W: 8000X350 (WATER)

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

AIRPORT MANAGER: 800-770-5464

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE AKW.

KLAWOCK NDB/DME (HW) 229 AKW Chan 105 N55°34.12' W133°04.88' 326° 24.2 NM to fld. 30/20E.

NDB/DME unusable:

034°-189° blo 8,000'
304°-354° blo 8,000'

CROOKED CREEK (CJX)(PACJ) 2 S UTC-9(-8DT) N61°52.07' W158°08.10'

MC GRATH

181 NOTAM FILE ENA

RWY 13-31: 2029X60 (GRVL-DIRT) 0.6% up NW**RWY 13:** Brush.**RWY 31:** Tree.**SERVICE:** FUEL MOGAS

AIRPORT REMARKS: Unattended. Rwy 31, first 100' CLOSED indef. Rwy cond not monitored, recommend visual inspection prior to using. Rwy 13-31 sfc has many frost heaves/dips and very bumpy. Rwy 13-31 sfc soft, with potholes and mounds in touchdown zone. Some rocks on rwy greater than 2" in diameter. Rwy 13-31 NSTD: rwy marked with reflective cones, some cones damaged and missing. Rwy 13-31 slopes down to south. No line of sight btn rwy ends.

AIRPORT MANAGER: 907-675-4345**COMMUNICATIONS:** CTAF 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE PASV.

SPARREVOHN (H) VOR/DME 117.2 SQA Chan 119 N61°05.91' W155°38.07' 286° 85.5 NM to fld. 2501/18E.

VOR & DME unusable:

009°-019°

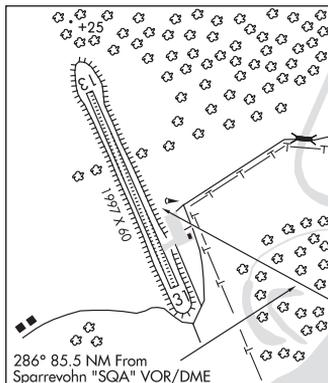
029°-039° byd 25 NM blo 12,500'

DME portion unusable:

019°-028° byd 16 NM

VOR portion unusable:

019°-029° byd 16 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.**D&C FIRE LAKE FLYING CLUB SPB (See EAGLE RIVER on page 97)****DAHL CREEK (DCK) 10 SE UTC-9(-8DT) N66°56.55' W156°53.48'**

FAIRBANKS

H-1A, L-41

260 NOTAM FILE OTZ

RWY 08-26: 4780X75 (GRVL)**RWY 08:** Brush. Rgt tfc.**RWY 26:** Brush.

AIRPORT REMARKS: Unattended. Arprt not maintained, no snow removal, rwy cond not monitored. Recommend visual inspection prior to ldg. Rwy 08-26 grass growing on rwy, dip forming aprx 250' from Rwy 26 thld and 2" wide erosion channels developing from cntrln to south edge, rwy no longer maintained. Caribou may be on rwy. Rwy 08-26 also used as a road.

AIRPORT MANAGER: 907-442-3147**COMMUNICATIONS:** CTAF 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTZ.

KOTZEBUE (H) VOR/DME 115.7 OTZ Chan 124 N66°53.14' W162°32.40' 071° 133.5 NM to fld. 121/15E.

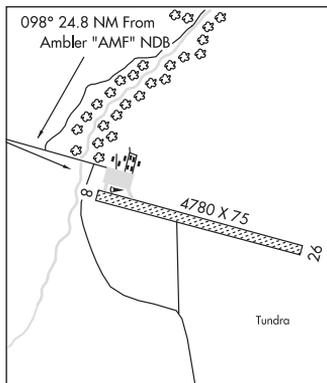
AMBLER NDB (HW) 403 AMF N67°06.31'

W157°51.61' 098° 24.8 NM to fld. 258/15E. NOTAM FILE AFM.

COMM/NAV/WEATHER REMARKS: For a LC to Kotzebue FSS dial

907-442-3310. For a toll free call to Kotzebue FSS dial

1-800-478-7460. For a toll free call to Fairbanks FSS dial 1-866-248-6516.

**DEADHORSE****BADAMI (AK78)(PABP) PVT 29 E UTC-9(-8DT) N70°08.25' W147°01.83'**

POINT BARROW

H-1A, L-41

26 NOTAM FILE FDC Not insp.

RWY 04-22: 5100X75 (GRVL) MIRL**RWY 04:** PVASI(PSIL)—GA 3.0° TCH 50'.**RWY 22:** PVASI(PSIL)—GA 3.0° TCH 50'.

SERVICE: LGT Rwy 04 VGSi unusable beyond 5° left or right of rwy centerline. Rwy 22 VGSi unusable beyond 5° left or right of rwy centerline.

AIRPORT REMARKS: Unattended.**AIRPORT MANAGER:** 907-433-3808**COMMUNICATIONS:** CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a LC to Deadhorse FSS dial 659-2401. For a toll free call to Fairbanks FSS dial 1-866-248-6516.

DEADHORSE (SCC)(PASC) 0 SE UTC-9(-8DT) N70°11.69' W148°27.91'

POINT BARROW

67 B ARFF Index—See Remarks NOTAM FILE SCC

H-1A, L-4J

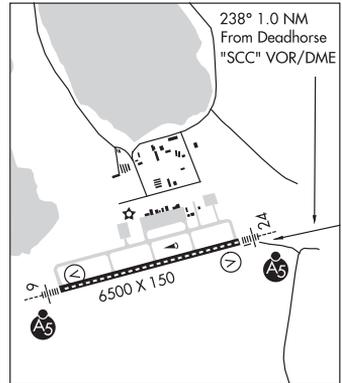
RWY 06-24: H6500X150 (ASPH-GRVD) S-120, D-250, 2D-550

IAP

PCN 76 F/A/W/T HIRL CL

RWY 06: MALS. VASI(V4L)—GA 3.0° TCH 50'. RVR-T Rgt tfc.

RWY 24: MALS. VASI(V4L)—GA 3.0° TCH 54'. RVR-T



RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

RWY 24: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

SERVICE: FUEL 100, JET A LGT HIRL Rwy 06-24 opr low ints continuously and MALS. RWys 06 and 24 ops continuously. To incr ints ctc Deadhorse FSS 123.6. When FSS clsd ACTIVATE HIRL Rwy 06-24 and MALS. RWys 06 and 24—CTAF.

AIRPORT REMARKS: Attended 1500-0230Z±, other times on req call 907-659-2553. Fuel avbl on freq 122.85 or 907-659-6215, 0600-1800 lcl. Arpt maint duty hrs 1500-0330Z±. Cold temperature restricted airport. Altitude correction required at or below -45C. Migratory waterfowl invof arpt Spring through Fall. Caribou ocly on rwy and movement areas. Snow removal, wildlife control, cond reporting, and other airfield maint services only avbl and valid during arpt maint duty hrs. Ctc arpt mgmt for any after-hours req for airfield services. Irreg sfc, dip, on W side of main ramp btn Twy C and ARFF twy line. Irreg sfc, dip, Twy A 20' N of hold short line for Rwy 24. Class I, ARFF Index B. CLOSED to air carrier ops with more than 30 pax seats exc with PPR in writing to Arpt Mgr, Pouch 340002, Prudhoe Bay, AK 99734. ARFF svc unavbl without PPR in writing from the arpt mgr. Arpt sand larger gradation than FAA recommended/see AC150/5200-30. TSA regulated airport. See 49 CFR 1542. All gates and doors must be secured at all times. Transient or unfamiliar pilots contact airport manager with questions.

AIRPORT MANAGER: 907-659-2553

WEATHER DATA SOURCES: ASOS 118.4 (907) 659-2591. (WX CAM)

COMMUNICATIONS: CTAF 123.6 AFIS 118.4 UNICOM 123.0

FSS SCC (DEADHORSE) 1500-0630Z±OT CTC FAIRBANKS FAI)

DEADHORSE RADIO 121.5 122.2 123.6 (LAA 123.6)

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 134.4

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.

(H) **VORW/DME** 113.9 SCC Chan 86 N70°11.95' W148°24.97' 238° 1.0 NM to fld. 54/17E.

DME unusable:

143°-190° blo 2,300'

143°-190° byd 16 NM

VOR unusable:

145°-158° blo 3,000'

145°-158° byd 15 NM blo 4,000'

145°-158° byd 20 NM blo 5,000'

145°-158° byd 25 NM blo 6,000'

145°-158° byd 30 NM blo 10,000'

PUT RIVER NDB (HW) 376 PVQ N70°13.36' W148°24.97' 194° 2.0 NM to fld. 51/17E.

ILS/DME 109.3 I-SCC Chan 30 Rwy 06. Class I.

COMM/NAV/WEATHER REMARKS: Local call to Deadhorse FSS dial 659-2401. For a toll free call to Fairbanks FSS dial 1-866-248-6516. Contract wx observer is avbl with Deadhorse FSS clsd on 133.55 or phone 907-659-2401. AFIS opr by Deadhorse FSS when open.

INIGOK (4AK1) PVT 96 W UTC-9(-8DT) N70°00.23' W153°04.65'

POINT BARROW

191 B NOTAM FILE FDC Not insp.

H-1A, L-4I

RWY 02-20: 5000X150 (GRVL) 0.6% up S

AIRPORT REMARKS: Unattended. Closed to the public. Bureau of Land Management (BLM) installation. All acft ops shall obtain a permit prior to intended ldg. Ctc the BLM Arctic Fld Office, 1150 University Avenue, Fairbanks, AK 99709 (http://www.blm.gov/ak/st/en/fo/fdo/arctic_field_office.html) or call 907-474-2200 to apply for a permit 45 days prior to intended ldg. Failure to obtain and have onboard an apvd permit will result in trespass violations and possibly criminal and civ actions. Rwy not maintained, recommend visual inspection prior to ldg. Rwy 02 multiple soft spots last 2000'. 25' antenna 650' NW of Rwy 02.

AIRPORT MANAGER: 907-474-2200

COMMUNICATIONS: CTAF/UNICOM 122.8

COMM/NAV/WEATHER REMARKS: For a local call to Barrow FSS dial 852-2511. For a toll free call to Fairbanks FSS dial 1-866-248-6516.

DEERING (DEE)(PADE) 2 SW UTC-9(-8DT) N66°04.15' W162°46.02'
30 B NOTAM FILE DEE

NOME
L-4H
IAP

RWY 03-21: 3320X75 (GRVL-DIRT) MIRL

RWY 03: REIL. PAPI(P4R)—GA 3.0° TCH 25'.

RWY 12-30: 2660X75 (GRVL-DIRT) MIRL 0.4% up NW

SERVICE: LGT ACTIVATE MIRL Rwy 03-21 and Rwy 12-30; REIL Rwy 03 and PAPI Rwy 03 —CTAF. ACTIVATE rotating bcn —CTAF.

AIRPORT REMARKS: Unattended. Migratory birds as well as musk oxen and other large animals on and in/ov of rwys. Rwy cond not monitored, recommend visual inspection prior to ldg. Cold temperature restricted airport. Altitude correction required at or below -39C. Rwy 03-21 plowed in winter. Windssock missing at Rwy 12. Rwy 03-21 NSTD markings, marked with lgts and plastic markers. Rwy 12-30 NSTD markings, marked with lgts and plastic markers.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: ASOS 135.5 (907) 363-2102. (WX CAM)

COMMUNICATIONS: CTAF 122.9

DEERING RCO 122.25 (KOTZEBUE RADIO)

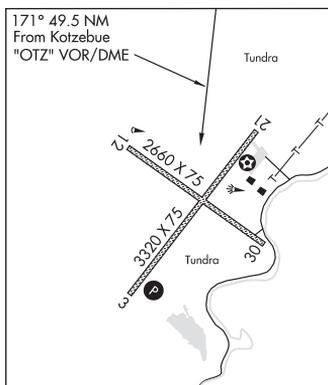
ANCHORAGE CENTER APP/DEP CON 119.2 263.0

RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.

KOTZEBUE (H) VOR/DME 115.7 OTZ Chan 104 N66°53.14'

W162°32.40' 171° 49.5 NM to fld. 121/15E.

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



DELTA DAVES (See DELTA JUNCTION on page 94)

DELTA JUNCTION

ALL WEST (AK77) PVT 11 E UTC-9(-8DT) N63°56.49' W145°25.33'

ANCHORAGE
H-1B, L-1A, 3B, 3E

1275 NOTAM FILE Not insp.

RWY 09-27: 5500X75 (TURF-GRVL)

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 907-895-9800

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

DELTA DAVES (AA22) PVT 7 NW UTC-9(-8DT) N64°07.97' W145°48.27'

FAIRBANKS

1050 NOTAM FILE Not insp.

RWY 15-33: 2350X60 (TURF)

RWY 15: Trees.

RWY 33: Rgt tfc.

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 907-895-4887

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

DELTA JUNCTION (D66) 1 N UTC-9(-8DT) N64°03.01' W145°43.35'

FAIRBANKS

1150 NOTAM FILE FAI

RWY 07-25: 2500X60 (GRVL)

RWY 07: Trees.

RWY 25: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to use. Rwy within 5 miles of Allen Army arfld. Rwy 07 p-line W of rwy marked with orange balls. Cinc slope to p-line 33:1. 335' lgt d twr 1 mi S of arpt. Arpt and electricity usage fees apply. Ctc arpt mgmt. Rwy 07-25 edges marked with reflective cones. Transient parking on East end, South side of Rwy 07. Personnel and eqpt may be working on the rwy at any time.

AIRPORT MANAGER: 907-460-6688

COMMUNICATIONS: CTAF 122.9

SUAI5 125.3 126.3 (1-800-758-8723).

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

ROCKING T RANCH (11AK) PVT 6 E UTC-9(-8DT) N63°59.98' W145°30.14'

ANCHORAGE

1190 NOTAM FILE Not insp.

RWY 08-26: 2200X30 (GRVL)

RWY 15-33: 1000X30 (GRVL)

RWY 15: Trees.

RWY 33: Trees.

AIRPORT REMARKS: Unattended. Rwy 08-26 not plowed or maintained. Rwy 15-33 not plowed or otherwise maintained. PPR before ldg. Rwy 15-33 loose gravel on sfc. Rwy 15-33 has large rock on sfc.

AIRPORT MANAGER: 907-895-4207

COMMUNICATIONS: CTAF 122.9

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

WINGSONG ESTATES (AKØ9) PVT 7 N UTC-9(-8DT) N64°02.98' W145°30.14'

FAIRBANKS

1100 NOTAM FILE Not insp.

RWY 15-33: 2380X100 (TURF)

RWY 15: Thld dsplcd 590'. P-lines. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy conditions not monitored, recommend visual inspection prior to using. No winter maint. Dalgt use only. Trees close in east, west and south of rwy. Recommend Rwy 33 for dep.

AIRPORT MANAGER: (907) 895-5331

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

DELTA JUNCTION N64°01.41' W145°41.21' NOTAM FILE BIG.

ANCHORAGE

NDB (HW) 347 DJN 1338/20E.

H-1B, L-3B, 3E

DENALI (See MCKINLEY PARK on page 179)

DILLINGHAM

DILLINGHAM (DLG)(PADL) 2 W UTC-9(-8DT) N59°02.68' W158°30.33'

KODIAK

82 B ARFF Index—See Remarks NOTAM FILE DLG

H-1B, 2I, L-2I, 3C

RWY 01-19: H6400X150 (ASPH-GRVD) S-116, D-186, 2D-300,

2D/2D2-726 PCN 54 F/C/X/T HIRL

RWY 01: PAPI(P4L)—GA 3.0° TCH 45'.

RWY 19: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 57'. Trees. Rgt tfc.

IAP

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-6400 TODA-6400 ASDA-6400 LDA-6400

RWY 19: TORA-6400 TODA-6400 ASDA-6400 LDA-6400

SERVICE: S2 FUEL 100LL, JET A LGT When FSS clsd ACTIVATE HIRL

Rwy 01-19, ODALS Rwy 19, VASI Rwy 19 and PAPI Rwy 01—CTAF.

Rot bcn lctd on twr at ARFF bldg, opr unmonitored when DLG FSS unmanned.

AIRPORT REMARKS: Attended 1700-0330Z†. TSA regulated arpt. See 49 CFR 1542. All gates and doors must be secured at all times. Transient or unfamiliar pilots contact arpt mgr with questions. Snow removal, wildlife ctl, cond reporting, and other afld maint svcs only avbl and valid dur arpt maint duty hrs. Ctc arpt mgmt for any after hrs req for afld svcs. For fuel dur business hrs call 907-842-2400 or 907-842-1234, after hrs call 907-842-5491 (land line) or 907-843-1344 (cell) or 907-842-1234. PPR only for arpt hazard reporting rwy, twy or ramp snow ctl. Class I, ARFF Index A. CLOSED to air carrier ops with more than 30 pax seats exc PPR in writing to arpt mgr Box 250 Dillingham AK 99576. Tkfs and llds on twys and ramp prohibited. ARFF eqpt staffed dur periods of air carrier activity only. Personnel and eqpt may be working on the rwy at any time. Rwy lgts are 30' high. Rwy 19 trees in apch 1300' from thld. Ltd transit facility parking. Tran parking designated with green cones. Rwy safety area dimensions on south 3600' (3600' x 300'), north 3289' (3289' x 200'). Arpt sand larger gradation than FAA recommended/see AC150/5200-30. Lock wheeled turns prohibited on any sfc. When the wind is from the southwest, the AWOS wind reading may be unreliable due to trees in close proximity to the sensors.

AIRPORT MANAGER: 907-842-5511

WEATHER DATA SOURCES: AWOS-3P 125.0 (907) 842-2137. AWOS 3 avbl when dlg fss clsd. (WX CAM)

COMMUNICATIONS: CTAF 123.6 AFIS 125.0

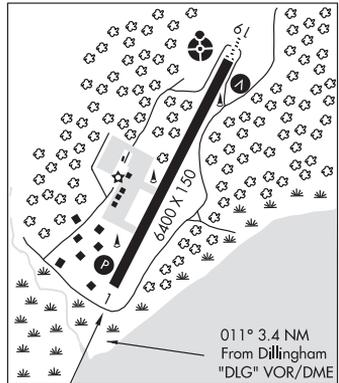
FSS DLG (DILLINGHAM) 1645-0645Z† OT ctc Kenai FSS.

DILLINGHAM RADIO 121.5 122.3 (LAA 123.6)

RCO 121.5 122.3 123.6 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 132.75 282.35

AIRSPACE: CLASS E svc 1645-0845Z†; other times CLASS G.



CONTINUED ON NEXT PAGE

AK, 5 NOV 2020 to 31 DEC 2020

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

(H) **VOR/DME** 116.4 DLG Chan 111 N58°59.65' W158°33.13' 011° 3.4 NM to fld. 81/15E.

WOOD RIVER NDB (MHW) 429 BTS N58°59.98' W158°32.90' 011° 3.0 NM to fld. 134/15E.

LOC/DME 111.9 I-DLG Chan 56 Rwy 19. LOC unusable within 0.7 NM (1.8 DME) inbound.

COMM/NAV/WEATHER REMARKS: For a local call to Dillingham FSS dial 907-842-5275. For a toll free call to Kenai FSS dial 1-866-864-1737. AFIS opr by Dillingham FSS when open.

NUSHAGAK (AK21) PVT 22 N UTC-9(-8DT) N59°07.96' W157°46.63'

KODIAK

40 NOTAM FILE Not insp.

RWY 16-34: 1000X50 (TURF)

AIRPORT REMARKS: Unattended. Rwy 16-34 soft during break-up and when wet.

AIRPORT MANAGER: 907-688-2084

COMM/NAV/WEATHER REMARKS: For a local call to Dillingham FSS dial 907-842-5275. For a toll free call to Kenai FSS dial 1-866-864-1737.

SHANNONS POND SPB (AA15) PVT 3 W UTC-9(-8DT) N59°03.54' W158°34.63'

KODIAK

80 NOTAM FILE

WATERWAY NE-SW: 1400X100 (WATER)

SERVICE: FUEL 100LL

SEAPLANE REMARKS: Unattended. Fuel avbl 24 hrs with credit card.

Tie-down fee for transient acft. Contact aprt manager at

907-842-2735. SW side of lake shallow.

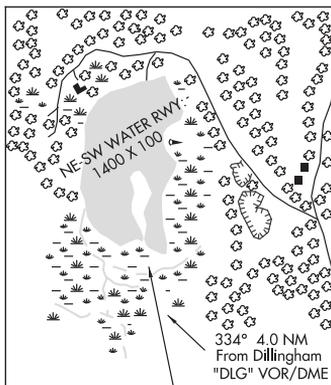
AIRPORT MANAGER: 907-842-2735

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

DILLINGHAM (H) VOR/DME 116.4 DLG Chan 111 N58°59.65' W158°33.13' 334° 4.0 NM to fld. 81/15E.

COMM/NAV/WEATHER REMARKS: For a local call to Dillingham FSS dial 907-842-5275. For a toll free call to Kenai FSS dial 1-866-864-1737.



DIOMEDE HELIPORT (DM2)(PPDM) 0 N UTC-9(-8DT) N65°45.52' W168°57.18'

NOME

20 NOTAM FILE OME

HELIPAD HI: H64X64 (CONC)

SERVICE: LGT H1 perimeter lights. Helipad landing lgts OTS indef. Emergency landing zone lgts avbl, call 907-686-3071 or 907-684-3311 to request deployment of lgts.

HELIPORT REMARKS: Unattended. BE ALERT: Diomedes is in very close proximity to Russian airspace. Incursion into Russian airspace is a civil violation.

AIRPORT MANAGER: 907-443-2500

COMMUNICATIONS: CTAF 123.0

COMM/NAV/WEATHER REMARKS: For a local call to Nome FSS dial 443-2291. For a toll free call to Nome FSS dial 1-800-478-8400. For a toll free call to Fairbanks FSS dial 1-866-248-6516.

DRIFT RIVER (See KENAI on page 149)

DRY BAY (See YAKUTAT on page 282)

DUFFYS TAVERN (See SLANA on page 242)

DUNCAN CANAL N56°45.33' W133°10.45'

JUNEAU

RCO—122.1 (JUNEAU FSS)

L-1C

DUTCH HARBOR N53°54.31' W166°32.87' NOTAM FILE DUT.

DUTCH HARBOR

NDB/DME (HW) 283 DUT Chan 86 at Unalaska. 272/9E.

H-21, L-2J

DME portion unusable:

005°-080°

081°-330° byd 13 NM

331°-004° byd 15 NM

DUTCH LANDING STRIP (See STERLING on page 247)**EAGLE** (EAA)(PAEG) 2 E UTC-9(-8DT) N64°46.69' W141°08.98'

907 B LRA NOTAM FILE EAA

RWY 07-25: 3600X75 (GRVL) MIRL**RWY 07:** VASI(V4L)—GA 3.75° TCH 39'. Brush.**RWY 25:** Trees.**SERVICE:** LGT ACTIVATE MIRL Rwy 07-25, VASI Rwy 07 and rotating bcn—CTAF.**AIRPORT REMARKS:** Unattended. Cold temperature restricted airport. Altitude correction required at or below -49C. Rwy cond not monitored, recommend visual inspection prior to ldg. 100LL and Jet A avbl by calling 907-547-2220. Helicopter ops from south ramp dur summer months. Rws 07 and 25 marked with reflective thld panels and cones. Report on arr. Cstms unavbl ctc 907-774-2252 for info.**AIRPORT MANAGER:** 907-883-5128**WEATHER DATA SOURCES:** ASOS 135.55 (907) 547-2351. (WX CAM)**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.3 (NORTHWAY RADIO)

SU AIS 125.3 126.3 (1-800-758-8723).

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.**NORTHWAY (H) VORTACW** 116.3 ORT Chan 110 N62°56.83'
W141°54.76' 352° 112.0 NM to fld. 1779/18E.

TACAN AZIMUTH unusable:

335°-030° byd 30 NM blo 10,500'

DME unusable:

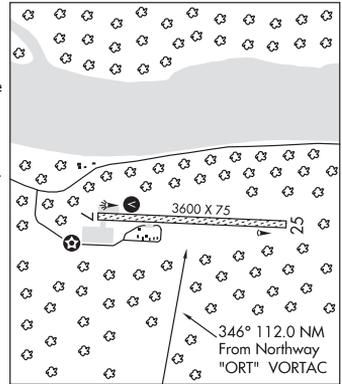
335°-030° byd 30 NM blo 10,500'

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

DAWSON

L-4K

IAP

**EAGLE RIVER****D&C FIRE LAKE FLYING CLUB SPB** (D72) 2 N UTC-9(-8DT) N61°21.15' W149°32.78'

295 NOTAM FILE ENA

WATERWAY N-S: 3500X200 (WATER)**SEAPLANE REMARKS:** Unattended. Public beaching area in SW corner of lake. No dock. Beach is steeply sloped, rocks on beach up to 4". Road within 15' of shoreline at beaching area. All other property on lake is private/non commercial. Transient overnight parking avbl. Call before arrival 907-250-7834.**AIRPORT MANAGER:** 907-250-7834**COMMUNICATIONS:** CTAF/UNICOM 123.0**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1-866-864-1737.

ANCHORAGE

EARECKSON AS (SYA)(PASY) AF 0 S UTC-10(-9DT) N52°42.74' E174°06.82' **W ALUTIAN ISLS**
 98 B NOTAM FILE PASY Not insp. **H-2H, L-2H**
RWY 10-28: H10005X150 (ASPH-GRVD) PCN 132F/A/W/T HIRL **DIAP, AD**
RWY 10: ALSF1. PAPI(P4L)—GA 2.5° TCH 46'. RVR-TR Rgt ttc.
RWY 28: SALSF. PAPI(P4L)—GA 2.5° TCH 48'. RVR-TR

ARRESTING GEAR/SYSTEM
RWY 10 MB100 (B) 1850 FT. **BAK12(B) 4450 FT. RWY 28**

SERVICE: LGT Afd has a mixture of regular and LED obst lgtg. LED obst lghts may not be visible to some NVD. ACTIVATE ALSF1 Rwy 10, SALSF Rwy 28, PAPI Rwy 10 and Rwy 28; HIRL Rwy 10-28—CTAF.

MILITARY REMARKS: Attended Mon, Wed and Fri 2000-2359Z, CLOSED Tue, Thur, wkends and hol. ARFF Index 7C. PPR and site arrival ntc at least 7 days prior to arrival. For PPR, ctc airfield operations DSN 317-392-3505/3606 C907-392-3505/3606. For site arr ntc ctc 611 ASUS/PM at 611ASUS.EAS@US.AF.MIL or DSN 317-552-5020/5107 C907-552-5020/5107. Arpt mgr DSN 317-392-3361 C907-392-3361. Svc fees rqrd. Non-overtime tran svc hrs Mon, Wed and Fri 2000-2359Z. All other times will incur overtime fees in addition to nml svc fees. Unctld arpt. No practice apchs. USAF installation, all civ acft oprs must obtain a Civil Acft Landing Permit from 11AF Afd Mgr at COM: 907-552-0424 at least 30 days prior to first intended ldg. Fleet svc, customs, and acft maintenance unavbl. Civil Aircraft Landing Permit (CALP) ctc numbers DSN: 317-552-0424 or COM: (907) 552-0424, e-mail: aklandingpermits@elmendorf.af.mil. AFI 10-1001 is lctd at: <http://www.e-publishing.af.mil/shared/media/epubs/AFI10-1001.pdf>. Mail CALP application to: Attn: 11AF Airfield Manager 10471 20th Street Suite 204 Jber, AK 99506. Failure to obtain and have onboard a copy of an apvd ldg permit will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32CFR855 and USAF opr instructions. Heavy migratory goose activity Apr-Jun and Aug-Oct. Gulls and ravens present throughout the year. Report all suspected bird/wildlife strikes on or invof Eareckson to Base Ops or 11AF/SE DSN 317-552-4730 C907-552-4730. CAUTION (See General Notices/Radiation Areas): Radiation hazard area from SFC to 16,000' MSL for acft out to 3 NM for acft with externally mounted electro explosives devices (EED). Possible interference with electronic eqpt for acft abv 200' MSL out to 3 NM (Mil) or 62 NM (Civ) from a phased array antenna on NW corner of Shemya Island (52° 44' N 174° 05' E) on a brg of 250° thru 028T. These are parameters for info only. Flts originating outside the United States refer to Alaska section of USAF-Foreign Clearance Guide. 30 minutes prior notice required for barrier service. Possible 30 minute arrival delay for EED acft. EED equipped acft must advise airfield ops prior to dep. No overrun Rwy 10-28, sheer drop-offs. Rwy 10-28 sfc 150' wide with 30' shoulders. CAUTION: An illusion of height and usable rwy width may occur when ldg dur low visibility and at ngt. NSTD VFR pattern Rwy 10. Twy A rstd to day/VFR ops only due to location of GS critical area. 30 minutes PN rqrd for barrier svc. Hills 8 NM west 662' MSL.

AIRPORT MANAGER: 907-392-3361

COMMUNICATIONS: CTAF 127.2

ANCHORAGE CENTER APP/DEP CON 119.1 339.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PASY.

SHEMYA (H) VORTACW 109.0 SYA Chan 27 N52°43.10' E174°03.73' 256° 1.9 NM to fld. 67/3E. VORTAC unmonitored 0001-1400Z dly/continuous wknd-hol.

TACAN AZM unusable:
 262°-267° byd 35 NM blo 3,000'
 289°-029°
 VOR unusable:
 289°-029°

SHEMYA NDB (HW) 403 SYA N52°43.32' E174°03.62' 250° 2.0 NM to fld. 60/3E. SHUTDOWN.

ILS 110.1 I-SYA Rwy 28. Glideslope unusable for autopilot cpd apchs blo 300'. ILS monitored part-time.

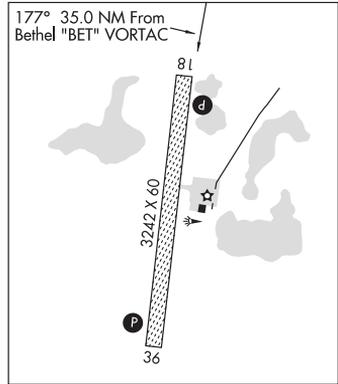
COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1-800-478-7250. For a toll free call to Kenai FSS dial 1-866-864-1737. Preventive maint schedule, VOR Fri 1800-2000Z. Wx for all MP is (600/1.5 +1). TACAN Mon 1800-2000Z. ILS Tue 1800-2000Z. PMSV METRO—Remote wx briefings avbl 24 hr fr 17 OWS, at DSN 315-449-8333/7950 or 448-3809. 2 hr ntc rqrd for timely brief. PMSV METRO—Mil tran acft remote briefing avbl from 3 OWS weather Flt Elmendorf Metro DSN 552-4903. Manned obsn supplemented by ASOS avbl 1400-2359Z. ASOS ops 24 hrs. All radio navigation facilities unmonitored 0001-1400Z dly/continuous wkends hols.

EAST ALSEK RIVER (See YAKUTAT on page 283)

EDWARD G PITKA SR (See GALENA on page 118)

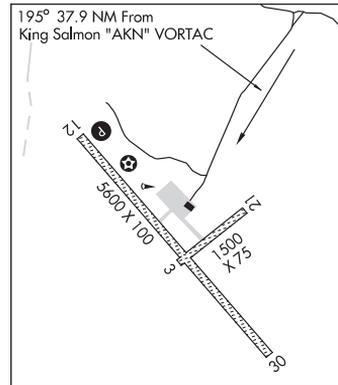
EEK (EEK)(PAEE) 1 W UTC-9(-8DT) N60°12.82' W162°02.63'
 27 B NOTAM FILE ENA
RWY 18-36: 3242X60 (GRVL) MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 24'. Brush.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Brush.
SERVICE: LGT ACTIVATE REIL Rwy 18 and Rwy 36, PAPI Rwy 18 and Rwy 36 and MIRL Rwy 18-36—CTAF.
AIRPORT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

BETHEL
 L-3C
 IAP



EGEGIK (EII)(PAII) 2 S UTC-9(-8DT) N58°11.13' W157°22.53'
 92 B NOTAM FILE EII
RWY 12-30: 5600X100 (GRVL) MIRL
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Brush.
RWY 30: Brush.
RWY 03-21: 1500X75 (GRVL-DIRT) MIRL
RWY 21: Brush.
SERVICE: LGT ACTIVATE REIL Rwy 12; PAPI Rwy 12; MIRL Rwy 03-21 and Rwy 12-30 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy 03-21 surface soft after rains. Safety areas byd thlds and rwy edges very soft. Rwy 12-30 surface soft when wet. Water ponding after rain. Safety areas byd thlds and rwy edges very soft. Ramp and twys soft when wet.
AIRPORT MANAGER: 907-233-2400
WEATHER DATA SOURCES: AWOS-3P 135.65 (907) 233-2288. (WX CAM)
COMMUNICATIONS: CTAF 122.8
 Ⓡ ANCHORAGE CENTER APP/DEP CON 124.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.
KING SALMON (H) VORTACW 112.8 AKN Chan 75 N58°43.48' W156°45.14' 195° 37.9 NM to fld. 95/16E.
 TACAN antenna offset 150' se
 TACAN AZIMUTH unusable:
 130°-140° byd 13 NM blo 4,000'
 130°-140° byd 30 NM
 338°-348° byd 19 NM blo 5,000'
 DME unusable:
 338°-348° byd 19 NM blo 5,000'
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

KODIAK
 H-21, L-21, 3C
 IAP



EIELSON AFB (EIL)(PAEI) AF 17 SE UTC-9(-8DT) N64°39.94' W147°06.09'
548 B NOTAM FILE PAEI

FAIRBANKS
H-1B, L-3A, 3D, 4J
DIAP, AD

RWY 14-32: H14530X150 (CONC-GRVD) PCN 61 F/A/W/T
HIRL(NSTD)

RWY 14: ALSF1. PAPI(P4L)—GA 2.7° TCH 54'. RVR-T Rgt tfc.

RWY 32: ALSF1. PAPI(P4L)—GA 2.7° TCH 44'. RVR-T Trees.

ARRESTING GEAR/SYSTEM

RWY 14 BAK-12B (1104 FT) (3338 FT). BAK-12B (1248 FT). **RWY 32**
SERVICE: **MILITARY—LGT** NSTD rwy edge lgts, N 11314' edge lgts 300'
wide, S 3200' edge lgts 150' wide. Caution: NSTD lgt, 2000' of rwy
edge lgt btn DELTA-CHARLIE twys lctd 12' from rwy edge. NSTD rwy
edge lgts. Edge lgt NSTD Rwy 14-32 at Twy A rwy edge lgt at Twy A
entrance on the east side of the rwy, resulting gap between lgt is 446'.
Edge lgt NSTD Rwy 14-32 at Twy C rwy edge lgt at Twy C entrance on
the east side of the rwy, resulting gap between lgt is 400'. **A-GEAR** Rwy
14-32 BAK-12 dep end cables in raised position; BAK-12 AER
14-32 avbl with 20 min prior notice. North barrier runoff reduced to
950 FT, hook equipped acft be alert. BAK-12(B) Rwy 14 lctd 1104'
from apch end, BAK-12(B) Rwy 14 lctd 3338' from apch end,
BAK-12(B) Rwy 32 lctd 1248' from apch end. **FLUID**— De-ice avbl,
anti-ice unavbl.

MILITARY REMARKS: Attended dly 1600-0800Z±. Quiet hrs dly

0700-1500Z±, No tkof, ldg, lo apch, or TGL, exceptions rqr Ops Group Commander approval. Uncontrolled tkof/ldg not
auth. All contingency ops ctc Afld Mgr for coord ASAP. Ctc airfield management DSN 317-377-1861, C907-377-1861
for PPR number no earlier than 5 days and no later than 24 hr prior to arr. PPR good for +/- 30 min of PPR time. Coord
of PPR outside of time by phone is req or PPR nr will be considered cnl. Exp arr time restriction for all acft exc air evac
and DV code 7 or higher. BASH Phase II months are Apr, May, Aug and Sep. Dur periods of standing water on the afld,
gulls, ducks, geese and other birds pose a significant hazard to acft. Report all bird and animal strikes on or invof Eielson
to Afld Mgmt DSN 317-377-1861, PTD or 354 FW/SE DSN 317-377-4110. Moose have been spotted on or near the
RWY environment all HRS of the day. Dur bird watch cond moderate lcl pattern work ltd to minimum rqr with OG/CC avpl,
no touch and go ldg, formation tkf/ldg prohibited and low apch ltd to 300' AGL. Dur bird watch cond severe, tkf, pattern
and lndg prohibited without OG/CC avpl, exc for emerg. PAEW on Rwy 14-32 when twr unmanned. Aircrew be advs fld
cond NOTAM (FICON) and rwy cond code (RWYCC) not reported by AMOPS. No engine running on-loads/off-loads (ERO)
svcs avbl for AMC acft. Rwy 300' wide entire length, ctr 150' usable. DEP ACFT remain at or BLW 1500 FT TIL DEP
end of RWY. Overhead tfc pattern 2000' MSL. Rectangular tfc pattern 1500' MSL. All PACAF ftr acft on arr expect
reduced rwy separation; similar ftr type/day—3000 ft; dissimilar ftr type and/or rgt wet rwy or RCR rpt less than
17—6000 ft; behind formation lndg—6000 ft; ftr type ldg behind non-ftr type—9000 ft; RCR validated as conditions
warrant. Avoid small arms range lctd 2.5 NM E of apch end Rwy 32. Small arm range active wkld 1700-0100Z±, sfc to
3500 ft AGL. Tran maintenance ltd to F-16 svcg upon aircrew req thru fit/BPO/pre-fit inspection of F-16 not avbl.
Pre-coordinate with MAINT OPS center DSN 317-377-1205 no later than 48 HRS from ETA. Any deployed or STAGED
ACFT will not receive TA support BYD initial block in/final block out, unless participating in MAJCOM sponsored EXER at
Eielson. UHF is the PREF pattern FREQ. VHF PTD freq is unmonitored. Prime Knight not avbl. See AP1 Supplementary
arpt rmks. Limited secret and COMSEC storage avbl at afld management. Afld mgnt does not have COMSEC
responsibilities. For Top Secret and COMSEC issue/storage ctc Command Post DSN 317-377-1500. Caution, fire
hydrants lctd 64' NE of Twy H cntrln. Loop twy east of corrosion/hangar 1348 through the 4/8 Bay area rstd to acft with
wingspan of 45' or smaller. Portions of apron oscar row and south ramp not visible from twr. Cargo and pax carrying acft
call Command Post 3 hrs prior to ldg and 30 mins prior to ldg and state number of pax. CRYPTO materials not avbl tran
crew. All acft with VIP ctc Afld Mgmt 20-30 minutes prior to ETA with firm chock time. Ltd fleet svc avbl, no potable water.
Trans billeting extremely ltd/extv fuel delays possible dur RED FLAG ALASKA EXERCISE (Apr-Oct). Alaska ANG 168th
AREFS OPS DSN (317-377-8800, C 907-377-8800) ANG opr 24 hrs. Afld Mgmt DSN 317-377-1861/3201. To avoid
delay file flight plan at least 2 hrs prior to estimated time of departure. Arrivals requiring customs must notify Command
Post 1.5 hrs prior to landing. U.S. immigration svc not avbl. Air terminal and ground handling svc oprs 1630-0030Z±
weekdays. Acft rrgg terminal and gnd handling svc are rqr'd to provide advance ntc or delays in svc may be experienced.
Acft rrgg svc should make prior coord with Afld Mgmt. RWY 14 and RWY 32 PAPI GS not coincidental with ILS GS. ARFF
status Critical Level of Svc (CLS) 62% for USAF Cat 10; and Reduced Level of Svc (RLS) 81% for USAF Cat 9.

AIRPORT MANAGER: 907-377-3201

COMMUNICATIONS: SFA 318.2 322.3 353.525 ATIS 119.9 273.5 PTD 139.3 372.2

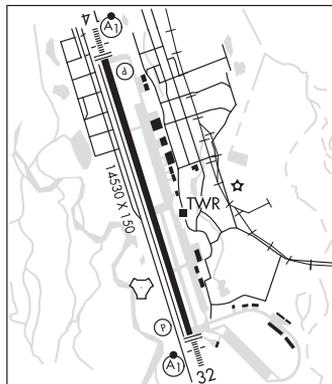
① **FAIRBANKS APP CON** 125.35 363.2 (180°-359°) 127.1 251.1 (360°-179°)

TOWER 127.2 352.05 (1600-0800Z±) **GND CON** 121.8 275.8 **CLNC DEL** 343.7

② **FAIRBANKS DEP CON** 127.1 251.1

COMD POST (IGLOO) 259.5

168 ANG OPS 238.8 293.6 **PMSV METRO** 346.6



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS D svc 1600–0800Z†; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PAEI.

(H) **TACAN** Chan 98 EIL (115.1) N64°39.23' W147°05.64' at fld. 542/19E. TACAN unmonitored when twr clsd.

roughness May be expected on all radials

DME unlocks May occur within 4 nm, unlocking is only likely when interrogation is made by high powered /11 kw or greater/ airborne equipment

no NOTAM preventive maint schedule Tue 0700–1000Z†

TACAN AZIMUTH unusable:

015°–145° byd 30 NM blo 9,000'

205°–230° byd 20 NM blo 4,400'

210°–220° byd 10 NM blo 2,500'

210°–259° byd 30 NM blo 10,000'

260°–265° byd 20 NM

266°–315° byd 30 NM blo 10,000'

DME unusable:

205°–230° byd 20 NM blo 4,400'

ILS 110.5 I-EIL Rwy 14. Unmonitored when twr clsd. No NOTAM preventive maint schedule Mon, Wed and Thu 0700–1000Z†. Opr 1600–0800Z† daily.

ILS 109.9 I-EAF Rwy 32.

COMM/NAV/WEATHER REMARKS: Fairbanks FSS LC 474–0137. For flt advisories or status of rstd and mil opr areas, ctc Eielson Range Control on SUAIS radio 125.3 or telephone 1–800–758–8723. PMSV METRO blo 3000' reception from 300°–090° is ltd byd 15 NM by terrain, blo 15000' ltd byd 75 NM, no limitations within 100 NM at 20000'.

Unmonitored when PAEI twr clsd. Wx support opr 24 hrs, DSN 317–377–3140/1160 from 1600–0800Z†; from 0800–1600Z† please call comd post for after hrs DSN 317–377–1500. Svc priority given to lcl flying schedule. Wx briefing avbl DSN 317–377–3140/1160. Briefing for tran aircrews byd nml opr hrs via 17th OWS at Joint Base Pearl Harbor–Hickam DSN 315–449–8333/7950 or 808–449–8333/7950 or DSN 315–448–3809, C808–448–3809. Augmentation capable 1600–0800Z†. Dur evac of wx station ctc Op Wx Sqdn at number abv. Alternate wx location visibility severely ltd due to bldg and parked acct. Phone patch capability through 354 FW/CP at 907–377–1500. FMQ19 907–377–5846.

EKUK (KKU) PVT 0 S UTC–9(–8DT) N58°48.67' W158°33.53'

KODIAK

30 NOTAM FILE Not insp.

RWY 01–19: 1200X40 (GRVL–DIRT)

RWY 01: Road.

RWY 19: Bluff.

AIRPORT REMARKS: Unattended. Rwy condition not monitored. Recommend fly over. Rws not maintained. Rws soft when wet.

AIRPORT MANAGER: 907–842–3842

COMMUNICATIONS: CTAF 122.9

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

EKWOK (KEK) 0 NNW UTC–9(–8DT) N59°21.41' W157°28.27'

KODIAK

141 B NOTAM FILE DLG

L–21, 3C

RWY 02–20: 3319X75 (GRVL) MIRL 0.7% up NE

RWY 02: Brush.

RWY 20: Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 02–20 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to use. Be alert, vehicles cross rwy.

AIRPORT MANAGER: 907–842–5511

COMMUNICATIONS: CTAF 122.9

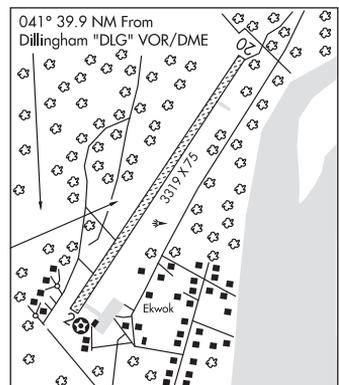
KEMUK MOUNTAIN RCO 122.55 (DILLINGHAM RADIO) Opr

1645–0845Z†, other times ctc Kenai FSS.

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

DILLINGHAM (H) VORV/DME 116.4 DLG Chan 111 N58°59.65' W158°33.13' 041° 39.9 NM to fld. 81/15E.

COMM/NAV/WEATHER REMARKS: For a local call to Dillingham FSS dial 907–842–5275. For a toll free call to Kenai FSS dial 1–866–864–1737.



EL CAPITAN LODGE SPB (See CRAIG on page 91)

ELEPHANT N58°10.26' W135°15.48' NOTAM FILE JNU.
NDB (HW) 391 EEF 22/20E.

JUNEAU
L-1C

ELFEE N55°17.77' W162°47.35' NOTAM FILE CDB.
NDB (HW) 341 ELF 148° 5.8 NM to Cold Bay. 32/10E.

COLD BAY
H-2I, L-2I

ELFIN COVE SPB (ELV)(PAEL) O SE UTC-9(-8DT) N58°11.71' W136°20.84'
00 NOTAM FILE ELV

JUNEAU

WATERWAY NW-SE: 10000X1500 (WATER)

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

AIRPORT MANAGER: (907) 465-4512

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

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

VOR unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

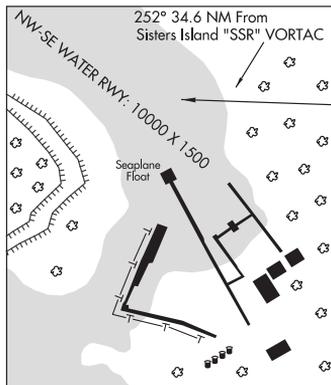
TAC AZM unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

DME unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

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



ELIM

ELIM (ELI)(PFEL) 3 SW UTC-9(-8DT) N64°36.90' W162°16.23'

162 B NOTAM FILE ELI

RWY 01-19: 3401X60 (GRVL-DIRT) MIRL 1.1% up S

RWY 01: Tree. Rgt tfc.

RWY 19: Hill.

SERVICE: LGT Dusk-Dawn. ACTIVATE MIRL Rwy 01-19 —CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. +744' hill 8700' from rwy end 500' R. Rwy 19 slopes uphill 0.5% to S end. Sinking area midfield west side of rwy 10' inside lights 20' outside. Cold temperature restricted airport. Altitude correction required at or below -29C. Rwy 01-19 marked with lights and plastic markers.

AIRPORT MANAGER: (907) 625-1025

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

COMMUNICATIONS: CTAF 122.8

ELIM RCO 122.15 (NOME RADIO)

ANCHORAGE CENTER APP/DEP CON 133.3 290.4

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

MOSES POINT (L) VOR/DME 116.3 MOS Chan 110 N64°41.79'

W162°04.28' 210° 7.1 NM to fld. 15/16E.

DME unusable:

253°-288° byd 20 NM

288°-313° byd 25 NM

313°-333° byd 27 NM

215°-253° byd 25 NM

VOR unusable:

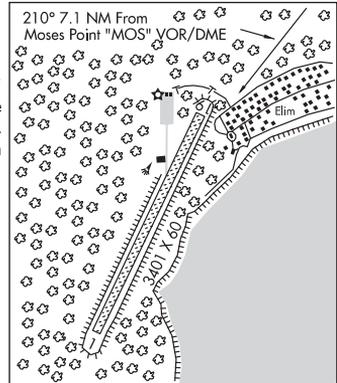
280°-325° byd 32NM blo 8,000'

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

NOME

L-3C, 4H

IAP



MOSES POINT (MOS) PVT O S UTC-9(-8DT) N64°41.89' W162°03.44'

14 NOTAM FILE

RWY 06-24: 3000X60 (GRVL)

RWY 06: Hill.

AIRPORT REMARKS: Unattended. Rwy 06-24 badly eroded in spots. Rwy 06-24 not maintained in winter. Fish disposal off approach end Rwy 06 and Rwy 24 attracts birds. Trespassers will be prosecuted. PPR for use required from Elim Native Corp President or Council.

AIRPORT MANAGER: 907-890-3741

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

(L) VOR/DME 116.3 MOS Chan 110 N64°41.79'

W162°04.28' at fld. 15/16E.

DME unusable:

253°-288° byd 20 NM

288°-313° byd 25 NM

313°-333° byd 27 NM

215°-253° byd 25 NM

VOR unusable:

280°-325° byd 32NM blo 8,000'

NORTON BAY NDB (HW) 263 OAY N64°41.73'

W162°03.82' at fld. 13E.

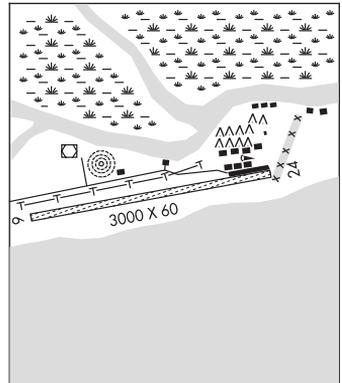
NDB unusable:

Byd 35 NM

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

NOME

H-1A, 2I, L-3C, 4H



ELLAMAR SPB (129) 0 NE UTC-9(-8DT) N60°53.63' W146°42.22'
00 NOTAM FILE JNU

ANCHORAGE

WATERWAY NW-SE: 8000X4000 (WATER)

AIRPORT REMARKS: Unattended. Pilings in area of beaching. Use caution. Docks and cannery are no longer in existence.

Seaplane facility is no longer used. No services of any kind. Beach is covered with large rocks up to 12".

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE VDZ.

MINERAL CREEK NDB (MHW) 524 MNL N61°07.45' W146°21.13' 198° 17.2 NM to fld. 16/19E.

NDB unusable:

320°-010° byd 15 NM

ELMENDORF AFB (EDF)(PAED) AF 3 NE UTC-9(-8DT) N61°15.08' W149°48.39'

ANCHORAGE

213 B NOTAM FILE PAED Not insp.

H-1B, 2K, L-1A, 3D, 4G

RWY 06-24: H10000X200 (ASPH) PCN 58 R/B/W/T HIRL CL

DIAP, AD

RWY 06: ALSF1. TDZL. PAPI(P2L)—GA 3.0° TCH 54'. RVR-T

RWY 24: PAPI(P4L)—GA 3.0° TCH 63'. RVR-T P-line pole. Rgt tfc.

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

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

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

ARRESTING GEAR/SYSTEM

RWY 06 BAK-12B (1780 FT) (7455 FT) (9438 FT)

BAK-12B (8220 FT) (2545 FT) (562 FT) **RWY 24**

RWY 16 BAK-12B (1405 FT) (6063 FT)

BAK-12B (6088 FT) (1430 FT) **RWY 34**

SERVICE: LGT RWY 06 PAPI UNUSBL BYD 8 DEGS either side of course.

Rwy 06 PAPI not coincidental with ILS/PAR. RWY 24 PAPI UNUSBL

BYD 7 DEG right of course. C17/C130 overt lights AVBL on RWY

16-34. C17/C130 covert lights AVBL on RWY 16. Rwy 06 apch lgts

extend 15' above sfc up to 100' prior to thld. **MILITARY—FUEL** J8.

Extensive SVC delay for fuel. **JASU** Change jet acft starting units (JASU)

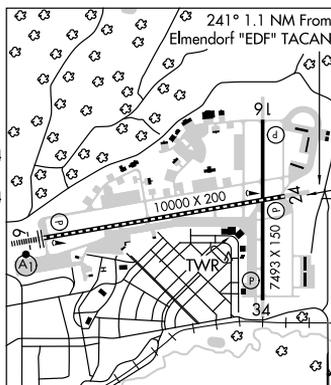
to, (A/M32A-86), MC-1A), (MC-2A), (AM32A-60A). (AM32-95)150

+/-5 lbs/min (2055 +/-68CFM) at 51 +/-02 PSIA. LASS 150 +/-5

lbs/min. **FLUID** PRESAIR, DE-ICE, NITROGEN-LHNT. **OIL** O-123,

O-128, O-133, O-148, O-156, JOAP. JOAP, joint oil analysis program avbl. LHNT, low and high pressure nitrogen

servicing avbl.



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

MILITARY REMARKS: Attended continuously. Special air traffic rules FAR PART 93, see regulatory notices in the supplement. Limited maintenance capabilities on weekends. All non-AMC acft rqr 732 AMS Maint/Svc may experience logistical delays due to mission necessities. RWY 34 has a 500 FT displaced THLD allowing 7993 FT usable for TKFs (RWY 34 TKFs only). ACFT REQQ to use the additional 500 FT for RWY 34 tkf must ctc ATC. RWY 16-34 rubber ACCUM north and south 1000 FT. For current RCR/RSC's on Rwy 06-24 and Rwy 16-34, and afld RCR's ctc twr. All VIP acft ctc base ops 30 min prior to arr on PTD 372.2 or 134.1 or C907-552-2107. Acft requiring customs and AG inspections are rqr to ctc base ops no later than 90 min prior to arr. PPR required for all non JBER assigned acft except non-explosive laden AMCC acft unless conducting lcl trng. Submit all PPR requests utilizing the PAED PPR Request Form located in the PAED Giant Report STIF to baseops3@us.af.mil no earlier than 30 days prior and no later than 48 hours prior to arrival to begin coordination for PPR. PPRs will be issued no earlier than 7 days prior to arrival. Normal barrier configuration DUR FTR fly window leaves 5675 FT BTN cables on RWY 06-24, outside of FTR fly windows there is 7658 FT BTN cables. Acft requiring cables de-rigged must ctc base ops 24 hrs prior to arr or make req prior to PPR being issued. East ramp hot spot 19 LTD, explosive CATs 1.1 and 1.2 greater than or equal to 450 LBS N.E.W. RQR EVAC of BLDGS 16521 and 16519 for duration of hot on HS19. For BLDG EVAC CTC 907-552-2577. AMC acft on an AMC asgn msn can exp to have maint svc accomplished by 732 AMS. Units deploying to, staging out of, or flying LCL sorties at Elmendorf AFB must deploy with MAINT PERS required to complete OPS to include de-ice qualified crewmembers DUR cold WX OPS. Any deployed or staged acft will not rcv TA support byd initial block in. Unless participating in majcom sponsored exer at Elmendorf; deployed or staged units must ctc 3 WG scheduling at DSN 317-552-2406 or C907-552-2406 as early as possible to coord local area orientation briefing, maint sponsorship if applicable, and 3 OG/CC apvl prior to lcl area ops. Tran alert acft svc ltd to pol servicing, intake inspections, magnetic chip detector inspections and eor inspections. ARFF FAA Index D/ CAT 8/10. Rwy 34 dep for acft with wingspans greater than 98' rqr prior coord with AMC, twr or afld mgmt. DV spots 1 and 3 ltd to acft with wingspans of 136' or less. TWYS N2, N4 & N5 PERM closed. All tran aircrews operating at Elmendorf airfield must drop off a copy of their crew orders to afld mgmt upon arr. Afld Mgmt does not have COMSEC storage avbl, for COMSEC storage ctc Command Post DSN 317-552-3000. NVD OPS on RWY 16-34 and RWY 06-24 MON-FRI from 0400-1000Z. Frequent activity in R-2203. When unable to avoid ctc ATC. LNDG RWY 16 not recommended for jet ACFT EXC DURG day VFR due to OBST 337 FT MSL LCTD 1950 FT from THLD and 574 FT W of CNTRLN. Quiet hr 0630-1400Z wkd, 0630-1600Z wkend and hol, AMC acft exempt. Tfc pat alt overhead 1700' MSL, conventional 1200' MSL, copter 600' MSL, lgt acft 800' MSL. During VMC DEPS/missed APCHS/ go arounds; ACFT shall maintain at or BLW 1200 FT MSL until DEP end of RWY 06. All ftr acft on arr expect reduced separation; same type of acft and day 3000 ft; dissimilar acft and/or night 6000 ft; ahead/behind formation ldg-6000 ft. Notice: a ridge extending from approximately 260-020 DEGS one to two miles from the TWR prevents observation of fog over Knik Arm. Visibility may drop rapidly as fog pours over ridge. All acft maintain idle power on outboard engine while taxiing. No signs or painted hold short lines on intersecting rwy. If exp to use Rwy 16 for dep or Rwy 34 for ldg see JBER Ctee airspace description in notices section of this supplement. **CAUTION** Moose on and in/ov rwy. Numerous acft will be opr IFR btn 1500-2000' MSL from BGQ 09210 into R2203 to EDF 320/07 in/ov Big Lake, Palmer, Birchwood, Goosebay and Wasilla, AK Mon-Sat 0300-0800Z and Tues-Thurs 1800-2200Z. Unlit terrain 0' AGL/341' MSL, 1909' prior to thld, 1914' rgt of crs. When Rwy 16 VGSi inop, straight-in to Rwy 16 only authorized at ngt with majcom A3 apvl.

AIRPORT MANAGER: 907-552-2444

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

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

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

A/G See USAF HF/SBB listing

ARCTIC WARRIOR OPS 381.0

11AF COMD CENTER (ELMENDORF ACC CENTER) 381.0

11AF RESCUE COORDINATION CENTER (RCC) 282.8 123.1 5710

PMSV METRO 346.6

AIRSPACE: CLASS D svc continuously.

RADIO AIDS TO NAVIGATION: NOTAM FILE PAED.

(H) **TACAN** Chan 81 EDF (113.4) N61°15.30' W149°46.15' 241° 1.1 NM to fld. 226/18E.

No NOTAM MP Thurs 0800-1500Z

TACAN AZIMUTH unusable:

035°-160° byd 15 NM

215°-225° byd 30 NM

DME unusable:

035°-160° byd 15 NM

215°-225° byd 30 NM

ILS 110.3 I-EDF Rwy 06. Class IE. No NOTAM MP Tues 0800-1500Z.

COMM/NAV/WEATHER REMARKS: IFF SVC AVBL. Radar see Terminal FLIP for Radar Minima. PAR opr hours avbl by NOTAM.

RADAR minimums maintenance period daily 1300-1500Z, Wed 0800-1500Z. For a toll free call to Kenai FSS 1-866-864-1737. WX OPR H24; DSN 317-552-4903/4397, C907-552-4903/4397. Augmented SFC VIS RSTD E-SW by BLDG.

ELMENDORF HOSPITAL HELIPORT (AK91) AF 3 E UTC-9(-8DT) N61°14.12' W149°44.96' **ANCHORAGE**
 228 NOTAM FILE Not insp. L-1A, 3D, 4G

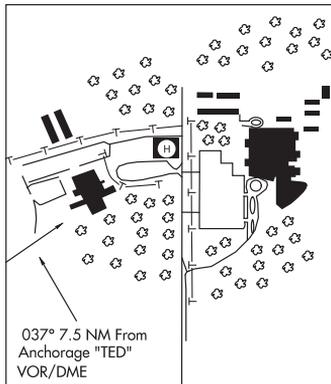
HELIPAD H1: H50X50 (ASPH) PERIMETER LGTS
SERVICE: LGT Rqr helipad lgts with Elmendorf AFB twr—255.6 or 127.2.
MILITARY REMARKS: CLOSED TO THE PUBLIC. Monitor Elmendorf ATIS
 124.3/273.5, ctc Base ops 372.2 for lcl advisory.

AIRPORT MANAGER: 907-552-2444
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) VOR/DME 113.15 TED Chan 78(Y) N61°10.07'
 W149°57.61' 038° 7.3 NM to fld. 93/18E.

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

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



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

EMMONAK (ENM)(PAEM) 1 W UTC-9(-8DT) N62°47.17' W164°29.45' **BETHEL**
 16 B NOTAM FILE ENM H-1A, 2I, L-3B
RWY 16-34: 4601X100 (GRVL) MIRL IAP

RWY 16: VASI(V4L)—GA 3.0° TCH 32'.
RWY 34: REIL, VASI(V4L)—GA 3.0° TCH 32'.
SERVICE: LGT ACTIVE MIRL Rwy 16-34, VASI Rwy 16 and Rwy 34
 and REIL Rwy 34—CTAF.

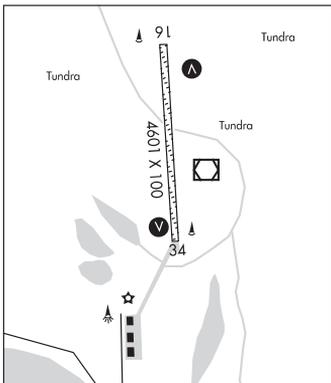
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend
 visual inspection prior to landing. Ravens and gulls on and infov arpt.

AIRPORT MANAGER: (907) 625-1025
WEATHER DATA SOURCES: AWOS-3P 135.35 (907) 949-1014. (WX CAM)
COMMUNICATIONS: CTAF 122.9

RCO 122.55 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE ENM.

(H) VOR/DME 117.8 ENM Chan 125 N62°47.08'
 W164°29.25' at fld. 17/14E.

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



ENCELEWSKI LAKE SPB (See KASILOF on page 147)

ENGSTROM FLD (See BASIN CREEK on page 55)

ERA CHULITNA RIVER HELIPORT (See TRAPPER CREEK/TALKEETNA on page 262)

EUREKA AZK N61°56.22' W147°10.13'/3297 **ANCHORAGE**
 AWOS-3P 134.95 (907) 822-3011

EUREKA CREEK (222) 0 S UTC-9(-8DT) N65°10.55' W150°13.23'

FAIRBANKS

700 NOTAM FILE FAI

RWY 16-34: 1500X35 (DIRT)**RWY 16:** Trees.**RWY 34:** Trees.

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

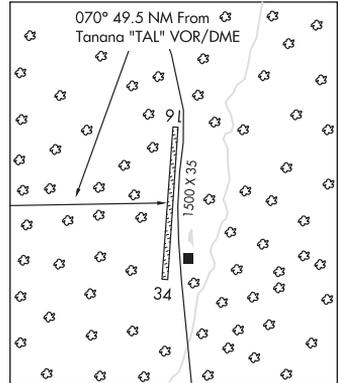
COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE TAL.**TANANA (H) VOR/DME** 116.6 TAL Chan 113 N65°10.63'

W152°10.65' 070° 49.5 NM to fld. 394/19E.

VOR AZIMUTH & DME portion unusable:

280°-050° byd 20 NM blo 9,000'

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

**EVA CREEK** (223) 7 E UTC-9(-8DT) N64°02.53' W148°51.79'

FAIRBANKS

2817 NOTAM FILE FAI

RWY 08-26: 950X40 (GRVL)**RWY 08:** Brush.**RWY 26:** Brush. Rgt tfc.

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

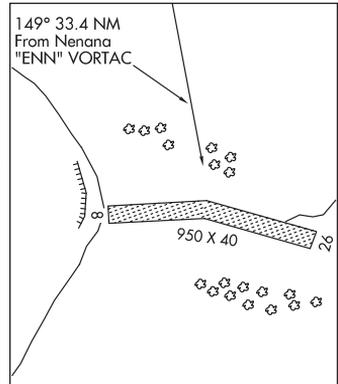
COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ENN.**NENANA (H) VORTACW** 115.8 ENN Chan 105 N64°35.40'

W149°04.37' 149° 33.4 NM to fld. 1600/21E.

VOR portion unusable:

086°-096° byd 34 NM blo 5,000'

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

**EVANSVILLE** N66°53.59' W151°33.82' NOTAM FILE BTT.

FAIRBANKS

NDB (HW) 391 EAV 013° 1.5 NM to Bettles. 20E.

H-1A, L-4J

EXCURSION INLET SPB (EXI) 0 NE UTC-9(-8DT) N58°25.23' W135°26.94'

JUNEAU

00 NOTAM FILE JNU

WATERWAY NW-SE: 1000X1000 (WATER)

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

AIRPORT MANAGER: (907) 465-4512

COMMUNICATIONS: CTAF 122.5

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) VORTAC 114.0 SSR Chan 87 N58°10.66'

W135°15.53' 318° 15.8 NM to fld. 40/20E.

VOR unusable:

004°-069° byd 39 NM blo 10,000'

129°-161° byd 21 NM blo 12,000'

161°-171° byd 29 NM blo 9,000'

171°-179° byd 18 NM blo 13,000'

179°-189° byd 34 NM blo 12,000'

189°-229° byd 18 NM blo 12,000'

229°-246° byd 28 NM blo 8,000'

246°-269° byd 32 NM blo 6,000'

305°-329° byd 21 NM blo 15,000'

329°-349° byd 25 NM blo 18,000'

329°-349° byd 38 NM blo 21,000'

349°-004° byd 12 NM blo 19,000'

TAC AZM unusable:

004°-069° byd 39 NM blo 10,000'

129°-161° byd 21 NM blo 12,000'

161°-171° byd 29 NM blo 9,000'

171°-179° byd 18 NM blo 13,000'

179°-189° byd 34 NM blo 12,000'

189°-229° byd 18 NM blo 12,000'

229°-246° byd 28 NM blo 8,000'

246°-269° byd 32 NM blo 6,000'

305°-329° byd 21 NM blo 15,000'

329°-349° byd 25 NM blo 18,000'

329°-349° byd 38 NM blo 21,000'

349°-004° byd 12 NM blo 19,000'

DME unusable:

004°-069° byd 39 NM blo 10,000'

129°-161° byd 21 NM blo 12,000'

161°-171° byd 29 NM blo 9,000'

171°-179° byd 18 NM blo 13,000'

179°-189° byd 34 NM blo 12,000'

189°-229° byd 18 NM blo 12,000'

229°-246° byd 28 NM blo 8,000'

246°-269° byd 32 NM blo 6,000'

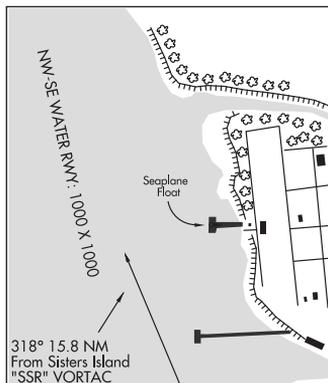
305°-329° byd 21 NM blo 15,000'

329°-349° byd 25 NM blo 18,000'

329°-349° byd 38 NM blo 21,000'

349°-004° byd 12 NM blo 19,000'

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



FAIRBANKS INTL (FAI)(PAFA) 3 SW UTC-9(-BDT) N64°48.91' W147°51.39'

FAIRBANKS

439 B LRA Class I, ARFF Index C NOTAM FILE FAI

H-1B, 2K, L-3A, 3D, 4J

RWY 02L-20R: H11800X150 (ASPH-GRVD) S-75, D-220, 2D-580,

IAP, DIAP, AD

2D/2D2-1100 PCN 78 F/A/W/T HIRL CL

RWY 02L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 73'. RVR-TMR Thld dspcd 750'. Tree.

RWY 20R: MALSR. PAPI(P4L)—GA 3.0° TCH 74'. RVR-TMR Thld dspcd 750'. Tree.

RWY 02R-20L: H6501X100 (ASPH) MIRL

RWY 02R: PAPI(P4L)—GA 3.0° TCH 40'. Trees. Rgt ttc.

RWY 20L: REIL. PAPI(P4L)—GA 3.0° TCH 41'.

RWY 02-20: 2900X75 (GRVL-DIRT)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02L:TORA-11800 TODA-12800 ASDA-11800 LDA-11050

RWY 20R:TORA-11800 TODA-12800 ASDA-11800 LDA-11050

SERVICE: S4 FUEL 100LL, JET A1 QX 1, 2 LGT Rwy 20R PAPI unusable byd 8° right of centerline.

AIRPORT REMARKS: Attended continuously. See additional pages under notices for TRSA and Fairbanks area information. N/S twy (Twy A) is west and parallel to Rwy 02L-20R. Be alert to avoid ldg on twy. Transient parking east ramp for acct with wingspan less than 79 FT. No transient acct parking on west ramp, ctc arpt ops 907-451-2300 for info and Medivac parking. Be alert for snow removal equipment ops from 1 Oct to 15 May. Migratory birds in vicinity of arpt during Spring thru Fall. For availability of grvl strip Rwy 02-20 and winter ski strip Rwy 02-20 consult local NOTAMS and ctc twr prior to arrival/departure. For transient helicopter parking call arpt ops 907-451-2300. Tfc pat alt (single engine reciprocating acct) 1500' MSL. Tfc pat alt (all multi-engine, large and turbine-powered acct) 2000' MSL. Noise abatement procedures in effect fm 0700-1700Z† all large acct, turbine engine, and heavy acct utilize Rwy 02L for arrivals and Rwy 20R for departures when wind is not an opr factor. Ctc arpt ops for engine run-up locations. NE compass rose CLOSED to helicopters over 12500 lbs. Frost heaves south 2600' Rwy 02R-20L contact arpt opr 907-451-2300 with safety concerns. Cold temperature airport. Altitude correction required at or below -32C. All rwy hold lines and compass rose at Twy W obscured October 1 thru April 1. Rwy 02R/20L is limited for use by acct design Group B II, acct or smaller.

AIRPORT MANAGER: 907-474-2500

WEATHER DATA SOURCES: ASOS 124.4 (907) 474-8036. (WX CAM)

COMMUNICATIONS: SFA ATIS 124.4 907-456-1244 (TIE-IN FSS FAIRBANKS FAI-NOTAM FAI)

RADIO 122.2 124.1 132.65 255.4 (E)

Ⓡ **APP CON** 125.35 363.2 (180°-359°) 127.1 251.1 (360°-179°) 119.85 (E)

TOWER 118.3 257.8 (E) **GND CON** 121.9 **CLNC DEL** 127.6

Ⓡ **DEP CON** 125.35 363.2 (180°-359°) 127.1 251.1 (360°-179°) 327.1 (E)

SUAIS (Eielson Range Control) 125.3.

AIRSPACE: CLASS D.

TRSA svc ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.

(H) **VORTACW** 108.6 FAI Chan 23 N64°48.00' W148°00.72' 056° 4.1 NM to fld. 1526/21E.

TACAN AZIMUTH unusable:

065°-100° byd 30 NM

270°-330° byd 10 NM blo 10,000'

270°-330° byd 30 NM

CHENA NDB (HW) 257 CUN N64°50.32' W147°29.70' 244° 9.4 NM to fld. 462/17E.

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

ILS/DME 110.3 I-FAI Chan 40 Rwy 20R. Class IIIE.

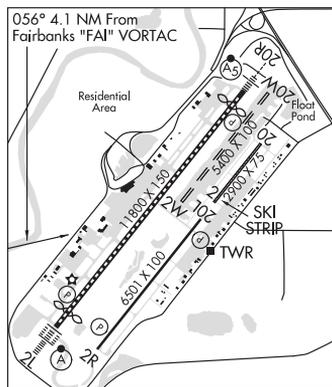
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516, for a local call to Fairbanks FSS dial (907) 474-0137. TACAN located N64°48.01' W148°00.81'. (Although collocated facilities antennae are at different positions). For flights in MOA's east of Fairbanks recommend contacting Eielson Range Control on 125.3/126.3 or call 1-800-758-8723 for information on military activities. NWS weather balloon launch site 2000 feet west of midfield Runway 02L-20R. Launches are twice daily at 1100 and 2300 UTC.

WATERWAY 02W-20W: 5400X100 (WATER)

WATERWAY 02W: Fence.

WATERWAY 20W: Fence.

SEAPLANE REMARKS: SPB controlled by Fairbanks Intl ATCT. Ctc ATCT on freq 118.3 as soon as practical after start up for taxi on the pond. Float pond ttc as assigned by Fairbanks ATCT. Limited transient float plane parking avbl, ctc 907-455-4571 for information. Sfc frozen in winter, not monitored.



GOLD KING CREEK (AK7)(PAAN) 39 SE UTC-9(-8DT) N64°11.88' W147°55.72' FAIRBANKS
 1720 NOTAM FILE FAI
RWY 09-27: 2558X17 (GRVL-DIRT)
RWY 09: Trees.
RWY 27: Brush.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. 20' trees on both sides of rwy within 60-70' of centerline. Rwy 09-27 rocks up to 6" on sfc. No services avbl.
AIRPORT MANAGER: (907) 451-5280
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516, for local call to Fairbanks FSS dial 907-474-0137.

LAKLOEY AIR PARK (AK22) PVT 6 E UTC-9(-8DT) N64°49.30' W147°31.30' FAIRBANKS
 475 NOTAM FILE Not insp. H-1B, L-3A, 3D, 4J
RWY 06-24: 4000X50 (GRVL)
RWY 06: Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwys not maintained or monitored, recommend visual inspection prior to using. No facilities. Unusable for wheels in the fall, winter, spring. PPR for transient acft, write to Lakloey Airpark, P.O. Box 58388, Fairbanks AK 99711.
AIRPORT MANAGER: 907-488-1724
COMMUNICATIONS: CTAF 125.0
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516, for local call to Fairbanks FSS dial 907-474-0137.
 •
WATERWAY 06W-24W: 3400X100 (WATER)
WATERWAY 06W: Trees. Rgt tfc.

METRO FLD (MTF) PVT 2 S UTC-9(-8DT) N64°48.41' W147°45.75' FAIRBANKS
 432 TPA-1000(568) NOTAM FILE H-1B, L-3A, 3D, 4J
RWY 06-24: H4600X80 (ASPH-GRVL)
RWY 06: Road. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 06-24 2600 ft x 30 ft paved on Rwy 06 end. Pavement very rough. Rwy condition not monitored, recommend visual inspection prior to use. 140' crane btn rwy and float pond summer months. Ditch and berm 40' from Rwy 06.
AIRPORT MANAGER: 907-388-3053
WEATHER DATA SOURCES: SAWRS.
COMMUNICATIONS: CTAF 118.3
 SUAIS 125.3 126.3 (1-800-758-8723).
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516, for local call to Fairbanks FSS dial 907-474-0137.

FAIRBANKS (FT WAINWRIGHT)

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

FALSE ISLAND SPB (2Z6) O E UTC-9(-8DT) N57°31.93' W135°12.81'

JUNEAU

00 NOTAM FILE SIT

WATERWAY E-W: 4000X500 (WATER)

SEAPLANE REMARKS: Unattended. Reefs stick into bay. Windssock missing.

AIRPORT MANAGER: 907-747-4217

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) VORTACW 114.0 SSR Chan 87 N58°10.66'

W135°15.53' 158° 38.8 NM to fld. 40/20E.

VOR unusable:

004°-069° byd 39 NM blo 10,000'
 129°-161° byd 21 NM blo 12,000'
 161°-171° byd 29 NM blo 9,000'
 171°-179° byd 18 NM blo 13,000'
 179°-189° byd 34 NM blo 12,000'
 189°-229° byd 18 NM blo 12,000'
 229°-246° byd 28 NM blo 8,000'
 246°-269° byd 32 NM blo 6,000'
 305°-329° byd 21 NM blo 15,000'
 329°-349° byd 25 NM blo 18,000'
 329°-349° byd 38 NM blo 21,000'
 349°-004° byd 12 NM blo 19,000'

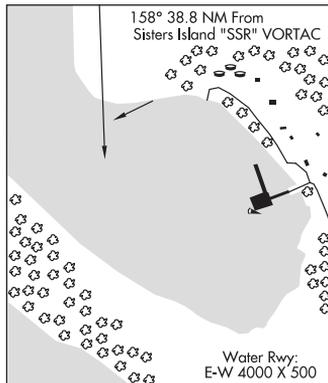
TAC AZM unusable:

004°-069° byd 39 NM blo 10,000'
 129°-161° byd 21 NM blo 12,000'
 161°-171° byd 29 NM blo 9,000'
 171°-179° byd 18 NM blo 13,000'
 179°-189° byd 34 NM blo 12,000'
 189°-229° byd 18 NM blo 12,000'
 229°-246° byd 28 NM blo 8,000'
 246°-269° byd 32 NM blo 6,000'
 305°-329° byd 21 NM blo 15,000'
 329°-349° byd 25 NM blo 18,000'
 329°-349° byd 38 NM blo 21,000'
 349°-004° byd 12 NM blo 19,000'

DME unusable:

004°-069° byd 39 NM blo 10,000'
 129°-161° byd 21 NM blo 12,000'
 161°-171° byd 29 NM blo 9,000'
 171°-179° byd 18 NM blo 13,000'
 179°-189° byd 34 NM blo 12,000'
 189°-229° byd 18 NM blo 12,000'
 229°-246° byd 28 NM blo 8,000'
 246°-269° byd 32 NM blo 6,000'
 305°-329° byd 21 NM blo 15,000'
 329°-349° byd 25 NM blo 18,000'
 329°-349° byd 38 NM blo 21,000'
 349°-004° byd 12 NM blo 19,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1-800-WX-BRIEF.



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

18 NOTAM FILE KFP

RWY 14-32: 2150X60 (GRVL-DIRT) 0.5% up NW**RWY 14:** REIL. Hill.**RWY 32:** REIL. Hill. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Caution: vehicles use rwy to access beach. Rwy 14-32 steep mountainous terrain near rwy. Rwy sfc may be soft and unusbl durg spring breakup and heavy rains. Bears and large sea birds along beach adjacent to rwy. Freq turbulence and high winds invof arpt. Rwy 14 and Rwy 32 thlds mkd with orange cones.

AIRPORT MANAGER: 907-532-5000**WEATHER DATA SOURCES:** AWOS-3P 121.45 (907) 548-2221. (WX CAM)**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDB.

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

VOR unusable:

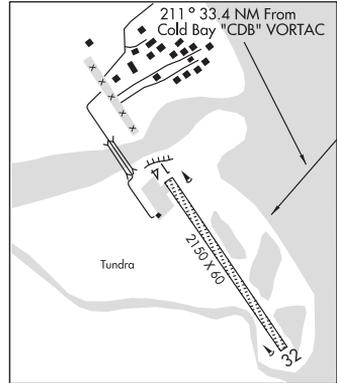
094°-129° byd 30 NM blo 9,000'
164°-199° byd 20 NM blo 14,000'
164°-199° byd 35 NM
349°-009° blo 10,000'
349°-009° byd 15 NM

TACAN AZIMUTH unusable:

094°-129° byd 30 NM blo 9,000'
164°-199° byd 20 NM blo 14,000'
164°-199° byd 35 NM
269°-279° byd 20 NM

DME unusable:

094°-129° byd 30 NM blo 9,000'
164°-199° byd 20 NM blo 14,000'
164°-199° byd 35 NM
269°-279° byd 20 NM

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

1535 NOTAM FILE

H-1B, 2K, L-3D**RWY 08-26:** 4600X30 (GRVL-DIRT)**RWY 08:** Brush.**RWY 26:** Trees.

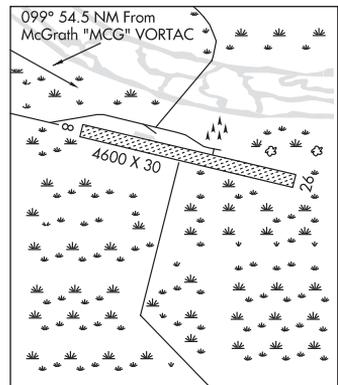
AIRPORT REMARKS: Unattended. Rwy 08-26 not maintained, rwy conditions not monitored, recommend visual inspection prior to use. Gravel surface may be soft and unusable. No snow removal. Large rock on rwy midfield. 2-5' rocks on rwy and some ruts up to 6". Brush 3'-7' tall along sides of rwy.

AIRPORT MANAGER: 907-271-3201**COMMUNICATIONS:** CTAF 122.9**RCO** 122.1 (KENAI RADIO)**ANCHORAGE CENTER APP/DEP CON** 128.1**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCG.

MC GRATH (H) VORTACW 115.5 MCG Chan 102 N62°57.06'
W155°36.68' 099° 54.4 NM to fld. 344/19E.

VOR DME & TACAN AZIMUTH unusable:

014°-019° byd 19 NM blo 7,000'
040°-050° byd 21 NM blo 5,000'
144°-194° byd 6 NM blo 9,000'
195°-223° byd 28 NM blo 6,000'
224°-261° byd 12 NM blo 10,000'
262°-294° byd 25 NM blo 7,000'
295°-314° byd 21 NM blo 8,000'

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

FAREWELL LAKE**FAREWELL LAKE SPB** (FKK)(PAFK) 1 NW UTC-9(-8DT) N62°32.55' W153°37.35'

MC GRATH

1052 NOTAM FILE ENA

WATERWAY NW-SE: 5000X500 (WATER)**SEAPLANE REMARKS:** Unattended. Opr area in Farewell Lake.**AIRPORT MANAGER:** 907-783-2636**COMMUNICATIONS:** CTAF 122.9**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1-866-864-1737.**TIN CREEK** (TNW)(PAFL) 1 S UTC-9(-8DT) N62°31.93' W153°36.77'

MC GRATH

1185 NOTAM FILE ENA

RWY 13-31: 2000X12 (GRVL) 0.3% up SE**RWY 13:** Tree.**RWY 31:** Tree.**AIRPORT REMARKS:** Unattended. Rwy 13-31 not maintained, trees and brush up to 6' tall on both sides of rwy. Airstrip located inside burned area. Be alert, burnt trees or snags difficult to see during certain seasons and lgt conditions. Rwy 13-31 sfc irregular loose rocks up to 10".

Surface uneven length of rwy. Bear, moose and buffalo on and in/ov rwy.

AIRPORT MANAGER: 907-783-2636**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCG.**MC GRATH (H) VORTAC** 115.5 MCG Chan 102 N62°57.06'

W155°36.68' 095° 60.7 NM to fld. 344/19E.

VOR DME & TACAN AZIMUTH unusable:

014°-019° byd 19 NM blo 7,000'

040°-050° byd 21 NM blo 5,000'

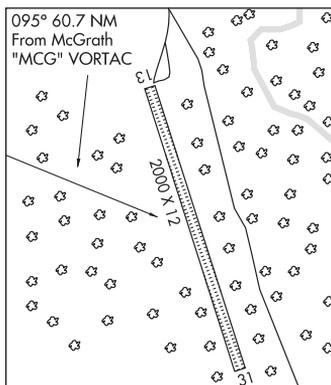
144°-194° byd 6 NM blo 9,000'

195°-223° byd 28 NM blo 6,000'

224°-261° byd 12 NM blo 10,000'

262°-294° byd 25 NM blo 7,000'

295°-314° byd 21 NM blo 8,000'

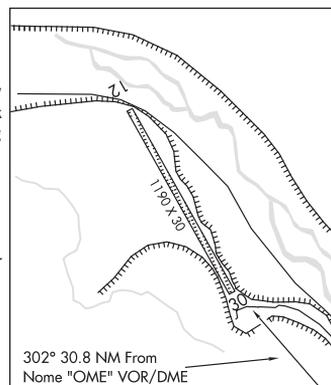
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.**FEATHER RIVER** (3Z1) 1 W UTC-9(-8DT) N64°49.90' W166°07.89'

NOME

325 NOTAM FILE OME

RWY 12-30: 1190X30 (GRVL)**RWY 12:** Brush.**AIRPORT REMARKS:** Unattended. Rwy 12-30 not maintained. Recommend visual inspection prior to landing. Higher gravel terrain ridge E side Rwy 12-30, difficult to see from air. Rwy 12-30 surface numerous small rock piles 24" in diameter, 12" high obscured by 18" grasses on rwy landing sfc.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE OME.**NOME (H) VOR/DME** 115.0 OME Chan 97 N64°29.11'

W165°15.19' 302° 30.8 NM to fld. 95/11E.

COMM/NAV/WEATHER REMARKS: LD call to Nome FSS dial 907-443-2291. For a toll free call to Nome FSS dial 1-800-478-8400. For a toll free call to Fairbanks FSS dial 1-866-248-6516.**FINGER LAKE SPB** (See PALMER on page 203)**FINGER MOUNTAIN** N57°41.18' W135°31.71'

JUNEAU

RCO—120.4 (SITKA FSS)

H-1C, L-1B

FISH N66°31.64' W150°25.39'

FAIRBANKS

RCO—122.1 (FAIRBANKS FSS)

L-4J

FLAT (FLT) 0 E UTC-9(-8DT) N62°27.16' W157°59.34'
309 NOTAM FILE ENA

MC GRATH
H-1B, 2I, L-3C

RWY 08-26: 4045X90 (TURF-GRVL)

RWY 08: Trees.

RWY 26: Thld dsplcd 1445'. Trees.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. No maintenance on rwy. Sfc is covered in 12" 30" grass and brush. Rwy soft when wet 600' from Rwy 26. Rwy 26 last 150' unusable brush and grass. Rwy 08 marked with orange 3' cones and thld panels. Cones and thld panels overgrown and mostly invisible. Rwy 26 marked with orange 3' cones and thld panels. Cones and thld panels overgrown. Rwy 26 dsplcd thld marked with white 55 gallon drums. Small trees, grass and shrubs along rwy. Multiple windsock poles without socks.

AIRPORT MANAGER: 907-524-3241

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

MC GRATH (H) VORTACW 115.5 MCG Chan 102 N62°57.06'
W155°36.68' 228° 72.2 NM to fld. 344/19E.

VOR DME & TACAN AZIMUTH unusable:

014°-019° byd 19 NM blo 7,000'

040°-050° byd 21 NM blo 5,000'

144°-194° byd 6 NM blo 9,000'

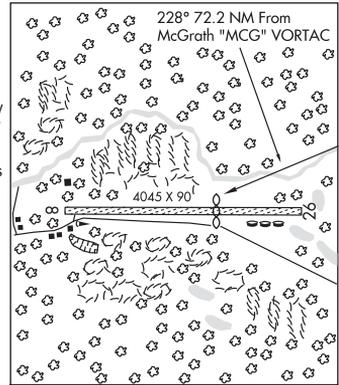
195°-223° byd 28 NM blo 6,000'

224°-261° byd 12 NM blo 10,000'

262°-294° byd 25 NM blo 7,000'

295°-314° byd 21 NM blo 8,000'

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



FLYING CROWN (See ANCHORAGE on page 42)

FORT DAVIS N64°29.68' W165°18.91' NOTAM FILE OME.
NDB (HW) 529 FDV 277° 3.5 NM to Nome. 117/11E.

NOME
H-1A, 2I, L-3A, 3B, 4H

FORT JENSEN (See JENSENS on page 139)

FORT YUKON (FYU)(PFYU) 0 N UTC-9(-8DT) N66°34.35' W145°14.78'**FAIRBANKS**

447 B NOTAM FILE FYU

H-1B, L-4J

RWY 04-22: 5000X100 (GRVL-DIRT) MIRL

IAP

RWY 04: VASI(V4L)—GA 3.0° TCH 26'. Brush.**RWY 22:** MALSF. VASI(V4L)—GA 3.0° TCH 27'. Brush.**SERVICE:** LGT ACTIVATE MIRL Rwy 04-22, VASI Rws 04 and 22 and MALSF Rwy 22—CTAF.

AIRPORT REMARKS: Unattended. Large concentrations of birds in vicinity of landfill located 1/4 mile northwest of rwy. Rwy condition not monitored, recommend visual inspection prior to landing. Twy C closed during winter months. Twy C unlit. Twy C reflectors 36 inches tall. To assist in dust control arpt management requests departures Rwy 04 commence at displaced threshold. Rwy 04 road, pole and tree 55' from threshold. Cold temperature restricted airport. Altitude correction required at or below -45C. Snow removal ops dur winter—monitor CTAF. Float plane operators are advised not to cross Rwy 04-22. Keep all tfc patterns for hospital lake NW of arpt. Line of sight may be nonexistent between waterlane and thlds on Rwy 04-22 depending on position on waterlane—monitor CTAF.

AIRPORT MANAGER: (907) 451-5280**WEATHER DATA SOURCES:** AWOS-3P 125.8 (907) 662-2337. (WX CAM)**COMMUNICATIONS:** CTAF 122.5

RCO 122.05 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 135.0

SUAS 125.3 126.3 (1-800-758-8723).

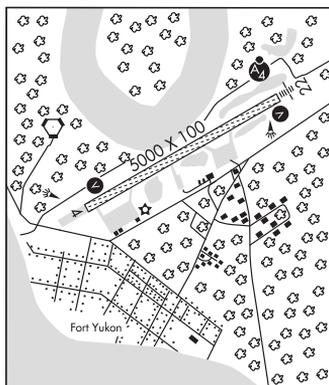
AIRSPACE: CLASS E svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE FYU.

(H) VORTACW 114.4 FYU Chan 91 N66°34.46' W145°16.60' at fld. 449/20E.

VOR unusable:

001°-360° byd 15 NM

249°-259° byd 10 NM blo 4,900'

YUKON RIVER NDB (HW) 242 FTO N66°34.80' W145°12.76' at fld. 457/20E.**COMM/NAV/WEATHER REMARKS:** For a toll free call to Fairbanks FSS dial 1-866-248-6516. Wx observer avbl for lcl arpt wx on CTAF (Call sign: Fort Yukon Weather) Phone 907-662-2948 from 1600-0400Z†.**FROZEN CALF** N66°47.48' W143°00.33'**DAWSON**

RCO—121.1 (FAIRBANKS FSS)

L-4J

FUNTER BAY SPB (FNR)(PANR) 0 N UTC-9(-8DT) N58°15.26' W134°53.87'

JUNEAU

00 NOTAM FILE JNU

WATERWAY NE-SW: 10500X500 (WATER)

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

AIRPORT MANAGER: (907) 465-4512

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) VORTACW 114.0 SSR Chan 87 N58°10.66'

W135°15.53' 048° 12.3 NM to fld. 40/20E.

VOR unusable:

004°-069° byd 39 NM blo 10,000'
 129°-161° byd 21 NM blo 12,000'
 161°-171° byd 29 NM blo 9,000'
 171°-179° byd 18 NM blo 13,000'
 179°-189° byd 34 NM blo 12,000'
 189°-229° byd 18 NM blo 12,000'
 229°-246° byd 28 NM blo 8,000'
 246°-269° byd 32 NM blo 6,000'
 305°-329° byd 21 NM blo 15,000'
 329°-349° byd 25 NM blo 18,000'
 329°-349° byd 38 NM blo 21,000'
 349°-004° byd 12 NM blo 19,000'

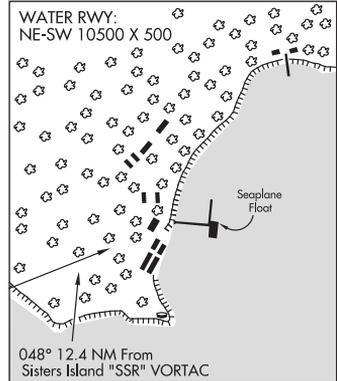
TAC AZM unusable:

004°-069° byd 39 NM blo 10,000'
 129°-161° byd 21 NM blo 12,000'
 161°-171° byd 29 NM blo 9,000'
 171°-179° byd 18 NM blo 13,000'
 179°-189° byd 34 NM blo 12,000'
 189°-229° byd 18 NM blo 12,000'
 229°-246° byd 28 NM blo 8,000'
 246°-269° byd 32 NM blo 6,000'
 305°-329° byd 21 NM blo 15,000'
 329°-349° byd 25 NM blo 18,000'
 329°-349° byd 38 NM blo 21,000'
 349°-004° byd 12 NM blo 19,000'

DME unusable:

004°-069° byd 39 NM blo 10,000'
 129°-161° byd 21 NM blo 12,000'
 161°-171° byd 29 NM blo 9,000'
 171°-179° byd 18 NM blo 13,000'
 179°-189° byd 34 NM blo 12,000'
 189°-229° byd 18 NM blo 12,000'
 229°-246° byd 28 NM blo 8,000'
 246°-269° byd 32 NM blo 6,000'
 305°-329° byd 21 NM blo 15,000'
 329°-349° byd 25 NM blo 18,000'
 329°-349° byd 38 NM blo 21,000'
 349°-004° byd 12 NM blo 19,000'

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



GALBRAITH LAKE (GBH)(PAGB) 2 N UTC-9(-8DT) N68°28.78' W149°29.40'

POINT BARROW
H-1A, L-4J

2663 B NOTAM FILE GBH

RWY 14-32: 5182X150 (GRVL) MIRL

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

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

SERVICE: LGT Arpt rotating beacon oprs on photo cell switch. ACTVT ODALS Rwy 14—CTAF.

AIRPORT REMARKS: Unattended. Limited snow removal. All arpt lighting privately owned and operated. Recommend visual inspection prior to using rwy. Rwy condition not monitored. Rwy 14-32 has only 100 ft overruns. Pump station 4 assistant 907-787-4405.

AIRPORT MANAGER: (907) 787-8959

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE AKP

ANAKTUVUK PASS NDB (MHW) 348 AKP N68°08.20'

W151°44.65' 046° 54.3 NM to fld. 2087/21E.

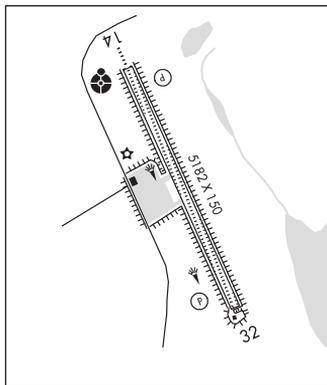
NDB unusable:

166°-181° byd 12 NM

186°-236° byd 21 NM blo 11,000'

286°-326° byd 20 NM

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



GALENA

EDWARD G PITKA SR (GAL)(PAGA) 0 NW UTC-9(-8DT) N64°44.17' W156°56.07'

FAIRBANKS
H-1A, 2I, L-3C, 4I
IAP, DIAP, AD

154 B NOTAM FILE GAL

RWY 08-26: H6000X100 (ASPH-CONC) S-110, D-144, 2D-240

PCN 62 F/C/X/T HIRL

RWY 08: Thld dsplcd 400'.

RWY 26: Thld dsplcd 800'. Tree.

RWY 06-24: 2600X50 (GRVL)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA-6000 TODA-6000 ASDA-6000 LDA-5600

RWY 26: TORA-6000 TODA-6000 ASDA-6000 LDA-5200

SERVICE: FUEL 100LL, JET A LGT ACTIVATE HIRL Rwy 08-26—CTAF.

AIRPORT REMARKS: Attended Oct-Apr, Mon-Fri 1500-0200Z. Fuel, Sun-Sat 1700-0200Z. Call out fee after hrs 907-656-1875/7066. Arpt maint duty hrs Mon-Fri 1700-0100Z except hol. Ultralights on and invof arpt. Acft may be closer to landing surface than they appear to pilot. Possible wind shear below 2000 ft AGL on final apch to Rwy 08 and Rwy 26. Cold temperature restricted airport. Altitude correction required at or below -33C. Snow removal operations—monitor CTAF. First usable 975 ft of Rwy 26 is concrete that seasonally contain frost heaves. Different in appearance and possibly braking action fm remaining portion of rwy. Arpt hazardous reporting only performed during duty hrs unless prior arrangement in writing with arpt mgmt, P.O. Box 09, Galena AK 99741.

AIRPORT MANAGER: 907-656-1236

WEATHER DATA SOURCES: AWOS-3P 132.525 (907) 656-2483. (WX CAM)

COMMUNICATIONS: CTAF 123.0

GALENA RCO 122.2 (FAIRBANKS RADIO)

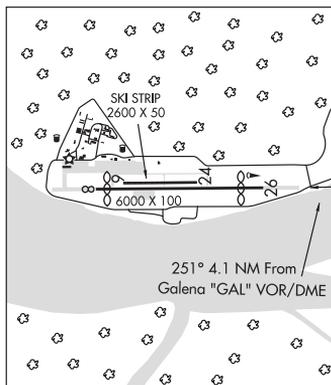
ANCHORAGE CENTER APP/DEP CON 127.0 290.2

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.

GALENA (H) VORW/DME 114.8 GAL Chan 95 N64°44.29' W156°46.63' 251° 4.1 NM to fld. 152/17E.

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



GALENA N64°44.29' W156°46.63' NOTAM FILE GAL.

FAIRBANKS

(H) VORW/DME 114.8 GAL Chan 95 251° 4.1 NM to Edward G Pitka Sr. 152/17E.

H-1A, 2I, L-3C, 4I

RCO 122.2 (FAIRBANKS RADIO)

GAMBELL (GAM)(PAGM) 0 SW UTC-9(-8DT) N63°46.00' W171°43.97'
30 B NOTAM FILE GAM

BETHEL
H-1A, L-4G
IAP

RWY 16-34: H4500X100 (ASPH-CONC-NONE) S-22 MIRL
RWY 16: REIL. VASI(V4L)—GA 3.0° TCH 37'. Antenna. Rgt t/c.
RWY 34: ODALS. REIL. VASI(V4R)—GA 3.0° TCH 39'.

SERVICE: LGT ACTVT ODALS Rwy 34; REIL Rwy 16 and Rwy 34; VASI Rwy 16 and Rwy 34; MIRL Rwy 16-34—CTAF.

AIRPORT REMARKS: Unattended. Cold temperature restricted airport. Altitude correction required at or below -26C. Rwy condition not monitored; recommend visual inspection prior to landing. 98 ft twr (lgtd) 3400 ft fm apch end Rwy 16. Rwy 16-34 safety areas soft and loose gravel.

AIRPORT MANAGER: 907-443-2500

WEATHER DATA SOURCES: AWOS-3P 125.9 (907) 985-5733. (WX CAM)

COMMUNICATIONS: CTAF 122.7

RCO 122.0 (NOME RADIO)

ANCHORAGE CENTER APP/DEP CON 132.2

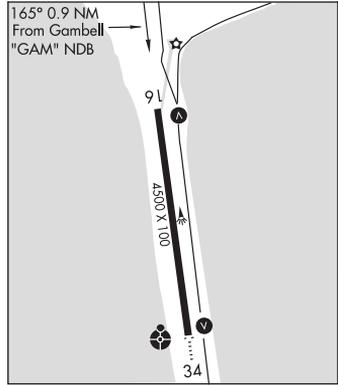
RADIO AIDS TO NAVIGATION: NOTAM FILE GAM.

NDB/DME (MHW) 369 GAM Chan 92 N63°46.91'
W171°44.21' at fld. 30/8E.

DME unusable:

070°-135° byd 9 NM blo 10,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 800-478-8400. For a toll free call to Fairbanks FSS dial 1-866-248-6516. DME chan 92 paired with VHF freq 114.5.



GANNON'S LANDING (See WASILLA on page 271)

GATTIS STRIP (See WASILLA on page 272)

GIRDWOOD (AQY) 3 NE UTC-9(-8DT) N60°58.14' W149°07.16'

ANCHORAGE

164 NOTAM FILE ENA

RWY 02-20: 2095X60 (GRVL) 1.4% up N

RWY 02: Brush.

RWY 20: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored. 200' safety area at each end Rwy 02-20. Segmented circle overgrown. Seasonal hang glider and parasail activity 2 NM NE of arpt during daylight hours. Paragliding activity on arpt. Cable 100' AGL runs from new hotel to roundhouse. Rwy 02 and Rwy 20 thids marked by reflectors. Rwy edges unmarked.

AIRPORT MANAGER: 907-783-2232

COMMUNICATIONS: CTAF 122.9

RCO 122.15 (KENAI RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) VORW/DME 113.15 TED Chan 78(Y) N61°10.07'
W149°57.61' 098° 27.3 NM to fld. 93/18E.

VOR unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

DME unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

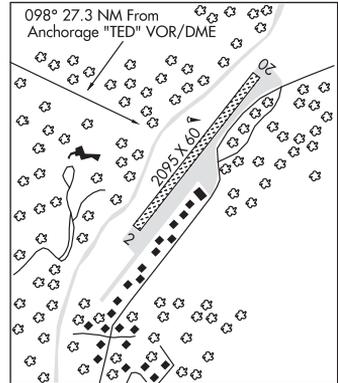
121°-146° byd 25 NM blo 9,000'

196°-206° byd 25 NM blo 3,500'

206°-211° byd 25 NM blo 4,000'

211°-221° byd 25 NM blo 3,500'

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



GLACIER CREEK (KGZ) 0 N UTC-9(-8DT) N61°27.31' W142°22.86'

ANCHORAGE

2380 NOTAM FILE ENA

RWY 11-29: 1400X15 (GRVL)

RWY 11: Trees.

RWY 29: Tree.

AIRPORT REMARKS: Unattended. Rwy condition not monitored.

Recommend visual inspection prior to ldg. Rwy 11-29 in steep mountain canyon and subject to turbulent winds. Rwy 11-29 sfc rough with rocks to 8" diameter ruts down rwy center, rwy undulates. Rwy 15' wide gvl path. Brush to 36" both sides. Rwy 11-29 not recommended for tri-cycle general acft.

AIRPORT MANAGER: 907-822-7240

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.

NORTHWAY (H) VORTACW 116.3 ORT Chan 110 N62°56.83' W141°54.76' 171° 90.7 NM to fld. 1779/18E.

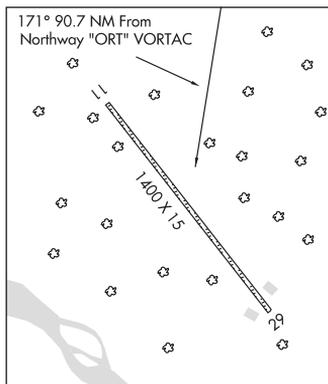
TACAN AZIMUTH unusable:

335°-030° byd 30 NM blo 10,500'

DME unusable:

335°-030° byd 30 NM blo 10,500'

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



GLACIER RIVER N60°29.93' W145°28.47' NOTAM FILE CDV.

ANCHORAGE

NDB (HW) 404 GCR at Merle K (Mudhole) Smith. 55/17E.

L-1A, 3E, 4H

GLENNALLEN N62°11.73' W145°28.06' NOTAM FILE GKN.

ANCHORAGE

NDB (HW) 248 GLA 153° 2.5 NM to Gulkana. 1619/19E.

L-1A, 3E

GOLD KING CREEK (See FAIRBANKS on page 111)

GOLDEN HORN LODGE SPB (3Z8) 1 NW UTC-9(-8DT) N59°44.82' W158°52.48'

KODIAK

91 NOTAM FILE DLG

WATERWAY NW-SE: 5000X1500 (WATER)

AIRPORT REMARKS: Attended Jun-Oct.

AIRPORT MANAGER: 907-842-8260

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

DILLINGHAM (H) VORW/DME 116.4 DLG Chan 111 N58°59.65' W158°33.13' 333° 46.4 NM to fld. 81/15E.

GOLOVIN (GLV)(PAGL) 0 N UTC-9(-8DT) N64°33.03' W163°00.43'

NOME

65 B NOTAM FILE GLV

H-1A, 2J, L-3C, 4H

RWY 03-21: 4000X75 (GRVL) MIRL 0.6% up NE

IAP

RWY 03: PAPI(P4L)—GA 3.0° TCH 26'.

SERVICE: LGT ACTIVATE PAPI Rwy 03; MIRL Rwy 03-21 and rot bcn—CTAF. Rwy 03 PAPI unusbl byd 4 NM due to terrain.

AIRPORT REMARKS: Unattended. Rwy cond not monitored, recommend visual inspection prior to ldg. Area depressed about 2 ft on the west side of the rwy midfield aprx 10 ft inside lights and 20 ft outside.

AIRPORT MANAGER: 907-443-2500

WEATHER DATA SOURCES: ASOS 135.750 (907) 779-2228. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RCO 122.05 (NOME RADIO)

ANCHORAGE CENTER APP/DEP CON 133.3

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

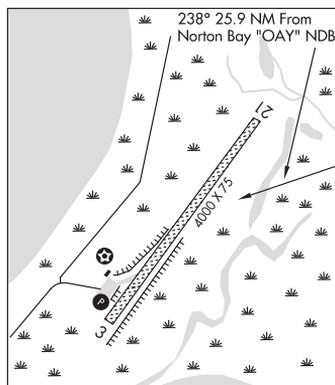
NORTON BAY NDB (HW) 263 OAY N64°41.73'

W162°03.82' 238° 25.9 NM to fld. 13E.

NDB unusable:

Byd 35 NM

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



GOODING LAKE SPB (See PALMER on page 203)

GOODNEWS (GNU) 0 SE UTC-9(-8DT) N59°07.07' W161°34.42'**KODIAK**

18 B NOTAM FILE ENA

RWY 06-24: 3300X75 (GRVL) MIRL**RWY 06:** Road.**SERVICE:** LGT ACTIVATE MIRL Rwy 06-24 and rotating bcn—CTAF.**AIRPORT REMARKS:** Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Waterfowl in vicinity of arpt.**AIRPORT MANAGER:** (907) 543-2498**COMMUNICATIONS:** CTAF 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE PAEH.**CAPE NEWENHAM NDB/DME (HW)** 385 EHM Chan 18(Y)

N58°39.36' W162°04.42' 017° 31.8 NM to fld. 212/12E.

NDB has no standby transmitter

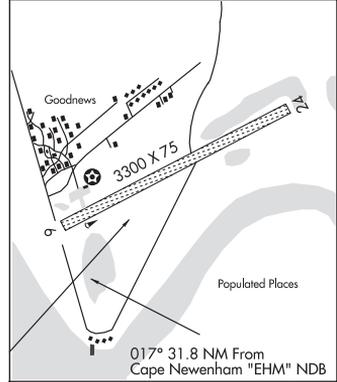
DME portion unusable:

050°-169° byd 10 NM blo 7,000'

170°-224°

225°-293° byd 10 NM blo 7,000'

294°-320° byd 30 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.**GOOSE BAY** (Z40) 0 E UTC-9(-8DT) N61°23.68' W149°50.54'**ANCHORAGE**
L-1A, 3D, 4G

78 B NOTAM FILE ENA

RWY 08-26: 3000X75 (GRVL)**RWY 08:** Road. Rgt tfc.**RWY 26:** Road.**AIRPORT REMARKS:** Unattended. Rwy condition not monitored. Recommend visual inspection prior to using. 808' AGL lgtd twr 11700' NNW of rwy.

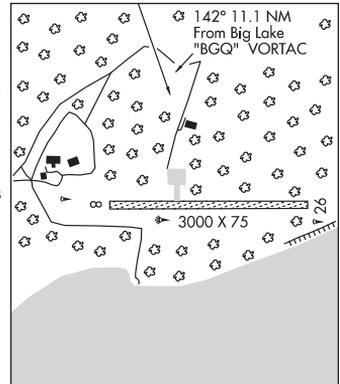
No state maintenance performed on rwy. Large military acct opr at low alt around R-2203 and in vicinity of Goose Bay, Birchwood, Big Lake arpts. Mil acct monitoring multiple CTAF frequencies based on flight profiles. See current Anchorage VFR TAC insert and Center NOTAMS. Windsock unreliable. Rwy 08 and Rwy 26 ends marked with thld panels only.

AIRPORT MANAGER: (907) 246-3325**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ENA.**BIG LAKE (H) VORTAC** 112.5 BQG Chan 72 N61°34.17'

W149°58.03' 142° 11.1 NM to fld. 180/19E.

TACAN AZIMUTH & DME unusable:

226°-246° byd 36 NM blo 7,500'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.**GRANITE MOUNTAIN AS** (GSZ)(PAGZ) AF 0 E UTC-9(-8DT) N65°24.13' W161°16.89'**NOME**
L-4I

1313 NOTAM FILE

RWY 17-35: 3873X111 (GRVL)**RWY 35:** Hill.**MILITARY REMARKS:** Unattended. CLOSED to the public. OFFICIAL BUSINESS ONLY. All civil acct operators must submit Civil Aircraft Landing Permit (CALP) application IAW Air Force Instruction 10-1001

(http://www.e-publishing.af.mil/shared/media/epubs/afi10-1001.pdf) at least 30 days prior to first intended ldg. Failure to obtain and have onboard approved CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and U.S. Attorney's Office IAW 32 CFR 855 and USAF Operating Instructions. Ctc 611 ASUS/LRAM at DSN 317-552-1448/4176 or COM: 907-552-1448/4176 for CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager, 10471 20th Street, Suite 231, JBER AFB, AK 99506. Civil Aircraft Landing Permit (CALP) ctc numbers DSN: 317-552-1448/4176 or COM: (907) 552-1448/4176, e-mail: aklangingpermits@us.af.mil. CAUTION: Mountainous terrain (2,844') in north, east, and west quadrants. Apch from the south. Land Rwy 35 and tkf Rwy 17 only. Rwy dimensions are 3,871' X 111'. Rwy not maintained, condition unknown. Recommend visual inspection prior to ldg.

AIRPORT MANAGER: 907- 552-8757**COMMUNICATIONS:** CTAF 122.1**COMM/NAV/WEATHER REMARKS:** For a toll free call to Nome FSS dial 1-800-478-8400. For a toll free call to Fairbanks FSS dial 1-866-248-6516.

GRAY AAF (JOINT BASE LEWIS-MCCHORD) WA (GRF)(KGRF) A (AR ARNG) 1 E UTC-8(-7DT)

N47°04.75' W122°34.85'

301 B TPA—See Remarks NOTAM FILE GRF Not insp.

RWY 15-33: H6124X150 (ASPH) PCN 55 F/A/W/T HIRL

RWY 15: SSALR. PAPI(P4L)—GA 3.0° TCH 58'. RVR-T Tower.

RWY 33: SSALR. RVR-R

SERVICE: FUEL JET A++ MILITARY— FUEL A++ (Mil) Ltd supply. Ltd tran alert. NATO F24 avbl.

MILITARY REMARKS: Base ops, twr, wx opr 24 hrs clsd hol. No incoming Space A pax without prior apvl. **RSTD** 48 hr PPR tran acft, ctc Base Ops DSN 357-6628/5998, C253-967-6628/5998. **CAUTION** Extv NVD trng and PJE. High volume of night vision trng on afld, portions of afld lgtg may be dim or off. Numerous small arms 0.8 NM east of afld. **TFC PAT TPA**—E/W tfc, fixed wing 1800(1494), rotary wing 800(494). **MISC** Special VFR day fixed wing 700-1, rotary wing 300-1/2. Ngt fixed wing not auth, rotary wing 500-1. Acft conducting tactical opr on JBLM mil reservation ctc OPS prior to opr. Ctc Gray tfc on CTAF when twr clsd. No hangar for tran acft. Base ops and tower opr continuously. Clsd hol. Rwy cond reading will be reported Mon-Fri, 1500-2300Z† via NOTAM and ATIS dur inclement winter wx. Wx obsn visibility ltd to 2 SM in some directions. Wx obsn visibility ltd to 2 SM in some directions. Wx obsn augmented/backup Mon-Fri 0800-0800Z† and 1700-0100Z† Sat and Sun or end of lcl flying daily and dur inclement wx, as rqrd. Clsd hol. Pilots of mil rotary-wing acft shall inform Gray Twr on initial ctc if they are unaided. Arpt mgr C253-967-6676. **USAR** Ctc OPS DSN 357-3036, C253-967-3036. **ARNG** Opr 1430-0100Z† Tue-Fri exc hol. Tran alert svc not avbl.

AIRPORT MANAGER: 253 967 6676

COMMUNICATIONS: CTAF 119.325 ATIS 124.65 306.2

BULLSEYE RADIO 34.6 141.5 379.1 Opr continuously. Clsd hol. All rotary wing acft ctc Bullseye radio prior to entry R6703A-J, range status avbl on UHF 384.525 and VHF 142.7.

Ⓡ **SEATTLE APP/DEP CON** 120.1

TOWER 119.325 256.8 276.4 (24 hrs clsd hol.) **GND CON** 121.9 290.2 **CLNC DEL** 121.9 290.2

PMSV METRO 134.1 38.45 (WX OPS H24, CLSD HOL. WX FLT DSN 357-7061/4363, COML 253-967-7061/4363. AN/FMQ-19 Automated observing SYS in use, augmented by human OBSN when NEC. DUR WX FLT closures remote briefing SVS AVBL from 25 OWS DSN 228-6598/6599/6588, COML 250-228-6598/6599/6588)

OPS 41.50 138.6 395.225 (Opr cont. Clsd hol.) **USAR OPS** 30.5 36.10 245.5 **ARNG OPS** 32.6

CLEARANCE DELIVERY PHONE: For CD when ATCT is clsd ctc Seattle Apch at 206-214-4723. 120.1/290.9.

AIRSPACE: CLASS D svc 24 hours, clsd hol; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE OLM.

OLYMPIA (H) VORTACW 113.4 OLM Chan 81 N46°58.30' W122°54.11' 045° 14.7 NM to fld. 200/19E.

TACAN AZIMUTH & DME unusable:

223°-258° byd 20 NM blo 4,100'

258°-283° byd 30 NM blo 4,100'

358°-043° byd 10 NM blo 6,000'

358°-043° byd 20 NM blo 7,000'

ILS/DME 108.3 I-GRF Chan 20 Rwy 15. ILS - No NOTAM MP 1300-1500Z† Fri. Radar - No NOTAM MP 1400-1600Z† Fri.

ASR/PAR (ASR, 1400-0600Z†) (PAR, OPR 1500-0700Z† Mon-Fri. POC DSN 677-3883 or C253-477-3883)

GRAYLING (KGX)(PAGX) 1 S UTC-9(-8DT) N62°53.53' W160°03.98'

138 B NOTAM FILE ENA

RWY 17-35: 4000X75 (GRVL) MIRL 1.1% up S

RWY 17: Brush.

RWY 35: Brush. Rgt tfc.

SERVICE: LGT ACTIVATE MIRL Rwy 17-35—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Cold temperature airport. Altitude correction required at or below -24C. Wind sock and segmented circle and overgrown with brush and may be unreliable.

AIRPORT MANAGER: (907) 438-2416

COMMUNICATIONS: CTAF 122.9

ANVIK RCO 122.4 (KENAI RADIO)

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 118.15

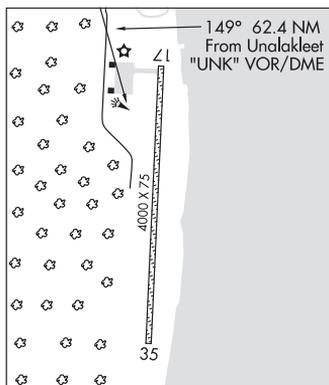
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.

UNALAKLEET (H) VORW/DME 116.9 UNK Chan 116 N63°53.52' W160°41.06' 149° 62.4 NM to fld. 436/15E.

MC GRATH

H-1A, 2I, L-3C

IAP



GREEN'S STRIP (See WASILLA on page 272)

GREG'N SAGE (See NORTH POLE on page 196)

GROUSE RIDGE (See PALMER on page 203)

GUNNUK MOUNTAIN N56°58.87' W133°48.35'
RCO—122.175 (SITKA FSS)

JUNEAU
L-1C

GULKANA (GKN)(PAGK) 4 NE UTC-9(-8DT) N62°09.26' W145°27.32'

ANCHORAGE
H-1B, L-1A, 3E
IAP

1586 B NOTAM FILE GKN

RWY 15L-33R: H5001X100 (ASPH) MIRL

RWY 15L: VASI(V4L)—GA 3.0° TCH 49'. Trees.

RWY 33R: VASI(V4R)—GA 3.0° TCH 29'. Trees.

RWY 15R-33L: 2300X60 (GRVL)

RWY 15R: Tower.

RWY 33L: Trees.

SERVICE: S2 FUEL 100LL, JET A LGT ACTVT VASI Rwy 15L and Rwy 33R; MIRL Rwy 15L-33R—CTAF.

AIRPORT REMARKS: Attended Jun-Sep Mon-Fri 1800-0200Z‡, Oct-May Mon-Fri 1900-0000Z‡. Fuel avbl 24 hours with credit card or call 907-822-4331. Cold temperature restricted airport. Altitude correction required at or below -37C. Arpt located 4 SM NE of Glennallen. Moose and Caribou on and around arpt. Migratory birds on and in vcnty of arpt dur spring. Personnel and equipment may be working on rwy at any time. Rwy condition not monitored; recommend visual inspection prior to landing. Rwy 15L-33R is maintained as ski strip in winter and grvl strip the remainder of the year. Visual inspection req before lndg. Beacon twr and other obstacles on N apch end. Airframe/powerplant svc covers small single/twin propeller engine acft less than 12500 lbs.

AIRPORT MANAGER: 907-822-3222

WEATHER DATA SOURCES: ASOS 134.85 (907) 822-3707. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RCO 122.2 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 119.5

SUAIS 125.3 126.3 (1-800-758-8723).

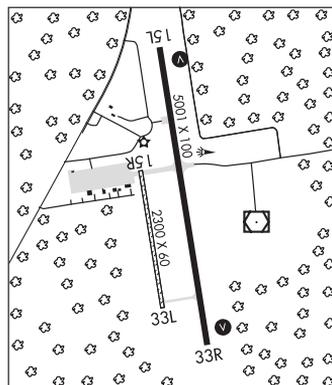
AIRSPACE: CLASS E svc 1500-0630Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.

(H) VORV/DME 115.6 GKN Chan 103 N62°09.23' W145°26.84' at fld. 1549/17E.

GLENNALLEN NDB (HW) 248 GLA N62°11.73' W145°28.06' 153° 2.5 NM to fld. 1619/19E.

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



GUSTAVUS (GST)(PAGS) 0 NE UTC-9(-8DT) N58°25.52' W135°42.45'

36 B ARFF Index—See Remarks NOTAM FILE GST

RWY 11-29: H6720X150 (ASPH-GRVD) S-60, D-100

PCN 28 F/B/X/T MIRL

RWY 11: REIL. VASI(V4R)—GA 3.0° TCH 35'.

RWY 29: REIL. VASI(V4L)—GA 3.0° TCH 39'.

RWY 02-20: H3010X60 (ASPH) S-40 PCN 18 F/B/X/T

RWY 02: Trees.

RWY 20: Trees.

SERVICE: S3 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 11 and 29; VASI Rwy 11 and 29; MIRL Rwy 11-29—CTAF.

AIRPORT REMARKS: Attended 1 Sep-1 Jun 1500-2330Z†, 1 Jun-1 Sep Fri-Mon 1900-0330Z†, 1 Jun-1 Sep Tue-Thu 1500-0330Z†.

Aircraft over 12,500 lbs. notify arpt manager Monday-Friday 1700-0100Z†. 24 hr prior to arrival at 907-697-2251. Fuel, call to confirm 907-209-0305. Class I, ARFF Index A. ARFF svcs are avbl during scheduled air carrier ops. Be Alert: See General

Notices—Enroute CTAF freqs. CLOSED to air carrier ops with more than 30 pax seats exc PPR in writing to: Regional Director, Department of Transportation and Public Facilities, Southeast Region, 6860 Glacier Hwy, Juneau, AK 99801-7999. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Birds, bear and moose on and invof rwy. Ltd snow removal ice control rwy maint. Snow removal, wildlife ctl, cond reporting, and other afld maint services only avbl and valid dur arpt maint duty hrs. Ctc arpt mgmt for after hrs req for afld svc. Arpt maint duty hrs 1 Sep-14 May 1500-2330Z†; 15 May-1 Sep Fri-Mon 1900-0330Z†, Tue-Thu 1500-0330Z†. Rwy 02-20 maint for ops in winter month, recommend dalgt ops only. 9' fence 554' south of Rwy 02-20. Transient acft parking avbl east side of Rwy 02-20. Be alert, soft asp. Acft over 12500 lbs notify AMGR Mon-Fri 1500-2330Z†, 24 hr prior to arrival at 907-697-2251. Arpt sand larger gradation than FAA recommended/see AC150/5200-30. Cold temperature airport. Altitude correction required at or below -18C.

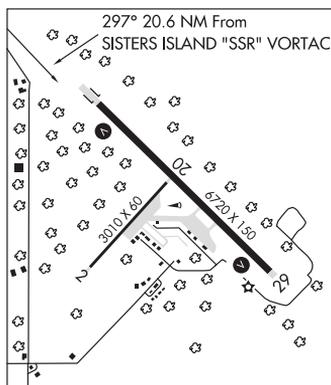
AIRPORT MANAGER: 907-697-2251

WEATHER DATA SOURCES: AWOS-3P 125.9 (907) 697-2447. (WX CAM)

JUNEAU

H-1C, L-1B

IAP



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: CTAF 122.5

RCO 122.65 (JUNEAU RADIO)

ANCHORAGE CENTER APP/DEP CON 133.2

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) VORTACW 114.0 SSR Chan 87 N58°10.66' W135°15.53' 297° 20.6 NM to fld. 40/20E.

VOR unusable:

004°-069° byd 39 NM blo 10,000'
 129°-161° byd 21 NM blo 12,000'
 161°-171° byd 29 NM blo 9,000'
 171°-179° byd 18 NM blo 13,000'
 179°-189° byd 34 NM blo 12,000'
 189°-229° byd 18 NM blo 12,000'
 229°-246° byd 28 NM blo 8,000'
 246°-269° byd 32 NM blo 6,000'
 305°-329° byd 21 NM blo 15,000'
 329°-349° byd 25 NM blo 18,000'
 329°-349° byd 38 NM blo 21,000'
 349°-004° byd 12 NM blo 19,000'

TAC AZM unusable:

004°-069° byd 39 NM blo 10,000'
 129°-161° byd 21 NM blo 12,000'
 161°-171° byd 29 NM blo 9,000'
 171°-179° byd 18 NM blo 13,000'
 179°-189° byd 34 NM blo 12,000'
 189°-229° byd 18 NM blo 12,000'
 229°-246° byd 28 NM blo 8,000'
 246°-269° byd 32 NM blo 6,000'
 305°-329° byd 21 NM blo 15,000'
 329°-349° byd 25 NM blo 18,000'
 329°-349° byd 38 NM blo 21,000'
 349°-004° byd 12 NM blo 19,000'

DME unusable:

004°-069° byd 39 NM blo 10,000'
 129°-161° byd 21 NM blo 12,000'
 161°-171° byd 29 NM blo 9,000'
 171°-179° byd 18 NM blo 13,000'
 179°-189° byd 34 NM blo 12,000'
 189°-229° byd 18 NM blo 12,000'
 229°-246° byd 28 NM blo 8,000'
 246°-269° byd 32 NM blo 6,000'
 305°-329° byd 21 NM blo 15,000'
 329°-349° byd 25 NM blo 18,000'
 329°-349° byd 38 NM blo 21,000'
 349°-004° byd 12 NM blo 19,000'

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

HAINES**HAINES** (HNS)(PAHN) 3 W UTC-9(-8DT) N59°14.63' W135°31.41'**JUNEAU**
H-1C, L-1B

15 B LRA NOTAM FILE HNS

RWY 08-26: H4000X100 (ASPH) MIRL**RWY 08:** REIL. PAPI(P4L)—GA 4.0° TCH 57'. Brush. Rgt tfc.**RWY 26:** REIL. PAPI(P4L)—GA 4.0° TCH 56'. Brush.**SERVICE:** FUEL 100LL, JET A **LGT** ACTIVATE REIL Rwy 08 and 26, PAPI Rwy 08 and Rwy 26, MIRL Rwy 08-26—CTAF. PAPI Rwy 08 unusable byd 5° left of course.**AIRPORT REMARKS:** Unattended. 100LL and Jet-A avbl, call 907-766-3190. Arpt condition not monitored, arpt maintenance on irregular basis, recommend visual inspection prior to using. Recommend dalgt ops only. Birds, bears, and moose on and invof arpt. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Turbulence on NW apch. CLOSED to air carrier ops with more than 30 pax seats. Arpt CLOSED to acft over 12,500 lbs gross total weight, exc PPR from Arpt Safety and Security, DOT and Public Facilities, P.O. Box 112506, Juneau, AK 99811-2506, Phone 907-465-1786. Bluff NW. Narrow apch from NW. Mountains both sides. Twy D not maintained 15 Oct-30 Apr annually. Rwy 08-26 sand used to enhance rwy friction may not meet FAA specs. Safety area 4600'X150' (300' grvl safety area each end). 50' trees 1000' SE Rwy 26. Be alert: See General Notices—ENROUTE CTAF FREQS.**AIRPORT MANAGER:** 907-766-2340**WEATHER DATA SOURCES:** ASOS 135.7 (907) 766-2519. (WX CAM)**COMMUNICATIONS:** CTAF 122.9

RCO 122.6 (JUNEAU RADIO)

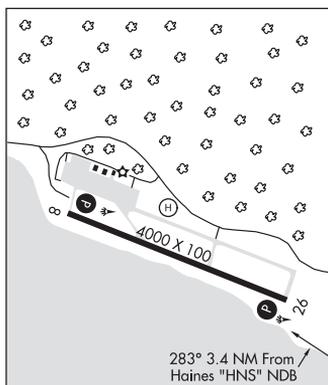
RADIO AIDS TO NAVIGATION: NOTAM FILE HNS.**NDB (HW)** 245 HNS N59°12.73' W135°25.85' 284° 3.4 NM to fld. 256/20E.

NDB unusable:

160°-330° byd 30 NM

330°-355° byd 30 NM blo 12,000'

356°-120° byd 30 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1-866-297-2236.**HAINES SPB** (329) 0 E UTC-9(-8DT) N59°14.10' W135°26.44'**JUNEAU**

00 NOTAM FILE HNS

WATERWAY N-S: 5000X4000 (WATER)**SEAPLANE REMARKS:** Unattended. Boats may be tied to SPB float. Call Harbor Master 907-314-0173 to report boats tied to float. Dock at end of float accessed by ramp.**AIRPORT MANAGER:** 907-766-2448**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE HNS.**NDB (HW)** 245 HNS N59°12.73'

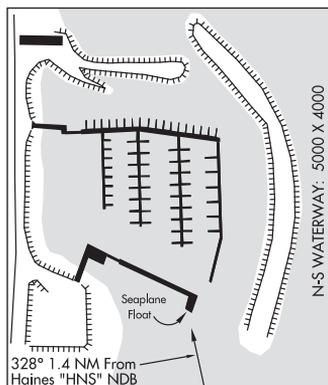
W135°25.85' 328° 1.4 NM to fld. 256/20E.

NDB unusable:

160°-330° byd 30 NM

330°-355° byd 30 NM blo 12,000'

356°-120° byd 30 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1-866-297-2236.**HANGAR LAKE SPB** (See BETHEL on page 60)**HARLEQUIN LAKE** (See YAKUTAT on page 283)

HEALY RIVER (HRR)(PAHV) 0 N UTC-9(-8DT) N63°52.06' W148°58.13'
1275 B NOTAM FILE FAI
RWY 15-33: H2910X60 (ASPH) MIRL 0.6% up SE

RWY 15: Trees. Rgt tfc.

RWY 33: Trees.

SERVICE: FUEL JET A LGT ACTIVATE MIRL Rwy 15-33—CTAF.

AIRPORT REMARKS: Unattended. Full service Av Gas and Jet A fuel available during normal business hours May to September and by call out year round and after hours. Call out fee may apply, call 907-683-2359. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 15-33 numerous cracks in asph with weeds and grass growing through sfc up to 12" tall. Turbulent winds invof arpt. RR tracks 700' fm thld 20' above rwy elev. Arpt 2 SM southwest of Usibelli Mine. Segmented circle 400' from Rwy 33 thld 200' left of centerline. Rwy 15-33 NSTD markings: thld marked with panels, cones and lgts. Cold temperature restricted airport. Altitude correction required at or below -11C.

AIRPORT MANAGER: 907-451-5280

COMMUNICATIONS: CTAF 122.9

RCO 122.4 (FAIRBANKS RADIO)

Ⓡ ANCHORAGE CENTER APP/DEP CON 120.9

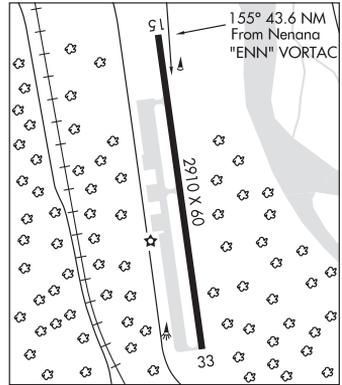
RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.

NENANA (H) VORTACW 115.8 ENN Chan 105 N64°35.40' W149°04.37' 155° 43.6 NM to fld. 1600/21E.

VOR portion unusable:

086°-096° byd 34 NM blo 5,000'

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



HEREDEEN BAY (AK33) PVT 0 W UTC-9(-8DT) N55°48.08' W160°53.96'
20 NOTAM FILE

RWY 12-30: 1090X35 (GRVL-TURF)

RWY 30: Rgt tfc.

RWY 07-25: 970X50 (GRVL-TURF)

RWY 07: Hill.

AIRPORT REMARKS: Unattended. Rwy 07-25 and 12-30 rough, uneven covered with grass. Soft when wet. Rwy 07-25 and 12-30 thlds and intersections marked with orange cones.

RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

COLD BAY (H) VORTACW 112.6 CDB Chan 73 N55°16.04' W162°46.44' 053° 71.5 NM to fld. 99/10E.

VOR unusable:

094°-129° byd 30 NM blo 9,000'

164°-199° byd 20 NM blo 14,000'

164°-199° byd 35 NM

349°-009° blo 10,000'

349°-009° byd 15 NM

TACAN AZIMUTH unusable:

094°-129° byd 30 NM blo 9,000'

164°-199° byd 20 NM blo 14,000'

164°-199° byd 35 NM

269°-279° byd 20 NM

DME unusable:

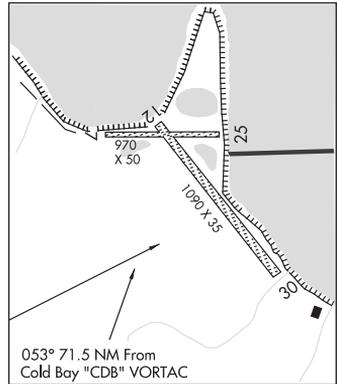
094°-129° byd 30 NM blo 9,000'

164°-199° byd 20 NM blo 14,000'

164°-199° byd 35 NM

269°-279° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1-800-478-7250. For a toll free call to Kenai FSS dial 1-866-864-1737.



HIGH MOUNTAIN N55°21.48' W131°47.74'
RCO—121.2 (E) (KETCHIKAN FSS)

KETCHIKAN
L-C

HILLTOP (See CHUGIAK on page 82)

HOLLIS

CLARK BAY SPB (HYL) 1 NE UTC-9(-8DT) N55°29.43' W132°37.41'

KETCHIKAN

00 NOTAM FILE KTN

WATERWAY E-W: 10000X500 (WATER)

SEAPLANE REMARKS: Unattended. Opr area in Clark Bay.

AIRPORT MANAGER: 907-755-2229

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) VOR/DME 117.1 ANN Chan 118

N55°03.62' W131°34.70' 285° 44.2 NM to fld. 184/21E.

VOR unusable:

245°-255° byd 19 NM blo 6,000'

295°-305° byd 20 NM blo 9,000'

325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

DME unusable:

245°-255° byd 19 NM blo 6,000'

295°-305° byd 20 NM blo 9,000'

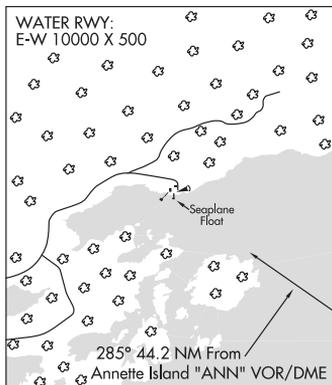
325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

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



HOLY CROSS (HCA)(PAHC) 1 S UTC-9(-8DT) N62°11.30' W159°46.50'

MC GRATH

75 B NOTAM FILE HCA

H-1B, 2I, L-3C

RWY 01-19: 4000X100 (GRVL) MIRL

IAP

RWY 01: Trees.

RWY 19: Trees.

SERVICE: S4 LGT ACTIVATE MIRL RWY 01-19-CTAF.

AIRPORT REMARKS: Unattended. Cold temperature restricted airport. Altitude correction required at or below -29C. Rwy condition not monitored; recommend visual inspection prior to landing. Rwy 01-19 shallow ponding at twy after rain. Moose on and in/ovf the arpt.

AIRPORT MANAGER: 907-438-2416

WEATHER DATA SOURCES: AWOS-3P 118.325 (907) 476-7231. (WX CAM)

COMMUNICATIONS: CTAF 122.8

ANIAK RCO 122.45 (KENAI RADIO)

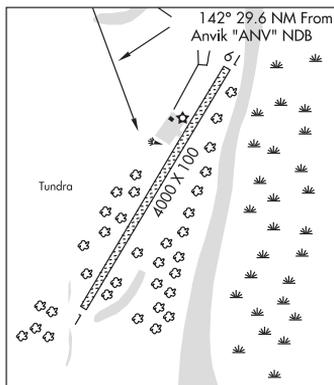
ANCHORAGE CENTER APP/DEP CON 118.15

RADIO AIDS TO NAVIGATION: NOTAM FILE ANV.

ANVIK NDB (HW) 365 ANV N62°38.49'

W160°11.12' 142° 29.6 NM to fld. 318/15E.

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



HOMER

BOOTLEGGERS COVE (2AK4) PVT 11 NW UTC-9(-8DT) N59°28.20' W151°30.75'

SEWARD

45 NOTAM FILE Not insp.

L-1A, 2I, 3D, 4F

RWY 12-30: 1200X70 (GRVL)

RWY 30: Hill. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 12, light on shore breeze creates 4 to 5 knot tailwind most summer days.

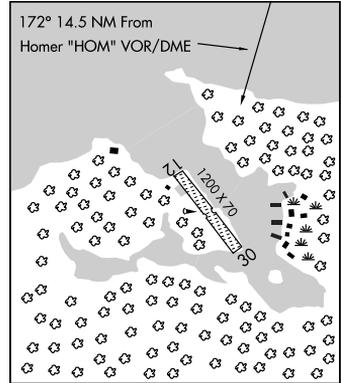
AIRPORT MANAGER: 907-235-7771

RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

HOMER (H) VOR/DME 114.6 HOM Chan 93 N59°42.57'

W151°27.40' 172° 14.5 NM to fld. 1626/15E.

COMM/NAV/WEATHER REMARKS: Local call to Homer FSS dial 235-8588. For a toll free call to Kenai FSS dial 1-866-864-1737



HOMER (HOM)(PAHO) 2 E UTC-9(-8DT) N59°38.70' W151°29.15'

SEWARD

84 B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE HOM

H-1B, 2K, L-1A, 2I, 3D, 4F

RWY 04-22: H6701X150 (ASPH-AFSC) S-62, D-70, 2D-189,

2D/2D2-130 PCN 55 F/B/X/T HIRL

RWY 04: MALSF. VASI(V4L)—GA 3.0° TCH 52'. Rgt tfc.

RWY 22: MALS. VASI(V4L)—GA 3.0° TCH 55'. Tree.

SERVICE: S2 **FUEL** 100LL, JET A, B **LGT** ACTIVATE HIRL Rwy 04-22, VASI Rwy 04 and Rwy 22, MALS Rwy 04 and MALS Rwy 22—CTAF.

AIRPORT REMARKS: Attended Nov-Mar 1300-0530Z†, April-Oct 1500-0530Z†. Snow removal, wildlife ctl, cond reporting, and other afld maint svcs only avbl and valid dur arpt maint duty hrs. Ctc arpt mgmt for any after hrs req for afld svcs. Fuel: Call out fee after 0200Z† call 907-235-7969. Class I, ARFF Index A. PPR for air carrier ops with more than 30 pax seats write arpt mgr, 2336 Kachemak Dr., Homer, AK 99603. ARFF eqpt staffed during periods of air carrier ops only. Seabirds and migratory waterfowl invof arpt during spring and summer. Personnel and eqpt may be working on the rwy at any time. Lgtd helipad ctc 123.05. Reporting snow/ice and rwy conditions during maintenance duty hrs only. No line of site btn rwy ends. Noise abatement in effect 24 hrs daily. All aircraft conducting operations at Homer Airport and/or Seaplane Base cannot make flight turns until reaching the departure ends of Rwy 04-22. No exceptions. All deviations observed should be reported to the FAA safety hotline.. Twy A, Twy B South, Twy D and Twy E clsd to acft over 12,500 pounds. The grvl road along the south side of rwy is not a twy and is clsd to all acft. Transient general aviation parking on south side of rwy. Transient parking designated with green cones. 365' twr 9 NM West of arpt unlgtd. TPA 800 AGL for fixed wing acft, 600' AGL and below for rotary acft. Arpt sand larger gradation than FAA recommended/see AC150/5200-30.

AIRPORT MANAGER: 907-235-8872

WEATHER DATA SOURCES: ASOS 135.65 (907) 235-3603. (WX CAM)

COMMUNICATIONS: CTAF 123.6 AFIS 135.65 UNICOM 123.0

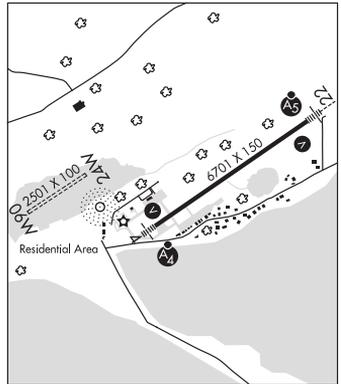
FSS HOM (HOMER) 1500-0630Z† OT ctc Kenai FSS.

HOMER RADIO 121.5 122.2 123.6 243.0 (LAA 123.6)

RCO 121.5 122.2 123.6 243.0 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 125.9 270.3

AIRSPACE: CLASS E svc 1500-0630Z†; other times CLASS G.



CONTINUED ON NEXT PAGE

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RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

(H) VOR/DME 114.6 HOM Chan 93 N59°42.57' W151°27.40' 178° 4.0 NM to fld. 1626/15E.

KACHEMAK NDB (HW) 277 ACE N59°38.48' W151°30.02' at fld. 17E.

LOC/DME 109.3 I-HOM Chan 30 Rwy 04. DME back course unusable byd 15° right of course. LOC back course unusable byd 15° right of course; byd 10 NM blo 2,700'; byd 12.8 NM bio 3,600'.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737. Local call to Homer FSS dial 235-8588. AFIS operated by Homer FSS when open. Addn UNICOM freqs: 122.700, 123.050.

WATERWAY 06W-24W: 2501X100 (WATER)

HOMER-BELUGA LAKE SPB (5BL) 1 E UTC-9(-8DT) N59°38.49' W151°31.27'

KODIAK

25 B NOTAM FILE HOM

WATERWAY NE-SW: 3000X600 (WATER)

WATERWAY SW: Rgt tfc.

SERVICE: FUEL 100LL

SEAPLANE REMARKS: Unattended. Sfc cond not monitored recommend visual inspection prior to using. Waterfowl invof arpt. Fuel, available May-Sep, 907-299-5494. Windsock located at NW corner of lake. Freq recreational use. TPA 1000' AGL for fixed wing acft, 600' AGL and below for rotary acft. Public dock at NW corner of lake for loading/unloading only. Old piling beside public dock near shore. No transient tie downs avbl at public dock.

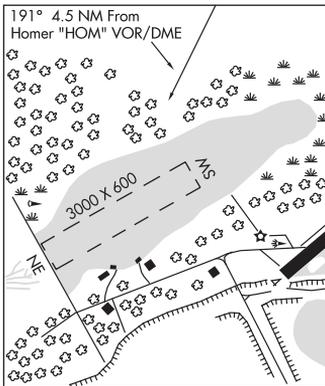
AIRPORT MANAGER: 907-235-8872

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

(H) VOR/DME 114.6 HOM Chan 93 N59°42.57' W151°27.40' 191° 4.5 NM to fld. 1626/15E.

COMM/NAV/WEATHER REMARKS: Local call to Homer FSS dial 235-8588. For a toll free call to Kenai FSS dial 1-866-864-1737.



HONEYBEE LAKE AERO PARK (See WILLOW on page 278)

HOONAH

HOONAH (HNH)(PAOH) 1 SE UTC-9(-8DT) N58°05.77' W135°24.53'

JUNEAU

22 B NOTAM FILE HNH

L-1B

RWY 06-24: H3367X75 (ASPH) PCN 12 F/C/Y/T MIRL

RWY 06: REIL. PAPI(P4L)—GA 4.0° TCH 35'. Trees. Rgt tfc.

RWY 24: REIL. Trees.

SERVICE: FUEL 100LL, JET A, A1 LGT Rwy 06 PAPI unusable byd 2° right of centerline; PAPI does not provide obstruction clearance byd 5.8 NM, PAPI unusable byd 5.8 NM. ACTIVATE MIRL Rwy 06-24 and REIL Rwy 06 and Rwy 24, and PAPI Rwy 06—CTAF.

AIRPORT REMARKS: Unattended. Arpt condition not monitored, arpt maintenance on irregular basis, recommend dalgt ops and visual inspection prior to using. Fuel avbl 1700-0200Z, and on call at (907) 945-3125 (office), (907) 723-6035 (cell), (907) 303-9033 (cell). High terrain all quadrants. Birds, bears, and deer invof rwy. Rwy safety area 150' x 3600'. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. CLOSED to air carrier ops over 30 passenger seats. Arpt CLOSED to acft over 12,500 lbs GWT, except PPR from arpt mgr 907-945-3426. Be alert: Zip-line 6 cables 2 NM northwest of arpt, from 200-1600' uncharted and unlgtd. Rwy 06-24 NSTD, irregular spaced rwy edge lgts. See General Notices—ENROUTE CTAF FREQS. NOTE: See Special Notices—Hoonah, Alaska Icy Strait "Zip Line".

AIRPORT MANAGER: 907-945-3426**WEATHER DATA SOURCES:** AWOS-3P 132.05 (907) 945-3687. (WX CAM)**COMMUNICATIONS:** CTAF 122.7

RCO 122.35 (JUNEAU RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) VORTACW 114.0 SSR Chan 87 N58°10.66' W135°15.53' 204° 6.8 NM to fld. 40/20E.

VOR unusable:

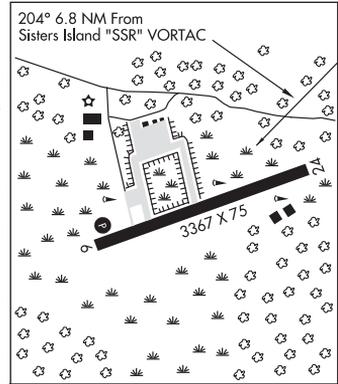
004°-069° byd 39 NM blo 10,000'
 129°-161° byd 21 NM blo 12,000'
 161°-171° byd 29 NM blo 9,000'
 171°-179° byd 18 NM blo 13,000'
 179°-189° byd 34 NM blo 12,000'
 189°-229° byd 18 NM blo 12,000'
 229°-246° byd 28 NM blo 8,000'
 246°-269° byd 32 NM blo 6,000'
 305°-329° byd 21 NM blo 15,000'
 329°-349° byd 25 NM blo 18,000'
 329°-349° byd 38 NM blo 21,000'
 349°-004° byd 12 NM blo 19,000'

TAC AZM unusable:

004°-069° byd 39 NM blo 10,000'
 129°-161° byd 21 NM blo 12,000'
 161°-171° byd 29 NM blo 9,000'
 171°-179° byd 18 NM blo 13,000'
 179°-189° byd 34 NM blo 12,000'
 189°-229° byd 18 NM blo 12,000'
 229°-246° byd 28 NM blo 8,000'
 246°-269° byd 32 NM blo 6,000'
 305°-329° byd 21 NM blo 15,000'
 329°-349° byd 25 NM blo 18,000'
 329°-349° byd 38 NM blo 21,000'
 349°-004° byd 12 NM blo 19,000'

DME unusable:

004°-069° byd 39 NM blo 10,000'
 129°-161° byd 21 NM blo 12,000'
 161°-171° byd 29 NM blo 9,000'
 171°-179° byd 18 NM blo 13,000'
 179°-189° byd 34 NM blo 12,000'
 189°-229° byd 18 NM blo 12,000'
 229°-246° byd 28 NM blo 8,000'
 246°-269° byd 32 NM blo 6,000'
 305°-329° byd 21 NM blo 15,000'
 329°-349° byd 25 NM blo 18,000'
 329°-349° byd 38 NM blo 21,000'
 349°-004° byd 12 NM blo 19,000'

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

HOONAH SPB (OOH)(POOH) 0 W UTC-9(-8DT) N58°06.73' W135°27.11'
00 NOTAM FILE JNU

JUNEAU

WATERWAY E-W: 9000X5000 (WATER)

SERVICE: FUEL 100LL, JET A1

SEAPLANE REMARKS: Unattended. Dock. All fuel avbl on call at (907) 945-3125. Be alert: Zip-line 6 cables 1 NM north of SPB from 200'-1600' uncharted and unlgtd. NOTE: See Special Notices-Hoonah, Alaska Icy Strait "Zip Line".

AIRPORT MANAGER: 907-945-3423

WEATHER DATA SOURCES: AWOS-3 132.05 (907) 945-3687. (WX CAM)

COMMUNICATIONS: CTAF 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) VORTACW 114.0 SSR Chan 87 N58°10.66'
W135°15.53' 217° 7.3 NM to fld. 40/20E.

VOR unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

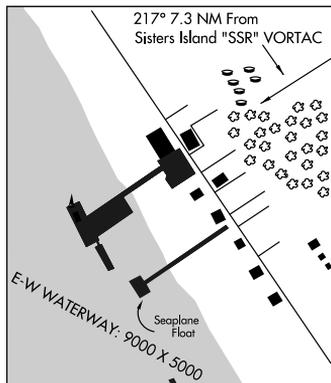
TAC AZM unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

DME unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

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



HOOPER BAY (HPB)(PAHP) 2 SW UTC-9(-8DT) N61°31.43' W166°08.80'
 20 B NOTAM FILE HPB
RWY 13-31: 3300X75 (GRVL-DIRT) MIRL
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 28'. Hill.
RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 28'. Road.
SERVICE: LGT ACTIVATE MIRL Rwy 13-31 and VASI Rws 13 and 31—123.0.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using.

AIRPORT MANAGER: (907) 543-2498

WEATHER DATA SOURCES: AWOS-3P 135.1 (907) 758-4211. (WX CAM)

COMMUNICATIONS: CTAF 123.0

RCO 122.4 (KENAI RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE HPB.

(H) **VORW/DME** 115.2 HPB Chan 99 N61°30.86' W166°08.07' at fld. 15/13E.

VOR unusable:

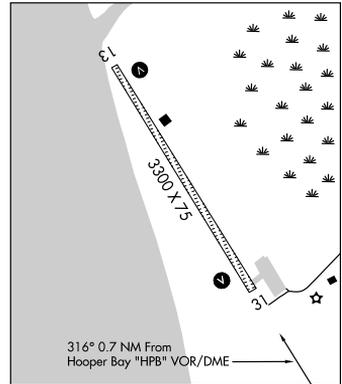
358°-013° byd 22 NM blo 3,500'

DME unusable:

358°-013° byd 22 NM blo 3,500'

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

BETHEL
L-3B
IAP



HOOPER BAY N61°30.86' W166°08.07' NOTAM FILE HPB.
 (H) **VORW/DME** 115.2 HPB Chan 99 at Hooper Bay. 15/13E.

VOR unusable:

358°-013° byd 22 NM blo 3,500'

DME unusable:

358°-013° byd 22 NM blo 3,500'

RCO 122.4 (KENAI RADIO)

BETHEL
H-2I, L-3B

HOPE (5HO) 1 SE UTC-9(-8DT) N60°54.44' W149°37.37'
 194 NOTAM FILE ENA

RWY 17-35: 2040X60 (GRVL) 1.7% up S

RWY 17: Trees.

RWY 35: Trees.

AIRPORT REMARKS: Unattended. Be alert rwy condition not monitored.

Recommend visual inspection prior to landing. Windsocks located at both ends of Rwy 17-35. NSTD markings Rwy 17 and Rwy 35; rwy thlds marked with plastic markers.

AIRPORT MANAGER: 907-288-2428

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) VORW/DME 113.15 TED Chan 78(Y) N61°10.07' W149°57.61' 130° 18.5 NM to fld. 93/18E.

VOR unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

DME unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

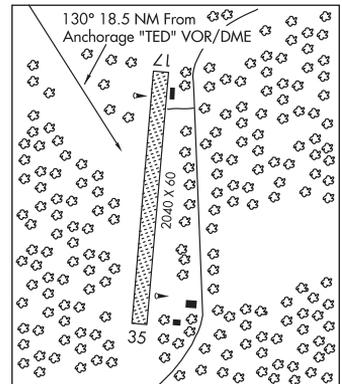
196°-206° byd 25 NM blo 3,500'

206°-211° byd 25 NM blo 4,000'

211°-221° byd 25 NM blo 3,500'

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

ANCHORAGE



HOTHAM N66°54.08' W162°33.86' NOTAM FILE OTZ.
NDB (HW) 356 HMM 208° 1.3 NM to Ralph Wien Mem. 11/11E.

NOME
H-1A, L-4H

HOUSTON

MORVRO LAKE SPB (8ØAK) PVT 2 E UTC-9(-8DT) N61°36.12' W149°47.05'

ANCHORAGE

300 NOTAM FILE

WATERWAY N-S: 4000X1500 (WATER)

SEAPLANE REMARKS: Unattended. All property on this lake shore is pvt/non-commercial except the north end. North end is city park land. Park land consists only undeveloped wet lands. No access by road system. No beaching area.

AIRPORT MANAGER: 907-892-3608

COMMUNICATIONS: CTAF 122.8

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

HUGHES (HUS)(PAHU) 1 SW UTC-9(-8DT) N66°02.35' W154°15.88'

FAIRBANKS

299 B NOTAM FILE FAI

L-41

RWY 17-35: 3381X100 (GRVL) MIRL

RWY 17: Trees.

RWY 35: Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 17-35 and rotating beacon—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Twy A unlit. Twy A reflectors 36 inches tall. Snow removal ops dur winter, monitor CTAF. South safety area soft and rutted. 150 ft x 100 ft turn around north side of runway.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PAIM.

UTOPIA CREEK NDB/DME (HW) 272 UTO Chan 22(Y) N65°59.71' W153°41.63' 264° 14.2 NM to fld. 983/17E.

NDB unusable:

210°-240°

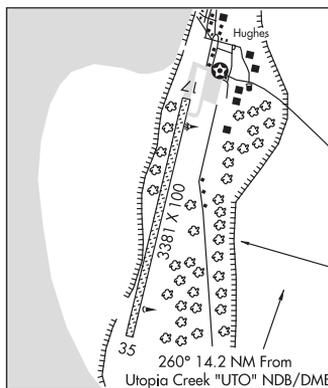
340°-355°

NDB/DME unusable:

45-105 byd 25 NM

105-45

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



HUNT STRIP (See WASILLA on page 272)

HUSLIA (HLA)(PAHL) 1 E UTC-9(-8DT) N65°41.87' W156°21.08'

FAIRBANKS

220 B NOTAM FILE HLA

H-1A, L-41

RWY 03-21: 4000X75 (GRVL) MIRL 0.3% up SW

IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Tree.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 03-21, PAPI and REIL Rwy 03 and Rwy 21—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition unmonitored, recommend visual inspection prior to ldg. Snow removal during winter months—monitor CTAF. Rwy 03-21 soft when wet.

AIRPORT MANAGER: (907) 451-5280

WEATHER DATA SOURCES: AWOS-3P 135.75 (907) 829-2282. (WX CAM)

COMMUNICATIONS: CTAF 122.8

HUSLIA RCO 122.4 (FAIRBANKS RADIO)

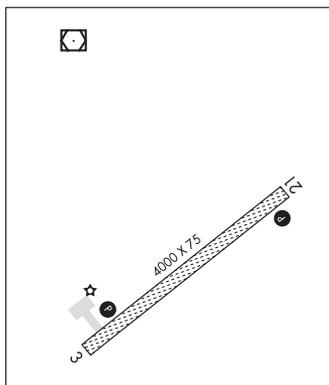
ANCHORAGE CENTER APP/DEP CON 127.0 290.2

RADIO AIDS TO NAVIGATION: NOTAM FILE HLA.

(H) **VORW/DME** 117.4 HSL Chan 121 N65°42.47'

W156°21.79' at fld. 187/19E.

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



HYDABURG SPB (HYG)(PAHY) 0 SW UTC-9(-8DT) N55°12.38' W132°49.70'

KETCHIKAN

00 NOTAM FILE HYG

WATERWAY E-W: 5000X2000 (WATER)**SEAPLANE REMARKS:** Unattended. Dock. Boat tfc in harbor. Boats may be tied to SPB dock/float.**AIRPORT MANAGER:** 907-755-2229**WEATHER DATA SOURCES:** AWOS-3P 135.65 (907) 285-3888. (WX CAM)**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANN.**ANNETTE ISLAND (H) VOR/DME** 117.1 ANN Chan 118

N55°03.62' W131°34.70' 261° 43.9 NM to fld. 184/21E.

VOR unusable:

245°-255° byd 19 NM blo 6,000'

295°-305° byd 20 NM blo 9,000'

325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

DME unusable:

245°-255° byd 19 NM blo 6,000'

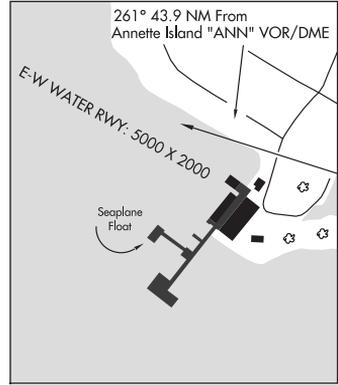
295°-305° byd 20 NM blo 9,000'

325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 800-478-3500.**HYDER SPB** (427) 1 SE UTC-9(-8DT) N55°54.20' W130°00.40'

KETCHIKAN

00 LRA NOTAM FILE KTN

WATERWAY N-S: 10000X1000 (WATER)**SEAPLANE REMARKS:** Unattended. Boats may be tied to SPB float/ramp. Be alert: During low tide, shallow milky glacial water covers obstructions east of float. Caution advised with tides blo 0'. May cause insufficient water depths and prevent use of this facility.**AIRPORT MANAGER:** (907) 465-4512**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANN.**ANNETTE ISLAND (H) VOR/DME** 117.1 ANN Chan 118

N55°03.62' W131°34.70' 025° 73.8 NM to fld. 184/21E.

VOR unusable:

245°-255° byd 19 NM blo 6,000'

295°-305° byd 20 NM blo 9,000'

325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

DME unusable:

245°-255° byd 19 NM blo 6,000'

295°-305° byd 20 NM blo 9,000'

325°-335° byd 18 NM blo 6,000'

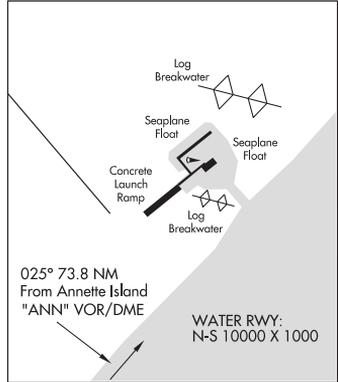
336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

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

789-7380.

**ICE POOL** N64°32.74' W149°04.61' NOTAM FILE ENN.

FAIRBANKS

NDB (MHW) 525 ICW at Nenana Muni. 361/18E.

L-3A, 3D, 4J

ICY BAY (19AK) PVT 73 NW UTC-9(-8DT) N59°58.14' W141°39.71'
50 NOTAM FILE JNU

SEWARD
L-1B, 3E

RWY 05-23: 3430X55 (GRVL)

RWY 05: Trees.

RWY 23: Trees.

AIRPORT REMARKS: Unattended. Not maintained. 50' trees, 60' to 100' each side of rwy centerline entire length of rwy. 8' berms 500' east of AER 23. Bulk fuel storage tanks on trailers parked on turnout within 40' of rwy centerline. Uncontrolled vehicular t/c on rwy. Rwy 05-23 first 1000' of Rwy 05 soft when wet, ruts along edges and divots in vicinity of thld. Land owned by Alaska Mental Health Trust Authority. Use by permit or license only. Contact 907-269-8658.

AIRPORT MANAGER: 907-269-8658

RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

YAKUTAT (H) VORW/DME 113.3 YAK Chan 80 N59°30.65'
W139°38.89' 275° 67.1 NM to fld. 41/20E.

VOR unusable:

124°-261° byd 22 NM blo 10,000'

DME unusable:

124°-261° byd 22 NM blo 10,000'

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



IGIUGIG (IGG)(PAIG) 0 S UTC-9(-8DT) N59°19.44' W155°54.11'
90 B NOTAM FILE IGG

KODIAK
L-2J, 3C
IAP

RWY 05-23: 3000X75 (GRVL-DIRT) MIRL 0.6% up SW

RWY 05: Trees.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 05-23, rotating bcn and windcone lghts—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Fuel avbl 1800-0200Z±. Ctc 907-720-8716 for pricing and availability after hrs and hol. Rwy soft during spring breakup and after heavy rain. Rwy 05-23 up to 6" deep circular ruts near thld Rwy 23. Soft sfc near Rwy 23 thld. Fuel sales and restroom fac offered.

AIRPORT MANAGER: 907-571-1261

WEATHER DATA SOURCES: AWOS-3P 119.925 (907) 533-3350. (WX CAM)

COMMUNICATIONS: CTAF 122.8

ANCHORAGE CENTER APP/DEP CON 118.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

KING SALMON (H) VORTACW 112.8 AKN Chan 75 N58°43.48'
W156°45.14' 020° 44.7 NM to fld. 95/16E.

TACAN antenna offset 150' se

TACAN AZIMUTH unusable:

130°-140° byd 13 NM blo 4,000'

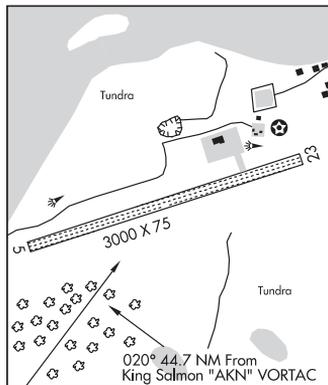
130°-140° byd 30 NM

338°-348° byd 19 NM blo 5,000'

DME unusable:

338°-348° byd 19 NM blo 5,000'

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



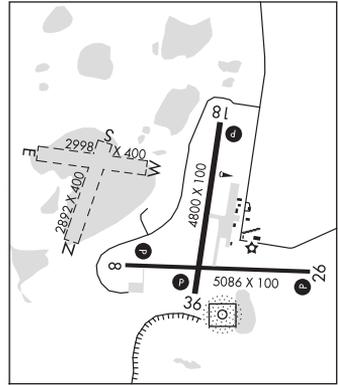
ILIAMNA (ILI)(PAIL) 2 NW UTC-9(-8DT) N59°45.33' W154°55.07'
192 B NOTAM FILE ILI

KODIAK
H-1B, 2I, L-3D
IAP

- RWY 08-26:** H5086X100 (ASPH-GRVD) MIRL
- RWY 08:** PAPI(P4L)—GA 3.0° TCH 35'. Brush.
- RWY 26:** REIL. PAPI(P4L)—GA 3.0° TCH 35'. Brush.
- RWY 18-36:** H4800X100 (ASPH-GRVD) MIRL
- RWY 18:** PAPI(P4L)—GA 3.0° TCH 30'. Brush.
- RWY 36:** REIL. PAPI(P4L)—GA 3.0° TCH 32'. Brush.

SERVICE: FUEL 100LL, JET A LGT FSS controlled, when FSS clsd
ACTIVATE MIRL Rwys 08-26, 18-36, PAPI Rwy 18, Rwy 08, Rwy 26
and Rwy 36, REIL Rwy 26 and Rwy 36—CTAF.

AIRPORT REMARKS: Attended Oct-May Mon-Fri 1700-0130Z†, Jun-Sep
Mon-Wed 1500-0130Z†, Jun-Sep Thurs 1500-2300Z†. Be Alert: For
VFR arrival and departure procedures see Notice in Section C. Be Alert:
No line of sight between Iliamna Arpt, Pike Lake and East Wind
Lake/Strip. Snow removal/ice removal and arpt hazardous reporting only
performed during duty hrs unless by prior arrangement in writing with
arpt management. Cold temperature airport. Altitude correction
required at or below -29C. Personnel and equipment may be working
on the rwy at any time. All taxiing is to be done on active rwys. There
are no locked brake turns allowed on rwys. Multiple airstrips and float
plane basins around the arpt. Numerous low-level helicopter sling load
operations within 25 NM WNW arpt. Pilots monitor CTAF and self announce upon entering the area. All safety areas soft.
Rwy 08-26, 275' gravel sfc avbl for tundra wheel equipped acft prior to asph at both ends of rwy. Dalgst ops only. Transient
parking designated with green cones. Arpt sand larger gradation than FAA recommended/see AC150/5200-30. See
Section C notices for tfc pattern information.



AIRPORT MANAGER: 907-571-1261

WEATHER DATA SOURCES: ASOS 134.95 (907) 571-1483. ASOS prvd when Iliamna FSS clsd. (WX CAM)

COMMUNICATIONS: CTAF 123.6 AFIS 134.95

FSS ILI (ILIAMNA) 15 May-15 Oct 1445-0645Z†; OT ctc Kenai FSS.

ILIAMNA RADIO 121.5 122.2 123.6 (LAA 123.6)

RCO 121.5 122.2 123.6 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 118.8

AIRSPACE: CLASS E svc 1445-0645Z†; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ILI.

NDB/DME (HW) 411 ILI Chan 91 N59°44.88' W154°54.58' at fld. 168/14E.

DME unusable:

010°-020° byd 20 NM blo 12,000'

020°-050° byd 25 NM blo 13,000'

270°-300° byd 25 NM blo 7,000'

300°-320° byd 25 NM blo 8,000'

COMM/NAV/WEATHER REMARKS: Iliamna FSS telephone 571-1240. For a toll free call to Kenai FSS, dial 1-866-864-1737.

Contract wx obsn avbl 16 Oct-14 May 1445-0645Z† on 133.75 (call sign Iliamna wx) or phone 907-571-1240. DME
located at 59°45.0' N 154°54.4' W. DME channel 91 paired with VHF freq 114.4. ASOS 134.95 when Iliamna FSS
closed. AFIS opr by Iliamna FSS when open.

WATERWAY E-W: 2998X400 (WATER)

WATERWAY N-S: 2892X400 (WATER)

WATERWAY S: Rgt tfc.

INDIAN MOUNTAIN LRSS (UTO)(PAIM) AF 0 S UTC-9(-8DT) N65°59.57' W153°42.21'

1261 NOTAM FILE PAIM Not insp.

FAIRBANKS

H-1A, L-41

DIAP

RWY 06-24: 4100X150 (GRVL) 7.3% up SW

RWY 06: Pole hill.

RWY 24: REIL. PAPI(P2R)—GA 4.0° TCH 47'. Hill.

SERVICE: LGT Lgts opr continuously. Rwy 24 PAPI beyond 8 deg right of RCL unusable due to rapidly rising terrain.

MILITARY REMARKS: CLOSED to the public. OFFICIAL BUSINESS ONLY.

Attended Mon-Fri 1700-0200Z, CLOSED wkends and hol. All mil, govt and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317-552-3211/4310, C907-552-3211/4310.

Afid is CLOSED wkends and all federal hol. CAUTION: Winds in excess of 20 kts may produce severe turbulence. Pax must coord all travel with ARS Program Mgmt (DSN 317-552-4400/9630 or C907-552-4400/9630) on all non-emerg travel to site. USAF installation, all civil acft oprs rqr Civil Acft Landing Permits prior to ldg at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Oprs must have on board a copy of current permit. Civil Aircraft Landing Permit (CALP) ctc numbers DSN:

317-552-1448/4176 or COM: (907) 552-1448/4176, e-mail:

aklandingpermits@elmendorf.af.mil. AFI 10-1001 is lctd at: <http://www.e-publishing.af.mil/shared/media/epubs/>

AFI10-1001.pdf. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. Ctc 11AF Afid Mgt for permits 907-552-1448/4176. Land Rwy 24, tkf Rwy 06. Rwy 06 effective gradient 7.1% down. Visual ldg zone marker panels configured IAW Air Force instruction 13-217, arpt marking pattern -1. After initial radio ctc on 126.2 or 121.5 exp a 30 min delay for current airstrip conditions.

AIRPORT MANAGER: 907-552-4400

WEATHER DATA SOURCES: AWOS-3 (907) 552-3211

COMMUNICATIONS: CTAF 126.2

RCO 122.6 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 124.6 352.0

RADIO AIDS TO NAVIGATION: NOTAM FILE PAIM.

UTOPIA CREEK NDB/DME (HW) 272 UTO Chan 22(Y) N65°59.71' W153°41.63' at fld. 983/17E.

NDB unusable:

210°-240°

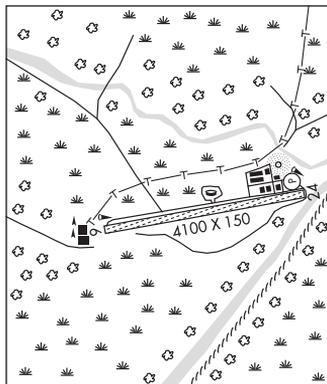
340°-355°

NDB/DME unusable:

45-105 byd 25 NM

105-45

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



INIGOK (See DEADHORSE on page 93)

ISLAND LAKE SPB (See KENAI on page 149)

ISLAND LAKE SPB (See WASILLA on page 272)

IVANOF BAY SPB (KIB) 0 S UTC-9(-8DT) N55°53.85' W159°29.32'

COLD BAY

00 NOTAM FILE CDB

WATERWAY N-S: 10000X4000 (WATER)

SEAPLANE REMARKS: Unattended. Acft can use beach. No beach at high tide. Violent turbulence during high winds. Community abandoned. Dock destroyed. Beach has steep bank. Beach covered with rocks up to 12'. Seaplane Facility is no longer used. 1550' x 25' airstrip near beach. Suitable for general aviation acft. Airstrip also serves as road.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SDP.

BORLAND NDB/DME (HW) 390 HBT Chan 79 N55°18.94'
W160°31.10' 034° 49.5 NM to fld. 130/11E.

NDB unusable:

304°-354° byd 16NM

DME unusable:

034°-134° byd 6NM

184°-264° byd 27 NM blo 14,000'

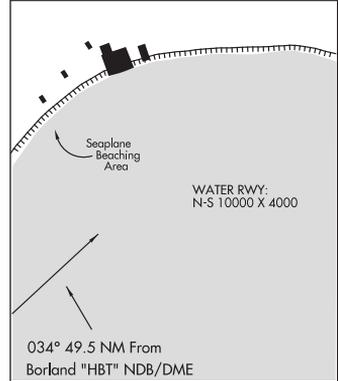
184°-264° byd 6 NM blo 10,000'

354°-034° byd 22 NM blo 18,000'

354°-034° byd 27NM

354°-034° byd 6 NM blo 10,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1-800-478-7250. For a toll free call to Kenai FSS dial 1-866-864-1737.



JAKES BAR (See MCCARTHY on page 176)

JAKOLOF BAY (429) 0 N UTC-9(-8DT) N59°27.13' W151°31.34'

KODIAK

5 NOTAM FILE HOM

RWY 12-30: 1000X35 (GRVL)

RWY 12: Hill.

RWY 30: Hill. Rgt tfc.

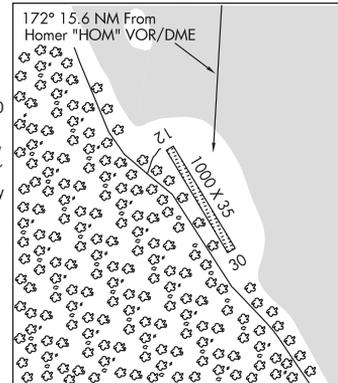
AIRPORT REMARKS: Unattended. Area subject to tidal flooding and debris; under water at + 18 ft tide, possible logs during high tide. Rwy 12-30 doglegs. Rwy 12-30 loose rocks 3" X 6". High terrain south of arpt, recommend left turn Rwy 12 dep and rgt turn Rwy 30 dep. Shrubbery and grass growing 30' off centerline west side of rwy. Rwy 30, first 60' rough and soft. Rwy used as access and staging area for kayakers. Rwy 12 30 narrows to 10' at SE end.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

HOMER (H) VOR/DME 114.6 HOM Chan 93 N59°42.57'
W151°27.40' 172° 15.6 NM to fld. 1626/15E.

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



JENSENS

FORT JENSEN (AK60) PVT 0 NE UTC-9(-8DT) N57°53.11' W157°05.81'

KODIAK

240 NOTAM FILE

RWY 06-24: 4700X125 (GRVL)

RWY 24: Brush.

AIRPORT REMARKS: Unattended. Rwy not maintained. Soft during spring thaw.

AIRPORT MANAGER: 907-243-6667

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

H-21, L-21, 3C

JOHNSONS LANDING (See BEAR LAKE on page 56)

JOHNSTONE POINT N60°28.86' W146°35.96' NOTAM FILE JNU.
(H) **VORW/DME** 116.7 JOH Chan 114 335° 23.7 NM to Tatitlek. 48/18E.

ANCHORAGE
H-1B, L-1A, 3E, 4H

wx cam
VOR unusable:
090°-124° byd 23 NM blo 8,000'
125°-188° byd 10 NM
DME unusable:
090°-124° byd 23 NM blo 12,000'
125°-191° byd 10 NM
RCO 122.1 (JUNEAU RADIO)

JONES LANDING SPB (See BIG LAKE on page 62)

JUNEAU

JUNEAU HARBOR SPB (5Z1) P (ANG) 0 N UTC-9(-8DT) N58°17.93' W134°24.47'
00 NOTAM FILE JNU

JUNEAU

WATERWAY NW-SE: 10000X1000 (WATER)

SERVICE: S4

SEAPLANE REMARKS: Unattended. Harbor boat traffic. Beware of electrical high tension wires crossing channel near the bridge. 45.7' clearance between bridge and water. To open harbor gate Mon-Sun 1700-0130Z† use marine channel 16 or 73 for access to float area or call 907-586-5255; other times call cell phone 907-321-1115.

AIRPORT MANAGER: 907-586-5255

COMMUNICATIONS: CTAF/UNICOM 123.05

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

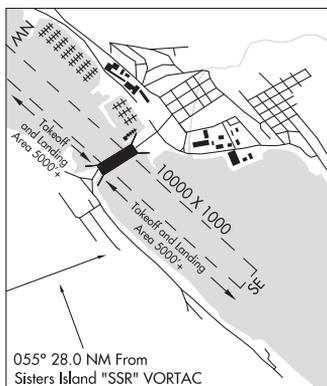
SISTERS ISLAND (H) VORTACW 114.0 SSR Chan 87 N58°10.66'
W135°15.53' 055° 28.0 NM to fld. 40/20E.

VOR unusable:
004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

TAC AZM unusable:
004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

DME unusable:
004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

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



JUNEAU INTL (JNU)(PAJN) 7 NW UTC-9(-8DT) N58°21.28' W134°34.71'
 25 B TPA—See Remarks AOE LRA Class I, ARFF Index C NOTAM FILE JNU
RWY 08-26: H8857X150 (ASPH-GRVD) S-120, D-250, 2D-550
 PCN 89 F/C/X/T HIRL CL

JUNEAU
H-1C, L-1B
IAP, AD

RWY 08: MALS.F. REIL. VASI(V2L)—GA 3.5° TCH 38'. RVR-TR Tower.
 Rgt tfc.

RWY 26: MALS. REIL. PAPI(P4L)—GA 3.5° TCH 46'. RVR-TR
RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA-8857 TODA-8857 ASDA-8457 LDA-8457

RWY 26: TORA-8857 TODA-8857 ASDA-8457 LDA-8457

SERVICE: S4 FUEL 100LL, JET A1+ LGT For HIRL Rwy 08-26,
 MALS.F Rwy 08 and REIL Rwy 26 ctc JNU twr on freq 118.7. When
 twr closed ctc JNU FSS on freq 118.7. VASI Rwy 08 and PAPI Rwy
 26 opr 24 hrs. Rwy 26 PAPI unusable byd 2 NM due to terrain. Rwy
 08 VASI aligned aprx 13° rgt of rwy centerline and is not visible on rwy
 centerline. Rwy 08 VASI unusable byd 06° left of course. Rwy 08
 RLLS lgts. Rwy 26 MALS NSTD; length 800'.

AIRPORT REMARKS: Attended continuously. Fuel avbl thru arpt svcs on
 UNICOM or 907-789-0055 or 907-789-5622. Cold temperature
 airport. Altitude correction required at or below -0C. Wildlife and birds
 on and invof arpt. Incr helicopter/lgt acft activity Apr 15-Oct 1 entire
 length on Gastineau Channel and within 5 miles of arpt. Paragliding
 activity 3 miles North of arpt invof Thunder Mtn and over Gastineau Channel
 nears downtown Apr 15-Oct 1 6000' and blo. Airframe/powerplant svc
 for single/twin propeller engine acft turbine and avionics. Mil contract
 fuel avbl. National Guard 24 hr PPR due to ltd parking, C907-789-3366.
 1630-0100Z weekdays ctc Guard Ops, 10 minutes prior to ldg on
 124.65. Mountainous background restricts controllers visibility of apch
 Rwy 26. Rwy visibility value Rwy 08 and Rwy 26 avbl. Apron terminal
 ramp clsd to rotorcraft. Apron US CUSTOMS ramp clsd to acft with
 wingspan more than 79' intl acft with wingspan more than 79' and
 all intl rotorcraft use E-1 ramp (natl guard ramp). TPA 1500' AGL for
 large turbine acft, 1000' AGL for fixed wing acft and 500' AGL for
 helicopters. Rwy 08-26 sand used to enhance rwy friction may not
 meet FAA specs. Ldg fee. See Special Notices and General Notices for
 additional information on ops in Juneau area.

AIRPORT MANAGER: 907-789-7821

WEATHER DATA SOURCES: ASOS (907) 789-1243 LLWAS. (WX CAM)

COMMUNICATIONS: CTAF 118.7 UNICOM 122.95 ATIS 135.2

FSS JNU (JUNEAU)

JUNEAU RADIO 118.7 121.5 122.2 243.0

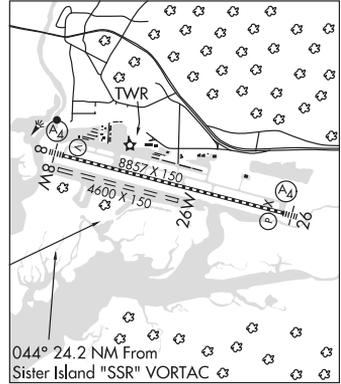
JUNEAU DOWNTOWN RCO 122.15 (JUNEAU FSS)

® ANCHORAGE CENTER APP/DEP CON 133.9

TOWER 278.3 118.7 120.7 (Apr 1-Sep 30 1500-0800Z‡, Oct 1-Mar 31 1600-0500Z‡) GND CON 121.9

NG OPS 124.65 64.70

AIRSPACE: CLASS D svc 1 Apr - Sep 30 1500-0800Z‡, 1 Oct-Mar 31 1600-0500Z‡; other times CLASS E.



CONTINUED ON NEXT PAGE

KAKE

KAKE (AFE)(PAFE) 1 SE UTC-9(-8DT) N56°57.68' W133°54.62'

172 NOTAM FILE AFE

RWY 11-29: H4000X100 (ASPH) MIRL 0.5% up SE

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 41'. Brush. Rgt tfc.

RWY 29: Thld dsplcd 1000'. Hill.

SERVICE: LGT ACTIVATE MIRL Rwy 11-29, PAPI Rwy 11 and REIL Rwy 11—CTAF.

AIRPORT REMARKS: Unattended. Arpt CLOSED to acft over 12,500 lbs GWT, except PPR from arpt safety and security, DOT and public facilities, P.O. Box 112506, Juneau, AK 99811-2506, phone 907-465-1786. Arpt condition not monitored, arpt maintenance on irregular basis, recommend visual inspection prior to using. Recommend daylight ops only. High terrain N, E, and S of arpt. Shallow depressions 4 inches deep 40' in diameter, 375' from Rwy 29 N side. Smaller shallow depressions full length and width of rwy. Standing water after rain. Rwy 29 patches have deteriorated resulting in loose rocks that can damage propellers etc. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Birds, bear and deer on and invof rwy. Unlit 191' twr lctd aprxly 6300' N of Rwy 11 thld.

AIRPORT MANAGER: (907) 465-4512

WEATHER DATA SOURCES: AWOS-3P 135.25 (907) 785-3124. (WX CAM)

COMMUNICATIONS: CTAF 122.9

KUIU RCO 121.3 (SITKA RADIO)

RCO 122.65 122.175 (SITKA RADIO)

ANCHORAGE CENTER APP/DEP CON 132.18

RADIO AIDS TO NAVIGATION: NOTAM FILE AFE.

NDB/DME (MHW) 223 AFE Chan 91 N56°57.84' W133°54.71' at fld. 170/21E.

NDB unusable:

040°-090° byd 15 NM

091°-135° byd 20 NM blo 4,600'

265°-280° byd 15 NM blo 4,900'

281°-310° byd 15 NM blo 10,000'

311°-340° byd 10 NM blo 12,500'

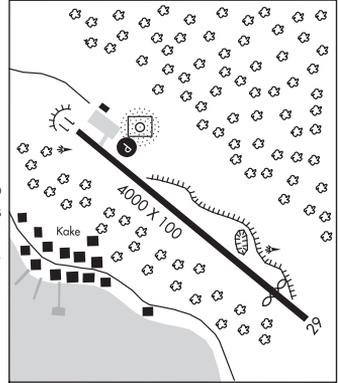
340°-040° byd 15 NM blo 12,500'

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 1-800-478-6300. For a toll free call to Juneau FSS dial 1-800-WX-BRIEF. DME Chan 91 paired with VHF freq 114.4.

JUNEAU

H-1C, L-1C

IAP



KAKE SPB (KAE) 0 S UTC-9(-8DT) N56°58.38' W133°56.74'

00 NOTAM FILE SIT

WATERWAY NW-SE: 10000X4000 (WATER)

SEAPLANE REMARKS: Unattended. Dock. Boats may be tied to SPB /float.

AIRPORT MANAGER: (907) 785-3804

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) VORW/DME 116.5 LVD Chan 112 N56°28.06'

W133°04.99' 297° 41.7 NM to fld. 98/20E.

VOR unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

wx cam

DME unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

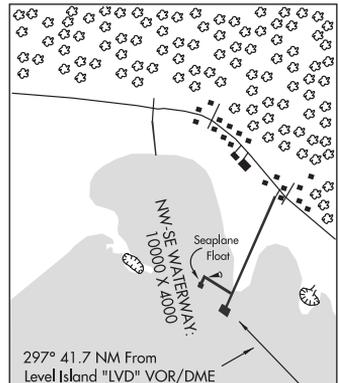
328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

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

JUNEAU



KAKO (See RUSSIAN MISSION on page 225)

KALAKAKET CREEK AS (1KC) AF UTC-9(-8DT) N64°25.47' W156°50.60'

1598 NOTAM FILE Not insp.

FAIRBANKS

H-1B, 2I, L-3C, 4I

RWY 09-27: 4000X140 (GRVL)

MILITARY REMARKS: Unattended. CLOSED TO THE PUBLIC. OFFICIAL BUSINESS ONLY. All civil acft operators must submit Civil Aircraft Landing Permit (CALP) application IAW Air Force Instruction 10-1001

(<http://www.e-publishing.af.mil/shared/media/epubs/afi10-1001.pdf>) at least 30 days prior to first intended ldg. Failure to obtain and have onboard apvd CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney's Office IAW 32 CFR855 and USAF Operating Instructions. Contact 611 ASUS/LRAM at DSN 317-552-1448/4176 or COM: 907-552-1448/4176 for CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager, 10471 20th Street, Suite 231, JBER, AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317-552-1448/4176 or COM: (907-552-1448/4176, e-mail: aklanningpermits@us.af.mil). CAUTION: Rwy rstd to helicopter ops only. 1980' mountain 3000' northwest of rwy. Winds in excess of 10 kts from 300°-360° may produce severe turbulence. Rwy not maintained, condition unknown. Recommend visual inspection prior to ldg.

AIRPORT MANAGER: 907-552-8757

COMMUNICATIONS: CTAF 122.9

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

KALSKAG (KLG)(PALG) 1 W UTC-9(-8DT) N61°32.16' W160°20.74'

63 B NOTAM FILE KLG

MC GRATH

L-3C

RWY 06-24: 3198X75 (GRVL-DIRT) MIRL

RWY 06: PAPI(P4L)—GA 3.0° TCH 25'. Brush. Rgt tfc.

RWY 24: PAPI(P4L)—GA 3.0° TCH 25'. Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 06-24, PAPI Rwy 06 and 24 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Large wildlife on or in/ovf rwy. Cold temperature restricted airport. Altitude correction required at or below -42C.

AIRPORT MANAGER: 907-675-4345

WEATHER DATA SOURCES: AWOS-3P 119.025 (907) 471-2434. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 122.8

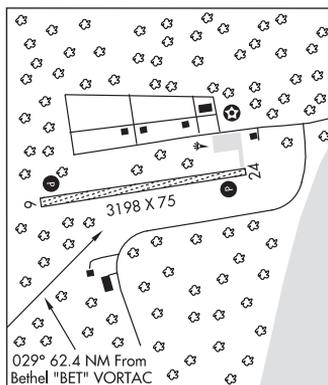
ANCHORAGE CENTER APP/DEP CON 118.15

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) VORTAC 114.1 BET Chan 88 N60°47.09'

W161°49.46' 029° 62.4 NM to fld. 105/14E.

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



KALTAG (KAL)(PAKV) 1 SW UTC-9(-8DT) N64°19.14' W158°44.48'

181 B NOTAM FILE KAL

NOME

L-3C, 4I

RWY 03-21: 3986X100 (GRVL) MIRL 0.3% up SW

RWY 03: Brush.

RWY 21: Road.

SERVICE: LGT ACTIVATE beacon—CTAF. ACTIVATE MIRL Rwy 03-21—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Cold temperature restricted airport. Altitude correction required at or below -32C. Snow removal ops dur winter, monitor CTAF. Rwy 03-21 surface soft when wet. Rwy 03-21 NSTD markings, marked with lights and cones.

AIRPORT MANAGER: (907) 451-5280

WEATHER DATA SOURCES: ASOS 135.25 (907) 534-2272. (WX CAM)

COMMUNICATIONS: CTAF 122.9

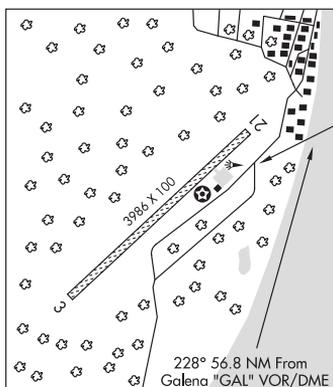
ANCHORAGE CENTER APP/DEP CON 127.0

RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.

GALENA (H) VORV/DME 114.8 GAL Chan 95 N64°44.29'

W156°46.63' 228° 56.8 NM to fld. 152/17E.

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



KANTISHNA**KANTISHNA** (5Z5) 2 NW UTC-9(-8DT) N63°32.46' W150°59.70'

ANCHORAGE

1578 NOTAM FILE FAI

RWY 10-28: 1887X45 (GRVL-DIRT) 1.3% up E**RWY 28:** Trees. Rgt tfc.**AIRPORT REMARKS:** Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Private rotorwing use prohibited, except in case of emergencies. Road east side of rwy. Rwy in canyon, subject to strong wind shears. Limited parking avbl for transient acft.**AIRPORT MANAGER:** 907-451-5280**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MHM.**MINCHUMINA NDB (HW)** 227 MHM N63°53.03'

W152°18.97' 103° 40.9 NM to fld. 713/17E.

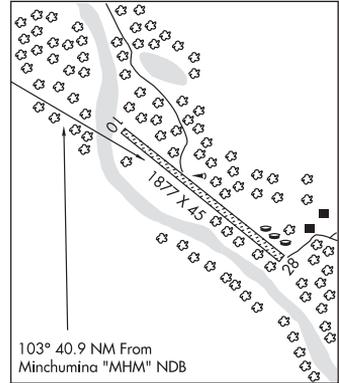
NDB unusable:

230°-240°

345°-350° byd 25 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial

1-866-248-6516.

**STAMPEDE** (Z9Ø) 25 NE UTC-9(-8DT) N63°45.07' W150°19.82'

ANCHORAGE

1852 NOTAM FILE FAI

RWY 15-33: 1960X40 (TURF) 1.0% up S**RWY 15:** Tree.**RWY 33:** Tree.**AIRPORT REMARKS:** Unattended. Rwy not maintained and unmonitored.

Commercial or business use of this airstrip is prohibited except under permit with the National Park Service. Private rotorwing use prohibited, except in case of emergencies. Wildlife invof rwy. Rwy 15-33 surface covered with grass, and small shrubs. Trees and brush along both sides of rwy. Rwy 15-33 length 1960' from trees to trees.

AIRPORT MANAGER: 907-683-9581**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MHM.**MINCHUMINA NDB (HW)** 227 MHM N63°53.03'

W152°18.97' 081° 53.4 NM to fld. 713/17E.

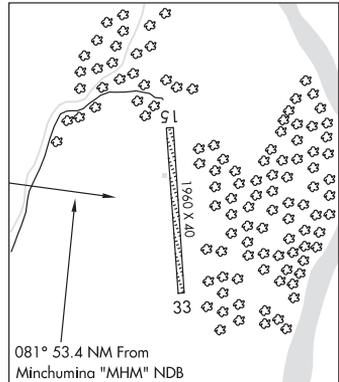
NDB unusable:

230°-240°

345°-350° byd 25 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial

1-866-248-6516

**KARLUK** (KYK)(PAKY) 1 WNW UTC-9(-8DT) N57°33.96' W154°27.23'

KODIAK

142 NOTAM FILE ENA

RWY 10-28: 2000X60 (GRVL)**RWY 10:** Brush.**RWY 28:** Brush. Rgt tfc.**AIRPORT REMARKS:** Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Mountains on south side of rwy and hills +2 miles SE of Rwy 28 thld. During summer ops embankments and safety areas soft. Rwy 10-28 marked with orange reflective cones. Rwy 28 partially overgrown.**AIRPORT MANAGER:** 907-487-4952**COMMUNICATIONS:** CTAF 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE ADQ.**KODIAK (H) VOR/DME** 117.1 ODK Chan 118 N57°46.50'

W152°20.39' 246° 69.3 NM to fld. 133/14E.

VOR unusable:

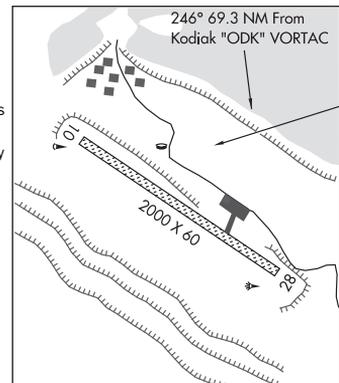
190°-310° byd 15 NM blo 12,000'

DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

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

KARLUK LAKE SPB (KKL) O W UTC-9(-8DT) N57°22.02' W154°01.66'

KODIAK

368 NOTAM FILE ENA

WATERWAY NW-SE: 1000X1000 (WATER)

SERVICE: FUEL 80

SEAPLANE REMARKS: Unattended. N-S prevailing winds. Good beaching area in front of main building. Rocks on beach ldg area. Lake often very still and clear. Deceptive idea of the actual fsf. Fuel emergency only.

AIRPORT MANAGER: (907) 487-2600

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) VOR/DME 117.1 ODK Chan 118 N57°46.50'

W152°20.39' 232° 59.8 NM to fld. 133/14E.

VOR unusable:

190°-310° byd 15 NM blo 12,000'

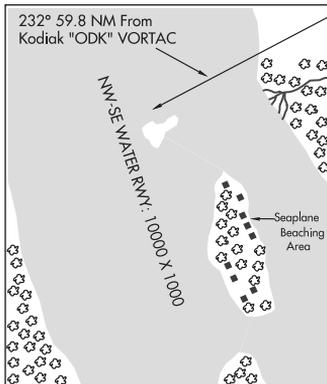
DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

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



KASAAN SPB (KXA) O SE UTC-9(-8DT) N55°32.24' W132°23.85'

KETCHIKAN

00 NOTAM FILE KTN

WATERWAY N-S: 2000X2000 (WATER)

SEAPLANE REMARKS: Unattended. Be alert, numerous gulls invof SPB float.

Float exposed to SE, SW and NW winds. Be alert if approaching float from southwest to prevent rgt wing from contacting boat float pilings. Swells may be encountered when winds out of SW, SE and NW. Boats may be tied to SPB float. SPB float very slippery when wet. Windssock unusable.

AIRPORT MANAGER: 907-755-2229

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) VOR/DME 117.1 ANN Chan 118

N55°03.62' W131°34.70' 295° 40.1 NM to fld. 184/21E.

VOR unusable:

245°-255° byd 19 NM blo 6,000'

295°-305° byd 20 NM blo 9,000'

325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

DME unusable:

245°-255° byd 19 NM blo 6,000'

295°-305° byd 20 NM blo 9,000'

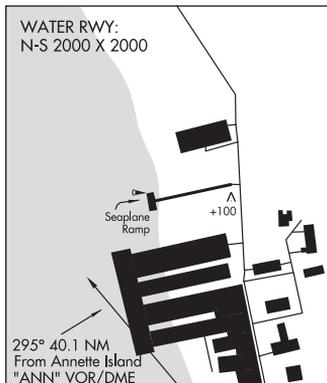
325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

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



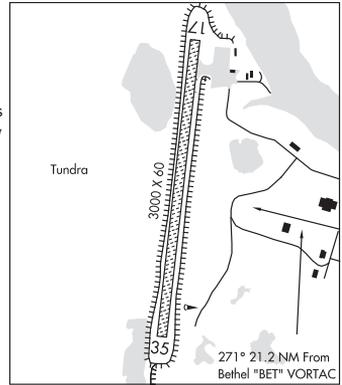
KASHWITNA LAKE SPB (See WILLOW on page 278)

KASIGLUK (ZØ9)(PFKA) 2 S UTC-9(-8DT) N60°52.40' W162°31.46'

48 NOTAM FILE ENA

RWY 17-35: 3000X60 (GRVL-DIRT) MIRL 0.7° up S**RWY 17:** Brush.**RWY 35:** Brush.**SERVICE:** LGT ACTIVATE MIRL Rwy 17-35—CTAF.**AIRPORT REMARKS:** Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Birds on and in/ovf arpt. Wind turbines within the tfc pat. Lgts at top of twr, not blades. Rwy 17-35 several dips across rwy sfc between 500' -1200' from rwy thld Rwy 35. Thld Rwy 35 unusable: slopes uphill 1.5°, soft sfc with grass and brush. Rwy 17-35 slopes up to S end 1.0% grade. Rwy 17 first 200' very soft.**AIRPORT MANAGER:** (907) 543-2498**COMMUNICATIONS:** CTAF 122.9**ANCHORAGE CENTER APP/DEP CON** 125.2**RADIO AIDS TO NAVIGATION:** NOTAM FILE BET.**BETHEL (H) VORTACW** 114.1 BET Chan 88 N60°47.09'

W161°49.46' 271° 21.2 NM to fld. 105/14E.

BETHEL**L-3C****IAP****KASILOF****ENCELEWSKI LAKE SPB** (AK5) 5 S UTC-9(-8DT) N60°15.33' W151°18.18'

230 NOTAM FILE ENA

WATERWAY 09W-27W: 3500X500 (WATER)**SEAPLANE REMARKS:** Unattended. Public access at N end of lake. Windssock located midlake on W side.**AIRPORT MANAGER:** 907-260-2087**COMMUNICATIONS:** CTAF 122.9**MC GRATH****KASILOF** (5KS) 2 N UTC-9(-8DT) N60°21.03' W151°15.77'

125 NOTAM FILE ENA

RWY 01-19: 2400X60 (GRVL)**RWY 01:** Trees.**RWY 19:** Brush.**AIRPORT REMARKS:** Unattended. State maintenance on irregular basis. Rwy cond not monitored, recommend visual inspection prior to use.

All-terrain vehicle traffic may be on rwy. There are 3 inch deep circular ruts from all-terrain vehicle traffic on the rwy. Rwy 01 edge not marked.

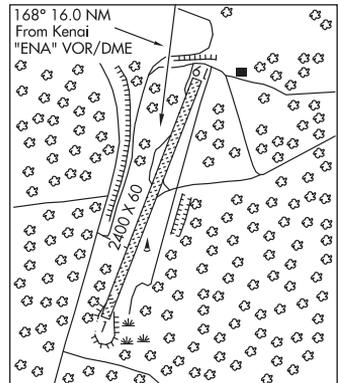
The windssock is below the tree line and may be unreliable.

AIRPORT MANAGER: 907-262-2199**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ENA.**KENAI (H) VORW/DME** 117.6 ENA Chan 123 N60°36.88'

W151°11.71' 168° 16.0 NM to fld. 115/19E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

1-866-864-1737. Lcl to Kenai FSS dial 283-7211.

ANCHORAGE

KATMAI NATIONAL PARK**LAKE BROOKS SPB** (5Z9) 0 W UTC-9(-8DT) N58°33.29' W155°46.64'

KODIAK

36 NOTAM FILE ENA

WATERWAY ALL-WAY: 5000X4000 (WATER)**SEAPLANE REMARKS:** Unattended. Fuel available at AKN on the river.

907-246-3079 or 130.10. Acft maint 1,000' AGL in vicinity of Brooks Camp. Heavy bear and human concentration. Landing and takeoffs or taxiing within 50 yards of bears is prohibited. Surface ops are limited to idle maneuvers within 200 yards of Brooks Camp Beach on Naknek Lake. Step taxi ops, initiation of takeoffs and landings within this zone is prohibited. Buoys note no-wake area. Large white buoys 4' tall in waterway are a hazard to navigation and difficult to see.

AIRPORT MANAGER: 907-246-3305**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AKN.

KING SALMON (H) VORTACW 112.8 AKN Chan 75 N58°43.48' W156°45.14' 092° 32.2 NM to fld. 95/16E.

TACAN antenna offset 150' se

TACAN AZIMUTH unusable:

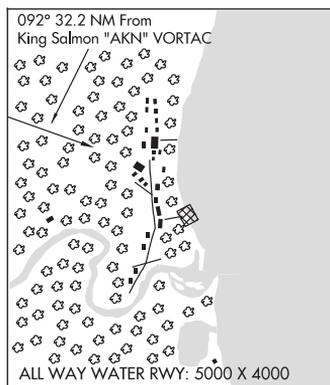
130°-140° byd 13 NM blo 4,000'

130°-140° byd 30 NM

338°-348° byd 19 NM blo 5,000'

DME unusable:

338°-348° byd 19 NM blo 5,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.**KAVIK RIVER****KAVIK STRIP** (RK1) 60 W UTC-9(-8DT) N69°40.61' W146°54.00'

POINT BARROW

668 NOTAM FILE SCC

RWY 08-26: 5500X150 (GRVL-DIRT)**RWY 08:** Road.**RWY 26:** Brush.**SERVICE:** FUEL 100LL, JET A

AIRPORT REMARKS: Attended continuously. Rwy sfc is loose grvl and rocks, mid section of rwy is fairly smooth, first 1500 ft of both rwy ends are rough due to frost heaves. Rwy 08-26 thr markers non standard, barrels and reflective cones.

AIRPORT MANAGER: 404-857-4707**COMMUNICATIONS:** CTAF 122.9

COMM/NAV/WEATHER REMARKS: Local call to Deadhorse FSS dial 659-2401. For a toll free call to Fairbanks FSS dial 1-866-248-6516.

KAVIK STRIP (See KAVIK RIVER on page 148)**KEMUK MOUNTAIN** N59°41.37' W158°00.67'

KODIAK

RCO—122.55 (DILLINGHAM FSS) (Monitored by KENAI FSS when DILLINGHAM FSS clsd.)

L-3C

KENAI**DRIFT RIVER** (3AK5) PVT 26 W UTC-9(-8DT) N60°35.33' W152°09.72'

30 B NOTAM FILE

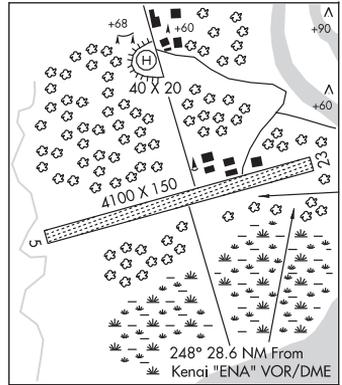
RWY 05-23: 4100X150 (GRVL) MIRL

RWY 05: Trees.

RWY 23: Trees.

AIRPORT REMARKS: Attended continuously. Acft should remain well clear of tank farm and dock areas due to fumes from tankers.**AIRPORT MANAGER:** (907) 777-8300**COMMUNICATIONS:** CTAF 122.7 UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE ENA.**KENAI (H) VOR/DME** 117.6 ENA Chan 123 N60°36.88' W151°11.71' 248° 28.6 NM to fld. 115/19E.**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1-866-864-1737.

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HELIPAD H1: 40X20 (GRVL)**MC GRATH**

H-1B, 2K, L-1A, 3D, 4F

ISLAND LAKE SPB (2R3) 9 N UTC-9(-8DT) N60°42.27' W151°18.68'

140 NOTAM FILE ENA

WATERWAY 06W-24W: 5000X500 (WATER)**SEAPLANE REMARKS:** Attended Mon-Fri 1700-0200Z±. No trans svcs avbl. Public access/boat ramp at north end of lake. Dock in disrepair.**COMMUNICATIONS:** CTAF 122.7**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1-866-864-1737.**ANCHORAGE**

KETCHIKAN**KETCHIKAN (TEMSCO H) HELIPORT** (17AK) PVT 4 NW UTC-9(-8DT) N55°22.98' W131°44.10' **KETCHIKAN**

20 NOTAM FILE

HELIPAD H1: H150X50 (CONC) S-6**SERVICE:** S2

HELIPORT REMARKS: Unattended. Private heliport except for emergencies prior permission for use is required. Ctc TEMSCO on 130.3 or phone 907-225-5141 for ldg permission. Helicopter ldg, tkof and opr in seaplane tiedown and pullout area prohibited. Ldg and tkof of wheeled airplanes prohibited. Located NE corner of Peninsula Point Pullout.

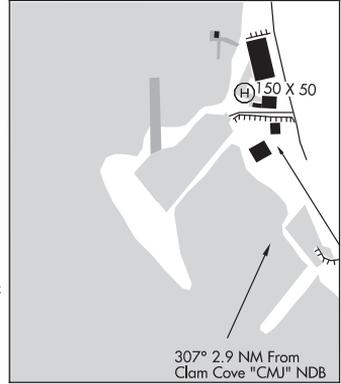
AIRPORT MANAGER: 907-225-5141**RADIO AIDS TO NAVIGATION:** NOTAM FILE KTN.

CLAM COVE NDB (HW) 396 CMJ N55°20.53'
W131°41.45' 307° 2.9 NM to fld. 46/21E.

NDB unusable:

Byd 15 NM

COMM/NAV/WEATHER REMARKS: LC to Ketchikan FSS dial 225-9481. For a LC to Juneau FSS dial 789-7380.

**KETCHIKAN HARBOR SPB** (5KE) 0 W UTC-9(-8DT) N55°20.67' W131°39.81' **KETCHIKAN**

00 AOE LRA NOTAM FILE KTN

WATERWAY E-W: 3893X1000 (WATER)

SEAPLANE REMARKS: Attended daylight hrs. Special Air Traffic Rules-Part 93 and Standard VFR arr and dep procedures and pattern information, see Regulatory Notices. Numerous air taxi ops in harbor. Ctc Ketchikan Radio 123.6 prior to arriving for traffic advisories. Boats, ships and log debris in harbor. One small public dock avbl.

COMMUNICATIONS: CTAF 123.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANN.

ANNETTE ISLAND (H) VOR/DME 117.1 ANN Chan 118
N55°03.62' W131°34.70' 329° 17.3 NM to fld. 184/21E.

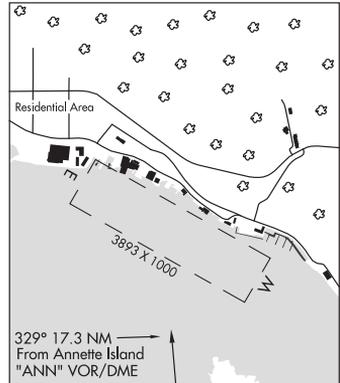
VOR unusable:

245°-255° byd 19 NM blo 6,000'
295°-305° byd 20 NM blo 9,000'
325°-335° byd 18 NM blo 6,000'
336°-350° byd 24 NM blo 14,000'
351°-099° byd 16 NM blo 17,500'
351°-099° byd 20 NM

DME unusable:

245°-255° byd 19 NM blo 6,000'
295°-305° byd 20 NM blo 9,000'
325°-335° byd 18 NM blo 6,000'
336°-350° byd 24 NM blo 14,000'
351°-099° byd 16 NM blo 17,500'
351°-099° byd 20 NM

COMM/NAV/WEATHER REMARKS: LC to Ketchikan FSS dial 225-9481. For a toll free call to Juneau FSS dial 1-800-WX-BRIEF.



KETCHIKAN INTL (KTN)(PAKT) 1 W UTC-9(-8DT) N55°21.25' W131°42.67'

KETCHIKAN

92 B LRA ARFF Index—See Remarks NOTAM FILE KTN

H-1D, L-1C

RWY 11-29: H7500X150 (ASP-GRVD) S-75, D-200, 2D-300

IAP, AD

PCN 49 F/B/X/T HIRL

RWY 11: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. RVR-TR Trees. Rgt tfc.

RWY 29: MALSR. PAPI(P4L)—GA 3.0° TCH 49'. RVR-TR

SERVICE: FUEL 100LL, JET A LGT Twy C lgts OTS indef. When KTN FSS clsd, ACTIVATE HIRL Rwy 11-29, MALSR Rwy 11, MALSR Rwy 29—CTAF. PAPI Rwy 11 and Rwy 29 opr continuously. Rwy 11 PAPI unusbl byd 5° left & right of course. Rwy 29 PAPI unusbl byd 6 NM. Rotating bcn opr continuously when KTN FSS clsd.

AIRPORT REMARKS: Special Air Traffic Rules-Part 93, and std VFR arr and dep procedures and pattern information, see Regulatory Notices.

Attended 1500-0630Z†. Fuel avbl at 122.95 or call (907) 247-5701 summer 1430-0430Z†, winter 1530-0530Z†. Ldgs dur unattended hrs rqr a call to the FBO. Ctc FBO at (907) 247-5701 to make prior arrangements and get current call out charges. Class I, ARFF Index B. Air carrier ops involving acft with more than 30 pax are not authorized in excess of 15 minutes before or after scheduled arr or dep times without prior coord with arpt mgr and confirmation that ARFF svcs are avbl prior to ldg or tkf. USCG helipad lctd at N55°-21'-27.6° W131°-42'-19.8° invof Ketchikan Intl arpt and Seaplane Base.

Helipad is for USCG MED-VAC missions only. POC is Commander CG District 17, 709 W 9th St, RM 661. Box 25517 Juneau, AK 99802, 907-463-2247/2000. Terrain causes turbulence on arr and dep routes. Wx permitting rgt tfc for Rwy 11 for lgt single/twin engine acft. No snow or ice removal when arpt not attended. Sfc cond reports reflect conditions while arpt attended only. Air taxi and boat tfc in harbor. Floating debris may be in waterway. West end of arpt dock is clsd Nov 1 to Apr 1 annually. No overnight floating of acft on seaplane dock without prior approval from arpt mgr office. Ferry between arpt and city oprs continually while arpt attended. Birds on and invof arpt. Deer invof arpt. All acft prior to opr on apron or twy must ctc Ketchikan FSS and advise intentions. Rwy 11-29 sand used to enhance rwy friction may not meet FAA specs. PCN 21 F/B/X/T on general aviation apron, Twy C, and NE section of main apron. Ldg fee. Be alert: See Regulatory Notices—KETCHIKAN INTERNATIONAL AIRPORT SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS.

AIRPORT MANAGER: 907-225-6800

WEATHER DATA SOURCES: ASOS 134.45 (907) 247-8801. (WX CAM)

COMMUNICATIONS: CTAF 123.6 AFIS 134.45 UNICOM 122.95

FSS KTN (KETCHIKAN) 1515-0615Z†; OT ctc Juneau FSS.

KETCHIKAN RADIO 121.5 122.2 123.6 243.0 (LAA 123.6)

ANCHORAGE CENTER APP/DEP CON 118.5 284.6

AIRSPACE: CLASS E svc continous.

RADIO AIDS TO NAVIGATION: NOTAM FILE KTN.

CLAM COVE NDB (HW) 396 CMJ N55°20.53' W131°41.45' 295° 1.0 NM to fld. 46/21E.

NDB unusable;

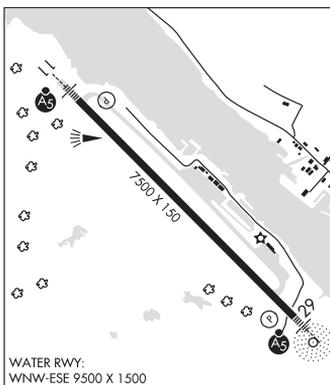
Byd 15 NM

ILS/DME 109.3 I-ECH Chan 30 Rwy 11. Class IT. DME unusable byd 25° left of course, byd 15° right of course.

LOC unusable beyond 15° right of rcl. LOC unusable beyond 25° left of rcl.

COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225-9481. For a LC to Juneau FSS dial 789-7380. AFIS operated by Ketchikan FSS when open.

• • • • •
WATERWAY WNW-ESE: 9500X1500 (WATER)



MURPHYS PULLOUT SPB (8K9) 5 NW UTC-9(-8DT) N55°23.38' W131°44.28'

KETCHIKAN

00 NOTAM FILE KTN

WATERWAY NE-SW: 10000X2000 (WATER)

SEAPLANE REMARKS: Unattended. No public float plane parking avbl. Auto dial phone for FSS ATIS Hospital USCG and spill response avbl.

AIRPORT MANAGER: 907-225-6800

COMMUNICATIONS: CTAF 123.6

COMM/NAV/WEATHER REMARKS: LC to Ketchikan FSS dial 225-9481. For a LC to Juneau FSS dial 789-7380.

PENINSULA POINT PULLOUT SPB (9C0Ø) 4 NW UTC-9(-8DT) N55°23.08' W131°44.30'

KETCHIKAN

00 NOTAM FILE KTN

WATERWAY NE-SW: 9000X2000 (WATER)

SERVICE: S4 FUEL 100LL

SEAPLANE REMARKS: Unattended. Landing and tkof of wheeled airplanes prohibited. TEMSCO Helicopter landing pads adj to basin, helicopters in vicinity at low altitudes. For fuel, maint and parking ctc 907-225-0337.

AIRPORT MANAGER: 907-225-2513

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) VOR/DME 117.1 ANN Chan 118 N55°03.62'

W131°34.70' 323° 20.3 NM to fld. 184/21E.

VOR unusable:

245°-255° byd 19 NM blo 6,000'

295°-305° byd 20 NM blo 9,000'

325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

DME unusable:

245°-255° byd 19 NM blo 6,000'

295°-305° byd 20 NM blo 9,000'

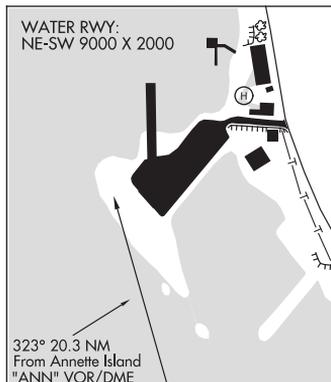
325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

COMM/NAV/WEATHER REMARKS: LC to Ketchikan FSS dial 225-9481. For a LC to Juneau FSS dial 789-7380.

**KIANA****BOB BAKER MEM** (IAN)(PAIK) 1 N UTC-9(-8DT) N66°58.56' W160°26.19'

171 B NOTAM FILE IAN

RWY 06-24: 3400X100 (GRVL) MIRL 0.8% up SW

RWY 06: Brush.

RWY 24: REIL. PAPI(P4R)—GA 3.0° TCH 29'.

SERVICE: LGT ACTIVATE MIRL Rwy 06-24, PAPI and REIL Rwy 24, and rot bcn—CTAF.

AIRPORT REMARKS: Unattended. Cold temperature restricted airport. Altitude correction required at or below -28C. Rwy condition not monitored, recommend visual inspection prior to ldg. Rwy 06-24 marked with lgts and plastic markers.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: AWOS-3 119.025 (907) 475-2004. (WX CAM)

COMMUNICATIONS: CTAF 122.7

ANCHORAGE CENTER APP/DEP CON 119.2

RADIO AIDS TO NAVIGATION: NOTAM FILE WLK.

SELAWIK (H) VOR/DME 114.2 WLK Chan 89 N66°35.97'

W159°59.45' 319° 25.0 NM to fld. 11/16E.

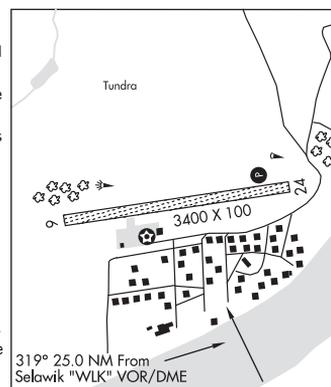
COMM/NAV/WEATHER REMARKS: For LC to Kotzebue FSS dial 907-442-3310.

For a toll free call to Kotzebue FSS dial 1-800-478-7460. For a toll free call to Fairbanks FSS dial 1-866-248-6516.

NOME

L-4I

IAP



KING COVE (KVC)(PAVC) 4 NE UTC-9(-8DT) N55°06.98' W162°15.97'

155 B NOTAM FILE KVC

COLD BAY

L-2J

IAP

RWY 07-25: 3500X115 (GRVL) MIRL

RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 33'. Road.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Hill.

SERVICE: LGT ACTVT REIL Rwy 07, 25; PAPI Rwy 07, 25; MIRL Rwy 07-25—CTAF. Rwy 07 PAPI unusable byd 5° left and right centerline. Arpt bcn opr SS-SR.

AIRPORT REMARKS: Unattended. Rwy cond not monitored; rcmd visual inspection prior to using. Rwy 07-25 soft during spring breakup and after hvy rain. 16+ kts winds in NE, E, NW quads. Wind funnels down canyon west of Rwy 07. FBO service phone 907-497-2683.

AIRPORT MANAGER: 907-532-5000

WEATHER DATA SOURCES: AWOS-3P 118.325 (907) 497-4279. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RCO 122.25 (COLD BAY RADIO)

ANCHORAGE CENTER APP/DEP CON 118.5

RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

COLD BAY (H) VORTACW 112.6 CDB Chan 73 N55°16.04'
W162°46.44' 107° 19.7 NM to fld. 99/10E.

VOR unusable:

094°-129° byd 30 NM blo 9,000'

164°-199° byd 20 NM blo 14,000'

164°-199° byd 35 NM

349°-009° blo 10,000'

349°-009° byd 15 NM

TACAN AZIMUTH unusable:

094°-129° byd 30 NM blo 9,000'

164°-199° byd 20 NM blo 14,000'

164°-199° byd 35 NM

269°-279° byd 20 NM

DME unusable:

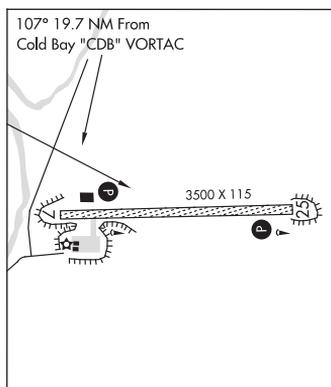
094°-129° byd 30 NM blo 9,000'

164°-199° byd 20 NM blo 14,000'

164°-199° byd 35 NM

269°-279° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1-800-478-7250. For a toll free call to Kenai FSS dial 1-866-864-1737.



KING SALMON (AKN)(PAKN) P (AF) O SE UTC-9(-8DT) N58°40.59' W156°38.92'

KODIAK

73 B ARFF Index—See Remarks NOTAM FILE AKN

H-1B, 21, L-21, 3C

RWY 12-30: H8901X150 (ASPH-GRVD) S-67, D-90, 2S-175,

2D-175, 2D/2D2-335 PCN 67 F/B/X/T HIRL

RWY 12: SSALR. PAPI(P4L)—GA 3.0° TCH 66'. RVR-T

RWY 30: PAPI(P4L)—GA 3.0° TCH 45'. RVR-R

RWY 18-36: H4017X100 (ASPH-GRVD) S-30, D-50 PCN 66 F/B/X/T MIRL

RWY 18: Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-8901 TODA-8901 ASDA-8501 LDA-8501

RWY 30: TORA-8901 TODA-8901 ASDA-8501 LDA-8501

SERVICE: S4 FUEL 100LL, JET A LGT When twr clsd ACTIVATE SSLAR

Rwy 12, PAPI Rwy 12 and Rwy 30, MIRL Rwy 18-36, HIRL Rwy

12-30—CTAF.

AIRPORT REMARKS: Attended 1700-0300Z†. Cold temperature restricted

airport. Altitude correction required at or below -31C. TSA regulated

arpt. See 49 CFR 1542. All gates and doors must be secured at all

times. Transient or unfamiliar pilots contact arpt mgr with questions.

Class I, ARFF Index B. CLOSED to air carrier ops with more than 30

pax seats exc PPR in writing to arpt mgr Post Office Box 65, King

Salmon, AK 99613. ARFF equip staffed during periods of air carrier

activity only. ARFF is avbl for part 121 carriers involved in ETOPS operations with 30 min notice. General aviation apron

pavement crumbling, possible foreign object damage hazard. Jet acft be alert during run-up to avoid damage with jet

wash. Arpt hazard reporting only performed for 30 pax seat acft. Snow, ice removal and hazard condition performed and

reported during maintenance duty hrs. 1" dip on centerline 1850' from AER 36 extends to 3" dip 25' on west edge. 600'

safety area AER 12. Flocks of large migratory birds in vicinity during season. Locked wheel turns prohibited on any sfc.

Off pavement ops by acft, including helicopters, not authorized at the air carrier apron. No ldg, parking or tkfs permitted

from dirt or grass. Apron spots 4, 5, 6 and 7 north of mil hangars clsd exc prop acft. Twy P clsd. Civ tran parking on SE

ramp only, other parking longer than 48 hrs rqrs permit. Pvt jets may park on the SE section of the East ramp, call arpt

mgr at 907-246-3325 for info. No cstmns avbl. USAF facilities minimally opr by civ contractors with ltd support capability.

Call to confirm opr hrs not later than 24 hrs in advance of expected arrival. Mil aircraft need to confirm fuel req 24-48

hrs in advance. Rwy 18-36 not inspected for mil ops. Mil ftrs/emergency divers call Warrior SOF/Elmendorf SOF on UHF

395.15. Non-emergency/non-ftr acft call King Salmon Ops 24 hr point normally monitors CTAF during opr hrs. All fighter

acft exp reduced separation, similar apch characteristics and day -3000', dissimilar apch characteristics and/or ngt

-6000', ahead/behind formation ldg -6000'. Rwy 12 touchdown RVR avbl Aug 1-Jun 14 1700-0500Z† 15 Jun-31

Jul 1700-0700Z†. RCR updated as rqrd during 11th AF ftr flying window. Aircrews coord RCR checks with King Salmon

Ops 907-439-3001 or 907-439-6000. Acft ops rstd to low apch apch/full stop ldg only. Flgts originating outside Alaska

refer to the U.S. Air force-Foreign Clearance Guide. NWS weather balloon launch facility located on arpt, see inside back

cover for opn details.

AIRPORT MANAGER: 907-246-3325

WEATHER DATA SOURCES: ASOS 128.8 (907) 246-7506. (WX CAM)

COMMUNICATIONS: CTAF 352.05 121.9 UNICOM 122.95 ATIS 128.8

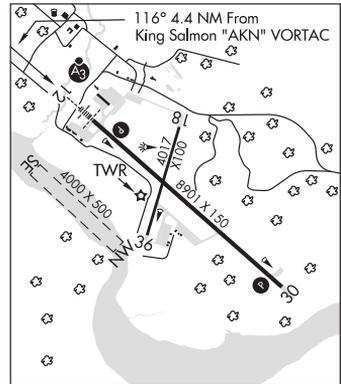
RCO 255.4 122.2 121.9 Freq 121.9 avbl when twr clsd. (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON 354.0 124.8

TOWER 279.5 118.3 (1 Aug-14 Jun 1700-0500Z†, 15 Jun-31 Jul 1700-0700Z†. **GND CON** 121.9

PTD 372.2

AIRSPACE: CLASS D svc 1700-0500Z† Aug 1-Jun 14, 1700-0700Z† Jun 15-Jul 31; other times CLASS E.



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RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

(H) VORTACW 112.8 AKN Chan 75 N58°43.48' W156°45.14' 116° 4.4 NM to fld. 95/16E.

TACAN antenna offset 150' se

TACAN AZIMUTH unusable:

130°-140° byd 13 NM blo 4,000'

130°-140° byd 30 NM

338°-348° byd 19 NM blo 5,000'

DME unusable:

338°-348° byd 19 NM blo 5,000'

CHINOOK NDB (HW/LOM) 355 AUB N58°44.23' W156°46.70' 116° 5.5 NM to fld. 66/16E.

ILS/DME 110.3 I-AKN Chan 40 Rwy 12. LOM CHINOOK NDB. Glideslope autopilot coupled approach not authorized below 700' MSL. ILS glideslope not coincident with PAPI. (radar monitoring not avbl for ILS GS). Localizer backcourse unusable byd 20° right of course.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737. CTAF frequency 121.9 simulcast with 352.05. Freq 118.3 unavbl when twr clsd.

WATERWAY NW-SE: 4000X500 (WATER)

SEAPLANE REMARKS: Attended Mon-Fri 1700-0100Z±. Deployed/transient Air Defense Alert FTRS may scramble at any time. Flocks of large migratory birds in vicinity during season. Landing area Rwy NW-SE also used by boats. 100LL and Jet A avbl at seaplane base fr fuel truck or UNICOM 122.95.

KIPNUK (IIK)(PAKI) 0 SE UTC-9(-8DT) N59°55.90' W164°01.69'

20 NOTAM FILE IIK

RWY 17-35: 3200X60 (GRVL) MIRL

RWY 35: Rgt tfc.

SERVICE: LGT ACTIVATE MIRL RWY 17-35-CTAF. Emergency rwy lgts: contact Kipnuk Village Council at 907-896-5515.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Frequent crosswinds. Windsock unreliable. Heavy bird activity near rwy. Irregular surfaces full length of rwy. Dips and ponding full length of twy. Wind turbine farm 0.5 NM NW of arpt unlighted.

AIRPORT MANAGER: 907-543-2495

WEATHER DATA SOURCES: AWOS-3P 118.325 (907) 896-5510.

COMMUNICATIONS: CTAF 122.7

RCO 122.6 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 125.2

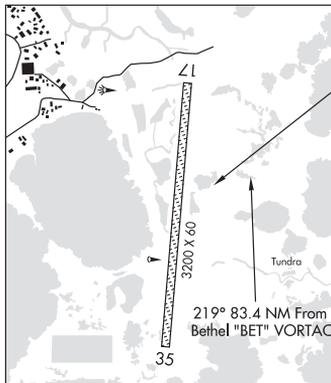
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) VORTACW 114.1 BET Chan 88 N60°47.09'

W161°49.46' 219° 83.4 NM to fld. 105/14E.

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

BETHEL
L-3B
IAP



KITOI BAY SPB (KKB) 0 NE UTC-9(-8DT) N58°11.46' W152°22.23'

00 NOTAM FILE ADQ

WATERWAY E-W: 4000X1000 (WATER)

AIRPORT REMARKS: Unattended. E-W prevailing winds. Gravel beaching area next to dock with rocks up to 12". Heavy bird act invof ldg area. Ctc mgr alternate number: 907-486-6555.

AIRPORT MANAGER: 877-628-4449

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

WOODY ISLAND NDB (HW) 394 RWO N57°46.49' W152°19.48' 343° 25.1 NM to fld. 24/14E.

KODIAK

KIVALINA (KVL)(PAVL) 0 NW UTC-9(-8DT) N67°44.17' W164°33.81'

18 B NOTAM FILE KVL

RWY 12-30: 3000X60 (GRVL) MIRL**SERVICE:** LGT ACTIVATE MIRL Rwy 12-30 and rotating bcn—122.8.**AIRPORT REMARKS:** Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Be alert Rwy 12-30 has numerous soft spots May thru Oct. Approach to Rwy 30 over town. Birds invof dump on apch to Rwy 12. Cold temperature restricted airport. Altitude correction required at or below -34C. Acft parking apron located 1500' S of Rwy 30 thld, old rwy used as twy to parking apron. Rwy 12-30 marked with reflective cones.**AIRPORT MANAGER:** 907-442-3147**WEATHER DATA SOURCES:** ASOS 135.8 (907) 645-2160. (WX CAM)**COMMUNICATIONS:** CTAF/UNICOM 122.8

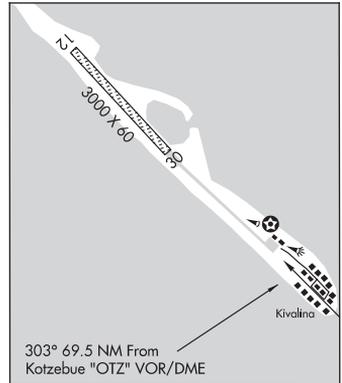
KIVALINA RCO 122.55 (KOTZEBUE RADIO) (1600-0900Z±) other times ctc Fairbanks FSS.

ANCHORAGE CENTER APP/DEP CON 119.2 263.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTZ.**KOTZEBUE (H) VOR/DME** 115.7 OTZ Chan 104 N66°53.14' W162°32.40' 303° 69.5 NM to fld. 121/15E.**COMM/NAV/WEATHER REMARKS:** For LC to Kotzebue FSS dial 907-442-3310. For a toll free call to Kotzebue FSS dial 1-800-478-7460. For a toll free call to Fairbanks FSS dial 1-866-248-6516.

NOME

L-4H

IAP

**KLAWOCK****KLAWOCK** (AKW)(PAKW) 2 NE UTC-9(-8DT) N55°34.75' W133°04.56'

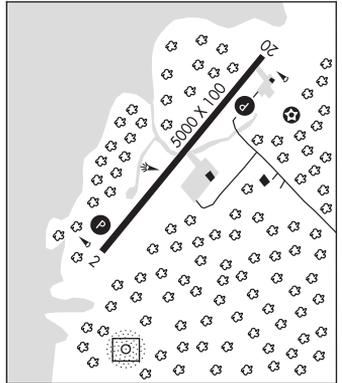
80 B NOTAM FILE AKW

RWY 02-20: H5000X100 (ASPH-GRVD) D-100 MIRL 0.8% up NE**RWY 02:** REIL. PAPI(P4L)—GA 3.0° TCH 34'. Brush.**RWY 20:** REIL. PAPI(P4L)—GA 4.0° TCH 40'. Brush. Rgt tfc.**SERVICE:** LGT ACTIVATE MIRL Rwy 02-20, PAPI Rwy 02 and 20, windsock and apron lgts—122.25. ACTIVATE rotating bcn—120.900. Rwy 20 PAPI 3° left of rwy centerline unusable.**AIRPORT REMARKS:** Unattended. Be alert downdraft and turbulent conditions vicinity touchdown zone Rwy 02 due to terrain and trees east of approach end of rwy. High terrain all quadrants. Recommend daylight ops only. Irregular wind conditions. Be alert: High level of bird activity at different times of the year. All bird activity should be reported to arpt manager or FSS. Birds, deer and bear on and invof arpt. Arpt CLOSED to acft over 12,500 lbs GWT, except PPR from arpt mgr 907-755-2229. Arpt condition not monitored, arpt maintenance on irregular basis, recommend visual inspection prior to using. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. CLOSED to air carrier ops with more than 30 passenger seats. Rwy 02-20 slopes down 55'-65' from each end to center. Rwy 20 700' hill 2 miles NE of AER 20. Cold temperature airport. Altitude correction required at or below -10C.**AIRPORT MANAGER:** 907-755-2229**WEATHER DATA SOURCES:** ASOS 135.45 (907) 755-2641. (WX CAM)

KETCHIKAN

H-1D, L-1C

IAP



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COMMUNICATIONS: CTAF 120.9

RCO 122.25 (KETCHIKAN RADIO)

ANCHORAGE CENTER APP/DEP CON 118.5

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) VOR/W/DME 116.5 LVD Chan 112 N56°28.06' W133°04.99' 160° 53.4 NM to fld. 98/20E.

VOR unusable:

- 038°-098° byd 35 NM blo 9,000'
- 098°-138° byd 25 NM blo 7,000'
- 168°-208° byd 35 NM blo 6,000'
- 268°-328° byd 25 NM blo 9,000'
- 328°-358° byd 30 NM blo 7,000'
- 328°-358° byd 35 NM blo 8,000'
- 358°-038° byd 35 NM blo 12,000'

wx cam

DME unusable:

- 038°-098° byd 35 NM blo 9,000'
- 098°-138° byd 25 NM blo 7,000'
- 168°-208° byd 35 NM blo 6,000'
- 268°-328° byd 25 NM blo 9,000'
- 328°-358° byd 30 NM blo 7,000'
- 328°-358° byd 35 NM blo 8,000'
- 358°-038° byd 35 NM blo 12,000'

NDB/DME (HW) 229 AKW Chan 105 N55°34.12' W133°04.88' at fld. 30/20E. NOTAM FILE AKW.

NDB/DME unusable:

- 034°-189° blo 8,000'
- 304°-354° blo 8,000'

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

KLAWOCK SPB (AQC)(PAQC) 0 W UTC-9(-8DT) N55°33.28' W133°06.10'

KETCHIKAN

00 NOTAM FILE AKW

WATERWAY NW-SE: 5000X1000 (WATER)

SEAPLANE REMARKS: Attended daylight hrs. Protected narrow channel between village and Klawak Island, reefs in channel. No SPB float exists in Klawock. SW winds result in heavy seas outside protected channel.

COMMUNICATIONS: CTAF 120.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) VOR/W/DME 116.5 LVD Chan 112 N56°28.06' W133°04.99' 161° 54.9 NM to fld. 98/20E.

VOR unusable:

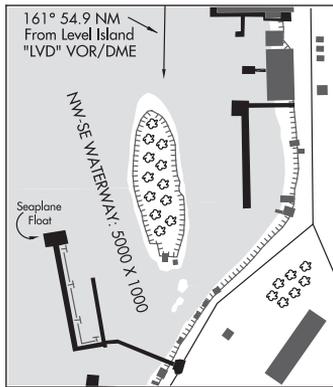
- 038°-098° byd 35 NM blo 9,000'
- 098°-138° byd 25 NM blo 7,000'
- 168°-208° byd 35 NM blo 6,000'
- 268°-328° byd 25 NM blo 9,000'
- 328°-358° byd 30 NM blo 7,000'
- 328°-358° byd 35 NM blo 8,000'
- 358°-038° byd 35 NM blo 12,000'

wx cam

DME unusable:

- 038°-098° byd 35 NM blo 9,000'
- 098°-138° byd 25 NM blo 7,000'
- 168°-208° byd 35 NM blo 6,000'
- 268°-328° byd 25 NM blo 9,000'
- 328°-358° byd 30 NM blo 7,000'
- 328°-358° byd 35 NM blo 8,000'
- 358°-038° byd 35 NM blo 12,000'

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



KOBUK (OBU)(PAOB) 0 N UTC-9(-8DT) N66°54.74' W156°53.84'
 142 B NOTAM FILE OTZ
 RWY 09-27: 4020X75 (GRVL) MIRL

FAIRBANKS
 H-2A, L-4I
 IAP

RWY 09: Brush.

RWY 27: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 09-27—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. Float plane opr on lake. Dip on Rwy 09 abeam slough. Parallel p-line north of rwy.

AIRPORT MANAGER: 907-442-3147

COMMUNICATIONS: CTAF 122.7

AMBLER RCO 122.0 (KOTZEBUE RADIO)

® ANCHORAGE CENTER APP/DEP CON 119.2

RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.

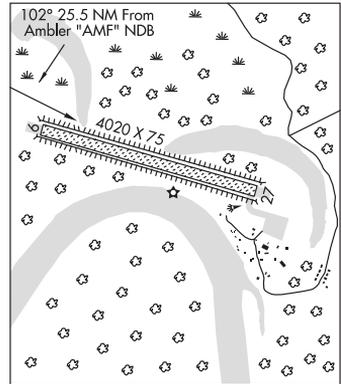
KOTZEBUE (H) VOR/DME 115.7 OTZ Chan 104 N66°53.14'
 W162°32.40' 072° 133.4 NM to fld. 121/15E.

AMBLER NDB (HW) 403 AMF N67°06.31'

W157°51.61' 102° 25.5 NM to fld. 258/15E. NOTAM FILE
 AFM.

COMM/NAV/WEATHER REMARKS: For LC to Kotzebue FSS dial 907-442-3310.

For a toll free call to Kotzebue FSS dial 1-800-478-7460. For a toll
 free call to Fairbanks FSS dial 1-866-248-6516.



KODIAK

KODIAK (ADQ)(PADQ) P (CG) 4 SW UTC-9(-8DT) N57°44.99' W152°29.64'

KODIAK

79 B ARFF Index—See Remarks NOTAM FILE ADQ

H-1B, 2K, L-2I, 3D

RWY 08-26: H7534X150 (ASPH-GRVD) S-53, D-110, 2D-150

IAF, AD

PCN 70 F/B/Y/T HIRL 0.8% up W

RWY 08: Thld dspcd 1138'. Hill.

RWY 26: REIL. VASI(V2L)—GA 2.05° TCH 54'. Rgt tfc.

RWY 11-29: H5400X150 (ASPH-GRVD) S-53, D-110, 2D-150

PCN 44 F/B/Y/T HIRL

RWY 11: Thld dspcd 440'. Trees.

RWY 29: VASI(V2L). Thld dspcd 556'. Rgt tfc.

RWY 01-19: H5010X150 (ASPH-GRVD) S-53, D-110, 2D-150

PCN 48 F/B/X/U HIRL 0.3% up S

RWY 01: REIL. VASI(V2L)—GA 3.75° TCH 57'. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA-7534 TODA-7534 ASDA-7534 LDA-6396

RWY 11: TORA-4960 TODA-4960 ASDA-4960 LDA-4402

RWY 26: TORA-7534 TODA-7534 ASDA-7534 LDA-7534

RWY 29: TORA-4844 TODA-4844 ASDA-4844 LDA-4402

ARRESTING GEAR/SYSTEM

RWY 01: EMAS

RWY 08: EMAS

SERVICE: S2 FUEL 100LL, JET A1 LGT Rwy 01 REIL are omnidirectional

to accommodate circling apchs. Rwy 01 VASI does not provide obst clearance beyond 2.0 NM from thld, unusable beyond 2.0 NM. ACTVT REIL Rwy 01 and 26; VASI Rwy 01, 26; HIRL Rwy 01-19, 08-26, 11-29; twy lgts—CTAF.

AIRPORT REMARKS: Attended same as arpt maint hrs. For info on arpt call 907-487-4952 Mon-Fri 1600-0130Z†. TSA

regulated airport. See 49 CFR 1542. All gates and doors must be secured at all times. Transient or unfamiliar pilots contact

airport mgr with questions. JASU fuel avbl for USCG only. Class I, ARFF Index B. CLOSED to air carrier ops with more

than 30 pax seats exc PPR in writing to arpt mgr, P.O. Box 1500 Anton Larson Road, Kodiak, AK 99615. Personnel and

eqpt may be working on the rwy at any time. No snow removal or deicing for rwy, twy, and ramp, daily 1830-0500 local.

Deer, numerous seabirds and migratory waterfowl on and invof arpt. First 3000 ft Rwy 08 and first 2000 ft Rwy 01, and

associated twys not visible from twr. Portions of all twys not visible from tower due to terrain. fld surrounded by mountains

exc east. High terrain around arpt is not obst lgtd. Mountain on apch to Rwy 08. Recommend use of Rwy 08 only by pilots

familiar with terrain. Maneuvering for apch to Rwy 01, Rwy 26, Rwy 29, or Rwy 19, must be accomplished east of afld.

Takeoff Rwy 26 or Rwy 29 or Indg Rwy 08 or Rwy 11 not recommended drg hrs of darkness or when mtn peaks are obscd.

Pilots are cautioned to thoroughly understand standard instrument apch, and missing apch procedures. Acft ops during

ATCT closure: All pilots must be alert when landing Rwy 26 or departing Rwy 08 due to possible tall vessels crossing the

Rwy 26 apch corridor 3200' to 5000' from apch end of Rwy 26. Ships over 120' above water cross channel btwn Puffin

Island/ADQ. Can occur anytime. Arpt svc road within 50 ft of thld on all rwys. Clsd to Part 121 unscheduled pax carrying

ops with over 30 pax seats installed unless 24 hr written notice to arpt mgr and prior apvl received. All tran mil acct contact

maintenance on 164.55 or Kodiak Air on 345.0 for Marshaller. 72 hour advance PPR required for access to CG ramp.

Transient crew must provide technical/direct/assistance in svc/maint. Expect delays other times except SAR and Medevac

V487-5889 C907-487-5889. All arr acft ctd Kodiak Air on 345.0 or 164.55 for clearance onto CG ramp, Marshaller

and parking svcs. BE ALERT: Twy to CG ramp crosses two roadways, activate crossing lights key 122.8 5 times on, 7

times off. BE ALERT: Non-standard taxi line obst clearance on CG ramp. All Lifeflight/Medvac acft must use ramp area in

or adjacent to transient parking on east side of commerial ramp, outside of SIDA markings. CG ramp unsuitable for acft

larger than a C130 wingspan (132.5'). Arpt sand larger gradation than FAA recommended/see AC150/5200-30. Heavy

lift cargo acft restricted from full power takeoff on Rwy 08 unless prior authorization from arpt mgmt. Locked wheel turns

prohibited on all sfcs. NWS weather balloon launch facility located on arpt, see inside back cover for opn details. Acft

weighing more than 200,000 gross takeoff and landing, PPR for all operations.

AIRPORT MANAGER: 907-487-4952

WEATHER DATA SOURCES: ASOS (907) 487-2442 (WX CAM)

COMMUNICATIONS: CTAF 119.8 UNICOM 122.8 ATIS 134.45

RCO 119.8 (KENAI FSS)

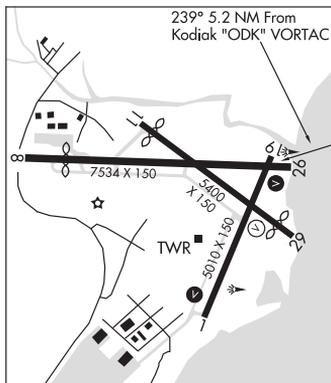
WOODY ISLAND RCO 122.2 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON 281.4 125.1

TOWER 239.0 119.8 (Oct 1-Mar 31 1530-0500Z†, Apr 1-Sep 30 1600-0700Z†) GND CON 121.9

COAST GUARD AIR OPERATIONS (KODIAK AIR) 345.0 156.8 2182 2678

AIRSPACE: CLASS D svc 1530-0500Z† 1 Oct-31 Mar, 1600-0700Z† 1 Apr-30 Sep; other times CLASS E.



CONTINUED ON NEXT PAGE

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RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

(H) **VOR/DME** 117.1 ODK Chan 118 N57°46.50' W152°20.39' 239° 5.2 NM to fld. 133/14E.

VOR unusable:

190°-310° byd 15 NM blo 12,000'

DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

WOODY ISLAND NDB (HW) 394 RWO N57°46.49' W152°19.48' 241° 5.6 NM to fld. 24/14E.

ILS/DME 110.9 I-ADQ Chan 46 Rwy 26. Class IA. Front unusable within 2.0 DME (0.7 NM from thld). LOC unusable byd 30° r of course.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737. RCO available when twr closed.

KODIAK (LILLY LAKE) SPB (9Z3) 1 NE UTC-9(-8DT) N57°48.16' W152°22.96'

KODIAK

130 LRA NOTAM FILE ENA

WATERWAY NE-SW: 2100X250 (WATER)

WATERWAY NE: Rgt tfc.

WATERWAY SW: Road.

SEAPLANE REMARKS: Unattended. Arpt clsd at ngt. Arpt CLOSED

High/Low wing except 49' and under. Ctc Kodiak Twr 119.8.

Windssock located at Kodiak Muni Arpt. Numerous unlit obstructions in vicinity. Be alert possible conflicting traffic with NE operations and lake based acft. Land around lake is private property. All docks and ramps are privately owned.

AIRPORT MANAGER: 907-486-8060

COMMUNICATIONS: CTAF 119.8 UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

(H) **VOR/DME** 117.1 ODK Chan 118 N57°46.50'

W152°20.39' 306° 2.2 NM to fld. 133/14E.

VOR unusable:

190°-310° byd 15 NM blo 12,000'

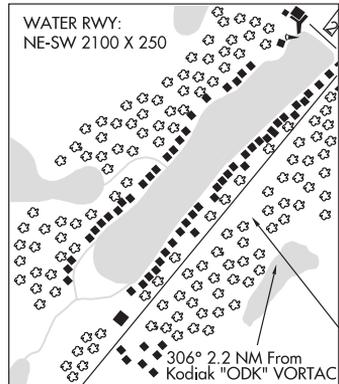
DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

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



KODIAK MUNI (KDK)(PAKD) 2 NE UTC-9(-8DT) N57°48.36' W152°22.43'

KODIAK

139 NOTAM FILE ENA

RWY 02-20: H2475X40 (ASP-TRTD)

RWY 02: Thld dspclcd 240'. Tree. Rgt tfc.

RWY 20: Trees.

AIRPORT REMARKS: Attended daylight hrs. Arpt unlit and CLOSED for ngt ops.

Ctc Kodiak twr for tfc advisory, 119.8. Arpt CLOSED High/Low wing except 49' under. Numerous unlit obstructions in vicinity. Conflicting traffic with Lilly Lake Trident Basin and Kodiak Arpt. Rwy 02-20 surrounded by numerous businesses in close proximity. Rwy 02-20 pavement width varies from 20' wide on Rwy 20 end to 30' wide on Rwy 02 end. Pavement is cracked length of rwy. Rwy 20 road crosses apch 15' blo thld elev 200' from rwy thld. Rwy slopes uphill 67' from Rwy 02 dspclcd thld to Rwy 20. Rwy 02-20 NSTD markings faded to invisible, no line of sight between rwy ends. First 350' of Rwy 02 slopes 5% uphill.

AIRPORT MANAGER: 907-486-8060

COMMUNICATIONS: CTAF 119.8 UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

(H) **VOR/DME** 117.1 ODK Chan 118 N57°46.50'

W152°20.39' 316° 2.2 NM to fld. 133/14E.

VOR unusable:

190°-310° byd 15 NM blo 12,000'

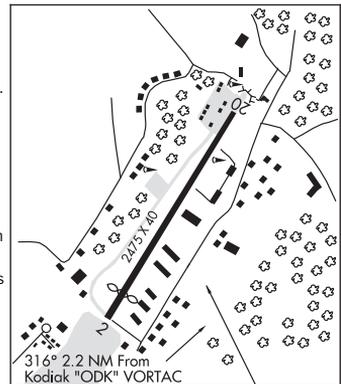
DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

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



TRIDENT BASIN SPB (T44) 0 N UTC-9(-8DT) N57°46.85' W152°23.48'

KODIAK

00 NOTAM FILE ENA

WATERWAY 02W-20W: 4400X200 (WATER)

SERVICE: FUEL 100LL

SEAPLANE REMARKS: Attended continuously. Fuel avbl with credit card. Reef exposed at both ends of waterway on low tides.

Birds invof ldg basin. Boats occasionally use spb waterlane. Pilots arriving/departing Trident Basin must ctc Kodiak twr for ttc advisories and/or special VFR clearance. When twr clsd pilots will self announce on CTAF.

AIRPORT MANAGER: 907-486-8060

COMMUNICATIONS: CTAF 119.8 UNICOM 122.8

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

KOKHANOK (9K2)(PFKK) 2 SW UTC-9(-8DT) N59°26.00' W154°48.16'

KODIAK

115 B NOTAM FILE ILI

L-2I, 3D

RWY 07-25: 3300X75 (GRVL) MIRL

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Tree.

RWY 25: REIL. PAPI(P4L)—GA 4.0° TCH 23'. Road.

SERVICE: LGT ACTIVATE PAPI and REIL Rwys 07 and 25, MIRL Rwy 07-25, rotating bcn and windcone—CTAF.

AIRPORT REMARKS: Unattended. Rwy not monitored, visual inspection prior to use. Horses on or invof rwy. 30' unlit twr approximately 300' north of Rwy 07-25.

AIRPORT MANAGER: 907-571-1261

COMMUNICATIONS: CTAF 122.9

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 118.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

KING SALMON (H) VORTACW 112.8 AKN Chan 75 N58°43.48'

W156°45.14' 038° 73.9 NM to fld. 95/16E.

TACAN antenna offset 150' se

TACAN AZIMUTH unusable:

130°-140° byd 13 NM blo 4,000'

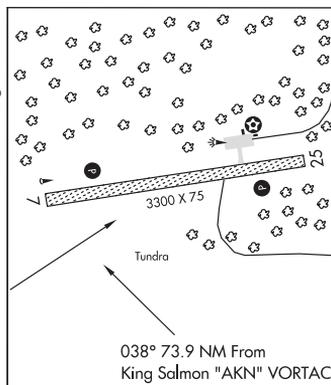
130°-140° byd 30 NM

338°-348° byd 19 NM blo 5,000'

DME unusable:

338°-348° byd 19 NM blo 5,000'

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



KOLIGANEK (JZZ)(PAJZ) 1 E UTC-9(-8DT) N59°43.61' W157°15.62'

KODIAK

272 B NOTAM FILE JZZ

L-3C

RWY 09-27: 3300X75 (GRVL) MIRL 1.0% up E

IAP

RWY 09: PAPI(P4R)—GA 3.0° TCH 39'. Brush.

RWY 27: PAPI(P4L)—GA 3.5° TCH 27'. Brush.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-3300 TODA-3300 ASDA-3300 LDA-3300

RWY 27: TORA-3300 TODA-3300 ASDA-3300 LDA-3300

SERVICE: LGT ACTVT MIRL Rwy 09-27, PAPI Rwy 09 and Rwy 27, and rot bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to use. Rwy 09-27 numerous heaves and humps. Rwy sloughing off into tundra. Rwy slopes down toward west end. Rwy 09 and Rwy 27 thld marked with lgts.

AIRPORT MANAGER: 907-842-5511

WEATHER DATA SOURCES: AWOS-3P 118.525 (907) 596-3302. (WX CAM)

COMMUNICATIONS: CTAF 122.9

KEMUK MOUNTAIN RCO 122.55 (DILLINGHAM RADIO) Opr

1645-0845Z±, other times ctc Kenai FSS.

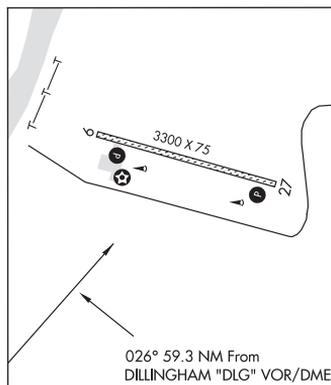
ANCHORAGE CENTER APP/DEP CON 282.35 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

DILLINGHAM (H) VOR/DME 116.4 DLG Chan 111 N58°59.65'

W158°33.13' 026° 59.3 NM to fld. 81/15E.

COMM/NAV/WEATHER REMARKS: For a LD call to Dillingham FSS dial 907-842-5275. For a toll free call to Kenai FSS dial 1-866-864-1737.



KONGIGANAK (DUY)(PADY) 1 NE UTC-9(-8DT) N59°57.70' W162°52.84'

BETHEL

33 B NOTAM FILE ENA

RWY 01-19: 2400X75 (GRVL-DIRT) MIRL

RWY 01: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 01-19 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Wildlife invof the rwy. Be alert: wind generators located east of arpt. 235' tower east of arpt (238'). Rwy 01-19 S 500 ft irregular sfc variations and ponding.

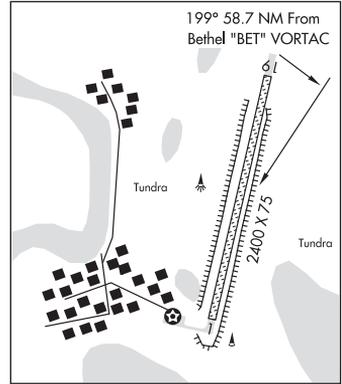
AIRPORT MANAGER: (907) 543-2498

COMMUNICATIONS: CTAF 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) VORTAC 114.1 BET Chan 88 N60°47.09'
W161°49.46' 199° 58.7 NM to fld. 105/14E.

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

**KOTLIK** (2A9)(PFKO) 1 W UTC-9(-8DT) N63°01.84' W163°31.96'

BETHEL

14 B NOTAM FILE ENA

H-1A, 2I, L-3C

RWY 02-20: 4400X100 (GRVL) MIRL

IAP

RWY 02: Brush.

RWY 20: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 02-20 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Both rwy thld safety areas are overgrown wetlands.

AIRPORT MANAGER: (907) 625-1025

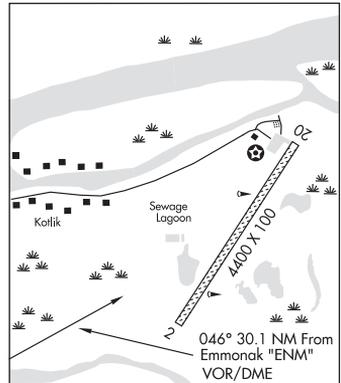
COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 124.5

RADIO AIDS TO NAVIGATION: NOTAM FILE ENM.

EMMONAK (H) VOR/DME 117.8 ENM Chan 125 N62°47.08'
W164°29.25' 046° 30.1 NM to fld. 17/14E.

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



KOTZEBUE

RALPH WIEN MEM (OTZ)(PAOT) 1 S UTC-9(-8DT) N66°53.09' W162°35.89'

15 B ARFF Index—See Remarks NOTAM FILE OTZ

RWY 09-27: H6300X150 (ASPH-GRVD) S-100, D-128, 2S-162,
2D-240 PCN 91 F/B/X/T HIRL

RWY 09: REIL. PAPI(P4R)—GA 3.0° TCH 43'. RVR-T Thld dsplcd
400'. Road.

RWY 27: REIL. PAPI(P4L)—GA 3.3° TCH 46'. RVR-R Hill.

RWY 18-36: 3876X90 (GRVL-NONE) MIRL

RWY 18: Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-6300 TODA-6300 ASDA-6300 LDA-5900

RWY 27: TORA-5900 TODA-5900 ASDA-5900 LDA-5900

SERVICE: S2 FUEL 100, JET A LGT HIRL Rwy 09-27 and MIRL Rwy
18-36 oprs 1600-0900Z± other hrs ACTIVATE—CTAF. ACTIVATE
REIL Rwy 09 and Rwy 27—CTAF. PAPI Rwy 09 and Rwy 27 opr
continuously.

AIRPORT REMARKS: Attended Wed-Mon 1500-0500Z±, Tue 1500-0600Z±.

Arpt maint duty hrs Wed-Mon 1500-0500Z±, Tue 1500-0400Z±.

Class I, ARFF Index B. ARFF svc avbl during periods of air carrier ops

only. CLOSED to air carrier ops with more than 30 passenger seats

except PPR in writing, to arpt mgr, Box 55, Kotzebue, AK 99752. Rwy

18-36 acft ops greater than 49' wingspan approved with PPR fr arpt

mgr. Cold temperature restricted airport. Altitude correction required at or below -44C. Rwy 18-36 clsd to acft over 30

passenger seats except with PPR from arpt manager. Uncontrolled vehicle access to Rwy 18-36. Parking area not lighted.

No storage. Road 30' from thld Rwy 09. Large flocks of migratory birds in vicinity during season. Snow removal, wildlife

control, cond reporting, and other airfield maint services only avbl and valid during arpt maint duty hrs. Ctc arpt mgmt

for any after-hours req for airfield services. Uncontrolled vehicle access to Rwy 18-36. Rwy lgts 09-27 and 18-36 extend

30 inches above ground. Twys and ramps have numerous dips and rough surfaces. Numerous wind turbine twrs 395'

(330 AGL) approximately 3.5 miles SE of the arpt. No locked wheel turns on Rwy 09-27 surface. Ravens invof arpt year

round. Transient acft parking located on west side of Twy F. Arpt sand larger gradation than FAA recommended/see

AC150/5200-30. TSA regulated airport. See 49 CFR 1542. All gates and doors must be secured at all times. Transient or

unfamiliar pilots contact airport manager with questions.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: ASOS 135.45 (907) 442-2279. (WX CAM)

COMMUNICATIONS: CTAF 123.6 AFIS 135.45 UNICOM 122.8

FSS OTZ (KOTZEBUE) 1600-0900Z±; OT ctc Fairbanks FSS.

KOTZEBUE RADIO 120.3 121.5 122.2 123.6 (LAA 123.6)

ANCHORAGE CENTER APP/DEP CON 119.2 263.0

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.

KOTZEBUE (H) VOR/DME 115.7 OTZ Chan 104 N66°53.14' W162°32.40' 253° 1.4 NM to fld. 121/15E.

HOTHAM NDB (HW) 356 HHM N66°54.08' W162°33.86' 208° 1.3 NM to fld. 11/11E.

ILS/DME 110.7 I-OTZ Chan 44 Rwy 09.

COMM/NAV/WEATHER REMARKS: For local call to Kotzebue FSS dial 907-442-3310. For a toll free call to Kotzebue FSS dial
1-800-478-7460. For a toll free call to Fairbanks FSS dial 1-866-248-6516. WSO telephone 442-3231. AFIS opr by
Kotzebue FSS when open.

NOME
H-1A, L-4H
IAP



KOTZEBUE N66°53.14' W162°32.40' NOTAM FILE OTZ.

(H) VOR/DME 115.7 OTZ Chan 104 253° 1.4 NM to Ralph Wien Mem. 121/15E.

NOME
H-1A, L-4F

KOYUK ALFRED ADAMS (KKA)(PAKK) 0 NE UTC-9(-8DT) N64°56.37' W161°09.26'

NOME

162 B NOTAM FILE KKA

L-3C, 4I

RWY 01-19: 3002X60 (GRVL) MIRL

IAF

RWY 01: VASI(V4L)—GA 3.0° TCH 25'. Brush.

RWY 19: VASI(V4R)—GA 4.0° TCH 32'. Brush.

SERVICE: LGT ACTVT VASI Rwy 01 and 19; MIRL Rwy 01-19—CTAF.

Rwy 19 VASI GS does not meet terrain clnc criteria except within 2 1/2 NM of rwy.

AIRPORT REMARKS: Unattended. Turbulence on apch when wind from NW.

Rwy 01-19 NSTD markings, marked with lgts, cones, and thld panels.

Rwy condition not monitored, recommend visual inspection prior to landing.

AIRPORT MANAGER: (907) 625-1025**WEATHER DATA SOURCES:** AWOS-3P 134.95 (907) 963-4000. (WX CAM)**COMMUNICATIONS:** CTAF 122.8

KOYUK RCO 122.35 (NOME RADIO)

ANCHORAGE CENTER APP/DEP CON 135.7 335.5

RADIO AIDS TO NAVIGATION: NOTAM FILE KKA.

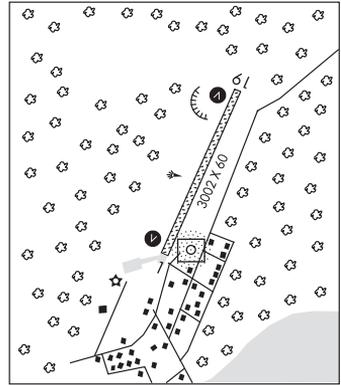
NDB/DME (MHW) 299 KKA Chan 83 N64°56.18'

W161°09.31' at fld. 119/13E.

DME unusable:

240°-270° byd 15 NM blo 5,000'

270°-360° byd 9 NM blo 10,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1-800-478-8400. For a toll free call to Fairbanks FSS dial 1-866-248-6516.**KOYUKUK** (KYU)(PFKU) 0 W UTC-9(-8DT) N64°52.55' W157°43.83'

FAIRBANKS

149 B NOTAM FILE FAI

H-1A, L-3C, 4I

RWY 06-24: 4000X75 (GRVL) MIRL

IAF

RWY 06: REIL. PAPI(P4L)—GA 4.0° TCH 29'. Trees.

RWY 24: Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 06-24, PAPI Rwy 06, REIL Rwy 06

and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend

visual inspection prior to landing. Shallow ruts and grass encroachment

length of rwy. Rwy 06-24 soft when wet. Rwy 06-24 NSTD markings,

marked with lights and plastic markers. Snow removal ops dur winter

months, monitor CTAF. Cold temperature restricted airport. Altitude

correction required at or below -25C.

AIRPORT MANAGER: (907) 451-5280**COMMUNICATIONS:** CTAF 122.9

GALENA RCO 122.2 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 127.0 290.2

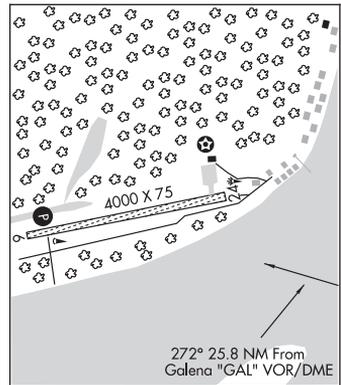
RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.

GALENA (H) VOR/DME 114.8 GAL Chan 95 N64°44.29'

W156°46.63' 272° 25.8 NM to fld. 152/17E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial

1-866-248-6516.

**KRUZOF** N57°17.00' W135°43.76'

JUNEAU

RCO—122.05 (SITKA FSS).

L-1B

KUJU N56°36.98' W134°03.11'

JUNEAU

RCO—121.3 (SITKA FSS).

L-1C

KUKULIAK N63°41.54' W170°28.19' NOTAM FILE SVA.

BETHEL

(H) VOR/DME 117.3 ULL Chan 120 at Savoonga. 42/10E.

L-3B, 4H

VOR/DME unusable:

090°-110° byd 30 NM blo 5,000'

110°-140° byd 14 NM blo 8,000'

140°-180° byd 14 NM blo 11,500'

180°-225° byd 20 NM blo 8,500'

KULIK LAKE (LKK)(PAKL) 1 S UTC-9(-8DT) N58°57.90' W155°05.74'

KODIAK
H-1B, 2I, L-2I, 3D

717 NOTAM FILE ILI

RWY 07-25: 4400X110 (GRVL-DIRT) 0.3% up E

RWY 07: Brush.

RWY 25: Brush.

AIRPORT REMARKS: Unattended. Use extreme ctn in high and gusty wind.

Heavy bear concentration, bears frequently on rwy during summer.

Ramp on west end of rwy privately owned. Yellow barrels mark property

line. Rwy 07-25 covered uniformly with loose 2" to 5" stones. East

2000' of rwy on National Park land and open to public. West 2600' of

rwy on private land and CLOSED to the public. Ctc Raymond Peterson,

4700 Aircraft Drive, Anchorage AK 99502 or call 907 243 5448. Ldg

fee.

AIRPORT MANAGER: 907-246-3305

COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 124.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

KING SALMON (H) VORTAC 112.8 AKN Chan 75 N58°43.48'

W156°45.14' 058° 53.6 NM to fld. 95/16E.

TACAN antenna offset 150' se

TACAN AZIMUTH unusable:

130°-140° byd 13 NM blo 4,000'

130°-140° byd 30 NM

338°-348° byd 19 NM blo 5,000'

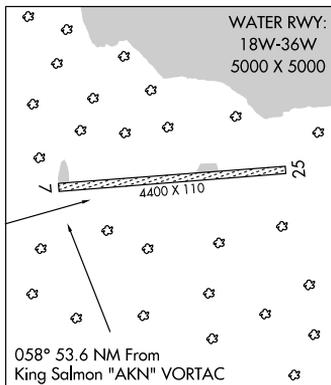
DME unusable:

338°-348° byd 19 NM blo 5,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Iliamna FSS dial LC 571-1240. For a toll free call to Kenai FSS dial 1-866-864-1737.

WATERWAY 18W-36W: 5000X5000 (WATER)

SEAPLANE REMARKS: Attended dalgt hrs May-Sep. SPB is pvt property, no svcs or facilities.



KUPARUK

UGNU-KUPARUK (UBW)(PAKU) PVT 0 N UTC-9(-8DT) N70°19.84' W149°35.88'

POINT BARROW
H-1A, L-4J
IAP

75 B NOTAM FILE SCC

RWY 06-24: H6551X150 (ASPH) HIRL CL

RWY 06: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 45'. RVR-TR

RWY 24: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 45'. RVR-TR

SERVICE: FUEL JET A

AIRPORT REMARKS: Airport unattended. PPR 24 hrs before landing call

Kuparuk (UBW) security 907-659-2821. All airport nav aids,

lighting, and surface movement are controlled by company security

personnel who occupy the UBE air traffic advisory center (ATAC)

facility 24 hrs a day, 7 days a week. No aircraft are allowed to land

without UBW ATAC personnel present. Airport NOTAM information is

not available from the FAA and must be obtained from the airport

operator.

AIRPORT MANAGER: 907-659-7448

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.

DEADHORSE (H) VOR/DME 113.9 SCC Chan 86 N70°11.95'

W148°24.97' 272° 25.3 NM to fld. 54/17E.

DME unusable:

143°-190° blo 2,300'

143°-190° byd 16 NM

VOR unusable:

145°-158° blo 3,000'

145°-158° byd 15 NM blo 4,000'

145°-158° byd 20 NM blo 5,000'

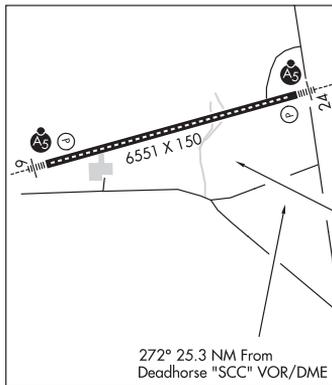
145°-158° byd 25 NM blo 6,000'

145°-158° byd 30 NM blo 10,000'

ILS/DME 111.9 I-RHF Chan 56 Rwy 06. Class IT.

ILS/DME 110.7 I-RGN Chan 44 Rwy 24. Class IT.

COMM/NAV/WEATHER REMARKS: For a local call to Deadhorse FSS dial (907) 659-2401. For a toll free call to Fairbanks FSS dial 1-866-248-6516.



KWETHLUK (KWT)(PFKW) 1 SSW UTC-9(-8DT) N60°47.42' W161°26.62'
25 B NOTAM FILE KWT

MC GRATH
L-3C
IAP

RWY 18-36: 3199X75 (GRVL-DIRT) MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 27'. Brush.
RWY 36: REIL. PAPI(P4L)—GA 3.2° TCH 28'. Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 18-36, PAPI and REIL Rwy 18 and Rwy 36 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Numerous arpts in the vicinity. Cold temperature restricted airport. Altitude correction required at or below -38C. Rwy 18-36 lgts partially obscured by brush and grass. Ruts at rwy ends. Heaves, ruts and erosion channels along rwy sfc. Weeds in front of both PAPI indicators. Windssock may be unreliable.

AIRPORT MANAGER: (907) 543-2498

WEATHER DATA SOURCES: AWOS-3P 120.000 (907) 868-7313. (WX CAM)

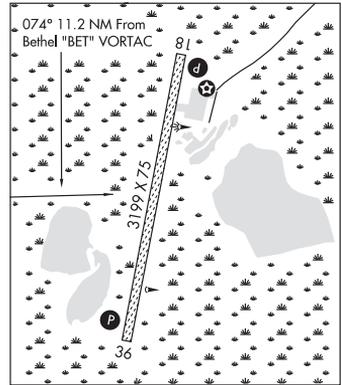
COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 125.2

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) VORTAC 114.1 BET Chan 88 N60°47.09'
W161°49.46' 074° 11.2 NM to fld. 105/14E.

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



KWIGILLINGOK (GGV)(PAGG) 0 S UTC-9(-8DT) N59°52.54' W163°10.08'
21 NOTAM FILE ENA

BETHEL

RWY 15-33: 1835X40 (GRVL-DIRT)

RWY 15: Brush.

RWY 33: Brush.

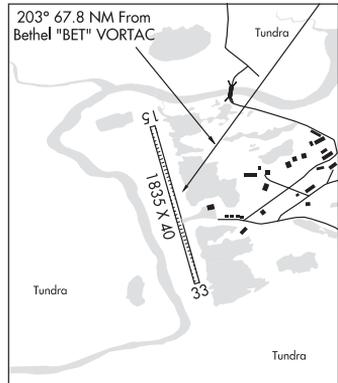
AIRPORT REMARKS: Unattended. Night ops prohibited, exc rotary wing acft. Rwy cond not monitored, recommend visual inspection prior to using. Safety areas narrow and uneven, undulates. Waterfowl invof arpt. Multiple wind turbine twrs east of arpt. Windssock unreliable. Segmented circle deteriorated, unusable. Rwy 15-33 NSTD markings, rwys marked with cones and markers. Portable rwy lgts avbl for emergency use only. Ctc village police safety officer. Rwy 15-33 pot holes and dips on rwy and ramp, rwy used as road.

AIRPORT MANAGER: (907) 543-2498

COMMUNICATIONS: CTAF 122.7

ANCHORAGE CENTER APP/DEP CON 125.2

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



LADD AAF (FBK)(PAFB) A 2 E UTC-9(-8DT) N64°50.20' W147°36.97'

FAIRBANKS

449 B TPA—See Remarks NOTAM FILE PAFB

H-1B, L-3A, 3D, 4J

RWY 07L-25R: H8576X150 (ASPH-CONC) D-38 HIRL

DIAP

RWY 07L: ALSF1. REIL. PAPI(P4L)—GA 3.0° TCH 67'. Trees road. Rgt tfc.

RWY 25R: ALSF1. REIL. PAPI(P4L)—GA 3.3° TCH 67'. Trees/road.

RWY 07R-25L: H7293X74 (ASPH-CONC)

SERVICE: LGT When twr clsd ACTIVATE afld lgtg on 125.0. Rwy 25R

PAPI not coincidental with PAR. Rwy 07L-25R apch lights NSTD. PAPI monthly maintenance will be conducted on the last Wed of every month from 0900-1200L (1800-2100Z±). PAPI will be unavailable for use during this time.

MILITARY REMARKS: Opr Mon-Fri 1700-0800Z±. CAUTION: Main road immediately off apch end of Rwy 07L and Rwy 25R. CAUTION:

Lgtd hwy parallel to and North Rwy 07L-25R can be confused with rwy durg apch. Heavy bird activity invof arpt. Twy edge lights on Twy H and portions of Twys N and S greater than 10 ft from twy side stripes. Be alert, numerous night device acft ops invof Ladd AAF. Exp numerous dimly lit acft in the Tannana Flats and Yukon trng areas dur hrs of darkness, weekdays from Sep thru Apr. Laser research will be conducted intermittently within 4 NM of 650700N, 1472750W, Poker Flat Research Range at an angle of 70° to 90°, from the sfc, projecting up to unlimited. The beam will be

terminated if acft enter the affected area. This beam is injurious to pilots/aircrews and passengers' eyes. Cockpit illumination-flash blindness may occur beyond these distances. Anchorage/ZAN/ARTCC facility (907-269-1103) is the FAA coordination facility. Unlgtgd twr 150' AGL/1/2 NM North of arpt. CAUTION: 100' AGL marked lgt poles for illumination are 3/4 NM SE of afld. North tfc pat rotor wing and MQ-1 gray eagle only. Large acft ramp parking, small acft tie-down not avbl. CAUTION: Afld has no acft de-ice capabilities. CAUTION: Rwy 07L road beginning 349 ft from departure end of rwy (DER), runs thru clear zone perpendicular to extended rwy cntrln, railroad tracks, 556 ft from DER, runs thru clear zone perpendicular to cntrln, river beginning 556 ft from DER, runs thru clear zone perpendicular to extended cntrln. Rwy 25R road beginning 387 ft from departure end of rwy (DER), runs through clear zone perpendicular extended rwy cntrln, river beginning 477 ft from DER, runs thru clear zone perpendicular extended rwy cntrln. Road vehicle traffic is controlled by twr when open (distances are estimated). Rwy 25R public road 349 ft west of DER, up to 15 ft AGL/460 ft MSL, railroad tracks 556 ft west of DER, up to 23 ft AGL/461 ft MSL, trees 556 ft west of DER, up to 25 ft AGL/460 ft MSL. Rwy 07L, public road 387 ft east of DER, up to 15 ft AGL/460 ft MSL. TPA R/W 1200', F/W (Piston) 1500', F/W (Turbine) 2000'. Firing ranges south of fld, ctc Tower or Opns for advisory. Range Control freq 38.30. Medical evacuation pad for F/W at ops ramp, R/W evacuation pad at hospital, 15 minute notice rqrd. 24 hr PPR rqrd for tran acft call DSN 317-353-7212/6514 coml 907-353-7212/6514. Rwy 07L-25R have no overruns. Twys A, B, C, D, E, F, G and sections of N and S do not have shoulders. Rwy 07L-25R seasonal climatic cond effects weight brg capacity. All helipads are day VMC only. Special VFR minimum Day—R/W 300-1/2, F/W 500-1. Night—R/W 500-1, F/W N/A. Communications: Weather (PMSV) metro 381.375 UHF, 128.8 VHF, 134.25 (ATIS): Wx opr H24, DSN 317-353-7111, C: 907-353-7111. GCA 121.3, 118.05, 276.4 (Mon-Fri 1700-0100Z± exc hol). PCN (Jun-Feb) 130/F/A/W/T. PCN (Mar-May) 112/F/D/W/T. Dur evacuation of wx station ctc 17 OWS 808-449-8333. US customs and intl trash not avbl. Hot pit refueling ops inop, 1 Nov-1 Apr. Contact unit for cold fuel. Obst trees penetrate clear zones on the apch ends of Rwy 07L-25R. CAUTION: Towers located in Alpha sod center are inop and unlit obst lights. Rwy 07L clear zone railroad trng movement activity. When open, ATCT will advise acft that they are not auth to depart or land until trng movements have completed. Airspace Fairbanks, AK—Scientific laser ops near Fairbanks Arpt, 645134N-1475059W, or the FAI VORTAC 028 deg radial at 5.5 NM. This beam may cause distraction and/or flash blindness to pilots/aircrews and passengers eyes. Fairbanks/FAI/ATCT telephone number 907-474-0452 is the FAA cdn facility.

AIRPORT MANAGER: 907-353-7022

WEATHER DATA SOURCES: ASOS 119.275 (907) 353-7940.

COMMUNICATIONS: CTAF 125.0 ATIS 134.25 (TIE-IN FSS FAIRBANKS FAI-DL-NOTAM PAFB)

FAIRBANKS RADIO 122.2 (E) 122.6 255.4

② FAIRBANKS APP CON 125.35 363.2 (180°-359°) 127.1 251.1 (360°-179°) (E)

TOWER 40.80 FM 125.0 (E) 284.6 (1700-0800Z± Mon-Fri exc hols, other times by NOTAM; other times Class G)

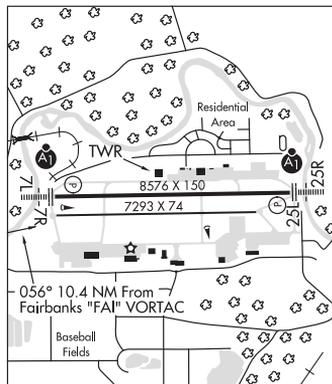
GND CON 121.7 263.15

② FAIRBANKS DEP CON 125.35 363.2 327.1

BASE OPS 139.3 Mon-Fri 1700-0200Z±.

PMSV METRO 128.8 381.375

AIRSPACE: CLASS D svc 1700-0800Z± Mon-Fri exc hols, other times by NOTAM; other times CLASS G..



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.

FAIRBANKS (H) VORTACW 108.6 FAI Chan 23 N64°48.00' W148°00.72' 057° 10.4 NM to fld. 1526/21E.

TACAN AZIMUTH unusable:

065°-100° byd 30 NM

270°-330° byd 10 NM blo 10,000'

270°-330° byd 30 NM

CHENA NDB (HW) 257 CUN N64°50.32' W147°29.70' 251° 3.1 NM to fld. 462/17E.

COMM/NAV/WEATHER REMARKS: ASOS freq 119.275 is associated with R-2205 Yukon Training Range. ASOS freq 118.525 is associated with R-2211 Blair Lake Training Range. PMSV ltd to line of sight, reception blo 5,000' MSL ltd from 210°-100° within 100 NM by terrain, no limit abv 5,000' within 50 NM, reception 3,500'-12,000' ltd from 100°-210° from 50-100 NM by terrain, no limit abv 12,000' within 100 NM. Sfc visibility rstd from 020°-050° due to Hangar 1, and from 250°-350° due to ctl twr and bldgs. Radar Type: Circling not authorized N of Rwy 07L-25R.

LAKE BROOKS SPB (See KATMAI NATIONAL PARK on page 148)

LAKE CLARK PASS EAST N60°51.43' W152°38.63'

RCO —121.1 (KENAI FSS)

McGRATH

L-3D

LAKE CLARK PASS WEST N60°07.49' W154°44.72'

RCO —121.2 (KENAI FSS)

McGRATH

L-3D

LAKE HOOD (See ANCHORAGE on page 42)

LAKE LOUISE

LAKE LOUISE (Z55) 1 NE UTC-9(-8DT) N62°17.50' W146°34.64'

ANCHORAGE

2480 NOTAM FILE ENA

RWY 13-31: 2900X60 (GRVL)

RWY 13: Brush. Rgt tfc.

RWY 31: Trees.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. No radio avbl for closing flight plans. No winter maintenance. Caribou invof rwy. Rwy 13-31 NSTD markings, red and green reflective markers at thlds. Reflective white markers entire rwy length, reflective blue markers on twy. Float plane activity on Lake Louise.

AIRPORT MANAGER: 907-822-3222

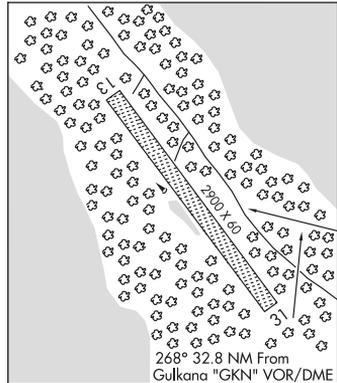
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.

GULKANA (H) VOR/DME 115.6 GKN Chan 103 N62°09.23'

W145°26.84' 268° 32.8 NM to fld. 1549/17E.

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



LAKE LOUISE SPB (13S) 0 E UTC-9(-8DT) N62°16.97' W146°31.13'

ANCHORAGE

2362 NOTAM FILE ENA

WATERWAY ALL-WAY: 5000X4000 (WATER)

SERVICE: FUEL MOGAS

SEAPLANE REMARKS: Attended daylight hours summer. No winter maint.

Fuel 100LL avbl for emerg use.

AIRPORT MANAGER: 907-822-3250

COMMUNICATIONS: CTAF 122.9

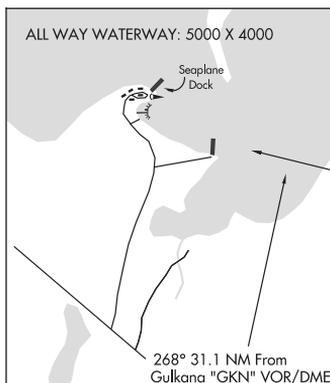
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.

GULKANA (H) VOR/DME 115.6 GKN Chan 103 N62°09.23'

W145°26.84' 268° 31.1 NM to fld. 1549/17E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

1-866-864-1737.



LAKE LUCILLE SPB (See WASILLA on page 272)

LAKEWOOD (See NORTH POLE on page 196)

LAKEWOOD AIRSTRIP (See STERLING on page 247)

LAKLOEY AIR PARK (See FAIRBANKS on page 111)

LARSEN BAY (2A3)(PALB) 0 SE UTC-9(-8DT) N57°32.11' W153°58.60'

KODIAK

87 B NOTAM FILE ENA

RWY 04-22: 2690X75 (GRVL) MIRL 0.5% up SW

RWY 04: Hill.

RWY 22: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 04-22 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Loose 3' to 6' rocks on Southeast rwy edge full length. Rwy 04 ovrn soft with deep ruts. Rwy 04-22 slopes down toward midpoint. Rwy 04 and Rwy 22 thld marked with lgts, plastic reflectors and thld panels.

AIRPORT MANAGER: 907-487-4952

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) VOR/DME 117.1 ODK Chan 118 N57°46.50'

W152°20.39' 241° 54.7 NM to fld. 133/14E.

VOR unusable:

190°-310° byd 15 NM blo 12,000'

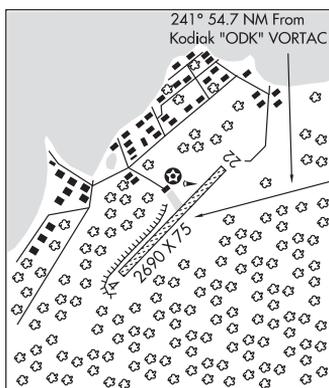
DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

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



LAWING (9Z9) 1 N UTC-9(-8DT) N60°24.71' W149°22.16'

ANCHORAGE

484 NOTAM FILE ENA

RWY 15-33: 2355X60 (GRVL) 0.6% up NW

RWY 15: Trees.

RWY 33: Tree.

AIRPORT REMARKS: Unattended. State maintenance on irregular basis. Rwy cond not monitored, recommend visual inspection prior to using. Rwy undulates, soft during spring thaw. Ruts on east side. Overrun slopes down 5%. All terrain vehicles using rwy as a road. Rwy 15-33 thld panels damaged. Rwy 15 edges not marked. Windssock is below treeline and may be unreliable.

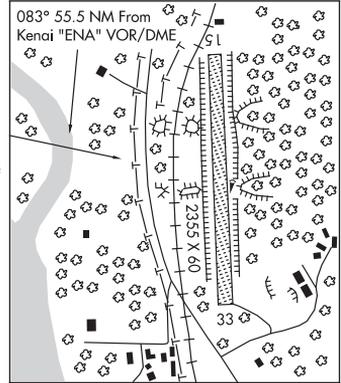
AIRPORT MANAGER: 907-288-2428

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

KENAI (H) VOR/DME 117.6 ENA Chan 123 N60°36.88' W151°11.71' 083° 55.5 NM to fld. 115/19E.

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



LAWRENCE AIRSTRIP (See WASILLA on page 273)

LAZY BAY

ALITAK SPB (ALZ) 0 S UTC-9(-8DT) N56°53.97' W154°14.87'

KODIAK

00 NOTAM FILE ENA

WATERWAY NE-SW: 10000X1000 (WATER)

SEAPLANE REMARKS: Unattended. E-W prevailing winds. Subject to swells in Easterly winds. Acft beaching area is a gravel area east side of cannery. Dock in front of beaching area is hazardous to acft. Ltd para-glider activity during summer months. Heavy bird activity noted in area.

AIRPORT MANAGER: 206-285-6800

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) VOR/DME 117.1 ODK Chan 118 N57°46.50' W152°20.39' 216° 81.4 NM to fld. 133/14E.

VOR unusable:

190°-310° byd 15 NM blo 12,000'

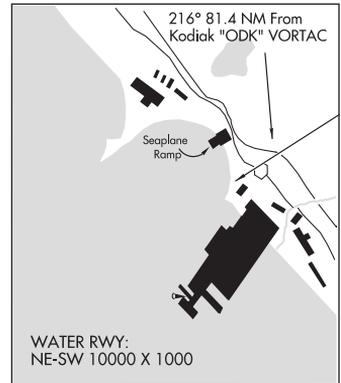
DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

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



LENA POINT N58°23.30' W134°45.72'

JUNEAU

RCO —122.25 (JUNEAU FSS)

L-1B

LEVEL ISLAND N56°28.06' W133°04.99' NOTAM FILE SIT.
(H) VORW/DME 116.5 LVD Chan 112 229° 19.3 NM to Point Baker. 98/20E.

JUNEAU
H-1C, L-1C

VOR unusable:

038°-098° byd 35 NM blo 9,000'
 098°-138° byd 25 NM blo 7,000'
 168°-208° byd 35 NM blo 6,000'
 268°-328° byd 25 NM blo 9,000'
 328°-358° byd 30 NM blo 7,000'
 328°-358° byd 35 NM blo 8,000'
 358°-038° byd 35 NM blo 12,000'

wx cam

DME unusable:

038°-098° byd 35 NM blo 9,000'
 098°-138° byd 25 NM blo 7,000'
 168°-208° byd 35 NM blo 6,000'
 268°-328° byd 25 NM blo 9,000'
 328°-358° byd 30 NM blo 7,000'
 328°-358° byd 35 NM blo 8,000'
 358°-038° byd 35 NM blo 12,000'

RCO 122.3 (SITKA RADIO)

LEVELOCK (9Z8) 1 NNW UTC-9(-8DT) N59°07.63' W156°51.59'
 56 B NOTAM FILE ENA

KODIAK
L-21, 3C

RWY 01-19: 3284X60 (GRVL-DIRT) MIRL

RWY 01: Brush.

RWY 19: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 01-19 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored. Recommend visual inspection prior to ldg. Rwy 01-19 and shoulders soft and muddy when wet. Multiple 2"-4" ruts on rwy edges and circular ruts near rwy thlds. Windssocks in soft soil, may be unreliable. Safety areas byd thlds sinking soft sand use only as emergency overrun.

AIRPORT MANAGER: 907-246-3325

COMMUNICATIONS: CTAF 122.9 UNICOM 122.95

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

KING SALMON (H) VORTAC 112.8 AKN Chan 75 N58°43.48'

W156°45.14' 336° 24.4 NM to fld. 95/16E.

TACAN antenna offset 150' se

TACAN AZIMUTH unusable:

130°-140° byd 13 NM blo 4,000'

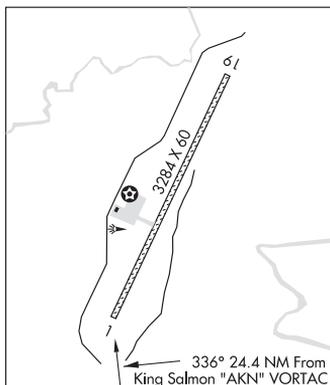
130°-140° byd 30 NM

338°-348° byd 19 NM blo 5,000'

DME unusable:

338°-348° byd 19 NM blo 5,000'

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



LIME VILLAGE (2AK) 0 N UTC-9(-8DT) N61°21.55' W155°26.42'

MC GRATH

545 NOTAM FILE ENA

RWY 10-28: 1500X55 (GRVL-DIRT) 0.3% up E

RWY 10: Brush.

RWY 28: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. NW rwy end floods dur break-up. Thld panel Rwy 10 only. Rwy 10-28 marked with orange 3' cones. Rwy 10-28 irregular sfc loose rocks up to 12 in may be present length of runway. Windssock unreliable.

AIRPORT MANAGER: 907-524-3241

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PASV.

SPARREVOHN (H) VORW/DME 117.2 SQA Chan 119 N61°05.91'

W155°38.07' 002° 16.7 NM to fld. 2501/18E.

VOR & DME unusable:

009°-019°

029°-039° byd 25 NM blo 12,500'

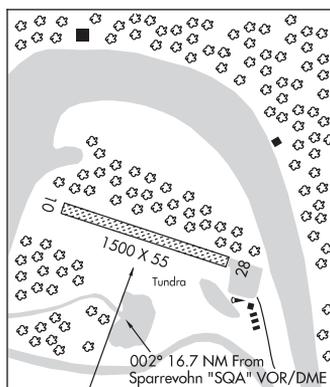
DME portion unusable:

019°-028° byd 16 NM

VOR portion unusable:

019°-029° byd 16 NM

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



LINCOLN VILLAGE AIRPARK (See WASILLA on page 273)**LIVENOOD CAMP** (4AK) O E UTC-9(-8DT) N65°28.04' W148°39.22'**FAIRBANKS**

428 NOTAM FILE FAI

L-4J

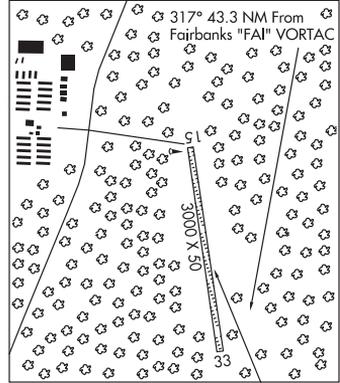
RWY 15-33: 3000X50 (GRVL) 0.3% up NW**RWY 15:** Trees.**RWY 33:** Trees.**AIRPORT REMARKS:** Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Rwy 15 and Rwy 33 NSTD markings, rwy edges marked with cones. Be alert: Watch for frequent helicopter t/c from adjacent work camp.**AIRPORT MANAGER:** 907-451-2207**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE FAI.**FAIRBANKS (H) VORTACW** 108.6 FAI Chan 23 N64°48.00' W148°00.72' 317° 43.3 NM to fld. 1526/21E.

TACAN AZIMUTH unusable:

065°-100° byd 30 NM

270°-330° byd 10 NM blo 10,000'

270°-330° byd 30 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516.**LLOYD R ROUNDTREE SEAPLANE FACILITY SPB** (See PETERSBURG on page 208)**LONELY AS** (AK71) AF O N UTC-9(-8DT) N70°54.64' W153°14.53'**POINT BARROW**

17 B NOTAM FILE BRW

H-1A, L-4J

RWY 07-25: 5000X100 (GRVL) MIRL**RWY 07:** REIL.**RWY 25:** REIL.**MILITARY REMARKS:** Unattended. CLOSED TO THE PUBLIC. Bureau of Land Management (BLM) managed facility. All aircraft operators shall obtain written authorization prior to landing. Contact the BLM Arctic Field Office, 1150 University Avenue, Fairbanks, AK 99709 or call 907-474-2200 to apply for an authorization 45 days prior to intended landing. Failure to obtain and have onboard an approved authorization may result in trespass violations and possibly criminal and civil action. **CAUTION:** Rwy not maintained, recommend visual inspection prior to ldg. Unlighted 150' twr 1/4 NM west of arpt, unlighted 200' twr 1 NM west of arpt. Caribou occasionally on rwy.**AIRPORT MANAGER:** 907-552-4400**COMMUNICATIONS:** CTAF 126.2**COMM/NAV/WEATHER REMARKS:** Local call to Barrow FSS dial 852-2511.**LORING SPB** (13Z) O S UTC-9(-8DT) N55°36.08' W131°38.20'**KETCHIKAN**

00 NOTAM FILE KTN

WATERWAY E-W: 10000X2000 (WATER)**SEAPLANE REMARKS:** Unattended. Transient acft can dock. No facilities avbl. No wind sock. Dock unsuitable for acft use.**AIRPORT MANAGER:** 907-225-5859**COMMUNICATIONS:** CTAF 122.9**COMM/NAV/WEATHER REMARKS:** For a LC to Ketchikan FSS dial (907) 225-9481. For a toll free call to Juneau FSS dial 1-800-WX-BRIEF.**MACKEYS LAKES SPB** (See SOLDOTNA on page 243)

MANLEY HOT SPRINGS (MLY)(PAML) 0 SW UTC-9(-8DT) N64°59.28' W150°38.86'
 275 B NOTAM FILE FAI
RWY 18-36: 3400X60 (GRVL) MIRL

FAIRBANKS
 L-3D, 4J
 IAP

RWY 18: Road.
RWY 36: Brush.
SERVICE: S2 LGT ACTIVATE MIRL Rwy 18-36 and windsock—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Maintained winter for wheel acft. 400 gal turbine fuel avbl. Ski strip parallel and west of Rwy 18-36 clsd, not usable. Rwy treated with dust palliative. Cold temperature airport. Altitude correction required at or below -22C.

AIRPORT MANAGER: 907-451-2207

COMMUNICATIONS: CTAF/UNICOM 122.8

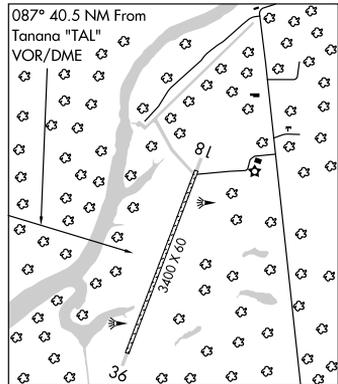
Ⓡ **ANCHORAGE CENTER APP/DEP CON** 120.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TAL.

TANANA (H) VOR/DME 116.6 TAL Chan 113 N65°10.63'
 W152°10.65' 087° 40.5 NM to fld. 394/19E.

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

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



MANOKOTAK (MBA)(PAMB) 6 ESE UTC-9(-8DT) N58°55.92' W158°54.11'
 107 B NOTAM FILE MBA
RWY 03-21: 3300X75 (GRVL) MIRL

KODIAK
 L-2I, 3C
 IAP

RWY 03: Brush.
SERVICE: LGT ACTIVATE MIRL Rwy 03-21, rotating bcn and windsock lgt—CTAF.
AIRPORT REMARKS: Unattended. Recommend visual inspection prior to use. Cold temperature restricted airport. Altitude correction required at or below -34C. Rwy 03-21 edge lights white full length of rwy. Rwy 03-21 safety are dimensions 3900' by 150'.

AIRPORT MANAGER: 907-842-5511

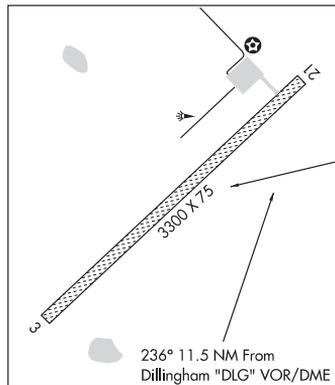
WEATHER DATA SOURCES: AWOS-3P 120.625 (907) 289-2018. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

DILLINGHAM (H) VOR/DME 116.4 DLG Chan 111 N58°59.65'
 W158°33.13' 236° 11.5 NM to fld. 81/15E.

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



MARSHALL DON HUNTER SR (MDM)(PADM) 2 SE UTC-9(-8DT) N61°51.85' W162°01.57'
 115 B NOTAM FILE MDM
 RWY 07-25: 3200X100 (GRVL) MIRL
 RWY 07: REIL. Brush.
 RWY 25: Brush.

BETHEL
 L-3C
 IAP

SERVICE: LGT ACTVT REIL Rwy 07; MIRL Rwy 07-25—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Cold temperature airport. Altitude correction required at or below -27C. Snow removal ops during winter, monitor CTAF. Rwy 07-25 sfc cracking along rwy edges.

AIRPORT MANAGER: 907-438-2416

WEATHER DATA SOURCES: AWOS-3P 119.675 (907) 679-6500. (WX CAM)

COMMUNICATIONS: CTAF 122.9

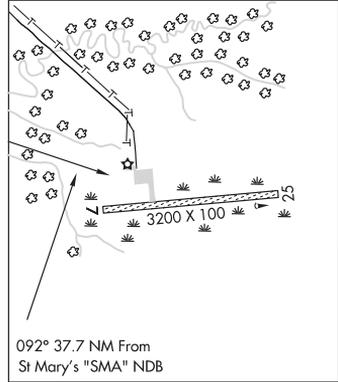
ANCHORAGE CENTER APP/DEP CON 124.0

RADIO AIDS TO NAVIGATION: NOTAM FILE KSM.

ST MARYS NDB (HW) 230 SMA N62°03.56'

W163°16.91' 096° 37.5 NM to fld. 343/12E.

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



MAY CREEK (MYK) 1 S UTC-9(-8DT) N61°20.17' W142°41.15'
 1681 NOTAM FILE ENA

ANCHORAGE

RWY 13-31: 2700X100 (TURF-GRVL)

RWY 13: Trees.

RWY 31: Trees.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 13-31 slopes up from Rwy 13 end to Rwy 31 end. Rwy 31 thld about 100' higher. Grass up to 1' high during summer months. Rwy 13 and Rwy 31 NSTD markings, thlds marked with cones and panels, panels faded. Road adjacent and on East side of rwy. Rwy 13 mountain 3 miles from threshold.

AIRPORT MANAGER: 907-822-3222

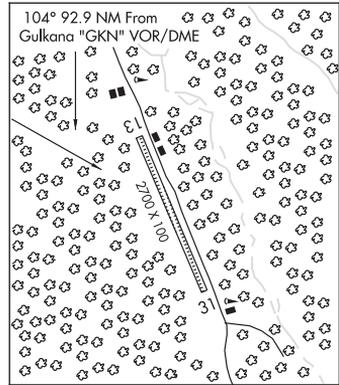
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.

GULKANA (H) VOR/DME 115.6 GKN Chan 103 N62°09.23'

W145°26.84' 104° 92.9 NM to fld. 1549/17E.

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



MC GRATH (See MCGRATH on page 178)

MC GRATH SPB (See MCGRATH on page 179)

MC KINLEY NATIONAL PARK (See MCKINLEY PARK on page 180)

MCCARTHY

JAKES BAR (AK00) 13 SE UTC-9(-8DT) N61°13.13' W142°53.47'

ANCHORAGE

1074 NOTAM FILE ENA

RWY 10-28: 1000X25 (GRVL) 0.7% up SE

RWY 10: Tree.

RWY 28: Tree.

AIRPORT REMARKS: Unattended. Rwy suitable only for conventional geared acft. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy is an unimproved river gravel bar. Subject to turbulence in any wind. Rwy surface very rough. Rocks up to 15" in diameter. Grass up to 12" over entire surface.

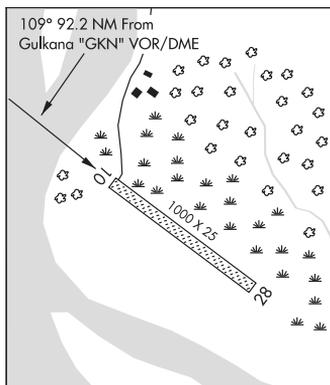
AIRPORT MANAGER: 907-822-7240

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.

GULKANA (H) VOR/DME 115.6 GKN Chan 103 N62°09.23' W145°26.84' 109° 92.2 NM to fld. 1549/17E.

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



MCCARTHY (152)(PAMX) 1 NE UTC-9(-8DT) N61°26.27' W142°54.15'

ANCHORAGE

1533 NOTAM FILE MXY

RWY 01-19: 3501X60 (GRVL-DIRT) 0.3% up S

RWY 01: Brush.

RWY 19: Brush.

AIRPORT REMARKS: Unattended. Irregular winter maintenance. Rwy condition not maintained, recommend visual inspection prior to landing. Wildlife invof rwy. Apch to Rwy 01 over old McCarthy Arpt.

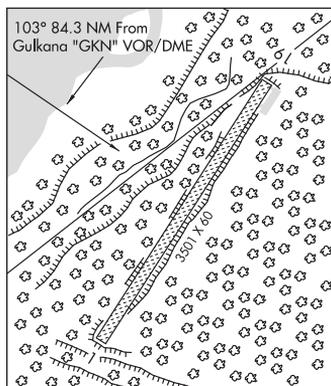
AIRPORT MANAGER: 907-822-3222

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.

GULKANA (H) VOR/DME 115.6 GKN Chan 103 N62°09.23' W145°26.84' 103° 84.3 NM to fld. 1549/17E.

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



SWIFT CREEK (AK31) PVT 3 SW UTC-9(-8DT) N61°24.67'

W143°00.07'

1225 NOTAM FILE Not insp.

RWY 16-34: 2000X35 (TURF)

RWY 16: Trees.

RWY 34: Trees.

AIRPORT REMARKS: Unattended. Creek and sharp ditches close to rwy S approximately 1/2 mile.

AIRPORT MANAGER: 907-521-0178

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

MCCHORD FLD (JOINT BASE LEWIS—MCCHORD) WA (TCM)(KTCM) AF 3 S UTC-8(-7DT)

N47°08.26' W122°28.59'

322 B TPA—See Remarks AOE NOTAM FILE TCM Not insp.

RWY 16-34: H10108X150 (ASPH-CONC-GRVD) PCN 60 F/A/W/T HIRL CL

RWY 16: ALSF1. PAPI(P4R)—GA 3.0° TCH 68'. RVR-T 0.4% up.

RWY 34: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 59'. RVR-T Rgt tfc.

RWY 16Z-34Z: H3000X60 (ASPH)

ARRESTING GEAR/SYSTEM

RWY 16 HOOK E5 (240' OVRN) HOOK BAK-12B(B) (2450'). HOOK BAK-12B(B) (1668') HOOK E5 (102' OVRN) **RWY 34**

SERVICE: S4 **OX** 1, 2 **LGT** Visual TCH set for hgt Gp 3 acft only. Rwy 16-34 cntr 72' thld lgt removed. AMP-1/AMP-3 overt/covert assault strip lgt inst mid 5000' Rwy 16-34. **MILITARY— JASU** (MD-3M) 1(MD-3) 1(MA-1A) (AM32A-60) 1(MC-11) **FUEL** A+ + **FLUID** SP PRESAIR De-ice-Exp 3 hr delay. LHOX LOX **OIL** O-128-133-148-156 SOAP - Results rqr 24 hr, 1530-0030Z± wkd exc hol, results not avbl OT. Tran acft req SOAP will arr with historical eng SOAP data for trend analysis. **TRAN ALERT** Opr H24. Delays can be exp. Prk ltd. All tran acft rqr tran alert follow me assistance.

MILITARY REMARKS: **RSTD** PPR incl scheduled AMC msn due to ltd ramp space, tran acft parking extremely ltd. 24 hr prior coord rqr, Base OPS DSN 382-5611, C253-982-5611. All inbd acft must ctc Command Post (Rainier OPS) no later than 30 min prior to ldg. AMC acft opr rstd dur Bird Watch Cond Moderate (tkf and ldg permission only when departing/arr rte avoid identified bird act, no lcl IFR/VFR tfc pat act) and Severe (tkf and ldg prohibited without OG/CC apvl), ctc PTD/ATIS/Command Post for current Bird Watch Cond. Tran aircrews conducting lcl area low-level training msn must receive lcl procedure/rstd briefing from 62 OSS/OSK at DSN 382-3615, C253-982-3615. **CAUTION** When performing pre-tkof end runup, align acft so that debris is not blown toward ADTAC alert hgr or adj acft prk ramp. Dur VFR cond, acft making to apch, nml tkof, touch and go ldg, or missed apch remain at or blw 1800 ft til dep end of the rwy. Bird haz. South end rwy not visible from official wx station obsn point. When fog/low clouds are present over AER 34, cond report from obsn point may not be representative. **CSTMS/AG/IMG** Unsked acft arr btn 0900-1400Z± may experience delays for CSTMS/AG/IMG inspections. **TFC PAT** Before ldg maintain tfc pat alt commensurate with safety as long as practicable. TPA—Rectangular 1800' (1478) overhead 2300' (1978). **MISC** Aircrews notify PTD anytime they plan to delay in lcl IFR pat on separate clnc prior to or departure on filed flt plan. Base OPS DSN 382-5611, C253-982-5611. Rwy 16-34 marked with white non-reflective 90' X 3500' VFR daytime assault ldg zone. South 1000' Rwy 16-34 is conc, rwy is grvd. Rwy cond codes (RWYCC) unavbl.

AIRPORT MANAGER: 253-982-5611

WEATHER DATA SOURCES: ASOS (253) 982-3434

COMMUNICATIONS: D-ATIS 135.825 270.1 PTD 372.2

Ⓡ **SEATTLE APP/DEP CON** 126.5 377.15

TOWER 124.8 **259.3 GND CON** 118.175 279.65

COMD POST 349.4 134.1

PMSV METRO 342.3 Full wx svc avbl H24 exc dur afd/twr closure. DSN 382-3434/2112, C253-982-3434/2112. All obs provided by AN/FMQ-19 automated observing sys; augmented by human obsn when nec. Full svc PMSV avbl via phone patch with comd post. Tran aircrew ctc 25 OWS dur afd closure to request wx briefing DSN 228-6598, or C520-228-6598. when possible provide 3 hr pn for all rqr briefings.

AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE TCM.

(T) **VORTAC** 109.6 TCM Chan 33 N47°08.86' W122°28.50' at fld. 283/15E.

No NOTAM MP 0800-1700Z± and 2100-2300Z± Wed

VOR unusable:

033°-043° byd 12 NM blo 8,500'

043°-063° byd 12 NM

063°-076° byd 19 NM

076°-082° byd 19 NM blo 8,000'

076°-082° byd 24 NM blo 10,000'

142°-153° byd 12 NM

153°-163° byd 12 NM blo 5,800'

207°-277° byd 12 NM

307°-082° byd 10 NM blo 8,000'

307°-347° byd 12 NM

347°-033° byd 19 NM

ILS 109.9 I-MAR Rwy 16. Class IA. Ry 16-34 backcourse unusable. Ry 16-34 No NOTAM MP 0800-1700Z± and 2100-2300Z± Tue and Thu.

ILS 108.5 I-TCM Rwy 34. Class IIE. Ry 16-34 backcourse unusable. Ry 16-34 No NOTAM MP 0800-1700Z± and 2100-2300Z± Tue and Thu.

MCGRATH

MC GRATH (MCG)(PAMC) 0 W UTC-9(-8DT) N62°57.17' W155°36.42'

343 B NOTAM FILE MCG

RWY 16-34: H5936X100 (ASPH-GRVD) S-32, D-80, 2S-102,
2D-120 MIRL

RWY 16: REIL. VASI(V4L)—GA 3.0° TCH 38'. Thld dspcd 546'. Tree.

RWY 34: REIL. VASI(V4L)—GA 3.0° TCH 33'. Thld dspcd 547'. Tree.

RWY 05-23: 2000X60 (GRVL) MIRL

RWY 05: Brush.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA-5936 TODA-5936 ASDA-5389 LDA-4843

RWY 34: TORA-5936 TODA-5936 ASDA-5390 LDA-4843

SERVICE: S2 FUEL 100LL, JET A1+ LGT ACTIVATE MIRL Rwy 05-23
and 16-34, REIL and VASI Rwy 16 and 34—CTAF.

AIRPORT REMARKS: Attended May-Sept Mon-Wed 1600-0230Z†, Thurs
1600-0000Z‡, Oct-Apr Mon-Fri 1700-0130Z‡. Fuel svc chrg
Sundays & after 0200Z‡ daily. Snow removal, wildlife control, cond
reporting, and other afld maint svcs only avbl and valid dur arpt maint
duty hrs. Ctc arpt mgmt for any after-hours req for afld svcs. Arpt maint
duty hrs, May-Sept Mon-Thu 1600-0230Z‡, Oct-Apr Mon-Fri
1700-0200Z‡. Arpt CLOSED to pax acft certificated for more than 30
pax seats. Rwy cond not monitored, recommend visual inspection
before ldg. Personnel and eqpt may be working on the rwy at any time.

Moose invof arpt. Migratory water fowl on and invof arpt spring thru fall. Fire attack acft working out of arpt during summer
months. Arpt has designated tran acft parking avbl. Tran acft parking is designated by green cones on the apron. NWS
weather balloon launch facility located on arpt, see inside back cover for opn details. Lock wheeled turns prohibited on
any sfc. Cold temperature airport. Altitude correction required at or below -46C.

AIRPORT MANAGER: 907-524-3241

WEATHER DATA SOURCES: ASOS 135.65 (907) 524-3850. (WX CAM)

COMMUNICATIONS: CTAF 123.6

FSS MCG (MCGRATH) 1800-0345Z‡ May 1 thru Sept 30; OT ctc Kenai FSS.

MCGRATH RADIO 121.5 122.2 122.65 123.6 (LAA 123.6)

MCGRATH RCO 121.5 122.2 122.65 123.6 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 128.1 353.8

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

(H) VORTACW 115.5 MCG Chan 102 N62°57.06' W155°36.68' at fld. 344/19E.

VOR DME & TACAN AZIMUTH unusable:

014°-019° byd 19 NM blo 7,000'

040°-050° byd 21 NM blo 5,000'

144°-194° byd 6 NM blo 9,000'

195°-223° byd 28 NM blo 6,000'

224°-261° byd 12 NM blo 10,000'

262°-294° byd 25 NM blo 7,000'

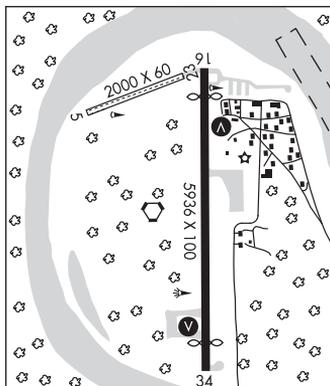
295°-314° byd 21 NM blo 8,000'

TAKOTNA RIVER NDB (HW) 350 VTR N62°56.81' W155°33.44' 269° 1.4 NM to fld. 341/16E.

LOC/DME 108.5 I-MCG Chan 22 Rwy 16. LOC/DME offset angle 2.5° right of centerline. LOC unusable byd 25° right
of course. DME unusable byd 25° left of course.

COMM/NAV/WEATHER REMARKS: For a local call to McGrath FSS dial (907) 524-3611. For a toll free call to Kenai FSS dial
1-866-864-1737.

MC GRATH
H-1B, 2I, L-3C
IAP



MC GRATH SPB (16Z) O E UTC-9(-8DT) N62°57.48' W155°35.59'

MC GRATH

325 NOTAM FILE MCG

WATERWAY N-S: 4000X350 (WATER)

SERVICE: S2 FUEL 80, 100

SEAPLANE REMARKS: Unattended. Fuel avbl Mon-Sat 1700-0300Z. Ldg and beaching area not marked. Be alert when ldg due to seasonal changes in sandbar locations. Large rocks and debris submerged in river along landing and beaching area.

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

(H) **VORTACW** 115.5 MCG Chan 102 N62°57.06' W155°36.68' at fld. 344/19E.

VOR DME & TACAN AZIMUTH unusable:

014°-019° byd 19 NM blo 7,000'

040°-050° byd 21 NM blo 5,000'

144°-194° byd 6 NM blo 9,000'

195°-223° byd 28 NM blo 6,000'

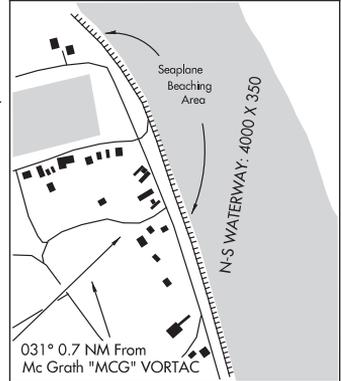
224°-261° byd 12 NM blo 10,000'

262°-294° byd 25 NM blo 7,000'

295°-314° byd 21 NM blo 8,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

1-866-864-1737. For a local call to McGrath FSS 524-3611.



NIXON FORK MINE (AK40) PVT 28 NE UTC-9(-8DT) N63°13.75' W154°45.62'

MC GRATH

1510 NOTAM FILE Not insp.

H-1B, 2I, L-3D

RWY 16-34: 4200X100 (GRVL)

RWY 16: Rgt tfc.

RWY 34: Rgt tfc.

AIRPORT REMARKS: Attended continuously. Rwy 16-34 marked with fluorescent cones marking end and approach.

AIRPORT MANAGER: 907-267-1246

MCKINLEY PARK

DENALI (AK06) PVT 4 SW UTC-9(-8DT) N63°38.42' W148°47.52'

ANCHORAGE

2050 NOTAM FILE FAI

H-1B, 2K, L-3D

RWY 12-30: 4000X50 (GRVL)

RWY 12: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. CLOSED to the public. All tfc patterns to the West. Windy pass tfc should be alert for high volume of tfc from May 15 to Sep 15. Phone is primary contact method. Email for auxiliary contact.

AIRPORT MANAGER: 907-748-2800

RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.

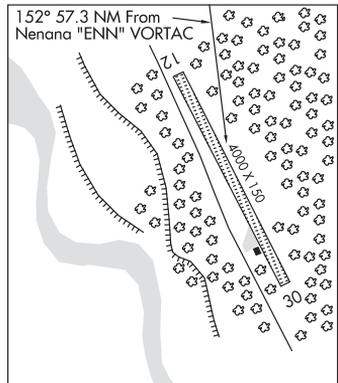
NENANA (H) VORTACW 115.8 ENN Chan 105 N64°35.40' W149°04.37' 152° 57.6 NM to fld. 1600/21E.

VOR portion unusable:

086°-096° byd 34 NM blo 5,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial

1-866-248-6516.



MC KINLEY NATIONAL PARK (INR)(PAIN) 2 NE UTC-9(-8DT) N63°43.96' W148°54.64'

ANCHORAGE

1720 NOTAM FILE INR

L-3D

RWY 16-34: 3000X68 (GRVL)**RWY 16:** Trees.**RWY 34:** Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Freq pedestrian and wildlife tfc on rwy. No ovrn at either rwy end. Canyon South and West of arpt subject to strong downdrafts. Winter maintenance. Coml or business use of this airstrip is prohibited exc under permit with National Park Service. Pvt rotorwing use prohibited, exc in case of emergencies. All tfc patterns to east side due to terrain cnc. Rwy 16-34 marked with damaged and faded cones. Acft parking along sides of Rwy 16-34 has reduced usable width to 68'. Rwy 16-34 grass encroachment on both sides of rwy.

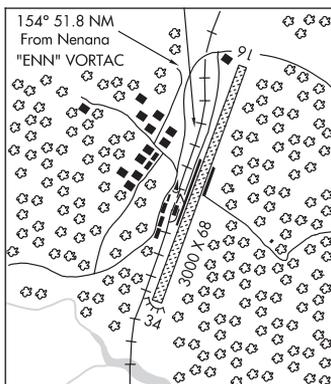
AIRPORT MANAGER: 907-683-9581**WEATHER DATA SOURCES:** AWOS-3P 135.75 (907) 683-1673. (WX CAM)**COMMUNICATIONS:** CTAF 122.9**MC KINLEY PARK RCO** 122.1 (FAIRBANKS RADIO)**RADIO AIDS TO NAVIGATION:** NOTAM FILE ENN.**NENANA (H) VORTAC** 115.8 ENN Chan 105 N64°35.40'

W149°04.37' 154° 51.8 NM to fld. 1600/21E.

VOR portion unusable:

086°-096° byd 34 NM blo 5,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516. Freqs 122.725 north, 123.65 south is designated for inter acft communication in Denali National Park.

**MEKORYUK** (MYU)(PAMY) 3 W UTC-9(-8DT) N60°22.34' W166°16.21'

BETHEL

53 B NOTAM FILE MYU

L-3B

RWY 05-23: 3001X75 (GRVL-DIRT) MIRL

IAP

RWY 05: VASI(V4L)—GA 3.0° TCH 28'. Road.**RWY 23:** VASI(V4R)—GA 3.0° TCH 29'. Road.

SERVICE: LGT ACTIVATE MIRL Rwy 05-23, VASI Rwy 05 and Rwy 23—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Animals occasionally on rwy. Rwy 05-23 shallow ruts with ponding after rain. Windssock unreliable. Rwy 05 and Rwy 23 NSTD markings, rwys marked with reflective cones and thld panels.

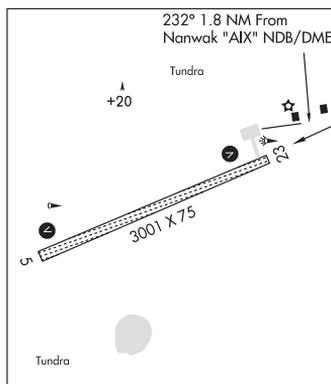
AIRPORT MANAGER: (907) 543-2498**WEATHER DATA SOURCES:** AWOS-3P 123.9 (907) 827-8135. (WX CAM)**COMMUNICATIONS:** CTAF 122.9**NANWAK RCO** 122.0 (KENAI RADIO)**ANCHORAGE CENTER APP/DEP CON** 124.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE MYU.**NANWAK NDB/DME (HW)** 323 AIX Chan 76 N60°23.12'

W166°12.86' 232° 1.8 NM to fld. 38/13E.

NDB/DME unusable:

115°-225° byd 30 NM

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

**MERLE K (MUDHOLE) SMITH** (See CORDOVA on page 90)**MENTASTA** N62°52.81' W143°35.53'

ANCHORAGE

RCO —121.4 (NORTHWAY FSS)

L-1A, 3E

MERRILL FLD (See ANCHORAGE on page 44)**MERTARVIK QUARRY ROAD LANDING STRIP** (FØ2)(PFME) 1 W UTC-9(-8DT) N60°49.10'

BETHEL

W164°31.14'

70 NOTAM FILE EIL Not insp.

RWY 08-26: 2000X35 (GRVL)**AIRPORT MANAGER:** 907-237-6095**COMMUNICATIONS:** CTAF 122.9

METLAKATLA SPB (MTM)(PAMM) 0 N UTC-9(-8DT) N55°07.86' W131°34.68'

KETCHIKAN

00 NOTAM FILE MTM

WATERWAY E-W: 5000X5000 (WATER)**WATERWAY N-S:** 5000X5000 (WATER)**SEAPLANE REMARKS:** Unattended. Boats tied to SPB float. Unfavorable apch to float due to prevailing wind creating swells.**AIRPORT MANAGER:** (907) 465-4512**WEATHER DATA SOURCES:** AWOS-3P 135.55 (907) 886-7989. (WX CAM)**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANN.**ANNETTE ISLAND (H) VOR/DME** 117.1 ANN Chan 118 N55°03.62' W131°34.70' 339° 4.2 NM to fld. 184/21E.

VOR unusable:

245°-255° byd 19 NM blo 6,000'

295°-305° byd 20 NM blo 9,000'

325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

DME unusable:

245°-255° byd 19 NM blo 6,000'

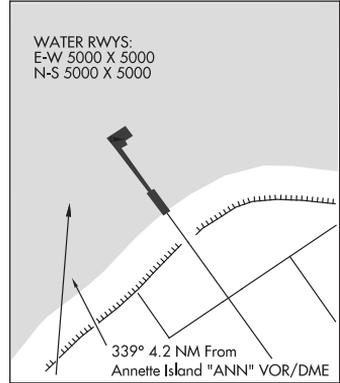
295°-305° byd 20 NM blo 9,000'

325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

COMM/NAV/WEATHER REMARKS: LC to Ketchikan FSS dial 225-9481. For a LC to Juneau FSS dial 789-7380.**METRO FLD** (See FAIRBANKS on page 111)**MEYERS CHUCK SPB** (84K) 0 W UTC-9(-8DT) N55°44.38' W132°15.30'

KETCHIKAN

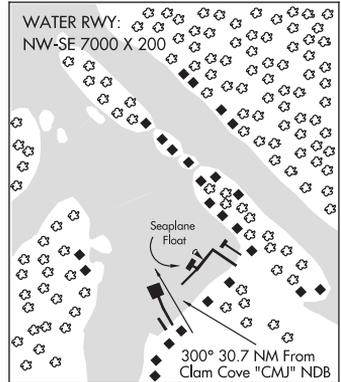
00 NOTAM FILE KTN

WATERWAY NW-SE: 7000X200 (WATER)**SEAPLANE REMARKS:** Unattended. Small protected landing area in main chuck, back channel narrow. Large rocks above water in touchdown zone during low tides. Approximately 2,500' from SPB float. Entire SPB/boat float in poor condition and sinking. Small SPB float. Dock. Boats may be tied to SPB float. Large rock 100' N of SPB float. Small harbor. Large rocks/reefs at entrance, swells on northerly, SE winds require takeoff to head of bay.**AIRPORT MANAGER:** (907) 874-3736**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE KTN.**CLAM COVE NDB (HW)** 396 CMJ N55°20.53'

W131°41.45' 300° 30.7 NM to fld. 46/21E.

NDB unusable:

Byd 15 NM

COMM/NAV/WEATHER REMARKS: LC to Ketchikan FSS dial 225-9481. For a LC to Juneau FSS dial 789-7380.

MIDDLETON ISLAND (MDO)(PAMD) 1 S UTC-9(-8DT) N59°27.00' W146°18.43'

SEWARD
L-1A, 2I, 3E
IAP

100 NOTAM FILE MDO

RWY 02-20: 3158X115 (GRVL)

RWY 02: Road.

RWY 20: Road.

RWY 13-31: 1500X125 (TURF-DIRT)

RWY 13: Road.

RWY 31: Road.

AIRPORT REMARKS: Unattended. Rwy 13-31 CLSD indefly. Rwy 13-31 not maintained. Brush 2 ft high Rwy 31 apch. Grass and rocks on rwy. Electrical transformer locate within safety area at the apch end of Rwy 02. BE ALERT: rabbits and waterfowl in rwy area. Eagle nest on apch to Rwy 02. Wx camera located on rwy edge. Rwy 02-20 loose grvl on sfc-rocks to 3". Rwy 02-20 marked with rwy cones. Rwy 13-31 marked with cones and OTS lgts. Many missing. Rwy 02-20 slopes down toward S end. Safety areas soft. Rwy 13-31 CLSD indef.

AIRPORT MANAGER: 907-283-4526

WEATHER DATA SOURCES: AWOS-3P 135.725 (907) 424-7635. (WX CAM)

COMMUNICATIONS: CTAF 122.9

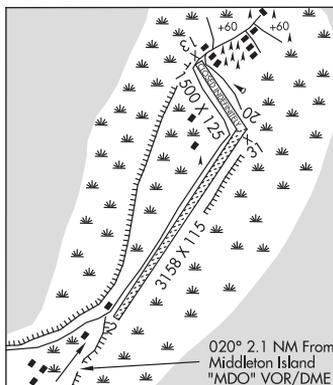
RCO 122.05 (JUNEAU RADIO)

ANCHORAGE CENTER APP/DEP CON 133.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MDO.

(H) **VOR/DME 115.3** MDO Chan 100 N59°25.31' W146°21.00' 020° 2.1 NM to fld. 133/18E.

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



MINCHUMINA (MHM)(PAMH) 0 SE UTC-9(-8DT) N63°53.16' W152°18.11'

MC GRATH
H-1B, 2K, L-3D
IAP

682 B NOTAM FILE MHM

RWY 03-21: 4184X100 (GRVL) MIRL

RWY 03: PAPI(P4L)—GA 3.0° TCH 35'. Trees.

RWY 21: Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. Cold temperature restricted airport. Altitude correction required at or below -37C. Rwy 03 windsock surrounded by trees and inaccurate. Be alert: Former cross rwy west of Rwy 03 thld clsd, but markings have faded. Snow removal ops dur winter—monitor CTAF. BLM fire fighting equipment & acft operating during summer months.

AIRPORT MANAGER: (907) 451-5280

WEATHER DATA SOURCES: AWOS-3P 135.55. (WX CAM)

COMMUNICATIONS: CTAF 122.9

MINCHUMINA RCO 122.2 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 120.9 319.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MHM.

NDB (HW) 227 MHM N63°53.03' W152°18.97' at fld.

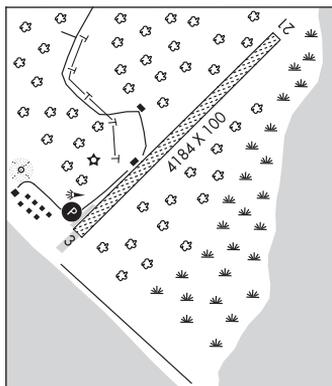
713/17E.

NDB unusable:

230°-240°

345°-350° byd 25 NM

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



MINERAL CREEK N61°07.45' W146°21.13' NOTAM FILE VDZ.

ANCHORAGE
L-1A, 3E, 4H

NDB (MHW) 524 MNL 060° 3.2 NM to Valdez Pioneer Fld. 16/19E.

NDB unusable:

320°-010° byd 15 NM

MINTO AL WRIGHT (51Z) 1 E UTC-9(-8DT) N65°08.89' W149°22.12'

500 B NOTAM FILE FAI

RWY 02-20: 3400X75 (GRVL) MIRL 0.8% up S

RWY 02: TDZL REIL PAPI(P4L)—GA 3.0° TCH 26'

RWY 20: TDZL REIL PAPI(P4L)—GA 3.0° TCH 26'

SERVICE: LGT ACTIVATE MIRL Rwy 02-20, REIL and PAPI Rwy 02 and Rwy 20 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Be alert: Winds are erratic at this arpt. Be alert: Waterfowl invof rwy apchs. Snow removal ops during winter monitor—CTAF.

AIRPORT MANAGER: 907-451-2207

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.

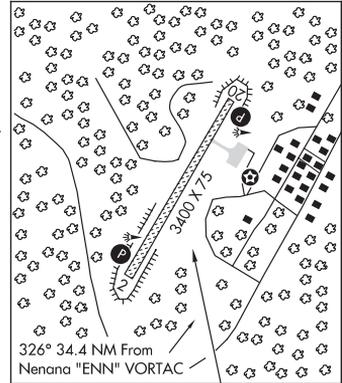
NENANA (H) VORTAC 115.8 ENN Chan 105 N64°35.40'
W149°04.37' 326° 34.4 NM to fld. 1600/21E.

VOR portion unusable:

086°-096° byd 34 NM blo 5,000'

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

FAIRBANKS
L-3A, 3D, 4J



MINUTEMAN LAKE SPB (See WILLOW on page 279)

MOOSE PASS

SUMMIT LAKE SPB (52Z) 10 NW UTC-9(-8DT) N60°38.46' W149°29.83'

1300 NOTAM FILE ENA

WATERWAY N-S: 5000X1000 (WATER)

WATERWAY N: Trees.

WATERWAY S: Trees.

SEAPLANE REMARKS: Attended daylight hrs. Seaplane base adj to Summit Lake Lodge. No dock, floatplanes heel-up on beach.

AIRPORT MANAGER: 907-244-2031

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) VORW/DME 113.15 TED Chan 78(Y) N61°10.07'
W149°57.61' 139° 34.5 NM to fld. 93/18E.

VOR unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

DME unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

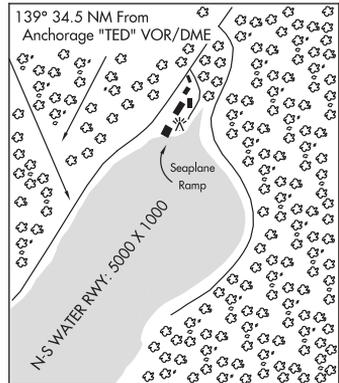
196°-206° byd 25 NM blo 3,500'

206°-211° byd 25 NM blo 4,000'

211°-221° byd 25 NM blo 3,500'

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

ANCHORAGE



MORVRO LAKE SPB (See HOUSTON on page 134)

MOSER BAY SPB (KMY) O E UTC-9(-8DT) N57°01.54' W154°08.76'
00 NOTAM FILE ENA

KODIAK

WATERWAY N-S: 1000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Recommend land from south, very rocky at low tide with 18" rocks. Be alert during summer fishing season, skiffs, buoys and set-nets near beach where float planes dock. Haul lines run from tethered buoys to beach. Waterfowl invof Idg area

AIRPORT MANAGER: 907-258-0604

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) VORW/DME 117.1 ODK Chan 118 N57°46.50'

W152°20.39' 219° 73.9 NM to fld. 133/14E.

VOR unusable:

190°-310° byd 15 NM blo 12,000'

DME unusable:

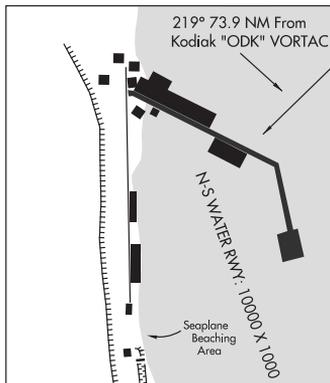
154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

1-866-864-1737.



MOSES POINT (See ELIM on page 103)

MOUNT EYAK N60°32.99' W145°44.50'

RCO —122.5 (JUNEAU FSS)

WHITEHORSE

L-1A, 3E, 4H

MOUNT FANSHAW N57°12.48' W133°27.10'

RCO —121.0 (JUNEAU FSS)

JUNEAU

L-1C

MOUNT EDGE CUMBE N57°02.84' W135°21.95' NOTAM FILE SIT.

NDB (MHW) 414 IME at Sitka Rocky Gutierrez. 19/20E.

NDB unusable:

320°-140° byd 15 NM blo 6,000'

L-1C

MOUNT MOFFETT N51°52.31' W176°40.56' NOTAM FILE ADK.

NDB/DME (HW) 530 ADK Chan 87 054° 1.4 NM to Adak. 329/7E.

DME channel 087x is paired with vhf freq 114.0

DME unusable:

080°-105° byd 27 NM

105°-115°

115°-155° byd 27 NM

155°-225°

225°-290° byd 27 NM

290°-340°

340°-055° byd 20 NM

W ALEUTIAN ISLS

H-2H, L-2H

MOUNTAIN VILLAGE (MOU)(PAMO) 2 NE UTC-9(-8DT) N62°05.69' W163°40.97'
339 B NOTAM FILE MOU

BETHEL
L-3C
IAP

RWY 02-20: 3501X75 (GRVL-DIRT) MIRL 1.2% up N

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 25'.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 25'.

SERVICE: LGT ACTIVATE MIRL Rwy 02-20, PAPI and REIL Rwy 02 and Rwy 20 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy is under construction. Only the east side is usable. There is a 48' high mound of rocks the length of the rwy immediately to the west side of the rwy and a 15' drop off immediately to the east side of the rwy. The rwy sfc has some rocks greater than 3' in diameter. Due to construction, most of the lighting along the sides of the rwy is either damaged or missing. Dip in Rwy 2 near PAPI.

AIRPORT MANAGER: 907-438-2416

WEATHER DATA SOURCES: AWOS-3P 118.35 (907) 591-2511. (WX CAM)

COMMUNICATIONS: CTAF 122.9

ST. MARY'S RCO 122.35 (KENAI FSS)

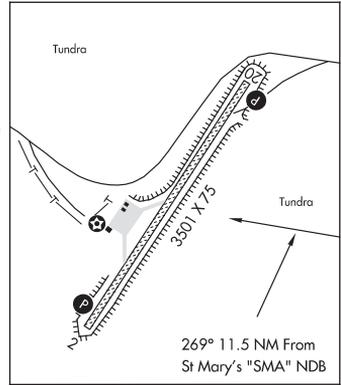
ANCHORAGE CENTER APP/DEP CON 124.0

RADIO AIDS TO NAVIGATION: NOTAM FILE KSM.

ST MARYS NDB (HW) 230 SMA N62°03.56'

W163°16.91' 269° 11.5 NM to fld. 343/12E.

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



MURPHY DOME N64°56.97' W148°21.15'
RCO —122.3 (FAIRBANKS FSS)

FAIRBANKS
L-3A, 3D, 4J

MURPHYS PULLOUT SPB (See KETCHIKAN on page 152)

NABESNA N62°56.96' W141°54.59' NOTAM FILE ORT.
NDB (HW) 390 AES at Northway. 1715/20E.

ANCHORAGE
H-1B, L-1A, 3E

NAKED ISLAND RCO N60°38.78' W147°20.72'
RCO —133.15 (JUNEAU FSS)

ANCHORAGE
L-3A, 3D, 4G

NAKEEN (76Z) 0 NE UTC-9(-8DT) N58°55.66' W157°02.83'
50 NOTAM FILE ENA
RWY 04-22: 800X30 (DIRT)
RWY 04: Trees.
RWY 22: Tree.

AIRPORT REMARKS: Unattended. Rwy has 10° dogleg, actual heading 04-21. Smokestack NE. Recommended ldg Rwy 04, tkf Rwy 21. Soft sand on Rwy 22 end. Rwy 04-22 not maintained, recommend visual inspection prior to use. Moose, bear and waterfowl invof rwy. Rwy 04-22 sfc soft and undulating, overgrown with brush and grass. 10' sand and grvl hill parallel to southeast runway edge, south winds may cause turbulent and gusty conditions. Rwy 04-22 sfc soft and muddy when wet, 24" grass growing on rwy sfc with 24" dips and humps on southeast half of rwy vicinity thld Rwy 22. Town of Nakeen burned down and abandoned.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

KING SALMON (H) VORTACW 112.8 AKN Chan 75 N58°43.48'

W156°45.14' 307° 15.3 NM to fld. 95/16E.

TACAN antenna offset 150' se

TACAN AZIMUTH unusable:

130°-140° byd 13 NM blo 4,000'

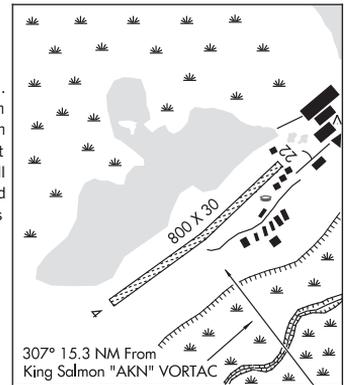
130°-140° byd 30 NM

338°-348° byd 19 NM blo 5,000'

DME unusable:

338°-348° byd 19 NM blo 5,000'

COMM/NAV/WEATHER REMARKS: For a toll-free call to Kenai FSS dial 1-888-864-1737.



KODIAK

NAKNEK**NAKNEK** (5NK) 1 N UTC-9(-8DT) N58°44.08' W157°01.51'

70 NOTAM FILE ENA

RWY 08-26: 1950X50 (GRVL)**RWY 08:** Brush.**RWY 26:** Brush.**RWY 14-32:** 1836X45 (GRVL) 3.0% up SE**RWY 14:** Brush.**RWY 32:** Brush.**SERVICE:** S3 FUEL 100LL LGT Airport unlit.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Windscock unreliable. Acft on east side of Rwy 14-32 tied down in safety area. Road parallel to and 45° east of Rwy 32 centerline. Uncontrolled vehicular t/c on rwys. No line of sight between rwys or waterways. Float acft departing northwest lake to East, cross arpt at low alt. Acft not visible until airborne. Rwy 08-26 rocks exceeding 2" diameter and ruts 6". Rwy 08 slopes downhill to east. Rwy 14-32 rocks exceeding 2"-3" in diameter and 3" ruts. First 200' Rwy 32 soft when wet. First 400' Rwy 32 slopes downhill.

AIRPORT MANAGER: 907-246-3325**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AKN.**KING SALMON (H) VORTACW** 112.8 AKN Chan 75 N58°43.48' W156°45.14' 258° 8.6 NM to fld. 95/16E.

TACAN antenna offset 150' se

TACAN AZIMUTH unusable:

130°-140° byd 13 NM blo 4,000'

130°-140° byd 30 NM

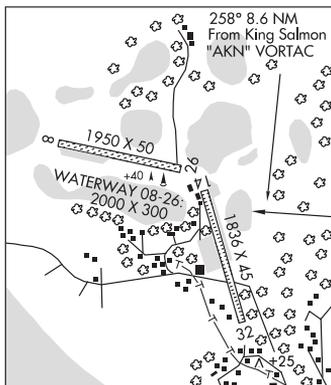
338°-348° byd 19 NM blo 5,000'

DME unusable:

338°-348° byd 19 NM blo 5,000'

COMM/NAV/WEATHER REMARKS: For a toll-free call to Kenai FSS dial 1-888-864-1737.**WATERWAY 08W-26W:** 2000X300 (WATER)

SEAPLANE REMARKS: Unattended. E apch to lake over Rwy 14-32 Naknek arpt and Tibbetts arpt. Ramp. No line of sight between rwys or waterways. Rwy 08W-26W not on arpt property and is not owned or opr by the state of Alaska.



KODIAK

TIBBETTS (4AK9) PVT 0 SE UTC-9(-8DT) N58°44.06' W157°00.43'

50 NOTAM FILE

RWY 16-34: 1700X60 (GRVL-DIRT)**RWY 16:** Trees.**RWY 34:** Wire.**SERVICE:** S2

AIRPORT REMARKS: Attended daylight. Company equipment only. Spherical markers on power line in approach Rwy 34. Hump midway Rwy 16-34. Rwy soft during Spring thaw.

AIRPORT MANAGER: (907) 439-3853**COMMUNICATIONS:** CTAF 122.9**COMM/NAV/WEATHER REMARKS:** For a toll-free call to Kenai FSS dial 1-866-864-1737.

KODIAK

NANCY LAKE SPB (78Z) 0 NW UTC-9(-8DT) N61°42.20' W150°00.43'

214 NOTAM FILE ENA

WATERWAY N-S: 6000X600 (WATER)

SEAPLANE REMARKS: Unattended. No acft svcs avbl. Nancy Lake State Recreation Site has public access and camping facilities. Has dock, no dock mooring avbl but planes can heel-up away from public boat ramp and beach area. All other docks on lake are private.

AIRPORT MANAGER: 907-745-3975**COMMUNICATIONS:** CTAF 122.8**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1-866-864-1737.

ANCHORAGE

NANWAK N60°23.12' W166°12.86' NOTAM FILE MYU.**NDB/DME (HW)** 323 AIX Chan 76 232° 1.8 NM to Mekoryuk. 38/13E.

NDB/DME unusable:

115°-225° byd 30 NM

RCO (KENAI RADIO)

BETHEL

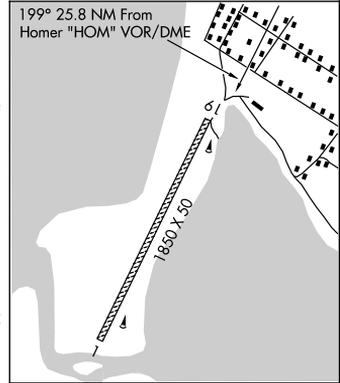
L-3B

NANWALEK (KEB) 0 SW UTC-9(-8DT) N59°21.13' W151°55.51'**KODIAK**

27 NOTAM FILE HOM

RWY 01-19: 1850X50 (GRVL)**RWY 01:** Brush.**RWY 19:** Brush. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy cond not monitored, recommend visual inspection prior to using. Rwy 01-19 north 1000' CLOSED indef, entire rwy sfc soft with loose grvl. Rwy 01-19 is arc shaped with a magnetic heading of 010° on one end of the rwy and a heading of 190° on the other end of the rwy. Width changes between 75'-80' length of rwy. Be alert during easterly crosswinds due to strong downdrafts and gusty conditions. Rwy soft after hard rain, ruts and loose rocks on sfc. Rwy 01-19 ruts and 4" diameter loose rocks on soft, sfc. 2' x 6' tall grvl and rock berm along west edge Rwy 01-19. Rwy 19 approach restricted by village on hillside. Rwy 01 approach restricted by abrupt mountain face .21 NM off rwy end. Frequent all terrain vehicle tfc on rwy. Wind sock AER 01 missing. Limited transit acft parking facility. Rgt tfc due to rising terrain and trees east side of rwy. Civil Aircraft Landing.

AIRPORT MANAGER: 907-235-5217**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE HOM.**HOMER (H) VOR/DME** 114.6 HOM Chan 93 N59°42.57' W151°27.40' 199° 25.8 NM to fld. 1626/15E.**COMM/NAV/WEATHER REMARKS:** For a toll-free call to Kenai FSS dial 1-866-864-1737. LD call to Homer FSS dial 907-235-8588.**NAPAKIAK** (WNA)(PANA) 0 W UTC-9(-8DT) N60°41.42' W161°58.71'**BETHEL**

17 B NOTAM FILE WNA

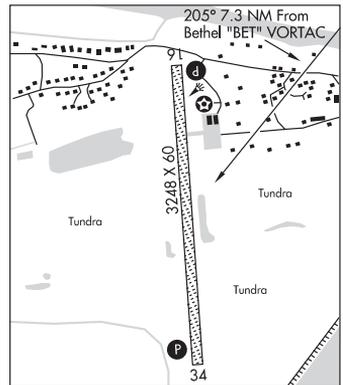
L-3C**RWY 16-34:** 3248X60 (GRVL) MIRL**IAP****RWY 16:** REIL. PAPI(P4L)—GA 3.0° TCH 26'. Brush.**RWY 34:** REIL. PAPI(P4L)—GA 3.0° TCH 25'. Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34, PAPI Rwy 16 and Rwy 34 and rotating bcn—CTAF. Rwy 16-34 rwy lgts obscured by brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Numerous aprts invof WNA. Cold temperature restricted airport. Altitude correction required at or below -37C. Rwy 16-34 sfc ruts at end of rwys due to acft turning around. Rough spots in parking area. Rwy 16-34 south 1500' 6" dips. Deep ruts in the south side of ramp. Windssock unreliable. Rwy 16 and Rwy 34 NSTD markings, rwy marked with lgts, cones and thld panels.

AIRPORT MANAGER: (907) 543-2498**WEATHER DATA SOURCES:** AWOS-3P 121.425 (907) 868-7317. (WX CAM)**COMMUNICATIONS:** CTAF 122.9**ANCHORAGE CENTER APP/DEP CON** 125.2**RADIO AIDS TO NAVIGATION:** NOTAM FILE BET.**BETHEL (H) VORTACW** 114.1 BET Chan 88 N60°47.09'

W161°49.46' 205° 7.3 NM to fld. 105/14E.

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

NAPASKIAK (PKA)(PAPK) 1 SW UTC-9(-8DT) N60°42.18' W161°46.70'

BETHEL

24 B NOTAM FILE ENA

L-3C

RWY 02-20: 3000X60 (GRVL) MIRL

IAP

RWY 02: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 02-20—CTAF.

AIRPORT REMARKS: Unattended. Rwy 02-20 condition not monitored, recommend visual inspection prior to use. Rwy rough due to dips and ruts and floods in Spring. Rwy 02-20 floods in spring. First 600' Rwy 02 has 5' high brush 15' from rwy edge. Barge landing site north end of rwy. Machinery and large supplies may be stored in area. Windssocks unreliable.

AIRPORT MANAGER: (907) 543-2498

COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 125.2

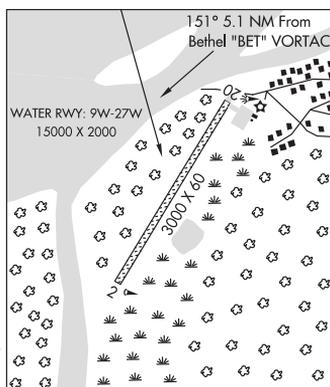
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) VORTACW 114.1 BET Chan 88 N60°47.09'
W161°49.46' 151° 5.1 NM to fld. 105/14E.

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

WATERWAY 09W-27W: 15000X2000 (WATER)

SEAPLANE REMARKS: Unattended. Watch for nets and boats in river area in front of village unusable for float planes. Soft muddy beach.



NAUKATI BAY SPB (See TUXEKAN ISLAND on page 264)

NELSON LAGOON (OUL)(PAOU) 2 E UTC-9(-8DT) N56°00.45' W161°09.62'

KODIAK

14 B NOTAM FILE OUL

H-21, L-21

RWY 08-26: 4003X75 (GRVL-DIRT) MIRL

IAP

RWY 08: Brush.

RWY 26: Brush.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 08-26—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Large seabirds along beach adjacent to rwy. Rwy 8-26, first 300' of Rwy 8 soft in middle.

AIRPORT MANAGER: (907) 532-2579

WEATHER DATA SOURCES: AWOS-3P 119.025 (907) 989-2227. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RCO 122.4 (COLD BAY RADIO)

ANCHORAGE CENTER APP/DEP CON 118.5

RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

COLD BAY (H) VORTACW 112.6 CDB Chan 73 N55°16.04'
W162°46.44' 040° 70.6 NM to fld. 99/10E.

VOR unusable:

094°-129° byd 30 NM blo 9,000'
164°-199° byd 20 NM blo 14,000'
164°-199° byd 35 NM
349°-009° blo 10,000'
349°-009° byd 15 NM

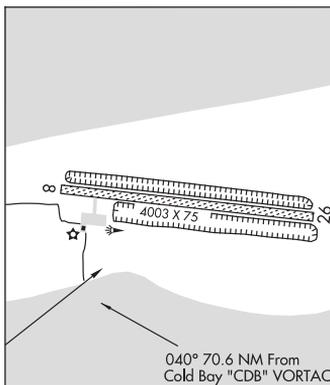
TACAN AZIMUTH unusable:

094°-129° byd 30 NM blo 9,000'
164°-199° byd 20 NM blo 14,000'
164°-199° byd 35 NM
269°-279° byd 20 NM

DME unusable:

094°-129° byd 30 NM blo 9,000'
164°-199° byd 20 NM blo 14,000'
164°-199° byd 35 NM
269°-279° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1-800-478-7250. For a toll-free call to Kenai FSS dial 1-866-864-1737.



NENANA MUNI (ENN)(PANN) 1 S UTC-9(-8DT) N64°32.84' W149°04.44'
 368 B NOTAM FILE ENN

FAIRBANKS
 H-1B, 2K, L-3A, 3D, 4J
 IAP

RWY 04L-22R: H4600X100 (ASPH) S-160 MIRL
RWY 04L: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees. Rgt tfc.
RWY 22R: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees.
RWY 04R-22L: 2520X60 (TURF) MIRL
RWY 04R: Trees. Rgt tfc.
RWY 22L: Trees.

SERVICE: FUEL 100LL, JET A LGT ACTVT REIL Rwy 04L and Rwy 22R;
 PAPI Rwy 04L and Rwy 22R; MIRL Rwy 04L-22R—CTAF. Rwy
 04L-22R and Rwy 04R-22L lights OTS indef.

AIRPORT REMARKS: Unattended. Self-service fuel available 24/7 via card
 lock. Rwy 04R-22L in summer full length may not be available due to
 being soft, avbl for ski use when frozen. Rwy cond not monitored; rcmd
 visual inspection prior to use. Cold temperature restricted airport.
 Altitude correction required at or below -43C. Shallow water near float
 pond ramp area.

AIRPORT MANAGER: 907-888-5036

WEATHER DATA SOURCES: ASOS 125.2 (907) 832-5689. (WX CAM)

COMMUNICATIONS: CTAF 122.1

NENANA RCO 122.5 (FAIRBANKS RADIO)

FAIRBANKS APP/DEP CON 125.35 363.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.

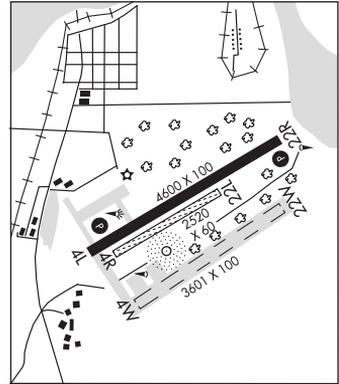
(H) **VORTACW 115.8 ENN** Chan 105 N64°35.40' W149°04.37' 160° 2.6 NM to fld. 1600/21E.

VOR portion unusable:

086°-096° byd 34 NM blo 5,000'

ICE POOL NDB (MHW) 525 ICW N64°32.74' W149°04.61' at fld. 361/18E.

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



WATERWAY 04W-22W: 3601X100 (WATER)

WATERWAY 04W: Rgt tfc.

NEW STUYAHOK (KNW)(PANW) 1 W UTC-9(-8DT) N59°27.09' W157°22.39'
 371 NOTAM FILE KNW

KODIAK
 L-3C
 IAP

RWY 14-32: 3281X75 (GRVL) MIRL 1.3% up NW

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Tree.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Tree.

SERVICE: LGT ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14 and Rwy 32
 and REIL Rwy 14 and Rwy 32, and rotating bcn—CTAF

AIRPORT REMARKS: Unattended. Rwy slopes down toward southeast end.
 Banks eroding at ramp, taxiway and runway overruns.

AIRPORT MANAGER: 907-842-5511

WEATHER DATA SOURCES: AWOS-3P 120.275 (907) 693-3086. (WX CAM)

COMMUNICATIONS: CTAF 122.9

KEMUK MOUNTAIN RCO 122.55 (DILLINGHAM RADIO) Opr

1645-0845Z‡, other times ctc Kenai FSS. 282.35

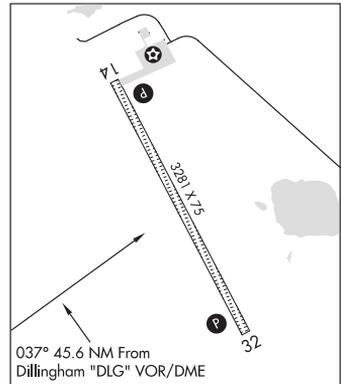
ANCHORAGE CENTER APP/DEP CON 132.75 283.35

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

DILLINGHAM (H) VOR/DME 116.4 DLG Chan 111 N58°59.65'

W158°33.13' 037° 45.6 NM to fld. 81/15E.

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



NEWTOK

NEWTOK (EWU)(PAEW) 1 W UTC-9(-8DT) N60°56.35' W164°38.48'

BETHEL

25 NOTAM FILE ENA

RWY 15-33: 2202X35 (GRVL)

SERVICE: LGT Portable rwy lights available for emergency use only. Ctc health clinic.

AIRPORT REMARKS: Unattended. Night operations prohibited, except rotary wing. Rwy condition not monitored, recommend visual inspection prior to using. Large birds nesting in/ov rwy in summer. Rwy 15-33 heaves, dips, ruts, potholes along entire rwy. Surface subject to rutting and ponding.

AIRPORT MANAGER: (907) 543-2498

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HPB.

HOOPER BAY (H) VOR/DME 115.2 HPB Chan 99 N61°30.86'

W166°08.07' 115° 55.4 NM to fld. 15/13E.

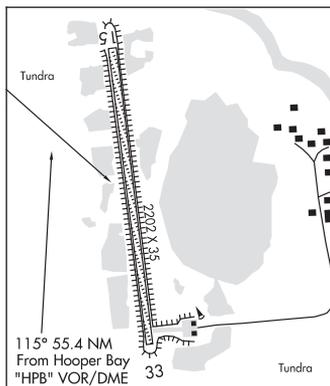
VOR unusable:

358°-013° byd 22 NM blo 3,500'

DME unusable:

358°-013° byd 22 NM blo 3,500'

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



NEWTOK SPB (WWT) 0 S UTC-9(-8DT) N60°55.42' W164°39.37'

BETHEL

6 NOTAM FILE ENA

WATERWAY E-W: 5000X400 (WATER)

SEAPLANE REMARKS: Unattended. Landing area and dock in river. Lake avbl behind village for fall and winter. Be alert: Multiple boats along landing area. Be alert: water in ldg area very shallow. Be alert of waterbirds in and around the ldg area.

COMMUNICATIONS: CTAF 122.9

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

NEWTON PEAK N64°33.39' W165°19.16'

NOME

RCO-122.5 (NOME FSS)

L-3A, 3B, 4H

NICHOLS N55°04.25' W131°36.30' NOTAM FILE ANN.

KETCHIKAN

NDB (HW) 266 ICK 128° 2.1 NM to Annette Island. 119/18E.

H-1D, L-1C

NIGHTMUTE (IGT)(PAGT) 1 N UTC-9(-8DT) N60°28.15' W164°42.24'

BETHEL

7 B NOTAM FILE ENA

RWY 03-21: 3200X75 (GRVL-DIRT) MIRL

RWY 03: REIL.

RWY 21: REIL. Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 03-21, and rotating beacon-CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Windsock unreliable. Bird activity in/ov arpt. Rwy 03-21 NSTD markings, rwy marked with reflective cones and flexible markers. Rwy 03-21 dips in rwy sfc; irregular sfc full length.

AIRPORT MANAGER: (907) 543-2498

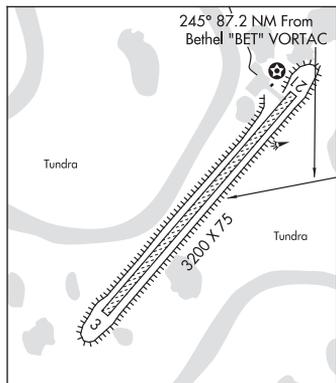
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) VORTAC 114.1 BET Chan 88 N60°47.09'

W161°49.46' 245° 87.2 NM to fld. 105/14E.

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



NIKISHKA N60°43.18' W151°21.99'

ANCHORAGE

RCO-122.0 (KENAI FSS)

L-1A, 3D, 4F

NIKILASON LAKE SPB (See WASILLA on page 273)

NIKOLAI (FSP)(PAFS) 1 NE UTC-9(-8DT) N63°01.11' W154°21.51'

447 B NOTAM FILE FSP

RWY 05-23: 4001X75 (GRVL) MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.2° TCH 26'. Brush.

RWY 23: REIL. PAPI(P4L)—GA 3.2° TCH 28'. Brush.

SERVICE: LGT ACTVT REIL Rwy 05, Rwy 23; PAPI Rwy 05, Rwy 23; MIRL Rwy 05-23—CTAF. ACTIVATE rotg bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored; recommend visual inspection prior to landing. Rwy 05-23 multiple rwy lgts broken length of rwy. Brush and grass obscuring some lgts. Brush growing inside of segmented circle.

AIRPORT MANAGER: 907-524-3241

WEATHER DATA SOURCES: AWOS-3P 118.325 (907) 293-2002. (WX CAM)

COMMUNICATIONS: CTAF 122.8

ANCHORAGE CENTER APP/DEP CON 128.1

RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

MC GRATH (H) VORTACW 115.5 MCG Chan 102 N62°57.06'

W155°36.68' 064° 34.5 NM to fld. 344/19E.

VOR DME & TACAN AZIMUTH unusable:

014°-019° byd 19 NM blo 7,000'

040°-050° byd 21 NM blo 5,000'

144°-194° byd 6 NM blo 9,000'

195°-223° byd 28 NM blo 6,000'

224°-261° byd 12 NM blo 10,000'

262°-294° byd 25 NM blo 7,000'

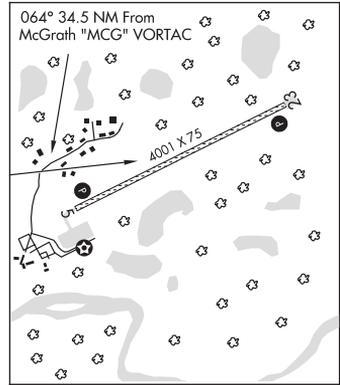
295°-314° byd 21 NM blo 8,000'

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

MC GRATH

H-1B, 2K, L-3D

IAP



NIKOLAI CREEK (See TYONEK on page 265)

NIKOLSKI AS (IKO)(PAKO) 0 NE UTC-9(-8DT) N52°56.49' W168°50.94'

77 NOTAM FILE CDB Not insp.

RWY 08-26: 3512X135 (GRVL)

RWY 26: Hill.

AIRPORT REMARKS: Unattended. Winds in excess of 10 kts from 330-045 deg may produce severe turbulence. Field rolling, acft at one end of rwy cannot see acft at other end. Rwy 08-26 not maintained.

AIRPORT MANAGER: 907-576-2203

COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 118.0

COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1-800-478-7250. For a toll-free call to Kenai FSS dial 1-866-864-1737.

DUTCH HARBOR

L-2J

NINILCHIK (NIN) 3 SE UTC-9(-8DT) N60°01.21' W151°35.37'
276 NOTAM FILE HOM
RWY 10-28: 2400X60 (GRVL)

RWY 10: Road.

RWY 28: Trees.

AIRPORT REMARKS: Unattended. State maintained on irregular basis. Rwy condition not monitored. Recommend visual inspection prior to use. Ultralight activity invof arpt. Rwy 10 edges not marked. Safety areas at both rwy ends soft.

AIRPORT MANAGER: 907-262-2199

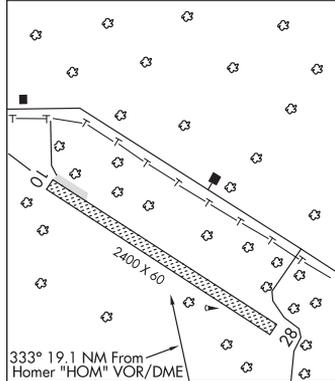
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

HOMER (H) VOR/DME 114.6 HOM Chan 93 N59°42.57'
W151°27.40' 333° 19.1 NM to fld. 1626/15E.

COMM/NAV/WEATHER REMARKS: For a long distance call to Homer FSS dial 907-235-8588. For a toll free call to Kenai FSS dial 1-866-864-1737.

MC GRATH



NIXON FORK MINE (See MCGRATH on page 179)

NOATAK (WTK)(PAWN) 1 SW UTC-9(-8DT) N67°33.67' W162°58.83'
92 B NOTAM FILE WTK

RWY 01-19: 3992X60 (GRVL) MIRL

RWY 01: PAPI(P4L)—GA 3.0° TCH 30'.

RWY 19: Tower.

SERVICE: LGT ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: AWOS-3P 135.75 (907) 485-2203. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 122.8

NOATAK RCO 122.4 (KOTZEBUE RADIO)

ANCHORAGE CENTER APP/DEP CON 119.2 263.0

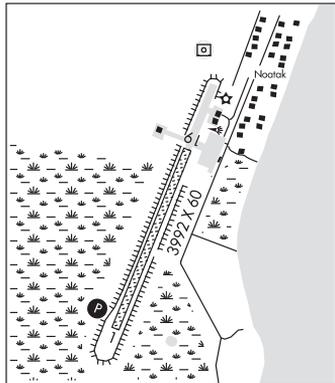
RADIO AIDS TO NAVIGATION: NOTAM FILE WTK.

NDB/DME (MHW) 414 OQK Chan 39 N67°34.21'

W162°58.36' at fld. 85/11E.

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

NOME
H-1A, L-4H
IAP



NOME

NOME (OME)(PAOM) 2 W UTC-9(-8DT) N64°30.75' W165°26.66'

NOME

41 B TPA—See Remarks LRA ARFF Index—See Remarks NOTAM FILE OME

H-1A, 2I, L-3A, 3B, 4H

RWY 03-21: H6176X150 (ASPH-GRVD) D-150 PCN 95 F/A/X/T

IAP, AD

MIRL 0.4% up NE

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 29'. Thld dspclcd 600'. Road.

RWY 21: PAPI(P4L)—GA 3.0° TCH 32'. Thld dspclcd 601'. Pole.

RWY 10-28: H6009X150 (ASPH-GRVD) S-150, D-150, 2D-320 PCN 97 F/A/X/T HIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 38'. RVR-R Hill.

RWY 28: MALSR. PAPI(P4L)—GA 3.0° TCH 49'. RVR-T Hill.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-6176 TODA-6176 ASDA-6176 LDA-5576

RWY 10: TORA-6009 TODA-6009 ASDA-6009 LDA-6009

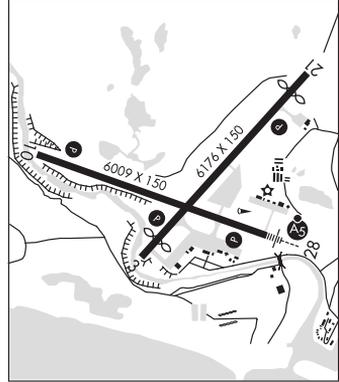
RWY 21: TORA-5576 TODA-5576 ASDA-5576 LDA-5576

RWY 28: TORA-6009 TODA-6009 ASDA-6009 LDA-6009

ARRESTING GEAR/SYSTEM

RWY 28: EMAS

SERVICE: S2 FUEL 100LL, JET A, A1+ LGT ACTIVATE MALSR Rwy 28; REIL Rwy 03 and Rwy 10; PAPI Rwy 03, Rwy 10, Rwy 21, and Rwy 28; HIRL Rwy 10-28; MIRL Rwy 03-21—CTAF. Rwy 21 PAPI does not prvd obstr clnc byd 2 NM fm thld. Rwy 03-21 and 10-28 rwy lgts height 30' abv gnd.



AIRPORT REMARKS: Attended 1600-0600Z†. Arprt maintenance duty hrs Oct-May 1500-0630Z†, Jun-Sep 1600-0630Z†. Cold temperature restricted airport. Altitude correction required at or below -34C. Class I, ARFF Index B. ARFF svc avbl dur periods of air carrier ops only. PPR in writing for air carrier ops with more than 30 pax seats to arprt mgr PO Box 1048, Nome AK 99762. Large flocks of migratory birds invof arprt Sep-Oct and May-Jun. Numerous wind turbine twrs 820' MSL (130' AGL) 4 NM NNW lgtd. Acft ldg Rwy 21 and Rwy 28 maintain TPA until turning final. Fuel hrs vary during year. Call out avbl after hrs. Snow removal, wildlife control, cond reporting, and other airfield maint services only avbl and valid during arprt maint duty hrs. Ctc arprt mgmt for any after-hours req for airfield services. Rwy conds rpt during duty hrs. (ANG) Aviation Operating Facility 907-387-1800 ask for NG Hangar, oprs 1700-0100Z†. Ltd maintenance and svcs avbl, PPR. Arprt sand larger gradation than FAA recommended/see AC150/5200-30. Rwy 03 apch slope 26:1 due to 35' road 1128' from the dspclcd thld. Rwy 21 apch slope 34:1 due to 69' pole 1550' from the dspclcd thld. TSA regulated airport. See 49 CFR 1542. All gates and doors must be secured at all times. Transient or unfamiliar pilots contact airport manager with questions.

AIRPORT MANAGER: 907-443-2500

WEATHER DATA SOURCES: ASOS 119.925 (907) 443-4818. (WX CAM)

COMMUNICATIONS: CTAF 123.6 AFIS 119.925

FSS OME (NOME) 1615-0745Z†; OT ctc Fairbanks FSS.

NOME RADIO 121.5 122.2 122.45 123.6 243.0 (LAA 123.6) (122.45 used for high altitude traffic only)

ANCHORAGE CENTER APP/DEP CON 133.3 290.4

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

(H) VORW/DME 115.0 OME Chan 97 N64°29.11' W165°15.19' 278° 5.2 NM to fld. 95/11E.

FORT DAVIS NDB (HW) 529 FDV N64°29.68' W165°18.91' 277° 3.5 NM to fld. 117/11E.

ILS/DME 108.7 I-OME Chan 24 Rwy 28. Localizer backcourse unusable within 1.0 DME. DME unmonitored.

COMM/NAV/WEATHER REMARKS: For a LC to Nome FSS dial 907-443-2291. For a toll free call to Nome FSS dial

1-800-478-8400. For a toll free call to Fairbanks FSS dial 1-866-248-6516. AFIS oprd by Nome FSS when open.

NOME CITY FLD (94Z) 1 N UTC-9(-8DT) N64°30.69' W165°23.41'

NOME

69 TPA—See Remarks NOTAM FILE OME

RWY 03-21: 1950X110 (GRVL)

RWY 03: Road. Rgt tfc.

RWY 21: Road.

SERVICE: S2 FUEL 100LL

AIRPORT REMARKS: Unattended. No winter maintenance or snow removal, rwy condition not monitored recommend visual inspection prior to landing. Rwy 03-21 6" deep recycled asphalt chunks up to 4" diameter. TPA 600' AGL until clear of Nome arpt tfc pattern. TPA at Nome arpt 1100' AGL. Recommend landing Rwy 21 and departing Rwy 03 to avoid large acft transitioning to Nome. Use of CTAF strongly recommended. Remain north of final for Rwy 28 at Nome arpt. Rwy 03-21 NSTD markings, marked with cones and thld panels.

AIRPORT MANAGER: 907-443-2500

COMMUNICATIONS: CTAF 123.6

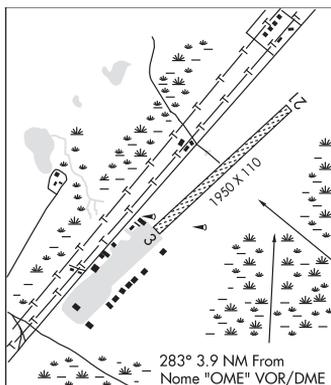
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

(H) **VOR/DME** 115.0 OME Chan 97 N64°29.11'

W165°15.19' 283° 3.9 NM to fld. 95/11E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial

1-800-478-8400. For a toll free call to Fairbanks FSS dial 1-866-248-6516.



NONDALTON (5NN)(PANO) 1 NNE UTC-9(-8DT) N59°58.81' W154°50.35'

KODIAK

314 B NOTAM FILE ILI

L-3D

RWY 02-20: 2800X75 (GRVL) MIRL 0.3% up NE

RWY 02: REIL. PAPI(P4L)—GA 3.5° TCH 30'. Brush. Rgt tfc.

RWY 20: REIL. PAPI(P4L)—GA 3.5° TCH 28'. Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 02-20, PAPI and REIL Rwy 02 and Rwy 20, rotating bcn, and windsock lgts—CTAF. PAPI unusbl byd 4 deg left of cntrln.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Water tank, 55 AGL/431 AMSL, located 2,129 feet from departure end of runway 20, 398 feet right of centerline; antenna tower, 45 AGL/421 AMSL, located 2,032 feet from departure end of runway 20, 420 feet right of centerline. Strong and variable crosswinds at or near the rwy surface. Rwy 02-20 edge marked with reflective cones. Thlds marked with reflective cones and thld panels. Rwy 02-20 edge lights white full length of rwy. Cold temperature airport. Altitude correction required at or below -14C.

AIRPORT MANAGER: 907-571-1261

COMMUNICATIONS: CTAF 122.9

ILIAMNA RCO 122.2 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 118.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ILI.

ILIAMNA NDB/DME (HW) 411 ILI Chan 91 N59°44.88' W154°54.58' 355° 14.1 NM to fld. 168/14E.

DME unusable:

010°-020° byd 20 NM blo 12,000'

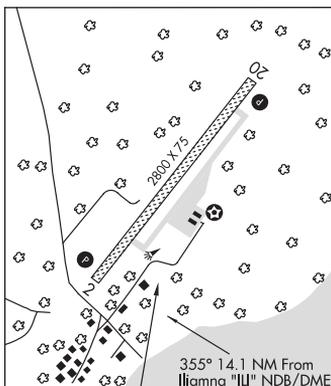
020°-050° byd 25 NM blo 13,000'

270°-300° byd 25 NM blo 7,000'

300°-320° byd 25 NM blo 8,000'

COMM/NAV/WEATHER REMARKS: For LC to Iliamna FSS dial 907-571-1240. For a toll free call to Kenai FSS dial

1-866-864-1737.



NOORVIK

ROBERT/BOB/CURTIS MEM (D76)(PFNO) 1 SE UTC-9(-8DT) N66°49.05' W161°01.34'

NOME

55 B NOTAM FILE D76

H-1A, L-4I

RWY 06-24: 4000X100 (GRVL-DIRT) MIRL

IAP

RWY 06: PAPI(P4R)—GA 3.0° TCH 25'.

SERVICE: LGT ACTVT PAPI Rwy 06; MIRL Rwy 06-24—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 06-24 marked with lights and plastic markers. Snow removal ops during winter—monitor CTAF.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: AWOS-3P 120.00 (907) 636-2010.

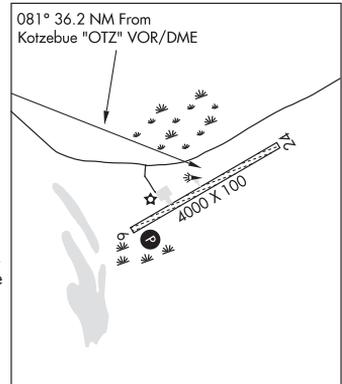
COMMUNICATIONS: CTAF 122.7

ANCHORAGE CENTER APP/DEP CON 119.2

RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.

KOTZEBUE (H) VORW/DME 115.7 OTZ Chan 104 N66°53.14' W162°32.40' 081° 36.2 NM to fld. 121/15E.

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



NORTH POLE

AIRWAY (5AK3) PVT 2 NE UTC-9(-8DT) N64°46.39' W147°20.03'

FAIRBANKS

480 NOTAM FILE

RWY 15-33: 2550X45 (GRVL)

RWY 15: Road.

RWY 33: Trees.

AIRPORT REMARKS: Unattended. Rwy not maintained or monitored, recommend visual inspection prior to use. No facilities. Ski equipped acct opr only in the fall, winter, and spring. PPR for transient aircraft, write to Airway, Inc., P.O. Box 55506 North Pole, AK 99705. Wind indicator on apch end 33.

AIRPORT MANAGER: (907) 347-1460

COMMUNICATIONS: CTAF 122.8

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

BRADLEY SKY-RANCH (95Z) 1 NW UTC-9(-8DT) N64°45.55' W147°23.26'

FAIRBANKS

483 NOTAM FILE FAI

L-3A, 3D, 4J

RWY 15-33: 4100X60 (GRVL-DIRT)

RWY 15: Road.

RWY 33: Road. Rgt tfc.

AIRPORT REMARKS: Attended daylight hours. Recommend visual inspection prior landing. Hard packed snow surface is maintained on rwy Nov-Apr. Be alert: Ultralight and glider activity on and in/ov arpt. For noise abatement owner requests pilots maintain maximum feasible altitude when landing on Rwy 15. Dirt road crosses apchs to Rwy 15 and Rwy 33. Rwy 15-33 thlds marked with panels.

AIRPORT MANAGER: 907-488-9792

COMMUNICATIONS: CTAF/UNICOM 122.8

SUAIS 125.3 126.3 (1800-758-8723).

RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.

FAIRBANKS (H) VORTACW 108.6 FAI Chan 23 N64°48.00'

W148°00.72' 077° 16.2 NM to fld. 1526/21E.

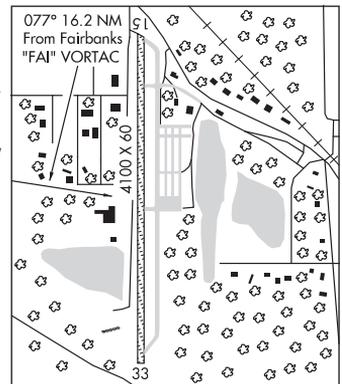
TACAN AZIMUTH unusable:

065°-100° byd 30 NM

270°-330° byd 10 NM blo 10,000'

270°-330° byd 30 NM

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



GREG'N SAGE (AK41) PVT 19 SE UTC-9(-8DT) N64°32.63' W146°50.65' **FAIRBANKS**
 925 NOTAM FILE Not insp.
RWY 07-25: 1800X70 (TURF)
RWY 07: Trees.
RWY 25: Tower.
AIRPORT REMARKS: Attended irregularly. Land Rwy 07 depart Rwy 25. Tall trees along rwy sides. Wind shear and turbulence when windy. Animals and migratory waterfowl invof rwy.
AIRPORT MANAGER: 907-488-1593
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516, for a local call to Fairbanks FSS dial 907-474-0137.

LAKWOOD (78AA) PVT 5 E UTC-9(-8DT) N64°46.31' W147°14.80' **FAIRBANKS**
 540 NOTAM FILE Not insp.
RWY 06-24: 1600X100 (TURF)
RWY 06: Trees.
RWY 24: Trees.
AIRPORT REMARKS: Unattended. Private use only. All acft comply with assigned tfc pattern. Please limit takeoffs to the hours of 7 am-11 pm. Private rwy for ppr write to Lakewood Loop arpt manager, 3978 Lakewood Loop, North Pole, Alaska 99705 or call 907-488-7336/7334.
AIRPORT MANAGER: (276) 698-5787
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516, for a local call to Fairbanks FSS dial 907-474-0137.

SCOTTS (ØAKØ) PVT 26 NE UTC-9(-8DT) N64°23.55' W146°51.73' **FAIRBANKS**
 800 NOTAM FILE Not insp.
RWY 08-26: 1050X70 (TURF)
RWY 08: Trees.
RWY 26: Thld dspclcd 250'. Trees.
AIRPORT REMARKS: Unattended. Rwy not monitored, recmd vis inspection prior to lnd. Use at own risk. Mowed 3 in summer/packed snow in winter. Nov to Apr, winter—packed 30 ft center. Ski operation only when snow on ground. Use extreme caution because of down-hill slope. Wildlife on and invof rwy. Wind condition from NE, turbulence present at tree tops. Lnd Rwy 26. Rwy 26 has sun blind cond Jun-Sep at sunset. PPR for transient acft call 907-488-5352. No facilities. Rwy 08-26 east end has 8°-10° uphill grade and 2° right to left sideslope. Rwy 26 end marked by four cones and flags.
AIRPORT MANAGER: (907) 488-9228
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516, for a local call to Fairbanks FSS dial 907-474-0137.

NORTH RIVER N63°54.46' W160°48.71' NOTAM FILE UNK. **MC GRATH**
NDB (HW) 382 JNR 153° 1.2 NM to Unalakleet. 14/11E. **H-1A, 2I, L-3C**

NORTHSTAR HELIPORT (See PRUDHOE BAY/DEADHORSE on page 221)

NORTHWAY (ORT)(PAOR) 0 S UTC-9(-8DT) N62°57.67' W141°55.69'
 1720 B LRA NOTAM FILE ORT
RWY 05-23: H5100X100 (ASPH-GRVD) MIRL
RWY 05: PAPI(P4L)—GA 3.0° TCH 39'. Trees.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 36'. Trees.
SERVICE: LGT ACTVT REIL Rwy 23; PAPI Rwy 05 and 23; MIRL Rwy 05-23—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored; recommend visual inspection prior to landing. Pilots of acft arriving ORT/PAOR or Yarger Lake from foreign countries must receive permission to land from U.S. customs by phone 907-774-2242/2252 at least two hrs prior to arrival. Permission is not normally granted outside 1800-0000Z± daily. In addition an EAPIS manifest is also required to be filed electronically prior to departure. Floatplane customs svc avbl at Yarger Lake-8 NM east. Frequent strong and variable crosswind. Cold temperature airport. Altitude correction required at or below -38C. Snow removal operations during winter-monitor CTAF. Ski strip parallel and adjacent to apch end Rwy 23 NW side.

AIRPORT MANAGER: 907-883-5128

WEATHER DATA SOURCES: ASOS 135.4 (907) 778-2282. (WX CAM)

COMMUNICATIONS: CTAF 123.6

FSS ORT (NORTHWAY) May 1-Sep 30 1715-0245Z±; OT ctc Fairbanks FSS.

NORTHWAY RADIO 121.5 122.2 122.65 123.6 243.0 (LAA 123.6) (122.65 used for high altitude traffic only)

ANCHORAGE CENTER APP/DEP CON 126.55 323.0

SUAIS 125.3 126.3 (1-800-758-8723)

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.

(H) **VORTACW** 116.3 ORT Chan 110 N62°56.83' W141°54.76' at fld. 1779/18E.

TACAN AZIMUTH unusable:

335°-030° byd 30 NM blo 10,500'

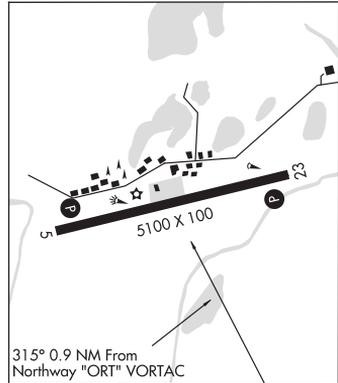
DME unusable:

335°-030° byd 30 NM blo 10,500'

NABESNA NDB (HW) 390 AES N62°56.96' W141°54.59' at fld. 1715/20E.

COMM/NAV/WEATHER REMARKS: FSS on arpt 1 May-30 Sep. LC to Northway FSS dial 778-2219. Northway FSS toll free number 1-800-478-6611. For a toll free call to Fairbanks FSS dial 1-866-248-6516. Contract Wx observation is avbl when ORT FSS clsd on 133.55 or phone 907-778-2240.

ANCHORAGE
 H-1B, L-1A, 3E
 IAP



NORTON BAY N64°41.73' W162°03.82' NOTAM FILE OME.
NDB (HW) 263 OAY at Moses Point. 13E.
 NDB unusable:
 Byd 35 NM

NAME
 L-3C, 4H

NUGGET BENCH (33AK) PVT 1 SE UTC-9(-8DT) N62°31.04' W150°56.72'
 2010 NOTAM FILE

RWY 01-19: 1240X38 (GRVL)

RWY 01: Brush.

RWY 19: Brush.

AIRPORT REMARKS: Unattended. Rwy 01-19 width varies 38 to 81'. 5' high brush 20' from approach end of Rwy 19.

AIRPORT MANAGER: 907-279-1560

COMMUNICATIONS: CTAF 123.65

RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.

TALKEETNA (H) VOR/DME 116.2 TKA Chan 109 N62°17.90' W150°06.32' 281° 26.9 NM to fld. 568/19E.

VOR unusable:

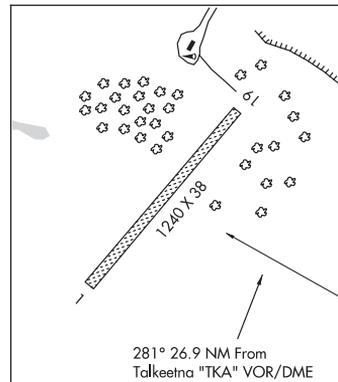
277°-297° byd 30 NM blo 12,000'

DME unusable:

057°-087° byd 30 NM blo 13,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-800-864-1737.

ANCHORAGE



NUIQSUT**ALPINE AIRSTRIP** (AK15)(PALP) PVT 8 N UTC-9(-8DT) N70°20.66' W150°56.69'**POINT BARROW**
H-1A, L-4J

21 NOTAM FILE FDC Not insp.

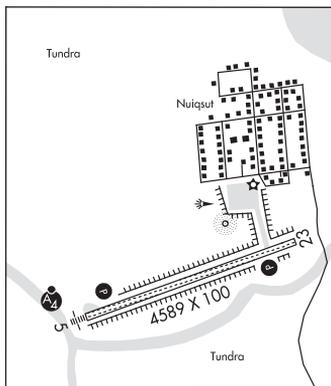
RWY 03-21: 5005X100 (GRVL) MIRL**RWY 03:** ODALS. REIL. PAPI(P4L)—GA 3.15° TCH 50'. Tower.**RWY 21:** ODALS. REIL. PAPI(P4L)—GA 3.16° TCH 50'.**SERVICE:** LGT Arpt lighting activated by ATAC upon request. Security personnel staff the ATAC facility. The direct line to the Alpine ATAC is 907-670-4005.**AIRPORT REMARKS:** Arpt unattended. Arpt NOTAM info is not avbl from the FAA, must be obtained from arpt operator. PPR 24 hrs before landing. Call Alpine (ALP) Security: 907-670-4002. All arpt surface movement controlled by compant security personnel who occupy the Alp Air Traffic Advisory Center (ATAC) facility 24 hrs a day, 7 days a week. Rwy is alternately used as roadway for grnd transportation. No acft are allowed to land without Alp ATAC personnel present.**AIRPORT MANAGER:** 907-670-4048**WEATHER DATA SOURCES:** SAWRS.**COMMUNICATIONS:** CTAF/UNICOM 122.8**COMM/NAV/WEATHER REMARKS:** For a LC to Deadhorse FSS dial 659-2401. For a toll free call to Fairbanks FSS dial 1-866-248-6516. For lcl wx use AQT ASOS.**NUIQSUT** (AQT)(PAQT) 0 S UTC-9(-8DT) N70°12.59' W151°00.39'**POINT BARROW**
H-1A, L-4J
IAP

45 B NOTAM FILE AQT

RWY 05-23: 4589X100 (GRVL) HIRL**RWY 05:** MALSF. PAPI(P2L)—GA 3.0° TCH 33'. Rgt tfc.**RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 33'.**SERVICE:** LGT ACTIVATE HIRL Rwy 05-23, MALSF Rwy 05, REIL Rwy 23 and PAPI Rwy 05 and Rwy 23—CTAF.**AIRPORT REMARKS:** Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Cold temperature restricted airport. Altitude correction required at or below -41C. Birds and caribou on and invof arpt. 100' lighted twr 847' north of thld Rwy 23.**AIRPORT MANAGER:** (907) 852-0489**WEATHER DATA SOURCES:** ASOS 135.35 (907) 480-5577. (WX CAM)**COMMUNICATIONS:** CTAF 122.8**NUIQSUT RCO** 122.5 (DEADHORSE RADIO)**ANCHORAGE CENTER APP/DEP CON** 119.4 134.4 370.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AQT.**NDB (HW)** 241 UQS N70°12.73' W151°00.05' at fld. 38/19E.

NDB unusable:

045°-165° byd 35 NM

COMM/NAV/WEATHER REMARKS: For a local call to Deadhorse FSS call 907-659-2401. For a toll free call to Fairbanks FSS call 1-866-248-6516.**NUIQSUT VILLAGE** N70°12.73' W151°00.05' NOTAM FILE AQT.**POINT BARROW**
L-4J**NDB (HW)** 241 UQS at Nuiqsut. 38/19E.

NDB unusable:

045°-165° byd 35 NM

NULATO (NUL/PANU) 1 NE UTC-9(-8DT) N64°43.76' W158°04.45'
 406 B NOTAM FILE FAI
RWY 03-21: 4011X100 (GRVL) MIRL 1.1% up NE
RWY 03: Brush.
RWY 21: Brush.

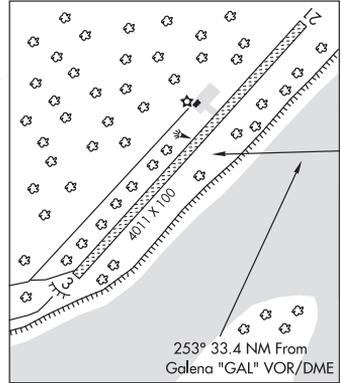
NOME
 H-1A, 2I, L-3C, 4I
 IAP

SERVICE: LGT ACTIVATE MIRL Rwy 03-21 —CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Snow removal ops dur winter—monitor CTAF. Rwy 03-21 3" ruts and puddles on rwy. Rwy 03 rgt side unusable and marked with orange cones.

AIRPORT MANAGER: (907) 451-5280
COMMUNICATIONS: CTAF 122.9
GALENA RCO 121.5 122.2 (FAIRBANKS RADIO)
 Ⓡ **ANCHORAGE CENTER APP/DEP CON** 127.0 290.2

RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.
GALENA (H) VOR/DME 114.8 GAL Chan 95 N64°44.29' W156°46.63' 253° 33.4 NM to fld. 152/17E.

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



NUNAM IQUA (SXP) O S UTC-9(-8DT) N62°31.23' W164°50.86'
 18 B NOTAM FILE ENA
RWY 01-19: 3015X60 (GRVL) MIRL

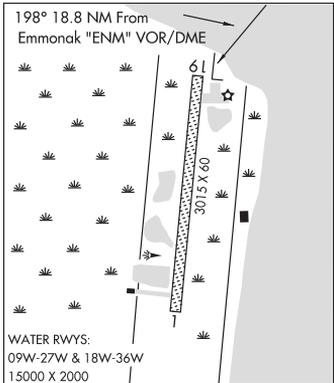
BETHEL
 L-3B

RWY 01: Brush.
SERVICE: LGT ACTIVATE MIRL Rwy 01-19—CTAF. Rotating bcn oprs 24 hrs.

AIRPORT REMARKS: Unattended. Rwy 01-19 conditions not monitored, visual inspection recommended prior to ldg. Soft spots may develop during rainy periods and spring break-up. Be alert, floatplane tfc uses river north of arpt.

AIRPORT MANAGER: (907) 625-1025
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENM.
EMMONAK (H) VOR/DME 117.8 ENM Chan 125 N62°47.08' W164°29.25' 198° 18.8 NM to fld. 17/14E.

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



WATERWAY 18W-36W: 15000X2000 (WATER)
WATERWAY 09W-27W: 15000X2000 (WATER)

WATER RWYS:
 09W-27W & 18W-36W
 15000 X 2000

SEAPLANE REMARKS: Unattended. Rwy 09W-27W and 18W-36W frequent strong winds in this area, be alert when landing. Water lanes not monitored or maintained by Alaska Department of Transportation and Public Facilities. SPB elevation 00' MSL.

NUNAPITCHUK (16A)(PPIT) 1 NE UTC-9(-8DT) N60°54.36' W162°26.44'

BETHEL

22 B NOTAM FILE 16A

RWY 18-36: 2420X75 (GRVL-DIRT) MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 19'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 20'.

SERVICE: LGT Rwy 36 PAPI unusable byd 6° left and right side of rwy centerline. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

AIRPORT REMARKS: Unattended. Not inspected. Rwy condition not monitored—recommend visual inspection prior to use. Birds infov arpt.

AIRPORT MANAGER: (907) 543-2498

WEATHER DATA SOURCES: AWOS-3P 121.550 (907) 868-7319. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

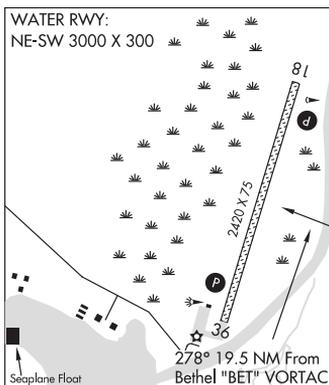
BETHEL (H) VORTAC 114.1 BET Chan 88 N60°47.09'

W161°49.46' 278° 19.5 NM to fld. 105/14E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-800-864-1737.

WATERWAY NE-SW: 3000X300 (WATER)

SEAPLANE REMARKS: Small float in river used for loading and off-loading. Boats in beaching area.



NUSHAGAK (See DILLINGHAM on page 96)

OCEAN CAPE N59°32.62' W139°43.69' NOTAM FILE YAK.

NDB (HW) 385 **OCC** 119° 3.2 NM to Yakutat. 20E.

JUNEAU

H-1C, L-1B, 3E

OLD HARBOR (6R7) 2 NNE UTC-9(-8DT) N57°13.10' W153°16.19'

KODIAK

55 NOTAM FILE ENA

RWY 03-21: 2750X60 (GRVL)

RWY 03: Brush. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy cuts through a hill at midfield, wind may be unpredictable and gusty. Rwy 03-21 marked with reflective orange cones and plastic markers. Rwy 03-21 safety area 3230' by 120'.

AIRPORT MANAGER: 907-487-4952

COMMUNICATIONS: CTAF 122.8 **AUNICOM** 122.9

OLD HARBOR RCO 122.5 (KENAI FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) VOR/DME 117.1 ODK Chan 118 N57°46.50'

W152°20.39' 208° 45.0 NM to fld. 133/14E.

VOR unusable:

190°-310° byd 15 NM blo 12,000'

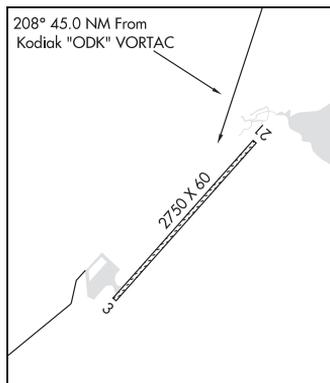
DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

COMM/NAV/WEATHER REMARKS: Toll free call to Kenai FSS dial 1-866-864-1737.



OLGA BAY SPB (KOY) 0 S UTC-9(-8DT) N57°09.69' W154°13.79'
00 NOTAM FILE ADQ

KODIAK

WATERWAY ALL-WAY: 10000X1000 (WATER)

AIRPORT REMARKS: Unattended. Bay occupied dur summer months; beach sfc smooth sand and gravel. Be alert, set-nets invof float plane beaching area; underwater reefs marked with bouys in front of beach. Recommended ldg West side of beach. Water fowl invof arpt. Docks and facilities are falling apart, debris in water creating navigational hazard, especially at low tide.

AIRPORT MANAGER: 907- 258 0604

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) VORW/DME 117.1 ODK Chan 118 N57°46.50' W152°20.39' 226° 71.5 NM to fld. 133/14E.

VOR unusable:

190°-310° byd 15 NM blo 12,000'

DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

OPHIR (Z17) 0 NW UTC-9(-8DT) N63°08.76' W156°31.73'
595 NOTAM FILE ENA

MC GRATH

RWY 11-29: 1940X60 (GRVL-DIRT) 0.4% up E

RWY 11: Trees.

RWY 29: Trees.

AIRPORT REMARKS: Unattended. Rwy not maintained on a regular schedule. Recommend inspection prior to use. Windssock pole leaning, west end. Sharp rocks 2" X 6" on rwy sfc. Ridges, ruts, and equipment tracks on rwy sfc 2" X 4" deep. Standing water on rwy sfc after rain. Safety areas on rwy edges very rough. West 500' of rwy under water due to flooding. Puddles, trees and shrubs on rwy. Both ends of rwy soft sand. Actf parking adj to Rwy 29.

AIRPORT MANAGER: 907-524-3241

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

MC GRATH (H) VORTACW 115.5 MCG Chan 102 N62°57.06'
W155°36.68' 276° 27.7 NM to fld. 344/19E.

VOR DME & TACAN AZIMUTH unusable:

014°-019° byd 19 NM blo 7,000'

040°-050° byd 21 NM blo 5,000'

144°-194° byd 6 NM blo 9,000'

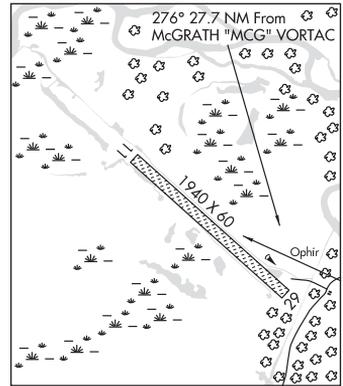
195°-223° byd 28 NM blo 6,000'

224°-261° byd 12 NM blo 10,000'

262°-294° byd 25 NM blo 7,000'

295°-314° byd 21 NM blo 8,000'

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



ORCA BAY N60°28.79' W146°35.25' NOTAM FILE CDV.

ANCHORAGE

NDB (HW) 233 ALJ 070° 33.0 NM to Merle K (Mudhole) Smith. 31/18E.

L-1A, 3E, 4H

NDB unusable:

321°-341° byd 40NM blo 7,400'

OSCARVILLE N60°47.48' W161°52.37' NOTAM FILE BET.

MC GRATH

NDB (HW) 251 OSE 115° 1.3 NM to Bethel. 155/11E.

H-2B, 2J, L-3C

OUZINKIE (4K5) 3 NNE UTC-9(-8DT) N57°56.53' W152°27.90'

100 B NOTAM FILE ENA

RWY 08-26: 3300X60 (GRVL) MIRL

RWY 08: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 08-26—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Birds invof rwy.

AIRPORT MANAGER: 907-487-4952

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) VORW/DME 117.1 ODK Chan 118 N57°46.50'

W152°20.39' 324° 10.8 NM to fld. 133/14E.

VOR unusable:

190°-310° byd 15 NM blo 12,000'

DME unusable:

154°-265° byd 15 NM blo 12,000'

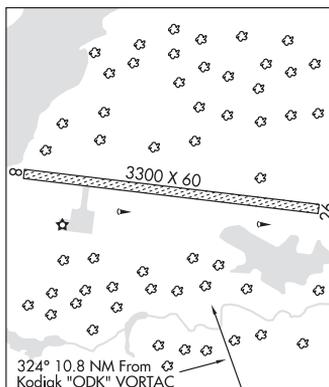
266°-305°

306°-341° byd 15 NM blo 12,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

1-866-864-1737

KODIAK
L-2J, 3D



PALMER

ABI (AK46) PVT 2 N UTC-9(-8DT) N61°37.73' W149°02.59'

750 NOTAM FILE Not insp.

RWY 07-25: 1000X40 (GRVL)

RWY 25: P-line.

AIRPORT REMARKS: Attended continuously. Rwy 25 has a road that crosses AER 730' from thld.

AIRPORT MANAGER: 907-745-3124

COMMUNICATIONS: CTAF 123.6

COMM/NAV/WEATHER REMARKS: For a local call to Palmer FSS dial 745-2495. For a toll free call to Kenai FSS dial

1-866-864-1737.

ANCHORAGE

BUTTE MUNI (AK1) 5 SE UTC-9(-8DT) N61°31.82' W149°01.06'

64 NOTAM FILE ENA

RWY 07-25: 1806X50 (GRVL-DIRT)

RWY 07: Trees.

RWY 25: Tree.

AIRPORT REMARKS: Unattended. Road runs along N and S side of rwy. Rwy 07-25 edges and thlds unmarked. Rwy with dips and rocks to 3 inches. NSTD windssock; yellow in color and unreliable. Rwy 07-25 conditions not monitored, visual inspection recommended prior to ldg. 400' safety area on Rwy 07 end. Rwy safety area cleared 1800' X 200'.

AIRPORT MANAGER: 907-745-4557

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

BIG LAKE (H) VORTACW 112.5 BGQ Chan 72 N61°34.17'

W149°58.03' 076° 27.4 NM to fld. 180/19E.

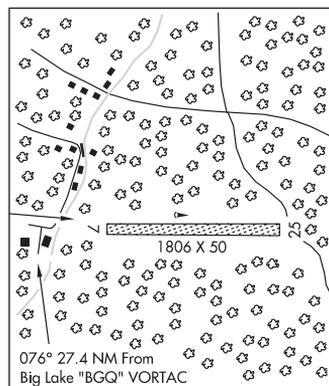
TACAN AZIMUTH & DME unusable:

226°-246° byd 36 NM blo 7,500'

COMM/NAV/WEATHER REMARKS: For a local call to Palmer FSS dial 745-2495.

For a toll free call to Kenai FSS dial 1-866-864-1737.

ANCHORAGE



FINGER LAKE SPB (99Z) 5 W UTC-9(-8DT) N61°36.55' W149°15.81'

ANCHORAGE

337 NOTAM FILE ENA

WATERWAY ALL-WAY: 5500X500 (WATER)

SEAPLANE REMARKS: Unattended. Elks Lodge dock is pvt. No public use permitted. Public dock NE shore of lake at Finger Lake State recreation site. No moorage at dock allowed but can heel up away from boat launch. Camping at state park for fee. No other services avbl for transient acct. Mat-Su borough enforces special motorized use restrictions. No motors may be operated from 0800-1700Z±. No wake zones are in effect within 100' from shoreline.

AIRPORT MANAGER: 907-746-4644

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) VORW/DME 113.15 TED Chan 78(Y) N61°10.07' W149°57.61' 019° 33.3 NM to fld. 93/18E.

VOR unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

DME unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

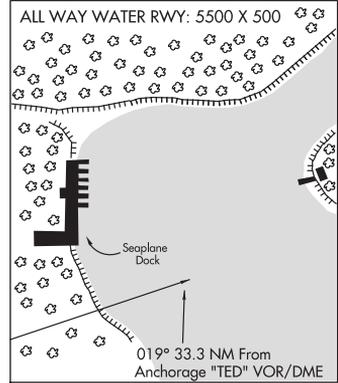
196°-206° byd 25 NM blo 3,500'

206°-211° byd 25 NM blo 4,000'

211°-221° byd 25 NM blo 3,500'

COMM/NAV/WEATHER REMARKS: For a local call to Palmer FSS dial 745-2495. For a toll free call to Kenai FSS dial

1-866-864-1737.



GOODING LAKE SPB (2D3) 4 W UTC-9(-8DT) N61°37.66' W149°14.34'

ANCHORAGE

500 NOTAM FILE ENA

WATERWAY 01W-19W: 3000X20 (WATER)

SEAPLANE REMARKS: Unattended. Stormy Hill Airstrip on east shore of lake, private. No public property or access on lake shore.

All property is pvt/non-coml.

AIRPORT MANAGER: 907-822-3553

COMMUNICATIONS: CTAF 122.8

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

GROUSE RIDGE (AK93) PVT 6 NW UTC-9(-8DT) N61°39.31' W149°16.41'

ANCHORAGE

535 NOTAM FILE Not insp.

RWY 02-20: 1600X35 (GRVL)

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: (907) 441-2640

COMMUNICATIONS: CTAF 122.8

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

SKY RANCH AT PIONEER PEAK (AK5Ø) PVT 3 SE UTC-9(-8DT) N61°33.28' W149°08.49'

ANCHORAGE

120 NOTAM FILE Not insp.

RWY 07-25: H2000X26 (ASPH)

RWY 07: Rgt tfc.

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 907-373-8444

COMMUNICATIONS: CTAF 123.6

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

WARREN "BUD" WOODS PALMER MUNI (PAQ)(PAAQ) 1 SE UTC-9(-8DT) N61°35.70'

ANCHORAGE

W149°05.32'

H-1B, 2K, L-1A, 3D, 4G

249 B NOTAM FILE PAQ

IAP

RWY 16-34: H6006X100 (ASPH) S-180 PCN 18 F/B/Y/U MIRL
0.5% up N

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 43'. Thld dspcd 503'. Trees.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 52'. Hill.

RWY 10-28: H3616X75 (ASPH) PCN 2 F/B/Z/U MIRL

RWY 10: PAPI(P2L)—GA 3.0° TCH 27'. Trees.

RWY 28: PAPI(P2L)—GA 3.0° TCH 26'. Fence.

RWY 16S-34S: 1560X60 (GRVL) 0.5% up N

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA-6008 TODA-6008 ASDA-6008 LDA-5508

RWY 34: TORA-6008 TODA-6008 ASDA-6008 LDA-6008

SERVICE: S4 FUEL 100LL, JET A1, B LGT When FSS clsd ACTIVATE

REIL Rwy 16 and Rwy 34, PAPI Rwy 10, Rwy 28, Rwy 16 and Rwy

34; MIRL Rwy 16-34 and Rwy 10-28—CTAF. Rwy 28 PAPI does not

provide obstruction clearance byd 3 NM; PAPI unusable byd 3 NM. Rwy

34 PAPI does not provide obstruction clearance byd 5.4 NM; PAPI

unusable byd 5.4 NM.

AIRPORT REMARKS: Attended 1700-0200Z† Mon-Fri. Rwy condition

reported by 10am Mon-Fri. Rwy condition reporting not done during

weekends or holidays. Rwy 10-28 CLOSED to acct over 12,500 lbs. Fuel avbl credit card 24 hrs north and south ramp.

Rwy 16S-34S 1560' by 60' grvl ldg area avbl west side and parallel to Rwy 16-34, no simultaneous parallel ops

allowed, sequence on CTAF. Thlds and edges marked with cones. 7' fence 435' W of Rwy 10 apch thld. Winter

maintenance not avbl. Flocks of seagulls and ravens on arpt. Migratory waterfowl on arpt Spring and Fall. Be Alert—Glider

act on and invof arpt Apr thru Sep. Parachute Jumping. Be alert—sky diving act invof arpt, April thru Sep. Transient parking

North ramp, labeled spaces T1-T9 adjacent FSS, transient parking for large aircraft, South ramp labeled spaces T10, T11,

and T12. Banner towing OPS occur May to Oct, Thurs through Sunday. Fire fighting tanker base located north end of arpt.

Extensive activity with flights of multiple large acct, May-September. Use designated run-up areas and give way to emerg

response acct. Contact FSS 907-745-2495, 122.4 for additional info.

AIRPORT MANAGER: 907-761-1334

WEATHER DATA SOURCES: ASOS 134.75 (907) 746-6675. (WX CAM)

COMMUNICATIONS: CTAF 123.6

FSS PAQ (PALMER) 1700-0300Z† OT ctc Kenai FSS.

PALMER RADIO 122.4 123.6 (LAA 123.6)

RCO 122.4 123.6 (KENAI RADIO)

® ANCHORAGE APP/DEP CON 118.6 290.5

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

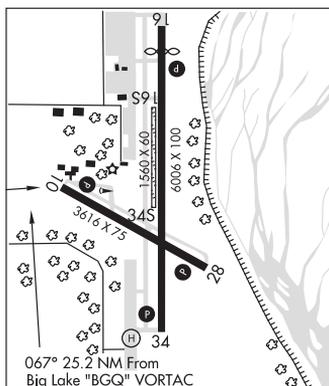
BIG LAKE (H) VORTACW 112.5 BGQ Chan 72 N61°34.17' W149°58.03' 067° 25.2 NM to fld. 180/19E.

TACAN AZIMUTH & DME unusable:

226°-246° byd 36 NM blo 7,500'

COMM/NAV/WEATHER REMARKS: For a local call to Palmer FSS dial 745-2495.

HELIPAD H1: H50X50 (ASPH)



WASILLA CREEK AIRPARK (Ø5AK) PVT 5 NW UTC-9(-8DT) N61°40.12' W149°11.24'

ANCHORAGE

620 NOTAM FILE Not insp.

RWY 01-19: 2000X75 (TURF-GRVL)

RWY 01: Trees.

RWY 19: Trees.

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 907-841-4072

COMMUNICATIONS: CTAF 122.8

COMM/NAV/WEATHER REMARKS: LC to Palmer FSS dial 745-2495. For a toll free call to Kenai FSS dial 1-866-864-1737.

WOLF LAKE (4AK6) PVT 6 W UTC-9(-8DT) N61°38.36' W149°17.04'

ANCHORAGE
L-1A, 3D, 4G

540 B NOTAM FILE Not insp.

RWY 08-28: H3800X40 (ASPH)

RWY 08: Trees. Rgt tfc.

RWY 18-36: 2600X100 (GRVL)

RWY 18: Rgt tfc.

AIRPORT REMARKS: Unattended. Snow removal during winter.

AIRPORT MANAGER: 907-746-1880

COMMUNICATIONS: CTAF 122.8

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

WATERWAY E-W: 2800X100 (WATER)

WATERWAY W: Rgt tfc.

SEAPLANE REMARKS: Recommend seaplane acft ops to and from Wolf Lake remain north of lake. Rwy E-W dep turn right to avoid rwy tfc.

PAXSON (PXK)(PAXK) 0 S UTC-9(-8DT) N63°01.47' W145°30.03'

ANCHORAGE

2653 NOTAM FILE ENA

RWY 13-31: 1900X12 (TURF-GRVL)

RWY 13: Trees.

RWY 31: Trees.

AIRPORT REMARKS: Unattended. Rwy also used as road. No winter maintenance. Ski equipped aircraft only. Rwy sfc is not maintained. Width between willows 60'.

AIRPORT MANAGER: 907-822-3217

COMMUNICATIONS: CTAF 122.9

PAXSON RCO 122.3 (KENAI FSS)

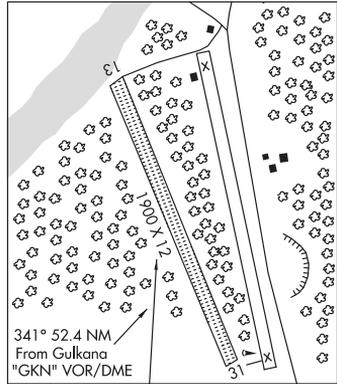
SUAIS 125.3 126.3 (1-800-758-8723).

RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.

GULKANA (H) VOR/DME 115.6 GKN Chan 103 N62°09.23'

W145°26.84' 341° 52.4 NM to fld, 1549/17E.

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



PEDRO BAY (4KØ) 1 W UTC-9(-8DT) N59°47.82' W154°07.80'

84 B NOTAM FILE ILI

RWY 09-27: 3002X60 (GRVL-DIRT) MIRL 0.6% up W

RWY 09: Tree. Rgt tfc.

RWY 27: Road.

SERVICE: LGT ACTIVATE MIRL Rwy 09-27, rotating bcn, and windsock light—CTAF.

AIRPORT REMARKS: Unattended. High mountainous terrain N of arpt. Strong winds create severe turbulence and possible wind shear at arpt. Rwy soft during break-up and freeze-up, also after rainy periods. Rwy 09-27 marked with reflective cones and thld panels, some panels damaged.

AIRPORT MANAGER: 907-571-1261

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ILI.

ILIAMNA NDB/DME (HW) 411 ILI Chan 91 N59°44.88'
W154°54.58' 069° 23.8 NM to fld. 168/14E.

DME unusable:

010°-020° byd 20 NM blo 12,000'

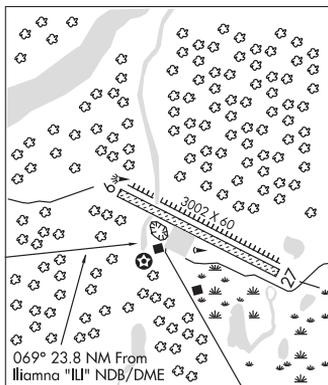
020°-050° byd 25 NM blo 13,000'

270°-300° byd 25 NM blo 7,000'

300°-320° byd 25 NM blo 8,000'

KODIAK

L-3D



PELICAN SPB (PEC) O S UTC-9(-8DT) N57°57.31' W136°14.18'

JUNEAU

00 NOTAM FILE JNU

WATERWAY NW-SE: 10000X2000 (WATER)**SEAPLANE REMARKS:** Unattended. Operating area in Listanski Inlet, subject to strong NW and SE winds. Boats active in harbor during Summer.

Boats may be tied to SPB dock/float ramp. Anchorage sheltered. Dock.

AIRPORT MANAGER: 907-735-2212**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE JNU.**SISTERS ISLAND (H) VORTACW** 114.0 SSR Chan 87 N58°10.66'
W135°15.53' 227° 33.9 NM to fld. 40/20E.

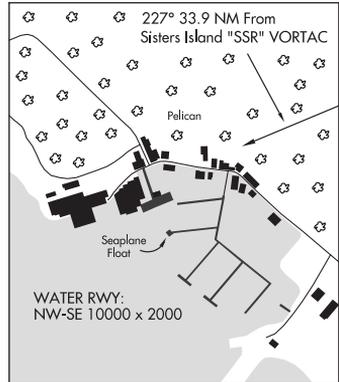
VOR unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

TAC AZM unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

DME unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'**COMM/NAV/WEATHER REMARKS:** For a toll free call to Juneau FSS dial 1-866-297-2236.**PENINSULA POINT PULLOUT SPB** (See KETCHIKAN on page 153)**PERRY ISLAND SPB** (PYL) O S UTC-9(-8DT) N60°41.12' W147°55.12'

ANCHORAGE

00 NOTAM FILE JNU

WATERWAY N-S: 10000X2000 (WATER)**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE JNU.**JOHNSTONE POINT (H) VORW/DME** 116.7 JOH Chan 114 N60°28.86' W146°35.96' 270° 40.9 NM to fld.
48/18E.

wx cam

VOR unusable:

090°-124° byd 23 NM blo 8,000'
125°-188° byd 10 NM

DME unusable:

090°-124° byd 23 NM blo 12,000'
125°-191° byd 10 NM

PERRYVILLE (PEV)(PAPE) 1 SSW UTC-9(-8DT) N55°54.40' W159°09.65'

COLD BAY

30 B NOTAM FILE ENA

L-2K

RWY 02-20: 3300X75 (GRVL) MIRL

IAP

RWY 02: REIL. PAPI(P4L)—GA 3.4° TCH 28'. Hill.

RWY 20: Hill.

SERVICE: LGT ACTIVATE MIRL Rwy 02-20, PAPI Rwy 02, REIL Rwy 02, and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 02-20 several ruts.

AIRPORT MANAGER: 907-246-3325

COMMUNICATIONS: CTAF 122.9

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE SDP.

BORLAND NDB/DME (HW) 390 HBT Chan 79 N55°18.94'

W160°31.10' 041° 58.3 NM to fld. 130/11E.

NDB unusable:

304°-354° byd 16NM

DME unusable:

034°-134° byd 6NM

184°-264° byd 27 NM blo 14,000'

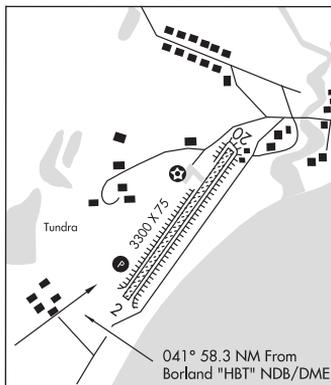
184°-264° byd 6 NM blo 10,000'

354°-034° byd 22 NM blo 18,000'

354°-034° byd 27NM

354°-034° byd 6 NM blo 10,000'

COMM/NAV/WEATHER REMARKS: For a local call to Cold Bay FSS dial 1-800-478-7250. For a toll free call to Kenai FSS dial 1-866-864-1737.



PETERS CREEK N62°19.86' W150°05.78' NOTAM FILE TKA.

ANCHORAGE

NDB (HW) 305 PEE at Talkeetna. 359/16E.

L-3D, 4F

PETERSBURG

LLOYD R ROUNDTREE SEAPLANE FACILITY SPB (63A) 0 SW UTC-9(-8DT) N56°48.68' W132°57.60' **JUNEAU**

00 NOTAM FILE PSG

WATERWAY NE-SW: 9000X1100 (WATER)

SERVICE: S2

SEAPLANE REMARKS: Unattended. Ultralight acft in and near vicinity of seaplane facility. Dock. Ramp. Ldg and seaplane ops located in congested area btn boat harbor and fuel dock; caution for boat tfc in seaplane ops area.

AIRPORT MANAGER: (907) 772-4624

COMMUNICATIONS: CTAF 122.5

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) VORW/DME 116.5 LVD Chan 112 N56°28.06'

W133°04.99' 351° 21.1 NM to fld. 98/20E.

VOR unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

wx cam

DME unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

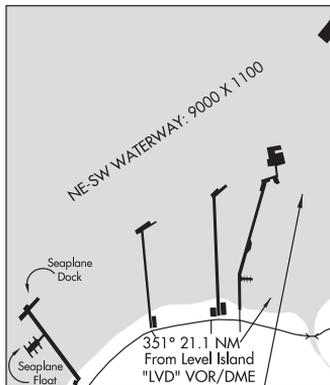
268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1-800-WX-BRIEF.



PETERSBURG JAMES A JOHNSON (PSG)(PAG) 1 SE UTC-9(-8DT) N56°48.09' W132°56.77'

JUNEAU

113 B ARFF Index—See Remarks NOTAM FILE PSG

H-1C, L-1C

RWY 05-23: H6400X150 (ASPH-GRVD) S-75, D-160

IAP

PCN 65 F/B/X/T HIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 23: MALS F. PAPI(P4L)—GA 3.0° TCH 45'. Thld dspcd 400'. Rgt ttc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-6400 TODA-6400 ASDA-6000 LDA-6000

RWY 23: TORA-6400 TODA-6400 ASDA-6400 LDA-6000

SERVICE: S2 **FUEL** 100, JET A **LGT** ACTIVATE HIRL Rwy 05-23, MALS F Rwy 23 and REIL Rwy 05 and PAPI Rwy 05 and Rwy 23—CTAF. Rwy 05 PAPI does not provide obstruction clnc byd 2 NM from thld.

AIRPORT REMARKS: Attended Apr-Sep Mon-Fri 1500-0130Z‡, Sat-Sun 1730-0130Z‡. Oct-Mar 1400-0100Z‡. Class I, ARFF Index B. ARFF svcs are only avbl during scheduled air carrier ops. For fuel call 907-772-4780. Arpt maint duty hrs Oct-Mar 1400-0100Z‡, Apr-Sep Mon-Fri 1500-0130Z‡, Apr-Sep Sat-Sun 1730-0130Z‡. CLOSED to air carrier ops with more than 30 pax seats exc PPR in writing to arpt mgr DOT/PF PO. Box 1108 Petersburg, Alaska 99833. 24 hour PPR for cargo ops over 100,000 lbs call 907-772-4624.

Birds, bear and deer on and invof arpt. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Snow removal, wildlife ctl, cond reporting, and other airfield maint services only avbl and valid during arpt maint duty hrs. Ctc arpt mgmt for any after-hours req for airfield services. Rwy condition reports reflect conditions during arpt maint duty hrs only. Arpt maint personnel and eqpt may be on rwy at any time, recommend visual inspection prior to use, ctc nearest FSS for current NOTAM. Maint eqpt access road lctd 1500' from Rwy 23 thld clsd to taxiing acft. Arpt sand larger gradation than FAA recommended/see AC150/5200-30. Cold temperature airport. Altitude correction required at or below -11C.

AIRPORT MANAGER: 907-772-4624

WEATHER DATA SOURCES: AWOS-3P 125.8 (907) 772-4504. (WX CAM)

COMMUNICATIONS: CTAF 122.5

RCO 122.35 (SITKA RADIO)

ANCHORAGE CENTER APP/DEP CON 118.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) VORW/DME 116.5 LVD Chan 112 N56°28.06' W133°04.99' 353° 20.6 NM to fld. 98/20E.

VOR unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

wx cam

DME unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

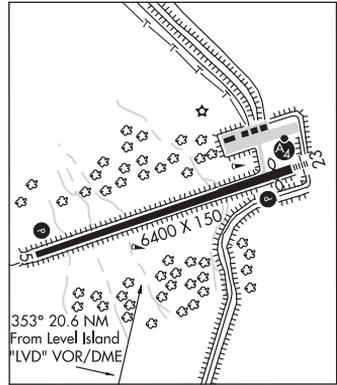
328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

LDA/DME 110.5 I-PSG Chan 42 Rwy 23. LOC unusable byd 25° left of course and byd 19° right of course.

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 800-478-6300. For a toll free call to Juneau FSS dial

1-800-WX-Brief.



PILOT POINT

PILOT POINT (PNP)(PAPN) 0 NNE UTC-9(-8D) N57°34.82' W157°34.32'

57 B NOTAM FILE PNP

RWY 07-25: 3280X75 (GRVL) MIRL 0.6% up E

RWY 25: PAPI(P4L)—GA 3.0° TCH 25'.

SERVICE: LGT ACTIVATE MIRL Rwy 07-25 and PAPI Rwy 25—CTAF.

AIRPORT REMARKS: Unattended. Rwy conditions not monitored, recommend visual inspection prior to landing.

AIRPORT MANAGER: 907-246-3325

WEATHER DATA SOURCES: AWOS-3P 118.375 (907) 797-2296. (WX CAM)

COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 132.9

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

KING SALMON (H) VORTACW 112.8 AKN Chan 75 N58°43.48'

W156°45.14' 185° 73.6 NM to fld. 95/16E.

TACAN antenna offset 150' se

TACAN AZIMUTH unusable:

130°-140° byd 13 NM blo 4,000'

130°-140° byd 30 NM

338°-348° byd 19 NM blo 5,000'

DME unusable:

338°-348° byd 19 NM blo 5,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial

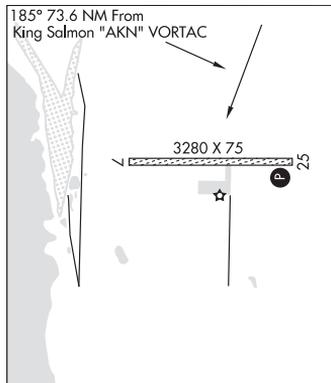
800-478-6300. For a toll free call to Juneau FSS dial

1-800-WX-BRIEF.

KODIAK

L-21, 3C

IAP



UGASHIK BAY (UGB) 10 SSW UTC-9(-8DT) N57°25.52' W157°44.39'

132 NOTAM FILE ENA

RWY 12-30: 5280X125 (GRVL-DIRT)

RWY 12: Brush.

RWY 30: Brush.

AIRPORT REMARKS: Unattended. Emerg use only. Brush growing on rwy. Rwy not suitable for tricycle ldg gear acft.

AIRPORT MANAGER: 907-267-1248

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.

PORT HEIDEN NDB/DME (HW) 371 PDN Chan 32 N56°57.26'

W158°38.85' 030° 41.0 NM to fld. 56/16E.

DME unusable:

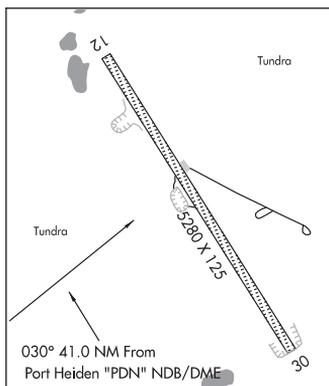
050°-110° byd 32 NM blo 6,500'

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial

800-478-6300.

KODIAK

H-21, L-21, 3C



PILOT STATION (ØAK) 3 NW UTC-9(-8DT) N61°57.69' W162°56.54'
473 B NOTAM FILE ENA

BETHEL
H-1A, 2I, L-3C

RWY 04-22: 4000X75 (GRVL-DIRT) MIRL 0.5% up NE

SERVICE: LGT ACTIVATE MIRL Rwy 04-22 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing.

AIRPORT MANAGER: 907-438-2416

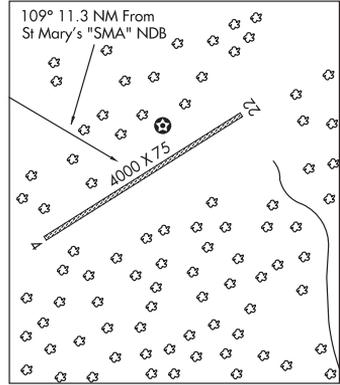
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE KSM.

ST MARYS NDB (HW) 230 SMA N62°03.56'

W163°16.91' 109° 11.3 NM to fld. 343/12E.

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



PIPER LANDING (See WASILLA on page 273)

PLATINUM (PTU)(PAPM) 0 W UTC-9(-8DT) N59°01.07' W161°49.63'
18 B NOTAM FILE PTU

KODIAK
H-2I, L-3C
IAP

RWY 14-32: 5000X75 (GRVL-DIRT) MIRL

SERVICE: LGT ACTIVATE MIRL Rwy 14-32—CTAF.

AIRPORT REMARKS: Unattended. Recommend visual inspection prior to use, rwy condition not monitored. Massive migrating waterfowl staging area.

AIRPORT MANAGER: (907) 543-2498

WEATHER DATA SOURCES: AWOS-3P 118.375 (907) 979-8800.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.500 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE PAEH.

CAPE NEWENHAM NDB/DME (HW) 385 EHM Chan 18(Y)

N58°39.36' W162°04.42' 007° 23.1 NM to fld. 212/12E.

NDB has no standby transmitter

DME portion unusable:

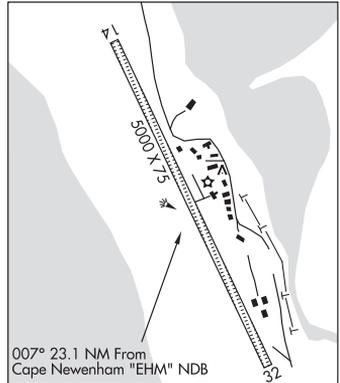
050°-169° byd 10 NM blo 7,000'

170°-224°

225°-293° byd 10 NM blo 7,000'

294°-320° byd 30 NM

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



POINT BAKER SPB (KPB)(PFKP) 0 SE UTC-9(-8DT) N56°21.11' W133°37.36'

JUNEAU

00 NOTAM FILE SIT

WATERWAY N-S: 4000X250 (WATER)

SEAPLANE REMARKS: Attended daylit. Narrow and congested opr area, small islands both entrances to core. Boats tied to SPB/helicopter float/ramp. Seaplane float designed to support 22,000 lbs maximum GWT helicopters. Float deteriorated, be alert when loading near capacity.

AIRPORT MANAGER: (907) 465-4512

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) VORW/DME 116.5 LVD Chan 112 N56°28.06'
W133°04.99' 229° 19.3 NM to fld. 98/20E.

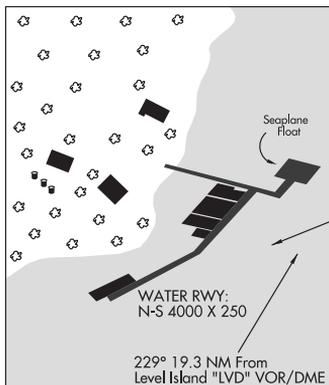
VOR unusable:

038°-098° byd 35 NM blo 9,000'
098°-138° byd 25 NM blo 7,000'
168°-208° byd 35 NM blo 6,000'
268°-328° byd 25 NM blo 9,000'
328°-358° byd 30 NM blo 7,000'
328°-358° byd 35 NM blo 8,000'
358°-038° byd 35 NM blo 12,000'
wx cam

DME unusable:

038°-098° byd 35 NM blo 9,000'
098°-138° byd 25 NM blo 7,000'
168°-208° byd 35 NM blo 6,000'
268°-328° byd 25 NM blo 9,000'
328°-358° byd 30 NM blo 7,000'
328°-358° byd 35 NM blo 8,000'
358°-038° byd 35 NM blo 12,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 1-800-478-6300.



POINT HOPE (PHO)(PAPO) 2 SW UTC-9(-8DT) N68°20.93' W166°47.96'

CAPE LISBURNE

19 B NOTAM FILE PHO

H-1A, L-4H

RWY 01-19: H3992X75 (ASPH) MIRL

IAP

RWY 01: VASI(V4L)—GA 3.0° TCH 25'.

RWY 19: VASI(V4L)—GA 3.0° TCH 27'.

SERVICE: LGT ACTIVATE MIRL Rwy 01-19—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Fuel avbl emerg only. Lateral cracks 1-3" wide across width of rwy spaced 200'-500' length of rwy.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: AWOS-3P 118.325 (907) 368-2128. (WX CAM)

COMMUNICATIONS: CTAF 122.8

POINT HOPE RCO 122.25 (KOTZEBUE RADIO)

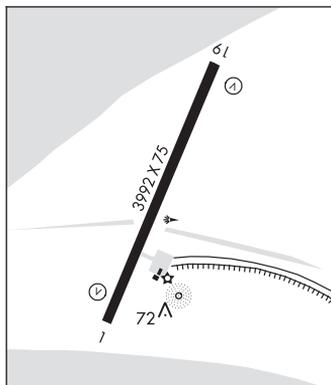
ANCHORAGE CENTER APP/DEP CON 119.65 363.25

RADIO AIDS TO NAVIGATION: NOTAM FILE PHO.

NDB (HW) 221 PHO N68°20.68' W166°47.89' at fld.

14/11E. unmonitored.

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



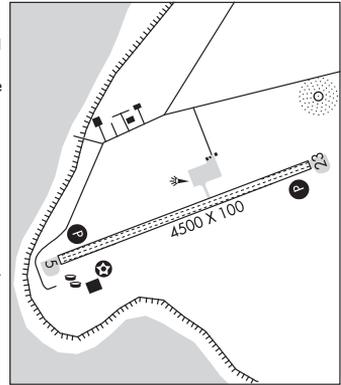
POINT LAY LRRS (PIZ)(PPIZ) P (AF) 1 S UTC-9(-8DT) N69°43.97' W163°00.32'**CAPE LISBURNE**

29 B NOTAM FILE PIZ

H-1A, L-4I

RWY 05-23: 4500X100 (GRVL) MIRL

IAP

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Road.**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 35'.**SERVICE:** LGT ACTIVATE MIRL Rwy 05-23, PAPI and REIL Rwy 05 and Rwy 23 and rotating bcn—122.8.**AIRPORT REMARKS:** Unattended. Cold temperature restricted airport. Altitude correction required at or below -33C/-27F.**AIRPORT MANAGER:** (907) 852-0489**WEATHER DATA SOURCES:** AWOS-3P 135.65 (907) 833-3112. (WX CAM)**COMMUNICATIONS:** CTAF 122.8**POINT LAY RCO** 122.4 (BARROW RADIO)**ANCHORAGE CENTER APP/DEP CON** 119.65 363.25**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIZ.**NDB (HW)** 362 PIZ N69°44.19' W162°59.78' at fld. 14/15E.**COMM/NAV/WEATHER REMARKS:** Local call to Barrow FSS dial 852-2511. For a toll free call to Fairbanks FSS call 1-866-248-6516.**PORT ALEXANDER SPB** (AHP)(PAAP) 0 NE UTC-9(-8DT) N56°14.81' W134°38.89'**JUNEAU**

00 NOTAM FILE AHP

WATERWAY N-S: 3000X300 (WATER)**SEAPLANE REMARKS:** Unattended. Boats may be tied to SPB float. Watch for logs in landing area.**AIRPORT MANAGER:** (907) 465-4512**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE SIT.**BIORKA ISLAND (H) VORTAC** 113.8 BKA Chan 85 N56°51.56' W135°33.08' 120° 47.5 NM to fld. 260/20E.**VOR unusable:**

010°-085° byd 30 NM blo 12,000'

133°-175° blo 9,000'

133°-175° byd 10 NM

210°-245° blo 2,000'

210°-245° byd 15 NM blo 5,000'

210°-245° byd 25 NM blo 7,000'

210°-245° byd 30 NM blo 9,000'

210°-245° byd 35 NM

TACAN AZIMUTH unusable:

010°-085° byd 30 NM blo 12,000'

133°-175° blo 9,000'

133°-175° byd 10 NM

210°-245° blo 2,000'

210°-245° byd 15 NM blo 5,000'

210°-245° byd 25 NM blo 7,000'

210°-245° byd 30 NM blo 9,000'

210°-245° byd 35 NM

DME unusable:

010°-085° byd 30 NM blo 12,000'

133°-175° blo 9,000'

133°-175° byd 10 NM

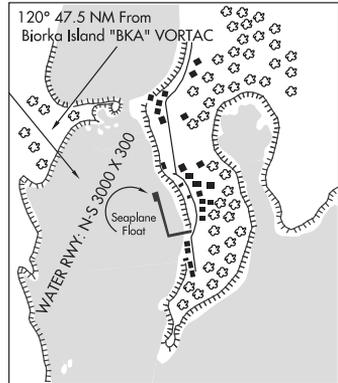
210°-245° blo 2,000'

210°-245° byd 15 NM blo 5,000'

210°-245° byd 25 NM blo 7,000'

210°-245° byd 30 NM blo 9,000'

210°-245° byd 35 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 800-478-6300. For a toll free call to Juneau FSS dial 1-800-WX-BRIEF. When avbl wx reports every two hrs.

PORT ALICE SPB (16K) 0 S UTC-9(-8DT) N55°47.09' W133°35.65'

KETCHIKAN

00 NOTAM FILE KTN

WATERWAY NW-SE: 10000X1000 (WATER)**SEAPLANE REMARKS:** Unattended. Mountains east and west funnel erratic winds into bay. Bay filled with several commercial fishing vessels.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE SIT.**LEVEL ISLAND (H) VORW/DME** 116.5 LVD Chan 112 N56°28.06'

W133°04.99' 183° 44.5 NM to fld. 98/20E.

VOR unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

wx cam

DME unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

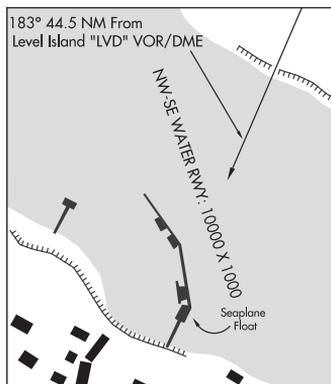
168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

COMM/NAV/WEATHER REMARKS: For a LC to Juneau FSS dial 789-7380.**PORT ALSWORTH****WILDER/NATWICK LLC** (Ø5K)(PAKX) 0 N UTC-9(-8DT) N60°11.91' W154°19.38'

MC GRATH

288 NOTAM FILE Not insp.

RWY 06R-24L: 3849X100 (GRVL)**RWY 06R:** Trees. Rgt tfc.**SERVICE:** FUEL 100LL, JET A**AIRPORT REMARKS:** Unattended. Rwy soft during spring breakup. Rwy unattended—recommend visual inspection prior to landing. 3000' dirt-gravel rwy owned by a separate operator is located 1/4 mile north of and parallel to Rwy 06R-24L.

Minimal winter maintenance. Rwy 06R-24L outlined with reflective cones. All operations announce on CTAF.

AIRPORT MANAGER: 907-781-2228**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ILI.**ILIAMNA NDB/DME (HW)** 411 ILI Chan 91 N59°44.88' W154°54.58' 019° 32.4 NM to fld. 168/14E.

DME unusable:

010°-020° byd 20 NM blo 12,000'

020°-050° byd 25 NM blo 13,000'

270°-300° byd 25 NM blo 7,000'

300°-320° byd 25 NM blo 8,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.**PORT BAILEY SPB** (KPY) 0 NE UTC-9(-8DT) N57°55.81' W153°02.43'

KODIAK

00 NOTAM FILE ENA

WATERWAY E-W: 10000X2000 (WATER)**SEAPLANE REMARKS:** Unattended. Subject to heavy swells in NE, W winds.

Operating area in Dry Spruce Bay. Beaching area is between bldgs,

offering some wind protection. However, it is a very confined location.

Waterfowl invof ldg area.

AIRPORT MANAGER: 360-633-3719**COMMUNICATIONS:** CTAF 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE ADQ.**KODIAK (H) VORW/DME** 117.1 ODK Chan 118 N57°46.50'

W152°20.39' 279° 24.3 NM to fld. 133/14E.

VOR unusable:

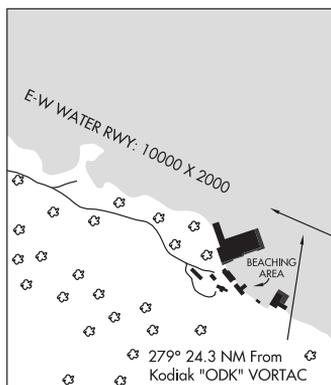
190°-310° byd 15 NM blo 12,000'

DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

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

PORT CLARENCE CGS (KPC)(PAPC) CG 1 NE UTC-9(-8DT) N65°15.21' W166°51.46'**NOME**

10 NOTAM FILE Not insp.

H-1A, L-3A, 4H

RWY 16-34: H4497X120 (ASPH) S-48, D-96, 2D-155 MIRL**RWY 34:** REIL. VASI(V2L)—GA 3.0°. Rgt tfc.**SERVICE:** LGT MIRL marked by 36"X1.5" diameter yellow plastic tubes in win cond.**MILITARY REMARKS:** CLOSED TO THE PUBLIC. Avbl PPR only. Ctc Comdr at 907-642-3844 or on 122.8. 1500 ft X 120 ft gravel overrun N end. N-S prevailing winds. No tran svc and maintenance avbl.**AIRPORT MANAGER:** 907-642-3844**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE PATC.**TIN CITY NDB/DME (HW)** 347 TNC Chan 119(Y) N65°33.70' W167°55.49' 114° 32.6 NM to fld. 248/10E.

NDB unusable:

200°-240° byd 20 NM

240°-330° byd 10 NM

DME unusable:

040°-050° byd 20 NM blo 6,000'

050°-080° byd 20 NM blo 9,000'

080°-090° byd 20 NM blo 8,500'

090°-095° byd 20 NM blo 5,500'

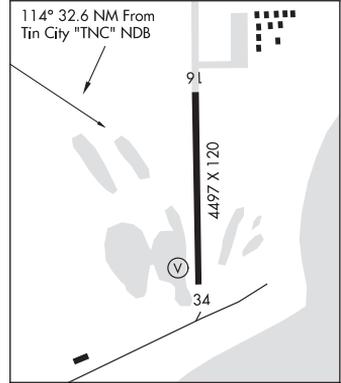
095°-110° byd 20 NM blo 4,400'

200°-240° byd 20 NM

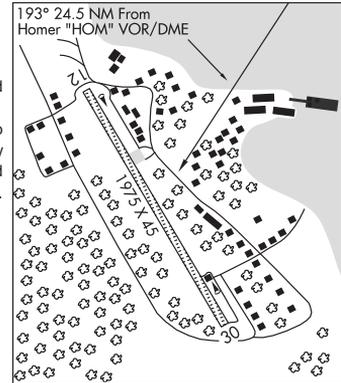
240°-290° byd 5 NM

290°-320° byd 10 NM

320°-340° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1-800-478-8400. For a toll free call to Fairbanks FSS dial 1-866-248-6516.**PORT GRAHAM** (PGM) 0 W UTC-9(-8DT) N59°20.91' W151°49.82'**KODIAK**

93 NOTAM FILE HOM

RWY 12-30: 1975X45 (GRVL-DIRT)**RWY 12:** Brush.**RWY 30:** Brush.**AIRPORT REMARKS:** Unattended. Rwy 12 apch rstd by hill. Rwy 30 apch rstd by trees. Rwy not regularly attended by maint persons, recommend visual inspection prior to use. Rwy 12-30 scattered sharp edge rocks to 3" on rwy. Rwy dips in ctr and rwy edges soft during spring months. Rwy edges soft during breakup. Rwy 30 develops frost heaves first 300' and Rwy 12 first 500' during winter. Road 150' from apch end of Rwy 12. Rwy 12-30 marked with reflective cones. Twr .04 NM NE of arpt unlighted.**AIRPORT MANAGER:** 907-235-8872**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE HOM.**HOMER (H) VOR/DME** 114.6 HOM Chan 93 N59°42.57' W151°27.40' 193° 24.5 NM to fld. 1626/15E.**COMM/NAV/WEATHER REMARKS:** For a long distance call to Homer FSS dial 1-907-235-8588. For a toll free call to Kenai FSS dial 1-866-864-1737.

PORT HEIDEN (PTH)(PAPH) 6 NE UTC-9(-8DT) N56°57.55' W158°38.00'

KODIAK

95 B NOTAM FILE PTH

H-21, L-21

RWY 06-24: 5000X100 (GRVL) MIRL

RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 31'.

RWY 24: VASI(V4L)—GA 3.0° TCH 40'.

RWY 14-32: 4000X100 (GRVL) MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 28'.

RWY 32: PAPI(P4L)—GA 3.0° TCH 39'.

SERVICE: FUEL 100LL LGT ACTVT REIL Rwy 14; PAPI Rwy 14 and 32; VASI Rwy 06 and Rwy 24; MIRL Rwy 06-24 and Rwy 14-32—CTAF.

AIRPORT REMARKS: Unattended. Maintenance duty hrs 1700-0200Z†.

Caribou congregate in/ovf arpt during winter. Rws soft when wet especially during spring thaw. Safety areas and twys prone to rutting during runoff after heavy rains.

AIRPORT MANAGER: 907-246-3325

WEATHER DATA SOURCES: AWOS-3P 124.4 (907) 837-2278. (WX CAM)

COMMUNICATIONS: CTAF 122.8

RCO (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 132.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.

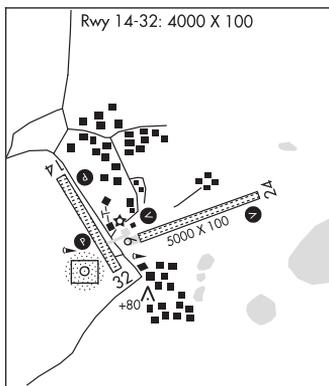
NDB/DME (HW) 371 PDN Chan 32 N56°57.26'

W158°38.85' at fld. 56/16E.

DME unusable:

050°-110° byd 32 NM blo 6,500'

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



PORT LIONS (ORI) 2 NNE UTC-9(-8DT) N57°53.10' W152°50.85'

KODIAK

42 B NOTAM FILE ENA

RWY 07-25: 2200X75 (GRVL) MIRL

RWY 07: Tree. Rgt tfc.

RWY 25: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 07-25—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Be alert, subject to downdrafts during NE winds. Vehicles cross rwy near thld Rwy 07 and use safety areas as roadways. Rwy 07-25 both thlds marked with reflective cones and lgts, but overgrown with grasses and alders.

AIRPORT MANAGER: (907) 487-4952

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) VOR/DME 117.1 ODK Chan 118 N57°46.50'

W152°20.39' 278° 17.6 NM to fld. 133/14E.

VOR unusable:

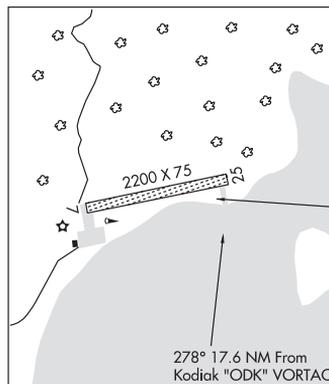
190°-310° byd 15 NM blo 12,000'

DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'



PORT MOLLER (See COLD BAY on page 87)

PORT PROTECTION SPB (19P) 0 E UTC-9(-8DT) N56°19.73' W133°36.61'

JUNEAU

00 NOTAM FILE SIT

WATERWAY NW-SE: 4000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Watch for crab pot buoys in acct opr areas. Opr area in Wooden Wheel Cove. Most planes pull up on the beach or store float. Skiffs tied to AKDOT SPB float.

AIRPORT MANAGER: (907) 465-4512

COMMUNICATIONS: CTAF 122.9

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

PORT WALTER SPB (PWR)(PPWR) O N UTC-9(-8DT) N56°22.86' W134°39.06'

JUNEAU

00 NOTAM FILE SIT

WATERWAY NE-SW: 3000X400 (WATER)

SEAPLANE REMARKS: Unattended. Year round ops. Bay freezes over in winter occasionally. Bay exposed to northerly swells at high tides. Rocks near shore in NE channel. Float low in water at Little Port Walter.

AIRPORT MANAGER: 907-723-4457

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

BIORKA ISLAND (H) VORTACW 113.8 BKA Chan 85 N56°51.56' W135°33.08' 114° 41.4 NM to fld. 260/20E.

VOR unusable:

010°-085° byd 30 NM blo 12,000'
133°-175° blo 9,000'
133°-175° byd 10 NM
210°-245° blo 2,000'
210°-245° byd 15 NM blo 5,000'
210°-245° byd 25 NM blo 7,000'
210°-245° byd 30 NM blo 9,000'
210°-245° byd 35 NM

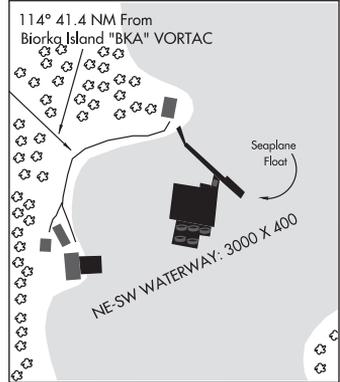
TACAN AZIMUTH unusable:

010°-085° byd 30 NM blo 12,000'
133°-175° blo 9,000'
133°-175° byd 10 NM
210°-245° blo 2,000'
210°-245° byd 15 NM blo 5,000'
210°-245° byd 25 NM blo 7,000'
210°-245° byd 30 NM blo 9,000'
210°-245° byd 35 NM

DME unusable:

010°-085° byd 30 NM blo 12,000'
133°-175° blo 9,000'
133°-175° byd 10 NM
210°-245° blo 2,000'
210°-245° byd 15 NM blo 5,000'
210°-245° byd 25 NM blo 7,000'
210°-245° byd 30 NM blo 9,000'
210°-245° byd 35 NM

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



PORT WILLIAMS SPB (KPR) O S UTC-9(-8DT) N58°29.41' W152°34.93'

KODIAK

00 NOTAM FILE ADQ

WATERWAY E-W: 10000X4000 (WATER)

AIRPORT REMARKS: Unattended. Operating area in Port William Sound. Heavy swells dur South and West winds. Planes heel up on beach next to former cannery. Beach contains rocks over 12" in diameter, can disappear dur high tides. Water fowl invof ldg area.

AIRPORT MANAGER: 907-688-7623

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

WOODY ISLAND NDB (HW) 394 RWO N57°46.49' W152°19.48' 335° 43.8 NM to fld. 24/14E.

PORTAGE CREEK (A14)(PAOC) 0 E UTC-9(-8DT) N58°54.39' W157°42.67'

KODIAK

129 NOTAM FILE DLG

RWY 10-28: 1920X60 (GRVL-DIRT) 1.5% up E

RWY 10: Brush.

RWY 28: Brush.

RWY 01-19: 1470X60 (GRVL-DIRT) 1.4% up N

RWY 01: Trees.

RWY 19: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using; no maint on arpt. Rwy 01-19 sfc ruts 4" to 6" deep, 300' from thld Rwy 01 where acft turn around for tkf. Rwy 10-28 very soft with deep loose grvl. First 200' of Rwy 28 CLOSED with brush growing on edges. Brush and trees encroaching on all rwy sfc. Rwys very soft, deep ruts may develop when sfc wet. Rwy 01-19 marked with reflective orange cones. Rwy 10 marked with reflective orange cones. Slopes up to E end 1.5%. No line of sight bwn rwy ends. Rwy 10 and Rwy 01 safety areas soft, may be unusable.

Rwy 28 safety area eroding near bluff.

AIRPORT MANAGER: 907-842-5511

COMMUNICATIONS: CTAF 122.9

KEMUK MOUNTAIN RCO 122.55 (DILLINGHAM RADIO) Opr

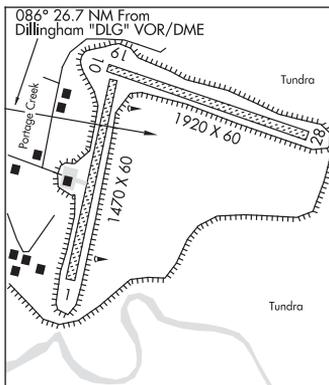
1645-0845Z±, other times ctc Kenai FSS.

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

DILLINGHAM (H) VOR/DME 116.4 DLG Chan 111 N58°59.65' W158°33.13'

086° 26.7 NM to fld. 81/15E.

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



PORTAGE GLACIER – PORTAGE VISITOR CENTER POR N60°47.07' W148°50.47'

ANCHORAGE

ASOS 135.45 (907) 783-2626 Test ASOS elev 103 ft msl.

L-1A, 3D, 4G

PORTLAND INTL OR (PDX)(KPD) P (ANG) 4 NE UTC-8(-7DT) N45°35.32' W122°35.81'

SEATTLE

31 B LRA Class I, ARFF Index E NOTAM FILE PDX

H-1B, L-1C

RWY 10R-28L: H11000X150 (CONC-GRVD) S-200, D-200, 2S-175,

IAP, DIAP, AD

2D-360 PCN 89 R/D/W/T HIRL CL

RWY 10R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 71'. RVR-TMR Rgt ttc.

RWY 28L: MALSR. PAPI(P4L)—GA 3.0° TCH 72'. RVR-TMR

RWY 10L-28R: H9825X150 (ASPH-GRVD) S-200, D-200, 2S-175,

2D-400 PCN 133F/D/W/T HIRL CL

RWY 10L: MALSR. PAPI(P4L)—GA 3.0° TCH 51'. RVR-TMR Thld dspcd 1290'.

RWY 28R: MALSR. PAPI(P4R)—GA 3.0° TCH 70'. RVR-TMR Thld dspcd 535'. Road. Rgt ttc.

RWY 03-21: H6000X150 (ASPH-GRVD) S-120, D-250, 2S-175,

2D-380 PCN 82 F/D/X/T MIRL

RWY 03: REIL. PAPI(P4L)—GA 3.3° TCH 60'.

RWY 21: REIL. PAPI(P4R)—GA 3.6° TCH 32'. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-6000 TODA-6000 ASDA-6000 LDA-6000

RWY 10L: TORA-9825 TODA-9825 ASDA-9825 LDA-8535

RWY 10R: TORA-11000 TODA-11000 ASDA-11000 LDA-11000

RWY 21: TORA-6000 TODA-6000 ASDA-6000 LDA-6000

RWY 28L: TORA-11000 TODA-11000 ASDA-11000 LDA-11000

RWY 28R: TORA-9825 TODA-9825 ASDA-9825 LDA-9290

ARRESTING GEAR/SYSTEM

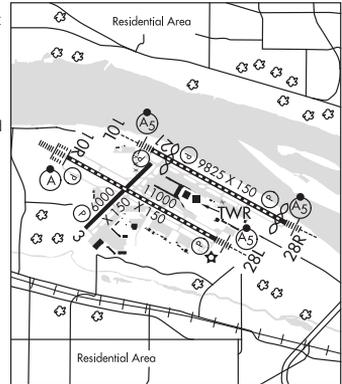
RWY 10R TYPE-H BAK-12B(B) (1625').

TYPE-H BAK-12B(B) (2000'). **RWY 28L**

SERVICE: S4 **FUEL** 100LL, JET A **OX** 1, 2, 3, 4 **LGT** RWY 03 PAPI unusbl byd 4 deg left and rgt of RCL and byd 5 NM unusbl. **MILITARY—** JASU 4(A/M32A-86) (MC-11) 1(MA-1A) **FUEL** A (C503-331-4220). J8 (Mil) (NC-100LL, A) **FLUID** LHOXRB **OIL** O-128-133-148(Mil) **TRAN ALERT** No tran svc avbl.

AIRPORT REMARKS: Attended continuously. Arpt clsd to non-pwd acft exc in emerg. Migratory and wintering flocks of large waterfowl on and invof arpt. Heavy seagull act Sep-Apr, exp high number of birds yr round, check lcl advisories. ASSC in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces. Rwy 28R perimeter road at 200' from rwy thld and 408' rgt from rwy extdd cntrln. Unctl ttc at Pearson Fld Vancouver WA, 3 NM west of Rwy 10L thld on extdd cntrln. Rwy 21 clsd to Height Group IV acft with cockpit to wheel hgt greater than 22'. Rwy 28R 60' levee road lctd aprxly parallel to rwy at 200' fm thr and 507' rt fm rwy extndd cntrln. NS ABTMT procedures in effect call noise office, 503-460-4100. Rwy 28L arr are noise sensitive, exp apch to Rwy 28R with transition to Rwy 28L. TWY W CLSD to ACFT with wingspan GTR than 118 FT unless under tow. TWY K BTN TWY A5 and TWY V CLSD to ACFT wingspan more than 168 FT. TWY M BTN TWY E and TWY T CLSD to ACFT wingspan more than 118 FT. TWY A3 BTN TWY A and the GA ramp CLSD to ACFT with wingspan GTR than 135 feet unless under tow. At the west end arm/dearm area on Twy C no acft of any type may taxi past the arm/dearm area while it is being used. Acft authorized to utilize the NW ramp will be towed to/from this ramp. Area of TWY T BTN M and E3 not VSB FM TWR. TWY T BTN exits B5 and B6 CLSD to ACFT with wingspan GTR than 118 FT. TWY C3 CLSD to ACFT with wingspan equal to or GTR than 79 FT. TWY V CLSD to ACFT with wingspan greater than 168 FT. ACFT with wingspan greater than 118 FT prohibited FM turning WB onto TWY A FM TWY V unless under tow. Acft with wingspan greater than 118' are prohibited from turning eastbound on Twy C from southwestbound on Twy F unless under tow. Twy E3 clsd to acft with wingspan greater than 198'. Twy T btn Twy E3 and Twy B5 clsd to acft with wingspan grt than 198 ft. Twy C between Twy C6 and Twy C8 clsd to acft with wingspan greater than 180'. Twy T btn Twy E2 and Twy E3 clsd to acft wingspan more than 118 ft. Twy K btn Twy V and Twy A4 clsd to acft wingspan more than 118 ft. 180° turns by acft weighing in excess of 12,500 lbs prohibited on Rwy 10L-28R, Rwy 03-21 and all twys. PDX has fac constraints that lmt its ability to accommodate divid flts and mntn the arpt safe opn dur irreg ops. Acft ops shud ctc the arpt duty mgr at (503) 460-4236 to coord divid flts exc in the case of a declared in-flt emerg. Ldg fee. Coml acft and ops of acft with an FAA certified max gross ldg wt that exceeds 10,000 lbs are rqrtd to pay a ldg fee. Possible Rwy 28L glideslope fluctuation prior to addum when weather is greater than 800/2. Flight Notification Service (ADCUS) avbl.

MILITARY REMARKS: ANG See FLIP AP/1 for Supplementary Arpt Information. Hazardous bird cond exist. Phase I May-Oct, Phase II Nov-Apr. Current bird watch cond are not reported on ATIS. PPR/Official Business Only. Base ops opr 1500-2300Z Mon-Fri exc hol, DSN 638-4390, C503-335-4390. Ctc Base OPS 15 mins prior to ldg and after departing on 281.2. Tran quarters not avbl. CAUTION: Obst lgtg is not NVD compatible. NVD not authorized while airborne invof afld. NSTD yellow park spot designators and equipment tool box location painted on ramp. Please ctc base ops or req follow me if not familiar with Portland ANG base park procedures.



CONTINUED ON NEXT PAGE

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AIRPORT MANAGER: 503-415-6195

WEATHER DATA SOURCES: ASOS (503) 493-7687 WSP

COMMUNICATIONS: D-ATIS 128.35 269.9 (503) 493-7557 UNICOM 122.95

① APP/DEP CON 118.1 284.6 (100°-279° HIGH) 124.35 299.2 (280°-099°) 126.9 (APCH FINAL)

TOWER 118.7 257.8 (Rwy 10L-28R) 123.775 251.125 (Rwy 03-21 and Rwy 10R-28L)

GND CON 121.9 348.6 CLNC DEL 120.125 318.1

AFR OPNS 138.45 252.8 ANG COMD POST 288.9 (Stump Town)

ANG OPNS 280.5 PORTLAND GUARD OPS 281.2

CPDLC (LOGON KUSA)

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE PDX.

BATTLE GROUND (H) VORTACW 116.6 BTG Chan 113 N45°44.87' W122°35.49' 160° 9.6 NM to fld. 253/21E.

TACAN AZIMUTH & DME unusable:

035°-085° byd 35 NM blo 10,000'

COLUMBIA (H) TACAN Chan 29 CBU (109.2) N45°35.32' W122°36.68' at fld. 22/20E.

TACAN unusable:

020°-030° byd 30 NM blo 9,500'

030°-050° byd 20 NM blo 9,500'

120°-130° byd 15 NM blo 8,500'

155°-250° byd 15 NM blo 10,500'

250°-270° byd 20 NM blo 8,500'

ILS/DME 111.3 I-VDG Chan 50 Rwy 10L. Class IT. DME also serves Rwy 28R.

ILS/DME 110.5 I-PDX Chan 42 Rwy 10R. Class IIIE. DME also serves Rwy 28L.

LOC/DME 108.9 I-GPO Chan 26 Rwy 21.

ILS/DME 110.5 I-JMJ Chan 42 Rwy 28L. Class IT. DME also serves Rwy 10R. Autocoupled apch not applicable blw 880' MSL (2.4NM from thld).

ILS/DME 111.3 I-IAP Chan 50 Rwy 28R. DME also serves Rwy 10L.

COMM/NAV/WEATHER REMARKS: PDX monitors 121.5 for McMinnville (MMV).

POTATO POINT N61°03.80' W146°42.12'

ANCHORAGE

RCO—122.4 (JUNEAU FSS)

L-1A, 3D, 4G

PRIBILOF N56°34.31' W169°38.85' NOTAM FILE ENA.

DUTCH HARBOR

NDB/DME (HW) 399 SRI Chan 96 at St George. 95/7E.

H-1, L-21, 3B

DME unusable:

000°-090° byd 12 NM blo 18,000'

090°-180° byd 10 NM blo 8,000'

280°-300° byd 18 NM blo 8,000'

300°-000° byd 10 NM blo 3,000'

300°-000° byd 14 NM blo 18,000'

RCO 122.5 (KENAI RADIO)

PROSPECT CREEK (PPC)(PAPR) 3 NE UTC-9(-8DT) N66°48.84' W150°38.62'

FAIRBANKS

1095 B NOTAM FILE PPC

H-1B, L-4J

RWY 01-19: 4968X150 (GRVL) MIRL

RWY 01: REIL. PAPI(P2L)—GA 3.0° TCH 39'. Brush.

RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Unattended. Arprt maintained by pvt company. All arprt lgte privately owned and operated. Ltd snow removal. Arprt lgts opr 24 hrs. Recommend visual inspection prior to using. Rwy condition not monitored. Rotating bcn lctd on Alyeska fit advisory bldg is on only when the facility is manned at Prospect Creek.

AIRPORT MANAGER: (907) 787-8959

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.

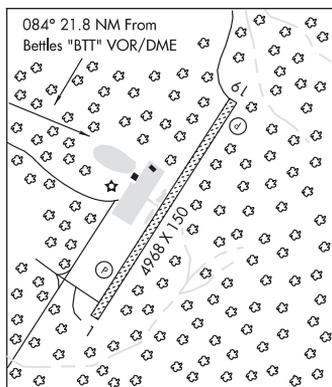
BETTLES (H) VORW/DME 116.0 BTT Chan 107 N66°54.30'

W151°32.15' 084° 21.8 NM to fld. 637/20E.

VOR AZIMUTH & DME unusable:

047°-077° byd 24 NM

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



PROVIDENCE HOSPITAL HELIPORT (See ANCHORAGE on page 45)

PROVIDENCE SEWARD MEDICAL CENTER HELIPORT (See SEWARD on page 234)

PRUDHOE BAY/DEADHORSE

NORTHSTAR HELIPORT (90AK) PVT 22 NW UTC-9(-8DT) N70°29.53' W148°42.22'

POINT BARROW

10 NOTAM FILE Not insp.

HELIPAD H1: 56X56 (WOOD)

HELIPORT REMARKS: Attended continuously.

AIRPORT MANAGER: (907) 685-1200

COMM/NAV/WEATHER REMARKS: For LC to Deadhorse FSS dial 659-2401. For a toll free call to Fairbanks FSS dial 1-866-248-6516.

PURKEYPILE (01A) 10 SW UTC-9(-8DT) N62°56.45' W152°16.18'

MC GRATH

2041 NOTAM FILE FAI

RWY 05-23: 1176X50 (GRVL)

RWY 05: Brush.

RWY 23: Trees.

AIRPORT REMARKS: Attended May-Sep daylight only. Rwy not maintained in winter. Be alert, river changes course and may flood or damage strip. Apch to Rwy 23 has trees 42' tall on each side with cut outs for wing width. Rwy 05-23 sfc soft sand with river rocks up to 5" diameter.

AIRPORT MANAGER: 907-269-8503

COMMUNICATIONS: CTAF 122.9

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

PUT RIVER N70°13.36' W148°24.97' NOTAM FILE SCC.

POINT BARROW

NDB (HW) 376 PVQ 194° 2.0 NM to Deadhorse. 51/17E.

H-1A, L-4J

QUAIL CREEK (20K) 1 S UTC-9(-8DT) N65°21.28' W149°45.68'

FAIRBANKS

1576 NOTAM FILE FAI

RWY 16-34: 1650X30 (TURF-GRVL) 0.7% up S

RWY 16: Trees.

RWY 34: Trees.

AIRPORT REMARKS: Unattended. Rwy not maint recommend visual inspection prior to ldg. Rwy 16-34 lctd in mountain ravine, expect turbulent winds. Steep turning apch required either direction. Rwy 16-34 soft when wet. Trees up to 60', brush and 36" grass entire rwy sfc. Rwy suitable only for high wing, conventional geared acft, due to brush encroachment. No line of sight between rwy ends. Damaged and unreliable wind sock on the east side of the approach end of Runway 02. Road along the east side of runway.

AIRPORT MANAGER: 907-451-2733

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.

FAIRBANKS (H) VORTACW 108.6 FAI Chan 23 N64°48.00' W148°00.72' 287° 55.6 NM to fld. 1526/21E.

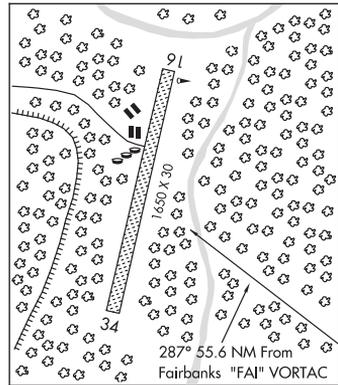
TACAN AZIMUTH unusable:

065°-100° byd 30 NM

270°-330° byd 10 NM blo 10,000'

270°-330° byd 30 NM

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



QUARTZ CREEK (See COOPER LANDING on page 88)

QUARTZ CREEK (KOUGAROK) (5QC) 2 S UTC-9(-8DT) N65°24.36' W164°39.34'

NOME

416 NOTAM FILE OME

RWY 12-30: 2960X64 (GRVL-DIRT)

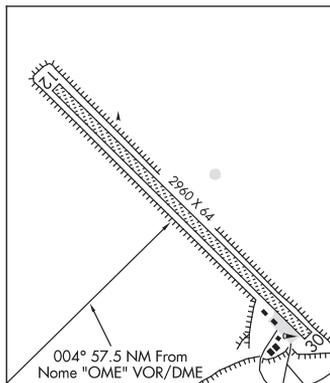
RWY 12: Hill.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Washouts 350 ft from Rwy 12 thld N half of rwy has humps and dips with rocks to 4 inches, N 1000 ft grown over with grass to 12 inches, rwy not maintained. Rwy 12-30 edge and thld marked by 30° orange cones. Thld panels broken and faded. No line of sight between ends of rwy.

AIRPORT MANAGER: 907-443-2500**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE OME.

NOME (H) VOR/DME 115.0 OME Chan 97 N64°29.11' W165°15.19' 004° 57.5 NM to fld. 95/11E.

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

**QUINHAGAK** (AQH)(PAQH) 2 E UTC-9(-8DT) N59°45.31' W161°50.72'

KODIAK

42 B NOTAM FILE AQH

H-2I, L-3C

RWY 12-30: 4000X75 (GRVL) MIRL

IAP

RWY 30: Brush.

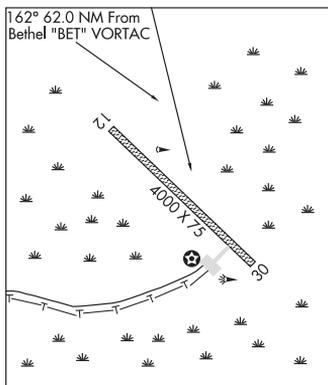
SERVICE: LGT ACTIVATE MIRL Rwy 12-30 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Cold temperature restricted airport. Altitude correction required at or below -36C. Potholes entire length of rwy. Eqpt onl on rwy. North side of rwy lined with sandbags. Rwy 12-30 three large swells across rwy approximately midpoint of rwy. Ldg fee. For ldg fees ctc the village arpt mgr at 907-556-8165, fax 907-556-8166.

AIRPORT MANAGER: 907-556-8165**WEATHER DATA SOURCES:** AWOS-3P 121.575 (907) 868-7321. (WX CAM)**COMMUNICATIONS:** CTAF/UNICOM 122.8**QUINHAGAK RCO** 122.1 (KENAI RADIO)**ANCHORAGE CENTER APP/DEP CON** 125.2 372.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE BET.

BETHEL (H) VORTACW 114.1 BET Chan 88 N60°47.09' W161°49.46' 167° 62.0 NM to fld. 105/14E.

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



RAINY PASS LODGE (6AK) 2 E UTC-9(-8DT) N62°05.05' W152°43.05'

MC GRATH

1900 NOTAM FILE ENA

RWY 11-29: 2100X25 (DIRT)**RWY 11:** Tree.**RWY 29:** Tree. Rgt tfc.

AIRPORT REMARKS: Attended May-Sep dalgst only. Recommend visual inspection prior to use. Pilots are rqr'd to self announce intentions on CTAF. Rwy 11-29 not maintained in winter and no snow removal. Rwy extremely soft dur ice breakup and heavy rain. Construction materials lctd near Rwy 11 thld and immediately adjacent to rwy edge, south side. Rwy doglegs to NE near Rwy 11 thld. Rwy 11-29 has 25' wide dirt path with 3' to 5' brush on both sides. Rwy sfc is dirt with ruts and dips entire length. Large boulders protrude thru rwy sfc 3"-6". Rwy is soft and slippery in the middle. Multiple trails crossing rwy. Horses invof and on rwy.

AIRPORT MANAGER: 907-248-7599**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE TKA.

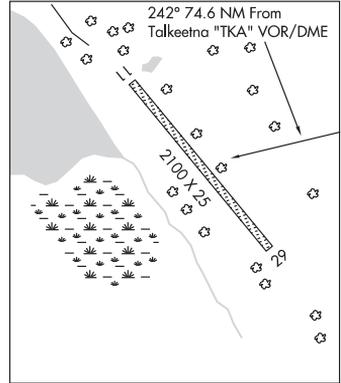
TALKEETNA (H) VOR/DME 116.2 TKA Chan 109 N62°17.90'
W150°06.32' 242° 74.6 NM to fld. 568/19E.

VOR unusable:

277°-297° byd 30 NM blo 12,000'

DME unusable:

057°-087° byd 30 NM blo 13,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.**RALPH M CALHOUN MEM** (See TANANA on page 252)**RALPH WIEN MEM** (See KOTZEBUE on page 164)**RAMPART** (RMP) 1 E UTC-9(-8DT) N65°30.47' W150°08.45'

FAIRBANKS

307 B NOTAM FILE FAI

L-4J

RWY 11-29: 3520X75 (GRVL) MIRL 0.8% up SE**RWY 11:** REIL. PAPI(P4L)—GA 3.0° TCH 25'. Trees.**RWY 29:** Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 11-29, REIL Rwy 11, PAPI Rwy 11 and rotating beacon—CTAF.

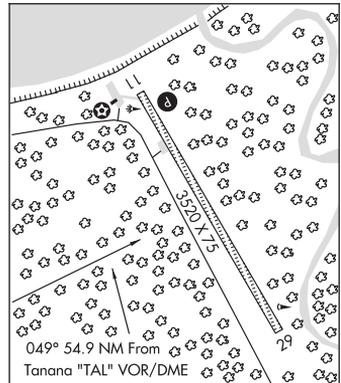
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Frequent crosswinds and turbulence from each rwy end. Rwy slopes gradually uphill from river. Snow removal ops dur winter, monitor CTAF.

AIRPORT MANAGER: (907) 451-5280**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE TAL.

TANANA (H) VOR/DME 116.6 TAL Chan 113 N65°10.63'
W152°10.65' 049° 54.9 NM to fld. 394/19E.

VOR AZIMUTH & DME portion unusable:

280°-050° byd 20 NM blo 9,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516.**RATZ MOUNTAIN** N55°48.97' W132°41.17'

KETCHIKAN

RCO—122.15 (KETCHIKAN FSS)

L-1C

RED DEVIL (RDV) 1 NW UTC-9(-8DT) N61°47.28' W157°21.02'

181 NOTAM FILE ENA

RWY 10-28: 4820X75 (GRVL)

RWY 10: Trees.

RWY 28: Road.

AIRPORT REMARKS: Unattended. Ngt ops prohibited, exc rotary wing acct.

Rwy condition not monitored, recommend visual inspection prior to using. Sleetmute Airstrip 8 miles SE. Large wildlife and birds on rwy and invof arpt. Rwy 10-28, part of the rwy is washboarded and rough with 3" ridges and 2" depressions. Rwy 10-28 thld marked by 30" tall orange cones with reflective collars. Rwy 10-28 NSTD pvt lgts.

AIRPORT MANAGER: 907-675-4345

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PASV.

SPARREVOHN (H) VOR/DME 117.2 SQA Chan 119 N61°05.91' W155°38.07' 293° 64.5 NM to fld. 2501/18E.

VOR & DME unusable:

009°-019°

029°-039° byd 25 NM blo 12,500'

DME portion unusable:

019°-028° byd 16 NM

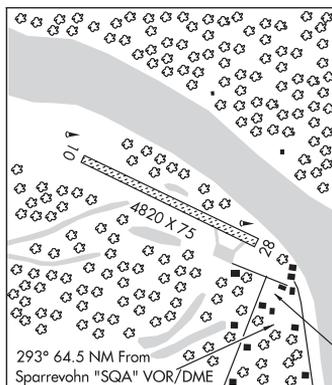
VOR portion unusable:

019°-029° byd 16 NM

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

MC GRATH

H-1B, 2I, L-3C



ROBE LAKE SPB (See VALDEZ on page 267)

ROBERT BARROW N58°13.38' W134°50.31'

RC0-121.1 (JUNEAU FSS)

JUNEAU

HL-1C, L-1B

ROBERT/BOB/CURTIS MEM (See NOORVIK on page 195)

ROCKING T RANCH (See DELTA JUNCTION on page 95)

ROLAND NORTON MEM AIRSTRIP (See SELAWIK on page 232)

RUBY (RBY)(PARY) 1 SE UTC-9(-8DT) N64°43.63' W155°28.19'

658 B NOTAM FILE RBY

RWY 03-21: 4000X100 (GRVL) MIRL

RWY 03: Trees.

RWY 21: REIL. PAPI(P4L)-GA 3.0° TCH 30'. Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 03-21, PAPI Rwy 21, REIL Rwy 21, rot bcn-CTAF.

AIRPORT REMARKS: Unattended. Rwy 03-21 slopes down to middle. Rwy 21 slopes down at a 2% grade. Rwy condition not monitored, recommend visual inspection prior to ldg. Large concentration of birds invof landfill located 1 mile SW of runway. Cold temperature airport. Altitude correction required at or below -40C.

AIRPORT MANAGER: (907) 451-5280

WEATHER DATA SOURCES: AWOS-3P 118.25 (907) 468-4605. (WX CAM)

COMMUNICATIONS: CTAF 122.8

GALENA RCO 122.2 (FAIRBANKS RADIO)

RUBY RCO 122.25 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 127.0 290.2

RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.

GALENA (H) VOR/DME 114.8 GAL Chan 95 N64°44.29'

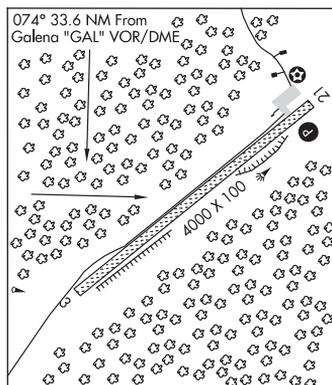
W156°46.63' 074° 33.6 NM to fld. 152/17E.

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

FAIRBANKS

H-1B, 2I, L-3C, 4I

IAP



RUSSIAN MISSION

KAKO (9AK2) PVT 8 NW UTC-9(-8DT) N61°53.94' W161°26.38'
 300 NOTAM FILE Not insp.
RWY 09-27: 2600X75 (GRVL)
SERVICE: FUEL 100LL
AIRPORT REMARKS: Attended continuously.
AIRPORT MANAGER: 907-584-5200
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737

MC GRATH

RUSSIAN MISSION (RSH)(PARS) 0 SE UTC-9(-8DT) N61°46.49' W161°19.16'

MC GRATH
L-3C
IAP

58 B NOTAM FILE RSH

RWY 18-36: 3620X100 (GRVL) MIRL

RWY 18: REIL. Trees.

RWY 36: REIL. PAPI(P4L)—GA 4.25° TCH 35'. Brush.

SERVICE: LGT ACTIVATE REIL Rwy 18 and Rwy 36; PAPI Rwy 36; MIRL Rwy 18-36, rotating bcn and windsock—CTAF. Rwy 36 PAPI unusbl byd 9° rgt of cntrln.

AIRPORT REMARKS: Unattended. Rwy condition not monitored—recommend visual inspection prior to Idg. Cold temperature airport. Altitude correction required at or below -31C.

AIRPORT MANAGER: 907-438-2416

WEATHER DATA SOURCES: AWOS-3P 118.375 (907) 584-5521. (WX CAM)

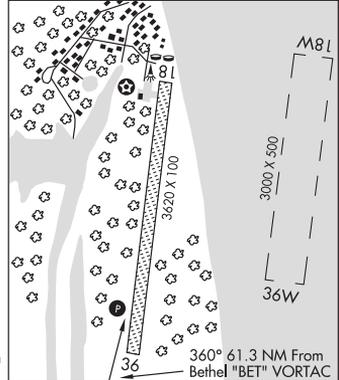
COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 118.15

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) VORTACW 114.1 BET Chan 88 N60°47.09' W161°49.46' 360° 61.3 NM to fld. 105/14E.

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



WATERWAY 18W-36W: 3000X500 (WATER)

SEAPLANE REMARKS: Seaplanes opr N-S in Yukon River and E-W in Nunurvtchuk Lake. Watch for fish nets close to shore.

SAGINAW SPB (A23) 0 NE UTC-9(-8DT) N56°53.18' W134°09.50'

JUNEAU

00 NOTAM FILE SIT

WATERWAY NW-SE: 10000X1000 (WATER)

SEAPLANE REMARKS: Unattended. No float or svc exist. Rock and shallow water near area of former float.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) VORW/DME 116.5 LVD Chan 112 N56°28.06' W133°04.99' 286° 43.6 NM to fld. 98/20E.

VOR unusable:

- 038°-098° byd 35 NM blo 9,000'
- 098°-138° byd 25 NM blo 7,000'
- 168°-208° byd 35 NM blo 6,000'
- 268°-328° byd 25 NM blo 9,000'
- 328°-358° byd 30 NM blo 7,000'
- 328°-358° byd 35 NM blo 8,000'
- 358°-038° byd 35 NM blo 12,000'

wx cam

DME unusable:

- 038°-098° byd 35 NM blo 9,000'
- 098°-138° byd 25 NM blo 7,000'
- 168°-208° byd 35 NM blo 6,000'
- 268°-328° byd 25 NM blo 9,000'
- 328°-358° byd 30 NM blo 7,000'
- 328°-358° byd 35 NM blo 8,000'
- 358°-038° byd 35 NM blo 12,000'

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



ST GEORGE (PBV)(PAPB) 4 SW UTC-9(-8DT) N56°34.64' W169°39.82'
128 B NOTAM FILE PBV

DUTCH HARBOR
H-21, L-21, 3B
IAP

RWY 11-29: H4982X150 (ASPH-GRVD) HIRL

RWY 11: MALSF. PAPI(P4L)—GA 3.6° TCH 56'. Road. Rgt ttc.

RWY 29: REIL. Tower.

SERVICE: LGT ACTIVATE HIRL Rwy 11-29, REIL Rwy 29, MALSF and PAPI Rwy 11, rotating bcn and windsock—CTAF.

AIRPORT REMARKS: Unattended. Large concentrations of seabirds invof arpt.

Reindeer and fox invof arpt. Pilots are requested to avoid fits blo 1000' AGL from May 14 through Dec 14 in those areas of St. George Island with active bird populations and coastal seal rookeries.

AIRPORT MANAGER: (907) 581-1786

WEATHER DATA SOURCES: ASOS 135.45 (907) 859-2700.

COMMUNICATIONS: CTAF 122.8

PRIBILOF RCO 122.5 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 119.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

PRIBILOF NDB/DME (HW) 399 SRI Chan 96 N56°34.31'
W169°38.85' at fld. 95/7E.

DME unusable:

000°-090° byd 12 NM blo 18,000'

090°-180° byd 10 NM blo 8,000'

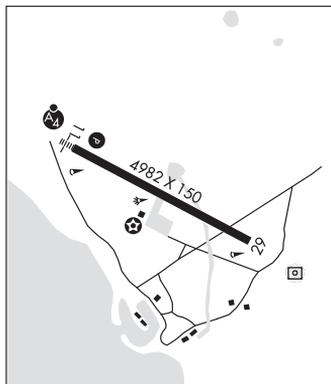
280°-300° byd 18 NM blo 8,000'

300°-000° byd 10 NM blo 3,000'

300°-000° byd 14 NM blo 18,000'

ILS 110.1 I-PBV Rwy 11. Class IT. LOC unusable byd 15° left of course. Glideslope unusable byd 7 NM.

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



ST MARY'S (KSM)(PASM) 4 W UTC-9(-8DT) N62°03.65' W163°18.11'
312 B NOTAM FILE KSM

BETHEL
H-1A, 21, L-3C
IAP

RWY 17-35: 6008X150 (GRVL) HIRL 0.3% up S

RWY 17: MALSR. VASI(V4L)—GA 3.0° TCH 51'.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 33'.

RWY 06-24: 1520X60 (GRVL) MIRL 0.4% up W

RWY 06: Hill.

RWY 24: Hill.

SERVICE: LGT ACTIVATE HIRL Rwy 17-35 and MIRL Rwy 06-24, VASI Rwy 17 and Rwy 35. MALSR Rwy 17 and REIL Rwy 35—CTAF. MALSR Rwy 17 OTS indef.

AIRPORT REMARKS: Attended Winter 1600-0030Z±, Summer Mon-Fri 1600-0030Z±. Snow and ice removal and arpt hazard reporting only performed during duty hrs, alternate arrangements with arpt mgr must be requested in writing. Arpt CLOSED to acft ops which are rqrd to conduct pax screening. Rwy subject to drifting snow and poor braking. Condition reports reflect daytime ops only.

AIRPORT MANAGER: 907-438-2416

WEATHER DATA SOURCES: AWOS-3P 128.7 (907) 438-2135. (WX CAM)

COMMUNICATIONS: CTAF 122.3

RCO 122.35 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON 124.0

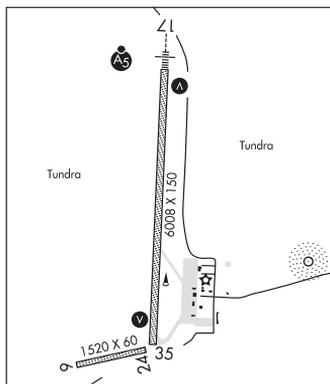
AIRSPACE: CLASS E svc 1500-0859Z±; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE KSM.

ST MARY'S NDB (HW) 230 SMA N62°03.56' W163°16.91' at fld. 343/12E.

LOC/DME 109.1 I-SMA Chan 28 Rwy 17.

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



ST MICHAEL (SMK)(PAMK) 2 W UTC-9(-8DT) N63°29.40' W162°06.62'
 98 B NOTAM FILE OME
 RWY 02-20: 4001X75 (GRVL) MIRL 0.8% up SW
 RWY 02: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 02-20 —CTAF.

AIRPORT REMARKS: Unattended. Condition not monitored, recommend visual inspection prior to ldg. Rwy 02-20 slopes up northeast to southwest, Rwy 02 thld 32' higher. Reindeer herds invof arpt Jun-Oct. Cold temperature restricted airport. Altitude correction required at or below -37C.

AIRPORT MANAGER: (907) 625-1025

WEATHER DATA SOURCES: AWOS-3P 119.275 (907) 923-6480. (WX CAM)

COMMUNICATIONS: CTAF 122.8

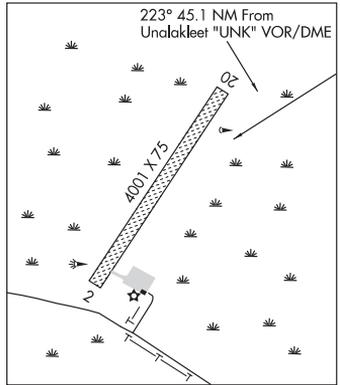
UNALAKLEET RCO 122.3 (NOME RADIO)

Ⓡ ANCHORAGE CENTER APP/DEP CON 135.7

RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.

UNALAKLEET (H) VOR/DME 116.9 UNK Chan 116 N63°53.52' W160°41.06' 223° 45.1 NM to fld. 436/15E.

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



BETHEL

H-1A, 2I, L-3C

IAP

ST PAUL ISLAND (SNP)(PASN) 3 NE UTC-9(-8DT) N57°09.98' W170°13.35'
 66 B NOTAM FILE SNP

RWY 18-36: H6500X150 (ASPH-GRVD) HIRL

RWY 18: MALSF. PAPI(P4R)—GA 3.0° TCH 46'. Road.

RWY 36: MALSF. PAPI(P4L)—GA 3.0° TCH 52'. Fence. Rgt tfc.

SERVICE: FUEL JET A LGT ACTIVATE MALSF Rwy 18 and Rwy 36; PAPI Rwy 18 and Rwy 36; HIRL Rwy 18-36—CTAF.

AIRPORT REMARKS: Unattended. 3 wind turbines approx 100' tall, 1/4 mile southwest of Rwy 36 apch end. 625' lgtd twr one mile southwest. 45' twr 350' west and 1000' north thld Rwy 36 lgtd. Rwy 18-36 1000' safety area on north and south end. Pilots are requested to avoid flights blw 1000' AGL from May 14 through September 14 in those areas of St. Paul Island with active bird populations, and flts blw 1000' AGL from September 14 through December 14 in those areas of St. Paul Island with coastal seal rookeries. NWS weather balloon launch facility located on airport, see inside back cover for operation details.

AIRPORT MANAGER: (907) 581-1786

WEATHER DATA SOURCES: ASOS 135.75 (907) 546-2324. National weather service observers are avbl 24 hrs to augment automated weather on freq 122.0. (WX CAM)

COMMUNICATIONS: CTAF 122.3

RCO 122.45 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON 119.1 339.8

RADIO AIDS TO NAVIGATION: NOTAM FILE SNP.

NDB/DME (HW) 314 SPY Chan 36 N57°09.42' W170°13.98' at fld. 31/10E.
 range 150 mi

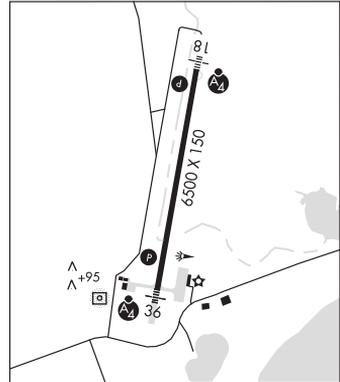
DME portion unusable:

015°-035° byd 15 NM blo 9,000'

215°-280° byd 25 NM blo 8,000' and 280-015 byd 20 NM blo 9,000'

ILS 109.9 I-PAU Rwy 36. Class IE. LOC Rwy 36 unusable byd 25° left and right of course.

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



DUTCH HARBOR

H-2I, L-2I, 3B

IAP

SALMON LAKE (Z81) 0 NW UTC-9(-8DT) N64°54.54' W165°00.88'

NOME

509 NOTAM FILE OME

RWY 15-33: 2000X55 (GRVL) 1.7% up N

RWY 15: Hill.

AIRPORT REMARKS: Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to using. High terrain all quadrants. Rwy 15-33 marked with cones and thld panels. Rwy used as a road. Rwy 15-33 slopes uphill southeast to northwest, Rwy 15 thld about 40' higher. Rwy 15-33 soft when wet and contains several 6" rocks. Rwy 33 end is rocky.

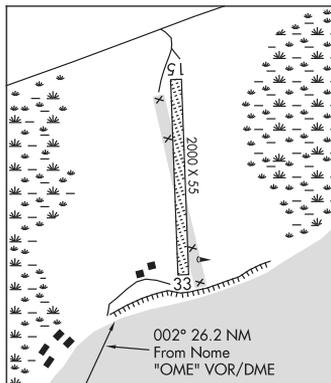
AIRPORT MANAGER: 907-443-3431

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

NOME (H) VORW/DME 115.0 OME Chan 97 N64°29.11' W165°15.19' 002° 26.2 NM to fld. 95/11E.

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



SAN JUAN (UGANIK) SPB (WSJ) 0 W UTC-9(-8DT) N57°43.82' W153°19.24'

KODIAK

00 NOTAM FILE ADQ

WATERWAY N-S: 10000X2000 (WATER)

AIRPORT REMARKS: Unattended. Waterfowl invov ldg area. Seaplane float Southeast side of dock. Heavy swells dur Northwest winds.

AIRPORT MANAGER: 907-272-0404

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) VORW/DME 117.1 ODK Chan 118 N57°46.50' W152°20.39' 252° 31.6 NM to fld. 133/14E.

VOR unusable:

190°-310° byd 15 NM blo 12,000'

DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

COMM/NAV/WEATHER REMARKS: Wx camera avbl on internet at <http://avcams.faa.gov>.

SAND POINT (SDP)(PASD) 2 SW UTC-9(-8DT) N55°18.82' W160°31.29'

24 B Class I, ARFF Index A NOTAM FILE SDP

RWY 14-32: H5213X150 (ASPH-GRVD) S-120, D-250

PCN 94 F/A/X/T MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.6° TCH 31'. Thld dsplcd 538'. Rgt tfc.

RWY 32: REIL. PAPI(P4R)—GA 3.6° TCH 36'. Thld dsplcd 576'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-4637 TODA-5213 ASDA-4637 LDA-4099

RWY 32: TORA-4675 TODA-5213 ASDA-4675 LDA-4099

SERVICE: FUEL JET A LGT ACTIVATE REIL RWY 14 and RWY 32; PAPI RWY 14 and RWY 32; MIRL RWY 14-32 and rotating BCN—CTAF.

AIRPORT REMARKS: Attended Jan-Dec Sun-Sat 1700-0100Z†. Fuel AVBL 1700-0500Z‡ call 907-383-2026, call out fee. ARFF avbl for air carrier ops with more than 30 pax seats with valid PPR. CLOSED to air carrier ops with more than 30 pax seats exc PPR in writing with arpt mgr. Cliff 80' to 320' high on east side of rwy and can cause turbulence while on apch to Rwy 32. Sea birds INVOF RWY APCHS. Arprt sand larger gradation than FAA recommended/see AC150/5200-30. Landing fee for ACFT 12,500 lbs and above.

AIRPORT MANAGER: 907-532-5000

WEATHER DATA SOURCES: AWOS-3P 134.85 (907) 383-5387.

COMMUNICATIONS: CTAF 122.3 UNICOM 122.8

RCO 122.3 (COLD BAY RADIO)

ANCHORAGE CENTER APP/DEP CON 125.35 **CLNC DEL** 122.3

RADIO AIDS TO NAVIGATION: NOTAM FILE SDP.

BORLAND NDB/DME (HW) 390 HBT Chan 79 N55°18.94' W160°31.10' at fld. 130/11E.

NDB unusable:

304°-354° byd 16NM

DME unusable:

034°-134° byd 6NM

184°-264° byd 27 NM blo 14,000'

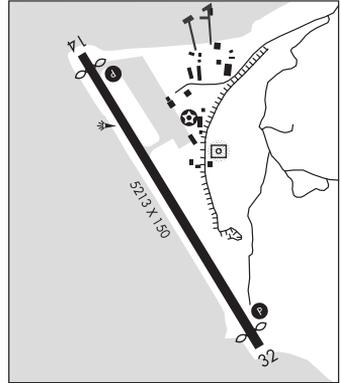
184°-264° byd 6 NM blo 10,000'

354°-034° byd 22 NM blo 18,000'

354°-034° byd 27NM

354°-034° byd 6 NM blo 10,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1-800-478-7250. For a toll free call to Kenai FSS dial 1-866-864-1737. Wx information avbl on 132.05 (call sign Sand Point Wx) or phone 907-383-2403 1700-0300Z†. DME channel 79 paired with VHF freq 113.2.



SAVOONGA (SVA)(PASA) 1 SW UTC-9(-8DT) N63°41.18' W170°29.59'

59 B NOTAM FILE SVA

RWY 05-23: 4400X100 (GRVL) MIRL

RWY 05: VASI(V4L)—GA 3.0° TCH 33'. Hill.

RWY 23: VASI(V4L)—GA 3.0° TCH 24'. Rgt tfc.

SERVICE: LGT ACTIVATE MIRL Rwy 05-23—CTAF. VASI Rwy 05 and Rwy 23 opr continuously.

AIRPORT REMARKS: Unattended. Rwy cond not monitored, recommend visual inspection prior to ldg. Rocks up to 5' on sides of ldg sfc. South edge safety area used as a road. Wind turbines 200' (MSL) 148' (AGL) lctd .34 mile NNW of midpoint Rwy 05-23. Rwy 05-23 NSTD markings, rwy has old orange drums generally aligned with rwy cntrln and extd 2,500' southwest.

AIRPORT MANAGER: 907-443-2500

WEATHER DATA SOURCES: AWOS-3P 121.3 (907) 984-6429. (WX CAM)

COMMUNICATIONS: CTAF 122.7

SAVOONGA RCO 122.3 (NOME RADIO)

ANCHORAGE CENTER APP/DEP CON 132.2 281.4

RADIO AIDS TO NAVIGATION: NOTAM FILE SVA.

KUKULIAK (H) VOR/DME 117.3 ULL Chan 120 N63°41.54' W170°28.19' at fld. 42/10E.

VOR/DME unusable:

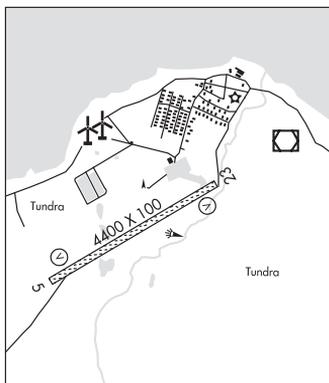
090°-110° byd 30 NM blo 5,000'

110°-140° byd 14 NM blo 8,000'

140°-180° byd 14 NM blo 11,500'

180°-225° byd 20 NM blo 8,500'

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



BETHEL

H-1A, 2I, L-3B, 4H

IAP

SCAMMON BAY (SCM)(PACM) 0 N UTC-9(-8DT) N61°50.67' W165°34.43'

22 B NOTAM FILE SCM

RWY 10-28: 3001X75 (DIRT) MIRL

RWY 28: Hill. Rgt tfc.

SERVICE: LGT ACTIVATE MIRL Rwy 10-28 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Birds on rwy. Cold temperature restricted airport. Altitude correction required at or below -21C. Road used to cross rwy to river. Be alert: gusty crosswinds common. Rwy edges soft and sloughing towards tundra. Rwy 28 safety area soft and contains large rocks, only 75' usable. Rwy 10-28 soft during breakup, after rains and during extreme high tides. Wind indicators unreliable. Rwy 10-28 marked with cones and reflective thld panels. Rwy 10 thld panels damaged and missing.

AIRPORT MANAGER: (907) 543-2498

WEATHER DATA SOURCES: AWOS-3P 118.425 (907) 558-5501. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 123.0

ANCHORAGE CENTER APP/DEP CON 124.5

RADIO AIDS TO NAVIGATION: NOTAM FILE HPB.

HOOPER BAY (H) VOR/DME 115.2 HPB Chan 99 N61°30.86'

W166°08.07' 026° 25.5 NM to fld. 15/13E.

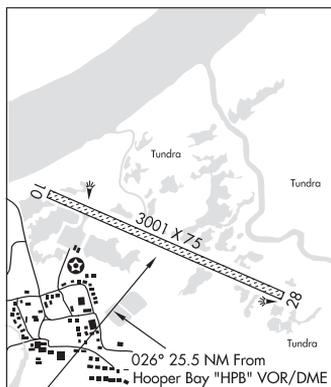
VOR unusable:

358°-013° byd 22 NM blo 3,500'

DME unusable:

358°-013° byd 22 NM blo 3,500'

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



BETHEL

L-3B

IAP

SCOOTER'S LANDING STRIP (See STERLING on page 247)

SCOTTS (See NORTH POLE on page 196)

SEATTLE-TACOMA INTL WA (SEA)(KSEA) 10 S UTC-8(-7DT) N47°26.99' W122°18.71'
 432 B LRA Class I, ARFF Index E NOTAM FILE SEA

SEATTLE
H-1B, L-1D
IAP, AD

RWY 16L-34R: H11901X150 (CONC-GRVD) S-100, D-230, 2D-600,

2D/2D2-1400 PCN 110R/B/W/T HIRL CL

RWY 16L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 76'. RVR-TMR
 0.6% down.

RWY 34R: MALSR. TDZL. PAPI(P4L)—GA 2.75° TCH 81'. RVR-TMR
 0.8% up.

RWY 16C-34C: H9426X150 (CONC-GRVD) S-120, D-250, 2S-175,
 2D-550, 2D/2D2-1120 PCN 96 R/B/W/T HIRL CL

RWY 16C: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. RVR-TMR
 0.6% down.

RWY 34C: MALSR. PAPI(P4L)—GA 3.0° TCH 73'. RVR-TMR Tree.
 0.8% up.

RWY 16R-34L: H8500X150 (CONC-GRVD) S-100, D-216, 2D-448,
 2D/2D2-1157 PCN 89 R/B/W/T HIRL CL

RWY 16R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 69'. RVR-TMR
 0.6% down.

RWY 34L: MALSR. PAPI(P4L)—GA 3.0° TCH 75'. RVR-TMR 0.8% up.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16C:TORA-9426 TODA-9426 ASDA-9426 LDA-9426

RWY 16L:TORA-11901 TODA-11901 ASDA-11901 LDA-11901

RWY 16R:TORA-8500 TODA-8500 ASDA-8500 LDA-8500

RWY 34C:TORA-9426 TODA-9426 ASDA-9426 LDA-9426

RWY 34L:TORA-8500 TODA-8500 ASDA-8500 LDA-8500

RWY 34R:TORA-11901 TODA-11901 ASDA-11901 LDA-11901

SERVICE: FUEL JET A, A1

AIRPORT REMARKS: Attended continuously. Bird flocks within arpt vcntry, check Icl advisories. Helicopters ldg and dep avoid overlying fuel farm lctd at the southeast corner of the arpt. ASDE-X in use. Opr transponders with altitude reporting mode and ADS-B (if equipped) enabled on all arpt surfaces. Do not mistake Twy T for ldg sfc. Twy A south of Twy G rstd to acft with wingspan 225' and smaller. Taxilane on N side of N satellite rstd to wingspan of less than 118'. Tri-taxilanes at N Satellite. Center (green) taxilane rstd to wingspan of 135' or less. When an acft is on the center (green) or other (orange/blue) taxilanes, no other acft can simultaneously use the adjacent taxilane(s). Orange and blue taxilanes are rstd to wingspans less than 118'. Two acft can simultaneously use the outer taxilanes. Taxilane W rstd to wingspan of 135' or less north of Twy N and 167' or less south to Twy N. Seattle ramp twr provides advy ctl only. Access to air cargo 4 parking and cargo areas rstd to acft with wingspans of 170' or less. Twy for corporate hangar ramp ltd to acft with 62' or less wingspan for taxi ops. General aviation cstmns parking is very ltd. Acft with wingspans of 171 ft or more parked at PAX gates or cargo 7 must provide 30 min PPR prior to pushback to Seattle ramp twr when vsby less than 2400 RVR. Only acft with less than 150' wingspan may exit Rwy 34R eastbound on Twy H. PPR for all GA PRKG and SVC. CTC 206-433-5481. OPR HRS 1330-0700Z†, with a call out AVBL upon REQ. 6 hr PPR for AVGAS fueling, ctc 206-433-5481. Btn the hrs of 0600-1500Z†, the use of extdd reverse thrust is discouraged byd what is necessary for opr or safety reasons. NS ABTMT procedures in effect btn 0600-1400Z†. For further info ctc SEA NS ABTMT office at 206-787-7496. Rwy status lgts are in operation. Ldg fee. General aviation ldg fees payable by major credit cards only. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Seattle-Tacoma Intl Gatehold Procedures, Oceanic Departures.

AIRPORT MANAGER: (206) 787-5229

WEATHER DATA SOURCES: ASOS (206) 214-2592 WSP.

COMMUNICATIONS: D-ATIS 118.0 206-241-6025 UNICOM 122.95

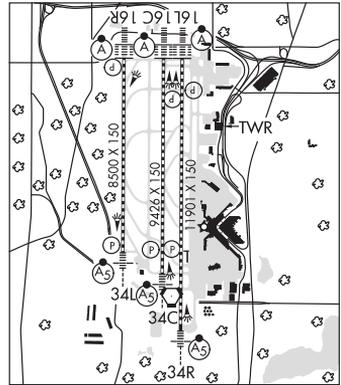
Ⓡ **SEATTLE APP CON** 120.1 (199°-300°) 120.4 (301°-340° Rwy 34) 125.6 (West) 125.9 (301°-340° Rwy 16) (076°-160° Rwy 34) 126.5 (161°-198°) 133.65 (FINAL Rwy 16-34)

SEATTLE TOWER 119.9 (Rwy 16L-34R, Rwy 16C-34C) 120.95 (Rwy 16R-34L)

GND CON 121.7 **CLNC DEL** 128.0

Ⓡ **SEATTLE DEP CON** 119.2 (NORTH Rwy 34R/34C/34L) 120.1 (199°-300°) 120.4 (301°-340° Rwy 34) (SOUTH 16L/16C/16R) 125.6 (West) 125.9 (301°-340° Rwy 16) (076°-160° Rwy 34) 126.5 (161°-198°)

CPDLC (LOGON KUSA) **RAMP CTL** 126.25 (Gate Hold) 126.875 (North Ramp) 122.275 (South Ramp)



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS B See VFR Terminal Area Chart svc; CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE SEA.

(H) **VORTACW** 116.8 SEA Chan 115 N47°26.12' W122°18.58' at fld. 348/19E.

VOR unusable:

008°-023° byd 20 NM blo 3,500'
 008°-023° byd 30 NM blo 4,100'
 233°-273° byd 20 NM blo 8,000'
 233°-273° byd 30 NM blo 10,000'
 233°-273° byd 35 NM blo 11,000'
 233°-273° byd 8 NM blo 5,500'
 303°-333° byd 20 NM blo 2,900'
 303°-333° byd 30 NM blo 4,000'
 333°-353° byd 15 NM blo 3,500'
 353°-008° byd 20 NM blo 2,900'

DME unusable:

008°-028° byd 20 NM blo 4,500'
 008°-028° byd 30 NM blo 7,000'
 203°-219° byd 27 NM
 220°-225° byd 20 NM
 226°-239° byd 27 NM
 240°-253° byd 15 NM
 303°-008° byd 30 NM blo 3,500'

TACAN AZIMUTH unusable:

008°-163°
 303°-008° byd 30 NM blo 3,500'

ILS/DME 111.7 I-SZL Chan 54 Rwy 16C. Class IIIE. DME also serves Rwy 34C.

ILS/DME 110.3 I-SNQ Chan 40 Rwy 16L. Class IIIE. DME also serves ILS Rwy 34R. Possible Rwy 16L glideslope fluctuation on final when weather is 800/2 or better. Possible Rwy 16L glideslope fluctuation prior to DGLAS when weather is less than 800/2. Localizer unusable byd 15° left of course.

ILS/DME 110.75 I-CJL Chan 44(Y) Rwy 16R. Class IIIE. DME also serves ILS Rwy 34L.

ILS/DME 111.7 I-TUC Chan 54 Rwy 34C. Class IIE. DME also serves ILS Rwy 16C.

ILS/DME 110.75 I-BEJ Chan 44(Y) Rwy 34L. Class IIE.

ILS/DME 110.3 I-SEA Chan 40 Rwy 34R. Class IID. DME also serves ILS Rwy 16L. Poss Rwy 34R glideslope flctn on fa when wx is 800/2 or btr. Poss Rwy 34R glideslope flctn prior to BUCKK when wx is less than 800/2.

COMM/NAV/WEATHER REMARKS: Freq sectors float depending on rwy in use and sectors generally apply to Seattle TCA.

SECLUDED LAKE (See TALKEETNA on page 250)

SELAWIK

ROLAND NORTON MEM AIRSTRIP (8AK3) PVT 12 S UTC-9(-8DT) N66°45.96' W160°09.17'

NOME
L-41

360 NOTAM FILE

RWY 02-20: 3000X70 (GRVL)

RWY 20: Mtn.

AIRPORT REMARKS: Unattended. Rwy slopes downhill at 3% toward west. Rwy condition not monitored; recommend visual inspection prior to landing. Rwys marked with red and white 55 gallon drums.

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

SELAWIK (WLK)(PASK) 0 E UTC-9(-8DT) N66°36.01' W159°59.15'

17 B NOTAM FILE WLK

RWY 04-22: 3002X60 (GRVL) MIRL

RWY 04: VASI(V4L)—GA 3.0° TCH 25'. Brush.

RWY 22: Brush.

RWY 09-27: 2659X60 (GRVL) MIRL

RWY 09: Brush.

RWY 27: PAPI(P4R)—GA 3.0° TCH 25'. Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 09-27 and Rwy 04-22, VASI Rwy 04 and PAPI Rwy 27 and rot bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Cold temperature restricted airport. Altitude correction required at or below -36C.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: AWOS-3P 135.65. (WX CAM)

COMMUNICATIONS: CTAF 122.7

SELAWIK RCO 122.5 (KOTZEBUE RADIO)

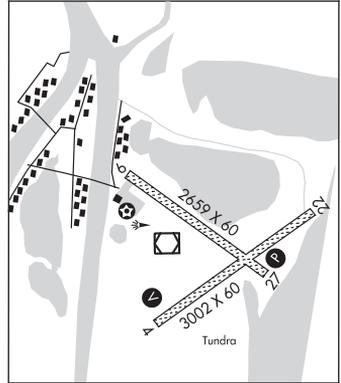
ANCHORAGE CENTER APP/DEP CON 119.2 263.0

RADIO AIDS TO NAVIGATION: NOTAM FILE WLK.

(H) VOR/DME 114.2 WLK Chan 89 N66°35.97' W159°59.45' at fld. 11/16E.

COMM/NAV/WEATHER REMARKS: For LC to Kotzebue FSS dial 907-442-3310.

For a toll free call to Kotzebue FSS dial 1-800-478-7460. For a toll free call to Fairbanks FSS dial 1-866-248-6516.



NOME
L-41
IAP

SELDOVIA

SELDOVIA (SOV)(PASO) 1 E UTC-9(-8DT) N59°26.63' W151°42.30'

29 NOTAM FILE SOV

RWY 16-34: 1845X80 (GRVL)

RWY 16: Hill. Rgt tfc.

RWY 34: Hill.

AIRPORT REMARKS: Unattended. Pilots requested to self announce on CTAF 5 NM from airport and when taking off and clearing rwy. Maintenance duty hrs Mon-Fri 1400-2200Z, 15 Oct-30 Apr. Snow and ice removal and airport conditions reporting performed during duty hours only. 230' safety area for Rwy 34, 500' for Rwy 16. Turbulence when wind southeast or southwest. Wind shear on apch to Rwy 16. Ngt ops not authorized. Reflective marking on rwy, end markers both rwy ends. Rwy cond not monitored, recommend visual inspection prior to ldg. Rwy 16-34 marked with cones.

AIRPORT MANAGER: 907-235-8872

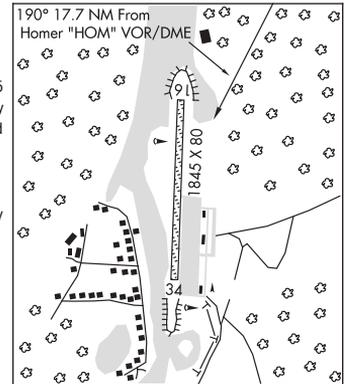
WEATHER DATA SOURCES: ASOS 135.4 (907) 234-7407.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

(H) VOR/DME 114.6 HOM Chan 93 N59°42.57' W151°27.40' 190° 17.7 NM to fld. 1626/15E.

COMM/NAV/WEATHER REMARKS: For a local call to Homer FSS dial 235-8588. For a toll free call to Kenai FSS dial 1-866-864-1737.



KODIAK

SELDOVIA SPB (A27) 0 S UTC-9(-8DT) N59°26.05' W151°42.46'

KODIAK

00 NOTAM FILE HOM

WATERWAY E-W: 2000X1000 (WATER)

SEAPLANE REMARKS: Attended Sep-May 1900-2300Z, Jun-Aug 1700-0600Z. Ngt ops prohibited, exc for rotary wing acft. Must check in with harbor master upon ldg. Tfk and ldg ops in harbor prohibited. Recommend North entrance, shallow water near South harbor. Seaplane ramp may be covered with small boats. Overnight parking fee.

AIRPORT MANAGER: 907-234-7886

COMMUNICATIONS: CTAF 122.9

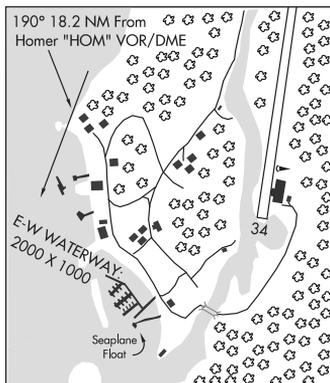
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

HOMER (H) VOR/DME 114.6 HOM Chan 93 N59°42.57'

W151°27.40' 190° 18.2 NM to fld. 1626/15E.

COMM/NAV/WEATHER REMARKS: For a local call to Homer FSS dial 235-8588.

For a toll free call to Kenai FSS dial 1-866-864-1737.



SEWARD

PROVIDENCE SEWARD MEDICAL CENTER HELIPORT (Ø1AK) PVT 1 SW UTC-9(-8DT) N60°06.35' **ANCHORAGE**

W149°26.78'

120 NOTAM FILE Not insp.

HELIPAD H1: H40X40 (CONC) PERIMETER LGTS

SERVICE: LGT For perimeter lgt call 907-224-5205.

HELIPORT REMARKS: Attended continuously. Rwy H1 has 30' trees 60' east and 5000' mountains 300' west of helipad.

AIRPORT MANAGER: 907-224-5205

COMM/NAV/WEATHER REMARKS: Toll free call to Kenai FSS dial 1-866-864-1737.

SEWARD (SWD)(PAWD) 2 NE UTC-9(-8DT) N60°07.79' W149°25.00'

SEWARD

28 B TPA—See Remarks NOTAM FILE SWD

H-1B, 2K, L-1A, 3D, 4G

RWY 13-31: H4249X100 (ASPH) MIRL

IAP

RWY 13: Trees.

RWY 31: VASI(V4L)—GA 3.0° TCH 26'. Brush.

RWY 16-34: H2289X75 (ASPH) 0.3% up N

RWY 16: Trees.

SERVICE: **FUEL** 100LL, JET A **LG**T ACTIVATE VASI Rwy 31 and MIRL Rwy 13-31—CTAF. Rwy 31 VASI alignment offset 5° clockwise from rwy centerline, VASI unusable byd 5° right of rwy centerline; VASI does not provide obstruction clearance byd 3 NM, unusable byd 3 NM.

AIRPORT REMARKS: Unattended. State maintained only on irregular basis, recommend visual inspection prior to every take off or landing. Flocks of migrating birds within 10 NM radius of arpt spring thru fall. Arpt CLOSED to fixed wing acft over 12,500 lbs. 4 inch dip, 15 inches wide, fm north thld Rwy 16-34 durg winter months. Heavy acft restricted to north twy and north 400 ft of apron. Rcmd procedures in effect yearly 1 May thru 15 Sep to avoid seasonal use heliport lctd 1 NM SSW of arpt. TPA—fixed wing 1000 ft AGL. Rws 31 and 34 arrivals maintain at least 800 ft AGL until turning final. Rws 13 and 16 departures climb straight ahead to at least 800 ft AGL before turning westbound. Cold temperature airport. Altitude correction required at or below -4C.

AIRPORT MANAGER: (907) 288-2428

WEATHER DATA SOURCES: ASOS 135.2 (907) 224-2440. (WX CAM)

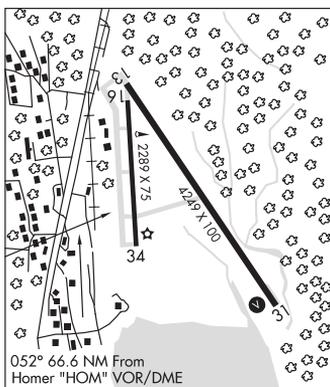
COMMUNICATIONS: CTAF 122.9

RCO 122.6 (KENAI RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

HOMER (H) VOR/DME 114.6 HOM Chan 93 N59°42.57' W151°27.40' 052° 66.6 NM to fld. 1626/15E.

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



SEYMOUR LAKE SPB (See WASILLA on page 273)

SHAGELUK (SHX)(PAHX) 1 N UTC-9(-8DT) N62°41.54' W159°34.15'
79 B NOTAM FILE SHX
RWY 16-34: 3400X75 (GRVL-DIRT) MIRL

RWY 16: Trees.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Brush.

SERVICE: LGT ACTIVATE REIL Rwy 34; PAPI Rwy 34; MIRL Rwy 16-34—CTAF.

AIRPORT REMARKS: Unattended. Cold temperature restricted airport.

Altitude correction required at or below -37C. Rwy condition not monitored, recommend visual inspection prior to ldg. Floods during breakup, may be soft after heavy rain.

AIRPORT MANAGER: 907-438-2416

WEATHER DATA SOURCES: AWOS-3P 121.575 (907) 868-7376. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 122.8

ANVIK RCO 122.4 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 135.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ANV.

ANVIK NDB (HW) 365 ANV N62°38.49'

W160°11.12' 065° 17.3 NM to fld. 318/15E.

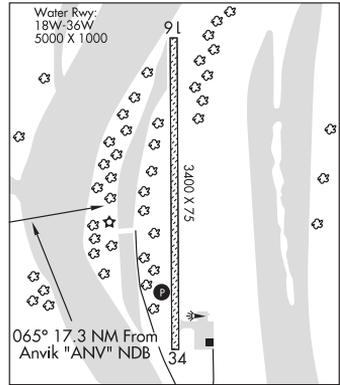
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

• • • • •

WATERWAY 18W-36W: 5000X1000 (WATER)

SEAPLANE REMARKS: Unattended. Seaplane base operating in Innoko River adjacent to village.

MC GRATH
L-3C
IAP



SHAKTOOLIK (2C7)(PFSH) 1 NW UTC-9(-8DT) N64°22.27' W161°13.44'
24 B NOTAM FILE 2C7
RWY 15-33: 4001X75 (GRVL) MIRL
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 25'.

SERVICE: LGT ACTIVATE REIL Rwy 33, PAPI Rwy 33, MIRL Rwy 15-33 —CTAF.

AIRPORT REMARKS: Unattended. Be Alert: old abandoned rwy not marked clsd. Rwy cond not monitored, recommend visual inspection prior to ldg. Cold temperature restricted airport. Altitude correction required at or below -35C. Rwy 15-33 water ponding and sfc, slippery when wet. Rwy 15-33 marked with lgts and cones.

AIRPORT MANAGER: (907) 625-1025

WEATHER DATA SOURCES: AWOS-3P 124.175 (907) 955-3896. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 122.8

UNALAKLEET RCO 122.30 (NOME RADIO)

ANCHORAGE CENTER APP/DEP CON 135.7

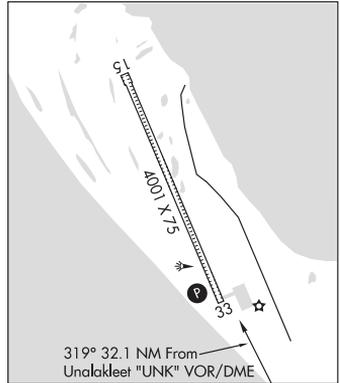
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.

UNALAKLEET (H) VORW/DME 116.9 UNK Chan 116 N63°53.52'

W160°41.06' 319° 32.1 NM to fld. 436/15E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1-800-478-8400. For a lcl call to Nome FSS dial 443-2291. CTAF 122.8 monitored by local airline agents during daylight hours, no response to non-scheduled aircraft.

NOME
H-1A, 2I, L-3C, 4I
IAP



SHANNONS POND SPB (See DILLINGHAM on page 96)

SHEEP MOUNTAIN (SMU)(PASP) 0 W UTC-9(-8DT) N61°48.68' W147°30.54'

ANCHORAGE

2750 NOTAM FILE ENA

RWY 05-23: 2270X60 (GRVL-DIRT) 1.0% up SW

RWY 05: Trees.

RWY 23: Road.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Due to rwy conditions, recommend that rwy only be used in an emergency situation. No state maintenance performed on rwy. Rwy subject to turbulent winds. Vehicles may be on rwy. Rwy 05-23 overgrown with 3' weeds and brush. Rwy slopes crosswise north to south at up to 9%. Rwy 23 slopes uphill at 1% gradient. Rwy 05-23 large loose rocks on rwy, all terrain vehicle trail along both sides of rwy. Wind sock is damaged and may be unreliable. Wind sock and segmented circle and not co-located.

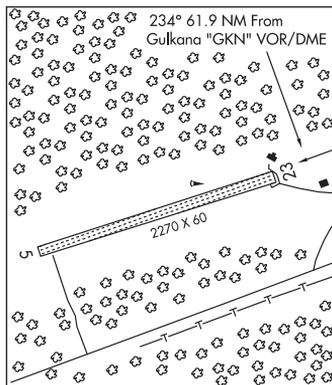
AIRPORT MANAGER: 745-5116

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.

GULKANA (H) VOR/DME 115.6 GKN Chan 103 N62°09.23'
W145°26.84' 234° 61.9 NM to fld. 1549/17E.

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



SHEMYA N52°43.32' E174°03.62' NOTAM FILE PASY.

WESTERN ALEUTIAN IS.

NDB (HW) 403 SYA 60/3E. SHUTDOWN.

H-2H, L-2H

SHISHMAREF (SHH)(PASH) 1 S UTC-9(-8DT) N66°14.98' W166°05.36'

NOME

14 B NOTAM FILE SHH

H-1A, L-4H

RWY 05-23: H4997X73 (ASPH) S-12.5 MIRL

IAP

RWY 05: VASI(V4L)—GA 3.0° TCH 25'.

RWY 23: VASI(V4L)—GA 3.0° TCH 25'. Antenna.

SERVICE: LGT ACTVT MIRL Rwy 05-23—CTAF. VASI Rwy 05 and Rwy 23 oper continuously.

AIRPORT REMARKS: Unattended. Rwy cond not monitored; rcmd visual inspection prior to Indg. Northwest-southeast prevailing winds. Heavy acft, ie: BE1900, sink in blacktop on the ramp on hot days. Maximum acft weight—no limit when frozen. Numerous birds on and in/ov arpt May 1-Oct 31.

AIRPORT MANAGER: 907-443-2500

WEATHER DATA SOURCES: AWOS-3P 121.1 (907) 649-4011. (WX CAM)

COMMUNICATIONS: CTAF 123.0

SHISHMAREF RCO 122.4 (NOME RADIO)

ANCHORAGE CENTER APP/DEP CON 119.2 263.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SHH.

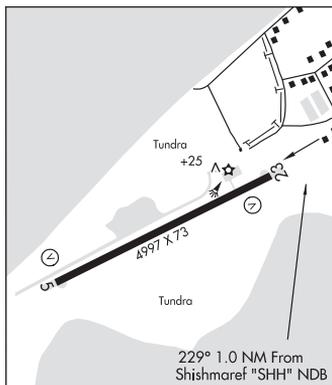
NDB (HW) 365 SHH N66°15.49'

W166°03.14' 229° 1.0 NM to fld. 14/11E.

NDB unusable:

060°-090° byd 30 NM blo 6,000'

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

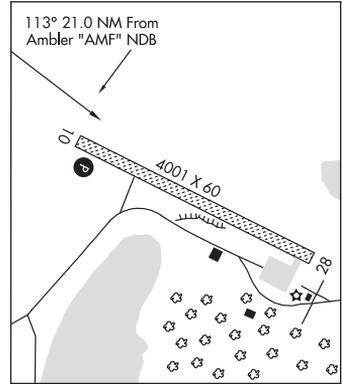


SHUNGNAK (SHG)(PAGH) 0 NW UTC-9(-8DT) N66°53.29' W157°09.75'

205 B NOTAM FILE SHG

RWY 10-28: 4001X60 (GRVL) MIRL**RWY 10:** PAPI(P4R)—GA 3.0° TCH 35'. Brush.**RWY 28:** Trees.**SERVICE:** LGT ACTIVATE PAPI Rwy 10; MIRL Rwy 10-28—CTAF.**AIRPORT REMARKS:** Unattended. Cold temperature arpt. Altitude correction required at or below -36C. Rwy condition not monitored; recommend visual inspection prior to ldg. Rwy 10 slopes uphill before apron entry. Rwy 10-28 water ponds or puddles on sfc when wet. Rwy 10-28 marked with lgts and plastic markers.**AIRPORT MANAGER:** 907-442-3147**WEATHER DATA SOURCES:** AWOS-3P 118.525 (907) 437-2024. (WX CAM)**COMMUNICATIONS:** CTAF 122.7**AMBLER RCO 122.0** (KOTZEBUE RADIO)Ⓡ **ANCHORAGE CENTER APP/DEP CON 119.2****RADIO AIDS TO NAVIGATION:** NOTAM FILE OTZ.**KOTZEBUE (H) VOR/DME 115.7** OTZ Chan 104 N66°53.14' W162°32.40' 072° 127.2 NM to fld. 121/15E.**AMBLER NDB (HW) 403** AMF N67°06.31'

W157°51.61' 113° 21.0 NM to fld. 258/15E. NOTAM FILE AFM.

COMM/NAV/WEATHER REMARKS: For LC to Kotzebue FSS dial 907-442-3310. For a toll free call to Kotzebue FSS dial 1-800-478-7460. For a toll free call to Fairbanks FSS dial 1-866-248-6516.**SISTERS ISLAND** N58°10.66' W135°15.53' NOTAM FILE JNU.**(H) VORTACW 114.0** SSR Chan 87 204° 6.8 NM to Hoonah. 40/20E.

VOR unusable:

004°-069° byd 39 NM blo 10,000'

129°-161° byd 21 NM blo 12,000'

161°-171° byd 29 NM blo 9,000'

171°-179° byd 18 NM blo 13,000'

179°-189° byd 34 NM blo 12,000'

189°-229° byd 18 NM blo 12,000'

229°-246° byd 28 NM blo 8,000'

246°-269° byd 32 NM blo 6,000'

305°-329° byd 21 NM blo 15,000'

329°-349° byd 25 NM blo 18,000'

329°-349° byd 38 NM blo 21,000'

349°-004° byd 12 NM blo 19,000'

TAC AZM unusable:

004°-069° byd 39 NM blo 10,000'

129°-161° byd 21 NM blo 12,000'

161°-171° byd 29 NM blo 9,000'

171°-179° byd 18 NM blo 13,000'

179°-189° byd 34 NM blo 12,000'

189°-229° byd 18 NM blo 12,000'

229°-246° byd 28 NM blo 8,000'

246°-269° byd 32 NM blo 6,000'

305°-329° byd 21 NM blo 15,000'

329°-349° byd 25 NM blo 18,000'

329°-349° byd 38 NM blo 21,000'

349°-004° byd 12 NM blo 19,000'

DME unusable:

004°-069° byd 39 NM blo 10,000'

129°-161° byd 21 NM blo 12,000'

161°-171° byd 29 NM blo 9,000'

171°-179° byd 18 NM blo 13,000'

179°-189° byd 34 NM blo 12,000'

189°-229° byd 18 NM blo 12,000'

229°-246° byd 28 NM blo 8,000'

246°-269° byd 32 NM blo 6,000'

305°-329° byd 21 NM blo 15,000'

329°-349° byd 25 NM blo 18,000'

329°-349° byd 38 NM blo 21,000'

349°-004° byd 12 NM blo 19,000'

JUNEAU**H-1C, L-1B, 1C**

SITKA

JUNEAU

SITKA SPB (A29) 0 NW UTC-9(-8DT) N57°03.13' W135°20.77'

00 B NOTAM FILE SIT

WATERWAY NW-SE: 4000X200 (WATER)

SEAPLANE REMARKS: Unattended. Be alert: float is very slippery and in poor condition. Be alert: numerous boats, seagulls, and other birds on and invof SPB. One ramp avbl for tran tie-down. One stall avbl for transient parking; all others leased; contact arprt mgr for info. Boats may be tied to SPB dock/float ramp.

AIRPORT MANAGER: 907-747-3439**COMMUNICATIONS:** CTAF 123.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE SIT.**BIORKA ISLAND (H) VORTACW** 113.8 BKA Chan 85 N56°51.56'

W135°33.08' 010° 13.4 NM to fld. 260/20E.

VOR unusable:

010°-085° byd 30 NM blo 12,000'

133°-175° blo 9,000'

133°-175° byd 10 NM

210°-245° blo 2,000'

210°-245° byd 15 NM blo 5,000'

210°-245° byd 25 NM blo 7,000'

210°-245° byd 30 NM blo 9,000'

210°-245° byd 35 NM

TACAN AZIMUTH unusable:

010°-085° byd 30 NM blo 12,000'

133°-175° blo 9,000'

133°-175° byd 10 NM

210°-245° blo 2,000'

210°-245° byd 15 NM blo 5,000'

210°-245° byd 25 NM blo 7,000'

210°-245° byd 30 NM blo 9,000'

210°-245° byd 35 NM

DME unusable:

010°-085° byd 30 NM blo 12,000'

133°-175° blo 9,000'

133°-175° byd 10 NM

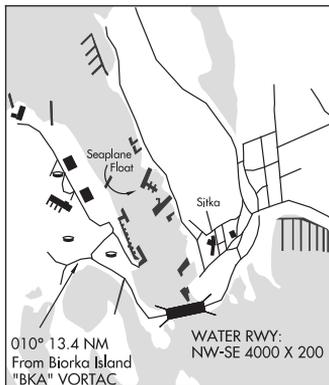
210°-245° blo 2,000'

210°-245° byd 15 NM blo 5,000'

210°-245° byd 25 NM blo 7,000'

210°-245° byd 30 NM blo 9,000'

210°-245° byd 35 NM

COMM/NAV/WEATHER REMARKS: Toll free call to Juneau FSS dial 1-800-WX-BRIEF. For local wx call Sitka FSS 907-966-2221.

SITKA ROCKY GUTIERREZ (SIT)(PASI) P (CG) O W UTC-9(-8DT) N57°02.81' W135°21.66'

JUNEAU

27 B LRA ARFF Index—See Remarks NOTAM FILE SIT

H-1C, L-1C

RWY 11-29: H7200X150 (ASPH-GRVD) S-100, D-160, 2S-175,

IAP

2D-300 PCN 51 F/B/X/T HIRL

RWY 11: REIL. VASI(V4L)—GA 3.0° TCH 50'. Thld dsplcd 200'. Tree. Rgt tfc.

RWY 29: REIL. VASI(V4R)—GA 3.0° TCH 52'. Thld dsplcd 180'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA-7200 TODA-7200 ASDA-6720 LDA-6500

RWY 29: TORA-7200 TODA-7200 ASDA-6700 LDA-6500

SERVICE: S4 FUEL 100, JET A1+ LGT For HIRL Rwy 11-29 and REIL Rwy 11 and Rwy 29 ctc Sitka FSS or call 907-966-2221, ACTIVATE CTAF when Sitka FSS clsd. VASI Rwy 11 and Rwy 29 ops continuously. VASI Rwy 29 does not provide obstruction clnc byd 3 NM from thld.

AIRPORT REMARKS: Attended summer 1300-0800Z† Sun-Fri, 1300-0400Z† Sat; winter 1400-0900Z† Sun-Fri, 1400-0500Z† Sat. Arprt maint duty hrs Sun-Fri 1400-0900Z†, Sat 1400-0700Z†.

Snow removal, wildlife control, cond reporting, and other airfield maint services only avbl and valid during arprt maint duty hrs. Ctc arprt mgmt for any after-hours req for airfield services. Class I, ARFF Index B. ARFF svc is only avbl during scheduled air carrier ops. CLOSED to air carrier ops with more than 30 pax seats exc 24 hr PPR in writing to arprt mgr 605 Airport Road, Sitka, AK 99835. 24 hr PPR for cargo ops over 100,000 lbs call C907-966-2960. Large flocks of birds on and invof arprt. Parachute jumping onto arprt rwy, twy and acft parking apron prohibited. Rwy 11-29, no locked wheel turns permitted. Rwy 11-29 safety area armor rock middle 1600' south side. For fuel after hrs ctc UNICOM 122.95 or 907-747-7222. For further information call 907-966-2960. (CG) Tran parking rstd to west side of apron only. Inbound acft ctc Sitka Air 10 min prior to ldg freq 345.0 or via FSS. PPR due to ltd and congested ramp area call C907-966-5420, weekends and holidays call C907-966-5556. Arprt sand larger gradation than FAA recommended/see AC150/5200-30. PCN 13 F/B/Y/T on general aviation portion (northern most section of facility).

AIRPORT MANAGER: 907-966-2960

WEATHER DATA SOURCES: ASOS 135.9 (907) 966-2209. (WX CAM)

COMMUNICATIONS: CTAF 123.6 AFIS 135.9 UNICOM 122.95

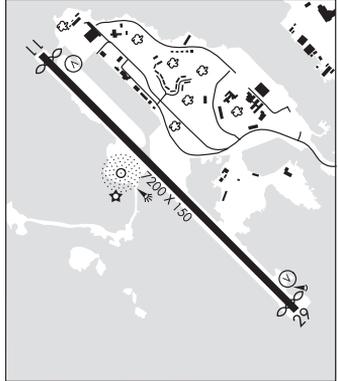
FSS SIT (SITKA) 1500-0645Z† OT ctc Juneau FSS.

SITKA RADIO 121.5 122.2 123.6 243.0 (LAA 123.6)

Ⓡ **ANCHORAGE CENTER APP/DEP CON** 126.1 335.5

COAST GUARD AIR OPERATIONS (SITKA AIR) B.345.OX 8980X C.5692X C.2182 Other CG freqs avbl O/R.

AIRSPACE: CLASS E.



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

BIORKA ISLAND (H) VORTACW 113.8 BKA Chan 85 N56°51.56' W135°33.08' 009° 12.9 NM to fld. 260/20E.

VOR unusable:

010°-085° byd 30 NM blo 12,000'
 133°-175° blo 9,000'
 133°-175° byd 10 NM
 210°-245° blo 2,000'
 210°-245° byd 15 NM blo 5,000'
 210°-245° byd 25 NM blo 7,000'
 210°-245° byd 30 NM blo 9,000'
 210°-245° byd 35 NM

TACAN AZIMUTH unusable:

010°-085° byd 30 NM blo 12,000'
 133°-175° blo 9,000'
 133°-175° byd 10 NM
 210°-245° blo 2,000'
 210°-245° byd 15 NM blo 5,000'
 210°-245° byd 25 NM blo 7,000'
 210°-245° byd 30 NM blo 9,000'
 210°-245° byd 35 NM

DME unusable:

010°-085° byd 30 NM blo 12,000'
 133°-175° blo 9,000'
 133°-175° byd 10 NM
 210°-245° blo 2,000'
 210°-245° byd 15 NM blo 5,000'
 210°-245° byd 25 NM blo 7,000'
 210°-245° byd 30 NM blo 9,000'
 210°-245° byd 35 NM

MOUNT EDGE CUMBE NDB (MHW) 414 IME N57°02.84' W135°21.95' at fld. 19/20E.

NDB unusable:

320°-140° byd 15 NM blo 6,000'

NDB (HW) 358 SIT N56°51.28' W135°32.06' 006° 12.9 NM to fld. 195/20E.

LDA/DME 108.9 I-SIT Chan 26 Rwy 11.

COMM/NAV/WEATHER REMARKS: LC call to Sitka FSS dial 966-2221. For a toll free call to Juneau FSS dial 1-800-WX-BRIEF.

Sitka wx report avbl LC 966-2913 or freq 122.45 0700-1500Z. AFIS operated by Sitka FSS when open.

SITUK (See YAKUTAT on page 284)

SIXMILE LAKE (See ANCHORAGE on page 45)

SKAGWAY (SGY)(PAGY) 0 NW UTC-9(-8DT) N59°27.61' W135°19.01'
44 LRA NOTAM FILE SGY
RWY 02-20: H3550X75 (ASPH) MIRL 0.8% N

JUNEAU
L-18

RWY 02: REIL. Trees.
RWY 20: REIL. Trees. Rgt tfc.

SERVICE: FUEL 100LL LGT ACTIVATE REIL Rwy 02 and Rwy 20, MIRL Rwy 02-20—CTAF. Rwy 02-20 REIL NSTD omnidirectional.

AIRPORT REMARKS: Unattended. For fuel call 907-983-2259 Mon-Fri 1700-0200Z, OT call 907-612-0049. Arpt condition not monitored, arpt maintenance on irregular basis, recommend visual inspection prior to using. Birds and bears invof arpt. Recommend dalgt ops only. Arpt CLOSED to acft over 12,500 lbs GWT exc PPR in writing from arpt mgr 907-983-2323. CLOSED to air carrier ops with over 30 pax seats. Apch to Rwy 20 in narrow canyon; turbulence and high obstructions. Departing Rwy 02 rgrs a high performance climb due to terrain. Acft departing Rwy 02 may dog-leg to the east before turning crosswind to increase altitude. When departing Rwy 02 maintain rwy heading at least 1/2 mile before dog-legging to the east to avoid nearby school and playground. School and playground in vicinity of Rwy 20 approach. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Extv lgt acft and helicopter tfc Jun 1-Sep 15, for further information call 907-983-2323. See notice in Section C for recommended VFR departure procedure. Be alert: See General Notices for Rwy 02 departure info and Enroute CTAF freqs.

AIRPORT MANAGER: 907-983-2323

WEATHER DATA SOURCES: ASOS 135.8 (907) 983-3194. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RCO 122.4 (JUNEAU RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE HNS.

HAINES NDB (HW) 245 HNS N59°12.73' W135°25.85' 353° 15.3 NM to fld. 256/20E.

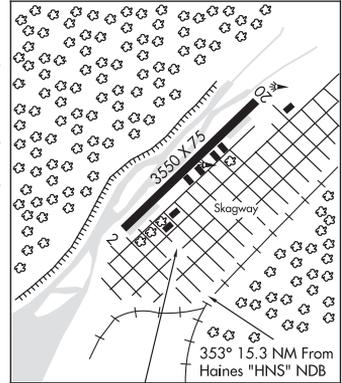
NDB unusable.

160°-330° byd 30 NM

330°-355° byd 30 NM blo 12,000'

356°-120° byd 30 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1-866-297-2236. Interphone avbl to Juneau FSS in refueling area. ASOS wx reports avbl continuously.



SKWENTNA (SKW)(PASW) 1 NE UTC-9(-8DT) N61°57.97' W151°11.72'
148 B NOTAM FILE SKW
RWY 10-28: 3400X75 (GRVL) MIRL

ANCHORAGE
L-3D, 4F

RWY 10: Brush.

RWY 28: Brush.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 10-28, rotating bcn and windssock—CTAF.

AIRPORT REMARKS: Unattended. Fuel (NC-87) avbl on freq 122.9 or call (907) 733-2726. Rwy condition not monitored, recommend visual inspection prior to landing. ATV road crosses Rwy 10 900' from thld. Soft during Spring thaw; two 100' twrs 1.5 NM west. Rwy 10 200' wide path cut through trees to apch. Rwy 10 and Rwy 28 marked with reflective cones. Thlds marked with reflective panels.

AIRPORT MANAGER: (907) 745-2159

COMMUNICATIONS: CTAF 122.9

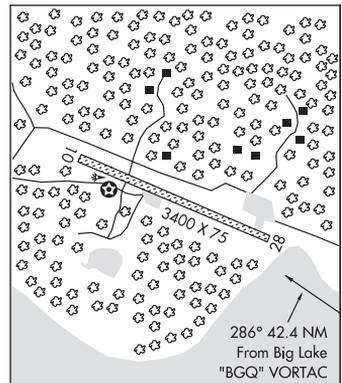
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

BIG LAKE (H) VORTACW 112.5 BQG Chan 72 N61°34.17' W149°58.03' 286° 42.4 NM to fld. 180/19E.

TACAN AZIMUTH & DME unusable.

226°-246° byd 36 NM blo 7,500'

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



SKY RANCH AT PIONEER PEAK (See PALMER on page 203)

SLANA

DUFFYS TAVERN (DDT) PVT 2 NE UTC-9(-8DT) N62°43.48' W143°55.23'

ANCHORAGE

2420 NOTAM FILE

RWY 05-23: 1200X100 (GRVL)

RWY 05: Trees.

RWY 23: Trees/pline.

AIRPORT REMARKS: Unattended. Both apchs subject to turbulent winds from south and southeast, rwy rolling, and soft in spring.

AIRPORT MANAGER: 907-822-4653

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

SLEETMUTE (SLQ)(PASL) 0 E UTC-9(-8DT) N61°42.03' W157°09.95'

MC GRATH

192 B NOTAM FILE SLQ

L-3C

RWY 14-32: 3100X60 (GRVL) MIRL

RWY 14: Brush.

RWY 32: Tree.

SERVICE: FUEL 100LL LGT ACTVT MIRL Rwy 14-32—CTAF.

AIRPORT REMARKS: Unattended. Fuel avbl—CTAF or 907-449-4227.

Rwy condition not monitored, recommend visual inspection prior to using. Red Devil Arpt 8 miles NW. ATVs near or on rwy. Rwy 14-32 soft spots on rwy when wet. Rwy 14 and Rwy 32 rwy end marked with lgts.

AIRPORT MANAGER: 907-675-4345

WEATHER DATA SOURCES: AWOS-3P 134.85 (907) 449-4226. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PASV.

SPARREVOHN (H) VOR/DME 117.2 SQA Chan 119

N61°05.91' W155°38.07' 292° 57.1 NM to fld.

2501/18E.

VOR & DME unusable:

009°-019°

029°-039° byd 25 NM blo 12,500'

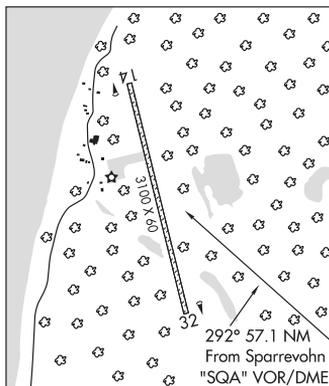
DME portion unusable:

019°-028° byd 16 NM

VOR portion unusable:

019°-029° byd 16 NM

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



SOLDOTNA**KENAI RIVER AIRPARK** (1AK4) PVT 11 NE UTC-9(-8DT) N60°31.45' W150°45.13'

ANCHORAGE

200 NOTAM FILE Not insp.

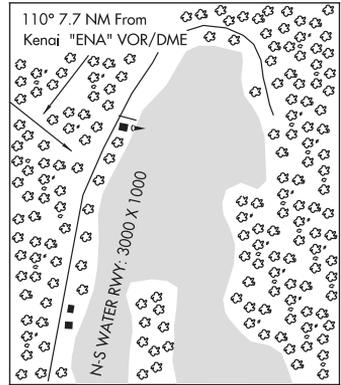
RWY 07-25: 2100X60 (GRVL)**RWY 07:** Trees.**RWY 25:** Trees.**AIRPORT REMARKS:** Unattended.**AIRPORT MANAGER:** 907-227-2149**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1-866-864-1737.**MACKEYS LAKES SPB** (L85) 3 NE UTC-9(-8DT) N60°32.02' W150°59.73'

ANCHORAGE

175 NOTAM FILE ENA

WATERWAY N-S: 3000X1000 (WATER)**SEAPLANE REMARKS:** Unattended. Pink buoys in southwest corner of lake, marked underwater obstrns. Multiple pvt docks on lake. No designated tie-down areas.**COMMUNICATIONS:** CTAF 122.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE ENA.**KENAI (H) VOR/DME** 117.6 ENA Chan 123 N60°36.88'

W151°11.71' 110° 7.7 NM to fld. 115/19E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737. Lcl to Kenai FSS dial 907-283-7211.**SOLDOTNA** (SXQ)(PASX) 1 SE UTC-9(-8DT) N60°28.51' W151°02.38'

ANCHORAGE

113 B TPA-906(793) NOTAM FILE SXQ

H-1B, 2K, L-1A, 3D, 4F

RWY 07-25: H5001X130 (ASPH) S-12 MIRL 0.3% up E**RWY 07:** VASI(V4L)—GA 3.0° TCH 45'. Trees. Rgt tfc.**RWY 25:** VASI(V4L)—GA 3.0° TCH 43'. Trees.**RWY 07S-25S:** 2300X60 (GRVL-DIRT)**SERVICE:** S4 FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 07-25 and VASI Rwys 07 and 25 and windssocks—CTAF.**AIRPORT REMARKS:** Attended 1600-0100Z. 100LL fuel avbl 24 hrs with credit card. For Jet A call 907-262-5388 btn 1600-0100Z or after hrs call 907-420-7153 btn 0100-1300Z. Call out fee after 0100Z.

Rwy cond not monitored, recommend visual inspection prior to ldg.

Ultralight acft invof arpt, no ultralight strip. Grvl ldg area avbl north side and parallel to Rwy 07-25 marked by cones, not maintained in winter.

Rwy 07-25 and Rwy 07S-25S, no simultaneous/parallel ops allowed.

Sequence on CTAF. Large cargo acft use east ramp for

parking/unloading. Transit parking south of terminal bldg rows 26, 27, and 28 and 40 thru 44 only. West apron not maintained. For tie-down info ctc 907-262-4672. Ldg fee for acft 12,500 lbs and over.

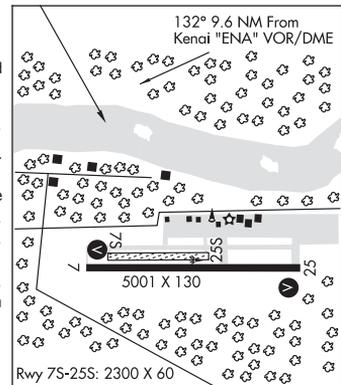
AIRPORT MANAGER: 907-262-9107**WEATHER DATA SOURCES:** AWOS-3P 135.45 (907) 262-8431. (WX CAM)**COMMUNICATIONS:** CTAF 122.5

RCO 122.35 (KENAI RADIO)

Ⓡ ANCHORAGE CENTER APP/DEP CON 125.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.**KENAI (H) VOR/DME** 117.6 ENA Chan 123 N60°36.88' W151°11.71' 132° 9.6 NM to fld. 115/19E.**NDB/DME (MHW)** 346 OLT Chan 106 N60°28.49' W150°52.73' 255° 4.8 NM to fld. 237/15E. NOTAM FILE SXQ.

DME elev 223.0'

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

SOLDOTNA HOSPITAL H HELIPORT (SD1) 1 NW UTC-9(-8DT) N60°29.56' W151°04.74' ANCHORAGE

99 NOTAM FILE ENA

HELIPAD H1: H80X80 (ASPH) PERIMETER LGTS

SERVICE: LGT Helipad H1 perimeter lgts.

HELIPORT REMARKS: Attended continuously. No ops over hospital.

AIRPORT MANAGER: 907-714-4404

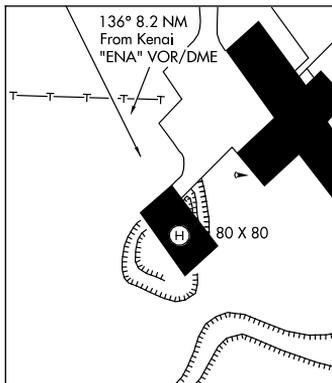
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

KENAI (H) VOR/DME 117.6 ENA Chan 123 N60°36.88'

W151°11.71' 136° 8.1 NM to fld. 115/19E.

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



SOLOY STRIP (See WASILLA on page 273)

SONGLO VISTA (See TALKEETNA on page 250)

SOUTH NAKNEK NR 2 (WSN)(PFW) 1 SSW UTC-9(-8DT) N58°42.13' W157°00.16'

162 B NOTAM FILE WSN

RWY 13-31: 3314X60 (GRVL-DIRT) HIRL

RWY 13: VASI(V2L)—GA 3.0° TCH 25'. Brush.

RWY 31: Thld dsplcd 559'. Brush.

RWY 05-23: 2264X60 (GRVL-DIRT) HIRL 1.5% up SW

RWY 05: Brush.

RWY 23: Brush.

SERVICE: LGT ACTIVATE HIRL Rwy 05-23 and Rwy 13-31—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend

visual inspection prior to using. Rwy 05-23 sinking east 1400'

CLOSED indef. Be alert: vehicles, moose and bears invof and on rwys.

Heavy acft tfc between South Naknek and Naknek arpts less than two

miles apart. Brush located in close proximity to all sides of both rwys.

Rwy 05-23 soft when wet. Sfc has some ruts and rocks greater than

2" diameter. Loose rocks on Rwy 13-31. Twy slopes downhill to the

northwest. No line of sight between end of twy and Rwy 13-31. Rwy

31 first 550' unusable deep swales and washouts each side. Rwy

13-31 edges soft when wet. Relocated Rwy 31 thld marked by short

cones and lgts.

AIRPORT MANAGER: 907-246-3325

WEATHER DATA SOURCES: AWOS-3P 121.575 (907) 868-7348. (WX CAM)

COMMUNICATIONS: CTAF 122.9

Ⓡ ANCHORAGE CENTER APP/DEP CON 124.8 354.0

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

KING SALMON (H) VORTACW 112.8 AKN Chan 75 N58°43.48' W156°45.14' 244° 7.9 NM to fld. 95/16E.

TACAN antenna offset 150' se

TACAN AZIMUTH unusable:

130°-140° byd 13 NM blo 4,000'

130°-140° byd 30 NM

338°-348° byd 19 NM blo 5,000'

DME unusable:

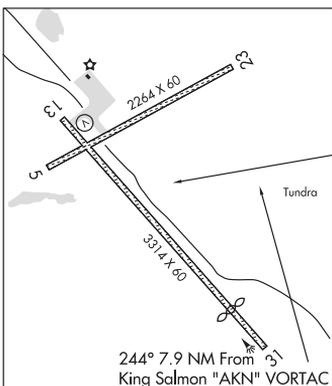
338°-348° byd 19 NM blo 5,000'

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

KODIAK

L-21, 3C

IAP



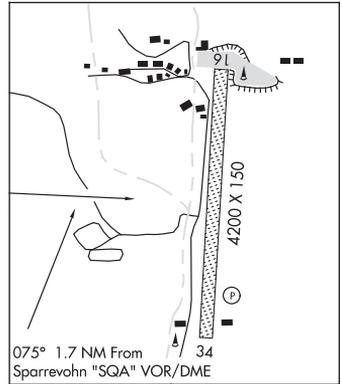
SPARREVOHN LRRS (SVW)(PASV) AF 0 S UTC-9(-8DT) N61°05.83' W155°34.49'
 1565 NOTAM FILE PASV Not insp.
RWY 16-34: 4200X150 (GRVL) 4.8% up N

RWY 16: Hill.

RWY 34: REIL. PAPI(P2R)—GA 4.0° TCH 52'. Hill.

MILITARY REMARKS: CLOSED to the public. OFFICIAL BUSINESS ONLY.
 DIAP Attended Mon-Fri 1700-0200Z. CLOSED wkdns and hol. All mil, govt and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to departure for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317-552-1244/1157, C907-552-1244/1157. Pax must coord all travel with ARS Program Mgmt (DSN 317-552-4400/9630 or C907-552-4400/9630) prior to any non-emergency travel to site. USAF installation, all civil acft ops rqr rqr acft ldg permits prior to ldg at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Oprs must have on board a copy of current permit. Contact 11 AF Airfield Mgr for permits 907-552-1448/4176. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317-552-1448/4176 or COM: (907) 552-1448/4176, e-mail: aklandingpermits@elmendorf.af.mil. AFI 10-1001 is located at: <http://www.e-publishing.af.mil/shared/media/epubs/AFI10-1001.pdf>. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. CAUTION: Rwy surrounded by mountains. Rwy lctd on slope of 3302' mountain. Apch from South only, land Rwy 34 only. Rwy 16 and Rwy 34 NSTD markings, marked with 4' square orange markers, thid marking rgt on rwy ends. Successful go-around improbable. Tkf Rwy 16 only. CAUTION: Winds in excess of 20 Kt (radome winds 25 Kt) may produce severe turbulence. Radome winds not always avbl. 60' ovrn South end of rwy. Establish radio ctc as soon as possible prior to ldg. After initial ctc on 126.2 or 121.5 exp a 30 min delay for current airstrip conditions. Touchdown elev Rwy 34 is 1360'

AIRPORT MANAGER: 907-552-4400
WEATHER DATA SOURCES: AWOS-3 (907) 731-9001 ext 229.
COMMUNICATIONS: CTAF 126.2
RCO 122.5 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 134.3 351.8
RADIO AIDS TO NAVIGATION: NOTAM FILE PASV.
(H) VOR/DME 117.2 SQA Chan 119 N61°05.91' W155°38.07' 075° 1.7 NM to fld. 2501/18E.
VOR & DME unusable:
 009°-019°
 029°-039° byd 25 NM blo 12,500'
DME portion unusable:
 019°-028° byd 16 NM
VOR portion unusable:
 019°-029° byd 16 NM
CAIRN MOUNTAIN NDB (HW) 281 CRN N61°06.11' W155°34.12' at fld. 1737/15E.
 NDB has no standby transmitter, May be shutdown without prior notice
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.



SQUAW HARBOR SPB (36H) 0 S UTC-9(-8DT) N55°14.00' W160°33.12'
 00 NOTAM FILE CDB

WATERWAY ALL-WAY: 5000X5000 (WATER)

SEAPLANE REMARKS: Unattended. Operating area in Baralof Bay; unable to beach due to large rocks. Dock used for boat docking. Dock unsuitable for aircraft use.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SDP.

BORLAND NDB/DME (HW) 390 HBT Chan 79 N55°18.94' W160°31.10' 182° 5.1 NM to fld. 130/11E.

NDB unusable:

304°-354° byd 16NM

DME unusable:

034°-134° byd 6NM

184°-264° byd 27 NM blo 14,000'

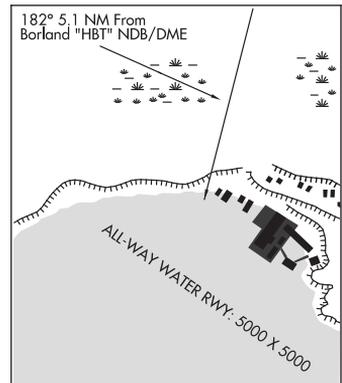
184°-264° byd 6 NM blo 10,000'

354°-034° byd 22 NM blo 18,000'

354°-034° byd 27NM

354°-034° byd 6 NM blo 10,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1-800-478-7250. For a toll free call to Kenai FSS dial 1-866-864-1737.



STAMPEDE (See KANTISHNA on page 145)

STEAMBOAT BAY SPB (WSB)(POWS) 0 NE UTC-9(-8DT) N55°31.78' W133°38.50'

KETCHIKAN

00 NOTAM FILE KTN

WATERWAY N-S: 6000X2000 (WATER)

SEAPLANE REMARKS: Unattended. High mountains all sides except entrance: one way ops, no south ops, subject to heavy swells and squirrely winds. No facilities. Large ocean swells common in bay, exposed to north wind.

AIRPORT MANAGER: 253-225-4256

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) VOR/DME 116.5 LVD Chan 112 N56°28.06' W133°04.99' 179° 59.5 NM to fid. 98/20E.

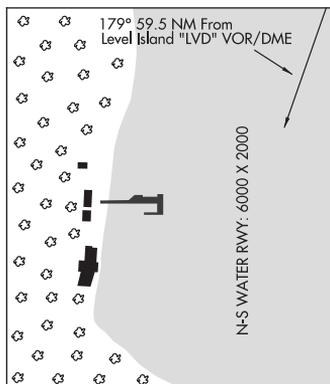
VOR unusable:

038°-098° byd 35 NM blo 9,000'
098°-138° byd 25 NM blo 7,000'
168°-208° byd 35 NM blo 6,000'
268°-328° byd 25 NM blo 9,000'
328°-358° byd 30 NM blo 7,000'
328°-358° byd 35 NM blo 8,000'
358°-038° byd 35 NM blo 12,000'
wx cam

DME unusable:

038°-098° byd 35 NM blo 9,000'
098°-138° byd 25 NM blo 7,000'
168°-208° byd 35 NM blo 6,000'
268°-328° byd 25 NM blo 9,000'
328°-358° byd 30 NM blo 7,000'
328°-358° byd 35 NM blo 8,000'
358°-038° byd 35 NM blo 12,000'

COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225-9481. For a LC to Juneau FSS dial 789-7380.



STEBBINS (WBB) 0 NW UTC-9(-8DT) N63°30.96' W162°16.68'

BETHEL

19 B NOTAM FILE OME

L-3C

RWY 05-23: 2999X60 (GRVL-DIRT) MIRL

RWY 05: Hill.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. Rwy 05-23 floods during breakup.

MILITARY REMARKS: LGT ACTIVATE MIRL Rwy 05-23—CTAF.

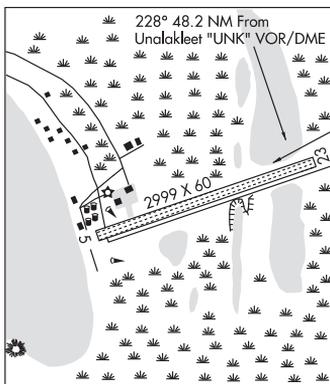
AIRPORT MANAGER: (907) 625-1025

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.

UNALAKLEET (H) VOR/DME 116.9 UNK Chan 116 N63°53.52' W160°41.06' 228° 48.2 NM to fid. 436/15E.

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



STERLING

BREEDEN (AKØ5) PVT 6 E UTC-9(-8DT) N60°32.46' W150°35.95'

ANCHORAGE

365 NOTAM FILE Not insp.

RWY 17-35: 800X50 (GRVL)

RWY 35: Rgt t/c.

AIRPORT REMARKS: Unattended. Irregular attendance, and prior permission required. 250' twr .5 NM northwest, 250' twr 1 NM southeast and 200' twr 1 NM west of Rwy 17-35. Pilot use of freq 122.9 mandatory.

AIRPORT MANAGER: 907-260-2658

COMMUNICATIONS: CTAF 122.9

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

DUTCH LANDING STRIP (88AK) PVT 0 N UTC-9(-8DT) N60°32.42' W150°52.08'
300 NOTAM FILE Not insp.
RWY 07-25: 1300X100 (GRVL)

ANCHORAGE

RWY 07: Trees.

RWY 25: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 907-398-8999

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

LAKEWOOD AIRSTRIP (53AK) PVT 5 NE UTC-9(-8DT) N60°32.07' W150°56.36'
110 NOTAM FILE Not insp.

ANCHORAGE

RWY 02-20: 1200X60 (GRVL)

RWY 02: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 02-20 not plowed during winter and silty sand base not useable during breakup. Rwy 02-20 sand/gravel mixture.

AIRPORT MANAGER: 907-262-1552

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

SCOOTER'S LANDING STRIP (AK84) PVT 2 W UTC-9(-8DT) N60°31.77' W150°49.85'
259 NOTAM FILE Not insp.

ANCHORAGE

RWY 08-26: 2400X80 (GRVL)

AIRPORT REMARKS: Unattended. PPR arpt rstd to owner or owner invited guests. No acft svcs avbl. Rwy conditions not monitored. Fly pat south of E-W rwy, twrs north. Pilots to conduct rwy visual inspection prior to use. Maintenance personnel and equipment have right of way. Wildlife invof rwy. Be alert, dsplcd thlds exist. Trees and p-lines penetrate apch sfcs. Arpt not fenced.

AIRPORT MANAGER: 907-262-3872

COMMUNICATIONS: CTAF 122.5

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737. Advisory frequency: 122.5.

STERLING AIR PARK (40AK) PVT 3 NE UTC-9(-8DT) N60°33.07' W150°50.94'
275 NOTAM FILE Not insp.

ANCHORAGE

RWY 06-24: 1980X75 (GRVL)

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 907-262-5100

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

STEVENS VILLAGE (SVS)(PFSV) 1 NNE UTC-9(-8DT) N66°01.03' W149°03.26'
328 B NOTAM FILE FAI

FAIRBANKS

H-1B, L-4J

RWY 05-23: 4000X75 (GRVL-DIRT) MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Trees.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Trees.

SERVICE: LGT ACTVT REIL Rwy 05 and 23; PAPI Rwy 05 and 23; MIRL

Rwy 05-23—CTAF. ACTVT Rotg beacon—CTAF.

AIRPORT REMARKS: Unattended. Rwy 05-23 cond not monitored, rcmd visual inspection prior to Indg. Clsd rwy located 1 NM west of Rwy 05-23. Snow removal ops during winter, monitor CTAF. Rwy 05-23 marked with lgts and cones.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.

FAIRBANKS (H) VORTACW 108.6 FAI Chan 23 N64°48.00'
W148°00.72' 320° 77.8 NM to fld. 1526/21E.

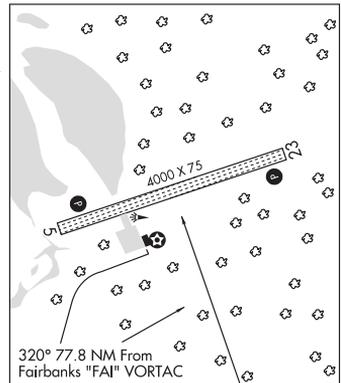
TACAN AZIMUTH unusable:

065°-100° byd 30 NM

270°-330° byd 10 NM blo 10,000'

270°-330° byd 30 NM

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



STONY RIVER 2 (SRV) 0 N UTC-9(-8DT) N61°47.39' W156°35.31'

MC GRATH

230 NOTAM FILE ENA

RWY 18-36: 2601X40 (GRVL-DIRT)

RWY 18: Trees.

RWY 36: Trees.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Trees 40'-50', both sides of rwy, 50' from centerline. Boats stored near south end of rwy. Orange reflective cones spaced along rwy edges.

AIRPORT MANAGER: 907-675-4345

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PASV.

SPARREVOHN (H) VORW/DME 117.2 SQA Chan 119 N61°05.91'
W155°38.07' 309° 49.8 NM to fld. 2501/18E.

VOR & DME unusable:

009°-019°

029°-039° byd 25 NM blo 12,500'

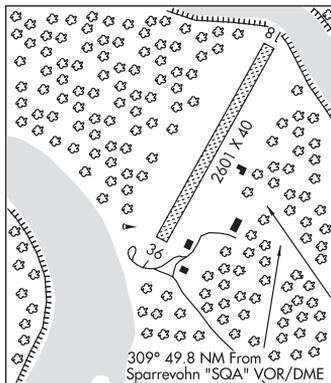
DME portion unusable:

019°-028° byd 16 NM

VOR portion unusable:

019°-029° byd 16 NM

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



STUCK N61°46.98' W145°15.13'

RCO—122.1 (KENAI FSS)

ANCHORAGE

L-1A, 3E, 4H

SUMMIT (UMM)(PAST) 0 N UTC-9(-8DT) N63°19.86' W149°07.73'

ANCHORAGE

2409 NOTAM FILE ENA

RWY 03-21: 3814X80 (GRVL)

RWY 03: Brush.

RWY 21: Brush.

AIRPORT REMARKS: Unattended. Recommend visual inspection prior to landing. No winter maintenance. Rwy subject to crosswinds. Rwy 03-21 brush up to 4 ft high growing on rwy surface.

AIRPORT MANAGER: 907-451-5280

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.

TALKEETNA (H) VORW/DME 116.2 TKA Chan 109 N62°17.90'
W150°06.32' 004° 67.7 NM to fld. 568/19E.

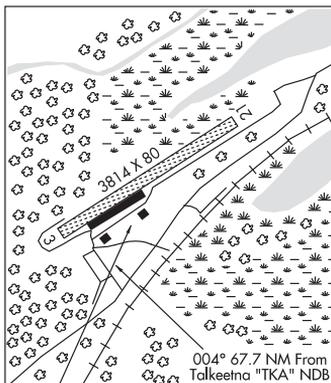
VOR unusable:

277°-297° byd 30 NM blo 12,000'

DME unusable:

057°-087° byd 30 NM blo 13,000'

COMM/NAV/WEATHER REMARKS: VHF communication unreliable 15 NM north at MEA due to terrain. For a toll free call to Kenai FSS dial 1-866-864-1737.



SUMMIT LAKE SPB (See MOOSE PASS on page 183)

SUMNER STRAIT N56°27.87' W133°05.84' NOTAM FILE SIT.

NDB (HW) 529 SQM 23/20E.

JUNEAU

H-1C, L-1C

SUNNY HAY MOUNTAIN N55°27.73' W133°04.85'

RCO—120.9 (KETCHIKAN FSS)

KETCHIKAN

L-1C

SWIFT CREEK (See MCCARTHY on page 176)

TAHNETA PASS N61°53.97' W147°18.13'

RCO—122.4 (KENAI FSS)

ANCHORAGE

L-1A, 3D

TAKOTNA (TCT)(PPCT) 1 E UTC-9(-8DT) N62°59.58' W156°01.78'**MC GRATH**

423 B NOTAM FILE ENA

L-3C

RWY 04-22: 3300X60 (GRVL) MIRL**SERVICE:** LGT ACTIVATE MIRL Rwy 04-22 and rotating bcn—CTAF.**AIRPORT REMARKS:** Unattended. Rwy condition not monitored, recommend visual inspection before using. Rwy 04-22 multiple lateral cracks full length and width of rwy. Uneven surface, dips, heaves and humps full length and width of rwy. Rwy 04-22 NSTD mkgs: Rwy mkd with reflective cones and markers.**AIRPORT MANAGER:** 907-524-3241**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCG.**MC GRATH (H) VORTACW** 115.5 MCG Chan 102 N62°57.06' W155°36.68' 264° 11.7 NM to fld, 344/19E.

VOR DME & TACAN AZIMUTH unusable:

014°-019° byd 19 NM blo 7,000'

040°-050° byd 21 NM blo 5,000'

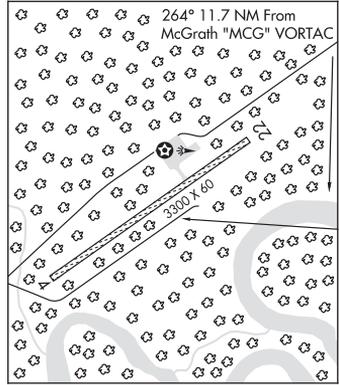
144°-194° byd 6 NM blo 9,000'

195°-223° byd 28 NM blo 6,000'

224°-261° byd 12 NM blo 10,000'

262°-294° byd 25 NM blo 7,000'

295°-314° byd 21 NM blo 8,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.**TAKOTNA RIVER** N62°56.81' W155°33.44' NOTAM FILE MCG.**MC GRATH****NDB (HW)** 350 VTR 269° 1.4 NM to Mc Grath. 341/16E.

H-1B, 2I, L-3C

TAKU HARBOR SPB (A43) 0 N UTC-9(-8DT) N58°04.15' W134°00.92'**JUNEAU**

00 NOTAM FILE JNU

WATERWAY NE-SW: 3000X1000 (WATER)**SEAPLANE REMARKS:** Unattended. Boats may dominate float, leaving no room for seaplanes.**AIRPORT MANAGER:** (907)586-5255**COMMUNICATIONS:** CTAF 122.9**COMM/NAV/WEATHER REMARKS:** For a toll free call to Juneau FSS dial 1-866-297-2236.**TAKU LODGE SPB** (TKL)(PFTK) 0 E UTC-9(-8DT) N58°29.38' W133°56.61'**JUNEAU**

00 NOTAM FILE JNU

WATERWAY NE-SW: 5000X500 (WATER)**SEAPLANE REMARKS:** Attended summer months dalgt hrs. Others occupy the lodges entire float, arriving and departing at 15 min intervals. Mountains northwest and southeast. Shallow at low tides land in river channel; summer ops only.**AIRPORT MANAGER:** (907) 586-6275**COMMUNICATIONS:** CTAF/UNICOM 123.05**COMM/NAV/WEATHER REMARKS:** For a toll free call to Juneau FSS dial 1-866-297-2236.**TALKEETNA****BALD MOUNTAIN** (2AK7) PVT 9 E UTC-9(-8DT) N62°18.45' W149°45.13'**ANCHORAGE**

3600 NOTAM FILE Not insp.

RWY 06-24: 1000X25 (GRVL)**AIRPORT REMARKS:** Unattended. No snow removal, drifts on rwy in winter, recommended visual inspection prior to use. Coarse grvl sfc containing rocks up to 4". Rwy ctr is higher than rwy ends. Bear & moose occasionally on & invof arpt.**AIRPORT MANAGER:** (907) 841-5023**COMMUNICATIONS:** CTAF 123.6**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1-866-864-1737.**BIRCH CREEK LANDING** (51AK) PVT 6 SSE UTC-9(-8DT) N62°14.54' W150°03.95'**ANCHORAGE**

400 NOTAM FILE Not insp.

RWY 16-34: 2500X75 (TURF)**AIRPORT REMARKS:** Unattended. PPR before landing. All acft monitor and announce intentions on freq 123.6. Wind indicator SW of rwy. 200' cell 1/2 mile NW of rwy with white flashing lgts simultaneously. SPB ops on fish lake 1/2 mile N of rwy.**AIRPORT MANAGER:** 907-355-4808**COMMUNICATIONS:** CTAF 123.6**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1-866-864-1737.

CHRISTIENSEN LAKE SPB (AK8) 1 SE UTC-9(-8DT) N62°18.80' W150°04.16'

ANCHORAGE

400 NOTAM FILE TKA

WATERWAY 14W-32W: 4000X1600 (WATER)

WATERWAY 04W-22W: 3800X2000 (WATER)

SERVICE: FUEL 100LL

SEAPLANE REMARKS: Attended continuously. All tfc remain east of SPB and over the lake. All traffic must use CTAF.

AIRPORT MANAGER: 907-733-4500

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.

TALKEETNA (H) VOR/DME 116.2 TKA Chan 109 N62°17.90'

W150°06.32' 029° 1.4 NM to fld. 568/19E.

VOR unusable:

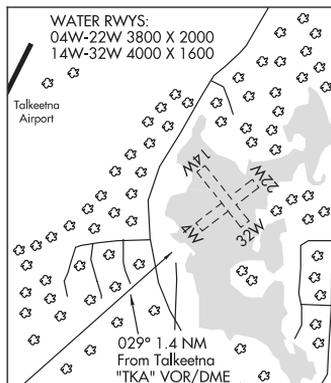
277°-297° byd 30 NM blo 12,000'

DME unusable:

057°-087° byd 30 NM blo 13,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

1-866-864-1737.



SECLUDED LAKE (49AK) PVT 20 S UTC-9(-8DT) N62°01.47' W149°58.63'

ANCHORAGE

300 NOTAM FILE Not insp.

RWY 06-24: 2800X60 (GRVL)

AIRPORT REMARKS: Unattended. Trees 60' north and south of rwy centerline.

AIRPORT MANAGER: 907-235-5537

COMMUNICATIONS: CTAF 122.8

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

SONGLO VISTA (3AK3) PVT 15 NW UTC-9(-8DT) N62°33.83' W150°13.23'

ANCHORAGE

825 NOTAM FILE Not insp.

RWY 15-33: 2100X30 (GRVL)

AIRPORT REMARKS: Unattended. Irregular snow removal, recommend visual inspection prior to use. Surface could be soft during spring breakup. Rwy center is lower than rwy ends. Bear and moose occasionally on and invof arpt.

AIRPORT MANAGER: 907-733-8000

COMMUNICATIONS: CTAF 122.9

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

TALKEETNA (TKA)(PATK) 1 E UTC-9(-8DT) N62°19.28' W150°05.56'

ANCHORAGE

365 B NOTAM FILE TKA

L-3D, 4F

RWY 01-19: H3500X75 (CONC-NONE) MIRL

RWY 01: VASI(V4R)—GA 3.0° TCH 23'. Trees.

RWY 19: VASI(V4L)—GA 3.0° TCH 23'. Rgt t/c.

SERVICE: S4 **FUEL** 100LL, JET A, A+ **LGT** ACTIVATE MIRL Rwy

01-19—CTAF. VASI Rwy 01 and Rwy 19 opr continuously.

AIRPORT REMARKS: Attended Apr-Nov, Mon-Thu 0000-1030Z, Dec-Mar, Sun-Sat 0000-1030Z. FBO fuel 24 hrs. Jet fuel avbl Mon-Fri 1600-0200Z. Jet A fuel is lctd off arpt. Prior arrangements for jet fuel requested to avoid delays. 907-733-2620. After hrs fuel only avbl with prior arrangements. BE ALERT: walking on active taxiway/aprons is not auth. Helo t/c using fuel/maint fac remain south of FSS and fly direct from rotg bcn to avoid damage to parked acft. Rwy 01-19 clsd to acft over 12,500 lbs; ctc amgr 907-733-2278. Rwy condition not monitored recommend visual inspection prior to using. Seaplane ops 3/4 mile SE Talkeetna arpt. Recommend acft ops to and from Christiansen Lake remain east of lake. Be alert CTAF procedures highly recommended due to village t/c pattern. Arpt has designated transient acft parking avbl. New helicopter ops area on North ramp. See Section C: notices, for t/c pattern info.

AIRPORT MANAGER: 907-733-2278

WEATHER DATA SOURCES: ASOS 135.2 (907) 733-1637. (WX CAM)

COMMUNICATIONS: CTAF 123.6 ATIS 135.2 UNICOM 123.0

FSS TKA (TALKEETNA) Sep 15-Apr 14 1700-0245Z, Apr 15-Sep 14 1700-0500Z; OT ctc Kenai FSS.

TALKEETNA RADIO 121.5 122.2 123.6 (LAA 123.6)

RCO 121.5 122.2 123.6 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 125.55 254.3

AIRSPACE: CLASS E svc 1700-0500Z; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.

(H) **VOR/DME** 116.2 TKA Chan 109 N62°17.90' W150°06.32' 355° 1.4 NM to fld. 568/19E.

VOR unusable:

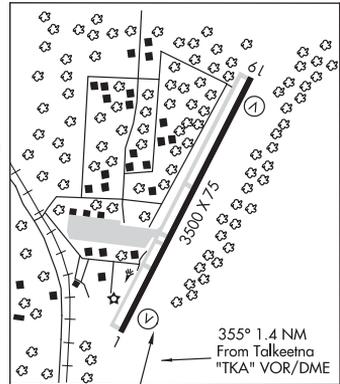
277°-297° byd 30 NM blo 12,000'

DME unusable:

057°-087° byd 30 NM blo 13,000'

PETERS CREEK NDB (HW) 305 PEE N62°19.86' W150°05.78' at fld. 359/16E.

COMM/NAV/WEATHER REMARKS: Talkeetna FSS telephone 733-2277. AFIS opr by Talkeetna FSS when open.



TAMGAS HARBOR SPB (See ANNETTE on page 50)

TANACROSS (TSG) 1 S UTC-9(-8DT) N63°22.44' W143°19.74'

ANCHORAGE

1559 NOTAM FILE ORT

H-1B, L-1A, 3E

RWY 06-24: H4963X150 (ASPH)

RWY 06: Trees.

RWY 24: Trees.

RWY 12-30: H4871X150 (ASPH) 0.3% up SE

RWY 12: Trees.

RWY 30: Trees.

AIRPORT REMARKS: Unattended. Fire crews and air operations during summer months. Rwy 06-24 not maintained during winter. Rwy 12-30 not maintained during winter. Rwy 06-24 sfc cracked, vegetation growing through asph. Rwy 12-30 sfc cracked, vegetation growing through asph. Rwy 30 apch—280' wide swath cut through trees. Rwy 24 apch—300' wide swath cut through trees.

AIRPORT MANAGER: (907) 474-2320

COMMUNICATIONS: CTAF 122.8

SUAIS 125.3 126.3 (1-800-758-8723).

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.

NORTHWAY (H) VORTACW 116.3 ORT Chan 110 N62°56.83' W141°54.76' 286° 46.3 NM to fld. 1779/18E.

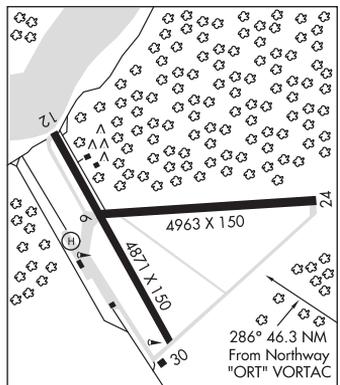
TACAN AZIMUTH unusable:

335°-030° byd 30 NM blo 10,500'

DME unusable:

335°-030° byd 30 NM blo 10,500'

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



TANANA

RALPH M CALHOUN MEM (TAL)(PATA) 1 WNW UTC-9(-8DT) N65°10.46' W152°06.49'

FAIRBANKS

242 B NOTAM FILE TAL

H-1B, 2K, L-3D, 4I

RWY 07-25: 4400X100 (GRVL) MIRL 0.3% up E

IAP

RWY 07: VASI(V4L)—GA 3.0° TCH 24'. Brush. Rgt tfc.

RWY 25: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 07-25 and VASI Rwy 07—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. Cold temperature airport. Altitude correction required at or below -50C. Snow removal ops during winter—monitor CTAF. Twy B closed during winter months. Twy B reflectors 36 inches tall. Twy B unlit. Floatplane tfc in river adj to arpt.

AIRPORT MANAGER: (907) 451-5280

WEATHER DATA SOURCES: ASOS 135.1 (907) 366-7266. (WX CAM)

COMMUNICATIONS: CTAF 122.9

TANANA RCO 122.65(FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 133.1 285.4

AIRSPACE: CLASS E svc 1500-0630Z†; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TAL.

TANANA (H) VOR/DME 116.6 TAL Chan 113 N65°10.63'

W152°10.65' 076° 1.8 NM to fld. 394/19E.

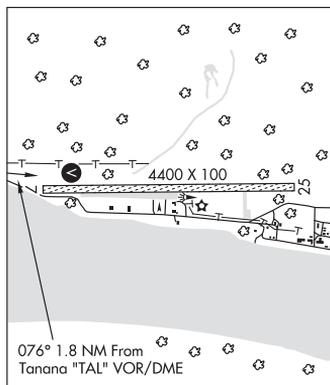
VOR AZIMUTH & DME portion unusable:

280°-050° byd 20 NM blo 9,000'

BEAR CREEK NDB (HW) 212 BCC N65°10.43'

W152°12.36' 070° 2.5 NM to fld. 346/19E.

COMM/NAV/WEATHER REMARKS: For toll free call to Fairbanks FSS dial 1-866-248-6516. Wx observer avbl for local arpt wx on CTAF (call sign: TANANA WEATHER) and phone 907-366-7288 1500-0630Z†.



TANANA N65°10.63' W152°10.65' NOTAM FILE TAL.
(H) VOR/DME 116.6 TAL Chan 113 076° 1.8 NM to Ralph M Calhoun Mem. 394/19E.

FAIRBANKS

H-1B, 2K, L-3D, 4I

VOR AZIMUTH & DME portion unusable:

280°-050° byd 20 NM blo 9,000'

RCO 122.65 (FAIRBANKS RADIO)

TANIS MESA (See YAKUTAT on page 284)

TATALINA LRRS (TLJ)(PATL) AF 7 S UTC-9(-8DT) N62°53.69' W155°58.68'

933 NOTAM FILE PATL Not insp.

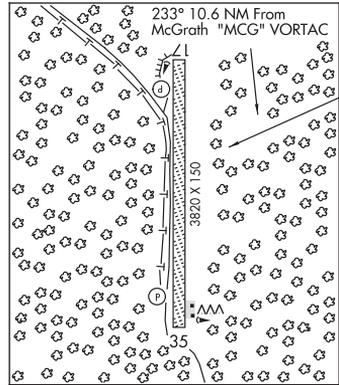
RWY 17-35: 3820X150 (GRVL) 1.1% up N

RWY 17: REIL. PAPI(P2R)—GA 5.0° TCH 52'. Hill.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

SERVICE: **MILITARY—LGT** PAPI Rwy 17 baffled and unusable byd 5° right of centerline.

MILITARY REMARKS: Attended Mon-Fri 1700-0200Z, CLOSED weekends and holidays. All mil, govt and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317-552-1106/1040, C907-552-1106/1040. Pax must coord all travel with ARS Program Mgmt (DSN 317-552-4400/9630 or C907-552-4400/9630) prior to any non-emergency travel to site. USAF installation, all civil acft oprs rqr civil acft ldg permits prior to ldg at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Oprs must have on board a copy of current permit. Contact 11 AF Airfield Mgr for permits 907-552-1448/4176. Civil Aircraft Landing Permit (CALP) ctc numbers DSN: 317-552-1448/4176 or COM: (907)552-1448/4176, e-mail: aklandingpermits@elmendorf.af.mil. AFI 10-1001 is lctd at: <http://www.e-publishing.af.mil/shared/media/epubs/AFI10-1001.pdf>. Mail CALP application to: Attn:11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. CAUTION: Rwy not level laterally, West side higher than East side. CAUTION: Turbulence both approaches. After initial ctc on 126.2 or 121.5 expect a 30 min delay for current airstrip conditions. Rwy 17 and Rwy 35 marked with 2' by 3' square orange markers.



AIRPORT MANAGER: 907-552-4400

WEATHER DATA SOURCES: AWOS-3 (907) 552-1106 (WX CAM)

COMMUNICATIONS: CTAF 126.2

RCO 122.3 (KENAI RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

MC GRATH (H) VORTACW 115.5 MCG Chan 102 N62°57.06' W155°36.68' 233° 10.6 NM to fld. 344/19E.

VOR DME & TACAN AZIMUTH unusable:

014°-019° byd 19 NM blo 7,000'

040°-050° byd 21 NM blo 5,000'

144°-194° byd 6 NM blo 9,000'

195°-223° byd 28 NM blo 6,000'

224°-261° byd 12 NM blo 10,000'

262°-294° byd 25 NM blo 7,000'

295°-314° byd 21 NM blo 8,000'

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

MC GRATH

L-3C

DIAP

TATITLEK (7KA)(PAKA) 0 NW UTC-9(-8DT) N60°52.34' W146°41.47'

62 B NOTAM FILE JNU

RWY 13-31: 3701X75 (GRVL) MIRL 0.6% up NW

RWY 13: Brush.

RWY 31: Brush.

SERVICE: LGT Dusk-dawn. ACTIVATE MIRL Rwy 13-31 —CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. High terrain northwest through north through east through southeast. Rwy 13-31 sfc slopes gradually uphill from Rwy 31 to Rwy 13. Rwy 13 thld 45' higher than Rwy 31 thld. Safety areas all sides rough with pot holes and large rocks. Rwy safety area 150' by 4300'. Segmented circles overgrown.

AIRPORT MANAGER: 907-835-5658

COMMUNICATIONS: CTAF 122.7

VALDEZ RCO 122.2 (JUNEAU RADIO)

Ⓡ **ANCHORAGE CENTER APP/DEP CON 119.3**

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

JOHNSTONE POINT (H) VOR/DME 116.7 JOH Chan 114

N60°28.86' W146°35.96' 335° 23.7 NM to fld. 48/18E.

wx cam

VOR unusable:

090°-124° byd 23 NM blo 8,000'

125°-188° byd 10 NM

DME unusable:

090°-124° byd 23 NM blo 12,000'

125°-191° byd 10 NM

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

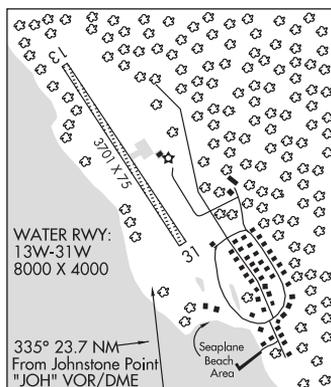
WATERWAY 13W-31W: 8000X4000 (WATER)

SEAPLANE REMARKS: Unattended. Waterway condition not monitored, recommend visual inspection prior to using. Be alert: rocks in water area at low tides.

ANCHORAGE

L-1A, 3D, 4G

IAP



TATITNA (8KA) 1 S UTC-9(-8DT) N62°17.60' W153°21.72'

1490 NOTAM FILE ENA

RWY 06-24: 1200X12 (TURF-GRVL)

RWY 06: Trees.

RWY 24: Trees.

AIRPORT REMARKS: Unattended. Be alert: wind shear and/or directional wind change due to proximity of two mountain passes. Rwy 24 windsock below trees affecting its accuracy. Rocks on sfc to 10'. Uneven grade and dips in rwy. Airstrip used as Iditarod checkpoint. Heavy use late Feb to Mar. Also known as Rhon River and Short Cut Strip.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

MC GRATH (H) VORTACW 115.5 MCG Chan 102 N62°57.06'

W155°36.68' 102° 73.8 NM to fld. 344/19E.

VOR DME & TACAN AZIMUTH unusable:

014°-019° byd 19 NM blo 7,000'

040°-050° byd 21 NM blo 5,000'

144°-194° byd 6 NM blo 9,000'

195°-223° byd 28 NM blo 6,000'

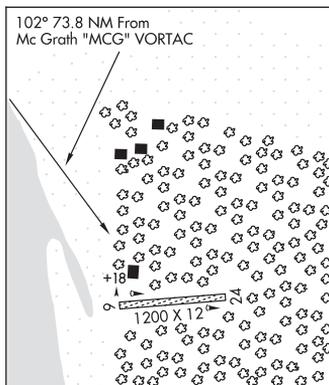
224°-261° byd 12 NM blo 10,000'

262°-294° byd 25 NM blo 7,000'

295°-314° byd 21 NM blo 8,000'

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

MC GRATH



TAYLOR (AK49) PVT 3 SE UTC-9(-8DT) N65°40.76' W164°47.93'

440 NOTAM FILE Not insp.

RWY 16-34: 2200X45 (GRVL)

RWY 16: Hill.

AIRPORT REMARKS: Unattended. All ops conducted at pilots own risk. Rwy has undulations, no landing without prior approval except in emergency. Rwy 16-34 CLOSED in winter. Subject to turbulent winds, low levee wind shear. Mine use only. Rwy 16-34 length and condition varies yearly. Narrows in some places, large rocks.

COMMUNICATIONS: CTAF 122.9

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

NOME

TAYLOR MOUNTAIN (ATM)(PATM) 0 N UTC-9(-8DT) N60°52.07' W157°23.52'

MC GRATH

1000 NOTAM FILE Not insp.
RWY 14-32: 1950X12 (GRVL-DIRT)
RWY 14: Hill.
RWY 32: Hill.

AIRPORT REMARKS: Unattended.**AIRPORT MANAGER:** 907-269-8503**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE PASV.

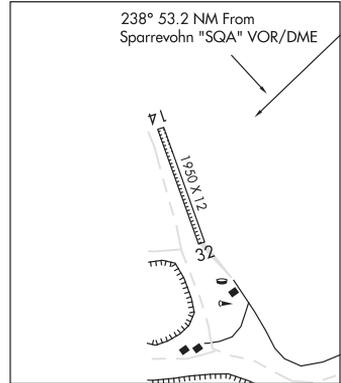
SPARREVOHN (H) VOR/DME 117.2 SQA Chan 119 N61°05.91'
 W155°38.07' 238° 53.2 NM to fld. 2501/18E.

VOR & DME unusable:
 009°-019°
 029°-039° byd 25 NM blo 12,500'

DME portion unusable:
 019°-028° byd 16 NM

VOR portion unusable:
 019°-029° byd 16 NM

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

**TAZLINA****TAZLINA** (Z14) 0 SE UTC-9(-8DT) N62°03.89' W146°27.63'

ANCHORAGE

2450 NOTAM FILE ENA
RWY 13-31: 1200X40 (GRVL)

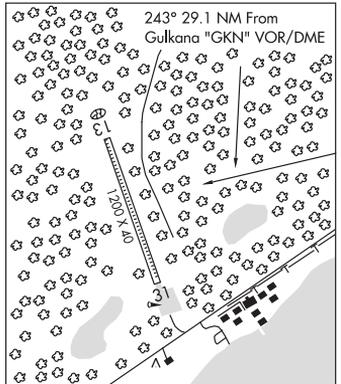
RWY 13: Trees.
RWY 31: Brush.

AIRPORT REMARKS: Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. No winter maint. Rwy 13 and Rwy 31 thlds and rwy edges marked with reflective orange cones.

AIRPORT MANAGER: 907-822-3222**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GKN.

GULKANA (H) VOR/DME 115.6 GKN Chan 103 N62°09.23'
 W145°26.84' 243° 29.1 NM to fld. 1549/17E.

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

**TAZLINA (SMOKEY LAKE) SPB** (5AK) 0 E UTC-9(-8DT) N62°03.80' W146°26.96'

ANCHORAGE

2407 NOTAM FILE ENA

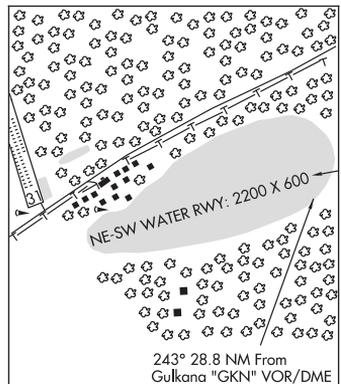
WATERWAY NE-SW: 2200X600 (WATER)

SEAPLANE REMARKS: Attended daylight. Tazlina Lodge clsd. Seaplane docks removed. Pvt ramp and hangar lctd southwest of clsd lodge.

AIRPORT MANAGER: 907-822-3061**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GKN.

GULKANA (H) VOR/DME 115.6 GKN Chan 103 N62°09.23'
 W145°26.84' 243° 28.8 NM to fld. 1549/17E.

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

**TED STEVENS ANCHORAGE INTL** (See ANCHORAGE on page 46)

TELIDA (2K5) 0 S UTC-9(-8DT) N63°22.74' W153°17.05'
650 NOTAM FILE ENA

MC GRATH

RWY 02-20: 1900X40 (TURF-DIRT) 0.5% up NE

RWY 02: Trees.

RWY 20: Trees.

AIRPORT REMARKS: Unattended. Be Alert: Sand dune emanating from rwy, STOL techniques necessary. Rwy condition not monitored, recommend visual inspection prior to ldg. Rwy length is 1900' but middle 275' of rwy is unusable with dips, humps, and sand dunes greater than 2'. Rwy length of 880' is north half of rwy. Rwy 02-20 sfc is dominated by soft sand, sfc irregular and rutted. Rwy 02-20 irregular, rutted sfc varies btn turf, dirt, and sand. Rwy 02-20 center 18' rwy becoming depressed from use. Large wildlife may be on rwy. Dust blows along rwy sfc in high winds. Windssock is unreliable, it is torn, faded to white, and tied to a tree.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MHM.

MINCHUMINA NDB (HW) 227 MHM N63°53.03'

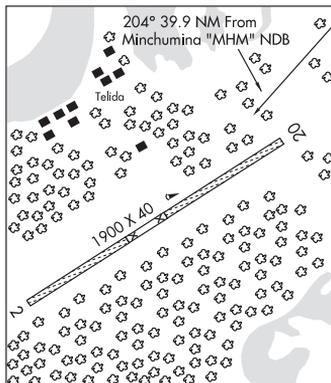
W152°18.97' 204° 39.9 NM to fld. 713/17E.

NDB unusable:

230°-240°

345°-350° byd 25 NM

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



TELLER (TER)(PATE) 2 S UTC-9(-8DT) N65°14.42' W166°20.36'
299 B NOTAM FILE TER

NOME
L-3A, 4H
IAP

RWY 08-26: 2983X60 (GRVL-DIRT) MIRL

SERVICE: LGT ACTVT MIRL Rwy 08-26 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy 08-26 marked with lights and cones.

AIRPORT MANAGER: 907-443-3431

WEATHER DATA SOURCES: AWOS-3P 118.375 (907) 642-2301. (WX CAM)

COMMUNICATIONS: CTAF 123.0

BREVIG MISSION RCO 135.6 (NOME RADIO)

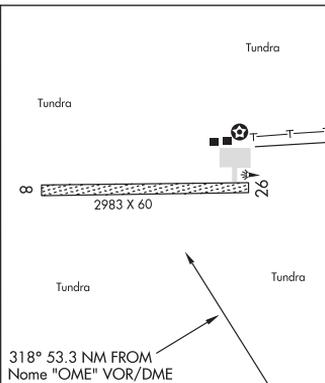
ANCHORAGE CENTER APP/DEP CON 133.3 290.4

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

NOME (H) VOR/DME 115.0 OME Chan 97 N64°29.11'

W165°15.19' 318° 53.3 NM to fld. 95/11E.

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



TENAKEE SPB (TKE) 0 N UTC-9(-8DT) N57°46.78' W135°13.11'

JUNEAU

00 NOTAM FILE JNU

WATERWAY E-W: 10000X7000 (WATER)

SEAPLANE REMARKS: Attended daylight. Prevailing wind from east, float is not protected and subject to large swells. Boats may be tied to SPB float/ramp. One ramp available on float.

AIRPORT MANAGER: (907) 465-4512

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) VORTAC 114.0 SSR Chan 87 N58°10.66'
W135°15.53' 157° 24.0 NM to fld. 40/20E.

VOR unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

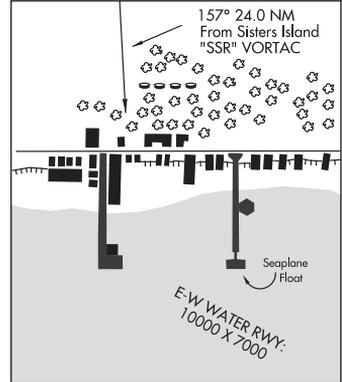
TAC AZM unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

DME unusable:

004°-069° byd 39 NM blo 10,000'
129°-161° byd 21 NM blo 12,000'
161°-171° byd 29 NM blo 9,000'
171°-179° byd 18 NM blo 13,000'
179°-189° byd 34 NM blo 12,000'
189°-229° byd 18 NM blo 12,000'
229°-246° byd 28 NM blo 8,000'
246°-269° byd 32 NM blo 6,000'
305°-329° byd 21 NM blo 15,000'
329°-349° byd 25 NM blo 18,000'
329°-349° byd 38 NM blo 21,000'
349°-004° byd 12 NM blo 19,000'

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



TETLIN (3T4) 1 S UTC-9(-8DT) N63°07.48' W142°31.11'
1671 B NOTAM FILE ORT

ANCHORAGE
L-1A, 3E

RWY 08-26: 3300X75 (GRVL) MIRL

RWY 26: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 08-26 —CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Skis not recommended.

AIRPORT MANAGER: 907-883-5128

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.

NORTHWAY (H) VORTACW 116.3 ORT Chan 110 N62°56.83'

W141°54.76' 285° 19.7 NM to fld. 1779/18E.

TACAN AZIMUTH unusable:

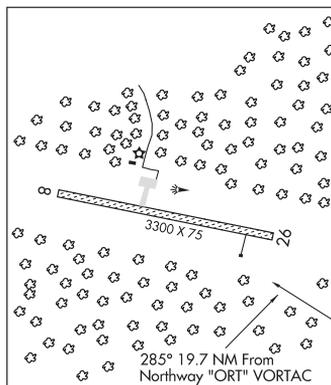
335°-030° byd 30 NM blo 10,500'

DME unusable:

335°-030° byd 30 NM blo 10,500'

COMM/NAV/WEATHER REMARKS: For a toll free call to Northway FSS dial

1-800-478-6611.



THOMPSON PASS (See VALDEZ on page 268)

THORNE BAY SPB (KTB) 0 NW UTC-9(-8DT) N55°41.28' W132°32.20'

KETCHIKAN

00 NOTAM FILE KTN

WATERWAY NW-SE: 5000X2000 (WATER)

AIRPORT REMARKS: Unattended. Opr area in Thorne Bay. Be alert: sea otters also use SPB ramp/tie-down area.

AIRPORT MANAGER: (907) 823-3380

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) VORW/DME 117.1 ANN Chan 118 N55°03.62'

W131°34.70' 298° 50.0 NM to fld. 184/21E.

VOR unusable:

245°-255° byd 19 NM blo 6,000'

295°-305° byd 20 NM blo 9,000'

325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

DME unusable:

245°-255° byd 19 NM blo 6,000'

295°-305° byd 20 NM blo 9,000'

325°-335° byd 18 NM blo 6,000'

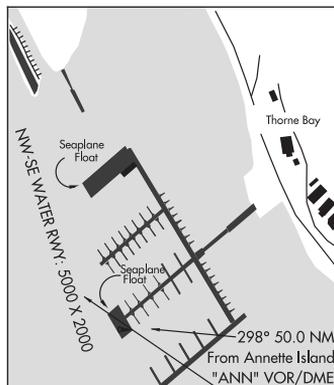
336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

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

789-7380.



TIBBETTS (See NAKNEK on page 186)

TIN CITY LRRS (TNC)(PATC) AF 1 E UTC-9(-8DT) N65°33.84' W167°55.35'

273 NOTAM FILE PATC Not insp.

RWY 16-34: 4702X100 (GRVL) 0.3% up N

RWY 16: REIL. PAPI(P2L)—GA 4.0° TCH 51'.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

SERVICE: LGT Rwy 16 PAPI unusbl byd 5° rgt of cntrl.

MILITARY REMARKS: CLOSED to the public. OFFICIAL BUSINESS ONLY.

Attended Mon-Fri 1700-0200Z, CLOSED weekends and holidays. All mil, govt and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317-552-9403/9283, C907-552-9403/9283.

Pax must coord all travel with ARS Program Mgmt (DSN 317-552-4400/9630 or C907-552-4400/9630) prior to all non-emergency travel to site. USAF installation, all civ acft oprs rqr civ acft ldg permits prior to ldg at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Oprs must have on board a copy of current permit. Contact 11 AF Airfield Mgr for permits 907-552-1448/4176. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317-552-1448/4176 or COM: (907) 552-1448/4176, e-mail: aklandingpermits@elmendorf.af.mil. AF1 10-1001 is lctd at:

<http://www.e-publishing.af.mil/shared/media/epubs/AF110-1001.pdf>. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. Turbulence on apch, radome winds not always avbl. Dalg ops only. CAUTION: Winds in excess of 20 kts may produce severe turbulence. BE ALERT: Increased threat to acft by the possible presence of large numbers of "Sandhill Cranes" in the area of the arpt during mid May. These cranes are quite large (3' long with 6' 1/2 wingspan) and slow flying. They fly and graze in large flocks. The increased risk is in addition to the bird activities in the Risk Analysis of Wildlife Hazards to acft at Tin City arpt. Diligence by all personnel is recommended throughout the season. Flid on high bluff. Rwy ctr higher than both ends no line of sight. Establish radio ctc as soon as possible prior to ldg. After initial ctc on 126.2 or 121.5 exp a 30 min delay for current airstrip cond.

AIRPORT MANAGER: 907-552-4400

WEATHER DATA SOURCES: AWOS-3 For weather call 907-552-9283 ext 229. (WX CAM)

COMMUNICATIONS: CTAF 126.2

TIN CITY RCO 122.6 (NOME RADIO)

ANCHORAGE CENTER APP/DEP CON 133.3 290.4

RADIO AIDS TO NAVIGATION: NOTAM FILE PATC.

NDB/DME (HW) 347 TNC Chan 119(Y) N65°33.70' W167°55.49' at fld. 248/10E.

NDB unusable:

200°-240° byd 20 NM

240°-330° byd 10 NM

DME unusable:

040°-050° byd 20 NM blo 6,000'

050°-080° byd 20 NM blo 9,000'

080°-090° byd 20 NM blo 8,500'

090°-095° byd 20 NM blo 5,500'

095°-110° byd 20 NM blo 4,400'

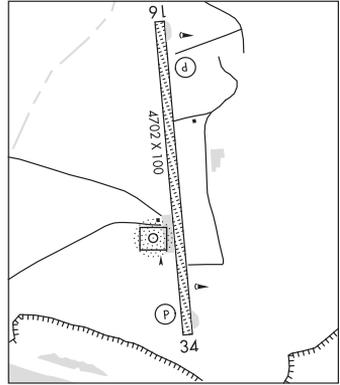
200°-240° byd 20 NM

240°-290° byd 5 NM

290°-320° byd 10 NM

320°-340° byd 20 NM

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



NOME
H-1A, L-4F
DIAP

TIN CREEK (See FAREWELL LAKE on page 114)

TOGIAK (TOG)(PATG) 0 SW UTC-9(-8DT) N59°03.21' W160°23.81'

18 B NOTAM FILE TOG

RWY 03-21: 4400X100 (GRVL-DIRT) MIRL

RWY 03: PAPI(P4L)—GA 3.0° TCH 25'. Road.

RWY 21: PAPI(P4L)—GA 3.0° TCH 31'.

RWY 10-28: 982X59 (GRVL-DIRT)

RWY 28: Bldg.

SERVICE: LGT ACTIVATE PAPI Rwy 03 and Rwy 21, MIRL Rwy 03-21 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. RWY COND not monitored, RCMD visual inspection prior to use. Waterfowl invof arpt during migration. Rwy 10-28 thld markers damaged or missing. Segmented circle damaged and overgrown with vegetation.

AIRPORT MANAGER: 907-842-5511

WEATHER DATA SOURCES: AWOS-3P 119.3 (907) 493-5326. (WX CAM)

COMMUNICATIONS: CTAF 122.5

RCO 122.25 (KENAI RADIO)

Ⓡ ANCHORAGE CENTER APP/DEP CON 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE TOG.

NDB/DME (HW) 393 TOG Chan 114 N59°03.83'

W160°22.54' at fld. 11/11E.

DME unusable:

225°-270° byd 32 NM blo 5,700'

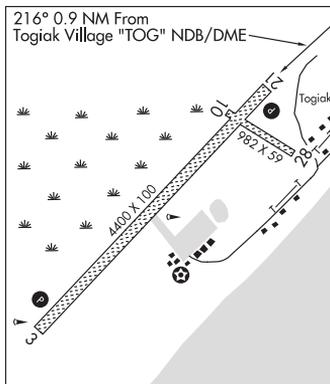
271°-359° byd 32 NM blo 6,700'

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

KODIAK

H-21, L-21, 3C

IAP



TOK

TOK 2 (8AK9) PVT 2 S UTC-9(-8DT) N63°18.00' W143°01.40'

1630 NOTAM FILE

RWY 10-28: 2035X80 (GRVL)

RWY 10: Trees.

RWY 28: Trees.

AIRPORT REMARKS: Unattended. Approach to Rwy 28 overflies abandoned arpt.

COMMUNICATIONS: CTAF 122.8

SUAIS 125.3 126.3 (1-800-758-8723)

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

ANCHORAGE

TOK JUNCTION (6K8)(PFTO) 1 E UTC-9(-8DT) N63°19.77' W142°57.22'

1643 B NOTAM FILE ORT

RWY 07-25: H2509X50 (ASPH) MIRL

RWY 07: Trees.

RWY 25: Trees.

SERVICE: FUEL 100LL, JET A LGT Dusk-dawn. ACTIVATE MIRL Rwy 07-25 —CTAF.

AIRPORT REMARKS: Attended Mon-Fri 1700-0300Z. Ctc 907-883-5191 for Jet A. 100LL self svc avbl 24 hrs with credit card. Pre heat and courtesy phone avbl. Recommend visual inspection prior to ldg, rwy plowed in winter. There is a 198 AGL/1835 MSL tower located 4,603 feet northwest (302 azimuth) from Rwy 07 threshold. Rwy 07-25 NSTD markings, numbers painted before rwy thlds, thlds marked with cones and lgts.

AIRPORT MANAGER: 907-883-5128

COMMUNICATIONS: CTAF/UNICOM 122.8

TOK RCO 122.4 (NORTHWAY RADIO)

ANCHORAGE CENTER APP/DEP CON 126.55

SUAIS 125.3 126.3 (1-800-758-8723).

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.

NORTHWAY (H) VORTACW 116.3 ORT Chan 110 N62°56.83'

W141°54.76' 292° 36.5 NM to fld. 1779/18E.

TACAN AZIMUTH unusable:

335°-030° byd 30 NM blo 10,500'

DME unusable:

335°-030° byd 30 NM blo 10,500'

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

ANCHORAGE

L-1A, 3E

IAP



TOKEN SPB (57A) 0 W UTC-9(-8DT) N55°56.23' W133°19.60'

KETCHIKAN

00 NOTAM FILE KTN

WATERWAY NE-SW: 6000X400 (WATER)**SEAPLANE REMARKS:** Unattended. Boats active in harbor vicinity, no seaplane float. Float pilings may damage seaplane wings. Kelp bed southeast of boat float.**AIRPORT MANAGER:** 907-247-1201**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE SIT.**LEVEL ISLAND (H) VOR/DME** 116.5 LVD Chan 112 N56°28.06'
W133°04.99' 174° 32.9 NM to fld. 98/20E.

VOR unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

wx cam

DME unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

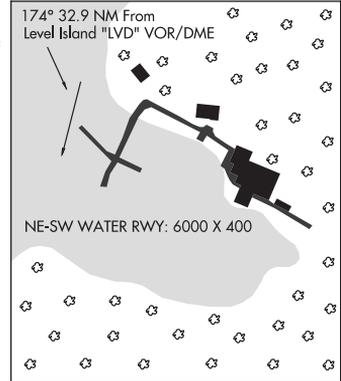
168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 255-9481. For a LC to Juneau FSS dial 789-7380.**TOKSOOK BAY** (OOK)(PAOO) 1 NE UTC-9(-8DT) N60°32.48' W165°05.23'

BETHEL

72 B NOTAM FILE OOK

L-3B

RWY 16-34: 3218X60 (GRVL) MIRL 0.7% up N

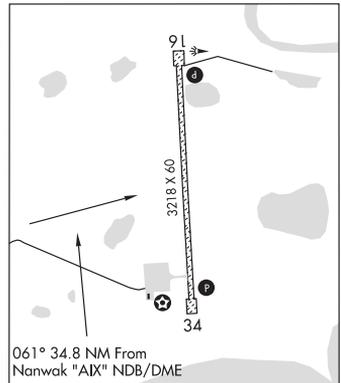
IAP

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 25'.**RWY 34:** REIL. PAPI(P4R)—GA 3.0° TCH 40'.**SERVICE:** LGT ACTVT REIL Rwy 16 and Rwy 34; PAPI Rwy 16 and Rwy 34; MIRL Rwy 16-34, and rotating bcn—CTAF.**AIRPORT REMARKS:** Unattended. Be Alert: Rwy condition not monitored, recommend visual inspection prior to using. Arpt subject to random and turbulent winds. Freq vehicle and ATV t/c on ramp and rwy. Soft spots and large potholes on twy and ramp, intersection of twy and ramp soft and rutted. Several heaves, pot holes and ruts along entire length of rwy. Rwy 34 safety area soft and rutted. Rwy 34 first 100' soft. First 600' rises steeply. Rwy 16 safety area slopes down to the north. Rwy 16-34 NSTD markings, rwy marked with reflective cones and lgts.**AIRPORT MANAGER:** (907) 543-2498**WEATHER DATA SOURCES:** AWOS-3P 119.275 (907) 427-7004. (WX CAM)**COMMUNICATIONS:** CTAF 122.9**KIPNUK RCO** 122.6 (KENAI RADIO)Ⓡ **ANCHORAGE CENTER APP/DEP CON** 125.2**RADIO AIDS TO NAVIGATION:** NOTAM FILE MYU.**NANWAK NDB/DME (HW)** 323 AIX Chan 76 N60°23.12'

W166°12.86' 061° 34.8 NM to fld. 38/13E.

NDB/DME unusable:

115°-225° byd 30 NM

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

TOLSONA LAKE SPB (58A) 0 N UTC-9(-8DT) N62°06.80' W146°02.46'

ANCHORAGE

2000 NOTAM FILE ENA

WATERWAY NW-SE: 4000X1500 (WATER)

SERVICE: S4 FUEL JET B

SEAPLANE REMARKS: Unattended. Airstrip on east side of lake is private.

Public easement across pvt property to access Tolsona Lake. Wind sock is located at the NE corner of the lake.

AIRPORT MANAGER: 907-822-3433

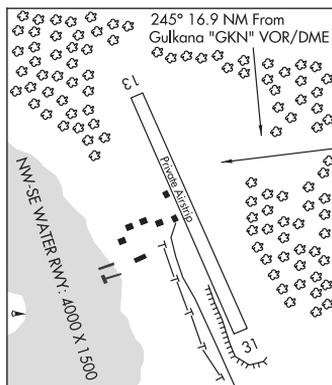
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.

GULKANA (H) VOR/DME 115.6 GKN Chan 103 N62°09.23'

W145°26.84' 245° 16.9 NM to fld. 1549/1E.

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



TOTATLANIKA RIVER (9AK) 2 SW UTC-9(-8DT) N64°01.54' W148°31.34'

FAIRBANKS

2717 NOTAM FILE FAI

RWY 07-25: 780X30 (GRVL)

RWY 07: Brush.

RWY 25: Brush.

AIRPORT REMARKS: Unattended. Rwy lctd on top of hill. Rwy rises and falls as much as 50'. Rwy slopes downhill from west to east. Land on Rwy 25, depart Rwy 07. Rwy 07-25 rough rock sfc, rock to 4". Runway extremely hazardous, emergency use only. Severe turbulence in all winds. Windsock pole rusted, inoperable.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.

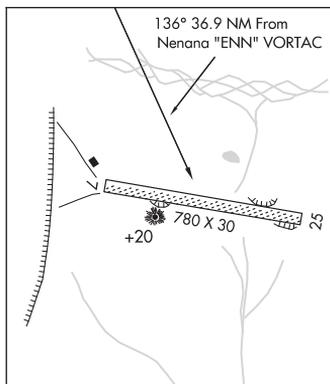
NENANA (H) VORTACW 115.8 ENN Chan 105 N64°35.40'

W149°04.37' 136° 36.9 NM to fld. 1600/21E.

VOR portion unusable:

086°-096° byd 34 NM blo 5,000'

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



TRAPPER CREEK/TALKEETNA

ERA CHULITNA RIVER HELIPORT (61AK) PVT 19 N UTC-9(-8DT) N62°34.05' W150°14.15'

ANCHORAGE

960 NOTAM FILE Not insp.

HELIPAD H1: 20X20 (TURF)

HELIPAD H2: 20X20 (TURF)

HELIPORT REMARKS: Attended May-Sep 1700-0500Z†.

AIRPORT MANAGER: 907-550-8600

COMMUNICATIONS: CTAF 122.9

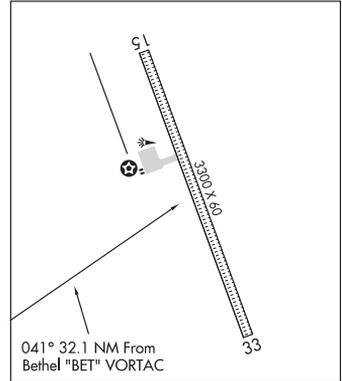
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

TRIDENT BASIN SPB (See KODIAK on page 162)

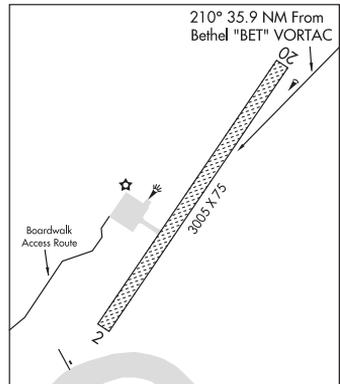
TRIPOD (See ALEKNAGIK on page 37)

TULUKSAK (TLT)(PALT) 0 SSW UTC-9(-8DT) N61°05.26' W160°55.40'
 36 B NOTAM FILE ENA
RWY 15-33: 3300X60 (GRVL-DIRT) MIRL
RWY 15: REIL. Brush.
RWY 33: REIL. Trees.
SERVICE: LGT ACTIVATE MIRL Rwy 15-33 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to use.
AIRPORT MANAGER: (907) 543-2498
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) VORTACW 114.1 BET Chan 88 N60°47.09'
 W161°49.46' 041° 32.1 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

MC GRATH

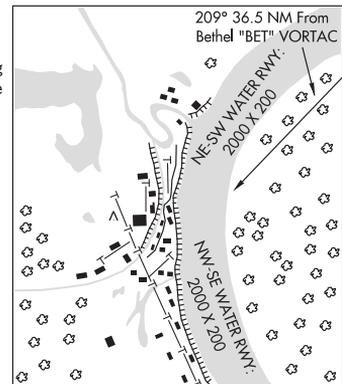
**TUNTUTULIAK**

TUNTUTULIAK (A61) 1 NE UTC-9(-8DT) N60°21.07' W162°39.28'
 16 B NOTAM FILE ENA
RWY 02-20: 3005X75 (GRVL) MIRL
RWY 02: REIL. Brush.
RWY 20: Brush.
SERVICE: LGT ACTIVATE MIRL Rwy 02-20 —122.7.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to use. Rwy 02-20 NSTD markings, rwy ends marked with cones and reflective markers. Multiple unlit wind generators near river up to 120'. Birds on and invof rwy. Windsock may be unreliable.
AIRPORT MANAGER: (907) 543-2498
COMMUNICATIONS: CTAF 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) VORTACW 114.1 BET Chan 88 N60°47.09'
 W161°49.46' 210° 35.9 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

BETHEL
L-3C

TUNTUTULIAK SPB (Z20) 0 E UTC-9(-8DT) N60°20.49' W162°39.94'
 15 NOTAM FILE ENA
WATERWAY NE-SW: 2000X200 (WATER)
WATERWAY NW-SE: 2000X200 (WATER)
SEAPLANE REMARKS: Unattended. No dock or facilities of any kind, beaching area on bank of river adjacent to village. Waterfowl invof SPB. Multiple unlit windmills surrounding river, some as tall as 120'.
COMMUNICATIONS: CTAF 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) VORTACW 114.1 BET Chan 88 N60°47.09'
 W161°49.46' 209° 36.5 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

BETHEL



TUNUNAK (4KA) 1 SW UTC-9(-8DT) N60°34.17' W165°14.78'

62 B NOTAM FILE ENA

RWY 16-34: 3300X75 (GRVL) MIRL 0.3% up S

RWY 34: Hill.

SERVICE: LGT SS-SR

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Windssock may be unreliable. Rwy 16-34 large dips on AER 16.

AIRPORT MANAGER: 907-543-2495

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MYU.

NANWAK NDB/DME (HW) 323 AIX Chan 76 N60°23.12'

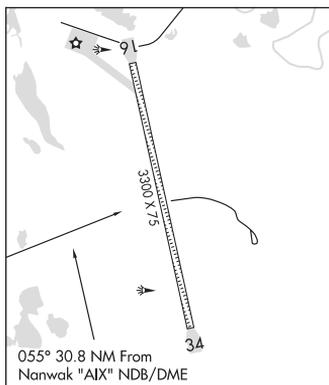
W166°12.86' 055° 30.8 NM to fid. 38/13E.

NDB/DME unusable:

115°-225° byd 30 NM

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

BETHEL
L-3B



TUXEKAN ISLAND

NAUKATI BAY SPB (AK62) PVT 0 N UTC-9(-8DT) N55°50.98' W133°13.67'

00 NOTAM FILE KTN

WATERWAY N-S: 10000X1000 (WATER)

WATERWAY NE-SW: 10000X300 (WATER)

SEAPLANE REMARKS: Unattended. Ctc aprt mgr 1700-0300Z±. Small float with boats moored in close proximity.

AIRPORT MANAGER: 907-629-4104

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a local call to Ketchikan FSS dial 907-225-9481. For a toll free call to Juneau FSS dial 1-800-WX-BRIEF.

KETCHIKAN

TWIN HILLS (A63) 0 E UTC-9(-8DT) N59°04.47' W160°16.50'

82 B NOTAM FILE ENA

RWY 18-36: 3000X60 (GRVL) MIRL 1.3% up N

RWY 18: Rgt tfc.

RWY 36: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 18-36 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to use. Bluff at north end may cause some turbulence when ldg to the south. Rwy 18-36 slopes 2% uphill to north end.

AIRPORT MANAGER: 907-842-5511

COMMUNICATIONS: CTAF 122.5

RADIO AIDS TO NAVIGATION: NOTAM FILE TOG.

TOGIAK NDB/DME (HW) 393 TOG Chan 114 N59°03.83'

W160°22.54' 067° 3.2 NM to fid. 11/11E.

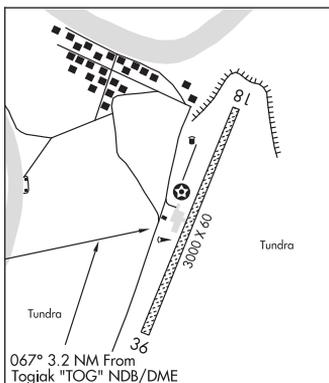
DME unusable:

225°-270° byd 32 NM blo 5,700'

271°-359° byd 32 NM blo 6,700'

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

KODIAK
L-21, 3C



TYONEK

NIKOLAI CREEK (9AK3) PVT 10 SW UTC-9(-8DT) N61°00.83' W151°26.93'

ANCHORAGE

30 NOTAM FILE

H-1B, 2K, L-1A, 3D, 4F

RWY 06-24: 4100X75 (GRVL)

RWY 06: Wind cone.

RWY 24: Trees.

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: (907) 269-8658

COMMUNICATIONS: CTAF 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) VOR/DME 113.15 TED Chan 78(Y) N61°10.07'
W149°57.61' 241° 44.3 NM to fld. 93/18E.

VOR unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

DME unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

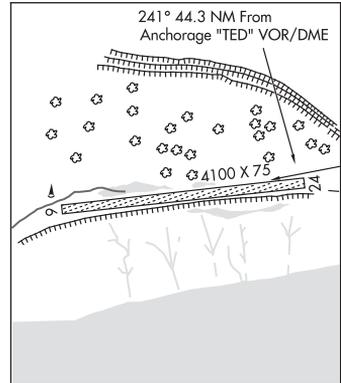
121°-146° byd 25 NM blo 9,000'

196°-206° byd 25 NM blo 3,500'

206°-211° byd 25 NM blo 4,000'

211°-221° byd 25 NM blo 3,500'

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



TYONEK (TYE) PVT 1 NE UTC-9(-8DT) N61°04.60' W151°08.28'

ANCHORAGE

110 NOTAM FILE

L-1A, 3D, 4F

RWY 18-36: 3000X90 (GRVL) LIRL

RWY 18: Trees.

RWY 36: Trees. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Vehicle tfc on and invof rwy. Severe turbulence when wind from east. Village charges ldg and tie-down fees. For LIRL call 907-583-2201.

AIRPORT MANAGER: 907-583-2201

COMMUNICATIONS: CTAF 122.7 UNICOM 122.8

COMM/NAV/WEATHER REMARKS: For a local call to Kenai FSS dial 1-866-864-1737.

UGASHIK (9A8) 1 N UTC-9(-8DT) N57°31.41' W157°23.76'

KODIAK

44 NOTAM FILE ENA

L-21, 3C

RWY 06-24: 3100X60 (GRVL) 0.6% up NE

RWY 06: Road.

RWY 24: Brush. Rgt tfc.

AIRPORT REMARKS: Unattended. Be alert: pvt rwy aprx 2,500' SSE of public aprt 9A8. Rwy condition not monitored, recommend visual inspection prior to ldg. Brush along both sides of rwy and near rwy thlds. Rwy 06-24 marked with reflective orange cones and thd panels. Rwy soft when wet, water pond midfld 3' x 5' x 3" deep.

AIRPORT MANAGER: 907-246-3325

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.

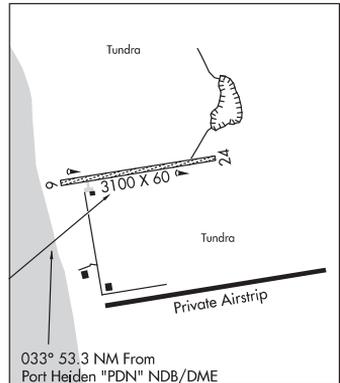
PORT HEIDEN NDB/DME (HW) 371 PDN Chan 32 N56°57.26'

W158°38.85' 033° 53.3 NM to fld. 56/16E.

DME unusable:

050°-110° byd 32 NM blo 6,500'

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



UGASHIK BAY (See PILOT POINT on page 210)

UGNU-KUPARUK (See KUPARUK on page 166)

UMIAT (UMT)(PAUM) 0 N UTC-9(-8DT) N69°22.27' W152°08.10'

POINT BARROW

268 B NOTAM FILE FAI

H-1A, L-4I

RWY 06-24: 5583X100 (GRVL-DIRT)

RWY 06: Brush.

RWY 24: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. No winter maintenance or snow removal. Wildlife and birds on and invof rwy. Mountain ridges North and South. Rwy 06-24 grass and weeds growing on rwy sfc with ruts up to 4", rwy soft when wet.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.

DEADHORSE (H) VOR/DME 113.9 SCC Chan 86 N70°11.95' W148°24.97' 222° 92.1 NM to fld. 54/17E.

DME unusable:

143°-190° blo 2,300'

143°-190° byd 16 NM

VOR unusable:

145°-158° blo 3,000'

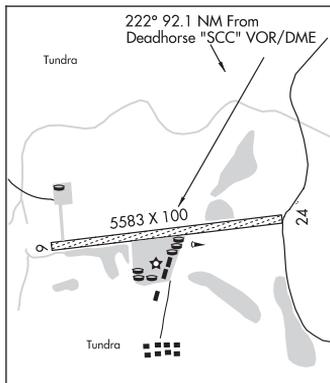
145°-158° byd 15 NM blo 4,000'

145°-158° byd 20 NM blo 5,000'

145°-158° byd 25 NM blo 6,000'

145°-158° byd 30 NM blo 10,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1-866-248-6516. When avbl wx reports hourly only.



UNALAKLEET (UNK)(PAUN) 1 N UTC-9(-8DT) N63°53.31' W160°47.95'

MC GRATH

27 B NOTAM FILE UNK

H-1A, H-2I, L-3C

RWY 15-33: H5900X150 (ASPH-GRVD) HIRL

RWY 15: VASI(V4L)—GA 3.0° TCH 39'. Rgt tfc.

RWY 33: REIL, VASI(V4L)—GA 3.0° TCH 48'.

RWY 09-27: H1900X75 (ASPH-GRVD) PCN 59 F/B/X/T MIRL

SERVICE: FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 33, HIRL Rwy 15-33, MIRL Rwy 09-27—CTAF. VASI Rwy 15 and Rwy 33 opr 24 hrs.

AIRPORT REMARKS: Attended Mon-Fri 1700-0100Z±. Fuel avbl 1800-0200Z±, after hrs call 624-3330. Unlighted twr, 100' AGL, 0.4 NM north of AER 15. 299' twr 2.4 NM east. No snow removal or deicing 0100-1700Z±. Cold temperature restricted airport. Altitude correction required at or below -39C. Rwy condition not monitored, recommend visual inspection prior to ldg. Airframe and power plant repairs avbl on an emerg basis only. Transient parking located near AK DOT maintenance bldg near thld of Rwy 26.

AIRPORT MANAGER: (907) 625-1025

WEATHER DATA SOURCES: AWOS-3P 132.25 (907) 624-3051. (WX CAM)

COMMUNICATIONS: CTAF 123.0

UNALAKLEET RCO 122.3(NOME RADIO)

ANCHORAGE CENTER APP/DEP CON 135.7 335.5

AIRSPACE: CLASS E svc 1500-0400Z±; other times CLASS G.

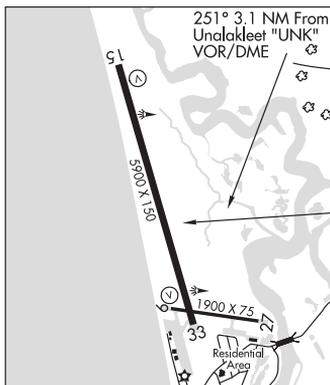
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.

(H) VOR/DME 116.9 UNK Chan 116 N63°53.52' W160°41.06' 251° 3.1 NM to fld. 436/15E.

NORTH RIVER NDB (HW) 382 JNR N63°54.46' W160°48.71' 153° 1.2 NM to fld. 14/11E.

LOC/DME 111.3 I-UNK Chan 50 Rwy 15.

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



UNALASKA (DUT)(PADU) 1 N UTC-9(-8DT) N53°53.94' W166°32.70'
23 B TPA-2101(2078) ARFF Index-See Remarks NOTAM FILE DUT
RWY 13-31: H4500X100 (ASPH-GRVD) S-60, 2D-210

DUTCH HARBOR
H-21, L-2J
IAF

PCN 86 F/B/X/T MIRL

RWY 13: REIL. VASI(V4L)-GA 3.0° TCH 38'. Thld dsplcd 300'. Boat.

RWY 31: REIL. VASI(V4R)-GA 3.0° TCH 32'. Thld dsplcd 300'. Boat.
Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

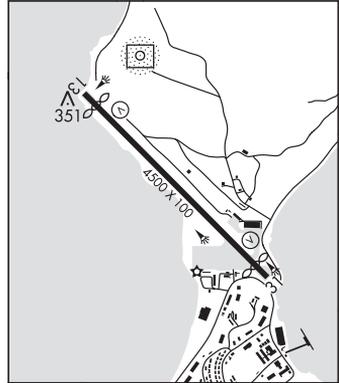
RWY 13: TORA-4500 TODA-4500 ASDA-4200 LDA-3900

RWY 31: TORA-4337 TODA-4500 ASDA-4200 LDA-3900

SERVICE: FUEL JET A LGT For MIRL Rwy 13-31, REIL Rws 13 and 31; stop lgt for vehicle tfc crossing Rwy 31 thld; key 122.6 - 7 times for on, 3 times for stop lgt and REIL off. VASI Rwy 13 and Rwy 31 opr continuously. VASI Rwy 31 usable distance is 1.4 miles due to mountain. VASI right side of rwy skewed 5° south of rwy heading.

AIRPORT REMARKS: Attended 1700-0130Z†. Class I, ARFF Index A.

CLOSED to air carrier ops with more than 30 pax seats exc PPR in writing to arpt mgr P.O. Box 920525, Dutch Harbor, AK 99692. ARFF eqpt staffed only during periods of large air carrier ops. Arpt maint duty hrs 1700-0130Z† Mon thru Sun. Arpt hazard reporting only performed during maintenance duty hrs and for air carrier ops over 30 pax seat act. Snow removal and deicing of rwy, twy, and ramps only performed during maintenance duty hrs. Tfc pattern around mountain. Tran acct must park on Ramp B. Be alert: vessel tfc within 1,500' from Rwy 13. Be Alert: Vessel fuelling dock within 1,300' from Rwy 31. Arpt area subject to moderate to extreme concentrations of birds. Do not perform locked wheel turns on Rwy 13-31. Personnel and eqpt may be working on the rwy at any time. Jet blast area AER 31 clsd to taxiing acct exc when road vehicle and pedestrian tfc is ctd by ops representative. Clockwise turn requested. For seaplane gate opr key 122.8, 7 times to open, 3 times to close, gate closes automatically after 5 minutes. See Section "C" notices for gate ctl procedure.



AIRPORT MANAGER: 907-581-1786

WEATHER DATA SOURCES: AWOS-3P 125.8 (907) 581-2803. (WX CAM)

COMMUNICATIONS: CTAF 122.6

RCO 122.6 (COLD BAY RADIO)

ANCHORAGE CENTER APP/DEP CON 121.4

RADIO AIDS TO NAVIGATION: NOTAM FILE DUT.

DUTCH HARBOR NDB/DME (HW) 283 DUT Chan 86 N53°54.31' W166°32.87' at fld. 272/9E.

DME portion unusable:

005°-080°

081°-330° byd 13 NM

331°-004° byd 15 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Cold Bay FSS dial 1-800-478-7250. For a toll free call to Kenai FSS dial 1-866-864-1737. Wx information avbl on 129.5 (call sign Dutch WX) or phone 907-581-1256, 1645-0345Z†. Cold Bay FSS oprs 1700-0300Z†, all otr times Kenai FSS.

UPPER WASILLA LAKE SPB (See WASILLA on page 274)

UTOPIA CREEK N65°59.71' W153°41.63' NOTAM FILE PAIM.

FAIRBANKS
L-4I

NDB/DME (HW) 272 UTO Chan 22(Y) 264° 14.2 NM to Hughes. 983/17E.

NDB unusable:

210°-240°

340°-355°

NDB/DME unusable:

45-105 byd 25 NM

105-45

VALDEZ

ROBE LAKE SPB (L93) 6 W UTC-9(-8DT) N61°05.23' W146°08.64'

ANCHORAGE

39 NOTAM FILE JNU

WATERWAY E-W: 4000X200 (WATER)

WATERWAY N-S: 2000X200 (WATER)

SERVICE: FUEL JET A

SEAPLANE REMARKS: Unattended. No dock facilities, seaplane beaching area is used by recreational boaters and swimmers.

Use extreme caution when operating at the seaplane base. Steel bars protruding from the shoreline and water near the shore line.

AIRPORT MANAGER: 907-831-1386

COMMUNICATIONS: CTAF 122.9

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

THOMPSON PASS (K55) 17 E UTC-9(-8DT) N61°10.64' W145°41.31'

ANCHORAGE

2080 NOTAM FILE JNU

RWY 05-23: 2530X9 (TURF-GRVL)

RWY 05: Brush.

RWY 23: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Runway is currently littered with bonfire debris including partially burned wood pallets, broken glass bottles, screws, nails, rusty cans and rock piles. Runway is currently unsafe to operate on. P-line East 1/2 mile in apch path. Hills in apch both rwys at about 1 mi. Unctld vehicular t/c on rwy. Rwy 05-23 rwy sfc is soft after rain, loose grvl and small brush to 6" West half of rwy. East half of rwy overgrown with brush to 4'. Rwy rises slightly at each end. Rwy 05 first 300' soft and rutted. First 1200' has grass and brush to 1' and remainder brush to 4'. 9' usable width along east side of rwy, remainder overgrown with brush to 4'. East half of rwy overgrown with brush to 4', strip 10' by 2270' East side unusable. Rwy sfc is soft after rain, loose gravel and small brush to 6" West half of rwy. East half of rwy overgrown with brush to 4'. Usually turbulent wind. Rwy 05-23 cones and thld panels destroyed and/or covered in brush. Rwy suitable only for conventional gear, high wing acct.

AIRPORT MANAGER: (907) 269-8508

COMMUNICATIONS: CTAF 122.9

RCO 122.55 (JUNEAU RADIO)

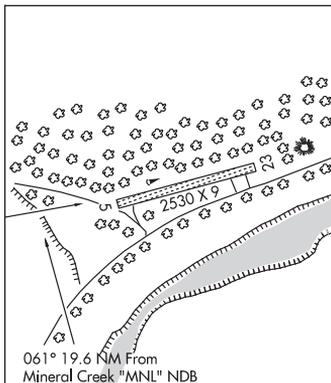
RADIO AIDS TO NAVIGATION: NOTAM FILE VDZ.

MINERAL CREEK NDB (MHW) 524 MNL N61°07.45' W146°21.13' 061° 19.6 NM to fld. 16/19E.

NDB unusable:

320°-010° byd 15 NM

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



VALDEZ PIONEER FLD (VDZ)(PAVD) 3 E UTC-9(-8DT) N61°08.05' W146°14.69'

ANCHORAGE

121 B LRA ARFF Index—See Remarks NOTAM FILE VDZ

H-1B, L-1A, 3E, 4H

RWY 06-24: H6500X150 (ASPH-GRVD) S-75, D-200, 2D-300

IAP

PCN 54 F/B/X/T HIRL 1.1% up E

RWY 06: MALS. PAPI(P4L)—GA 3.0° TCH 29'. Trees. Rgt t/c.

RWY 24: REIL. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

RWY 24: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

SERVICE: S2 FUEL 100LL, JET A, B LGT ACTIVATE HIRL Rwy 06-24,

MALS and PAPI Rwy 06 and REIL Rwy 24—CTAF.

AIRPORT REMARKS: Attended May-Sep 1600-0330Z‡, Oct-Apr

1500-0330Z‡. Fuel sales by PPR only. For Jet B 907-834-6933. For

100LL 907-831-0643. Cold temperature restricted airport. Altitude

correction required at or below -11C. Arpt maint duty hrs:

1500-0330Z‡ Mon-Fri, 1700-0130Z‡ Sat-Sun. Be alert, during

strong northerly winds the winds at midfld and at the east end of the

rwy may be significantly higher than the winds detected at the AWOS

site. Class I, ARFF Index A. CLOSED to air carrier oprs with more than

30 pax seats exc with PPR in writing to Arpt Manager, PO Box 507

Valdez, AK 99686, 24 hrs in advance, FAX 907-835-5849. Snow

removal, wildlife ctl, cond rprtng, and other afld maint svcs only avbl and

valid dur arpt maint duty hrs. Ctc arpt mgmt for any after hrs req for afld svcs. Arpt sand larger gradation than FAA

recommended/see AC 150/5200-30. SW section of ramp (1675 x 200 ft) not maintained Nov 1 to Apr 15. Be alert: See

Special Notices—PORT VALDEZ AREA.

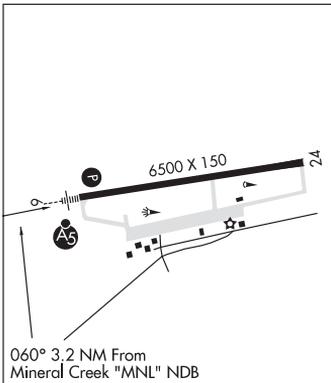
AIRPORT MANAGER: 907-835-5658

WEATHER DATA SOURCES: AWOS-3P 118.8 (907) 835-5578. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RCO 122.2 (JUNEAU RADIO)

ANCHORAGE CENTER APP/DEP CON 119.3 269.4



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE VDZ.

MINERAL CREEK NDB (MHW) 524 MNL N61°07.45' W146°21.13' 060° 3.2 NM to fld. 16/19E.

NDB unusable:

320°-010° byd 15 NM

LDA/DME 109.5 I-VDZ Chan 32 Rwy 06. LOC and DME unusable byd 25° rgt of course all dist and alts. LOC and DME unusable byd 10° left of course all dist and alts. LOC and DME unusable byd 11.2 NM blo 4,635'.

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

VALLEY FLYING CROWN (See WASILLA on page 274)

VENETIE (VEE)(PAVE) 1 E UTC-9(-8DT) N67°00.52' W146°21.98'

574 B NOTAM FILE FAI

RWY 04-22: 4000X75 (GRVL) MIRL

RWY 04: Road.

RWY 22: Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 04-22 and rot bcn—CTAF. Rotating bcn OTS indef. Twy lgts OTS indef.

AIRPORT REMARKS: Unattended. Cold temperature restricted airport. Altitude correction required at or below -42C. Maint in winter variable. Rwy 04-22 sfc slippery when wet, sfc uneven and sparsely graveled. Rwy 04 road transits rwy approximately 300' from thld. PPR before landing phone 907-849-8165. Construction equipment and persons operating on and in/ov rwy.

AIRPORT MANAGER: 907-849-8165

COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 135.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.

FORT YUKON (H) VORTAC 114.4 FYU Chan 91 N66°34.46'

W145°16.60' 296° 36.8 NM to fld. 449/20E.

VOR unusable:

001°-360° byd 15 NM

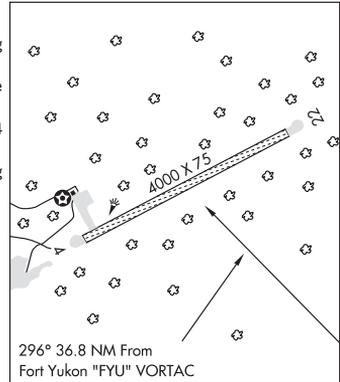
249°-259° byd 10 NM blo 4,900'

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

FAIRBANKS

H-1B, L-4J

IAP

**WAINAW LAKE SPB** (See WASILLA on page 274)**WAINWRIGHT**

WAINWRIGHT (AWI)(PAWI) 1 SE UTC-9(-8DT) N70°38.28' W159°59.69'

45 B NOTAM FILE AWI

RWY 06-24: 4494X110 (GRVL) MIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 31'. Antenna.

RWY 24: REIL. PAPI(P4R)—GA 3.0° TCH 30'.

SERVICE: LGT ACTIVATE REIL Rwy 06 and Rwy 24, PAPI Rwy 06 and Rwy 24, MIRL Rwy 06-24—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored; recommend visual inspection prior to using. Cold temperature restricted airport. Altitude correction required at or below -42C. Twr 40' AGL 500' north of rwy. Birds on and in/ov arpt. Soft sfc on ramp and twy, prone to rutting and ponding.

AIRPORT MANAGER: (907) 852-0489

WEATHER DATA SOURCES: ASOS 132.25 (907) 763-8881. (WX CAM)

COMMUNICATIONS: CTAF 122.8

WAINWRIGHT RCO 122.5 (BARROW RADIO)

ANCHORAGE CENTER APP/DEP CON 135.3 239.25

RADIO AIDS TO NAVIGATION: NOTAM FILE AWI.

NDB (HW) 338 UKK N70°38.26' W160°00.56' at fld.

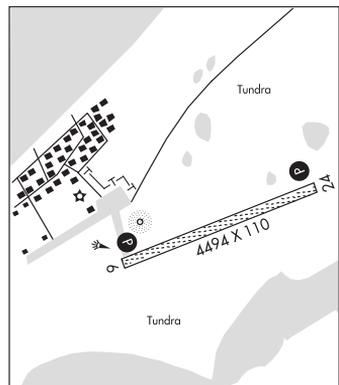
38/12E.

COMM/NAV/WEATHER REMARKS: Local call to Barrow FSS dial 907-852-2511. For a toll free call to Barrow FSS call 1-800-779-7709. For a toll free call to Fairbanks dial 1-866-248-6516.

CAPE LISBURNE

H-1A, L-4I

IAP



WAINWRIGHT AS (AKØ3)(PAWT) PVT 0 N UTC-9(-8DT) N70°36.80' W159°51.62'

CAPE LISBURNE

35 B NOTAM FILE BRW Not insp.

L-4I

RWY 03-21: 3000X100 (GRVL) MIRL

RWY 03: REIL. Rgt tfc.

RWY 21: REIL.

AIRPORT REMARKS: CLOSED TO PUBLIC, Bureau of Land Management (BLM) managed facility. CAUTION: Rwy not maintained.

Recommend visual inspection prior to ldg. Multiple soft spots and unconsolidated dirt and grvl on rwy due to environmental remediation work.

AIRPORT MANAGER: (907) 382-4199

COMMUNICATIONS: CTAF 126.2

WAINWRIGHT VILLAGE N70°38.26' W160°00.56' NOTAM FILE AWI.

CAPE LISBURNE

NDB (HW) 338 UKK at Wainwright. 38/12E.

L-4I

WALES (IWK)(PAIW) 1 NW UTC-9(-8DT) N65°37.35' W168°05.70'

NOME

26 B NOTAM FILE IWK

L-4H

RWY 18-36: 3990X75 (GRVL) MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 26'.

RWY 36: REIL. PAPI(P4R)—GA 3.0° TCH 26'. Road.

SERVICE: LGT ACTIVATE MIRL Rwy 18-36, PAPI and REIL Rwy 18 and Rwy 36—CTAF. Several rwy lights broken. Windssock lgt may be out of svc. All lights broken on windssock.

AIRPORT REMARKS: Unattended. Cold temperature airport. Altitude correction required at or below -27C. Easterly winds may cause severe turbulence inofv rwy. Rwy conditions not monitored, recommend visual inspection prior to ldg. High terrain southeast thru east.

AIRPORT MANAGER: 907-443-3431

WEATHER DATA SOURCES: AWOS-3P 118.525 (907) 664-3907. (WX CAM)

COMMUNICATIONS: CTAF 123.0

TIN CITY RCO 122.6 (NOME RADIO)

ANCHORAGE CENTER APP/DEP CON 133.3

RADIO AIDS TO NAVIGATION: NOTAM FILE PATC.

TIN CITY NDB/DME (HW) 347 TNC Chan 119(Y) N65°33.70'

W167°55.49' 301° 5.6 NM to fld. 248/10E.

NDB unusable:

200°-240° byd 20 NM

240°-330° byd 10 NM

DME unusable:

040°-050° byd 20 NM blo 6,000'

050°-080° byd 20 NM blo 9,000'

080°-090° byd 20 NM blo 8,500'

090°-095° byd 20 NM blo 5,500'

095°-110° byd 20 NM blo 4,400'

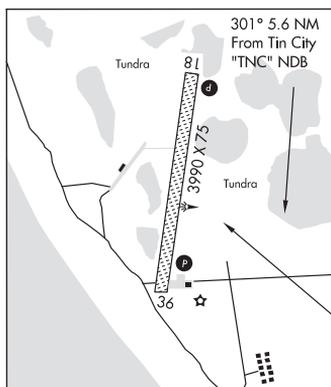
200°-240° byd 20 NM

240°-290° byd 5 NM

290°-320° byd 10 NM

320°-340° byd 20 NM

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



WARREN "BUD" WOODS PALMER MUNI (See PALMER on page 204)

GATTIS STRIP (16AK) PVT 3 NE UTC-9(-8DT) N61°35.95' W149°20.82'

ANCHORAGE

320 NOTAM FILE Not insp.

RWY 04-22: H1200X60 (ASPH)

RWY 04: Hill. Rgt t/c.

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 907-373-0300

COMMUNICATIONS: CTAF 122.8

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

GREEN'S STRIP (AK65) PVT 3 NE UTC-9(-8DT) N61°35.88' W149°21.03'

ANCHORAGE

300 NOTAM FILE Not insp.

RWY 05-23: 1500X100 (TURF)

RWY 05: Trees.

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: (907) 671-8885

COMMUNICATIONS: CTAF 122.8

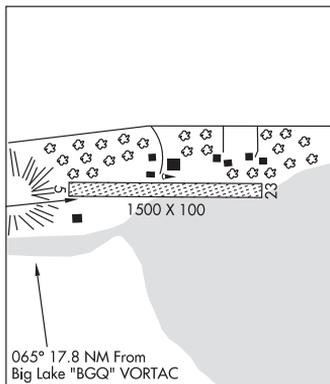
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

BIG LAKE (H) VORTACW 112.5 BGQ Chan 72 N61°34.17' W149°58.03' 065° 17.8 NM to fld. 180/19E.

TACAN AZIMUTH & DME unusable:

226°-246° byd 36 NM blo 7,500'

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



HUNT STRIP (10AK) PVT 10 W UTC-9(-8DT) N61°35.51' W149°40.67'

ANCHORAGE

200 NOTAM FILE Not insp.

RWY 07-25: 800X80 (GRVL)

RWY 25: P-line.

AIRPORT REMARKS: Unattended. Approaches shall be made over the lake. Left or right hand patterns okay.

AIRPORT MANAGER: 907-373-3062

COMMUNICATIONS: CTAF 122.8

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

ISLAND LAKE SPB (29A) 5 SW UTC-9(-8DT) N61°37.73' W149°37.07'

ANCHORAGE

370 NOTAM FILE ENA

WATERWAY 18W-36W: 4000X200 (WATER)

SEAPLANE REMARKS: Unattended. Rwy frozen in winter. Be alert for island at south end. 100' twr approximately 1 NM northwest of lake.

AIRPORT MANAGER: 907-376-8069

COMMUNICATIONS: CTAF 122.8

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

LAKE LUCILLE SPB (4A3) 0 N UTC-9(-8DT) N61°34.50' W149°28.54'

ANCHORAGE

300 NOTAM FILE ENA

WATERWAY 09W-27W: 5000X2500 (WATER)

SEAPLANE REMARKS: Unattended. Be alert for boaters, water skiers, snow machine activity, and floating debris. Approach is over city. Public dock access on northeast shore - very small dock. Short term mooring avbl call 907-373-1776.

AIRPORT MANAGER: 907-269-8400

COMMUNICATIONS: CTAF 122.8

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

LAWRENCE AIRSTRIP (55AK) PVT 10 SW UTC-9(-8DT) N61°29.75' W149°41.96' ANCHORAGE
 200 NOTAM FILE Not insp.
RWY 04-22: 1700X25 (TURF)
RWY 04: Trees.
RWY 22: Trees.
AIRPORT REMARKS: Unattended. Rwy soft during spring breakup.
AIRPORT MANAGER: 907-376-9115
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

LINCOLN VILLAGE AIRPARK (89AK) PVT 8 SW UTC-9(-8DT) N61°33.56' W149°42.33' ANCHORAGE
 250 NOTAM FILE Not insp.
RWY 16-34: 2000X200 (GRVL)
AIRPORT REMARKS: Unattended. Rwy 16-34 slopes up to the middle of the fld from both ends. Rwy 16-34 soft when wet.
AIRPORT MANAGER: (907) 841-4933
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

NIKLASON LAKE SPB (4AKØ) 6 W UTC-9(-8DT) N61°37.75' W149°16.26' ANCHORAGE
 380 NOTAM FILE ENA
WATERWAY E-W: 2700X75 (WATER)
SEAPLANE REMARKS: Unattended. No service of any type avbl to tran acct. Public beaching access on SW shore of lake. No dock. All other property is pvt/non-commercial. East shore of lake has tall trees/hill. Boating activity near SW public beach.
AIRPORT MANAGER: 907-746-7778
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

PIPER LANDING (AK25) PVT 5 NW UTC-9(-8DT) N61°37.05' W149°36.88' ANCHORAGE
 350 NOTAM FILE Not insp.
RWY 06-24: 1200X50 (TURF)
RWY 06: Rgt tfc.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-250-9767
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

SEYMOUR LAKE SPB (3A3) 6 NW UTC-9(-8DT) N61°36.81' W149°39.93' ANCHORAGE
 320 NOTAM FILE ENA
WATERWAY N-S: 6000X400 (WATER)
SEAPLANE REMARKS: Unattended. No svc of any type avbl to tran acct. Seymour Lake may be subject to the Matanuska Susitna Borough motorized uses on water bodies which regulates "annoying noises" between the hours of 11:00pm and 8:00am. Public access on west side of lake, beach ldg avbl.
AIRPORT MANAGER: 907-841-8626
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

SOLOY STRIP (87AK) PVT 10 NE UTC-9(-8DT) N61°39.09' W149°17.31' ANCHORAGE
 545 NOTAM FILE Not insp.
RWY 07-25: 1100X50 (GRVL)
RWY 07: Trees.
RWY 25: Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon-Fri 1700-0200Z±.
AIRPORT MANAGER: (907) 315-5300
COMMUNICATIONS: CTAF 122.8
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.

UPPER WASILLA LAKE SPB (3K9) 2 E UTC-9(-8DT) N61°35.33' W149°23.10'

ANCHORAGE

330 NOTAM FILE ENA

WATERWAY NE-SW: 5500X800 (WATER)

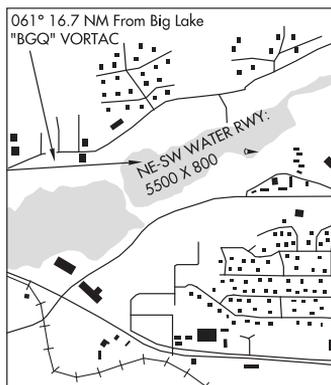
SEAPLANE REMARKS: Unattended. Waterway not monitored, recommend visual inspection prior to use. Transient parking avbl on south shore. Haul out facility avbl PPR call 907-376-2118. Long-term slip lease avbl call 907-376-2288. No public shore access. All docks and property on lake perimeter is private. Privately maintained windsock on south side of lake. Be alert: winter conditions vary, possible heavy snow drifts and strong NE winds in excess of 60 mph, avoid thin ice at inlet and outlet. Be alert for boaters, water skiers, snow machine activity and floating debris.

AIRPORT MANAGER: 907-376-2118**COMMUNICATIONS:** CTAF 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE ENA.

BIG LAKE (H) VORTAC 112.5 BGQ Chan 72 N61°34.17'
W149°58.03' 067° 16.7 NM to fld. 180/19E.

TACAN AZIMUTH & DME unusable:
226°-246° byd 36 NM blo 7,500'

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

**VALLEY FLYING CROWN** (AK27) PVT 5 NW UTC-9(-8DT) N61°38.55' W149°37.47'

ANCHORAGE

400 NOTAM FILE Not insp.

RWY 06-24: 1800X30 (GRVL)**RWY 24:** Rgt tfc.

AIRPORT REMARKS: Unattended. Power line along south side of rwy. Strip not maintained in winter. Rwy soft during spring break-up.

AIRPORT MANAGER: 907-232-3930**COMMUNICATIONS:** CTAF 122.8**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1-866-864-1737.**VISNAW LAKE SPB** (T66) 7 NW UTC-9(-8DT) N61°37.14' W149°40.71'

ANCHORAGE

300 NOTAM FILE ENA

WATERWAY N-S: 4000X200 (WATER)**WATERWAY S:** Rgt tfc.

SEAPLANE REMARKS: Unattended. No svc of any type avbl to tran acft. Lake used for recreational boating. Small gravel ramp located on east shore of lake.

AIRPORT MANAGER: 907-354-4611**COMMUNICATIONS:** CTAF 122.8**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1-866-864-1737.

WASILLA (IYS)(PAWS) 3 W UTC-9(-8DT) N61°34.32' W149°32.37'
 354 B NOTAM FILE IYS
RWY 04-22: H3700X75 (ASPH) MIRL 0.5% up NE
RWY 04: REIL. PAPI(P4R)—GA 3.0° TCH 25'. Trees. Rgt tfc.
RWY 22: REIL. Trees.
RWY 04S-22S: 1690X60 (TURF-GRVL) 0.4% up NE
RWY 04S: Hill.

ANCHORAGE
 L-1A, 3D, 4G
 IAP

SERVICE: S4 **FUEL** 100LL, JET A **LGT** ACTIVATE REIL Rwy 04 and Rwy 22, PAPI Rwy 04, MIRL Rwy 04-22—CTAF.

AIRPORT REMARKS: Unattended. Self svc fuel avbl 24 hrs. Rwy cond not monitored, recommend visual inspection prior to use. Cold temperature restricted airport. Altitude correction required at or below -31C. No winter maintenance Rwy 04S-22S. Rwy 04S-22S for ski/tundra tire equipped acft. No simultaneous ops on Rwy 04-22 and Rwy 04S-22S. Ultralights on and invof arpt. Numerous pvt arpts and lakes invof., arpt rstd to acft with apch speeds less than 121 kt. Rwy 04-22 NSTD markings, marked with thld panels. Rwy 04S and Rwy 22S marked with cones and reflective thld markers.

AIRPORT MANAGER: 907-373-9018

WEATHER DATA SOURCES: AWOS-3P 135.25 (907) 373-3801. (WX CAM)

COMMUNICATIONS: CTAF 122.8

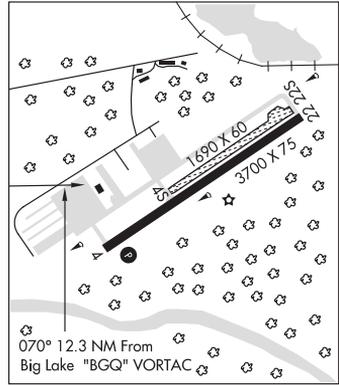
APP/DEP CON 119.1 363.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

BIG LAKE (H) VORTACW 112.5 BGQ Chan 72 N61°34.17' W149°58.03' 070° 12.3 NM to fld. 180/19E.

TACAN AZIMUTH & DME unusable:
 226°-246° byd 36 NM blo 7,500'

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



WASILLA LAKE SPB (5L6) 1 E UTC-9(-8DT) N61°35.18' W149°24.45'

ANCHORAGE

330 NOTAM FILE ENA
WATERWAY NE-SW: 4000X1000 (WATER)

SEAPLANE REMARKS: Unattended. No acft svc avbl to tran acft. Public beach and swimming area on southwest shore. Watch for swimmers at west end of lake. Dock avbl northeast shore.

AIRPORT MANAGER: 907-376-3228

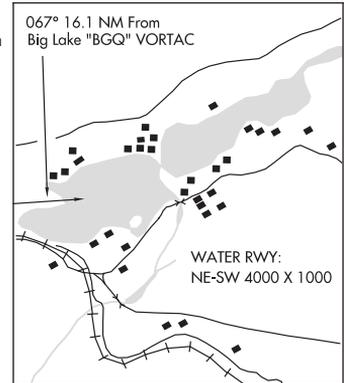
COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

BIG LAKE (H) VORTACW 112.5 BGQ Chan 72 N61°34.17' W149°58.03' 067° 16.1 NM to fld. 180/19E.

TACAN AZIMUTH & DME unusable:
 226°-246° byd 36 NM blo 7,500'

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



WASILLA CREEK AIRPARK (See PALMER on page 204)

WATERFALL SPB (KWF)(POKW) 0 SW UTC-9(-8DT) N55°17.78' W133°14.60'**KETCHIKAN**

00 NOTAM FILE KTN

WATERWAY NW-SE: 10000X1000 (WATER)**SEAPLANE REMARKS:** Unattended. Float removed in winter months, Oct-Mar.**AIRPORT MANAGER:** 907-265-9650**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANN.**ANNETTE ISLAND (H) VOR/DME** 117.1 ANN Chan 118 N55°03.62'

W131°34.70' 264° 59.0 NM to fld. 184/21E.

VOR unusable:

245°-255° byd 19 NM blo 6,000'

295°-305° byd 20 NM blo 9,000'

325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

DME unusable:

245°-255° byd 19 NM blo 6,000'

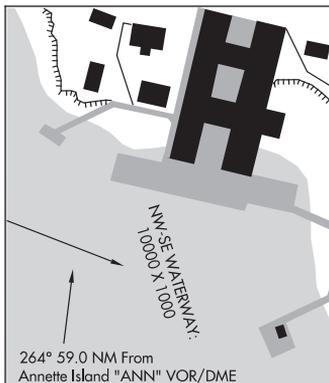
295°-305° byd 20 NM blo 9,000'

325°-335° byd 18 NM blo 6,000'

336°-350° byd 24 NM blo 14,000'

351°-099° byd 16 NM blo 17,500'

351°-099° byd 20 NM

COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 800-478-3500. For a LC to Juneau FSS dial 789-7380.**WEST POINT VILLAGE SPB** (KWP) 0 E UTC-9(-8DT) N57°46.21' W153°32.94'**KODIAK**

00 NOTAM FILE ENA

WATERWAY E-W: 10000X500 (WATER)**SEAPLANE REMARKS:** Unattended. Waterfowl and fishing nets invof lg area.

Subject to strong down drafts during NW winds, north-south winds cause heavy swells. Operating area in Uganik Bay, rocky islands near beach where seaplanes heel-up.

COMMUNICATIONS: CTAF 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE ADQ.**KODIAK (H) VOR/DME** 117.1 ODK Chan 118 N57°46.50'

W152°20.39' 256° 38.9 NM to fld. 133/14E.

VOR unusable:

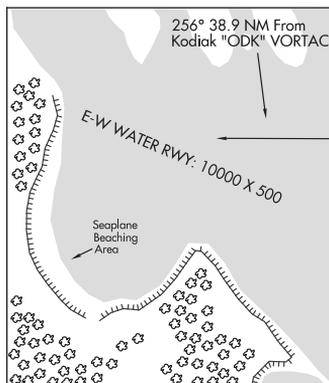
190°-310° byd 15 NM blo 12,000'

DME unusable:

154°-265° byd 15 NM blo 12,000'

266°-305°

306°-341° byd 15 NM blo 12,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737.**WHALE PASS SEAPLANE FLOAT HARBOR FACILITY SPB** (96Z) 1 SSE UTC-9(-8DT) N56°06.98'**JUNEAU**

W133°07.30'

00 NOTAM FILE SIT

WATERWAY NW-SE: 10000X1000 (WATER)**SEAPLANE REMARKS:** Unattended. Logs in landing area, use caution. Be alert, congestion between boat and seaplane t/c may be present.**AIRPORT MANAGER:** (907) 846-5211**COMMUNICATIONS:** CTAF 122.9**COMM/NAV/WEATHER REMARKS:** For a toll free call to Sitka FSS dial 1-800-WX-BRIEF.

WHIDBEY ISLAND NAS (AULT FLD) WA (NUW)(KNUW) N 3 N UTC-8(-7DT) N48°21.11' W122°39.36'

SEATTLE
H-1B, L-1E
DIAP, AD

47 B TPA—See Remarks NOTAM FILE NUW Not insp.

RWY 14-32: H8001X200 (CONC) PCN 59 R/B/W/T HIRL CL

RWY 14: ALSF2. TDZL.

RWY 32: ALSF2.

RWY 07-25: H8000X200 (CONC) PCN 35 R/C/W/T HIRL

RWY 25: ALSF1.

SERVICE: FUEL 100LL, J5 J8 OX 1, 2 LGT OLS lenses avbl to all rwy. HIRL and SFL unavbl to Rwy 07. RCLL avbl to Rwy 14-32 only.

MILITARY—JASU 1 (NC-10C), 1 (GTC-85/GTE-85), 1 (MSU-200NAV/ A/U47A-5. **FUEL J5, J8 FLUID SP** PRESAIR De-ice (2 hr PN req) LHOX LOX **TRAN ALERT** Tran crew must provide technical direct/assistance in svc/maint to include direct supervision of fueling. Ltd svc/maint avbl 1500-2300Z† Mon-Fri. No maint Sat, Sun and hol. Air Terminal opr 1400-0200Z†, as rqr OT.

MILITARY REMARKS: RSTD PPR for all acft exc Search and Rescue/Medevac ctc Air Terminal Supervisor, 1430-0100Z† at DSN 820-2604/6707, C360-257-2604/6707. Prior coord/flt advsy rqr for AMC/JOSAC/NALO msn. **TFC PAT** TPA—Overhead initial for Rwys 07, 14, and 32 4 NM 2500(2453), Rwy 25 6 NM 3000(2953), overhead break 1500(1453), pattern alt 1000(953). **CSTMS/AG/IMG** 48 hr prior notice rqr, ctc Air Terminal Supervisor, 1430-0100Z† at DSN 820-2604/6707, C360-257-2604/6707. **MISC** Operations duty officer C360-257-2681, DSN 820-2681. TRN-28 Chan 18.

AIRPORT MANAGER: 360 257 2681

COMMUNICATIONS: ATIS 134.15 281.5 PTD 350.1

OAK HARBOR RCO 122.4 (SEATTLE RADIO)

® **APP/DEP CON** 120.7 270.8 (EAST) 118.2 285.65 (WEST)

TOWER 127.9 340.2 **GND CON** 121.75 336.4 **CLNC DEL** 135.1 379.9

PRE TAXI CLNC 135.1 124.15 380.0

PMSV METRO 343.4 **BASE OPS** 350.1

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

RADIO AIDS TO NAVIGATION: NOTAM FILE NUW.

(H) **TACAN** Chan 85 NUW (113.8) N48°21.30' W122°39.71' at fld. 60/18E.

TACAN AZIMUTH unusable:

133°-163° byd 30 NM blo 4,000'

TACAN operates 1530-0800Z†

ILS 110.1 I-NUW Rwy 14. Glideslope unusable byd 3° west of course and 5° east of course due to lack of defined GLIDE path and clnc avb path.

ASR/PAR

COMM/NAV/WEATHER REMARKS: VFR advisory svc ctc APP CON. Radar see Terminal FLIP for Radar Minima.

WHITE MOUNTAIN (WMO)(PAWM) 1 N UTC-9(-8DT) N64°41.35' W163°24.77'

NOME
L-3A, 3C, 4H
IAP

267 B NOTAM FILE WMO

RWY 15-33: 3000X60 (GRVL) MIRL 1.5% up SE

RWY 15: Brush.

RWY 33: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 15-33—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. Rwy 15-33 slopes down at Rwy 33 thld NW to SE, south end is 45' higher. Rwy 15-33 NSTD markings, marked with cones and reflective thld panels. Turbulence on Rwy 33 approach. Tall brush around wind sock.

AIRPORT MANAGER: 907-443-2500

WEATHER DATA SOURCES: AWOS-3P 121.45 (907) 638-2103. (WX CAM)

COMMUNICATIONS: CTAF 122.9

GOLOVIN RCO 122.05 (NOME RADIO)

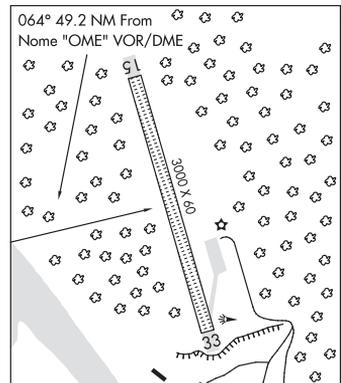
ANCHORAGE CENTER APP/DEP CON 290.4 133.3

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

NOME (H) VOR/DME 115.0 OME Chan 97 N64°29.11'

W165°15.19' 064° 49.2 NM to fld. 95/11E.

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



WHITTIER (IEM)(PAWR) 1 NW UTC-9(-8DT) N60°46.63' W148°43.18'

ANCHORAGE

39 NOTAM FILE ENA

RWY 04-22: 1480X60 (GRVL) 1.4% up SW**RWY 04:** Road.**RWY 22:** Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. No scheduled maint., no winter maint., clsd from first snowfall till after breakup. Birds on and invof arpt. Apch to Rwy 22 over water, distance from water to thld panels 205'. For tkg use Rwy 04 only first 130' of Rwy 04 unusable. Pile of large rocks lctd apch end Rwy 04. For lldgs use Rwy 22 only, go around unlikely. Wind indicator may be unreliable. Rwy 22 slopes up 2% from water. 30' trees, 45' each side of rwy cntrn, full length.

AIRPORT MANAGER: 907-783-2232**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANC.

ANCHORAGE (H) VOR/DME 113.15 TED Chan 78(Y) N61°10.07' W149°57.61' 104° 43.2 NM to fld. 93/18E.

VOR unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

121°-146° byd 25 NM blo 9,000'

DME unusable:

041°-091° byd 25 NM blo 15,000'

091°-096° byd 20 NM blo 15,000'

096°-121° byd 25 NM blo 12,500'

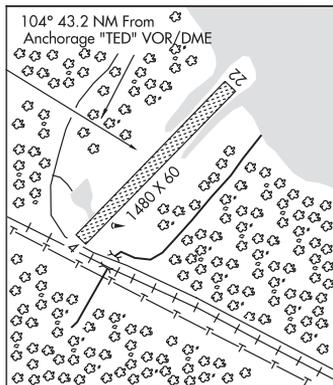
121°-146° byd 25 NM blo 9,000'

196°-206° byd 25 NM blo 3,500'

206°-211° byd 25 NM blo 4,000'

211°-221° byd 25 NM blo 3,500'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737. When avbl hourly wx reports from Portage Visitor Ctr 135.45, lctd west side of Portage Pass.

**WILDER/NATWICK LLC** (See PORT ALSWORTH on page 214)**WILDWOOD** N60°35.92' W151°12.67' NOTAM FILE ENA.

ANCHORAGE

NDB (HW) 379 IWW 198° 1.8 NM to Kenai Muni. 112/15E.

H-1B, 2K, L-2A, 3D, 4F

WILEY POST-WILL ROGERS MEM (See BARROW on page 54)**WILLIAMS MOUNTAIN** N58°09.13' W134°02.02'

JUNEAU

RCO—122.55 (JUNEAU FSS)

H-1C, L-1B

WILLOW**HONEYBEE LAKE AERO PARK** (25AK) PVT 1 N UTC-9(-8DT) N61°42.73' W150°03.80'

ANCHORAGE

200 NOTAM FILE Not insp.

RWY 04-22: 2000X30 (GRVL)**RWY 04:** Rgt tfc.**RWY 15-33:** 1200X30 (GRVL)**RWY 33:** Rgt tfc.**AIRPORT REMARKS:** Unattended. Traffic pattern shall remain west of the parks highway.**AIRPORT MANAGER:** 907-495-3674**COMMUNICATIONS:** CTAF/UNICOM 122.8**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1-866-864-1737.**KASHWITNA LAKE SPB** (AK34) PVT 6 N UTC-9(-8DT) N61°50.12' W150°04.78'

ANCHORAGE

186 NOTAM FILE ENA Not insp.

WATERWAY NW-SE: 4000X500 (WATER)**WATERWAY NW:** P-line.**SEAPLANE REMARKS:** Unattended.**AIRPORT MANAGER:** 907-495-3475**COMMUNICATIONS:** CTAF/UNICOM 122.8**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1-866-864-1737.

MINUTEMAN LAKE SPB (MFN) 1 N UTC-9(-8DT) N61°43.28' W150°02.81'
295 NOTAM FILE ENA

ANCHORAGE

WATERWAY 07W-25W: 1500X50 (WATER)

SEAPLANE REMARKS: Unattended. No svc of any type avbl to tran acct. Caution for trees on east end of lake. Rwy cond not monitored, recommend visual inspection prior to use.

AIRPORT MANAGER: 907-495-5105

COMMUNICATIONS: CTAF/UNICOM 122.8

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

WILLOW (UUO)(PAUO) 1 NW UTC-9(-8DT) N61°45.25' W150°03.10'
215 B NOTAM FILE ENA

ANCHORAGE

H-1B, 2K, L-1A, 3D, 4F

RWY 13-31: 4400X75 (GRVL) MIRL 0.3% up SE

RWY 13: Trees.

RWY 31: Thld dspcd 400'. Trees. Rgt tfc.

SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 13-31—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Credit card self serve fuel avbl 24 hrs. Rwy 13 NSTD markings, thld marked with flexible reflective markers and cones. Rwy 31 NSTD markings, dspcd thld marked with reflective flexible markers and cones, twy markings thru dspcd thld. Float planes on Willow Lake across road.

AIRPORT MANAGER: 907-495-6286

COMMUNICATIONS: CTAF 122.8

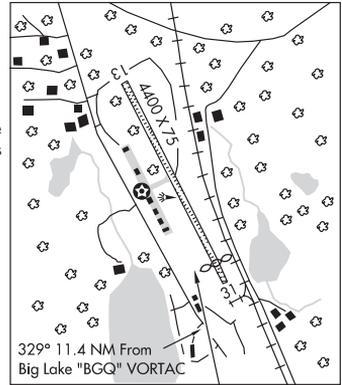
Ⓡ ANCHORAGE CENTER APP/DEP CON 133.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

BIG LAKE (H) VORTAC 112.5 BGQ Chan 72 N61°34.17'
W149°58.03' 329° 11.4 NM to fld. 180/19E.

TACAN AZIMUTH & DME unusable:
226°-246° byd 36 NM blo 7,500'

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1-866-864-1737. When avbl Wx reports hourly only.



WILLOW SPB (2X2) 1 NW UTC-9(-8DT) N61°44.61' W150°03.58'
200 NOTAM FILE ENA

ANCHORAGE

WATERWAY 13W-31W: 3600X400 (WATER)

SERVICE: S7

SEAPLANE REMARKS: Unattended. Acft run-up area at the NE end of lake is marked by buoys seasonally. No public dock avbl. Grvl public ramp lctd on NE shore of lake. No public parking avbl. Major power plant repairs avbl. No winter maintenance be alert during ldg/tkf. A buoy has been placed aprx 200' from the most southern point of land on the southeast end of the lake. Acft opr are not allowed inside the 200' marker unless taxiing to or from the shore, or taxiing to the acft run-up area. Pilots should be aware of watercraft and recreational activities on the lake. A visual inspection prior to ldg is recommended. Wind indicator avbl at Willow Arprt across the road. Buoys are removed from lake prior to freeze-up and replaced when lake thaws. It is recommended that all acft tkf toward the south, weather conditions permitting. No east/west tkf or ldg are permitted.

AIRPORT MANAGER: 907-495-6286

COMMUNICATIONS: CTAF/UNICOM 122.8

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

WINGSONG ESTATES (See DELTA JUNCTION on page 95)

WISEMAN (WSM) 1 SSW UTC-9(-8DT) N67°24.31' W150°07.25'

FAIRBANKS

1195 NOTAM FILE FAI

RWY 02-20: 2000X30 (TURF-DIRT) 0.7% up NE

RWY 02: Thld dsplcd 500'. Trees.

RWY 20: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Be Alert: Backcountry strip in mountain valley, high terrain all quadrants. Recommend dog leg approach Rwy 02 due to hill. Windssock may be unreliable due to obstruction by trees. Trees to 35' within 75' each side of rwy centerline. 6 inch rocks and 24 inch grass along rwy sfc, 48 inch saplings in Rwy 02 safety area. Rwy 02-20 marked with reflective markers and cones. Ski plane ops only in winter, snow removal not avbl.

AIRPORT MANAGER: 907-451-2207

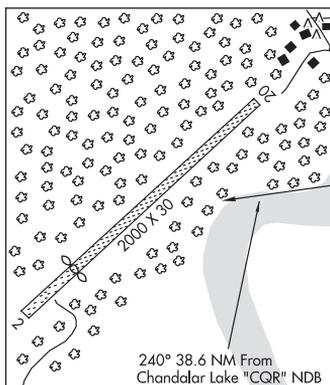
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE WCR.

CHANDALAR LAKE NDB (HW) 263 CQR N67°30.14'

W148°28.16' 240° 38.6 NM to fld. 1875/22E. NDB unmonitored.

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



WOLF LAKE (See PALMER on page 205)

WOOD RIVER N58°59.98' W158°32.90' NOTAM FILE DLG.

KODIAK

NDB (MHW) 429 BTS 011° 3.0 NM to Dillingham. 134/15E.

L-2I, L-3C

WOODY ISLAND N57°46.49' W152°19.48' NOTAM FILE ADQ.

KODIAK

NDB (HW) 394 RWO 241° 5.6 NM to Kodiak. 24/14E.

H-1B, 2K, L-2I, 3D

RCO 122.2 (KENAI RADIO)

WRANGELL

WRANGELL (WRG)(PAWG) 1 NE UTC-9(-8DT) N56°29.06' W132°22.19'

JUNEAU

44 B AOE LRA ARFF Index—See Remarks NOTAM FILE WRG

H-1D, L-1C

RWY 10-28: H6000X150 (ASPH-GRVD) S-75, D-175, 2D-175

IAP

PCN 49 F/B/X/T HIRL 0.3% up SE

RWY 10: REIL. VASI(V4L)—GA 3.0° TCH 52'. Hill.

RWY 28: REIL. VASI(V4L)—GA 3.0° TCH 52'. Rgt tfc.

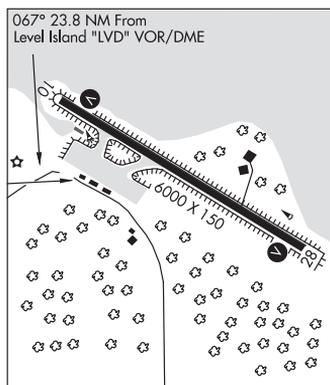
SERVICE: S2 **FUEL** 100LL, JET A **LGT** ACTIVATE REIL Rwy 10 and Rwy 28, VASI Rwy 10 and Rwy 28 and HIRL Rwy 10-28—CTAF. Rwy 10 VASI unusable byd 2.5 NM, does not provide obstruction clearance byd 2.5 NM.

AIRPORT REMARKS: Attended 1500-0200Z±. For fuel call 907-874-3276.

Class I, ARFF Index B. ARFF svcs are only avbl during scheduled air carrier ops. CLOSED to acft ops with more than 30 pax seats exc PPR. 24 hour PPR req for cargo ops over 100,000 lbs ctc arprt mgr. Cold temperature restricted airport. Altitude correction required at or below -5C. 24 hr PPR for entry to the seaplane access gate and only during attended hrs. High terrain immediately south of rwy. Off arprt solid waste processing aprx 2000' SW of Rwy 10 ldg thld. Bear, deer, game fowl and flocks of birds on and invof arprt. Parachute jumping onto arprt rwy, twy and acft parking apron prohibited. Twy B open to acft under 12,500 lbs, maximum gross tkf weight. Snow removal, wildlife control, cond reporting, and other airfield maint services only avbl and valid during arprt maint duty hrs. Ctc arprt mgmt for any after-hours req for airfield services. Personnel and eqpt may be on rwy at any time, recommend visual inspection prior to use. Ctc nearest FSS for current NOTAMs. Rwy 10 calm wind rwy. Rwy 10-28 grvd full length. Arprt sand larger gradation than FAA recommended/see AC150/5200-30.

AIRPORT MANAGER: 907-874-3107

WEATHER DATA SOURCES: AWOS-3P 128.5 (907) 874-2458. (WX CAM)



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: CTAF 122.6

RCO 122.45 (SITKA RADIO)

ANCHORAGE CENTER APP/DEP CON 118.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) VORW/DME 116.5 LVD Chan 112 N56°28.06' W133°04.99' 067° 23.8 NM to fld. 98/20E.

VOR unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

wx cam

DME unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

LDA/DME 108.5 I-RGL Chan 22 Rwy 10.

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 1-800-478-6300. For a toll free call to Juneau FSS dial 1-800-WX-BRIEF. AWOS-3 wind may be unrepresentative of rwy wind conditions because of local topography.

WRANGELL SPB (68A) 0 S UTC-9(-8DT) N56°27.98' W132°22.80'

JUNEAU

00 AOE NOTAM FILE WRG

WATERWAY NW-SE: 9000X360 (WATER)

SERVICE: S2 FUEL 80, 100LL

SEAPLANE REMARKS: Unattended. Prior to lndg in harbor ctc harbor master—(907) 874-3736. Av gas avbl across harbor at (907)

874-2388. Be alert for heavy boat tfc in harbor, do not land in harbor.

Flashing light end of breakwater. Boats may be tied to SPB float ramp.

Exposed to west wind causing waves in harbor, recommend not leaving plane tied to face of float unattended.

AIRPORT MANAGER: 907-874-3736

COMMUNICATIONS: CTAF 122.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) VORW/DME 116.5 LVD Chan 112 N56°28.06' W133°04.99' 070° 23.4 NM to fld. 98/20E.

VOR unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

wx cam

DME unusable:

038°-098° byd 35 NM blo 9,000'

098°-138° byd 25 NM blo 7,000'

168°-208° byd 35 NM blo 6,000'

268°-328° byd 25 NM blo 9,000'

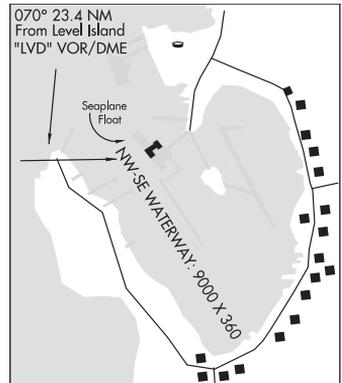
328°-358° byd 30 NM blo 7,000'

328°-358° byd 35 NM blo 8,000'

358°-038° byd 35 NM blo 12,000'

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

1-800-WX-BRIEF.



YAKUTAGA (ØAA1) PVT 0 S UTC-9(-8DT) N60°04.85' W142°29.73'

ANCHORAGE
H-1C, L-1A, 3E

16 NOTAM FILE

RWY 08-26: 4350X75 (TURF)

RWY 08: Tree. Rgt tfc.

RWY 26: Tree.

AIRPORT REMARKS: Unattended. Arprt not maintained, ctc Juneau RDO for latest fld conditions. Mountains North thru NE to ESE. 2258' hill 3 NM East. Arprt not maintained. Rwy 08-26 extremely soft when wet. Puddles up to 3' 25' by 35' midfield NW side. Rwy 08-26 extremely soft went wet, longitudinal ruts to 3" for several 100' near mid fld. Grass on rwy sfc up to 12" tall. Use of heavy acft over 4,000 lbs gross not recommended during fall, winter and spring due to soft fld condition and rutting. Erratic winds on final apch from ocean and mountains. Eagles congregate at streams on both thlds. Rwy 08-26 markings NSTD, rwy has dilapidated thld panels.

AIRPORT MANAGER: 907-271-2216

COMMUNICATIONS: CTAF 122.9

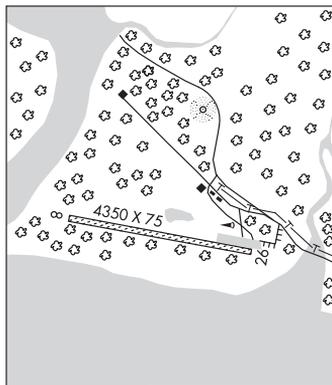
RCO 122.5 (JUNEAU RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

NDB (HW) 209 CYT N60°05.17' W142°29.33' at fld. 12/19E.

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial

1-866-297-2236.



YAKUTAT

ALSEK RIVER (A57) 44 SE UTC-9(-8DT) N59°11.95' W138°26.75'

JUNEAU

53 NOTAM FILE JNU

RWY 07-25: 1860X12 (TURF)

RWY 07: Tree.

RWY 25: Tree.

AIRPORT REMARKS: Unattended. Wildlife invof rwy. Erratic winds off mountain range east of rwy. Rwy uneven on both sides with several dips over 12". Maintain centerline ctl during ldg and txf. Gully on thld Rwy 07, recommend touch down in front of USFS cabin. Rwy 07-25 soft and wet during Spring and after heavy rains. Rwy 07-25 NSTD markings, thld marked with yellow plastic pipes.

AIRPORT MANAGER: 907-784-3359

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

YAKUTAT (H) VORW/DME 113.3 YAK Chan 80 N59°30.65'

W139°38.89' 096° 41.4 NM to fld. 41/20E.

VOR unusable:

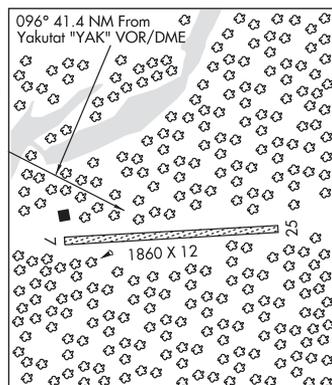
124°-261° byd 22 NM blo 10,000'

DME unusable:

124°-261° byd 22 NM blo 10,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial

1-866-297-2236.



DRY BAY (3AK) 44 SE UTC-9(-8DT) N59°09.86' W138°29.33'

JUNEAU

33 NOTAM FILE JNU

RWY 05-23: 3600X170 (GRVL)

RWY 05: Trees.

RWY 23: Trees.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. Wildlife may be present on the rwy. Southwest end of rwy beyond thld has soft sand. Windssock 0.2 miles north on the riverbank at the processing plant. Commercial ops may require a commercial use authorization (ctc Glacier Bay National Park 907-697-2230). Helicopter ops are prohibited without a permit from the Glacier Bay National Park superintendent.

AIRPORT MANAGER: 907-784-3295

COMMUNICATIONS: CTAF 122.9

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

EAST ALSEK RIVER (AK76) 49 SE UTC-9(-8DT) N59°07.58' W138°24.53'

JUNEAU

39 NOTAM FILE YAK

RWY 02-20: 1500X10 (TURF) 0.3% up N

RWY 02: Trees.

RWY 20: Trees.

AIRPORT REMARKS: Unattended. Turf rwy soft and wet in spring and after heavy rains. Rwy safety area ground rises and falls over 12", maintain centerline control. Rwy used by bears and ATV. Cabin at airstrip maintained by US Forest Svc. Width of path cut through trees 80'. Windssock in fair condition, mounted on spruce tree and partially obscured by other trees.

AIRPORT MANAGER: 907-784-3295

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

YAKUTAT (H) VOR/DME 113.3 YAK Chan 80 N59°30.65'
W139°38.89' 101° 44.6 NM to fld. 41/20E.

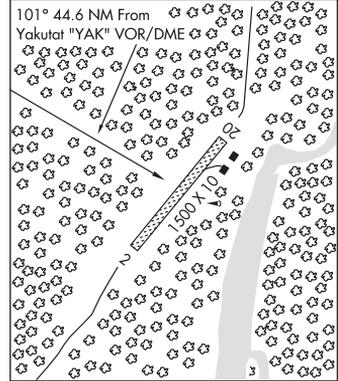
VOR unusable:

124°-261° byd 22 NM blo 10,000'

DME unusable:

124°-261° byd 22 NM blo 10,000'

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



HARLEQUIN LAKE (A67) 19 E UTC-9(-8DT) N59°24.86' W139°02.02'

JUNEAU

113 NOTAM FILE JNU

RWY 05-23: 2100X35 (TURF)

RWY 05: Tree.

RWY 23: Tree.

AIRPORT REMARKS: Unattended. Trees to 70' within 50' of centerline either side of rwy. Frequent off road vehicle use of rwy occurs. Rwy 05-23 sfc, turf 3" to 6". Rwy 05-23 NSTD markings, thld marked with yellow plastic pipes.

AIRPORT MANAGER: 907-789-3359

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

YAKUTAT (H) VOR/DME 113.3 YAK Chan 80 N59°30.65'
W139°38.89' 087° 19.7 NM to fld. 41/20E.

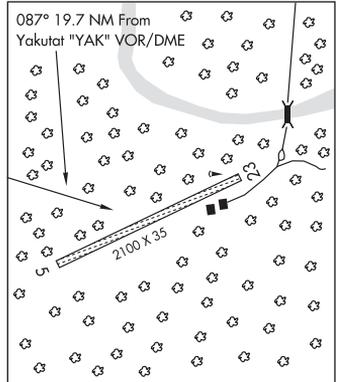
VOR unusable:

124°-261° byd 22 NM blo 10,000'

DME unusable:

124°-261° byd 22 NM blo 10,000'

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



SITUK (A68) 7 NE UTC-9(-8DT) N59°33.17' W139°30.61'
60 NOTAM FILE YAK

JUNEAU

RWY 13-31: 2150X10 (TURF)

RWY 13: Tree.

RWY 31: Tree.

AIRPORT REMARKS: Unattended. Numerous Bald Eagles fish and mate abv rwy. Trees between 50'-120' border airstrip safety area. Rwy safety area 75' wide full length with ground rising and falling over 12". Maintain centerline ctl. 7' level along each side of rwy centerline. Remainder 4" higher, soft and uneven. Some ruts over 12", standing water after rain. Rwy 13-31 20' usable 10' either side of centerline, remainder either side soft. Rwy 13-31 NSTD markings, thld marked with yellow plastic pipes.

AIRPORT MANAGER: 907-784-3359

COMMUNICATIONS: CTAF 123.6

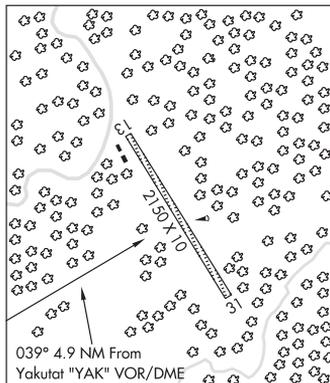
RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

YAKUTAT (H) VOR/DME 113.3 YAK Chan 80 N59°30.65'
W139°38.89' 039° 4.9 NM to fld. 41/20E.

VOR unusable:
124°-261° byd 22 NM blo 10,000'

DME unusable:
124°-261° byd 22 NM blo 10,000'

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



TANIS MESA (A69) 42 E UTC-9(-8DT) N59°14.98' W138°30.25'
183 NOTAM FILE YAK

JUNEAU

RWY 12-30: 1900X10 (TURF) 0.8% up NW

RWY 12: Tree.

RWY 30: Brush.

AIRPORT REMARKS: Unattended. Borrow pits 3' deep along edges of rwy. Rwy rolling. 500' hill 750' south; mountains one mile north. Rwy 12-30 sfc is rolling and dipping entire length of rwy. Turf grass 3" to 6" long. Rwy 12-30 NSTD markings, thld marked with yellow plastic pipes.

AIRPORT MANAGER: 907-784-3359

COMMUNICATIONS: CTAF 122.9

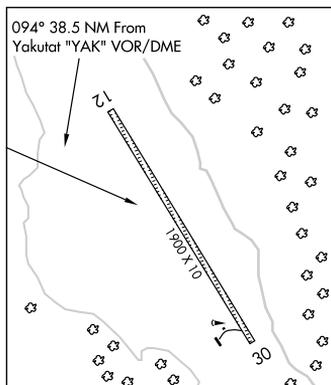
RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

YAKUTAT (H) VOR/DME 113.3 YAK Chan 80 N59°30.65'
W139°38.89' 094° 38.5 NM to fld. 41/20E.

VOR unusable:
124°-261° byd 22 NM blo 10,000'

DME unusable:
124°-261° byd 22 NM blo 10,000'

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



YAKUTAT (YAK)(PAYA) 3 SE UTC-9(-8DT) N59°30.20' W139°39.62'

40 B ARFF Index—See Remarks NOTAM FILE YAK

RWY 11-29: H7732X150 (ASPH-GRVD) S-38, D-107, 2D-200

PCN 53 F/B/X/T HIRL

RWY 11: MALSR. PAPI(P4L)—GA 3.0° TCH 56'. RVR-T

RWY 29: MALSR. PAPI(P4L)—GA 3.0° TCH 51'. RVR-R Trees. Rgt tfc.

RWY 02-20: H6475X150 (CONC) S-38, D-107, 2D-200

PCN 59 R/C/X/T HIRL

RWY 02: REIL. PAPI(P4R)—GA 3.0° TCH 27'. Thld dsplcd 1388'.

Brush. Rgt tfc.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 29'. Brush.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-6475 TODA-6475 ASDA-6475 LDA-5087

RWY 20: TORA-5087 TODA-5087 ASDA-6475 LDA-6475

SERVICE: FUEL 100, JET A1+ LGT ACTIVATE HIRL Rwy 11-29 and Rwy 02-20, MALSR Rwy 11 and Rwy 29, PAPI Rwy 11 and Rwy 29 and Rwy 02 and Rwy 20, and REIL Rwy 02 and Rwy 20 and twy lgtS—CTAF. PAPI Rwy 02, Rwy 11 and Rwy 29; HIRL Rwy 02-20; REIL Rwy 02-20 REIL OTS Oct 1-May 1. Twy lgtS Twy B, Twy C, and Twy D OTS Oct 1-May 1. Rwy 11-29 also Rwy 02-20—be alert, rwy lgtS 30" high.

AIRPORT REMARKS: Attended 1700-0400Z± winter, 1600-0300Z±

summer. Fuel avbl 24 hrs by major credit card pump. Fuel distributor

907-784-3311. Be alert possible snow piles on ramp and snow berms on twy edges Oct 1 thru May 1. Class I, ARFF Index B. ARFF Index B svc avbl during air carrier ops only. CLOSED to air carrier ops with more than 30 pax seats exc 24 hrs PPR in writing to Arpt Manager P.O. Box 186 Yakutat AK 99689. 24 hr PPR for cargo ops over 100,000 lbs call 907-784-3476. Snow removal, wildlife ctl, cond reporting, and other added afld maint services only avbl and valid drg arpt maint duty hrs. Ctc arpt mgmt for after hrs req for afld services. Arpt maint duty hrs 1700-0400Z± dly. Twy C and Twy A1 clsd during air carrier ops until 15 minutes after due to jet blast. Numerous birds, bear and moose on and invof rwy. Parachute jumping onto arpt rwy, twy and acft parking apron prohibited. Road angles 100' to 230' from Rwy 02 thld. Snow removal, ice ctl and arpt hazardous conditions reported only during arpt maint duty hrs. Rwy 02-20 not maintained or monitored Oct 1 thru May 1. Rwy condition reports reflect conditions during arpt maint duty hrs only. Arpt maintenance personnel and eqpt may be on rwy at any time, recommend visual inspection prior to use, ctc nearest FSS for current NOTAM. Twy A1, Twy D and apron B clsd to acft 12,500 lbs and over. Twy B, Twy C, and Twy D not maintained or monitored Oct 1-May 1. Arpt sand larger gradation than FAA recommended/see AC150/5200-30. NWS weather balloon launch fac located on arpt, see inside back cover for opn details.

AIRPORT MANAGER: 907-784-3293

WEATHER DATA SOURCES: ASOS 135.75 (907) 784-3564. (WX CAM)

COMMUNICATIONS: CTAF 123.6

RCO 122.2 123.6 (JUNEAU RADIO)

ANCHORAGE CENTER APP/DEP CON 119.0

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

(H) VORW/DME 113.3 YAK Chan 80 N59°30.65' W139°38.89' at fld. 41/20E.

VOR unusable:

124°-261° byd 22 NM blo 10,000'

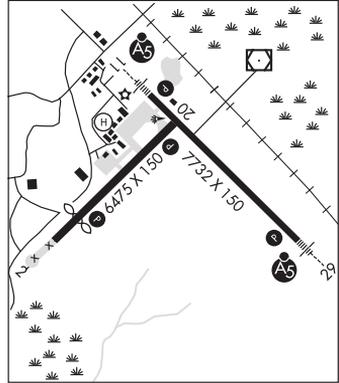
DME unusable:

124°-261° byd 22 NM blo 10,000'

OCEAN CAPE NDB (HW) 385 OCC N59°32.62' W139°43.69' 119° 3.2 NM to fld. 20E.

ILS 111.1 I-YAK Rwy 11. Class IB. LOC unusable fm .2 NM to thld.

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1-866-297-2236. WSO telephone 784-3322.



JUNEAU

H-1C, L-1B, 3E

IAP

YAKUTAT SPB (2Y3) 1 NW UTC-9(-8DT) N59°34.66' W139°45.00'

JUNEAU

00 NOTAM FILE JNU

WATERWAY NE-SW: 7500X2000 (WATER)

WATERWAY NW-SE: 7500X2000 (WATER)

SEAPLANE REMARKS: Unattended. Report presence of boats to Harbormaster 907-784-3323. Boats may be tied to SPB dock/float ramp. Prevailing winds from west May to Aug and southeast from Sep to May.

AIRPORT MANAGER: 907-784-3323

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.

(H) **VOR/DME** 113.3 YAK Chan 80 N59°30.65'

W139°38.89' 302° 5.1 NM to fld. 41/20E.

VOR unusable:

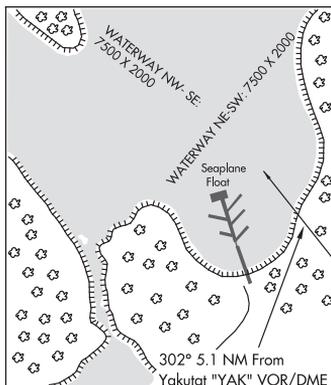
124°-261° byd 22 NM blo 10,000'

DME unusable:

124°-261° byd 22 NM blo 10,000'

COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial

1-866-297-2236.



YANKEE CREEK 2 (A77) 1 S UTC-9(-8DT) N63°00.11' W156°22.04'

MC GRATH

1120 NOTAM FILE ENA

RWY 13-31: 1560X16 (TURF-DIRT)

RWY 13: Trees.

RWY 31: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Sharp right turn required after downhill departure due to mountain immediately NW of rwy. Be alert, avoid using rwys especially in windy conditions. Rwy 13-31 width narrows to 7' due to trees and brush encroachment. Turf encroachment on rwy edges reduced usable width to 16'. Rwy 13-31 narrow, soft spongy, rutted and not maintained. No visual sight between rwy ends because of 10° dog-leg. Rwy slopes downhill from SE to NW at a 15:1 slope. Rwy not maintained, soft in spring and after rain. No visual sight between rwy ends.

AIRPORT MANAGER: 907-524-3640

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCG.

MC GRATH (H) VORTACW 115.5 MCG Chan 102 N62°57.06'

W155°36.68' 260° 20.9 NM to fld. 344/19E.

VOR DME & TACAN AZIMUTH unusable:

014°-019° byd 19 NM blo 7,000'

040°-050° byd 21 NM blo 5,000'

144°-194° byd 6 NM blo 9,000'

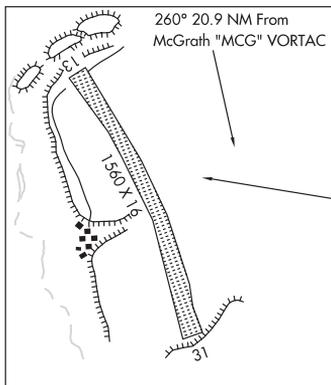
195°-223° byd 28 NM blo 6,000'

224°-261° byd 12 NM blo 10,000'

262°-294° byd 25 NM blo 7,000'

295°-314° byd 21 NM blo 8,000'

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



YES BAY LODGE SPB (78K) 0 N UTC-9(-8DT) N55°54.98' W131°48.07'

KETCHIKAN

00 NOTAM FILE KTN

WATERWAY E-W: 5000X2000 (WATER)

AIRPORT REMARKS: .

SEAPLANE REMARKS: Attended dalgt hrs during summer months, boats tied at float. Reef and islands in middle of inlet. Stream current can affect taxiing to float. PPR for general aviation acft ldg.

AIRPORT MANAGER: 907-225-7906

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225-9481. For a LC to Juneau FSS dial 789-7380.

YUKON CHARLEY RIVERS
COAL CREEK (L2Ø) 1 W UTC-9(-8DT) N65°18.69' W143°08.05'

DAWSON

867 NOTAM FILE FAI

L-4J

RWY 01-19: 3900X80 (GRVL) 0.3% up S

RWY 01: Road.

RWY 19: Road.

AIRPORT REMARKS: Unattended. Rwy 01-19 not maintained during winter and early spring. Rwy condition not monitored, recommend visual inspection prior to using. Rwy 01-19 sfc very rough, rocks up to 6". Rwy 01-19 is a dredged creek bottom sloping uphill north to south. 8' high dredge tailings on both sides full length Rwy 01-19. Rwy 01-19 subject to erratic winds. Rwy located in valley. Rapidly rising terrain to the west and east. Watch for vehicles and pedestrians east edge of Rwy 01-19. Rwy 01-19 thld marked with cones and damaged reflective panels. Ltd acft parking along west side near south end of Rwy 01-19. Large rocks in ramp and parking area , up to 18".

AIRPORT MANAGER: 907-547-2233

COMMUNICATIONS: CTAF 122.8

SUAS 125.3 126.3 (1-800-758-8723).

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

YUKON RIVER N66°34.80' W145°12.76' NOTAM FILE FYU.

FAIRBANKS

NDB (HW) 242 FTO at Fort Yukon. 457/20E.

H-1B, L-4J

YUKON RIVER BRIDGE N66°00.55' W149°48.52'

FAIRBANKS

RCO — 122.15 (FAIRBANKS FSS)

L-4J

ABBOTSFORD BC (CYXX) 2 SW UTC-8(-7DT) N49°01.52' W122°21.60' SEATTLE
194 B AOE NOTAM FILE CYXX Not insp. H-1B, L-1E

RWY 07-25: H9597X200 (ASPH) HIRL
RWY 07: SSALR. REIL. Rgt tfc.
RWY 25: ODALS. REIL. PAPI(P4L)—GA 3.0°. Thld dsplcd 295'.

RWY 01-19: H5328X200 (ASPH) MIRL
RWY 01: REIL. PAPI(P4L)—GA 3.0°. Rgt tfc.
RWY 19: REIL. PAPI(P4L)—GA 3.0°.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA-5328 TODA-6178 ASDA-5328 LDA-5328
RWY 07: TORA-9597 TODA-10101 ASDA-9597 LDA-9597
RWY 19: TORA-5328 TODA-5854 ASDA-5328 LDA-5328
RWY 25: TORA-9597 TODA-10581 ASDA-9695 LDA-9302

SERVICE: S4 FUEL 100LL, JET A

AIRPORT REMARKS: Attended continuously. Fuel self-serve with credit card, 604-856-6260. ARFF svc avbl. Turbo-jet, turbo-fan, and turbo-prop not permitted from 0600-1500Z†. All other ngt trng as authorized by arprt mgr. Parachute area aprx 5 NM NE of arprt. Prior ntc rqrd for cstms (1600-0800Z†) call 888-226-7277. IFR trng fits PPR ctc 604-775-9674. Helicopter trng on inflid. Numerous obst in helicopter trng areas. Oprs ltd winter maintenance 1430-0700Z†. Other times 2 hrs prior ntc rqrd, call out charge. PPR dur winter maintenance exc scheduled ops, alternate or emerg, CRFI, PLR/PCN. Turf rwy clsd exc with prior permission and agreement plan with arprt mgr. Tall vehicles on road south of thld Rwy 01. Ltd parking and deicing dur winter ops, all wide body acft 24 hr prior ntc ctc ops 604-864-5544. Transit parking rstd to Apron 1. All other parking PPR ctc ops. Apron 1 north of Twy B, including Twy A, ltd to acft with wingspans of 118' or less. PPR for larger acft. Twy D unctl east of blast fence. Turns from Twy A onto Twy C rstd to C-130 smaller (blast issue). Twy G uncontrolled. Rwy 01-19, Twy B, C, C1, and C4 not avbl for acft taxiing when visibility below ½ SM. Night ops must use PAPI. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.

COMMUNICATIONS: ATIS 119.8 (1500-0700Z†) 877-517-2847
ABBOTSFORD RADIO (CYXX) on arprt 122.5
VICTORIA TERMINAL APP/DEP CON 132.7
TOWER 119.4 (inner) 121.0 (outer) (1500-0700Z†) Mandatory freq 119.4 (0700-1500Z† below 4500' MSL)
GND CON 121.8 (1500-0700Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE BLI.
WHATCOM (H) VORTACW 113.0 HUH Chan 77 N48°56.72' W122°34.76' 041° 9.9 NM to fld. 83/20E.
TACAN AZM unusable:
155°-165° byd 15 NM blo 6,000'
NDB (HW) 344 XX N49°00.93 W122°29.27 068° 4.3 NM to fld. /19E.
WHITEROCK NDB (MHW) 332 WC N49°00.20 W122°45.02 067° 14.7 NM to fld. /19E.
CULTUS NDB (HW) 214 LU N49°01.27 W122°02.98 252° 12.3 NM to fld.
ILS 109.7 I-1XX Rwy 07

COMM/NAV/WEATHER REMARKS: Local call to ABBOTSFORD FSS dial 604-852-2781. Pvt advsy svcs 877-270-2010. MF and advsy svc only provided over Canadian Territory.

ACTIVE PASS BC N48°52.43' W123°17.40' SEATTLE
NDB(MHW) 378 AP 186° 14.6 NM to Victoria Intl./16E. L-1D, 1E

ANAHIM LAKE BC (CAJ4) 1 S UTC-8(-7DT) N52°27.13' W125°18.27' L-1D
3639 NOTAM FILE CYWL Not insp.

RWY 13-31: H3936X75 (ASPH)

RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA-3936 TODA-4842 ASDA-4642 LDA-3936
RWY 31: TORA-3936 TODA-4106 ASDA-3936 LDA-3936

SERVICE: S4 FUEL 100LL, JET A

AIRPORT REMARKS: For attendance schedule call 250-742-2364. For fuel svc prior notice required, ctc arprt mgr 250-742-2364. Exp moderate to extreme turbulence when winds from west. Extv floatplane activity at Nimpo Lake, south of Anahim Lake NDB. Possible presence of large animals within arprt perimeter. Arprt use rstd to acft with wingspan of less than 79'. Rwy 31 down 0.61%. Ldg fees for coml acft.

AIRPORT MANAGER: 250-742-2364
COMMUNICATIONS: UNICOM 122.8

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). WxCam.

ASHCROFT BC N50°42.11' W121°19.22' H-1C
NDB(H) 236 YZA 074° 33.3 NM to Kamloops./16E.

BELLA COOLA BC (CYBD) 6 NE UTC-8(-7DT) N52°23.25' W126°35.75' H-1D, L-1D
 117 NOTAM FILE CYZT Not insp.
RWY 05-23: H4200X100 (ASPH)
RWY 05: Rgt ttc.
RWY 23: Thld dsplcd 206'.
SERVICE: FUEL 100LL, JET A
AIRPORT REMARKS: Attended ltd hrs. For svc phone 250-799-5291. Rwy 05-23 ltd win maint., provided for scheduled flts only. Twy B rstd to 12,500 lbs or less. 10' dike located 250' east of thld Rwy 23.
COMMUNICATIONS:
RCO: 126.7 (PACIFIC RADIO)
COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). METAR 1500-0100Z (DT 1300-0100Z). OT LWIS. WxCam.

BOUNDARY BAY (See VANCOUVER on page 303)

BURNS LAKE BC (CYPZ) 11 NW UTC-8(-7DT) N54°22.59' W125°57.08' H-1D
 2343 B NOTAM FILE CYDY Not insp.
RWY 11-29: H5060X75 (ASPH) MIRL
RWY 11: REIL. PAPI(P2L).
RWY 29: REIL. PAPI(P2L).
RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA-5060 TODA-5060 ASDA-5060 LDA-5060
RWY 29: TORA-5060 TODA-5060 ASDA-5060 LDA-5060
SERVICE: FUEL 100LL, JET A **LGT** ACTIVATE MIRL Rwy 11-29-122.7. **OIL** 15W50
AIRPORT REMARKS: Unattended. For attendance schedule call 250-698-7364 or 250-692-0220. For rwy cond report call arpt caretaker at 250-698-7364 or opr. Radio ctl acft op from rwy to 500 AGL wknds Mar-Nov.
COMMUNICATIONS:
VANCOUVER CENTER APP/DEP CON 123.875 132.525
RCO 123.375 (PACIFIC RADIO) 123.875 126.7 (PACIFIC RADIO)
COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). WX: AUTO 250-698-7732. WxCam.

BURWASH YT (CYDB) 2 NW YUKON GOVT UTC-8(-7DT) N61°22.23' W139°02.40' WHITEHORSE
H-1C, L-1A, 3E
 2645 B NOTAM FILE CYDB Not insp.
RWY 11-29: 5007X100 (GRVL) LIRL
RWY 11: REIL. VASI(V2L).
RWY 29: REIL. VASI(V2L).
RUNWAY DECLARED DISTANCE INFORMATION
RWY 11: TORA-5007 TODA-5204 ASDA-5007 LDA-5007
RWY 29: TORA-5007 TODA-5204 ASDA-5007 LDA-5007
SERVICE: **LGT** ACTIVATE LIRL Rwy 11-29, VASI Rwy 11 and Rwy 29—CTAF.
AIRPORT REMARKS: For attendance schedule call 867-993-2909 or 867-634-2046. Fuel storage by permit only ctc opr. Ltd win maint. Rwy 29 up 0.64%. Low level wind shear Rwy 11 may be encountered due to strong winds and rising terrain N side of Rwy 11.
WEATHER DATA SOURCES: AWOS 128.7 (not avbl dur CARS hrs ops)
COMMUNICATIONS:
RADIO: 122.1(V) (Jun 1-Sep 30 1400-0200Z†, Oct 1-May 31 1500-2300Z†.
RCO: East 123.375 West 123.475 (WHITEHORSE RADIO) (Both may not be receivable on ground)
COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526. CARS: 867-993-2909, limited hrs, FAX 867-841-5903. METAR dur CARS hrs, OT METAR AUTO. WxCam.

CAMPBELL RIVER**CAMPBELL RIVER** BC (CYBL) 4.5 S UTC-8(-7DT) N49°57.12' W125°16.38'**H-1D, 1E, L-1E**

357 B AOE NOTAM FILE CYBL Not insp.

RWY 12-30: H9597X200 (ASPH-CONC) HIRL**RWY 12:** SSALR. REIL. PAPI(P2L)—GA 3.0°. Rgt tfc. RVR**RWY 30:** ODALS. REIL. PAPI(P2L)—GA 3.0°. RVR**RUNWAY DECLARED DISTANCE INFORMATION****RWY 12:** TORA-6499 TODA-7483 ASDA-6499 LDA-6499**RWY 30:** TORA-6499 TODA-7483 ASDA-6499 LDA-6499**SERVICE:** S2 **FUEL** 100LL, JET A-1 **LGT** Rwy lgts opr 1330-0530Z†. After 0530Z† ACTIVATE HIRL Rwy 12-30, REIL Rwy 12 and Rwy 30, SSALR Rwy 12, ODALS Rwy 30—CTAF. PAPI Rwy 12 and Rwy 30 opr cont at med int. Twy D unlgtd.**AIRPORT REMARKS:** Fuel avbl 1500-0400Z† OT call out charge 2 hrs PN rqrd. Parachute jumping to 12,500' MSL on arpt. Model acft on and invof arpt 1.5 NM NE thld Rwy 12. Trees cleared to aprxly 600' fm rwy edge along SW side. Trees to 150' AGL. Deer invof rwy. Ltd win maint. To prevent damage to rwy turn in ungrvd areas. Rwy 12-30 RVR 1200' 1/4 SM day only. Rwy 12-30 and Twy A ops to visibly less than 1/2 SM and greater than or equal to 1/4 SM. One in, one out. Day use only. Twy B and Twy C are not avbl to access rwy for use dur reduced visibility ops. All acft must use Twy A to access the rwy. Twy B pavement width 34', max wt 44,000 lbs. No vehicle ctl on all twys. Cstms avbl Mon-Fri 1630-0030Z† OT svc chg call 888-226-7277. Rwy 12 slope down 0.88%.**COMMUNICATIONS:****RADIO:** 122.0 1330-0530Z†**RCO:** 123.55 (PACIFIC RADIO)**AIRSPACE:** CLASS E svc effective continuous.**RADIO AIDS TO NAVIGATION****NDB(MHW)** 203 YBL N50°00.39' W125°21.45' 117° 4.6 NM to fld./18E. Unmonitored when Campbell River FSS clsd.**ILS/DME** 109.1 I-IBL Rwy 12. LOC reliable within 30° either side of centerline.**COMM/NAV/WEATHER REMARKS:** Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). For IFR clnc outside FSS hrs ctc Terminal 250-339-8115 before take-off. METAR 1400-0500Z†. OT LWIS**HELIPAD H1:** H23 diameter (CONC)**HELIPAD H2:** H45 diameter (ASPH)**HELIPORT REMARKS:** H1 maximum acft length 58'.**CAMPBELL RIVER SPB** BC (CAE3) UTC-8(-7DT) N50°03.00' W125°15.00'

00 AOE NOTAM FILE CYBL Not insp.

SERVICE: S4 **FUEL** 100LL**SEAPLANE REMARKS:** Area India and channel North of India may be impassable below 3' tides. Shallow areas may restrict use of Area India at times of 3' or less. Channel at West end may be impassable due to shallow water and steel pillings. Extv boat tfc Jun-Sep. Cstms avbl Mon-Fri 1630-0100Z† OT svc chg call 888-226-7277. Docks avbl.**COMMUNICATIONS:****CAMPBELL RADIO:** 1330-0530Z† OT trf 122.0**COMM/NAV/WEATHER REMARKS:** Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA).**CARMACKS** YT (CEX4) 3.5 E YUKON GOV'T UTC-8(-7DT) N62°06.65' W136°10.70'**WHITEHORSE**

1770 NOTAM FILE CYXY Not insp.

H-1B**RWY 09-27:** 5000X100 (GRVL)**AIRPORT REMARKS:** Attended Mon-Fri. For attendance schedule call 867-634-2046 or 867-993-2909. Fuel storage by permit only ctc opr. No maintenance. High gnd penetrates tkf/apch slopes aprx 2 NM from each end of rwy. Watch for horses on rwy.**COMMUNICATIONS:****AERODROME TFC FREQ:** 123.2 5 NM 4800' ASL**COMM/NAV/WEATHER REMARKS:** Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526. WxCam.

CHAPMAN YT (CEZ2) 0 W YUKON GOV'T UTC-8(-7DT) N64°54.21' W138°16.64' **DAWSON**
 3110 NOTAM FILE CYXX. Not insp.
RWY 15-33: 2541X75 (GRVL)
AIRPORT REMARKS: For attendance hrs call 867-634-2046 or 867-993-2909. Ltd maint. Uneven sfc first 1000' Rwy 33.
 Fuel storage by permit only ctc opr. Freq strong crosswinds.
COMMUNICATIONS:
AERODROME TFC FREQ: 123.2 5 NM 6100' ASL
COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526.

COMOX

COMOX BC (CYQQ) 2.5 NNE DND(PVT) UTC-8(-7DT) N49°42.65' W124°53.20' **H-1D, 1E, L-1E**
 84 B AOE NOTAM FILE CYQQ Not insp.
RWY 12-30: H1000X200 (CONC) S-65, D-155, 2S-192, 2D-240 PCN 47 R/A/X/T HIRL
RWY 12: SSALR(NSTD). REIL. PAPI(P2L)—GA 3.0°. TCH 61'
RWY 30: SSALR(NSTD). REIL. PAPI(P2L)—GA 3.0°. TCH 55' Thld dsplcd 295'. Rgt tfc.
RWY 18-36: H5000X200 (ASPH) PCN 67 F/A/X/T HIRL
RWY 18: REIL.
RWY 36: REIL. Rgt tfc.
LAND AND HOLD-SHORT OPERATIONS

| LDG RWY | HOLD-SHORT POINT | AVBL LDG DIST |
|---------|------------------|---------------|
| RWY 30 | 18-36 | 7450 |
| RWY 36 | 12-30 | 3150 |

RUNWAY DECLARED DISTANCE INFORMATION

| | | | | |
|---------|------------|------------|------------|-----------|
| RWY 12: | TORA-10000 | TODA-11000 | ASDA-10000 | LDA-10000 |
| RWY 18: | TORA-5000 | TODA-5000 | ASDA-5000 | LDA-5000 |
| RWY 30: | TORA-10000 | TODA-11000 | ASDA-10000 | LDA-10000 |
| RWY 36: | TORA-5000 | TODA-5000 | ASDA-5000 | LDA-5000 |

ARRESTING GEAR/SYSTEM

RWY 12 BAK-12 BAK-14 (1697'). **BAK-12** BAK-14 (1495'). **RWY 30**
SERVICE: S4 **FUEL** F-34, F-37, SP HPR **FLUID** LHOX LOX **JASU** CE 12, 13, 15, 16, CA 2, CEA 1, MC-11.

AIRPORT REMARKS: CAUTION Rwy 18-36 rise at int of Rwy 12-30 aprx 5" over 100'. Parachuting at aprt from 12,500' MSL monitor ATIS freq 118.6 for info. High pressure refueling. ARFF svc avbl. Confusion point due to afld layout and NSTD hold lines lctd at the int of Twy A. Helipad 3, West Ramp, QRA and Rwy 12-30. Tfc pat conventional acft 1000' MSL, jet acft 1500'. In VFR cond all IFR and VFR acft on overshoot or dep, not to exceed 1000' ASL until dep EOR in use. Tran svc avbl Mon-Fri 1500-0600Z± exc hols, OT by special arrangement. All civ reg acft PPR at all times exc MEDEVAC. Base OPS 250-339-8231. For MEDEVAC btn 1400-0700Z± call civ ops mgr 250-207-1658. For MEDEVAC btn 0700-1400Z± call WG ops 250-339-8231/8288. PPR not rqrd. Ltd overmgt parking on civ ramp. Rwy 12 RVR 1200 (¼ sm). Rwy 30 RVR 1200 (¼ sm). Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.

COMMUNICATIONS: ATIS 118.6 282.2

® **APP CON** 384.5X 378.5X 342.9X 335.9X 289.4X 227.6 134.1X 128.1X 123.7

TERMINAL CONTROL 227.6 123.7

TOWER 126.2 236.6 358.1 **GND CON** 119.75 250.3

DEP CON 123.7 227.6

A/G 442 Sqn—Call Snake Ops 363.0 135.9 407 Sqn—Call Demon Ops 308.6 414 Sqn—Call Knight Ops 278.4 Base Ops 316.5

AIRSPACE: CLASS D svc continuous.

RADIO AIDS TO NAVIGATION

(H)TACAN Chan 41 UQQ (110.4) N49°42.75' W124°53.67' At fld. /15E TACAN maint first and third Thursday of month 1600-2000Z± during VFR.

NDB(H) 400 QQ N49°45.23' W124°57.48' 117° 3.8 NM to fld./16E.

ILS Z 111.7 I-IQQ Rwy 12.

ILS 109.75 I-ICX Rwy 30.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). MIL: 250-339-8211 Ext. 8770 CSN 319-252-8770. METAR H24 TAF H24, issue times 0000, 0600, 1200, and 1800Z. Met brief for mil only. Flight Advisory hrs of opr dates and hrs may vary and will be broadcast on ATIS.

HELIPAD H1: H100X100 (ASPH)

HELIPAD H2: H100X100 (ASPH)

HELIPAD H3: H100X100 (CONC)

HELIPORT REMARKS: H1, H2, H3 not lighted.

COMOX SPB BC (CCX6) 0 S UTC-8(-7DT) N49°40.00' W124°55.00'

00 NOTAM FILE CYBL Not insp.

SEAPLANE REMARKS: Main harbor subject to rough water. Tidal range 13', depth 10' min. Mud bottom. Beaches.

COMMUNICATIONS: CTAF 123.5

TOWER: 126.2

RADIO AIDS TO NAVIGATION

NDB (H) 400 QQ N49°45.23' W124°57.48' 110° 5.5 NM to Fld./16E.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA).

CULTUS BC N49°01.27' W122°02.98'

NDB(HW) 214 LU 254° 12.3 NM to Abbotsford./17E.

SEATTLE

L-10, 1E

DAWSON CITY YT (CYDA) 8 E YUKON GOVT UTC-8(-7DT) N64°02.53' W139°07.80'

1215 B AOE NOTAM FILE CYDA Not insp.

RWY 03-21: 5006X100 (ASPH)

RWY 03: PAPI(P2L)—GA 3.0°. 0.22% down.

RWY 21: PAPI(P2L)—GA 4.0°. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-5003 TODA-5203 ASDA-5003 LDA-5003

RWY 21: TORA-5003 TODA-5203 ASDA-5003 LDA-5003

SERVICE: FUEL 100LL, JET A

AIRPORT REMARKS: Arpt use rstd to dalgt hrs only, exc MEDEVAC and emergencies. Arpt maint avbl 1400-2300Z† Mon-Sun ctc 867-993-7719. All non-sked acft with wing span over 60 ft require PN ctc 867-993-2909 or 867-634-2046. Fuel avbl 1600-2300Z† Mon-Fri May 1-Sept 30, OT call out change 24 hrs PN 867-993-4359. Call out charges may be levied for one or more svcs. Fuel storage by permit only. Ctc opr. High ground penetrates tkf/apch slope aprx 2 NM from Rwy 03 thld and 1 NM from Rwy 21 thld. Hangliding and paragliding activity near Dawson City townsite. Cstms PPR ctc 888-226-7277, mid-May-mid-Sep 1600-0400Z† dly, mid-Sep-mid-May 1600-0030Z† Mon-Fri. Rwy 21 rgt tfc. Twys D and E clsd Sep 15-Mar 31. Twys B and C ocly clsd dur snow removal ops. Twy B and Twy C rstd to acft with maximum taxi weight 12,500 lb or less. Lighting-Rising terrain penetrates. Congested apron dur periods of enplaning and deplaning of large commercial acft in vicinity of Twy A, pub fuel facility and ATB. CAUTION: Narrow mountainous valley, terrain rises rapidly southeast of Rwy 03-21.

COMMUNICATIONS:

RADIO: 122.1 (Jun 1-Sep 30 1400-0400Z†, Oct 1-May 31 1400-2300Z†)

RCO: 123.55 (WHITEHORSE RADIO)

RADIO AIDS TO NAVIGATION

NDB(HW) 214 DA N64°01.73' W139°10.06' 034° 1.7 NM to fld./19E.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526. CARS: 867-993-5338 Ltd hrs. METAR dur CARS hrs. OT LWIS.

DEASE LAKE BC (CYDL) 1.5 S UTC-8(-7DT) N58°25.34' W130°01.88'

2634 B NOTAM FILE CYDL Not insp.

RWY 02-20: H6003X100 (ASPH) MIRL

RWY 02: REIL. PAPI(P2R)—GA 4.0°. Rgt tfc.

RWY 20: REIL. PAPI(P2L)—GA 4.0°. Thld dspcd 402'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-6003 TODA-6003 ASDA-6003 LDA-6003

RWY 20: TORA-6003 TODA-6003 ASDA-6003 LDA-5601

SERVICE: FUEL 100LL, JA-1 16-02Z (DT 15-01Z) 250-771-5911 PN O/T call out chg

AIRPORT REMARKS: For attendance schedule call Opr. For fuel PPR. Only pilots familiar with lcl terrain should use this arpt dur hrs of darkness. Night ops are not recommended unless all 3 hazard bcns are opr. Ngt tfc pattern 3834' MSL (1200' AGL). Ltd winter maintenance. First 1600' Rwy 02 up 1.5%.

COMMUNICATIONS:

RCO: 123.475 (WHITEHORSE RADIO)

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526. METAR AUTO H24.

® EDMONTON CENTER—294.5 294.5 240.9 240.9 134.9 134.9 132.775 132.775 (FL280 and blo)

Whitehorse—132.1 132.1

H-1C

MAYO YT (CYMA) 1.5 N YUKON GOV'T UTC-8(-7DT) N63°37.00' W135°52.14' **WHITEHORSE**
H-1B
 1653 B NOTAM FILE CYMA Not insp.
RWY 07-25: 4843X100 (GRVL) LIRL
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA-4843 TODA-5040 ASDA-4843 LDA-4843
RWY 25: TORA-4843 TODA-5040 ASDA-4843 LDA-4843
SERVICE: FUEL 100LL, JET A1
AIRPORT REMARKS: Attended Mon-Fri. Fuel storage by permit only ctc opr. Call out charge may be levied for one or more svcs. Rwy 07 down 0.34%, A/D maint avbl 14-22Z (DT 13-21Z) Mon-Fri ctc 867-383-0004. All non sked acft with wingspan over 60 FT require min 3 days PN. Ctc opr. **AIRPORT RESTRICTIONS:** Pursuant to CAR 602.96 (3)(d), arpt use rstd to daylight hrs only exc MEDVAC and emergencies. **CAUTION:** Powerlines invof Rwy 07 apch.
COMMUNICATIONS:
RADIO 122.1
RCO 122.375 126.7(broadcast) (WHITEHORSE RADIO)
RADIO AIDS TO NAVIGATION
NDB(BH) 365 MA N63°37.67' W135°53.71' At Fld/20E.
COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). CARS: 867-996-234. METAR H24.

MILL BAY BC N48°40.26' W123°32.21' **SEATTLE**
L-1D, 1E
NDB(MHW) 293 MB 092° 4.6 NM to Victoria Intl./16E.

NANAIMO BC (CYCD) 7 SSE UTC-8(-7DT) N49°03.27' W123°52.20' **SEATTLE**
H-1D, 1E, L-1D, 1E
 92 B AOE NOTAM FILE CYCD Not insp.
RWY 16-34: H6602X150 (ASPH) HIRL
RWY 16: ODALS. REIL. PAPI(P2L)—GA 3.0°. Thld dsplcd 197'.
RWY 34: REIL. PAPI(P2L)—GA 3.5°. Thld dsplcd 1002'. RVR
RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA-6602 TODA-7094 ASDA-6602 LDA-6405
RWY 34: TORA-6602 TODA-7192 ASDA-6602 LDA-5600
SERVICE: S4 **FUEL** 100LL, JET A1 **LGT** After 0530Z‡ ACTIVATE HIRL Rwy 16-34, Rws 16 and 34 PAPI and REIL Rwy 16 and Rwy 34—122.1.
AIRPORT REMARKS: Attended continuously. Fuel self svc 24 hrs, full svc Mon-Fri 1700-0100Z‡ OT call out avbl PN 250-245-7402; 604-227-9274 (100LL only) Self svc 24 hrs card lock. Arpt use rstd to acft with a wingspan of less than 118'. **CAUTION:** Recommend that only pilots familiar with local terrain should use this arpt during hrs of darkness. Ngst ops are not recommended unless the PAPI and all five hazard beacons are opn. ARFF services: 6 1330-0800Z (DT 1230-0700Z) sked pax fit only OT 2hr PN cost recovery. Customs avbl phone 888-226-7277. Rgt tfc Rwy 34. TPA 1200' MSL maintain until over Ladysmith Harbour. Rwy 16 climb to a safe altitude heading 140° until over Ladysmith Harbour. Climb over Harbour to 1000' MSL before proceeding on course. Avoid flgts over built up areas below 1000' MSL. Deer invof rwy. Twy G unlgtd, rstd daytime use only, max wt 5,000 lbs. Twy G wt greater than 5000 lbs PPR 250-618-0875. PAPI limitation/restriction. PAPI Rwy 34 offset 8° rgt. PAPI 34 to be used only within 3NM of thld. Lgts O/R FSS dur hours of ops. Hi terrain reduces operational len of Rwy 34 PAPI. OT ARCAL-122.1 type K. Prkg plan in effect. CBSA and corporate turbine acft must park along N edge of Apron I PPR 250-618-0875. No exceptions. Corp turbine acft access groundside via Gate 19A only. PPR for access/egress via tml bldg. Remaining Apron I rstd to sked tfc only. Piston acft not permitted to use Apron I due apron congestion dur ATB const. No exceptions. Altn prkg avbl on Apron III ctc 604-227-9274.
COMMUNICATIONS: ATIS 128.425 1-877-517-2847 1400-0500Z (DT 1300-0400Z)
RADIO 122.1 291.8 1330-0530Z‡ (emerg only 250-245-4032)
VICTORIA TRML 120.8
VICTORIA APP/DEP CON 133.95 252.3
RADIO AIDS TO NAVIGATION
NDB(BH) 251 YCD N49°07.67' W123°52.30' 163° 4.4 NM to Fld./16E.
COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). Vancouver IFR 604-586-4590/4591, or 800-668-1333 METAR 1400-0500Z‡, OT LWIS.

OLD CROW YT (CYOC) 0 NW YUKON GOV'T UTC-8(-7DT) N67°34.20' W139°50.39' **DAWSON**
 814 B AOE NOTAM FILE CYOC Not insp. **H-1B, L-4K**

RWY 04-22: 5020X100 (GRVL) LIRL
RWY 04: REIL. PAPI(P2L)—GA 3.0°. Thld dspclcd 304'.
RWY 22: REIL. PAPI(P2L)—GA 3.0°. Thld dspclcd 207'.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA-5020 TODA-5217 ASDA-5020 LDA-4716
RWY 22: TORA-5020 TODA-5217 ASDA-5020 LDA-4813

SERVICE: FUEL 100LL, JET A (Card lock) Call 867-966-4610 or 867-966-3261 ext. 242

AIRPORT REMARKS: Call out charge may be levied for one or more svcs. Arpt opr call 867-993-2909 or 867-634-2046. Fuel svcs Mon-Fri 1630-1930Z‡ 24 hrs PN 867-335-8214 or 867-335-2228, ext 748.. Fuel avbl Mon-Fri 1600-2300Z‡ after hrs PN rqrd. Fuel storage by permit only, ctc opr. After hrs call out charge may be levied. Arpt rdo opr ltd hrs OT tfc 122.1 5 NM 3,800' MSL. To opr all aerodrome lgtg for duration of aprx 15 mins key mike 5 times within 5 seconds. Pline up to 45' AGL from aprx 518' to 1291' N of rwy centerline. Unmarked p-lines 44' AGL 858' ASL from 0.1 NW to 0.2 WNW of A/D. Cstms avbl 1700-0500Z‡ phone 888-226-7277. PN for non-sked acft with wingspan over 60', ctc opr.

COMMUNICATIONS:
DRCO 123.475 126.7(broadcast) (WHITEHORSE RADIO)
RADIO 122.1 (1400-0200Z‡)

RADIO AIDS TO NAVIGATION
NDB (HW) 284 YOC N67°34.28' W139°50.69' at fld 904/20E.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526. CARS: 867-966-3511. METAR dur CARS hrs, OT LWIS.

PITT MEADOWS BC (CYPK) 1 SW UTC-8(-7DT) N49°12.97' W122°42.80' **H-1D, 1E, L-1D, 1E**
 11 B TPA—See Remarks AOE NOTAM FILE CYVR. Not insp.

RWY 08R-26L: H5003X100 (ASPH) MIRL
RWY 08R: ODALS. PAPI (P2) Thld dspclcd 198'. Rgt tfc.
RWY 26L: ODALS. PAPI (P2) Thld dspclcd 222'.

RWY 08L-26R: H2485X75 (ASPH)
RWY 26R: Rgt tfc.

RWY 18-36: H2484X75 (ASPH) MIRL
RWY 18: REIL. Rgt tfc.
RWY 36: REIL.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08L: TORA-2485 TODA-2585 ASDA-2485 LDA-2485
RWY 08R: TORA-5003 TODA-5495 ASDA-5003 LDA-4806
RWY 18: TORA-2482 TODA-2584 ASDA-2484 LDA-2484
RWY 26L: TORA-5003 TODA-5495 ASDA-5003 LDA-4839
RWY 26R: TORA-2485 TODA-2585 ASDA-2485 LDA-2485
RWY 36: TORA-2484 TODA-2584 ASDA-2484 LDA-2484

SERVICE: S4 FUEL 100LL, JA-1 (by truck) LGT MIRL Rwy 08R-26L and Rwy 18-36 preset low intst 0600-1400Z‡ after 1400Z‡ ACTIVATE 126.3 key mike 3 times within 5 seconds for Rwy 26L, and 5 times within 5 seconds for Rwy 08R and 7 times within 5 seconds for Rwy 18-36 for 15 min duration lgt.

AIRPORT REMARKS: Fuel call 778-808-3312 1630-2359Z (DT 1530-2259Z) Mon-Fri exc hols, O/T call out charge.
 CAUTION: Quarry blasting ops within 0.5 NM radius N49°17' 14" W122°39' 33" (aprx 4.7 NM north of aerodrome) to 300 AGL. Coyotes invof rwys. 160' lgt'd crane 2 NM northwest of arpt. Rwy 08L-26R no winter maintenance. TPA 1000' MSL. Seaplane TPA 500' MSL on South side of Fraser River. NIGHT RESTRICTIONS: Circuit training Rwy 08R and Rwy 08L not auth 0500-1500Z (DT 0400-1400Z) PPR. Circuit training Rwy 26L, Rwy 26R, Rwy 18-36 not auth 0600-1500Z (DT 0500-1400Z) PPR. Turbojet, turbofan and turboprop night circuit training PPR. All acft avoid overflight of noise-sensitive areas, unless unable due to crosswind limitations, operational/safety considerations, or as directed by ATC. When Tower Closed: Rwy 08R, Rwy 18 and Rwy 26L Dep: Acft climb rwy hdg to 1000' ASL BPOC. Best Rate of Climb. Avoid fit over built-up areas in downwind and crosswind legs. Rwy 36 Dep: Left hand circuit. When safe turn left to 1000' ASL BPOC. Best Rate of Climb. Avoid fit over built-up areas in downwind and crosswind legs. Rwy 08L-26R not to be used when twr is clsd unless rqrd due to operational/safety considerations. CAUTION: Industrial complex S of Rwy 26L apch, do not mistake bldg floodlights for rwy edge lights during low vis conds or ngt ops.

COMMUNICATIONS: ATIS 125.0 1-877-517-2847 1500-0700Z‡
VANCOUVER APP CON 128.6 (Outer) 352.7 **TOWER** 126.3 (1500-0700Z‡) **GND CON** 123.8

AIRSPACE: CLASS D svc 1500-0700Z‡.

RADIO AIDS TO NAVIGATION:
(H)/VOR 112.4 YPK N49°12.95' W122°42.90' At fld./17E.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). Vancouver IFR: 604-586-4590/4591.

HELIPORT REMARKS: All Turbine Heli: Continuous circuits prohibited unless approved by airport manager. Arr/dep: Avoid low fit over built-up areas, unless directed by ATC.

PORT HARDY BC (CYZT) 5.2 SE UTC-8(-7DT) N50°40.84' W127°22.00'

H-10, L-10

71 B AOE NOTAM FILE CYZT Not insp.

RWY 11-29: H4999X150 (ASPH) MIRL

RWY 11: ODALS. REIL.

RWY 29: ODALS. REIL. PAPI(P2L) Rgt tfc.

RWY 08-26: H4000X150 (ASPH) MIRL

RWY 08: REIL.

RWY 26: REIL. PAPI(P2L) Rgt tfc.

RWY 16-34: H3984X150 (ASPH) HIRL

RWY 34: Thld dsplcd 1491'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA-4000 TODA-4902 ASDA-4000 LDA-4000

RWY 11: TORA-4999 TODA-5983 ASDA-4999 LDA-4999

RWY 16: TORA-3984 TODA-3984 ASDA-3984 LDA-3984

RWY 26: TORA-4000 TODA-4000 ASDA-4000 LDA-4000

RWY 29: TORA-4999 TODA-5819 ASDA-4999 LDA-4999

RWY 34: TORA-3984 TODA-4476 ASDA-3984 LDA-2493

SERVICE: S2 FUEL 100LL, JET A1

AIRPORT REMARKS—CAUTION trees to 150' AGL within 500' of Rwsy 08, 11, 26, 29, and 34. Extv eagle activity invof thlds Rwy 26 and Rwy 29. No winter maintenance Rwy 16-34. Rwy 16-34 rstd to acft GWT of 12,500 lbs or less. Fuel avbl 1600-0200Z†, OT page 250-949-5416. Right traffic avbl Rwy 26 & Rwy 29 (CAR 602.96). Rwy 08-26, Rwy 16-34, and Twy A not avbl for acft taxi when visibility blo 1/2 SM (CAR 602.96). Customs avbl May-Sep 1600-0800Z† PPR ctc 888-226-7277, OT call out fee. Ldg fees (jet and turboprop acft only), terminal fees. Apron I parking fees.

COMMUNICATIONS:

HARDY RADIO 122.2

RCO 123.375 126.7(broadcast) (PACIFIC RADIO)

RCO 123.25 (RAAS) 1330-0530Z† (DT 1230-0430Z†)

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION:

VORW/DME 112.0 YZT Chan 57X N50°41.05' W127°21.92' At Fld./16E.

NDB(BH) 242 ZT N50°41.95' W127°25.62' 099° 2.6 NM to Fld./17E.

ILS/DME 109.5 I-I ZT Chan 32 Rwy 11. LOC reliable only within 30° either side of centerline.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). METAR H24.

POWELL RIVER BC (CYPW) 0 E CITY OF POWELL RIVER UTC-8(-7DT) N49°50.04' W124°30.02'

L-1E

425 B NOTAM FILE CYBL Not insp.

RWY 09-27: H3621X150 (ASPH) MIRL

RWY 09: REIL. PAPI(P2L)—GA 3.0°. Rgt tfc.

RWY 27: REIL. PAPI(P2L)—GA 4.0°.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-3621 TODA-4326 ASDA-3795 LDA-3621

RWY 27: TORA-3621 TODA-3965 ASDA-3728 LDA-3621

SERVICE: S2 LGT ACTIVATE MIRL Rwy 09-27, REIL Rwy 09, Rwy 27 and twy lgts—123.0. PAPI Rwy 09 and Rwy 27 opr cont at med int. REIL Rwy 09 and Rwy 27 high int only. OIL 100, 15W50

AIRPORT REMARKS: Conduct ngt circuit procedures West of hazard bcns. Ocnl parachute jumping wkcd dalgt hrs. Rwy 09 slopes up 1.5%. Only pilots familiar with terrain should use this aprt during hrs of darkness. Ngt ops not recommended unless both hazard bcns are oprg. Trees aprx 250' south of rwy edge along full length of rwy, trees to 200' AGL. Ocnl parajumps at aerodrome weekends, dalgt hrs. 2 marked power poles to 25', 500' West of thld Rwy 09, 170' North and South of rwy centerline. Rwy 09-27 turn around bays to North side of each rwy end. Customs avbl 1700-0100Z† Mon-Fri, exc hol PPR ctc 888-226-7277. Grass parking west of Twy B PPR; east of Twy B no closer than 16.5 meters from twy cntrl (behind markers).

COMMUNICATIONS:

RCO 123.55 126.7(broadcast) (PACIFIC RADIO)

COMOX TERMINAL CONTROL 123.7 227.6

RADIO AIDS TO NAVIGATION:

NDB(MH) 382 YPW N49°50.20' W124°30.08' at Fld./16E.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). For IFR clearance ctc Comox Terminal 250-339-8115 before take off. METAR 1500-0300Z† (DT 1300-0200Z†) OT LWIS. WxCam.

PRINCE RUPERT BC (CYPR) 5 WSW UTC-8(-7DT) N54°17.15' W130°26.68' **KETCHIKAN**
 116 B AOE NOTAM FILE CYPR Not insp. **H-1D, L-1C**

RWY 13-31: H6000X150 (ASPH) HIRL
RWY 13: SSALR. REIL. RVR Rgt tfc.
RWY 31: ODALS. REIL. PAPI(P2L) RVR

RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA-6000 TODA-6853 ASDA-6000 LDA-6000
RWY 31: TORA-6000 TODA-6984 ASDA-6000 LDA-6000

SERVICE: FUEL JET A1 LGT All lighting ACTIVATE-122.5.

AIRPORT REMARKS: Fuel avbl 1700-0230Z±. Other times 250-975-1362, call out charge plus cost of water taxi. Hrs subject to chg, contact supplier for current schedule 778-645-0401. High gnd to 295' MSL adjacent to eastern edge of rwy 1,200' from centerline. Trees to 100' MSL 300' west of rwy centerline. Winter maintenance 1600-0300Z± (DT 1500-0200Z) Sun-Fri, 1600-2400Z± (DT 1500-2300Z) Sat. OT 4 hrs PN cost recovery. CRFI, PLR/PCN. Customs avbl 24 hrs PPR ctc 888-226-7277.

WEATHER DATA SOURCES: AWOS 128.575

COMMUNICATIONS:
MANDATORY FREQ 122.5
RCO 123.275 126.7(broadcast) (PACIFIC RADIO)
VANCOUVER CENTER 133.675

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION:
NDB(HW) 218 PR 218 N54°15.80' W130°25.44' 313° 1.5 NM to Fld./19E.
DME IPR 109.7 Chan 34 N54°17.44' W130°27.04'
ILS/DME 109.7 I-IPR Chan 34 Rwy 13. Rwy 31 localizer back course reliable only within 25 NM.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). METAR AUTO H24.

PUNTZI MOUNTAIN BC (CYPV) 17 W UTC-8(-7DT) N52°06.77' W124°08.69' **H-1D**
 2985 NOTAM FILE CYWL Not insp.

RWY 05-23: H6012X200 (ASPH)

AIRPORT REMARKS: Not regularly attended. No winter maintenance. Restricted to airtanker acft during fire fighting ops.

COMMUNICATIONS:
TRAFFIC FREQ 123.2 (5 NM 6000' ASL)
RCO 123.2 (PACIFIC RADIO)
VANCOUVER CENTER 135.05

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA).

ROBINSON YT N60°26.22' W134°51.67' **WHITEHORSE**
NDB(MHW) 329 PJ 321° 17.3 NM to Whitehorse. /19E. **L-1B**

ROSS RIVER YT (CYDM) 1 S YUKON GOV'T UTC-8(-7DT) N61°58.23' W132°25.33' **WHITEHORSE**
 2359 NOTAM FILE CYDM Not insp. **H-1C**

RWY 07-25: 5113X100 (GRVL)

AIRPORT REMARKS: Fuel storage by permit only ctc opr. No maintenance. High ground penetrates apch slope aprx 2 NM from thld of Rwy 27. Soft spots and depression thld Rwy 27 200' long.

COMMUNICATIONS:
TRAFFIC FREQ 123.2 (5 NM 5400' ASL)

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526.

SANDSPIT BC (CYZP) 1.5 NE UTC-8(-7DT) N53°15.26' W131°48.83'

KETCHIKAN

21 B NOTAM FILE CYZP Not insp.

H-10, L-10

RWY 13-31: H5112X150 (ASPH) HIRL

RWY 13: REIL. Rgt tfc.

RWY 31: REIL. PAPI(P2L)—GA 3.0°.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-5112 TODA-5112 ASDA-5112 LDA-5112

RWY 31: TORA-5112 TODA-5112 ASDA-5112 LDA-5112

SERVICE: FUEL JET A1 OIL All

AIRPORT REMARKS: Extv bird activity year round. Rwy 13-31 winter maintenance 1600-0000Z† Mon-Fri exc hols, OT 2 hrs PN cost recovery. Fuel avbl 15 min PN rqrd 1600-0100Z† ctc 250-637-2431 OT call out charge. Numerous blasting ops in logging areas, ctc Kamloops FSS for info. De-icing and Anti-icing fluid avbl, 250-637-5726 call out charge. Rwy 13 up 0.4% first 328'. All lgtg O/R thru Terrace FSS. Ldg fees (jet and turboprop acft only), terminal fees. Apron I parking fees.

WEATHER DATA SOURCES: AWOS 128.75

COMMUNICATIONS:

RCO 123.275 (PACIFIC RADIO) May not be receivable on the ground.

RCO 296.2 122.3 (TERRACE RADIO)

VANCOUVER CENTER APP/DEP CON 227.2

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION:

VORW/DME 114.1 YZP Chan 88 N53°15.13' W131°48.43' At Fld.46/19E.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). METAR AUTO H24. TAF H24, issue times: 01, 07, 13. 19Z. WxCam.

SHINGLE POINT N68°55.37' W137°15.75'

L-4H

RCO—364.2 126.7 (ARCTIC RADIO)

SILVER CITY YT (CFQ5) YUKON GOV'T UTC-8(-7DT) N61°01.73' W138°24.45'

WHITEHORSE

2570 NOTAM FILE CYXY Not insp.

L-1B, 3E

RWY 01-19: 3000X75 (SAND-GRVL)

AIRPORT REMARKS: Fuel storage by permit only ctc opr. Trees along both sides of rwy, 75' from centerline. Frequent uncontrolled vehicle activity on rwy. Soft spots, sink holes and cracks for 1000' from thld Rwy 01 and thld Rwy 19, in spring and when wet. Verify rwy unobstructed prior to ldg. Rwy 01-19 no maint.

COMMUNICATIONS:

TRAFFIC FREQ 123.2 (5 NM 5600' ASL)

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526.

SMITHERS BC (CYVD) 2 N UTC-8(-7DT) N54°49.52' W127°10.97' H-1D
 1716 B NOTAM FILE CYVD Not insp.

RWY 15-33: H7544X150 (ASPH) MIRL
RWY 15: ODALS. REIL. PAPI(P2L) Thld dsplcd 259'.
RWY 33: ODALS. REIL. PAPI(P2L) Rgt tfc. Thld dsplcd 262'.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA-7544 TODA-8300 ASDA-7544 LDA-7285
RWY 33: TORA-7544 TODA-8165 ASDA-7544 LDA-7282

SERVICE: S4 **FUEL** 100LL, **JET A1** **LGT** PAPI limitation/restriction. PAPI Rwy 15 to be used only within 2 NM of thld; PAPI Rwy 33 to be used only within 2 NM of thld. **ARCAL**— 122.3 type K when FSS closed. Hi terrain reduces operational length of Rwy 15 and 33 PAPI

AIRPORT REMARKS: For fuel call 250-643-1755. Soaring activity west of arpt Apr to Oct. Ocnl parachuting aprx 5 NM South. Rwy 33 rgt tfc. Customs PN rqrd call 888-226-7277. No vehicle ctl on Twy B. Extv bird activity Apr-Oct.

WEATHER DATA SOURCES: AWOS 128.65 (Oct 1-May 31 0400-1500Z‡, Jun 1-Sep 30 0600-1400Z‡)

COMMUNICATIONS:
RADIO—122.3 (V) (Oct 1-May 31 1500-0400Z‡, Jun 1-Sep 30 1400-0600Z‡) (Emergency only 250-847-2035)
RCO—123.375 (PACIFIC RADIO)

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION
HOUSTON VOR/DME 114.7 YYD Chan 94 N54°27.08' W126°39.03' 304° 29.1 NM to fld./17E.
 VHF/DF Facility unusable blo 12,000' MSL byd 5 NM btn 180° and 270° byd 20 NM btn 360° and 070°.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). METAR 1500-0400Z‡. Jun 1-Sep 30 OT METAR AUTO. TAF 1400-0600Z, issue times: 14, 19, 01Z. WxCam.

STEWART BC (CZST) 0 E UTC-8(-7DT) N55°56.00' W129°59.00' KETCHIKAN
 24 NOTAM FILE CYPR Not insp. L-1C

RWY 18-36: H3900X75 (ASPH)

AIRPORT REMARKS: Customs PN required.

COMMUNICATIONS:
TRAFFIC FREQ 123.2 (5 NM 3100' ASL)

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). METAR 1500-0100Z. (DT 1300-0100Z) dly OT LWIS.

TERRACE BC (CYXT) 3 S UTC-8(-7DT) N54°28.11' W128°34.70' H-10, L-1D
 713 B NOTAM FILE CYXT Not insp.

RWY 15-33: H4797X148 (ASPH) HIRL
RWY 15: ODALS. REIL. PAPI(P2R)—GA 3.0°. RVR
RWY 33: SSALR. REIL. PAPI(P2L)—GA 3.5°. Rgt tfc. RVR

RWY 03-21: H5371X148 (ASPH)

RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA-5371 TODA-6355 ASDA-5371 LDA-5371
RWY 15: TORA-7497 TODA-8481 ASDA-7497 LDA-7497
RWY 21: TORA-5371 TODA-6355 ASDA-5371 LDA-5371
RWY 33: TORA-7497 TODA-8481 ASDA-7497 LDA-7497

SERVICE: FUEL 100LL, JET A1, FS-II **LGT** PAPI limitation/restriction. PAPI Rwy 33 to be used only within 2 NM of thld. Hi terrain reduces operational length of Rwy 33 PAPI.

AIRPORT REMARKS: Gliders opr off rwy to SW of arpt by NOTAM. Ngt ops not recommended unless all hazard bcns are opr. Recommend that only pilots familiar with the lcl area use the arpt during hrs of darkness. Twy B unctld first 2000' from apron. Fuel avbl 1600-0100Z± ctc 250-638-1564, OT call out charge. ARFF services: DESIGNATED CAT 6 for sked acft 20 seats and abv, other acft 2 hr PN 250-615-7636. Call out chg. Tran acft must park in SE corner of Apron. Itinerant parking with tiedowns on grass May to Oct. N side main apron stands 1-3 are rstd to sked tfc only. Itinerant pilot/pax access via pilot access door on E end of tml bldg. No access/egress via tml bldg facility is permitted. Exceptions require prior approval of arpt opr. Corporate itinerant prkg available. Win maint 1330-0800Z (DT 1230-0700Z) Mon-Fri, 1330-0430Z (DT 1230-0330Z) Sat, 1730-0800Z (DT 1630-0700Z) Sun. No win maint Rwy 03-21. Ltd hrs CRFI, PLR/PCN. Rwy 03 slope 0.69% up.

COMMUNICATIONS:
RADIO 122.0 (E)
RCO 123.375 (PACIFIC RADIO)
VANCOUVER CENTER APP/DEP CON 128.4 269.1
VFR ADVISORY SVC call Terrace Radio on Mandatory Frequency (MF) 3700 MSL within 5 NM.

RADIO AIDS TO NAVIGATION
NDB(MHW) 332 XT N54°22.44' W128°35.07' 343° 5.7 NM to fld./19E.
KITIMAT NDB(HZ) 203 ZKI N54°03.25' W128°40.21' 348° 25.1 NM to fld./19E.
ILS/DME 110.1 I-XIT Chan 38 Rwy 33. Localizer reliable only within 10° either side of centerline.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.

TESLIN YT (CYZW) 0 NW YUKON GOV'T UTC-8(-7DT) N60°10.38' W132°44.50' WHITEHORSE
H-1C
 2313 B AOE NOTAM FILE CYZW Not insp.

RWY 09-27: 4993X100 (GRVL) HIRL
RWY 09: REIL. VASI(V2L)—GA 3.0°. Rgt tfc.
RWY 27: REIL. VASI(V2L)—GA 4.0°.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA-4993 TODA-5193 ASDA-4993 LDA-4993
RWY 27: TORA-4993 TODA-5193 ASDA-4993 LDA-4993

SERVICE: LGT ACTIVATE LIRL Rwy 09-27 and rot bcn—122.1.

AIRPORT REMARKS: Ltd winter maintenance. Rwy sfc soft in spring and when wet. Fuel storage by permit only ctc opr. Rwy 27 slope down 0.54%.

COMMUNICATIONS:
RADIO 122.1 (V) Oprs Jun 1-Sep 30 1300-0100Z DT, Oct 1-May 31 1700-0100Z (1600-0000Z DT).

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). CARS: 867-390-2525 ltd hrs. METAR dur CARS hrs OT LWIS.

TOFINO/LONG BEACH BC (CYAZ) 6 SE UTC-8(-7DT) N49°04.92' W125°46.34'

H-1E, L-1E

80 NOTAM FILE CYAZ Not insp.

RWY 16-34: H5000X100 (CONC)

RWY 16: Thld dsplcd 200'.

RWY 34: Thld dsplcd 870'.

RWY 07-25: H5000X150 (CONC)

RWY 07: Thld dsplcd 720'.

RWY 25: Thld dsplcd 350'.

RWY 11-29: H5000X100 (ASPH)

RWY 11: Thld dsplcd 500'.

FUEL—(NC-100LL, JET A1)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-5000 TODA-5000 ASDA-5000 LDA-4265

RWY 11: TORA-5000 TODA-5000 ASDA-5000 LDA-4500

RWY 16: TORA-5000 TODA-5000 ASDA-5000 LDA-4792

RWY 25: TORA-5000 TODA-5000 ASDA-5000 LDA-4642

RWY 29: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 34: TORA-5000 TODA-5000 ASDA-5000 LDA-4113

SERVICE: FUEL 100LL, JET A1

AIRPORT REMARKS: Arpt ops 250-725-3751. Ltd winter maint. For fuel call 250-725-3385 1500-0000Z±, OT call 250-726-2861, call out charge. Water ldg strip parrallel to Rwy 11-29. Pvt water ldg strip PPR. 2" deep depressions located 2100' and 2250' from thld 29. Avoid over flt of noise sensitive area at less than 1000' AGL.

COMMUNICATIONS:

RCO 123.25 (HARDY RADIO) (1330-0530Z±)

VANCOUVER CENTER APP/DEP CON 127.925 132.9 254.9

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION

NDB(HW) YAZ 359 N49°02.81' W125°42.25' 292° 3.4 NM to Fid./16E. VHF/DF—ctc NANAIMO FSS.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). METAR 1500-0100Z (DT 1300-0100Z) OT LWIS. VHF/DF unusable blo 7000' byd 20 NM 310°-060°. For IFR clnc ctc Hardy RDO 1330-0530Z (DT 1230-0430Z).

® **VANCOUVER CENTER**—350.7 350.7 245.0 245.0 134.8 134.8 134.4 133.7 133.7 125.95 125.95

Kains Mountain—133.775 133.775

Kamloops—236.0 236.0 135.5 134.4 134.4 133.5 132.35

Port Hardy—266.3 266.3 134.6 132.2

Prince Rupert—128.0 128.0

Puntzi—135.05 135.05

Sandspit—227.2 227.2 133.4 133.4

Terrace—269.1 269.1 128.4 128.4

Tofino—254.9 254.9 132.9 132.9

VANCOUVER**BOUNDARY BAY** BC (CZBB) 8.5 SSE UTC-8(-7DT) N49°04.41' W123°00.50'

L-1D, 1E

6 B TPA—806(800) AOE NOTAM FILE CYVR. Not insp.

RWY 07-25: H5606X100 (ASPH) MIRL**RWY 07:** ALS(NSTD) REIL. PAPI(P2L) Rgt tfc.**RWY 25:** REIL. Thld dsplcd 600'. Rgt tfc.**RWY 13-31:** H5605X100 (ASPH) MIRL**RWY 13:** ALS(NSTD) REIL.**RWY 31:** REIL. PAPI(P2L) Rgt tfc.**LAND AND HOLD—SHORT OPERATIONS**

| LDG RWY | HOLD—SHORT POINT | AVBL LDG DIST |
|---------------|------------------|---------------|
| RWY 25 | 13-31 | 4582 |
| RWY 31 | 07-25 | 4505 |

RUNWAY DECLARED DISTANCE INFORMATION**RWY 07:** TORA-5606 TODA-5606 ASDA-5606 LDA-5606**RWY 13:** TORA-5605 TODA-5605 ASDA-5605 LDA-4949**RWY 25:** TORA-5606 TODA-6590 ASDA-5606 LDA-5606**RWY 31:** TORA-5605 TODA-5933 ASDA-5605 LDA-5605**SERVICE:** S4 **FUEL** 100LL(truck or H24 cardlock), JET A-1 **LGT** ACTIVATE MIRL Rwy 07-25 and Rwy 13-31—118.1.Rwy 07 REIL on high setting only. **FLUID** LHGX**AIRPORT REMARKS:** Opr CRFI/RSC avbl 1500-0400Z (DT 1400-0300Z) No win maint btwn 0400-1500Z (DT 0300-1400Z).

Fuel avbl 1500-0300Z‡ ctc 122.95 or 866-946-2922. Ctc opr. VFR acft with transponder squawk code 4000 arr and code 1200 dep, unless otherwise instructed by ATC. NS ABTMT procedures in effect. No ngt ldg Rwy 07-25

0700-1500Z‡. Rwy 13-31 preferred for ngt ops. No over fits Delta Air Park Arpt blo 1000' AGL. Twy F pvt use only.

Twy F rstd to acft with wingspans 50' or less. Apron III pvt parking only no itinerant acft. Cstrms avbl 1600-0600Z‡ 1 hr PN rqrd. No circuts Rwy 07-25 23-07 lcl. Avoid over-flying noise sensitive area unless unable due to crosswinds

limitations or other safety considerations or as directed by ATC. Arr/Dep: No turns rwy headings blw 400'. After dep Rwy 25 turn crosswinds as required to remain east of railway tracks. Arr Rwy 07 turn base E of noise sensitive area. No

departures fr taxi B. Conform to published VTA routes and as directed by ATC.PPR for jet acft and acft over 12500 lbs GTOW. Ctc OPR for advsy info.

COMMUNICATIONS: ATIS 125.5 1-877-517-2847 1500-0700Z‡**VANCOUVER APP/DEP CON** 363.8 132.3 (South)**TOWER** 118.1 (Inner) 127.6 (Outer) (1500-0700Z‡) **GND CON** 124.3 1500-0700Z‡**COMM/NAV/WEATHER REMARKS:** Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). Vancouver IFR 604-586-4590/4591. IFR tng fits PPR ctc 604-586-4592.• • • • •
HELIPAD H2: H60 diameter (CONC)**HELIPAD H3:** H51 diameter (CONC)**HELIPAD H4:** H68 diameter (CONC)**HELIPAD H5:** H68 diameter (CONC)**HELIPORT REMARKS:** Helicopter ops prohibited within 30' vertical and 90' horizontal from all refueling eqpt. Parking Pads 2 & 3 day use tkof/ldg, hover, taxi & parking. Ngt use prkg only (CAR 602.96).

VANCOUVER INTL BC (CYVR) 0 SW UTC-8(-7DT) N49°11.68' W123°11.04' H-1D, L-1D, 1E

13 B AOE/25 NOTAM FILE CYVR Not insp.

RWY 08R-26L: H11500X200 (ASPH-CONC) HIRL CL

RWY 08R: ALSF-2. REIL. TDZL PAPI(P4L) Rgt tfc. Thld dsplcd 697' RVR

RWY 26L: ALSF-2. REIL. TDZL PAPI(P4L) RVR

RWY 08L-26R: H9940X200 (CONC) HIRL CL

RWY 08L: ALSF-2. REIL. PAPI(P4L) Rgt tfc. RVR

RWY 26R: ALSF-2. REIL. PAPI(P4L) RVR

RWY 13-31: H7300X200 (ASPH-CONC) MIRL

RWY 13: ODALS. REIL. PAPI(P4L) Rgt tfc.

RWY 31: ODALS. REIL. PAPI(P4L)

LAND AND HOLD-SHORT OPERATIONS

| LDG RWY | HOLD-SHORT POINT | AVBL LDG DIST |
|----------------|------------------|---------------|
| RWY 13 | 08R-26L | 5150 |
| RWY 26L | 13-31 | 5430 |

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08L:TORA-9219 TODA-10203 ASDA-9219 LDA-9219

RWY 08R:TORA-11500 TODA-12484 ASDA-11500 LDA-10803

RWY 13: TORA-7300 TODA-8284 ASDA-7300 LDA-7300

RWY 26L:TORA-11500 TODA-12484 ASDA-11500 LDA-10803

RWY 26R:TORA-9612 TODA-10597 ASDA-9612 LDA-9219

RWY 31: TORA-7300 TODA-8284 ASDA-7300 LDA-7300

SERVICE: S4 **FUEL** 100LL, JET A (FSII avbl), JET A1 (FSII avbl), HPR **FLUID** PRESAIR, De-Ice LHOX **JASU** CE 16, Air Start

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AIRPORT REMARKS Oct-Apr migratory birds in/ov arpt; resident Snow Goose population, significant hazard at and abv 400' AGL west of the thld of Rwy 08R and Rwy 08L out to 1.9 NM. Freq VFR float acft activity on river south side of arpt. ARFF svc avbl. Rwy 13 dep not authorized for B777-300/A340-600 and larger. Rwy 08L arr, reverse turns to exit rwy not authorized. Rwy 31 arr not authorized for B777-300/A340-600 and larger. Turbojets equipped with reverse thrust plan to exit Twy M3 or byd. Rwy 08R arr, acft exiting onto Twy D1, turn north on Twy E. Do not stop in rwy area. Rwy 26R arr, reverse turns not authorized for turbojets. Turboprop authorized daytime hrs only with prior apvl. Turbojets equipped with reverse thrust plan to exit Twy M4 or byd. Acft rolling long, planning to use Twy H, see Standard Taxi Arrival Procedures CFS. Rwy 26L arr, turns onto Rwy 31 not authorized without clnc. Acft exiting onto Twy H, hold-short of Twy D. Do not stop in rwy area. PPR YVR ops for all engine airstarts or cross bleed starts and aprons I, II, III, V, VI, VIII. Apron I rstd to CRJ-900/SD34 and smaller. Pavement byd twy is non load bearing. Apron I, II, III, V, VI, and VIII, PPR arpt ops is rqr'd. Apron VI (Twy P), B767 and larger, travelling eastbound, prohibited exiting Twy P. Apron VI bypass taxilane cntrln amber lgtg. Apron VI, traveling eastbound, turns onto P restricted to B767/A310 and smaller. Apron VI east bypass restricted to B737 and smaller. Left turns onto Twy D1 restricted to B737-900/A321 and smaller. Apron VI (east) pushbacks from remote parking positions E1-E3 to west taxilane. Apron VI (east) pushbacks from remote parking positions E10-E19 to south taxilane. All aircraft on Apron VI use min thrust due to jet blast. Unctld twys: Twy C (south of Twy F), Twy F, Twy J (btwn Twy L and Twy K), Twy Q, Twy DR, Twy DS, Twy DT, Twy DU, Twy DV and Twy DW. Unctld veh crossings: Twy J, Twy JA, Twy JB, Twy JC, Twy K, Twy R, Twy V, Twy P, Twy Q, Twy S, Twy T, Twy DS, Twy DT, Twy DU, Twy DV, Twy DW and Twy DY, Twy H, Twy A2 rstd to Lear 60/DH8-300 and smaller. Twy A (East of Twy E) rstd to B767/A310 and smaller. Twy B rstd to B767/A310 and smaller. Twy E (north of Twy D) rstd to A330/B787 and smaller. Twy C (South of Twy F) rstd to B737/A321 and smaller. Twy C (North of Twy F) rstd to B767/A310 and smaller. Twy D (Eastbound) no left turns onto Twy H by A321/B737-900 and larger. Twy D (Westbound) no left turn onto Twy H. Twy D and Twy D5 rstd from simultaneous use by acft larger than B767/A310. Twy D2 rstd to CRJ-900 and smaller. Twy F (West of Twy C) rstd to B767/A310 and smaller. Twy F (East of Twy C) rstd to CRJ-900 and smaller. Twy G rstd to A310/B767 and smaller. Twy DR, Twy DS. Twy H (Southbound): No right turns onto Twys A, D, L or H4. Twy H (South of Rwy 08R-26L) rstd to B767/A310 and smaller. Twy H (Northbound): No left turns onto Twy V. No right turns onto Twy D. No right turns onto Twy L for B767/A300 and larger. Twy J no left turns onto Twy K by acft B767/A300 and larger. Twy J (Southbound): turns onto Twy L rstd to B767/A310 and smaller (See De-Icing General Notes). Twy J (Southbound): Right turns permitted for acft larger than B767/A310, when de-icing operations are in effect, and Gates 39 and 40 are closed. Twy J (Southbound and Northbound), restricted to B747-400 and smaller south of K.Twy J (Northbound), no left turns onto Twy K by B767/A310 and larger. Twy L entry and exit at apron VI rstd to B737/A321 and smaller. No right turns onto Twy V. When A380 is on Twy M, taxilane btwn Gates 68 and Twy T rstd to B757 and smaller (and vice versa). Twy M4, no left or rgt turns onto M for A340-600/B777-300 and larger. A340-600/B777-300 avbl twys: D, D3, D5, DT, E (South of Rwy 08-26L).Twy M1-Twy M6 (rapid exit) design speed in wet cond is 50 kts (95 km/h). Twy P: Right turns onto Twy M rstd to B767/A310 and smaller. Twy Q: Uncontrolled vehicle crossings. Twy S rstd to B767/A310 and smaller. Twy V no left turns onto L. Wide Body Acft A380/B747-8/AN124 avbl twys, Twy D, Twy D5, Twy DT, Twy DU, Twy H (north of Rwy 08R-26L), Twy J (north of Twy JB), Twy JA, Twy K (west of Twy R), Twy L (west of Rwy 12-30), Twy M, Twy M5, Twy M6, Twy M7, Twy M9, Twy M10, Twy P, Twy R, and Twy V. Wide Body Acft A340-600/B777-300/A350-900/A350-1000 avbl twys Twy D, Twy D3, Twy D5, Twy E (south of Rwy 08R-26L), Twy H (north of Rwy 08R-26L), Twy J, Twy JA, Twy JB, Twy JC, Twy K, Twy L (west of Twy J), Twy M, Twy M4, Twy M5, Twy M6, Twy M7, Twy M8, Twy M9, Twy M10, Twy P, Twy T, Twy R, and Twy V. Twy M3 not avbl to B777-300, A350-900, A340-600 and larger. Twy DW rstd to B737/A321 and smaller. Twy H2 avbl to B767/A310 and smaller. Acft pushing back from gates 40 thru 43 ctc 127.15 (North). VNAP A or B rqr'd for all rwys. Advise ATC clnc del if using VNAP B. Follow assigned SID 3000 BPOC. Apron III, jets towed in and out. NS ABTMT procedures in effect ctc YVRAA ops 604-207-7022, fax 604-276-6099. For water aerodrome info refer to Water Aerodrome Supplement. Landing fee. Customs avbl ctc 888-226-7277. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on manoeuvring areas. CAC are available for free on the NAV CANADA website. Multilateration: Pilots must keep their transponder on at all times when manoeuvring on the airport (turned on prior to brake release and on arrival, on until final engine shutdown). Pilots that do not have transponder code issued by ATC squawk 1000 when taxiing.

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COMMUNICATIONS: (UNICOM 122.8) (ATIS 124.6 1-877-517-2847)

RCO 123.15 (E) (PACIFIC RADIO)

ⓂAPP CON 352.7 134.225 133.1 (Inner) 128.6 128.17 (Outer)

DEP CON 363.8 126.125 (North) 132.3 (South)

TOWER 236.6 226.5 125.65 124.0 (VFR) 119.55 (North) 118.7 (South) (E)

GND CON 275.8 127.15 (North) 121.7 (South)

CLNC DEL 121.4

VFR ADVISORY SVC 125.2

INTERNATIONAL A/G FREQS 127.3

RADIO AIDS TO NAVIGATION

(H)VORW/DME 115.9 YVR Chan 106 N49°04.64' W123°08.94' 332° 7.2 NM to Fld. 16/17E.

NDB(MHW) 266 VR N49°10.37' W123°03.43' 269° 5.2 NM to Fld./16E.

ILS/DME 110.7 I-IFZ Chan 44 Rwy 26L.

ILS/DME 109.5 I-IVR Chan 32 Rwy 08R.

ILS/DME 111.1 I-IMK Chan 48 Rwy 13. LOC reliable only within 20° either side of centerline.

ILS/DME 110.55 I-ITL Chan 42(Y) Rwy 08L. LOC reliable only within 15° either side of centerline.

ILS/DME 111.95 I-IRD Chan 56(Y) Rwy 26R.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). IFR 604-586-4590/4591 or 800-668-1333; IFR tng flts PPR ctc 604-586-4592. METAR H24. WxCam.

VANCOUVER INTL SEAPLANE BC (CAM9) O SW UTC-8(-7DT) N49°11.70' W123°10.92' H-1D, L-1D, 1E

00 B AOE NOTAM FILE CYVR Not insp.

SERVICE: FUEL 100LL, JET A

SEAPLANE REMARKS: Low level over flts of helicopter arrival/departure adj land aerodrome. Rough water associated with strong East or West winds, 1-3' swells. Tidal range 14', shallow water close to shores. Customs avbl ctc 888-226-7277.

COMMUNICATIONS: ATIS 124.6 1-877-517-2847)

RCO 123.15 (E) (PACIFIC RADIO)

TOWER 236.6 226.5 125.65 124.0 Outer 119.55 (North) 118.7 (South)

CLNC DEL 121.4

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). IFR 604-586-4590/4591 or 800-668-1333; IFR tng flts PPR ctc 604-586-4592.

VICTORIA

VICTORIA INTL BC (CYYJ) 12 NNW UTC-8(-7DT) N48°38.83' W123°25.55'

64 B AOE NOTAM FILE CYYJ Not insp.

RWY 09-27: H6998X200 (ASPH) HIRL

RWY 09: ODALS. REIL. PAPI(P4R) RVR

RWY 27: SSALR. REIL. PAPI. RVR

RWY 03-21: H5027X200 (ASPH) MIRL

RWY 03: REIL. Thld dspclcd 1405'

RWY 21: REIL. Thld dspclcd 886'. Rgt tfc.

RWY 14-32: H5001X200 (ASPH) MIRL

RWY 14: ODALS. REIL. PAPI(P4L) Thld dspclcd 427'.

RWY 32: REIL. PAPI(P4L). Rgt tfc.

LAND AND HOLD-SHORT OPERATIONS

| LDG RWY | HOLD-SHORT POINT | AVBL LDG DIST |
|---------------|------------------|---------------|
| RWY 09 | 03-21 | 3169 |
| RWY 27 | 03-21 | 3039 |
| RWY 27 | 14-32 | 4459 |
| RWY 32 | 09-27 | 3393 |

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-5027 TODA-6011 ASDA-5027 LDA-3622

RWY 09: TORA-6998 TODA-7982 ASDA-6998 LDA-6998

RWY 14: TORA-5001 TODA-5329 ASDA-5001 LDA-4574

RWY 21: TORA-5027 TODA-5381 ASDA-5027 LDA-4141

RWY 27: TORA-6998 TODA-7982 ASDA-6998 LDA-6998

RWY 32: TORA-5001 TODA-5703 ASDA-5001 LDA-5001

SERVICE: S4 **FUEL** 100LL, JB, F-34, JET A-1 (FSII avbl), HPR **LGT** Arpt lghts opr 1400-0800Z†, 0800-1400Z†.

ACTIVATE—119.7. PAPI Rwy 14 and Rwy 32 avbl on all rwy lgt settings. PAPI limitation/restriction. PAPI Rwy 14 to be used only within 2 NM of thld. Hi terrain reduces operational length of Rwy 14 PAPI. **FLUID** D & A-ICE CANWEST 250-883-6864 15-03Z (DT 14-02Z), 250-882-4271 1200-2030Z (DT 1100-1930Z) or AC OPS at 250-656-0764, LHOX

AIRPORT REMARKS: Proximity of mountain rqrs caution at ngt or in poor visibility. Customs avbl ctc 888-226-7277. IFR trng flts PPR ctc 604-775-9674. ARFF Designated CAT 7 1305-0805Z† (DT 1205-0705Z). NSTD dashed yellow twy lines from Twy P to Rwy 09-27 for use by wide bodied acft. All others use std centerline markings. No weight restrictions for taxiing acft Rwy 03-21 S of Rwy 14-32. Helicopter trng areas avbl 1600-0400Z† (DT 1500-0300Z†) daily and are active when broadcast on ATIS, PPR only, not avb 500' AGL unless advised by ATC. Hi-performance VFR turboprop and jet acft ldg can expect radar vectors to an 8 NM final at 3000 ASL or abv. Beaver pt arr not auth for hi performance Vfr turboprop and jet acft in Victoria tml airspace. Declared distances for intersection departures: TORA Rwy 09 int G 5500', int K 4500'. TORA Rwy 27 int W 5700', int S/N 4900'. TORA Rwy 14 int E 3200'. TORA Rwy 21 int E 2900'. Rwy 32 slopes up 0.39%. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. **CAUTION:** Resident Canada Goose population significant hazard at or blw 400' AGL west of thld Rwy 09 out to 1.5 NM. Migratory birds in vic of arpt Oct-Apr.

COMMUNICATIONS: ATIS 118.8 1400-0800Z†

RCO 122.375 (PACIFIC RADIO)

VICTORIA TRML APP 125.95 120.8 **DEP CON** 133.85

TOWER 239.6 119.1 (E) (1400-0800Z†) **GND CON** 361.4 121.9 **CLNC DEL** 126.4 (1400-0800Z†)

RADIO AIDS TO NAVIGATION

VORW/DME 113.7 YYJ Chan 84 N48°43.62' W123°29.07' 137° 5.3 NM to Fld./17E.

NDB(H) 200 YJ N48°38.65' W123°23.97' 264° 1.1 NM to fld./16E.

ACTIVE PASS NDB(MHW) 378 AP N48°52.43' W123°17.40' 186° 14.6 NM to Fld. 1985/16E.

MILL BAY NDB(MHZ) 293 MB N48°40.26' W123°32.21' 092° 4.6 NM to Fld./16E.

ILS/DME 108.7 I-IKH Chan 24 Rwy 09. Mountainous terrain NW and SW quadrants.

ILS/DME 109.95 I-IYJ Chan 36(Y) Rwy 27.

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). Vancouver IFR 604-586-4590/4591 or 800-668-1333; IFR tng flts PPR ctc 604-586-4592 or 800-668-1333. METAR H24.

VICTORIA SEAPLANE BC (CAP5) 12 NNW UTC-8(-7DT) N48°39.00' W123°27.00'

00 AOE NOTAM FILE CYYJ Not insp.

SERVICE: **FUEL** 100LL **OIL** 20W50

SEAPLANE REMARKS: 2 Ramps. Customs avbl ctc 888-226-7277.

COMMUNICATIONS: ATIS 118.8 1-877-517-2847 1400-0800Z†

VICTORIA TRML APP 129.5 308.4 **DEP CON** 133.85 308.4

TOWER 239.6 119.1 (E) (1400-0800Z†) **GND CON** 361.4 121.9 **CLNC** 126.4 (1700-0100Z†)

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA).

WATSON LAKE YT N60°05.18' W128°51.47'
 VOR/DME 114.9 YQH Chan 96 at Watson Lake/25E.

H-1C

WHITEHORSE/ERIK NIELSEN INTL YT (CYXY) 0 SE YUKON GOV'T UTC-8(7-DT) N60°42.57'
 W135°04.04'

WHITEHORSE
 H-1C, L-1B

2317 B AOE NOTAM FILE CYXY Not insp.

RWY 14R-32L: H9500X150 (ASPH) HIRL

RWY 14R: SF. REIL. PAPI(P2L) Thld dspclcd 851'. RVR

RWY 32L: SSALR. REIL. Thld dspclcd 1401'. RVR Rgt tfc.

RWY 14L-32R: H5317X100 (ASPH)

RWY 32R: Thld dspclcd 1298'. Rgt tfc.

RWY 02-20: H1798X75 (ASPH)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:TORA-1798 TODA-1798 ASDA-1798 LDA not usable

RWY 14L:TORA-5317 TODA-6301 ASDA-5317 LDA-5317

RWY 14R:TORA-9500 TODA-10484 ASDA-9500 LDA-8649

RWY 20:TORA not usable TODA not usable ASDA not usable LDA-1798

RWY 32L:TORA-9500 TODA-10484 ASDA-9500 LDA-8099

RWY 32R:TORA-5317 TODA-6301 ASDA-5317 LDA-4019

SERVICE: S2 FUEL 100LL, JET A, JET A1, (FSII avbl) FLUID D & A-ice

AIRPORT REMARKS: Attended summer 1300-2330Z‡ Apr 15-Oct 1. Attended winter 1230-0930Z‡. Fuel avbl

1500-0500Z‡. PPR for fixed wing acft tkf and ldg off movement area. ARFF svc avbl. Flying trng NW edge of CLASS D at Cousins arpt to 3200' MSL. Call out charge may be levied for one or more svcs. Opr Rwy 14R/32L 1300Z-2330Z Apr 15-Oct 1, 1300Z-0930Z (DT 1200-0830Z) Oct 2-Apr 14; OT 2½ hrs PN for snow removal. Ltd winter maint Rwy 02-20. Ltd winter maint Rwy 14L-32R. CRFI, PLR/PCN. Tkf Rwy 20 not authorized. Ldg Rwy 02 not authorized. Twy G unctld. Radioonde balloon launches from N60°44'19" W135°05'24" (aprx 1.25 NM NW thld Rwy 14R on extdd rwy centerline) 1115-1130Z‡ and 2315-2330Z‡ daily with an ascent rate of 1000'/min. Powerline parallel to Rwy 14R final apch area aprx 550' west of extdd rwy centerline. Hang gliding and paragliding activity within 7 NM of aerodrome. 2 1/2 hrs PN rprd for snow removal. Customs phone 888-226-7277.

COMMUNICATIONS: ATIS 125.25

RCO 123.275 (E) (WHITEHORSE RADIO)

EDMONTON CENTER APP/DEP CON 132.1 134.15

TOWER 236.6 118.3 (E) (1500-0500Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc effective 1500-0500Z‡.

RADIO AIDS TO NAVIGATION

VOR/DME 116.6 YXY Chan 113 N60°37.11' W135°08.42' 360° 5.8 NM to Fld.5285/21E.

NDB(HW) 302 XY N60°46.37' W135°06.32' 139° 4.0 NM to Fld./25E.

KLONDIKE NDB(MHW) 353 ZXY N60°38.16' W135°00.65' 318° 4.7 NM to Fld./21E.

LABERGE NDB(MHW) 236 JB N60°56.97' W135°08.26' 153° 14.6 NM to fld./19E.

ILS 109.5 I-IXY Rwy 32L. LOC reliable only within 10° either side of centerline.

VHF/DF—ctc WHITEHORSE FSS

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526. METAR H24. TAF H24, issue times 00, 06, 12, 18Z.

WHITE ROCK BC N49°00.20' W122°45.02'
 NDB(MHW) 332 WC 069° 15.5 NM to Abbotsford./16E.

SEATTLE
 L-1D, 1E

WOODCOCK BC (CBQ8) 3.8 NE UTC-8(-7DT) N55°04.00' W128°14.00'

L-1C

537 NOTAM FILE CYXT Not insp.

RWY 02-20: H3350X200 (ASPH)

RWY 20: Thld dspclcd 1050'.

AIRPORT REMARKS: Not regularly maintained, no win maint. High terrain surrounds field. Parachute activity drop zone adj to rwy. Animals invof rwy.

COMMUNICATIONS:

TRAFFIC FREQ 123.2 5 NM 3500 ASL

COMM/NAV/WEATHER REMARKS: Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA).

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Chart listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of Caribbean Charts and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions. Positions are shown as degrees, minutes, seconds and hemisphere. Data is current as of 34 days prior to the date of this publication.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. Pilots are advised to go to the Special Use Airspace website (www.sua.faa.gov) or contact Flight Service to obtain information on MTRs affecting their flight.

ANCHORAGE SECTIONAL

107th Edition, 5 Nov 2020

OBSTRUCTIONS

5 Nov 2020 No Major Changes.

AIRPORTS

5 Nov 2020 No Major Changes.

NAVAIDS

5 Nov 2020 No Major Changes.

AIRSPACE

5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

5 Nov 2020 No Major Changes.

MISCELLANEOUS

5 Nov 2020 No Major Changes.

ANCHORAGE TERMINAL AREA CHART

86th Edition, 5 Nov 2020

OBSTRUCTIONS

5 Nov 2020 No Major Changes.

AIRPORTS

5 Nov 2020 No Major Changes.

NAVAIDS

5 Nov 2020 No Major Changes.

AIRSPACE

5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

5 Nov 2020 No Major Changes.

MISCELLANEOUS

5 Nov 2020 No Major Changes.

BETHEL SECTIONAL
62nd Edition, 16 Jul 2020**OBSTRUCTIONS**

16 Jul 2020 – 5 Nov 2020 No Major Changes

AIRPORTS

16 Jul 2020 – 5 Nov 2020 No Major Changes

NAVAIDs

16 Jul 2020 – 5 Nov 2020 No Major Changes

AIRSPACE

16 Jul 2020 – 5 Nov 2020 No Major Changes

SPECIAL USE AIRSPACE

16 Jul 2020 – 5 Nov 2020 No Major Changes

MILITARY TRAINING ROUTES

16 Jul 2020 – 5 Nov 2020 No Major Changes

MISCELLANEOUS

16 Jul 2020 – 5 Nov 2020 No Major Changes

CAPE LISBURNE SECTIONAL
54th Edition, 16 Jul 2020**OBSTRUCTIONS**

16 Jul 2020 – 5 Nov 2020 No Major Changes.

AIRPORTS

16 Jul 2020 – 5 Nov 2020 No Major Changes.

NAVAIDs

16 Jul 2020 – 5 Nov 2020 No Major Changes.

AIRSPACE

16 Jul 2020 – 5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

16 Jul 2020 – 5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

16 Jul 2020 – 5 Nov 2020 No Major Changes.

MISCELLANEOUS

16 Jul 2020 – 5 Nov 2020 No Major Changes.

COLD BAY SECTIONAL
53rd Edition, 30 Jan 2020**OBSTRUCTIONS**

30 Jan 2020 – 5 Nov 2020 No Major Changes.

AIRPORTS

30 Jan 2020 – 5 Nov 2020 No Major Changes.

NAVAIDs

30 Jan 2020 – 16 Jul 2020 No Major Changes.

10 Sep 2020 Raise all outbound bearings from COLD BAY VORTAC by 4 degrees, 55°16'02"N, 162°46'26"W.
5 Nov 2020 No Major Changes.

AIRSPACE

30 Jan 2020 – 5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

30 Jan 2020 – 5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

30 Jan 2020 – 5 Nov 2020 No Major Changes.

MISCELLANEOUS

30 Jan 2020 – 5 Nov 2020 No Major Changes.

DAWSON SECTIONAL
54th Edition, 10 Sep 2020

OBSTRUCTIONS

10 Sep 2020 – 5 Nov 2020 No Major Changes.

AIRPORTS

10 Sep 2020 – 5 Nov 2020 No Major Changes.

NAVAIDS

10 Sep 2020 – 5 Nov 2020 No Major Changes.

AIRSPACE

10 Sep 2020 – 5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

10 Sep 2020 – 5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

10 Sep 2020 – 5 Nov 2020 No Major Changes.

MISCELLANEOUS

10 Sep 2020 – 5 Nov 2020 No Major Changes.

DUTCH HARBOR SECTIONAL
53rd Edition, 27 Feb 2020

OBSTRUCTIONS

26 Mar 2020 – 5 Nov 2020 No Major Changes.

AIRPORTS

26 Mar 2020 – 5 Nov 2020 No Major Changes.

NAVAIDS

26 Mar 2020 – 5 Nov 2020 No Major Changes.

AIRSPACE

26 Mar 2020 – 5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

26 Mar 2020 – 5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

26 Mar 2020 – 5 Nov 2020 No Major Changes.

MISCELLANEOUS

26 Mar 2020 – 5 Nov 2020 No Major Changes.

FAIRBANKS SECTIONAL
107th Edition, 5 Nov 2020

OBSTRUCTIONS

5 Nov 2020 No Major Changes.

AIRPORTS

5 Nov 2020 No Major Changes.

NAVAIDS

5 Nov 2020 No Major Changes.

AIRSPACE

5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

5 Nov 2020 No Major Changes.

MISCELLANEOUS

5 Nov 2020 No Major Changes.

FAIRBANKS TERMINAL AREA CHART
86th Edition, 5 Nov 2020**OBSTRUCTIONS**

5 Nov 2020 No Major Changes.

AIRPORTS

5 Nov 2020 No Major Changes.

NAVAIDS

5 Nov 2020 No Major Changes.

AIRSPACE

5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

5 Nov 2020 No Major Changes.

MISCELLANEOUS

5 Nov 2020 No Major Changes.

JUNEAU SECTIONAL
60th Edition, 26 Mar 2020**OBSTRUCTIONS**

26 Mar 2020 – 5 Nov 2020 No Major Changes.

AIRPORTS

26 Mar 2020 – 5 Nov 2020 No Major Changes.

NAVAIDS

26 Mar 2020 – 5 Nov 2020 No Major Changes.

AIRSPACE

26 Mar 2020 – 10 Sep 2020 No Major Changes.

5 Nov 2020 Revise SITKA, AK Class E2 Surface Area: Within a 4.1 mile radius of Sitka Rocky Gutierrez Airport, and within 1.5 miles each side of the 209° bearing from the airport, extending from the 4.1-mile radius to 4.4 miles southwest of the Sitka Rocky Gutierrez Airport.

Add SITKA, AK Class E4 Surface Area: That airspace extending upward from the surface within 4 miles north and 8 miles south of the 315° bearing from the airport, extending from 0.9 miles northwest of the airport to 28.3 miles northwest of the Sitka Rocky Gutierrez Airport.

Revise SITKA, AK Class E5: That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the airport, and within 5 miles each side of the 216° bearing from the airport, extending from the 6.6-mile radius to 26 miles southwest of the Sitka Rocky Gutierrez Airport; excluding that airspace extending beyond 12 miles from the coast.

SPECIAL USE AIRSPACE

26 Mar 2020 – 5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

26 Mar 2020 – 5 Nov 2020 No Major Changes.

MISCELLANEOUS

26 Mar 2020 – 5 Nov 2020 No Major Changes.

KETCHIKAN SECTIONAL
60th Edition, 23 Apr 2020**OBSTRUCTIONS**

21 May 2020 – 5 Nov 2020 No Major Changes.

AIRPORTS

21 May 2020 – 5 Nov 2020 No Major Changes.

NAVAIDS

21 May 2020 – 5 Nov 2020 No Major Changes.

AIRSPACE

21 May 2020 – 5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

21 May 2020 – 5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

21 May 2020 – 5 Nov 2020 No Major Changes.

MISCELLANEOUS

21 May 2020 – 5 Nov 2020 No Major Changes.

KODIAK SECTIONAL
61st Edition, 5 Nov 2020**OBSTRUCTIONS**

5 Nov 2020 No Major Changes.

AIRPORTS

5 Nov 2020 No Major Changes.

NAVAIDS

5 Nov 2020 No Major Changes.

AIRSPACE

5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

5 Nov 2020 No Major Changes.

MISCELLANEOUS

5 Nov 2020 No Major Changes.

MCGRATH SECTIONAL
62nd Edition, 16 Jul 2020**OBSTRUCTIONS**

16 Jul 2020 – 5 Nov 2020 No Major Changes.

AIRPORTS

16 Jul 2020 – 5 Nov 2020 No Major Changes.

NAVAIDS

16 Jul 2020 – 5 Nov 2020 No Major Changes.

AIRSPACE

16 Jul 2020 – 10 Sep 2020 No Major Changes.

5 Nov 2020 Add SLEETMUTE, AK Class E: That airspace extending upward from 700 feet above the surface within 6 miles of the Sleetmute Airport, Sleetmute, Alaska, and that airspace 2- miles each side of the 166° bearing from the airport extending from the 6-mile radius to 19 miles south of the Sleetmute Airport.

Revise MCGRATH, AK Class E Surface Area: That airspace extending upward from the surface within a 5.6-mile radius of McGrath Airport.

Revise MCGRATH, AK Class E: That airspace extending upward from 700 feet above the surface within an 8.1-mile radius of the airport, and within 8 miles east and 4 miles west of the 001° bearing from the airport, extending from the 8.1-mile radius to 15.7 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within a 45-mile radius of McGrath Airport.

SPECIAL USE AIRSPACE

16 Jul 2020 – 5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

16 Jul 2020 – 5 Nov 2020 No Major Changes.

MISCELLANEOUS

16 Jul 2020 – 5 Nov 2020 No Major Changes.

NOME SECTIONAL
61st Edition, 18 Jun 2020**OBSTRUCTIONS**

16 Jul 2020 – 5 Nov 2020 No Major Changes.

AIRPORTS

16 Jul 2020 – 5 Nov 2020 No Major Changes.

NAVAIDS

16 Jul 2020 – 5 Nov 2020 No Major Changes.

AIRSPACE

16 Jul 2020 – 5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

16 Jul 2020 – 5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

16 Jul 2020 – 5 Nov 2020 No Major Changes.

MISCELLANEOUS

16 Jul 2020 – 5 Nov 2020 No Major Changes.

POINT BARROW SECTIONAL
82nd Edition, 23 Apr 2020

OBSTRUCTIONS

21 May 2020 – 5 Nov 2020 No Major Changes.

AIRPORTS

21 May 2020 – 5 Nov 2020 No Major Changes.

NAVAIDS

21 May 2020 – 5 Nov 2020 No Major Changes.

AIRSPACE

21 May 2020 – 5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

21 May 2020 – 5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

21 May 2020 – 5 Nov 2020 No Major Changes.

MISCELLANEOUS

21 May 2020 – 5 Nov 2020 No Major Changes.

SEATTLE SECTIONAL
100th Edition, 5 Nov 2020

OBSTRUCTIONS

5 Nov 2020 No Major Changes.

AIRPORTS

5 Nov 2020 No Major Changes.

NAVAIDS

5 Nov 2020 No Major Changes.

AIRSPACE

5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTE

5 Nov 2020 No Major Changes.

MISCELLANEOUS

5 Nov 2020 No Major Changes.

SEATTLE TERMINAL AREA CHART
95th Edition, 5 Nov 2020

OBSTRUCTIONS

5 Nov 2020 No Major Changes.

AIRPORTS

5 Nov 2020 No Major Changes.

NAVAIDS

5 Nov 2020 No Major Changes.

AIRSPACE

5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

5 Nov 2020 No Major Changes.

MISCELLANEOUS

5 Nov 2020 No Major Changes.

SEWARD SECTIONAL
107th Edition, 5 Nov 2020**OBSTRUCTIONS**

5 Nov 2020 No Major Changes.

AIRPORTS

5 Nov 2020 No Major Changes.

NAVAIDS

5 Nov 2020 No Major Changes.

AIRSPACE

5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

5 Nov 2020 No Major Changes.

MISCELLANEOUS

5 Nov 2020 No Major Changes.

WESTERN ALEUTIAN ISLANDS SECTIONAL
53rd Edition, 27 Feb 2020**OBSTRUCTIONS**

26 Mar 2020 – 5 Nov 2020 No Major Changes.

AIRPORTS

26 Mar 2020 – 5 Nov 2020 No Major Changes.

NAVAIDS

26 Mar 2020 – 5 Nov 2020 No Major Changes.

AIRSPACE

26 Mar 2020 – 5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

26 Mar 2020 – 5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

26 Mar 2020 – 5 Nov 2020 No Major Changes.

MISCELLANEOUS

26 Mar 2020 – 5 Nov 2020 No Major Changes.

WHITEHORSE SECTIONAL
60th Edition, 26 Mar 2020**OBSTRUCTIONS**

26 Mar 2020 – 5 Nov 2020 No Major Changes.

AIRPORTS

26 Mar 2020 No Major Changes.

21 May 2020 Add RP 30 to COUSINS arpt, 60°48'29"N, 135°10'38"W.

16 Jul 2020 – 5 Nov 2020 No Major Changes.

NAVAIDS

26 Mar 2020 – 5 Nov 2020 No Major Changes.

AIRSPACE

26 Mar 2020 – 5 Nov 2020 No Major Changes.

SPECIAL USE AIRSPACE

26 Mar 2020 – 5 Nov 2020 No Major Changes.

MILITARY TRAINING ROUTES

26 Mar 2020 – 5 Nov 2020 No Major Changes.

MISCELLANEOUS

26 Mar 2020 – 5 Nov 2020 No Major Changes.

LAKE HOOD (LHD) AIRCRAFT OPERATIONS

This Operational Order applies to all general aviation and air taxi pilots operating on Lake Hood, Spenard Lake, and Runway 14/32. The purpose of this operational order is to improve operating procedures and lake safety, reduce aircraft noise impacts on surrounding neighborhoods, and minimize shoreline erosion.

Taxi Operations

- Slow taxi operations shall be conducted when operating within 200 feet of the shoreline except for the water lanes.
- Pilots shall contact the Air Control Tower (ATCT) before taxiing more than 50 feet from shore in Lake Hood and Spenard Lake due to congestion and water lane boundaries.
- Pilots must have ATCT clearance to taxi or operate in the areas known as the North Pothole and South Cove.
- Pilots who require access to Floatplane Point must have ATCT clearance to taxi and advise ATCT of the destination prior to landing.
- No magneto/engine checks shall be conducted while taxiing in the Slow Taxi Canal. To reduce bank erosion and noise problems engine checks should be completed as quickly as practical. The preferred area for magneto/engine checks is in Spenard Lake.
- Step taxiing is not authorized outside of the water lanes.
- No step taxiing is permitted in the Slow Taxi Canal.
- Step taxi may be approved by the ATCT in the takeoff/landing channel upon request. However, pilots shall minimize these requests.
- Upon landing pilots should remain on step until clear of the water lane.

Buoys

- Buoys highlight areas for heightened vigilance, such as proximity to the shoreline or waterlanes. Exercise caution and transit at no greater than slow taxi.
- Do not take-off, land or step taxi between buoys and the shoreline. Exercise caution for potential opposite taxiing aircraft and clear to the right IAW 14CFR91.115.

Departure Procedures

- Aircraft may come up on step for takeoffs only in the designated departure areas and waterlanes.
- A pilot must taxi out of the canals and be on the lake prior to asking ATCT for departure clearance.

The Spenard Lake extended departure procedure

- All westbound departures that commence from the uncontrolled departure area must advise the ATCT that they will be departing from the uncontrolled departure area. It is the pilot's responsibility to ensure separation from other aircraft while in the uncontrolled departure.
 - The extended departure may commence no closer than 300 feet south of the North Shore.
- Note: All areas on Lake Hood and Spenard Lake are uncontrolled except for the designated water lanes. Use caution when taxiing. Aircraft may use the uncontrolled area designated "uncontrolled departure area" to come up on the step for takeoffs to the west. Use extreme caution in this area. ATCT separation services are only provided in the controlled water lanes.

Preferential Water Lane Use

- Preferential water lanes for departures are to the north, west, northwest, or south. Departures to the east should be requested only when required by strong wind or sun conditions and designated by the ATCT as the active waterlane.
- During nighttime hours, pilots are encouraged to avoid departures to and arrivals from east and southeast. Nighttime procedures are in effect from 9:00 PM to 7:00 AM. The ATCT will provide noise sensitive advisory notices to all pilots requesting an east departure during nighttime hours.
- Do not takeoff or land in the North Pothole due to congestion and wake.

Note: The identified preferential departure and arrival water lanes for departures and arrivals are advisory. Under FAA regulations (FAR 91.3) the pilot in command is solely responsible for aircraft safety and the final decision on runway selection. However, voluntary compliance will significantly reduce noise complaints and public pressure to formalize more stringent policies.

INTERTIE POWER LINE

Civil/Military

Caution advised between Kashwitna River 61° 50' N/150° 02' W and Cantwell 63° 22' N/148° 50' W along the Intertie Power Line. They are not marked with the international orange marker balls.

TERRACE, BC, CANADA

Civil/Military

CAUTION: Kitimat area —Hydrogen burn-off area 54°02' N 128°41' W for a 2 NM radius. Flame is invisible, avoid flight below 1000' AGL. (28 Oct 1982)

POLLUTION REPORT (POLREP) FORMAT

Civil/Military

1. Pilots are requested to volunteer reports of water pollutants (oil, chemicals, dye etc.) including size, source of pollutant, on-scene weather and other significant information. The POLREP should be transmitted to the U.S. Coast Guard National Response Center (NRC), telephone 800-424-8802, via communications with either the parent command, USAF Global Command Control System Station or any U.S. Coast Guard Air Station.
2. Pollution reports should be made any time pollution is sighted within 50 nautical miles of the U.S. shoreline, on the Great Lakes, or on the navigable rivers of the United States.
3. POLREP FORMAT:
 - a. Pollution substance (oil, dye, etc.)
 - b. Location (latitude-longitude or radial/DME)
 - c. Size of slick/polluted area (meters, yards, miles)
 - d. Time discovered (UTC)
 - e. Direction of movement
 - f. Source (course, speed, name, if vessel)
 - g. Condition of pollutant (breaking up, heavy dark streaks, pancake shape, etc.)
 - h. On-scene weather (wind speed, wind direction, sea state, visibility, percent cloud cover)
 - i. Identification and parent command of reporting source.

(23 Mar 1978)**PORT VALDEZ AREA**

Civil/Military

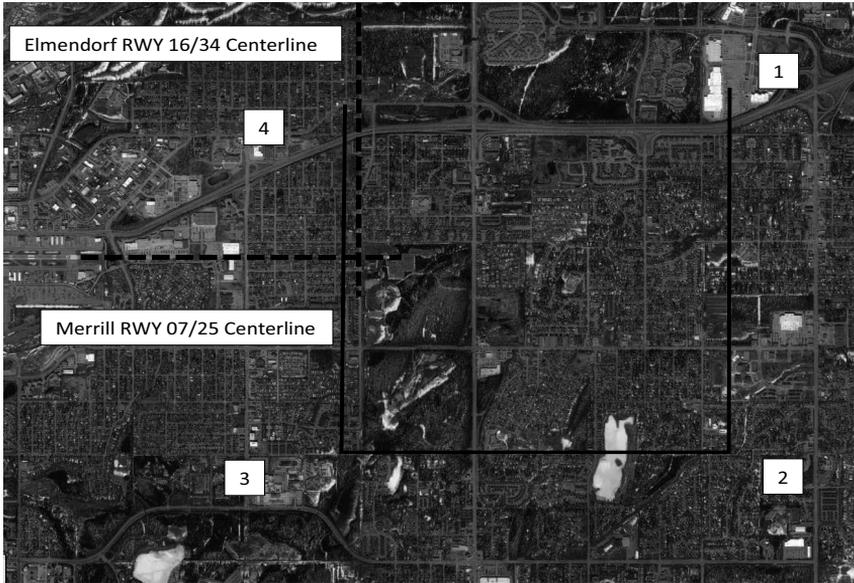
Aircraft operating outside of controlled airspace below 600 feet mean sea level in the Valdez Arm, Valdez Narrows and Port Valdez are advised to avoid flight over or near tankers in compliance with FAR 91.119C, Juneau is the coordinating Flight Service Station.

(6 Oct 1977)**AVIATION FUEL**

Civil

Responsibility for assuring availability of aviation fuel at enroute stops rests solely with the pilot. Confirmation of availability of fuel should be made directly with fuel dispensers at locations where refueling is planned.

Anchorage, Alaska

CARTEE AIRSPACE
Elmendorf Air Force Base**CHART NOT TO BE USED FOR NAVIGATION**

The CARTEE Airspace is sanitized airspace within the Merrill Field Class D surface area that can be released to Elmendorf AFB for Runway 16/34 operations. Upon release, Elmendorf has approval for control purposes of this area. The CARTEE Airspace begins at the surface and extends to 2,500 feet MSL. Its lateral dimensions are defined by Points 1, 2, 3, and 4 below. When given clearance for the CARTEE Airspace crews should use caution to not fly east of the Tikahnu Commons parking lot (Point 1), south of the middle of Cheney Lake (on the line defined by Point 2 and Point 3), and west of the extended centerline for Elmendorf Runway 16/34. Expect extensive civil aircraft activity operating into Merrill Field west of Runway 16/34 extended centerline. CARTEE procedures and protections are only available during the hours Merrill tower is manned and controlling their Class D airspace. After MRI tower operating hours, CARTEE operations and protections cease and are unavailable for request, as MRI reverts to Class E airspace. See Merrill Airfield Remarks in Chart Sup AK for daily hours.

See Anchorage/Merrill Field notices section of this supplement for additional CARTEE information.

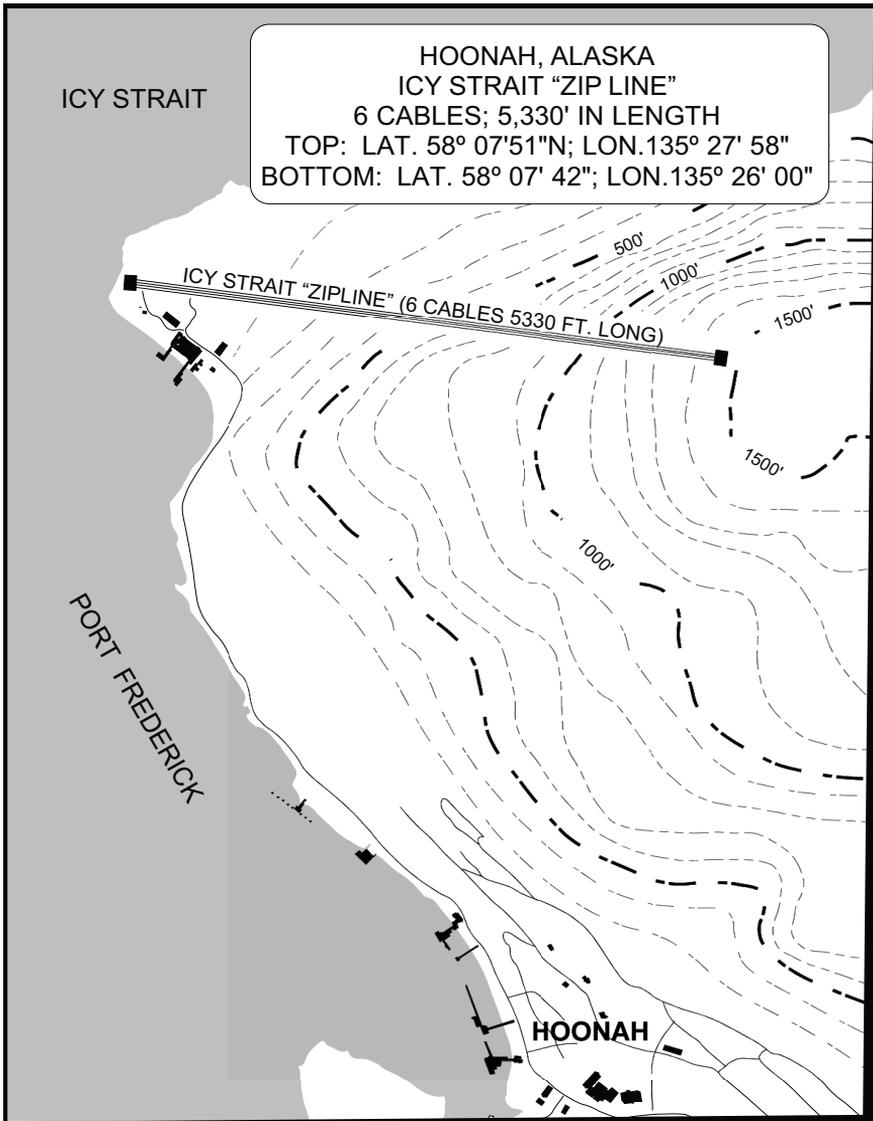
Point 1: N 61° 13' 38.95" W 149° 44' 41.28"

Point 2: N 61° 12' 09.24" W 149° 44' 41.58"

Point 3: N 61° 12' 09.19" W 149° 47' 42.74"

Point 4: N 61° 13' 34.57" W 149° 47' 42.98"

ALASKAMILITARYAIRSPACE@us.af.mil



NOTICES
GENERAL NOTICES

REPORTABLE AVIATION ACCIDENTS OR INCIDENTS

The National Transportation Safety Board (NTSB) is the federal agency charged with investigating all civil and most government aviation accidents. If you are involved in an aviation accident, or reportable incident, or reportable incident, you may fulfill your immediate reporting obligation by calling the NTSB field office in Anchorage. This office is responsible for investigating all aviation accidents that occur in Alaska. Their daytime telephone number is: (907) 271-5001. After normal duty hours, please call (907) 271-5936, and ask to speak with an NTSB investigator. Should questions arise regarding what constitutes an accident or incident, or if you have any other questions about the NTSB, please call the NTSB.

Alaska State Statute 02.35.110. Emergency rations and equipment.

- (a) An airman may not make a flight inside the state with an aircraft unless emergency equipment is carried as follows:
- (1) the following minimum equipment must be carried during the summer months:
 - (A) rations for each occupant sufficient to sustain life for one week;
 - (B) one axe or hatchet;
 - (C) one first aid kit;
 - (D) an assortment of tackle such as hooks, flies, lines, and sinkers;
 - (E) one knife;
 - (F) fire starter;
 - (G) one mosquito head net for each occupant;
 - (H) two small signalling devices such as colored smoke bombs, railroad fuses, or Very pistol shells, in sealed metal containers;
 - (2) in addition to the equipment required under (1) of this subsection, the following must be carried as minimum equipment from October 15 to April 1 of each year:
 - (A) one pair of snowshoes;
 - (B) one sleeping bag;
 - (C) one wool blanket or equivalent for each occupant over four.
- (b) Notwithstanding (a) of this section, operators of multi-engine aircraft licensed to carry more than 15 passengers need carry only the food, mosquito nets, and signalling equipment at all times other than the period from October 15 to April 1 of each year, when two sleeping bags, and one blanket for every two passengers shall also be carried.
- (c) All of the above requirements as to emergency rations and equipment are considered to be minimum requirements which are to remain in full force and effect, except as further safety measures may be from time to time imposed by the department.

OPR: Alaskan Region Flight Standards

Date: March 2013

CIVIL USE OF MILITARY FIELDS

LANDING AT AIR FORCE AIRFIELDS —Except for emergencies prior permission is required for use of Air Force airfields. Information relevant to the submission of the requests, insurance requirements, landing fees, etc. may be obtained from Headquarters, 611th Air Support Squadron, 10471 20th St, Suite 201, Elmendorf AFB, AK 99506, telephone 907-552-1448, email: AKLandingPermits@us.af.mil. Civil aircraft landing permit applications for Air Force airfields in Alaska must be submitted to the above address a minimum of 15 days prior to first intended landing to ensure timely return of the landing permit if approved (permit must be on board aircraft for presentation upon landing). Civil aircraft landing applications for Air Force airfields outside the state of Alaska must be submitted to HQ USAF/XOO-CA, 1480 Airforce Pentagon RM 4D1010, Washington, DC 20330-1480, telephone 703-697-5967, fax 703-695-7004 a minimum of 30 days prior to first intended landing. Civil aircraft landing without prior authorization may experience extensive delays in departure and will be assessed special landing fees.

LANDING AT U.S. ARMY AIRFIELDS —Except for emergencies, prior permission is required and should be requested from the installation commander via the operations officer of the airfield concerned.

For Navy and Marine Corps Installations, prior permission should be requested at least 30 days prior to first intended landing, either from the Chief of Naval Operations (OP-513E) or the Commanding Officer of the field concerned (who has the authority to approve landing rights for certain categories of civil aircraft). An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

PARACHUTE JUMPS ONTO AIRPORTS

Pilots of jump aircraft and parachutists are reminded that Federal Aviation Regulations, Part 105, requires prior approval from airport management to parachute jump onto airports. Written approval to jump onto state-owned airports must be obtained 72 hours in advance from the Director, Division of Aviation, 4111 Aviation Ave. Anchorage, Alaska 99502.

MAGNETIC COMPASS DEVIATIONS

Extreme variations in compass deviations may be experienced due to magnetic storms at geographic latitudes greater than 60° N. The variations may have duration of several minutes to several hours and cause compass swings of 5–10°. The National Oceanic and Atmospheric Administration's Environmental Research Lab high latitude monitoring station at Elmendorf AFB provides present and forecast conditions daily. This information summary may be obtained by calling 566–1819.

RADIATION AREAS

Aircraft should avoid the following areas:

Radiation hazard area from SFC to 16,000' MSL for aircraft out to 3 NM with externally mounted electro explosive devices (EED). Possible interference with electronic equipment for aircraft above 200 feet MSL out to 3 NM (military) or 62 NM (civilian) from a phased array antenna on NW corner of Shemya Island (52°44' N 174°05' E) on a bearing of 250° thru 028°T. These are parameters for information only.

RF radiation area from 100 feet AGL to 5000 feet MSL within a 5000 feet radius of Clear BMEW radar site.

AERONAUTICAL RADIO, INC (ARINC)
(Services available for aircraft engaged in international flight)

ARINC using Pacific common air/ground ATC frequency networks shared with other ground stations are listed below. The frequencies in use will depend on the time and conditions which affect radio propagation. International flights on the ground at ANC or within VHF range of the SEA—ANC network that are entering the NOPAC Route System within Anchorage Centers FIR boundary should contact ARINC on VHF 129.4 to obtain primary/secondary HF frequencies and verify SELCAL before entering NOPAC. If unable 129.4, primary/secondary HF frequencies may be obtained from Anchorage ARTCC, but no SELCAL is available.

NORTH PACIFIC (NP) NETWORK FREQUENCIES

San Francisco

MWARA —5628, 6655, 8951, 10048, 13339, 17946 and 21925 kHz

LDOCF © —3494, 6640, 8933, 11342, 13348, 17925 and 21964 kHz

CENTRAL EAST PACIFIC (CEP) NETWORK FREQUENCIES

San Francisco

Extended Range VHF Ⓐ —131.95

MWARA —2869, 3413, 3452, 5547, 5574, 6673, 8843, 8915, 10057, 11282, 13288, 13354 kHz

LDOCF © —3494, 6640, 8933, 11342, 13348, 17925, and 21964 kHz

Seattle

Pre-flight checks Ⓓ —129.4 (SEA—ANC) 131.80 (North West)/131.95 (Central, CA)/128.9 (Southern, CA)

SSB capability available on all HF freqs. Ⓐ Extended Range VHF Coverage 131.95 includes area within approximately 200 NM of the Hawaiian Islands and along the Hawaii—Mainland US tracks extending outward approximately 250 NM from the HNL, SFO and LAX areas. Ⓑ Call ARINC on VHF to arrange HF checks: 129.40 available for enroute communications on SEA—ANC routes. 131.80 available SEA/MFR. Ⓒ Users are reminded that all transmissions on the ARINC HF SSB LDOCF must be in the single side and mode (upper sideband only). Phone patch service will be available as a normal part of the service. Communications are limited to aircraft operational control matters. Public correspondence (personal messages) to/from crew or passengers cannot be accepted. Refer questions to ARINC operations at 1-800-621-0140.

Aircraft operating in the Anchorage Arctic CTA/FIR beyond line of sight range of remote control VHF air/ground facilities operated from the Anchorage ARTCC, shall maintain communications with Gander Radio and a listening or SELCAL watch on HF frequencies of the North Atlantic D (NAT D) network (2971 kHz, 4675 kHz, 8891 kHz and 11279 kHz). Additionally, and in view of reported marginal reception of the Honolulu Pacific VOLMET broadcasts in that and adjacent Canadian airspace, Gander Radio can provide Anchorage and Fairbanks surface observations and terminal forecasts to flight crews on request.

SATCOM VOICE AVAILABLE AS ALTERNATIVE COMMUNICATIONS MEDIUM:

ARINC has operational use of SATCOM Voice as an acceptable alternative communications medium for oceanic long range ATC communications. It is intended that SATCOM Voice will augment HF radio, in that HF will remain primary for all air communications between ARINC Communications Centers and enroute oceanic aircraft. Aircraft desiring to air-ground— contact an ARINC Communications Center should use the following INMARSAT Security Numbers to call the appropriate ARINC Center:

| <u>Oceanic Area</u> | <u>Center</u> | <u>INMARSAT Number</u> | <u>Public Telephone Number</u> |
|---------------------|---------------|------------------------|--------------------------------|
| Pacific | SFO | 436625 | 925-371-3920 |

ARINC will also utilize SATCOM Voice as a normal operational backup to HF to initiate communications from ground-to-air on the rare occasion when HF communications cannot be established in a timely manner. SATCOM Voice may be used for either ATC or AOC (Aeronautical Operation Control) Communications.

Direct SATCOM Voice communications is available with Anchorage Center for distress and urgency situations only. Information regarding SATCOM Voice is contained in Communications and Position Reporting, below.

THE NOPAC ROUTE SYSTEM

I. GENERAL

NOPAC traffic flows are predictable due to consumer demand, time zone differences, winds aloft and airport noise restrictions. Eastbound air traffic is heavy between 0700Z and 2100Z. Westbound air traffic is heavy between 1200Z and 1900Z, and between 2200Z and 0700Z. When the NOPAC Route System is selected as the preferred routing due to winds aloft, route saturation can occur. The most critical altitudes are flight levels 310 through 390. The lack of available preferred altitudes may necessitate destination decisions due to the vast route lengths involved.

II. NOPAC SYSTEM

The NOPAC Route System is comprised of five (5) Air Traffic Service (ATS) routes which transit the North Pacific between Alaska and Japan. The two (2) northern routes are used for westbound traffic. The three (3) southern routes are used primarily for eastbound traffic except that R591 or G344 may be used for westbound aircraft crossing the Fukuoka/Anchorage Flight Information Region (FIR) boundary between 0000Z and 0600Z.

III. ROUTES

R220: One-Way Westbound, Even Altitudes FL180 to FL400, also FL330, FL350, FL370, FL390, FL410, and FL430

R580: One-Way Westbound, Even Altitudes FL180 to FL400, also FL350, FL370, and FL430

A590: One-Way Eastbound, Odd Altitudes FL190 to FL410, also FL300, FL320, FL340, and FL450

R591: Two-Way; Odd Altitudes Eastbound FL190 to FL410 and FL450, Even Altitudes FL180 to FL400 and FL430 Westbound. Also FL300, FL320 and FL340 available Eastbound when route is part of published Eastbound PACOTS and FL350, FL370 and FL390 available Westbound when route is part of published Westbound PACOTS.

G344: Two-Way, Odd Altitudes Eastbound FL190 to FL410 and FL450, Even Altitudes FL180 to FL400 and FL430 Westbound. Also FL300, FL320 and FL340 available Eastbound when route is part of published Eastbound PACOTS and FL350, FL370 and FL390 available Westbound when route is part of published Westbound PACOTS.

NOTE: Radial/DME cross checks are available as follows:

for NATES on R220: SYA 329R/152DME

for ONEIL on R580: SYA 329R/102DME

for PINSO on A590: SYA 329R/052DME

for CHIPT on G344: SYA 148R/100DME

IV. TRANSITION ROUTES

Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System. Within the Anchorage FIR, certain ATS routes are used for the same purpose. These routes include: **G583, B757, R341, G469, A342, G215, R330, R336, R338, and G349 (For westbound use only).**

V. NOPAC REROUTES

Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce both coordination time and coordination errors, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit. **Example 1:** aircraft ABC101 is routed via R220 to RJTT but can not be accommodated on R220. The aircraft may be re-cleared as follows: "ABC101 cleared to OATIS via R580, expect further clearance from ATMC after OMOTO." **Example 2:** aircraft ABC102 is routed via A590 to PAFA but can not be accommodated on A590. The aircraft may be re-cleared as follows: "ABC102 cleared to SYA via R591, expect further routing from Anchorage ARTCC after AKISU."

VI. SEPARATION STANDARDS

VERTICAL – Reduced Vertical Separation Minima (RVSM) is applied from FL290 to FL410 inclusive in all of the Anchorage FIRs, i.e. Anchorage Domestic, Oceanic and Arctic Flight Information Regions. RVSM aircraft are separated by 1000 feet vertical spacing within this stratum. Non-RVSM aircraft are separated from all other aircraft, both RVSM and Non-RVSM, by 2000 feet within this stratum.

LATERAL – The primary form of lateral separation within the NOPAC Route System is 25 NM lateral either side of the individual flight's centerline, based on Required Navigation Performance 10 (RNP-10). (See FAA AC 90-105A for the aircraft RNP-10 approval process.) Non-RNP-10 aircraft are provided standard oceanic separation (50 NM either side of the aircraft's centerline).

A combination of 50 NM lateral, based on RNP-10, and standard oceanic separation may be also be applied between aircraft pairs where one aircraft has RNP-10 approval and the other does not. The minimum lateral separation between aircraft on adjacent flight paths in this case is 75 NM-one half the lateral protected airspace for each aircraft.

As noted above, standard oceanic separation will be applied between non-RNP 10 aircraft at any altitude and may be applied between all aircraft operating below FL180 unless radar service is being provided or the aircraft is within domestic control areas, as in Control 1234.

LONGITUDINAL – Within the Anchorage Oceanic and Domestic FIRs, Anchorage ARTCC applies Automatic Dependent Surveillance – Contract (ADS-C) 50 NM and 30 NM longitudinal separation for suitably equipped aircraft. ADS-C 50 is accomplished with a 27 minute aircraft reporting rate. ADS-C30 is accomplished with a 10 minute aircraft reporting rate. Aircraft not equipped/certified for ADS-C separation will be provided standard oceanic longitudinal separation, i.e. 15 minutes "in trail." This standard separation may be reduced to 5 minutes when the ICAO recognized "MACH Number Technique" is utilized. Additionally, Anchorage ARTCC has been authorized to conduct a trial of the "10 minute longitudinal standard" within its Oceanic FIR. This last standard is applied regardless of the application of MACH Number Technique. Within the Anchorage Domestic FIR, which includes Control Areas 1234H, 1487H and the Norton Sound High Control Area, Anchorage Center utilizes the standard domestic separation minima of 10 minutes between aircraft. This separation may be reduced via other standard or special procedures. For example, Anchorage ARTCC has been authorized to utilize reduced DME/RNAV longitudinal separation for brief periods when aircraft are beyond normal VHF coverage.

This procedure permits the separation of aircraft by 30 DME or 40 RNAV miles for periods beyond VHF coverage (i.e. beyond direct pilot/controller communications) for 90 minutes or less.

FLIGHT PLANS and PREFERRED ROUTES

I. Flight Plans

All operators planning IFR flight operations in the Anchorage Oceanic and Domestic Flight Information Regions west of 165° west longitude and south of 63° north latitude must file flight plans with both PAZAZQZX and PAZNBQZX. Failure to file with both system addresses may result in delay of ATC services.

Operators shall enter "W" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM operations, in accordance with ICAO Doc 4444. Aircraft not approved for RVSM operations shall not enter "W" in item 10.

Operators shall enter "R" in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP operations in accordance with ICAO Doc 4444 for the route of flight. Aircraft not approved for RNP operations shall not enter "R" in item 10.

All aircraft flight planned to cross the Anchorage/Fukuoka FIR shall be established on a NOPAC route at or prior to the FIR. Aircraft operating beneath the NOPAC (at or below 17,000 MSL) may flight plan via random routes. To provide Control Centers with information on intended route of flight, all operators are requested to include the following data in the route definition portion of random flight plans involving flight in the Pacific Flight Information Regions under the jurisdiction of the U.S. Federal Aviation Administration.

- A. Coordinates of all turning points
- B. Names, where applicable, or coordinates of points associated with transition from oceanic control areas to airways or areas where national procedures apply
- C. Names of airways or descriptions of routes within such national airspace
- D. Coordinates for each 5° or 10° of latitude, or for each 5° or 10° of longitude, depending on the predominant direction of flight. 10° increments should only be used when the speed of the aircraft is such that 10° will be traversed within 1 hour 20 minutes.

Operators in the NOPAC Route System are reminded that flight plans must be filed in accordance with ICAO procedures and formats. This will allow for automatic flight data processing at oceanic control centers and oceanic radio stations along the route.

Flights originating outside of Anchorage or Fukuoka regions and entering oceanic airspace without intermediate stops should submit flight plans as early as possible.

In addition to the normal requirement of addressing the flight plan to all control centers en route, associated oceanic radio stations should also be addressed. This will provide those stations with information such as flight identification, SELCAL, aircraft registration, destination, and ETA, which is necessary to handle the traffic. A properly addressed flight plan, formulated in accordance with ICAO standards, will be processed automatically by oceanic centers.

When flight planning via transition tracks and/or ATS routes, list the point of entry, followed by the route designator, and finally the point of exit, e.g., KATCH – B757 – NULUK – R220 – NANAC.

To minimize flight crew and controller workload, information should be carried for routes other than the one being flown. This material should include route data, reporting points, fuel burn, winds aloft, time enroute, etc., for those routes compatible with the direction of flight. Data for routes R591 and G344 should also be carried regardless of the direction of flight as they are used for both eastbound and westbound traffic. Carrying this information will avoid unnecessary delays in the event a route or flight level other than that filed in the original flight plan is assigned by ATC. Readily available material will facilitate timely crew decisions as to their preference of alternate routes or altitudes.

II. Preferred Routes

Anchorage ARTCC will periodically issue International NOTAMS specifying the preferential routes to be flown within the Anchorage FIR. Each NOTAM will individually denote, during specified time periods, either the westbound or eastbound tracks. Flights filed contrary to these NOTAM's or preferred routes may expect reroutes, sequencing delays, and/or severe altitude restrictions for same direction, crossing, or opposite direction traffic. Aircraft must have RVSM and RNP 10 approval from the appropriate State authority to operate in the NOPAC between FL290 and FL410 inclusive. Operators who do not have approval should see section E, "Exceptions," below.

A. WESTBOUND

1. Aircraft entering the NOPAC Route System may use:
 - a. R220 at all times utilizing even cardinal altitudes from FL180 to FL400 and FL330, FL350, FL370, FL390, FL410, and FL430 with the following guidelines:
 - (1) Flights departing PANC or PAED shall flight plan NODLE thence R220.
 - (2) Flights departing from all other airports within the Anchorage FIR and flights crossing the Edmonton/Anchorage, Vancouver/Anchorage, or Oakland/Anchorage FIR boundary shall flight plan via the current daily Westbound PACOTS track message or via the current Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM.
 - b. R580 at all times utilizing even cardinal altitudes from FL180 to FL400 and FL350, FL370 and FL430 with the following guidelines:
 - (1) Aircraft departing PANC or PAED shall flight plan NODLE R220 NICH0 thence R580.
 - (2) Flights departing from all other airports within the Anchorage FIR and flights crossing the Edmonton/Anchorage, Vancouver/Anchorage, or Oakland/Anchorage FIR boundary shall flight plan via the current daily Westbound PACOTS track message or the current Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM.
 - c. R591 utilizing even cardinal altitudes from FL180 to FL400 and FL430 with the following guidelines:
 - (1) Only when R591 is designated as a Westbound PACOTS track.
 - (2) As specified in the daily Westbound PACOTS track message or the current Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM.
 - (3) Must cross AKISU between 0000Z and 0600Z.

- d. G344 utilizing even cardinal altitudes from FL180 to FL400 and FL430 with the following guidelines:
 - (1) Only when G344 is designated as a Westbound PACOTS track.
 - (2) As specified in the daily Westbound PACOTS track message or the current Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM.
 - (3) Must cross CUTEE between 0000Z and 0600Z.
 - (4) When R591 is designated as a Westbound PACOTS track, but G344 is not, G344 will be available eastbound at and below FL290 only, between 2200Z and 0600Z.
2. Due to route crossing in a non-radar environment, westbound arrivals destined for RJCC (Sapporo/New Chitose), RJCH (Kakodate), or RJSM (Misawa), as well as other westbound aircraft leaving the NOPAC Route System via V51, must file via R220.

B. EASTBOUND

1. Aircraft transitioning the NOPAC Route System eastbound to North America or Europe may use:
 - a. A590 at all times utilizing odd cardinal altitudes from FL190 to FL410 and FL300, FL320 and FL340. Above FL410, altitudes are assigned as per ICAO Annex 2, Appendix 3b.
 - b. R591 at all times unless it has been designated as a Westbound PACOTS track. R591 is then available eastbound between 0900Z and 2100Z. Odd cardinal altitudes FL190 and FL410 are utilized. Above FL410, altitudes are assigned as per ICAO Annex 2, Appendix 3b.
 - c. G344 at all times unless it or R591 has been designated a Westbound PACOTS track. G344 is available eastbound from 0900Z to 2100Z only, if it has been designated a Westbound PACOTS track. When R591 is designated a westbound PACOTS track but G344 is not, G344 will be available eastbound at and below FL290 only, between 2200Z and 0600Z.

C. TWO-WAY ROUTES (check the North America–Japan PACOTS Track Message for daily route usage):

1. R591 may be used as a westbound track for flights crossing AKISU between 0000Z and 0600Z when designated as a Westbound PACOTS track. R591 is closed to all traffic from 2101Z to 2359Z and from 0601Z to 0859Z when designated as a Westbound PACOTS track.
2. G344 may be used as a westbound track for flights crossing CUTEE between 0000Z and 0600Z when designated as a Westbound PACOTS track. G344 is closed to all traffic from 2101Z to 2359Z and from 0601Z to 0859Z when designated as a Westbound PACOTS track. G344 is closed to eastbound traffic at or above FL310 from 2000Z to 0600Z when R591 is designated as a Westbound PACOTS track.

D. ACCOMMODATION OF NON-RVSM AIRCRAFT

1. Subject to approval and clearance, the following categories of non-RVSM aircraft may operate in domestic U.S. RVSM airspace provided they have an operational transponder:
 - a) Active air ambulance flights using a "MEDEVAC" call sign.
 - b) Aircraft climbing/descending through RVSM flight levels (without intermediate level off).
 - c) State Aircraft. (military (DOD), customs, police service, etc.).

Note: State Aircraft may also flight plan at RVSM flight levels in oceanic and offshore airspace of the Anchorage FIRs without prior coordination. State aircraft should include the statement "STS/Military NON-RVSM" in field 18 of the ICAO flight plan.
2. The following non-RVSM civil aircraft may be accommodated when operating within the Anchorage oceanic and offshore airspace:
 - a. Aircraft being initially delivered to the State of Registry or Operator.
 - b. Aircraft that were formerly RVSM-approved but have experienced an equipment failure and are being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval.
 - c. Aircraft being utilized for mercy or humanitarian purposes.
 - d. Aircraft transporting a spare engine mounted under the wing.
 - e. When requesting and of these accommodations operators shall:
 - (1) if departing within the Anchorage FIR, or if Anchorage ARTCC is the first Oceanic control facility along the route of flight, obtain approval from Anchorage ARTCC Traffic Management Unit (TMU) normally not more than 12 hours and not less than 4 hours prior to the intended departure time; or
 - (2) if entering the Anchorage FIR from another Oceanic FIR, notify the Anchorage ARTCC TMU after approval is received from the first affected Oceanic Center and prior to departure (Note: Filing the flight plan is not appropriate notification) and
 - (3) include the remarks "APVD non-RVSM" in Field 18 of the ICAO Flight Plan.

Contact details for approval request or notification are as follows:

Anchorage ARTCC TMU
Tel: 1-907-269-1108
Fax: 1-907-269-1343
AFTN: PAZAZQZX

3. Operators of Non-RVSM aircraft shall not file "W" in item 10 of the flight plan.

E. NON-RVSM VOICE PROCEDURES

1. During operations in, or vertical transit through, reduced vertical separation minimum (RVSM) airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status as follows:
 - a. at initial call on any channel within RVSM airspace;
 - b. in all requests for level changes; and
 - c. in all readbacks of level clearances

F. ACCOMMODATION OF NON-RNP10 AIRCRAFT

1. Aircraft not approved for RNP10 operations are restricted to flight planning one of the following NOPAC routings:
 - a) Westbound on R580 at all times;
 - b) Eastbound on A590 at all times; and
 - c) Eastbound on G344 when available for eastbound flight.

The altitudes available on the above routes are at or below FL280 and at or above FL430. ATC may reroute non-RNP 10 aircraft to other than the above routes due to traffic.

COMMUNICATIONS and POSITION REPORTING**I. General**

ICAO Annex 6 Part II contains standards and recommended practices adopted as the minimum standards for all airplanes engaged in general aviation international air navigation. It requires that those airplanes, operated in accordance with Instrument Flight Rules, on a controlled VFR flight plan, or at night, have installed and approved radio stations and monitor such frequencies as may be prescribed by the appropriate authority.

II. High Frequency (HF) Communications

Most North Pacific area communications are conducted on HF single sideband. Pilots communicate with control centers via oceanic radio stations. Aircraft reports, requests, and messages are relayed by the station to the appropriate air traffic control center by interphone, computer display, or teletype message. The relay function, coupled with the need for intercenter coordination, may cause delays in the handling of routine aircraft requests. There are priority message handling procedures for processing urgent messages which reduce any time lag; however, flight crews should take possible delays into consideration when requesting step climbs, reroutes, or other routine requests requiring ATC action. Delays can be reduced through advanced planning of such requests.

Due to the inherent "line of sight" limitations of VHF radio equipment when used for communications in international oceanic airspace, those aircraft operating on an IFR or VFR controlled flight plan beyond the communications capability of VHF will be required as per ICAO Annex 2, to maintain a continuous listening watch and communications capability on the assigned HF frequencies. An operable SELCAL unit or similar automatic signalling device fulfills this requirement. The applicable HF frequencies are listed earlier in this Supplement as part of the general purpose communication facilities operated by Aeronautical Radio, Inc. (ARINC). These facilities will be responsible for the relay of position reports and other pertinent information between the aircraft and Air Traffic Control or their respective operators.

Aircraft should establish communications with the appropriate oceanic radio station upon entering the FIR. The station will advise the aircraft of the primary and secondary HF channels in use. If possible, aircraft should monitor both of these frequencies. If the aircraft has only single HF capability, the primary should be guarded with the secondary being the first frequency checked in the event of lost communications. If the SELCAL unit is working at the time of the initial contact, the aircraft may maintain a SELCAL watch on the appropriate frequency(ies). If the SELCAL unit is inoperative or if the radio station has a malfunctioning SELCAL transmitter, the aircraft shall maintain a listening watch on the appropriate North Pacific frequency.

III. Guard Station

Pilots are reminded that there is a need to continuously guard the VHF emergency frequency 121.5 MHz when on long over-water flights, except when communications on other VHF channels, equipment limitations, or cockpit duties prevent simultaneous guarding of two channels. Guarding of 121.5 MHz is particularly critical when operating in proximity to FIR boundaries, (route R220 between Anchorage and Fukuoka, for example) since it serves to facilitate communications with regard to aircraft which may experience inflight emergencies, communications, or navigation difficulties.

The oceanic radio station guarding for flight operations will normally be the station associated with the air traffic control center responsible for the FIR, i.e., San Francisco ARINC for the Anchorage FIR and Tokyo Radio for the Fukuoka FIR. At the FIR boundary the responsibility for the guard will, under normal signal conditions, be changed to the station associated with each new FIR. The flight crew must ensure that they have established communications with the new guard facility.

Normally, each oceanic radio station continuously monitors all assigned frequencies. If en route HF communications fail, every effort should be made by the flight crew to relay progress reports through other aircraft. The VHF frequency 123.45 MHz is for exclusive use as an air-to-air communications channel (see paragraph IV.B. below). In emergencies, however, initial contact for such relays may be established on 121.5 MHz (the emergency frequency guarded by all aircraft operating in the oceanic airspace) and transferred as necessary to 123.45. In normal HF propagation conditions, appropriate overdue action procedures will be taken by ATC in the absence of position reports or relays. In all cases of communications failure, the pilot should follow the oceanic clearance last received and acknowledged.

IV. VHF Communications

A. Air-to-ground:

Oceanic radio stations will normally have VHF capability within 200 nautical miles of their geographic location. The frequency is listed in the appropriate publications. This frequency may be used prior to departure from the adjacent international airport to establish communications with the radio station, or for aircraft operating within range, to relay progress reports or other messages to their company's operations.

B. Air-to-air:

Frequency 123.45 MHz has been designated for use in air-to-air communications between aircraft operating in the Pacific area out of range of VHF ground stations to exchange operational information and facilitate resolution of operational problems. (See paragraph III. above.)

C. The normal VHF (119.1 MHz) initial contact points with Anchorage ARTCC for eastbound flights established in the NOPAC are:

1. On A590, 150NM west of PINSO.
2. On R591, 150NM west of Shemya (SYA).
3. On G344, 150NM west of CHIPT.

NOTE: Initial contact may be attempted on 128.2 MHz as a backup to 119.1.

D. Westbound PACOTS flights will be advised of the appropriate Anchorage ARTCC VHF frequency by San Francisco ARINC.

V. Satellite Voice System

Satellite Voice System (SATCOM Voice) is available at Anchorage Center via either INMARSAT or Iridium. Direct SATCOM Voice contact between the flight crew and Anchorage Center shall be limited to distress and urgency situations, or other exceptional circumstances. Routine communications will be conducted via VHF (when available) or via relay through San Francisco ARINC by either HF or SATCOM Voice. (Consult the section on AERONAUTICAL RADIO, INC (ARINC) for further information about ARINC.)

Flight crews using INMARSAT should log onto the INMARSAT Pacific Ocean Satellite while operating within the Anchorage Oceanic and Domestic FIRs. Flight crews using Iridium should ensure the aircraft's Iridium phone number is included in the filed flight plan remarks. These actions will allow ATC to contact the aircraft, regardless of SATCOM media, when other means are not available and communication is essential.

The Anchorage Center telephone number, for Iridium users, is 907-269-1103. The INMARSAT direct dial code for Anchorage Center is 436602.

Direct SATCOM Voice calls to ATC should have one of the following ICAO priority levels:

1. Highest, distress or urgent situations.
2. Second highest, flight safety situations.

All other levels should be conducted through ARINC.

VI. Controller/Pilot Data Link Communications

Controller/Pilot Data Link Communications (CPDLC) is operational throughout the Anchorage Oceanic, Domestic and Arctic Flight Information Regions (FIRs). Anchorage ARTCC utilizes two separate En Route automation systems each having a different CPDLC (FANS) logon address. Use logon address PAZN for all CPDLC communications in the Anchorage Oceanic FIR and in the Anchorage Arctic FIR between the North Pole and 73N. Also use PAZN for all CPDLC communications in the Anchorage Domestic FIR west of 165W and south of 63N. Use logon address PAZA for all CPDLC communications in the Anchorage Domestic and Arctic FIRs south of 73N and east of 165W. Aircraft entering Anchorage FIR airspace from the Magadan, Edmonton, Vancouver, Oakland or Fukuoka FIRs should be provided automatic FANS addressing forwarding by the ATSU ground system. Aircraft departing Alaskan airports are requested to logon after departure, but before leaving Flight Level 180. Flight crews are reminded that use of CPDLC does not remove requirements to monitor VHF/HF frequencies. Aircraft within VHF coverage may make position reports via CPDLC. West of 165W, all requests to ATC may be made via CPDLC. East of 165W, requests to ATC should be made via VHF if within VHF coverage. After logon, Anchorage ARTCC automation will provide automatic FANS address forwarding for flights entering the Magadan, Edmonton, Vancouver, Oakland, and Fukuoka FIRs.

VII. Time and Place of Position Reports

- A. When operating on a fixed route with designated compulsory reporting points: flight crews shall make standard position reports for those points.
- B. When operating on a flexible route without designated reporting points:
 1. flight crews navigating a generally east/west routing shall report over each 5° or 10° longitude (10° will be used if the speed of the aircraft is such that 10° will be traversed within 1 hour and 20 minutes or less).
 2. flight crews navigating a generally north/south routing shall report over each 5° or 10° of latitude (based on aircraft speed as in B.1. above).
- C. For flights operating in the Anchorage Oceanic and/or Anchorage Domestic FIR west of 165° west longitude.
 1. All waypoints filed in part 15 of the ICAO flight plan (route field) must be reported as a standard position report.
 2. Within this airspace position reports are to be made via ADS, CPDLC or voice communication in that order of preference.
 3. In addition, aircraft with active ADS connections must make a CPDLC position report when crossing the Anchorage FIR boundary inbound to insure correct CPDLC connectivity.
 4. In the event of VHF/HF or CPDLC position reporting, position reports are to be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

VIII. Position Reports Prefix

When reporting to oceanic radio stations, the prefix "POSITION" should be used on initial call-up or prior to the text of the message. Keep in mind that the operator is typing the report into a teletype or computer terminal. It is imperative that the person transmitting the report speak slowly and distinctly, so that the message can be correctly copied on the first attempt.

IX. Position Report Contents

Position reports made to oceanic radio stations or on VHF directly to the ATC control facility shall be comprised of information on present position, estimated next position, and the next subsequent position in sequence as indicated below.

- A. "Present Position" shall include:
 1. The word "position."
 2. Aircraft identification.
 3. Reporting point name or, if not named:
 - a. For east-west flights:
 - 1) Latitude, in degrees and minutes, and
 - 2) Longitude, in degrees and minutes.
 - b. For north-south flights:
 - 1) Latitude, in degrees and minutes, and
 - 2) Longitude, in degrees and minutes.
 4. Time over reporting point in four digits.
 5. Altitude (flight level at which the aircraft is currently operating, plus the assigned altitude if other than the present altitude).
 6. Mach number being flown if assigned by ATC.
- B. "Estimated Next Position" shall include:
 1. Name of the next compulsory reporting point or, if not named, latitude and longitude (as in A.above) and,
 2. Estimated time over the next reporting point. If the estimated time at the next point is found to be in error by 3 minutes or more from that notified to ATC, a revised estimate should be forwarded to Fukuoka or Anchorage Center, as applicable, as soon as possible.
- C. "Next Subsequent Position" shall include the name (only) of the ensuing significant point along the route of flight after the "estimated next position" whether compulsory or not, or, if not named, latitude and longitude (as in A.above).

X. Altitude Reports

Report reaching any assigned altitude within RVSM airspace unless radar identified.

XI. Weather Reporting Procedures

To minimize radio frequency congestion, routine weather reports such as winds and temperature, and fuel remaining information should not be included in position reports made directly to Anchorage ARTCC unless specifically requested. Weather reports shall be included as provided from weather reporting by the Weather Service and/or Air Traffic Service.

XII. Radar Coverage

The vast majority of the NOPAC Route System within the Anchorage FIR extends beyond the coverage of ATC radar.

Present radar capability is limited to sites at St. Paul Island, Cold Bay and Shemya Island, each with an approximate range of 200NM.

The radar sites at St. Paul and Shemya Islands are secondary only. Unlike primary radar, secondary radar can only receive information on aircraft with an operating transponder; it cannot "paint" a target based on a radar echo from the aircraft's skin. Therefore, aircraft transitioning through the radar environment with an inoperable transponder may expect severe altitude restrictions until established on their cleared NOPAC Route.

GENERAL PROCEDURES**I. Peak Traffic Constraints**

Peak traffic periods are:

- Eastbound – 0700Z to 2100Z
- Westbound – 1200Z to 1900Z and
- Westbound – 2200Z to 0800Z

Due to traffic volume, especially westbound, flights desiring to operate contrary to the predominant traffic flow can expect to be rerouted or assigned less than optimum flight levels.

If feasible, users planning to operate in the NOPAC Route System at airspeeds below MACH 0.78 should use other than the peak hours for their flights. Westbound flights can expect less than optimum flight levels at most times due to route saturation. This will reduce congestion and expedite traffic.

II. Transponder Codes

For eastbound flights, Anchorage ARTCC will assign a discrete code upon initial direct communications. The normal contact points are 150NM west of PINSO, 150NM west of SHEMA (SYA) and 150NM west of CHIPT, depending on the route of flight (see Section 3, paragraph IV.C.). If no discrete code is assigned, transponders should be set to Code 2000. For westbounds, Anchorage ARTCC will normally assign the Mode 3/A Code 2000 at the Anchorage/Fukuoka FIR boundary. If the pilot has not been given a position at which to squawk 2000, the transponder should be changed to 2000 when crossing 164E longitude.

In general, transponders should be set to Mode 3/A Code 2000 when operating between 145E and 170E when eastbound, and between 164E and 145E when westbound. This requirement is to prevent target swapping, upon entry into the new FIR's radar coverage, of discrete beacon codes with aircraft assigned the same codes.

MACH NUMBER TECHNIQUE

I. General

The term "MACH number technique" is used to describe the technique of clearing turbojet aircraft operating along the same route to maintain specified MACH numbers in order to maintain adequate longitudinal separation between successive aircraft at, climbing to, or descending to, the same flight level.

Information on the planned MACH number must be included in the flight plan by pilots intending to operate turbojet aircraft in oceanic airspace. For all flights, the planned true MACH number shall be specified in item 15 of ICAO flight plans (Example, M084). The true airspeed in knots equivalent to the planned MACH number in item 15 shall be specified in the remarks section of item 18, with the abbreviation TAS and four-figure group (Example, RMK/TAS 0489.)

II. Background

The principle objective of the use of MACH number technique is to achieve improved utilization of the airspace, generally through reduced longitudinal standards. On certain long oceanic route segments ATC has no means, other than position reports, of ensuring that the longitudinal separation between successive aircraft is not reduced below the established minima. Practical experience has shown that two or more turbojet aircraft, operating along the same route at the same flight level, and flying the same MACH number, are more likely to maintain a constant time interval between each other than when using other methods. This is due to the fact that the aircraft concerned are normally subject to approximately the same wind and air temperature conditions and minor variations in speed, which might increase or decrease the spacing between them, tend to be neutralized over long periods of flight.

III. Application Procedures

When Mach number technique is applied, the normal requirement for ATC to calculate estimated times for the passage of significant points by the aircraft along its track still remains. This is necessary for both the provision of longitudinal separation between aircraft and for coordination with adjacent ATC units. ATC must be provided with the necessary data to complete this task. Thereafter, intervention by ATC should normally not be necessary unless position reports indicate that longitudinal spacing may be deteriorating to the extent that it threatens the minimum being applied, or there is conflicting traffic.

In the application of MACH Number Technique, it is imperative that pilots adhere strictly to their assigned cruise MACH number at all times, including during any climbs and descents; unless a specific reclearance is obtained from the appropriate ATC unit. If an immediate temporary change in the MACH number is essential before a revised clearance can be obtained, due to turbulence, e.g., ATC must be notified as soon as possible that a change has been made.

RVSM

I. PROCEDURES WITHIN RVSM AIRSPACE.

- A. Before entering RVSM airspace, the pilot should review the status of required equipment. (See Appendix B of FAA AC 91-85A)
The following equipment should be operating normally:
 1. two primary altimetry systems;
 2. one automatic altitude-keeping device; and
 3. one altitude-alerting device.
- B. The pilot must notify ATC whenever the aircraft is no longer able to comply with RVSM requirements (See Aeronautical Information Manual (AIM) Chapter 4, Section 6. Operational Policy/Procedures for RVSM in the Domestic U.S., Alaska, Offshore Airspace and San Juan FIR, for contingency procedures in RVSM airspace)
- C. During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 ft (45 m).
- D. Pilot Level Call. Except in an ADS or radar environment, pilots shall report reaching any assigned altitude within RVSM airspace.

II. SUSPENSION OF RVSM

Air traffic services will consider suspending RVSM procedures within affected areas of the Anchorage FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2000 ft.

NAVIGATION PERFORMANCE

Any operation which is conducted in international oceanic airspace on an IFR flight plan, a VFR controlled flight plan, or at night, and is continued beyond the published range of normal airways navigation facilities (VOR/DME, NDB) is considered to be a long range navigation operation. Long-range navigation in controlled airspace (CTA) requires the aircraft to be navigated within the degree of accuracy required for air traffic control (ATC), meaning the aircraft must make every effort to follow the centerline of the assigned route, the assigned altitude, as well as the speed filed or assigned. Accurate navigational performance is required to support the separation minima ATC units apply. To sustain or refine the separation minima, adherence to the cleared route must be demonstrated. The best available measurement of such adherence is obtained by radar observation of each aircraft's proximity to centerline prior to its coming into coverage of short range navigation aids at the end of the oceanic navigated portion of the flight. If an observation indicates that an aircraft was not reasonably within the airspace normally protected, the reasons for apparent deviation from centerline must be determined and steps taken to prevent recurrence and to improve overall navigation performance. When radar is available to monitor organized oceanic route systems, Oceanic Navigational Error Reports (ONER) will be recorded on observed lateral deviations of 20NM or more, which will be investigated to determine causal factors. Pilots should understand that these reports are intended to provide data for analytically detecting any significant changes in navigational environment which may require corrective action.

The above-mentioned separation standards can be found in the International Civil Aviation Organization (ICAO) Regional Supplementary Procedures Document 7030. For flight conducted in international airspace under the jurisdiction of the United States, Air Traffic Control Handbook Chapter 8 (FAA Order 7110.65) provides a simplified version of these separation minima.

Federal Aviation Regulation (FAR) 91.703 requires that civil aircraft must comply with ICAO Annex 2 when operating over the high seas. Annex 2 states that "Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route being flown." In addition, ICAO Annex 6, Part II, stipulates that an aircraft operated in international airspace be provided with the navigation equipment which will enable it to proceed in accordance with its operational flight plan; with prescribed RNP types; and with the requirements of air traffic services. This means that the navigation equipment, installed and approved, should be capable of providing the pilot with the ability to navigate the aircraft with the required accuracy.

Annex 2 further requires that an aircraft adhere to the current flight plan unless a request for a change has been made and clearance obtained from the appropriate ATC facility. Annex 2 also mandates that unless otherwise authorized and directed by the appropriate ATC unit, controlled flights shall, insofar as practicable: a) when on an established ATS route, operate along the centerline of that route, or b) when on any other route, operate directly between the navigation facilities and/or points defining that route.

All of the aforementioned requirements contained in Annex 2 (as supplemented by Regional Supplementary Procedures Document 7030 and Annex 6) are incorporated in Section 91.1 and 91.703 of the FARs for those aircraft operating under United States civil certification in international oceanic airspace.

The FAA's William J. Hughes Technical Center, ACT-520, maintains a database of RNP-10 approved aircraft (regardless of State of Registry). Whenever an operator obtains or loses an RNP-10 approval, the operator should advise ACT-520 indicating:

1. State of registry of the aircraft, expressed, if possible, as the appropriate 2-letter identifier given in ICAO DOC 7910/71.
2. Name of the operator, expressed, if possible, as the appropriate 3-letter identifier given in ICAO DOC 8585/87.
3. State of the operator, expressed, if possible, as a designator from ICAO DOC 7910/71.
4. Aircraft type, expressed, if possible, as a designator from ICAO DOC 8643/21.
5. Aircraft mark or series.
6. The aircraft manufacturer's serial number or construction number.
7. Aircraft's registration number.
8. Make/model of long range navigation systems and number with which equipped (e.g., 3 Carousel IV INS's).
9. For INS or IRU's: approved RNP-10 time limit (e.g., 6.2 hours, 10.0 hours).
10. Aircraft's 24-bit mode S address (if applicable).
11. Name of the authority that issued or revoked the aircraft's RNP-10 approval.
12. The date of approval or revocation.
13. Document used for criteria to approve or revoke RNP-10 (e.g., FAA Order 8400.12A). If the document allows more than one method of approval, the operator should cite the method used (e.g., AFM Revision, data collection) and reference document chapter number or paragraph number.
14. Any other relevant remarks.

The above information should be submitted to the following:

William J. Hughes Technical Center, ACT-520
 Federal Aviation Administration
 Atlantic City Airport, NJ 08405, USA
 Attn.: RNP-10 Approval

NAVIGATION PROCEDURES

I. Use of Non-Directional Beacon (NDB) For Navigation

The use of an NDB as the "primary" source of navigation for long range oceanic flight presents the operator with numerous limitations and restrictions that are inherent in low frequency radio equipment and the low frequency signals they receive.

These include:

- A. NDB navigation aids of the highest power (2000 or more watts) which are maintained and flight-checked as suitable for air navigation are limited in their usable service and/or reception range to no more than 75 nautical miles from the facility at any altitude.
- B. Although the operator may be able to receive standard (AM/amplitude modulation) broadcasts with NDB equipment, primary dependence on these facilities for navigation is discouraged because of the inherent problems associated with these stations.

II. The Use of a Master Document

The navigational procedures must include the establishment of some form of master working document to be used on the flight deck. This document may be based upon the flight plan, navigation log, or other suitable document which lists sequentially the waypoints defining the routes and distances between each waypoint, and other information relevant to navigation along the cleared route. When mentioned subsequently in this section, this document will be referred to as the "master document".

Misuse of the master document can result in gross navigation errors being made and for this reason strict procedures regarding its use should be established. These procedures should include the following:

- A. Only one copy of the master document should be used in the cockpit. (If more than one copy is provided, one may be altered to reflect reclearance and/or other relevant amendments but the other may not. Subsequently, the unaltered copy may be used to extract navigational data which results in an unintentional deviation from the current cleared route.)
- B. A waypoint numbering sequence should be established from the outset of the flight and entered on the master document. The identical numbering sequence should be used in storing waypoints in the navigation computer(s).
- C. An appropriate symbology should be adopted to indicate the status of each waypoint listed on the master document. Following is a typical example routing:
 1. The waypoint number is entered against the relevant waypoint coordinates to indicate that the waypoint has been inserted in the navigation computer(s);
 2. The waypoint number is circled to signify that insertion of the correct coordinates in the navigation computer(s) has been double-checked independently by another crew member;
 3. The circled waypoint number is ticked to signify that the relevant route distance information has been double-checked; and,
 4. The circled waypoint number is crossed out to signify that the aircraft has overflown the waypoint concerned.

All navigational information appearing on the master document must be checked against the best available prime source data. If an ATS route change is received or the ATC clearance is otherwise updated, the master document must be updated accordingly. Old waypoints should be clearly crossed out and the updated ones entered in their place.

When ATC clearances or reclearances are being obtained, headsets should be worn, because the inferior clarity of loud speakers has been known to result in mistakes. Two qualified crew members should monitor such clearances, one of them recording the clearance on the master document as it is received, the other checking the receipt and read-back. All waypoint coordinates should be read back in detail (except where approved local procedures make this unnecessary under the circumstances that the cleared route coincides with the filed ATS route, in which case each detail of this must be cross-checked with the master document).

III. Position Plotting

It is very helpful for crews to use a simple plotting chart to provide themselves with a visual presentation of the intended route. Merely plotting the intended route on such a chart may reveal errors and discrepancies in the navigational coordinates which can then be corrected immediately, before they reveal themselves in terms of a deviation from the ATC-cleared route. As the flight progresses, plotting the aircraft's position on this chart approximately 10 minutes after passing each waypoint will also serve the purpose of navigation cross-check, provided that the graticule is legible.

As the flight progresses in oceanic airspace, plotting the aircraft's position on this chart will help confirm (when it falls precisely on the route) that the flight is proceeding in accordance with its clearance. But if the plotted position is laterally offset, the flight may be deviating unintentionally and this possibility should be investigated at once.

IV. Relief Crew Members

Flight crews conducting very long range operations may include an extra relief pilot. In such cases, it is necessary to ensure that the navigational procedures are such that the continuity of the operation is not interrupted, particularly in respect of the handling and treatment of the navigational information.

V. System Alignment

The alignment of INS must be completed and the equipment switched to the NAV mode prior to releasing the parking brake at the ramp for push back. This takes approximately 15 minutes, but can be longer. There are various ways of ensuring that there is adequate time for this including, for example, the following:

- A. Have the first crew member on the flight deck (often the crew member responsible for aircraft fueling) place the system(s) in the align mode as soon as practicable;
- B. At short transit stops, leave the equipment in NAV provided that system (radial) errors are not so large as to require INS realignment. The decision to realign may depend on the size of the error as well as the length and nature of the next leg;
- C. Note that INS batteries usually have a limited life (15 minutes in typical cases) and cannot be recharged on board if allowed to run down. If the INS is left in NAV during a transit stop, or if the INS has been switched on for alignment, it is imperative that an individual be responsible for monitoring ground power interruptions. Note also that some INS provide overheat protection in STBY and ALIGN but not in other modes, so that during transits at tropical terminals with this equipment, the mode selector should be put directly (i.e., not through STBY because that would initiate realignment) to ALIGN.

VI. Initial Insertion of Latitude and Longitude

Early in the course of the preflight checking procedures, the aircraft's present position (POS) should be loaded into the INS. This position must be checked against an authoritative reference source before insertion. Any latitude error in the initial position will introduce a systematic error into the calculations and cannot be removed in flight by updating the resulting erroneous indications of POS. Correct insertion of POS must therefore be checked before the ALIGN mode is selected and the inserted POS recorded in the Flight Log or master document. Subsequently, silent checks of POS should be carried out independently by both pilots during an early stage of their preflight checks.

With regard to the insertion (while on the ramp) of the initial coordinates, the following points should be taken into account:

- A. In the case of some INS, insertion errors exceeding about one degree of latitude will illuminate a malfunction light. It should be noted that very few systems provide similar protection against longitude insertion errors;
- B. At all times, but particularly in the vicinity of 180° longitude, care should be taken to ensure that the coordinates previously inserted are correct.

VII. Loading of Initial Waypoints

The entry of waypoint data into the navigation systems must be a coordinated operation by two persons working in sequence and independently. One should key in and insert the data and subsequently, the other should recall it and confirm it against source information. It is not sufficient for one crew member just to observe another crew member inserting the data.

Waypoint 1 should be used for the ramp position of the aircraft. At least two additional waypoints, and if possible all the waypoints relevant to the flight, should be loaded while the aircraft is at the ramp. It is, however, most important to ensure that the second waypoint is inserted accurately, rather than to endeavor to load the maximum number of waypoints. In this regard, the second waypoint should be associated with the first significant position along the route (approximately 100NM from the departure point) and positions associated with ATC SID's should not normally be used for this purpose.

During flight, at least two current waypoints beyond the sector being navigated should be maintained in the CDU until the destination ramp coordinates are loaded. The two pilots should be responsible for loading, recalling, and checking the accuracy of the inserted waypoints, one loading and the other recalling and checking them independently. Where remote loading of the units is possible, this permits one pilot to cross-check, additionally, that the data inserted by the other is accurate. In neither case, however, should this process be permitted to engage the attention of both pilots simultaneously during the flight. An alternative and acceptable procedure is for the two pilots silently and independently to load their own initial waypoints and then cross-check them. The pilot responsible for carrying out the document rather than in the opposite direction. This may lessen the risk of his "seeing what he expects to see", rather than what is actually displayed.

After the initial waypoints have been loaded, the initial route (between waypoints 1 and 2) and AUTO track change should be selected.

VIII. Flight Plan Check

The purpose of this check is to ensure complete compatibility between the master document and the programming of the self-contained navigation systems.

- A. DIS/TIME should be selected to check that the correct distance from the ramp position to waypoint 2 is indicated. An appropriate allowance may have to be considered at this point since the great circle distance shown on the CDU's may be less than the flight plan as a consequence of the additional mileage involved in ATC SID's. However, if there is significant disagreement, POS and waypoint 2 coordinates should be rechecked.
- B. Select REMOTE and track change 1-2 and check the accuracy of the indicated distance against that listed in the master document.
- C. Select DSRTK and check that the desired track indicated on the CDU is as listed in the master document. This track check will reveal any errors made in the latitude or longitude designators, i.e., north/south or east/west, of the aircraft's ramp position.
- D. Similar track and distance checks should be carried out for subsequent pairs of waypoints and any discrepancies between the master document and the CDU indications checked for possible waypoint insertion errors. These checks can be coordinated between the two pilots against the information in the master document.
- E. When each leg of the flight has been checked in this manner, it should be annotated on the master document by means of a suitable symbology as previously suggested.

IX. Leaving the Ramp

If the aircraft is moved prior to the NAV mode being initiated, inertial navigation systems must be realigned. In this event, the aircraft should be relocated where it will not block the gate position or otherwise interfere with airport traffic while the realignment is being carried out. After leaving the ramp, INS groundspeeds should be checked, (a significantly erroneous reading may indicate a faulty or less reliable unit). A check should be made of the malfunction codes while the aircraft is stopped but after it has taxied at least part of the way to the takeoff position. Any significant groundspeed indication while stationary may indicate a faulty unit, such as a titled platform.

X. In Flight

If the initial part of the flight is conducted along airways, the airways facilities should be used as the primary navigational aids and the aircraft navigation systems monitored in order to ascertain which system is giving the most accurate performance.

XI. Approaching the Ocean

Prior to entering the oceanic area, the aircraft's position should be checked as accurately as possible by means of external navigational aids in order to ascertain the preferred aircraft navigation system to be used for the ocean crossing. This may perhaps necessitate DME/DME, DME/VOR checks at which stage navigation system errors can be determined by comparison of displayed and actual position. There are other means of carrying out such a check, e.g., flying directly over a VOR or NDB. In the event of a significant discrepancy, e.g., greater than 6NM, the question of whether or not the affected navigation system should be updated may be given cautious consideration. Updating is not normally recommended where the discrepancy is less than 6NM. If it is decided to update the system, the proper procedures should be carried out in accordance with a prepared checklist. The duration of the flight prior to the oceanic boundary and the accuracy of the external navigational facility should be taken into consideration when determining the advisability of updating the aircraft's navigation system. For example, an NDB would not be considered advisable for this purpose, unless care is taken to track directly overhead the facility.

The navigation system which has performed most accurately since departure should be selected for autocoupling.

In view of the importance of following the correct track in oceanic airspace, some operators advise that at this stage of flight the third pilot or equivalent crew member should check the clearance waypoints which have been inserted into the CDU, using appropriate source information.

XII. Oceanic Boundary Position Report

Just prior to the oceanic boundary and just before any waypoint, the present position coordinates should be monitored, recorded and verified, and the coordinates for the next waypoint monitored and verified. Thus, when the CDU alert light comes on, the crew should proceed to note and record the aircraft's present position on the master document. This should be verified against the current effective clearance on the master document. The waypoint number on the master document should be annotated with the appropriate symbol to indicate that it has been verified.

If the oceanic boundary position report is made over a VOR facility, the appropriate radial to the first oceanic waypoint should be selected as a further check that the aircraft navigation system is tracking in accordance with the current effective clearance. If DME is also available, a distance check can be carried out as well.

XIII. At an Oceanic Waypoint

Coordinates of the next two waypoints should be verified against the master document, as suggested earlier. When sending the ATC position report, the coordinates should be copied from the master document or, alternatively, the present position and the next two forward positions can be read from the CDU. As soon as the waypoint alert light illuminates, the present position coordinates of each navigation system should be checked against the current clearance to ensure that the intended aircraft position report to ATC coincides with the actual position of the aircraft and the ATC clearance. Overhead the waypoint, the pilots should observe that the aircraft turns in the correct direction and takes up a new heading appropriate to the leg to the next waypoint. The coordinates of the next waypoint should be verified against the master document as previously described. After the ATC position report has been sent, the present position of the aircraft should be plotted on the pilot chart to ensure that it is tracking as intended. At this stage also, the crew should be particularly alert in maintaining SELCAL watch, in view of possible ATC follow-up of the position report.

XIV. Routine Monitoring

It is important to remember that there are a number of ways in which the autopilot may unobtrusively become disconnected from the command mode; therefore, regular checks of correct engagement should be made. Although it is common practice to display DIS/TIME, it is recommended that the navigation system coupled to the autopilot should display the present position coordinates throughout the flight. If these are then plotted on the pilot chart at approximately 20-minute intervals, they will provide confirmation at regular intervals that the aircraft is tracking in accordance with its ATC clearance. Distance-to-go information should be available on the instrument panel as previously mentioned, while the waypoint alert light provides a reminder of the imminence of the waypoint. If as an alternative, position check and verification is being made both at each waypoint and 10 minutes after each waypoint, then an additional plot 20 minutes later may perhaps to be considered counter-productive as a normal routine. Even so there may be circumstances, e.g., when the flight is down to one system only, justifying the procedure. The navigation system not being used to steer the aircraft should display cross track distance (XTK) and track angle error (TKE). These should be monitored with XTK being displayed on the HSI where feasible.

Where there is a discrepancy between the information provided by two navigation systems, the procedures detailed in paragraph XXIV. below should be applied.

XV. Use of Radar

Aircraft equipped with airborne weather radar capable of ground mapping should use it to observe any land masses as an aid in assessing the accuracy of their navigation.

NOTE: Aircraft conducting NOPAC operations under U.S. civil certification are required to be equipped with functioning weather radar approved for day and night operation and their flight crews must use it on a full time basis for monitoring navigation system accuracy.

XVI. Approaching Landfall

When the aircraft is approaching the first landfall navaid, it should acquire the appropriate inbound radial as soon as the flight crew is confident that the landfall navaid is providing reliable navigation information. The aircraft should then be flown to track, by means of radio navigation, overhead the facility, which thus becomes the primary navigational guidance after leaving the oceanic area, e.g., for direct clearance over land. Consideration should be given to updating the navigation system overhead the landfall fix, utilizing the appropriate procedures from the checklist.

XVII. Navigation System Accuracy Check

At the end of each flight, an evaluation of accuracy of the aircraft's navigation systems should be carried out in order to facilitate correction of out-of-tolerance performance. One such accuracy check, carried out when the aircraft has reached its parking position, is to remove any updates which may have been made during the flight and then determine the radial error at the ramp position. Radial errors in excess of 2NM per hour are generally considered excessive. Records should be kept of aircraft navigation systems performance.

XVIII. Monitoring During Distractions from Routine

Training and drills should ensure that minor emergencies or interruptions to normal routine are not allowed to distract the crew to the extent that the navigation system is mishandled. If during flight the autopilot is disconnected (because of turbulence, e.g.), care must be taken when it is reengaged to ensure that the correct procedure is followed (if the system in use sets a specific value on the boundary of automatic capture, the across-track indications should be monitored to ensure recapture of the programmed flight path). It is important to remember that there are a number of ways in which the autopilot may unobtrusively become disconnected from the command mode.

XIX. Avoiding Confusion Between Magnetic and True

To cover all navigation requirements, some airlines now produce flight plans giving both magnetic and/or true tracks (courses). If crews are changing to a new system, however, there is a risk that at some stage (e.g., partial system failure, reclearances, etc.), confusion may arise in selecting the correct values. Operators should therefore devise drills which will reduce this risk, as well as ensuring that the subject is covered during training.

Crews who decide to check or update their long range navigation systems by reference to VOR's located in the Canadian Northern Control Area should remember that they are not aligned with reference to magnetic north.

XX. Navigation in the Area of Compass Unreliability

NOTE: Full coverage of this subject, including, for example, the possible provision of runway headings in grid is beyond the scope of this section. The following should therefore be considered as general guidance only.

In an area of compass unreliability, basic INS operation requires no special procedures, but most operators feel it is desirable to retain an independent heading reference in case INS failure occurs. There are various possible ways of doing this, dependent on the instrument fit.

XXI. Deliberate Deviation from Route

Deliberate temporary deviations from route centerline are sometimes necessary, usually to avoid severe weather, but prior ATC approval should be obtained. Such deviations have often been the source of gross errors as a consequence of failing to reengage the autopilot with the navigation system. It should also be noted that selection of the "turbulence" mode of the autopilot will also have the effect of disengaging it from the aircraft navigation system. After use of the turbulence mode, therefore, the aircraft must be flown back to the desired route before reengaging the autopilot with the navigation system.

The following procedures have been found effective in ensuring that gross navigational errors do not result from diversions around severe weather:

- A. The autopilot turn control knob is used to turn the aircraft in the desired direction;
- B. The "autopilot engage" switch will automatically move from "command" to "manual". (The altitude mode switch will either remain in "altitude hold" or if in the "altitude select" mode will trip to "off".);
- C. The steering CDU data selector is set to XTK TKE in order to provide a continuous display of crosstrack data;
- D. If turbulence is encountered, the "TURB" setting on the speed mode selector may be used in which case the altitude mode switch will automatically position to "off";
- E. Both RADIO INS switches remain in the INS position. This provides another visual display of the navigation situation on the HSI. Even when more than 8NM off track the pegged needle on the HSI is a reminder of that fact, in addition to which it will confirm whether the aircraft is tracking towards, away from, or parallel to the desired track;
- F. The turn control knob should be used to maneuver the aircraft as necessary;
- G. When clear of the severe weather, the aircraft should be steered back to the desired track, guidance being obtained from the steering CDU to zero the XTK indication;
- H. When the aircraft has been returned to the desired route, the autopilot engage switch is selected to "command" and the altitude mode switch to "altitude hold". (The navigation mode selector should still be in the INS position.);
- I. It is desirable that the entire crew, but at least the Captain and First Officer, monitor the diversion maneuver to ensure that the aircraft has been returned to the desired route and the autopilot properly reengaged for command INS operation; and
- J. After return to route has been completed, check assigned MACH number and advise ATC.

XXII. ATC Reclearance

Experience suggests that when ATC issues a reclearance involving rerouting and new waypoints, there is an increase in the risk of errors being made. This situation should, therefore, be treated virtually as the start of a new flight, and the procedures employed with respect of copying the ATC reclearance, amending the master document, loading and checking waypoints, extracting and verifying flight plan information, routes and distances, etc., and the preparation of a new plotting chart should be identical to the procedures employed at the beginning of a flight. When an in-flight reclearance is involved, however, the procedures should be sure that one pilot is designated at all times to be responsible for flying the aircraft while the reprogramming of all navigation systems and other amendments to the cockpit documentation are being carried out.

In the event that the reclearance involves a direct routing, it may be advisable to retain data relevant to the original route.

XXIII. Detection of Failures

INS installations normally include comparator and/or warning devices, but it is still necessary for the crew to make frequent comparison checks. With three systems on board, the identification of a defective system should be straightforward.

With only two systems on board, experience indicates that if nothing is done by the crew until significant divergent indications become apparent, the possibility of identifying the defective unit will be very much reduced. If such a situation does in fact arise in oceanic airspace, it may be possible to contact nearby aircraft on 123.45 MHz (see Section 3, paragraph IV.B.) and obtain the read-out of spot wind (or if the aircraft are going in the same direction, drift and ground speed) making use of this information to identify the defective system.

In many cases, however, the above may be impractical. For that reason, it is recommended that a regular record of INS performance should be maintained and kept available on board for operating crews, in line with the following suggestions:

- A. Before takeoff and while stationary, note the INS ground speed and POS indications. These may give some indication of relative system accuracy;
- B. The accuracy of each INS unit should be noted before reaching oceanic airspace, preferably when passing some convenient short range facility. A further record should be made at destination in terms of terminal error, first taking care to cancel any inflight update which may have been made;
- C. Compass deviation checks can be made to obtain deviation values for the magnetic compass systems, so that, if necessary later in the flight, the relative accuracy of INS heading outputs (and navigation data) can be checked. Though slightly complex to write up, the method is simple and potentially valuable in practice, and it has the additional advantage of reminding crews of some basic elements of navigation. Prior to entering oceanic airspace, simultaneously read both INS true heading and both magnetic compass indications. To the mean of the INS readings, apply the local variation value to give magnetic heading. Compare this value with the magnetic heading compass readings to obtain the deviation on each and retain for possible use in the "heading method" of determining which system is faulty (paragraph XXIV.E.).

XXIV. Determining the Faulty System

- A. Check malfunction codes for indications of unserviceability.
- B. Refer to the records suggested under subparagraphs XXIII.A. and B., above. These give a fairly positive clue as to which system is faulty.
- C. Obtain a fix. It may be possible to use the weather radar (range marks and relative bearing lines) to determine the position relative to an identifiable landmark such as an island or the ADF to obtain bearings from a suitable NDB, in which case the variation at the position of the aircraft should be used to convert the RMI bearings to true; or if within range, the VOR, in which case the variation of the VOR location should be used to convert the radial to true heading (except when flying in the Canadian Northern Control area). (See paragraph XIX.)
- D. Call some nearby aircraft on air-to-air VHF, and compare information on spot wind, or ground speed and drift. If such assistance is not available, the wind speed and direction for the DR position of the aircraft may be extracted from the

prognostic chart for comparison with the readout of INS. It is emphasized, however, that the latter comparison should only be used as a last resort and preferably in conjunction with another method to confirm the result.

- E. Use the heading method. Simultaneously read both INS and both magnetic compass indications. Apply the respective deviation and the local variation value to each compass reading and obtain the mean (to the nearest degree). This should give an acceptably accurate true heading value to compare with the INS readings and to establish whether one of the INS units is defective. The following format, with typical values inserted, may assist flight crews with limited navigation experience:

Before Entering Oceanic Airspace

| | #1 INS | #2 INS | #1 Comp | #2 Comp |
|------------------|--------|--------|----------|---------|
| Heading | 285.7° | 286.1° | 290° | 293° |
| Mean True | | | | |
| Heading | | | | |
| (nearest degree) | 286° | | | |
| (E-) | | | | |
| Variation | | | | |
| (W+) | 6°W | | | |
| | 292° | | Dev'n 2° | 1°W |

If INS performance check required later in flight

| | #1 INS | #2 INS | #1 Comp | #2 Comp |
|-----------|--------|--------|---------|---------|
| Heading | 254° | 259° | 265° | 266° |
| (E+) | | | | |
| Deviation | | | | |
| (W-) | | | 2°E | 1°W |
| | | | 267°&65 | 265° |
| (E+) | | | | |
| Variation | | | | |
| (W-) | | | 12°W | 12°W |
| Mean TH | | | 255° | 253° |
| | | | | 254° |

The above indicates that the navigation information provided by #1 INS is likely to be more accurate.

XXV. What to do if the Faulty System Cannot be Identified

Despite application of the methods in paragraph XXIV. above, the occasion may still arise when distance or across track differences develop between two INS systems, but the crew cannot determine which system is at fault. The majority of airlines feel that the procedure most likely to limit gross tracking errors under such circumstances is to fly the aircraft halfway between the cross track differences as long as uncertainty exists. In such instances, ATC must be advised that the flight is experiencing navigation difficulties so that appropriate clearance(s) can be issued as necessary.

XXVI. Guidance on what Constitutes a Failed System

Crews also require guidelines on how to decide when an INS should be considered to have failed, e.g., failure of INS may be indicated by the red warning light, or by self-diagnosis indications, or by an error over a known position exceeding the value agreed between an operator and its certifying authority. In general, if there is a difference greater than 15NM between the two aircraft's navigation systems (or between the three systems if it is possible to detect which are the more reliable) it is advisable to split the difference between the readings when determining the aircraft's position. If, however, the disparity exceeds 20NM, one or more of the navigation systems should be regarded as having failed, in which case ATC must be notified.

XXVII. Partial or Complete Loss of Navigation Capability

There are two navigational requirements for aircraft planning to fly through NOPAC oceanic airspace. One refers to the navigation performance which should be achieved and the other to the need to carry standby equipment with comparable performance characteristics (as stipulated in ICAO Annex 6, Part 1, Chapter 7).

Some aircraft carry triplex equipment (e.g., 3 INS) and if one system fails even before takeoff, the two basic requirements may still be satisfied and the flight can proceed normally. For aircraft with only two operational systems the following guidance is offered in respect of these general areas of failure:

- If one system fails before takeoff, the pilot should consider delaying departure if timely repair is possible or obtaining a clearance below FL280, if practicable.
- If one system fails before the oceanic boundary is reached, the pilot will have to consider landing at a suitable airport before the boundary, returning to the airport of departure, or obtaining a reclearance below FL280.
- If one system fails after the aircraft has entered oceanic airspace, the pilot should normally continue to operate the aircraft in accordance with the oceanic clearance already received, appreciating that the reliability of the total navigation system has been significantly reduced. The pilot should also, however, take the following action:
 - Assess the prevailing circumstances (e.g., performance of the second system);
 - Prepare a proposal to ATC with respect to the prevailing circumstances (e.g., request clearance below FL280, turnback);

3. Consult with ATC as to the most suitable action; and
 4. Obtain appropriate ATC reclearance prior to any deviation from existing clearance.
- D. When, after entering oceanic airspace and one system has failed, the flight continues in accordance with its original clearance (especially if the distance ahead within oceanic airspace is considerable), the pilot should begin a special monitoring program as follows:
1. Take special care on the operation of the remaining system, accounting for the fact that the routine method of error checking is no longer available.
 2. Check the main and standby compass system against the information available.
 3. Check the performance record of the remaining equipment and, if doubt arises regarding the performance and/or reliability, consider the following:
 - a. Attempt visual sighting of other aircraft or their contrails which may provide a track indication;
 - b. Call the appropriate ATC facility to obtain information on aircraft adjacent to the estimated position; and/or
 - c. Call on 123.45 (see Section 3, paragraph IV.B.) to establish contact with such aircraft (preferably same track/level) to obtain information which could be useful (drift, magnetic heading, wind details).
- E. If the remaining system fails after entering oceanic airspace, or the remaining system gives an indication of degradation of performance, or neither system fails completely but the system indications diverge widely and the defective system cannot be determined, the pilot should take the following action:
1. Notify ATC;
 2. Make best use of procedures specified in XXVII.D.3. above to obtain useful information;
 3. Keep a special look out for possible conflicting aircraft and make maximum possible use of outside lights; and
 4. If no instructions are received from ATC within a reasonable period, consider use of contingency procedures in Section 6.

NAVIGATION ERRORS

Monitoring procedures employed in regard to traffic operating in oceanic areas have given a good indication of the frequency of occurrence and the causes of navigation errors. Errors actually occur very infrequently considering the thousands of flights that are made. Navigation systems are generally so reliable now that there is some concern that this may lead to overconfidence. Aircrews, therefore, must guard against complacency.

I. Common Causes of Errors

Following are some of the more common causes of gross errors:

- A. A mistake of one degree of latitude was made in inserting a forward waypoint.
- B. The INS system was not reprogrammed after reclearance by ATC.
- C. The autopilot was inadvertently left in the heading OR decoupled position after avoiding clouds or left in the VOR position after leaving the last domestic airspace VOR. In some cases, the mistake arose during distraction caused by SELCAL or by some flight deck warning indication.
- D. The controller and the crew had different understandings of the clearance. The pilot read back not what was said, but what he wanted to hear, and the controller failed to catch the discrepancy.

II. Rare Causes of Errors

Following are examples of some rare faults which have actually occurred:

- A. The lat/long coordinates displayed near the gate position at one international airport were wrong.
- B. Because of a defective chip in one of the INS systems on an aircraft, although the correct forward latitude was inserted by the crew, it subsequently "jumped" by one degree.
- C. The aircraft was equipped with an advanced system with all the coordinates of the waypoints on the intended route already on tape; the crew assumed that these coordinates were correct, but one was not.
- D. The flight crew had available to them the correct coordinates for their cleared route, but unfortunately the data which they inserted into the navigation computer was from the company flight plan, in which an error had been made.

III. Lessons to be Learned

- A. Never relax or be casual regarding the cross-check procedure, this is especially important towards the end of a long night flight.
- B. Avoid casual radiotelephony procedures. Errors have resulted from a misunderstanding between pilot and controller as to the cleared route. Adhere strictly to proper phraseology and do not be tempted to clip or abbreviate details of waypoint coordinates.
- C. Make an independent check on the gate position. Do not assume that the gate coordinates are correct without cross-checking with an authoritative source. Normally, coordinates are to the nearest tenth of a minute, but make sure that your display is not to the nearest hundredth, or in minutes and seconds. And, if you are near 180° longitude, remember the risk of confusing east and west.
- D. Before entering oceanic airspace make a careful check the INS System position at or near to the last radio facility or the next to last one.
- E. Do not assume that you are at a waypoint merely because the alert annunciator indicates it. Cross-check by reading present position.
- F. Flight deck drills. Some tasks on a flight deck can safely be delegated to one member of the crew, but navigation, using automated systems, is emphatically not one of them. The Captain should participate in all navigation cross-check procedures.
- G. Initialization errors. Always return to the ramp and reinitialize INS if the aircraft is moved before the INS NAV mode is selected. If, after getting airborne, it is found that during initialization a longitude insertion error has been made, unless you thoroughly understand drills on how to achieve the objective, you should probably turn back or make an en route stop if practicable.
- H. Waypoint loading. Before departure, check to see that the computer flight plan and ICAO flight plan agree. In flight, involve two different sources in the cross-checking if possible. Do not be so hurried in loading waypoints that mistakes become likely and always check waypoints against the current ATC clearance.
- I. Use a Pilot-Chart on the flight deck. Make periodic plots of position on a suitable chart and compare with current cleared track. This helps to pick up errors before getting too far from track.
- J. Consider making a simple use of basic DR Navigation as a backup. Outside Polar Regions, provided that the magnetic course (track) is available on the flight log, a check against the magnetic heading being flown, plus or minus drift, will likely indicate any gross tracking error.

- K. Always remember that something unusual may have happened in the last half– hour. Be continuously cognizant. There are often ways in which an overall awareness of directional progress can be maintained; e.g., the position of the sun or stars, disposition of contrails, islands or coastlines which can be seen directly or by using radar, radio nav aids, and so forth. This is obvious, perhaps, but some of the errors which have occurred could have been prevented had the crew shown more of this kind of alertness.
 - L. If you suspect that equipment failure may be leading to divergence from cleared route, it is better to advise ATC early rather than late.
 - M. Because aircraft navigational equipment varies greatly between operators, some of the above lessons may not apply in your case. But remember that they may help to prevent someone else making a mistake, and may stimulate you to avoid mistakes of similar nature.
-

PILOT CHECKLIST

To assist pilots who are less familiar with the NOPAC Route System, the following informal checklist is provided:

1. Do you have the recommended information for each NOPAC route^o
 2. Do you have a reliable timepiece aboard for reference and have you had a recent accurate time check^o
 3. Are you sure of the serviceability of your long range navigational system^o
 4. Are you familiar with the MACH number technique^o
 5. Did you conduct a check of your airborne weather radar, if so equipped^o
 6. Have you preplanned your actions in case one of your long–range navigational systems fails^o
 7. After departure, did you conduct an HF communications check and pass your departure time to aeronautical radio^o
 8. Did you give ATC your climb times^o
 9. If eastbound between 145E and 170E, or westbound between 164E and 145E, did you set your transponder on Mode A Code 2000^o If east of 170E or west of 145E, is your transponder set on the discrete code assigned by ATC^o
-

ANCHORAGE ARCTIC FIR

I. DESCRIPTION

The Anchorage Arctic FIR generally consists of that airspace lying between 141° west longitude and 168° 58.38' west longitude south of the geographic North Pole running approximately to 72° north latitude. The material which follows also incorporates that portion of the Anchorage Domestic FIR which overlies the north coast of the Alaskan land mass.

Traffic flows in this airspace consist of: 1. a generally east/west flow for flights transiting between North American and Asian airports via the Russian Polar airspace (commonly referred to as "Cross Polar" flights) and, 2. an east/west flow of flights transiting between northern European and Alaskan airports (commonly referred to as "Trans Polar" flights). In the Anchorage Arctic FIR, airspace users can expect to receive ATC services associated with the following types of airspace areas and associated altitudes: Class G – below FL12; Class E – FL12 to but not including FL180; Class A – FL180 to FL600 inclusive; Class E – above FL600.

II. SEPARATION STANDARDS

VERTICAL – Reduced Vertical Separation Minima (RVSM) is applied from FL290 to FL410 inclusive in all of the Anchorage FIRs, i.e. Anchorage Domestic, Oceanic and Arctic Flight Information Regions. RVSM aircraft are separated by 1000 foot vertical spacing within this stratum. Non-RVSM aircraft are separated from all other aircraft, both RVSM and Non-RVSM, by 2000 feet within this stratum. Aircraft within the Edmonton, Murmansk and Magadan FIRs are also separated via RVSM procedures and minima.

LATERAL – Anchorage ARTCC utilizes the RNP-10 minima (25 miles either side of centerline) for aircraft with RNP-10 approval. Other aircraft are separated with a 90 nautical mile separation standard (90 NM between tracks). RNP-10 is also used in the Edmonton FIR and separation in the Murmansk and Magadan FIRs is accomplished using a 60 kilometer lateral separation standard.

LONGITUDINAL – Within the Anchorage Arctic FIR the longitudinal separation standard between turbo jet aircraft is 15 minutes. This minima may be reduced thru application of the ICAO recognized MACH Number Technique. This standard, and MACH Technique, is also applied in the Edmonton, Murmansk and Magadan FIRs.

III. FLIGHT PLANS and PREFERRED ROUTES

A. Flight Plans

All operators planning IFR flight operations in the Anchorage Arctic and Domestic Flight Information Regions north of 70° north latitude must file flight plans with both PAZAZQZX and PAZNZQZX. Failure to file with both system addresses may result in delay of ATC services.

B. Cross Polar

All flight planned routes must conform to the requirements of the current Anchorage (PAZA) Arctic FIR NOTAM.

C. Trans Polar

1. Operators shall flight plan through the Anchorage Arctic and Domestic FIRs via the following KARLL-COALL, ARBEZ-JESRU, or HARVZ-TAYTA. This requirement applies to both westbound and eastbound flights.
2. Flights filing between FYU and 141° west longitude shall flight plan via ADREW J160 or POTAT J167.
3. Preferred routes connecting with the PANC terminal area are as follows:

Northbound:

TED J115 FAI direct KARLL direct COALL
 TED J115 FAI direct ARBEZ direct JESRU
 TED J115 FAI direct HARVZ direct TAYTA
 TED J115 FAI J120 FYU J160 ADREW
 TED J115 FAI J120 FYU J167 POTAT

Southbound:

COALL direct KARLL direct TKA J125 TED
 JESRU direct ARBEZ direct ENN J125 TED
 TAYTA direct HARVZ direct ENN J125 TED
 ADREW J160 FYU J120 FAI direct ENN J125 TED
 POTAT J167 FYU J120 FAI direct ENN J125 TED

IV. COMMUNICATIONS and REPORTING

A. POSITION REPORTING – All flights, regardless of CPDLC status, shall make mandatory position reports, upon entering or exiting the CTA/FIR, via the appropriate HF En-Route Radio. Examples: An aircraft progressing 141°W westbound will make a position report thru “Gander Radio,” an aircraft progressing 141°W eastbound will also make a position report thru “Gander Radio.” An aircraft progressing ORVIT eastbound will make a position report thru “Gander Radio” and an aircraft progressing ORVIT westbound will make a position report thru “Magadan Radio.”

B. COMMUNICATION VIA CPDLC – Controller/Pilot Data Link Communications service is operational in the Anchorage Arctic Flight Information Region. Usability is dependent upon transmission medium: INMARSAT satellite coverage exists approximately below 80° North, Iridium satellite coverage exists globally. Anchorage ARTCC’s logon address for this airspace is PAZA. Currently, aircraft entering the Anchorage Arctic FIR from Russian airspace must perform a manual logon. Aircraft logged on to Anchorage’s system and transitioning either to the Edmonton, or to the Magadan, CPDLC systems will be provided auto address forwarding service. Due to the high latitude and satellite coverage “foot print,” flight crews of CPDLC equipped aircraft are requested to logon on via CPDLC but must maintain a listening watch on appropriate HF en-route frequencies.

C. COMMUNICATION VIA HF VOICE – High Frequency Voice Communications capability exists within the Anchorage Arctic FIR via “GANDER RADIO,” “MURMANSK CONTROL,” “MAGADAN CONTROL” and “SAN FRANCISCO RADIO.” Utilize these services as follows:

1. “GANDER RADIO” on frequencies of the North Atlantic NAT D network, viz. 2971, 4675, 8891, and 11279 kHz. Make all East or Westbound position reports along 141° west longitude in the Arctic FIR thru “GANDER RADIO.” Make all Eastbound position reports over the Murmansk/Anchorage or Magadan/Anchorage FIR boundary via “GANDER RADIO”. Use “GANDER RADIO” for all ATC communications while within the Anchorage Arctic FIR.
2. “MURMANSK CONTROL” on frequencies 11390, 8950, 5694 or 4672 kHz. Make all Westbound position reports over the Anchorage/Murmansk FIR boundary via “MURMANSK CONTROL.” (example DEVID)
3. “MAGADAN CONTROL” on frequencies 15030, 13265, 11390, 8837, 6585 or 4712 kHz. Make all Westbound position reports over the Anchorage/ Magadan FIR boundary via “MAGADAN CONTROL.” (examples NALIM, LURUN, RAMEL, PINAG, NIKIN, ORVIT, AMATI)
4. “SAN FRANCISCO RADIO” on frequencies 21964, 17925, 13348, 11342, 6640 and 3013 kHz. Antenna located at Barrow, Alaska. Use for LDOC (long distance operational control). SFO ARINC’s Barrow LDOC site does not provide routine ATC communications, but may be used for relays when other methods fail.

D. SATELLITE VOICE SYSTEM – Satellite Voice System (SATCOM Voice) equipment is available at Anchorage Center and SATCOM voice contact may be possible with aircraft in the Arctic FIR depending upon satellite availability and service provider. Direct SATCOM Voice contact between the flight crew and Anchorage Center shall be limited to distress and urgency situations or other exceptional circumstances such as HF blackout. Under normal conditions routine communications should be conducted via VHF/CPDLC or HF Voice. Flight crews utilizing INMARSAT should log onto the INMARSAT Pacific Ocean Satellite. Aircraft satellite data units may be preprogrammed with the INMARSAT six digit code for easy call set-up. The INMARSAT code for Anchorage Center is 436602. If the aircraft provides direct dial access, the INMARSAT six digit code may be utilized for initiating air/ground communications. To receive SATCOM Voice service, the aircraft must already be logged onto an INMARSAT communication satellite. Flight crews utilizing Iridium should follow company procedures.

Direct SATCOM Voice calls to ATC should have one of the following ICAO priority levels:

1. Highest distress or urgent situations.
2. Second highest, flight safety situations.

AREA NOTICES

Landing at National Parks, Monuments, Preserves, and Wildlife Refuges

1. Prior authorization by the Superintendent is required for all helicopter landings. The National Park Service requests that pilots maintain a minimum distance of 2,000 feet from the nearest ground mass to minimize wildlife disturbance.
2. Glacier Bay National Park: Restricted from landings in non-motorized waters. Restrictions change seasonally, contact Glacier Bay staff for current restrictions (907-697-2230). Landings and takeoffs shall not be made on beaches or tidal flats or within one nautical mile of any tidewater glacier in the national park. If authorized by the Superintendent, helicopters may land at selected sites where deemed essential in the conduct of prospecting and mining activities.
3. Contact Information:

| | |
|--|---------------------------|
| Denali National Park & Preserve | 907-683-2294 |
| Gates of the Arctic National Park & Preserve | 907-692-5494/907-457-5752 |
| Glacier Bay National Park and Preserve | 907-697-2230 |
| Katmai National Park and Preserve (includes) includes Aniakchak National Monument | 907-246-3305 |
| Kenai Fjords National Park | 907-224-2132 |
| Klondike Gold Rush National Historic Park | 907-983-2921 |
| Lake Clark National Park and Preserve | 907-781-2218/907-271-3751 |
| Tongass National Forest (includes) includes Admiralty Island National Monument, Kuiu Wilderness, Tebenkof Bay Wilderness, Chuck River Wilderness, Maurelle Island Wilderness, Tracy Arm Fjords Terror Wilderness, Cornation Island Wilderness, Peters Creek Duncan Salt Chuck Wilderness, Warren Island Wilderness, Misty Fjords National Monument, Pleasant-Lemesurier-Inian Island Wilderness, West Chicagof Yakobi Wilderness, Karta River Wilderness, South Etolin Wilderness, Young Lake Wilderness, Kootznoowoo Wilderness, and South Prince of Wales Wilderness. | 907-228-6202 |
| Western Arctic National Parklands: (includes) includes Noatak National Preserve, Cape Krusenstern National Monument, Kobuk Valley National Park, and Bering Land Bridge National Preserve. | 907-442-8300 |
| Wrangler—St. Elias National Park and Preserve | 907-822-5234 |
| Yukon—Charlie Rivers National Preserve | 907-547-2234/907-457-5752 |
4. Internet websites:
 Forest Service: <http://www.fs.fed.us/r10/>
 Fish and Wildlife website: <http://alaska.fws.gov>
 National Park Service website: <http://www.nps.gov/carto/AKPAA.html>

Kenai National Wildlife Refuge:

1. The operation of aircraft on the Kenai NWR, except in an emergency, is permitted only as authorized in designated areas as described below. These areas are also depicted on a map available from the refuge manager: Kenai NWR Manager, P.O. Box 2139, Soldotna, Alaska 99669, telephone (907) 262-7021.
 - (a) within the Canoe Lakes unit, Andy Simons unit, and Mystery Creek units of the Kenai Wilderness, ONLY the following lakes are designated for airplane operations:

Canoe Lake Unit

Scenic Lake, Nekutak Lake, Shoepac Lake, Norak Lake, Bird Lake, Grouse Lake, King Lake, Bedlam Lake, Taiga Lake, Vogel Lake, Cook Lake, Showshoe Lake, Wilderness Lake, Mull Lake, Tangerra Lake, and Sandpiper Lake. Pepper Lake, Gene Lake, and Swanson Lake are ONLY open for sports icefishing.

Andy Simons Unit

Upper Russian Lake, Twin Lakes, Emerald Lake, High Lake, Lower Russian Lake, Iceburg Lake, Green Lake, Kolomin Lake, Pothole Lake, Harvey Lake, Martin Lake, Windy Lake, Dinglestad Glacier terminus lake, Wusnesenski Glacier terminus lake, Tustumena Lake, all wilderness lakes within one mile from the shoreline of Tustumena Lake and all unmanned lakes in sections 1 & 2, T.1 S., R.10W, and section 4, 5, 8, & 9, T.1 S., R.9W, Seward Mountain, AK.

Mystery Creek Unit

All unmanned lakes in section 11, T.6N, R.5W., Seward Mountain, AK.

(b) Airplanes may operate on all lakes outside of the Kenai Wilderness, except those lakes with recreational developments, including, but not limited to, campgrounds, campsites, and public hiking trails connected to road waysides. The non-wilderness lakes CLOSED to aircraft operations are as follows:

North Sterling Highway

Cashka Lake, Dolly Varden Lake, West Lake, Mosquito Lake, Watson Lake, Rainbow Lake, Dabbler Lake, Lili Lake, Forest Lake, Afonasi Lake, Upper Jean Lake, Anertz Lake, Weed Lake, Silver Lake, Breeze Lake, and Imeri Lake.

All lakes in the Skilak Loop Area (south of Sterling Highway and north of Skilak Lake) are closed to aircraft except that airplanes may land on Bottenintnim Lake, which is open year-round and Hidden Lake, which is open only for sport ice fishing.

South Sterling Highway

Headquarters Lake is restricted to administrative use only.

2. Notwithstanding any other provision of these regulations, the operation of aircraft is prohibited between May 1 and September 30, inclusive, on any lake where nesting trumpeter swans and/or their broods are present, except Windy and Lonesome Lakes where the closure is between May 1 and September 10, inclusive.
3. The operation of wheeled aircraft, at the pilot's own risk, is only authorized on the unmaintained Big Indian Creek Airstrip, on gravel areas with $\frac{1}{2}$ mile of Wusnesenski Glacier terminus lake, and within the SE $\frac{1}{4}$, section 16 and SW $\frac{1}{4}$, section 15, T.4S, R.8W., Seward Mountain.
4. Airplanes may operate only within designated areas on the Chickaloon Flats, as depicted on a map available from the refuge manager, (907) 262-7021.
5. Airplane operation is permitted on the Kasilof River, the Chickaloon River outlet, and the Kenai River below Skilak Lake from June 15 through March 14. All other rivers on the NWR are closed to aircraft.
6. Internet website: <http://akaska.fws.gov/nwr/kenai/index.html>

National Wildlife Refuge Contact Information:

1. Alaska Maritime NWR — Homer, AK — (907) 235-6546
2. Alaska Peninsula NWR — King Salmon, AK — (907) 246-3339
3. Arctic NWR — Fairbanks, AK — (907) 456-0250
4. Becharof NWR — King Salmon, AK — (907) 246-3339
5. Innoko NWR — McGrath, AK — (907) 524-3251
6. Izembek NWR — Cold Bay, AK — (907) 532-2445
7. Kanuti NWR — Fairbanks, AK — (907) 456-0329
8. Kenai NWR — Soldotna, AK — (907) 262-7021
9. Kodiak NWR — Kodiak, AK — (907) 487-2600
10. Koyukuk NWR — Galena, AK — (907) 656-1231
11. Nowitna NWR — Galena, AK — (907) 656-1231
12. Selawik NWR — Kotzebue, AK — (907) 442-3799
13. Tetlin NWR — Tok, AK — (907) 883-5312
14. Togiak NWR — Dillingham, AK — (907) 842-1063
15. Yukon Delta NWR — Bethel, AK — (907) 543-3151
16. Yukon Flats NWR — Fairbanks, AK — (907) 456-0440

Landing at State Refuges, Critical Habitat Areas, and Sanctuaries**State of Alaska, Department of Fish and Game (ADF&G) website:**

<http://www.state.ak.us/adfg/habitat/geninfo/refuges/refuges.htm>

Alaska Department of Fish and Game, Juneau (907) 465-6160 phone, (907) 465-2772 fax

Region 1 — Southeast Alaska, (907) 267-2342 phone, (907) 267-2464 fax

Mendenhall Wetlands Refuge, Yakataga Refuge, Stan Price (Admiralty Island) Sanctuary, Chilkat River Critical Habitat Area, Dude Creek Critical Habitat Area

Region 2 — Southcentral and Western Alaska, (907) 267-2342 phone, (907) 267-2464 fax

Anchorage Coastal Refuge, Cape Newenham Refuge, Goose Bay Refuge, Izembek Refuge, McNeil River Refuge, Palmer Hay Flats Refuge, Susitna Flats Refuge, Trading Bay Refuge, Walrus Islands Sanctuary, McNeil River Sanctuary, Anchor River/Fritz Creek Critical Habitat Area, Chilkat River Critical Habitat Area, Cinder River Critical Habitat Area, Clam Gulch Critical Habitat Area, Copper River Delta Critical Habitat Area, Dude Creek Critical Habitat Area, Egegik Critical Habitat Area, Fox River Flats Critical Habitat Area, Homer Airport Critical Habitat Area, Kalgin Island Critical Habitat Area, Kachemak Bay Critical Habitat Area, Pilot Point Critical Habitat Area, Port Heiden Critical Habitat Area, Port Moller Critical Habitat Area, Redoubt Bay Critical Habitat Area, Tugidak Island Critical Habitat Area, and Willow Mountain Critical Habitat Area

Walrus Islands Sanctuary — Pilots are requested to maintain a minimum altitude of 5,000 feet above ground level within a 3 mile radius of Round Island (58°36' N, 159°58' W). Access to Round Island or adjacent waters requires written permission from ADF&G. Flight less than 2,000 feet above ground level and than 1 mile may violate the Marine Mammal Protection Act and/or the Federal Airbourne Hunting Act, regardless of their level of impact on wildlife.

McNeil River Sanctuary — Pilots are requested to maintain a minimum altitude of 1,000 feet above ground level within a 2 mile radius of McNeil River Falls located 1 mile upstream from the mouth of McNeil River in order to minimize disturbance to concentrations of brown bears during the period June 15 through September 15. The State has established a permit program which regulates human activities in the sanctuary and limits the number of persons allowed at the Falls each day.

Region 3 — Northern and Interior Alaska, (907) 459-7279 phone, (907) 456-2259 fax

Cremer's Field Refuge and Minto Flats Refuge

LANDING AT STATE PARKS AND RECREATION SITES

Civil/Military

The landing of aircraft in Chugach State Park is prohibited except on Bold Airstrip. Practice landings and the dropping or pickup of objects or persons using aircraft are prohibited everywhere in the park without written permission of the Director, Alaska State Parks.

The use of aircraft is allowed in the following areas except for the purpose of practice landing:

- (1) Alaska Marine Parks
- (2) Bonnie Lake State Recreation Site
- (3) Captain Cook State Recreation Area
- (4) Denali State Park
- (5) Johnson Lake State Recreation Area
- (6) Kachemak Bay State Park
- (7) Kenai River Special Management Area
- (8) Long Lake State Recreation Area
- (9) Rocky Lake State Recreation Area
- (10) Wood-Tikchik State Park
- (11) Kachemak Bay State Wilderness Park (on saltwater and saltwater beaches)
- (12) Chilkat State Park (on saltwater).

NANCY LAKE STATE RECREATION AREA: Except as indicated below, the use of aircraft is allowed except for the purpose of practice landing. The use of float-equipped aircraft is prohibited on:

- (1) South Rolly Lake
- (2) Bald Lake
- (3) Tanaina Lake
- (4) Milo Lake
- (5) Ardaw Lake
- (6) Jacknife Pond
- (7) Frazer Lake
- (8) Little Frazer Lake
- (9) Charr Lake
- (10) Owl Lake
- (11) James Lake
- (12) Chicken Lake
- (13) Big Noluck Lake
- (14) Little Noluck Lake
- (15) Milo Pond
- (16) the Echo Ponds
- (17) Candlestick Lake
- (18) Buckley Lake and
- (19) Skeetna Lake.

LANDING AT MOUTH OF THE DESHKA RIVER

Extensive Use May 15 to July 15
CTAF Frequency 122.8

Civil/Military

This area is located at approximately 61°40'N 150°19'W (Big Lake VORTAC 275°11.6NM). It is a very high use seasonal recreation area which is reached by float plane, wheel planes and boats. A large portion of these recreation area users are boaters. There are frequent conflicts between aircraft and boats within this area. The conflict occurs when aircraft utilize the river to drop off and pick up users.

OPR: AAL-200 Date: 3/9/15

SCIENTIFIC LASER OPERATIONS
Fairbanks, AK

Scientific laser operation near the Fairbanks airport, Fairbanks AK, 645134N,1475059W or the Fairbanks /FAI/ VORTAC 028 deg radial at 5.5 NM. This beam may cause distraction and/or flash blindness to pilots/aircrews' and passengers' eyes. Fairbanks /FAI/ ATCT telephone number 907-474-0452 is the FAA CDN facility.

Contact AJV-W23 Date: 11/18/19

Barrow, AK

Civil/Military

Scientific laser lgt ops near the Barrow Arpt, Barrow, AK, within an area defined as 71° 19' 22" N 156° 36' 57" W or the Barrow/BRW/VOR 029° radial at 4.5 NM. Sfc -5220'. Anchorage Center/ZAN/ARTCC telephone number 907-269-1108 is the FAA CDN facility.

DENALI FLIGHT ADVISORY

1. The Denali National Park/Wilderness/National Preserve areas are divided into two sectors, North and South, for Common Traffic Advisory Frequency (CTAF) deconfliction. The South area will use 123.65 and the North Area will use 122.725. The surrounding airports will use CTAF 122.9. A detailed map, Denali Flight Advisory, depicts the local checkpoints and is available through the National Park Service, PO Box 9, Denali National Park, AK 99755 or call 683-2294.
2. The NPS chart depicts the reporting points. When making a position report, give location, altitude, destination and/or direction of flight. Example: "Mountain Traffic, Cessna 1234, Ruth Icefall, 8000 feet, up glacier for the Amphitheater."
3. ALL AIRCRAFT SHOULD FLY WITH THEIR LIGHTS ON.
4. BE ALERT! Climb early, stay high, especially over areas where landings and departures take place. Be sure your aircraft has the performance capability to operate in a high altitude mountainous environment. Stay to the right in the valleys and canyons. All turns should be to the left if possible. Obtain a current altimeter setting from the nearest facility.
5. Remember, Mt. McKinley makes its own weather. If the weather begins to deteriorate, leave immediately.
6. Tour aircraft may have their radios turned down to talk to their passengers and therefore may miss a report. ALWAYS presume that other aircraft may be in your area and might have missed your call.
7. Be sure you report the correct altitude you are flying in order to maximize separation and minimize the mid-air potential.
8. The National Park Service at Denali National Park and Preserve performs numerous rescues along the Alaska Range and on Mt. McKinley. Rescues are often performed using the high altitude Lama helicopter, fixed wing, and military aircraft. Please stay well away from rescue sites. Listen and obey airspace closures around rescue operations.
9. Be sure to brush up on your mountain flying techniques before flying in the Denali Park Area. There are many excellent books and pamphlets available. Consider reviewing your skills with a flight instructor.
10. Alert: Triple Lakes has the largest volume of traffic in July with an estimated aircraft crossings of 200 per day.

DENALI STATE PARK

Denali State Park borders the national park on its southeast corner between the Dutch Hills to the west and to the Susitna River on the east. The George Park Highway runs through the middle of the park. State requirements for aviators operating within the state park.

1. Landings of fixed wing aircraft in DSP are permitted west of the Parks Hwy and on Blair and Ermine Lakes.
Landings are not permitted on Byers Lake and on Kesugi and Curry Ridges, which are all east of the highway.
2. Practice landings are not permitted.
3. Helicopters landings are restricted to five specific sites west of the highway.
4. For detailed information on these sites for planning purposes, please phone (907) 745-3975.

| WAYPOINTS | LAT | LONG | WAYPOINTS | LAT | LONG |
|-----------------------|----------|-----------|---------------------------------|----------|-----------|
| Alder Gap | 62.46.21 | 150.31.34 | North Hunter Pass | 62.57.54 | 151.05.08 |
| Alder Point | 62.44.23 | 150.23.02 | North Peters Hills | 62.34.40 | 150.42.58 |
| Anderson Pass | 63.17.25 | 150.14.02 | One Shot Gap | 62.48.33 | 151.07.42 |
| Backside Lake | 62.51.27 | 150.41.08 | Peters Basin | 63.06.43 | 151.11.18 |
| Base Camp | 62.58.00 | 151.09.55 | Peters Gap | 62.31.27 | 150.48.13 |
| Bend of the Muldrow | 63.17.34 | 150.21.16 | Pika Glacier/Little Switzerland | 62.42.00 | 151.11.55 |
| Bend of the Peters | 63.12.01 | 150.57.59 | Polychrome Glaciers | 63.30.52 | 149.56.12 |
| Between the Rivers | 62.26.03 | 150.11.15 | Polychrome Pass | 63.30.52 | 149.56.12 |
| Big Bend, Kahiltna | 62.40.18 | 151.23.35 | Refuge Valley | 63.30.44 | 149.20.18 |
| Big Bend of the Ruth | 62.46.18 | 150.38.32 | Round Top | 63.31.45 | 149.39.57 |
| Bunco Bump | 62.31.22 | 150.26.14 | Ruth Amphitheater | 62.59.58 | 150.42.08 |
| Bunco Lake | 62.32.14 | 150.30.40 | Ruth Icefall | 62.52.46 | 150.36.41 |
| Byers Lake | 62.44.21 | 150.06.48 | Saddle, Tokositna/Ruth | 62.46.18 | 150.43.04 |
| Cathedral Mountain | 63.34.36 | 149.34.23 | Safari Lake | 62.27.39 | 150.34.11 |
| Chelatna Lake | 62.29.01 | 151.27.36 | Scott Peak | 63.20.40 | 150.07.33 |
| Denai Creek | 62.37.30 | 149.06.40 | South Hunter Pass | 62.51.52 | 151.06.28 |
| Divide Mountain | 63.29.38 | 150.00.08 | South Peters Hills | 62.26.50 | 150.56.24 |
| Easy Pass | 63.22.08 | 149.43.01 | Spink Lake | 62.46.51 | 150.14.28 |
| Era Chuiltna Heliport | 62.34.05 | 150.14.01 | Swan Lake | 62.31.21 | 150.23.43 |
| Foggy Pass | 63.24.46 | 149.14.00 | Tiuna Icefall | 63.08.17 | 151.07.32 |
| Golden Zone Mine | 63.13.06 | 149.38.31 | Toe of the Eldridge | 62.55.16 | 149.56.48 |
| Gunsight Pass | 63.12.19 | 150.51.04 | Toe of the Kahiltna | 62.28.53 | 151.11.58 |
| Highway Camp | 62.24.16 | 150.15.31 | Toe of the Muldrow | 63.24.27 | 150.32.45 |
| Hillside | 62.38.42 | 150.31.01 | Toe of the Peters | 63.15.52 | 151.00.14 |
| Home Lake | 62.37.13 | 150.37.44 | Toe of the Ruth | 62.40.08 | 150.25.08 |
| Igloo | 63.11.33 | 149.20.41 | Toe of the Tokositna | 62.40.18 | 150.46.53 |
| Kahiltna Ice Falls | 62.54.05 | 151.13.14 | Tokosha Mountains | 62.42.01 | 150.37.59 |
| Kahiltna Pass | 63.04.45 | 151.10.26 | Traleika Col | 63.03.56 | 150.46.12 |
| Lower Tokat | 63.38.19 | 150.06.54 | Triple Crown | 62.45.15 | 151.08.54 |
| Moose Meadows | 62.35.14 | 150.30.56 | Triple Lakes | 63.39.29 | 148.52.34 |
| Moose's Tooth | 62.58.09 | 150.36.48 | Upper Riley | 63.31.43 | 149.12.45 |
| Mountain House | 62.58.50 | 150.48.08 | West Ridge of Hunter | 62.56.23 | 151.11.50 |
| Myrtle Pass | 63.34.20 | 150.37.25 | Wickersham Wall | 63.06.43 | 151.03.42 |

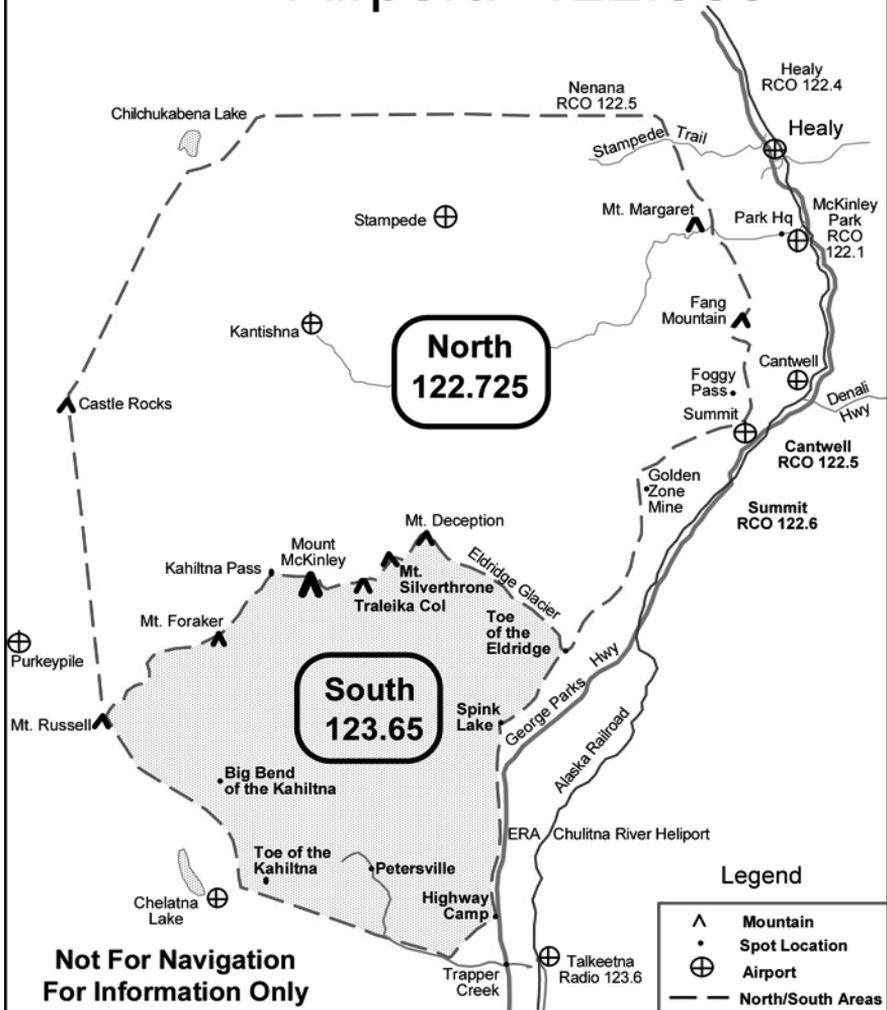
Denali Flight Advisory

Common Traffic Advisory Frequencies

North Denali: 122.725

South Denali: 123.65

Airport: 122.900



WHITE MOUNTAIN FLIGHT ADVISORY

The graphic depicts the routes that are flown by flight seeing commercial aircraft between Fairbanks and Fort Yukon and Fairbanks and the Arctic Circle, over the White Mountains. Aircraft are encouraged to use the Common Traffic Advisory Frequency 122.750 to make position reports.

The chart depicts the reporting points. The coordinates for reporting points are listed below, along with altitudes used for each segment of flight. When making a position report. Example: White Mountain Traffic, Cessna 1234, Lime Peak, 7500 feet, enroute Fort Yukon.

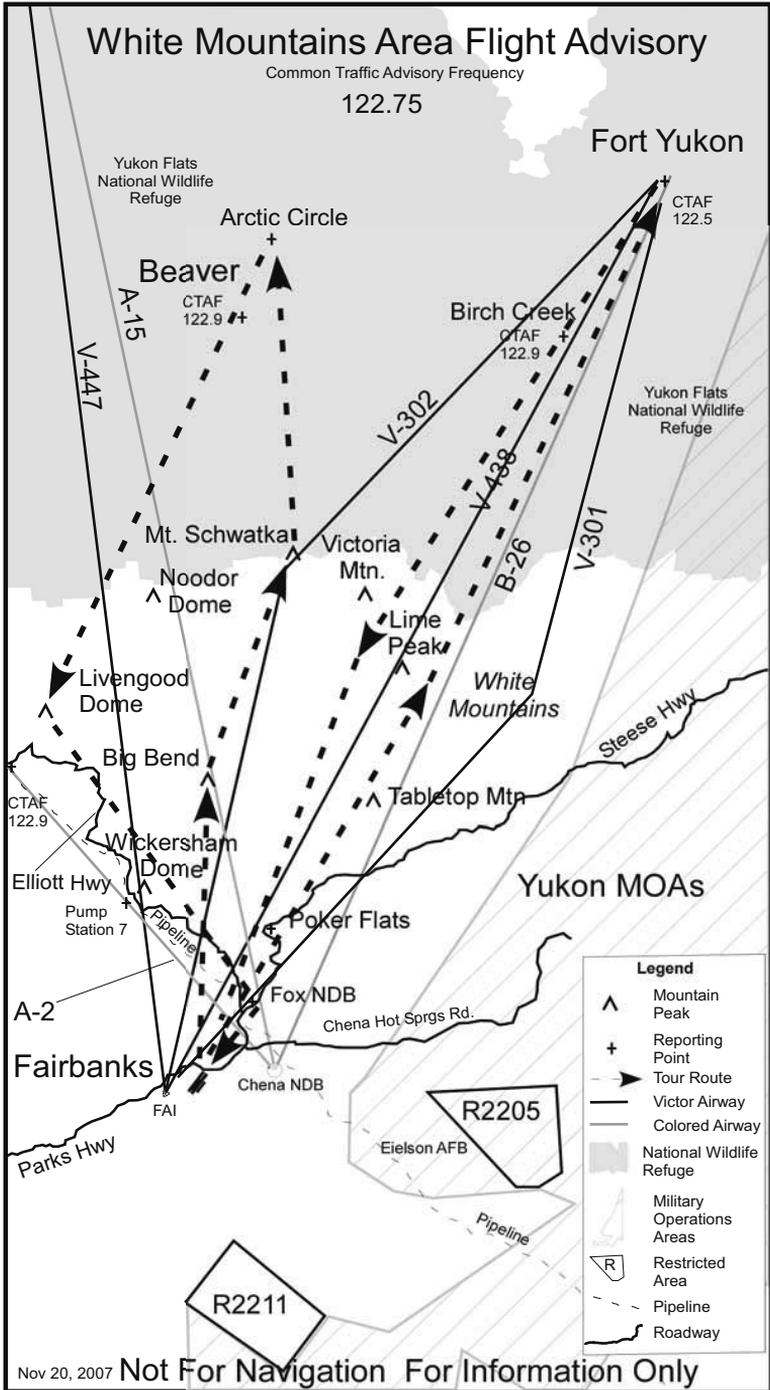
ALL AIRCRAFT SHOULD FLY WITH THEIR LIGHTS ON. Be aware that routes may cross or parallel IFR airways.

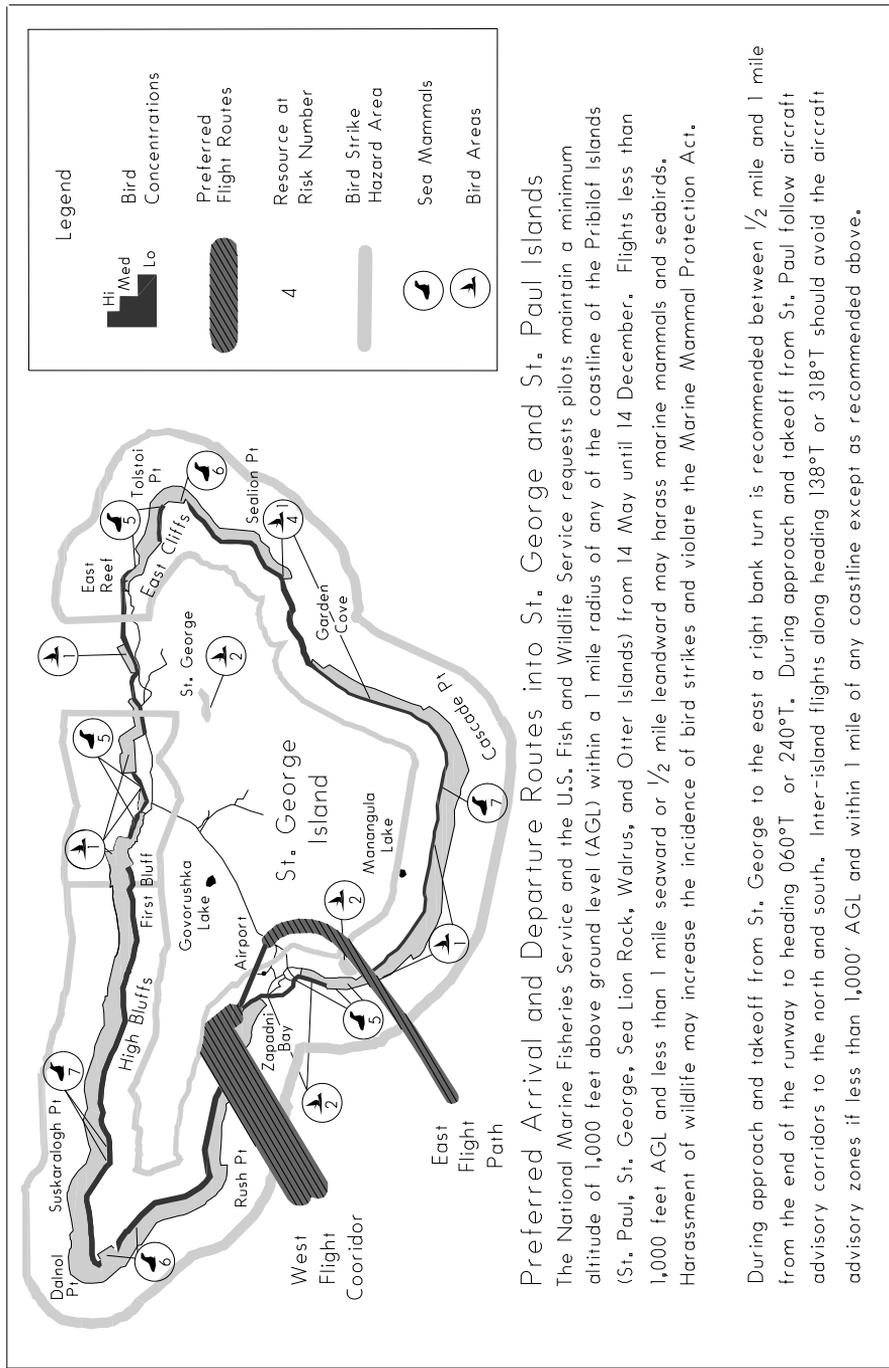
BE ALERT! Climb early, stay high. Be sure your aircraft has the performance capability to operate in mountainous terrain. Obtain a current altimeter setting from the nearest facility. Check weather for route of flight.

Other aircraft may have their radios turned down to talk to their passengers and therefore may miss a report. ALWAYS presume that other aircraft may be in your area and might have missed your call. Be sure you report the correct altitude you are flying in order to maximize separation and minimize the mid-air potential.

Be sure to brush up on your mountain flying techniques before flying in the mountains. There are many excellent books and pamphlets available. Consider reviewing your skills with a flight instructor.

| Waypoints | Latitude | Longitude | Elevation |
|---------------|-------------|------------|-----------|
| Fairbanks | 64°48'49" | 147°51'35" | 434 |
| Lime Peak | 65°38'00" | 146°46'00" | 5,062 |
| Fort Yukon | 66°34'17" | 145°15'02" | 433 |
| Big Bend | 65°25'30" | 147°43'00" | 3,012 |
| Mt. Schwatka | 65°53'30" | 147°14'30" | 4,177 |
| Arctic Circle | 66°33'38.6" | 147°15'00" | |
| Livengood | 65°28'36" | 148°40'15" | 425 |
| Fox NDB | 64°58'14" | 147°34'08" | 730 |



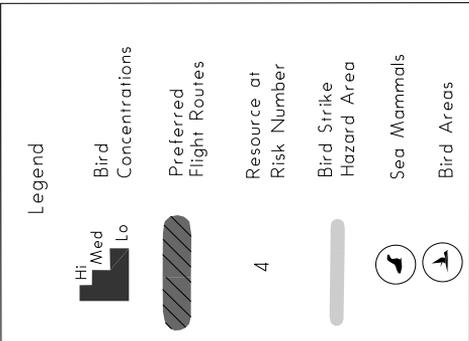
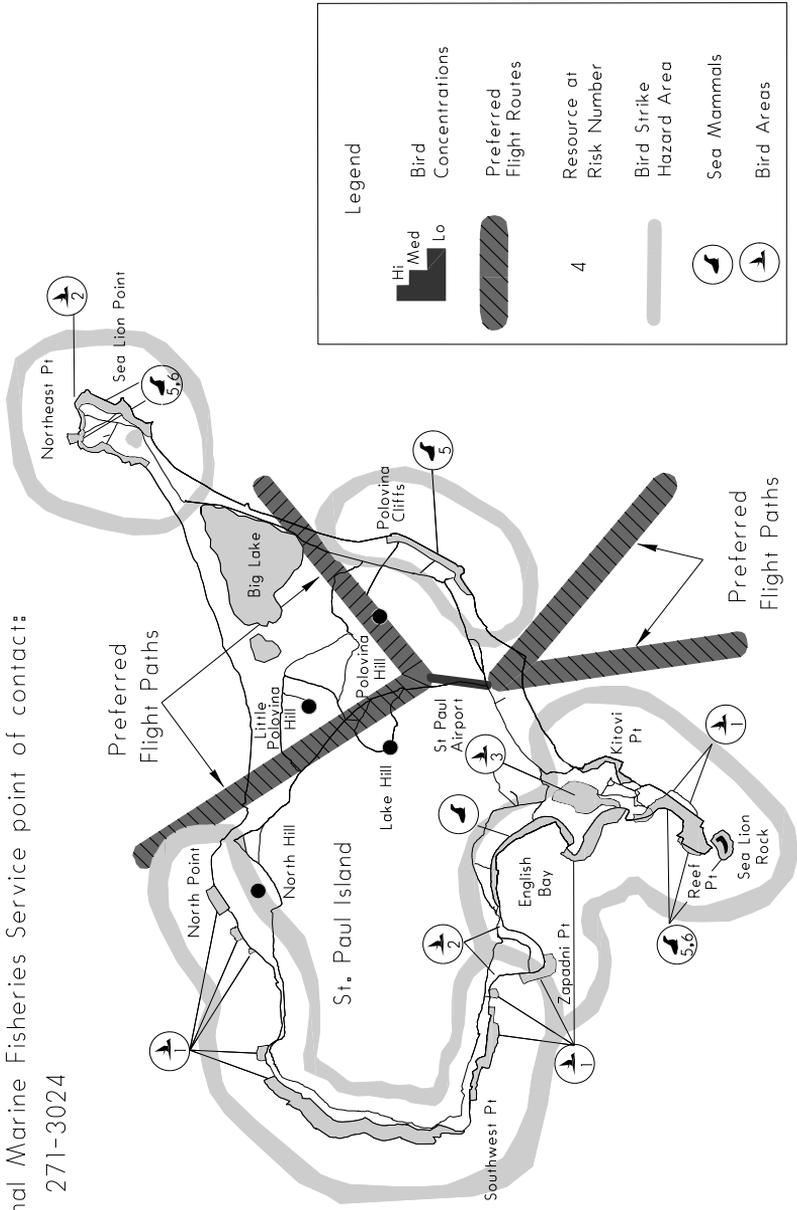


Preferred Arrival and Departure Routes into St. George and St. Paul Islands

The National Marine Fisheries Service and the U.S. Fish and Wildlife Service requests pilots maintain a minimum altitude of 1,000 feet above ground level (AGL) within a 1 mile radius of any of the coastline of the Pribilof Islands (St. Paul, St. George, Sea Lion Rock, Walrus, and Otter Islands) from 14 May until 14 December. Flights less than 1,000 feet AGL and less than 1 mile seaward or 1/2 mile leeward may harass marine mammals and seabirds. Harassment of wildlife may increase the incidence of bird strikes and violate the Marine Mammal Protection Act.

During approach and takeoff from St. George to the east a right bank turn is recommended between 1/2 mile and 1 mile from the end of the runway to heading 060°T or 240°T. During approach and takeoff from St. Paul follow aircraft advisory corridors to the north and south. Inter-island flights along heading 138°T or 318°T should avoid the aircraft advisory zones if less than 1,000' AGL and within 1 mile of any coastline except as recommended above.

National Marine Fisheries Service point of contact:
 (907) 271-3024



Iliamna Airport Traffic Patterns, Communications and Aircraft Operations

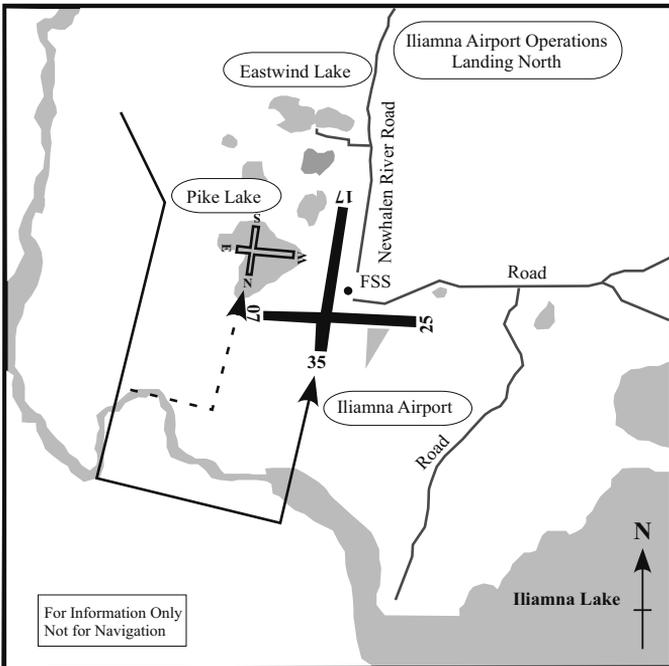
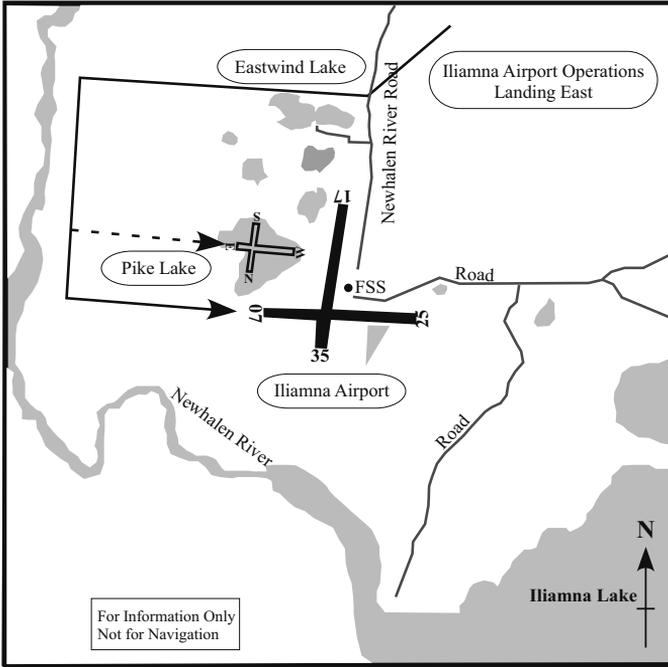
When winds allow, float equipped aircraft should land in a direction that will not place them over the airport or in conflict with the airport traffic patterns. For Pike Lake this generally means landing to the East. When winds require an approach over the airport, the float aircraft shall give right of way to wheeled aircraft on approach to the airport. When winds are such velocity that aircraft cannot land as described above, float aircraft can fly the pattern with wheel-equipped aircraft and sidestep to a landing on the lake.

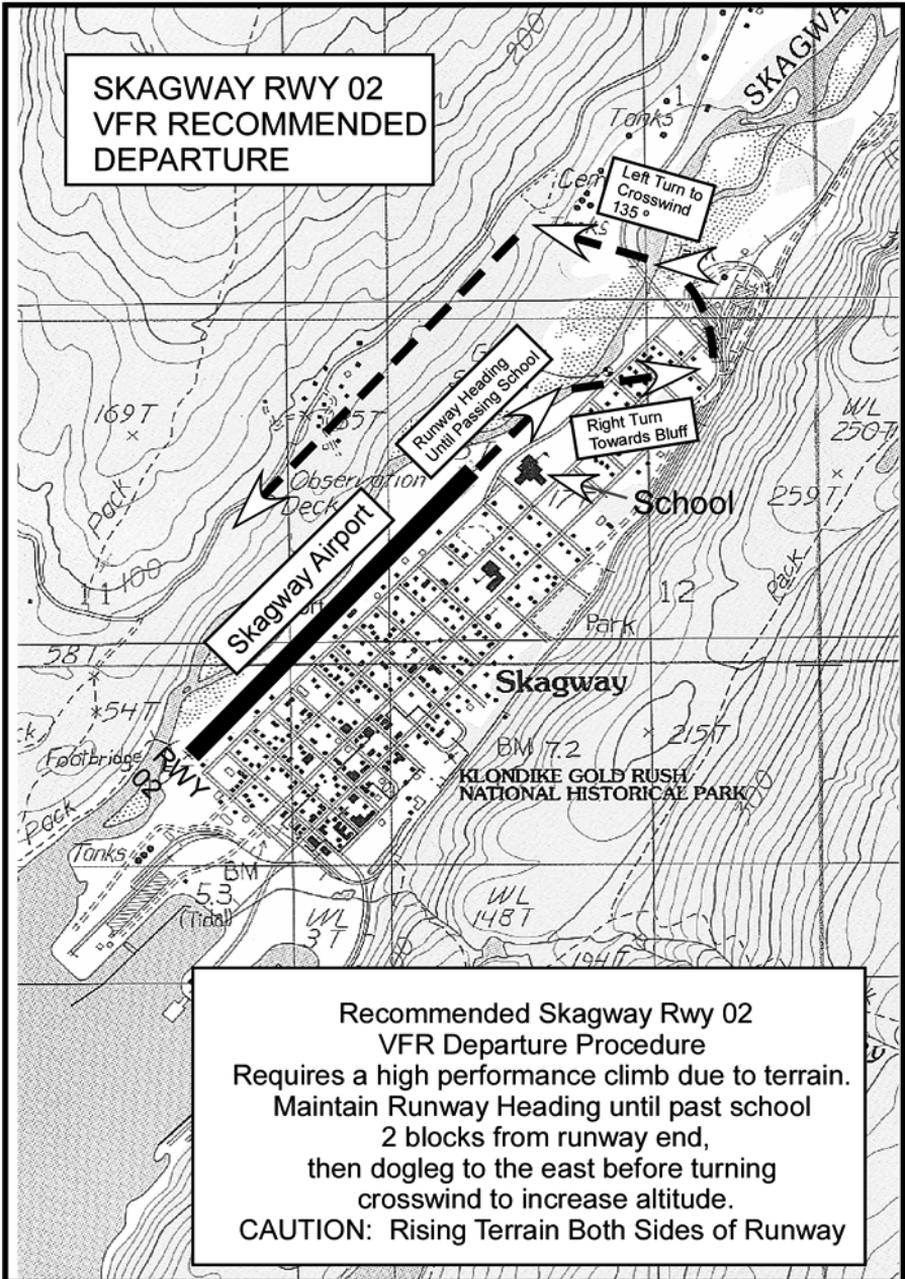
Departure Procedures

Aircraft departing the Iliamna airport VFR will make standard departures as described in the Aeronautical Information Manual. Aircraft departing Pike Lake should either depart away from the main airport, or sequence their departures using radio communication so they are departing behind the wheel-equipped aircraft.

When arriving Iliamna Runways 17 and S or departing Runways 35 and N caution is advised for occasional, float and wheel-equipped, operations in the vicinity of Eastwind Lake.

It is strongly recommended that all aircraft utilize the CTAF on 123.6



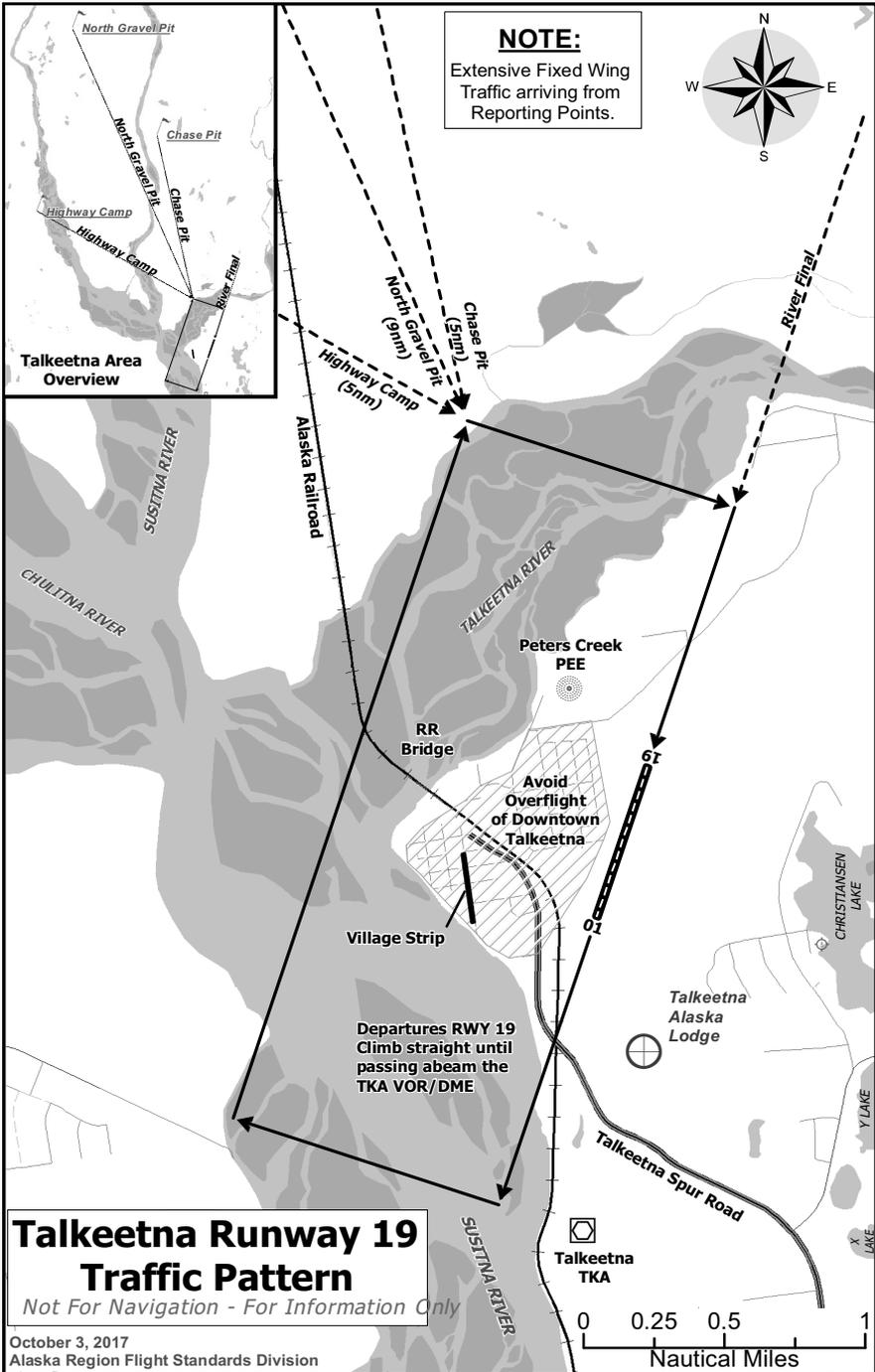


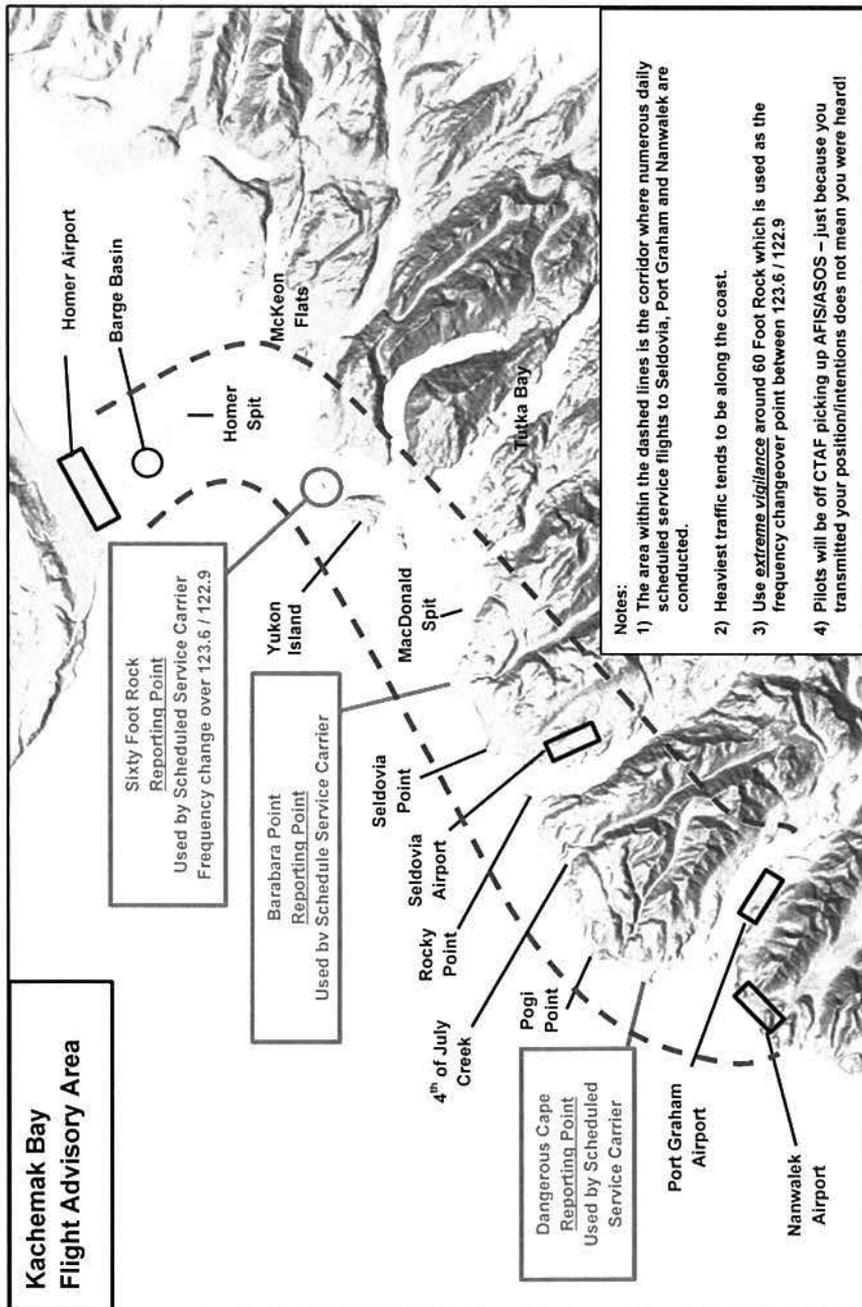
Recommended Skagway Rwy 02
VFR Departure Procedure
Requires a high performance climb due to terrain.
Maintain Runway Heading until past school
2 blocks from runway end,
then dogleg to the east before turning
crosswind to increase altitude.
CAUTION: Rising Terrain Both Sides of Runway



Skagway Runway 02

VFR Departure





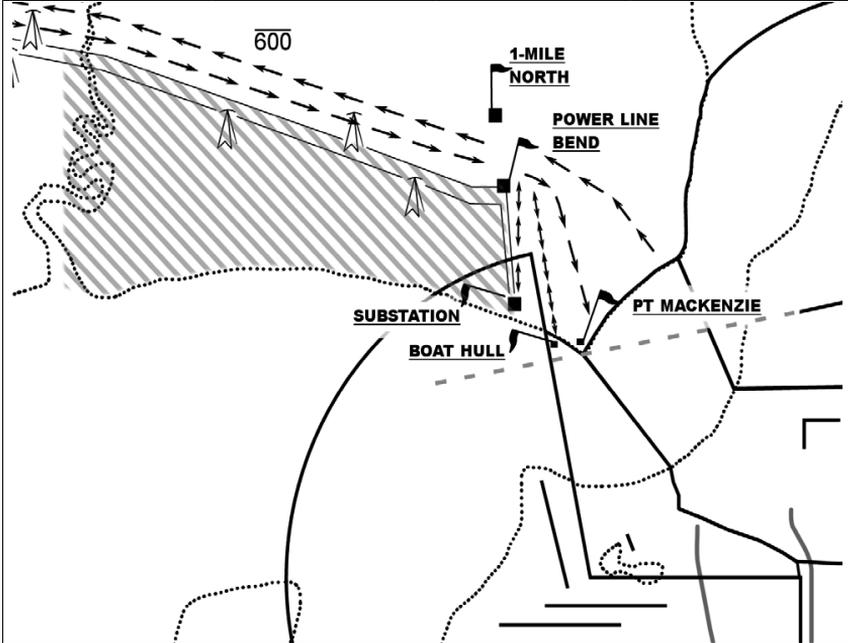
Contact: Clark Miller, FAA, Aviation Safety Inspector (907) 347-6456. Published 5Dec2019

| | | |
|--------------------------|---------------------------------|--|
| ANCHORAGE, ALASKA | VFR TRANSITION ROUTE | POWER LINE TRANSITION ALL ANCHORAGE AREA AIRPORTS AND SEAPLANE BASES |
|--------------------------|---------------------------------|--|

ROUTE PURPOSE:

The POWER LINE TRANSITION is for VFR aircraft whose route of flight follows the north shoreline of Cook Inlet. This route enhances wake turbulence separation from aircraft using Ted Stevens Anchorage International Airport and Elmendorf AFB.

| | | | |
|---------------------------------------|---|---|---|
| ANCHORAGE APP CON 119.1 | ANCHORAGE ATIS 135.5 TOWER 118.3 | LAKE HOOD ATIS 125.6 TOWER 126.8 | MERRIL ATIS 124.25 TOWER 126.0 |
|---------------------------------------|---|---|---|



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

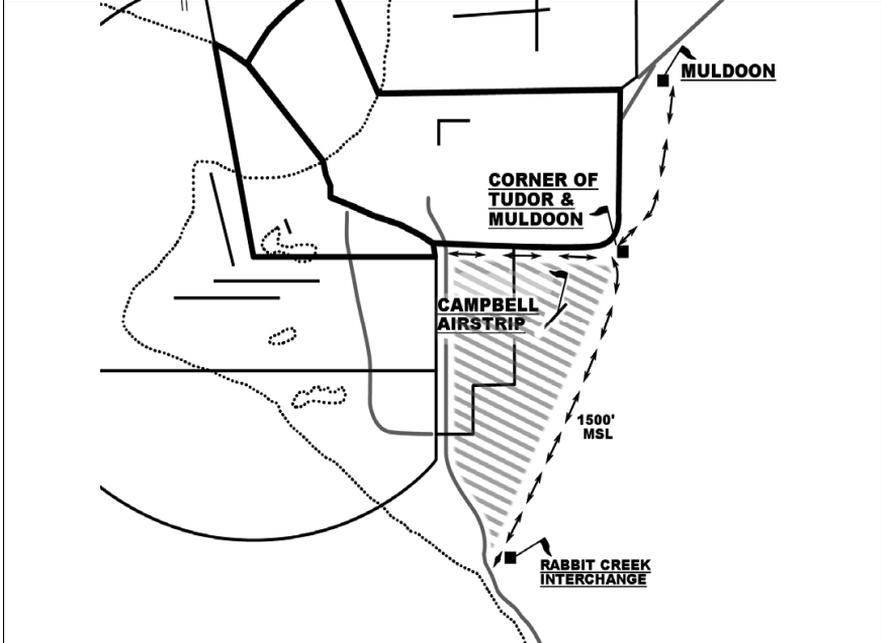
ARRIVING AIRCRAFT: Fly along the power lines on the north side. Maintain at or below 600' MSL until Power Line Bend.

DEPARTING AIRCRAFT: Fly one mile north of the power lines. Maintain at or below 600' MSL until crossing the Little Susitna River.

| | | |
|--------------------------|-----------------------------|---|
| ANCHORAGE, ALASKA | VFR TRANSITION ROUTE | CHUGACH TRANSITION ALL ANCHORAGE AREA AIRPORTS AND SEAPLANE BASES |
|--------------------------|-----------------------------|---|

ROUTE PURPOSE:
VFR aircraft transiting the area east of Ted Stevens Anchorage International Airport may use the CHUGACH TRANSITION. This route avoids the Seward Highway Segment (as defined in CFR 14 Part 93) and significantly reduces the potential for wake turbulence encounters from large and heavy aircraft using the east/west runways at Ted Stevens Anchorage International Airport.

| | | | |
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| ANCHORAGE APP CON 119.1 (NORTH) 126.4 (SOUTH) | ANCHORAGE ATIS 135.5 TOWER 118.3 | LAKE HOOD ATIS 125.6 TOWER 126.8 | MERRILL ATIS 124.25 TOWER 126.0 |
|--|---|---|--|



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

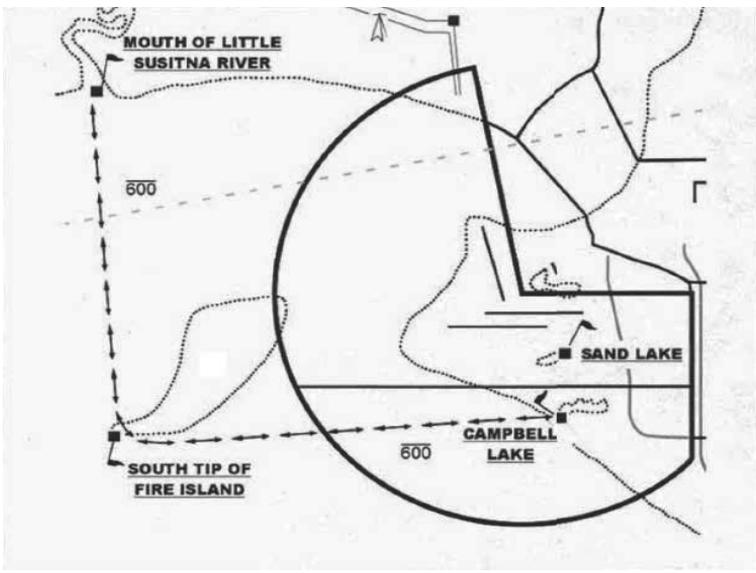
ALL AIRCRAFT: Remain east of a line from the corner of Tudor and Muldoon roads to Rabbit Creek Interchange and maintain 1,500 MSL, then proceed as required.

| ANCHORAGE, ALASKA | VFR OVERFLIGHT ROUTE | EASTSIDE OVERFLIGHT |
|--|---|---|
| <p>ROUTE PURPOSE: The EASTSIDE OVERFLIGHT provides an orderly route for transiting the Anchorage bowl while avoiding Class C/D airspace and reducing potential conflict with aircraft using established routes to and from adjacent airports.</p> | | |
| <p>ENA FSS 122.3</p> | <p>ANCHORAGE APP CON 119.1 (NORTH)</p> | <p>ANCHORAGE APP CON 126.4 (SOUTH)</p> |
| | | |
| <p style="text-align: center;">VFR PROCEDURE ONLY CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION</p> | | |
| <p>ROUTE INSTRUCTIONS:</p> <p>NORTH TO SOUTH: Fly southbound along the Glenn Highway to the Eagle River Bridge, then direct Moose Run Golf Course, direct Potter, maintain 2,500 MSL.</p> <p>SOUTH TO NORTH: Proceed from Potter direct to Moose Run Golf Course, direct Eagle River Bridge, then northbound along the Glenn Highway, maintain 3,500 MSL.</p> | | |

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| ANCHORAGE, ALASKA | VFR TRANSITION ROUTE | FIRE ISLAND ROUTE CAMPBELL LAKE SAND LAKE |
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ROUTE PURPOSE: The FIRE ISLAND ROUTE is a recommended route for use by aircraft operating to or from Campbell Lake or Sand Lake when overflight of Ted Stevens Anchorage International Airport is not desired.

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| ATIS 135.5 | CLNC DEL 119.4 | ANCHORAGE TOWER 118.3 | ANCHORAGE APP CON 119.1 (NORTH OF FIRE ISLAND) 126.4 (SOUTH OF FIRE ISLAND) |
|---------------|-------------------|--------------------------|---|



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

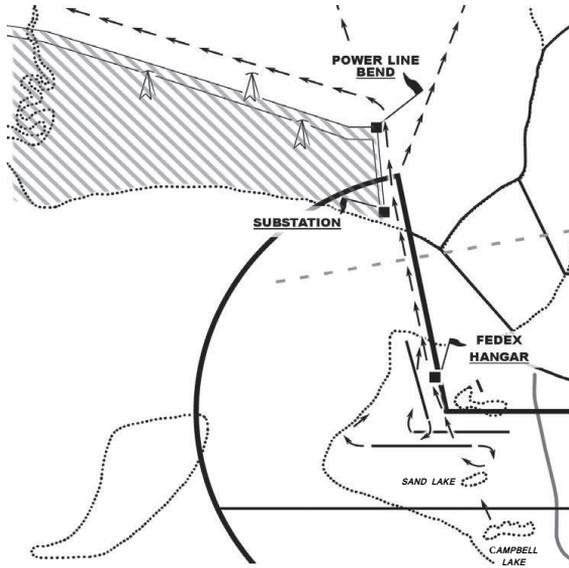
ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Maintain at or below 600' MSL. Campbell Lake aircraft proceed as depicted. Sand Lake departures contact Anchorage Clearance Delivery on 119.4/128.65 or Anchorage Tower prior to departure.

| | | |
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| ANCHORAGE, ALASKA | VFR DEPARTURE PROCEDURE | NORTH SHORE DEPARTURE TED STEVENS ANCHORAGE INTL CAMPBELL LAKE SAND LAKE |
|-------------------|-------------------------|---|

ROUTE PURPOSE: The NORTH SHORE DEPARTURE will be issued to aircraft departing Anchorage westbound through northeast bound. Contact Anchorage Clearance Delivery and advise of destination and request the NORTH SHORE DEPARTURE.

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|---------------|-------------------|---------------------|--------------------------|------------------------|
| ATIS 135.5 | CLNC DEL 119.4 | ANC GROUND 121.9 | ANCHORAGE TOWER 118.3 | ANCHORAGE DEP 119.1 |
|---------------|-------------------|---------------------|--------------------------|------------------------|



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

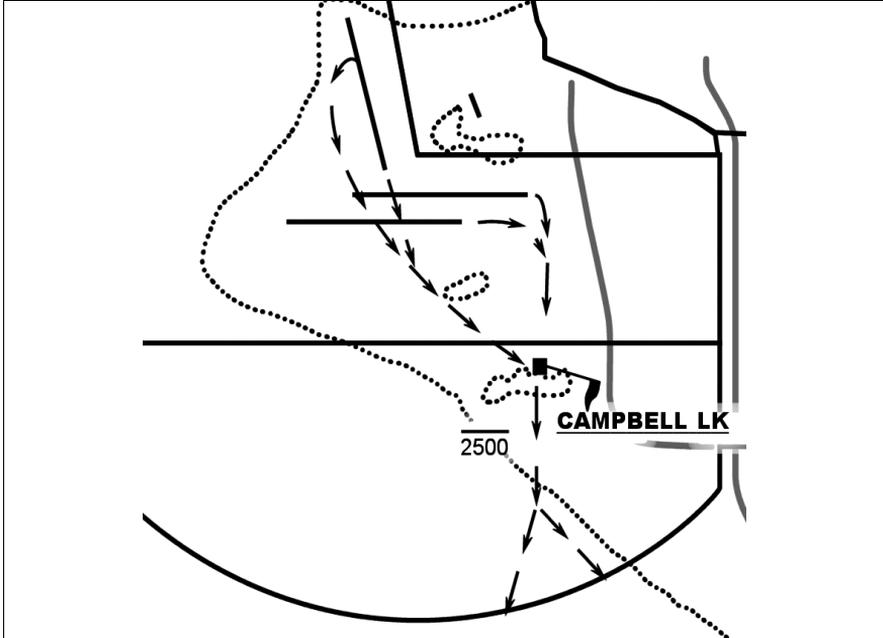
ROUTE INSTRUCTIONS: All aircraft cross Knik Arm at or below 1100' MSL or, at or above 2,200' MSL until clear of Class C Surface Area.
DEPARTING ANC RUNWAY 33: After departure, offset to the east of Runway 33 to overfly North Airpark then proceed direct to the Power Line Bend as depicted.
DEPARTING ANC ALL OTHER RUNWAYS: After departure turn right; proceed direct to the FedEx hangar then direct to the Power Line Bend as depicted.
DEPARTING CAMPBELL LAKE / SAND LAKE: After departure, remain south of runway 7R until advised by ATC. Proceed direct to the FedEx hangar then direct to the Power Line Bend as depicted.

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| ANCHORAGE, ALASKA | VFR DEPARTURE PROCEDURE | CHICKALOON DEPARTURE TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT |
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ROUTE PURPOSE:

The CHICKALOON DEPARTURE will be issued to aircraft departing to the south of Anchorage. Contact Anchorage Clearance Delivery and advise of destination and request the CHICKALOON DEPARTURE.

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| ATIS 135.5 | CLNC DEL 119.4 | ANCHORAGE GROUND 121.9 | ANCHORAGE TOWER 118.3 | ANCHORAGE DEPARTURE 126.4 |
|---------------|-------------------|------------------------------|-----------------------------|------------------------------|



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:

Depart the traffic pattern as depicted or as assigned by ATC, direct to Campbell Lake, then via heading 160°.

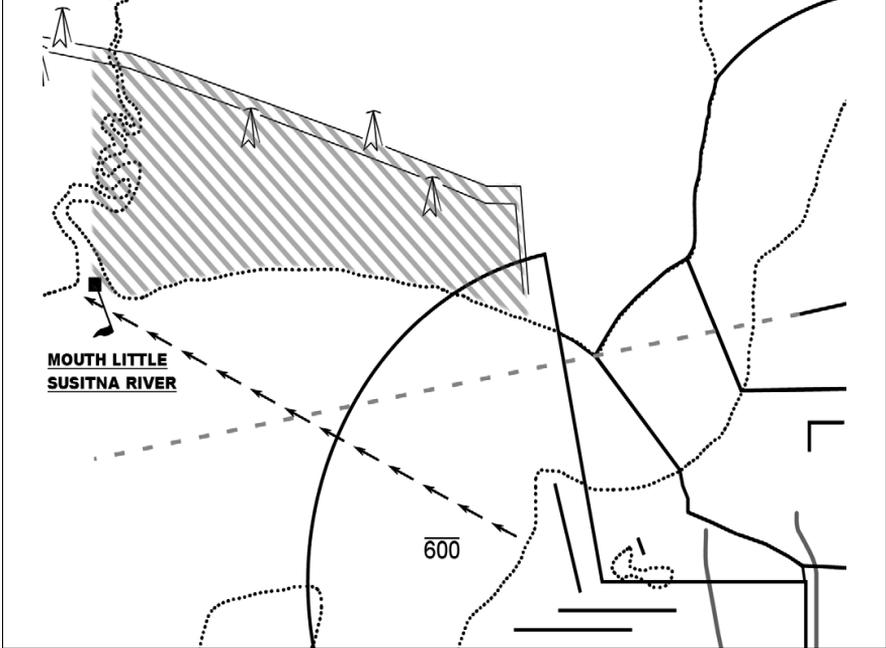
Maintain at or below 2,500' MSL until crossing the north shore of Turnagain Arm or advised by ATC.

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| ANCHORAGE, ALASKA | VFR DEPARTURE PROCEDURE | LITTLE SU DEPARTURE TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT |
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ROUTE PURPOSE:

The LITTLE SU DEPARTURE may be issued to westbound aircraft. Contact Anchorage Clearance Delivery on 119.4 / 128.65 and request the LITTLE SU DEPARTURE.

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| ATIS 135.5 | CLNC DEL 119.4 / 128.65 | ANC GND 121.9 | ANCHORAGE TOWER 118.3 | ANCHORAGE DEPARTURE 119.1 |
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VFR PROCEDURE ONLY
 CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
 MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:

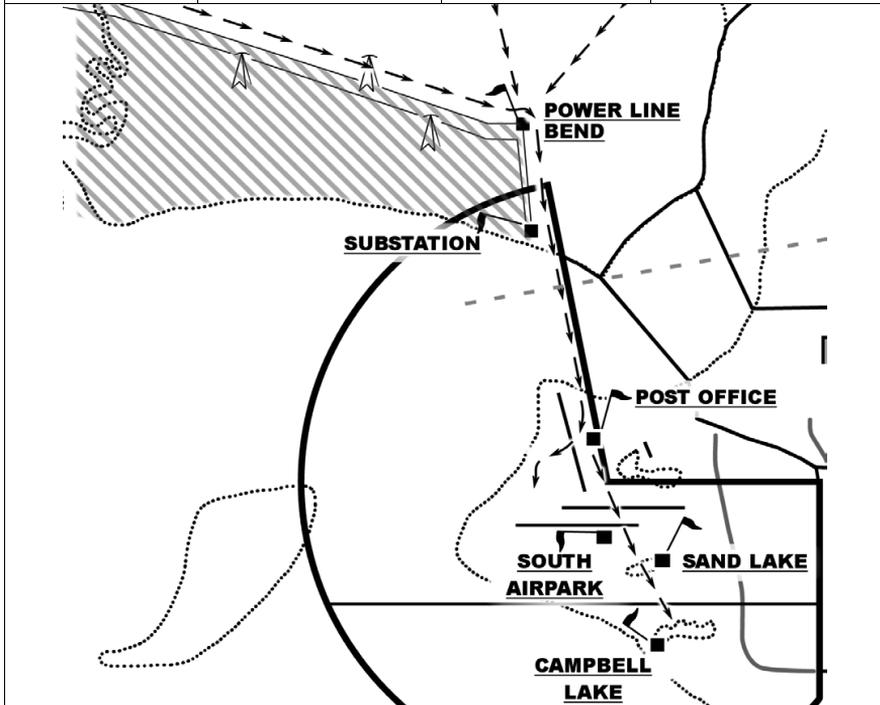
Depart the traffic pattern as assigned by ATC. Proceed direct to the mouth of the Little Susitna River. Maintain at or below 600' MSL.

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| ANCHORAGE, ALASKA | VFR ARRIVAL PROCEDURE | MACKENZIE ARRIVAL TED STEVENS ANCHORAGE INTL CAMPBELL LAKE SAND LAKE |
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ROUTE PURPOSE:

The MACKENZIE ARRIVAL will be issued to aircraft arriving from the north of Anchorage. Contact Anchorage Approach Control at least 15 miles north of the airport. On initial contact request MACKENZIE ARRIVAL.

| | | | |
|---------------|-----------------------------|--------------------------|---------------------------|
| ATIS 135.5 | ANCHORAGE APPROACH 119.1 | ANCHORAGE TOWER 118.3 | ANCHORAGE GROUND 121.9 |
|---------------|-----------------------------|--------------------------|---------------------------|



VFR PROCEDURE ONLY
 CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
 MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS :

From over the Power Line Bend, proceed direct to the Post Office. Cross the south shore of Knik Arm at or below 1100' MSL or at or above 2,200' MSL, then ...

LANDING ANC: At the Post Office turn right, cross Runway 15/33 at midfield then as assigned by ATC.

HELICOPTERS LANDING SOUTH AIRPARK OR KULIS: After passing the Post Office, proceed to the South Airpark or Kulis or as assigned by ATC. Do not over fly the ATC tower.

LANDING CAMPBELL LAKE OR SAND LAKE: After passing the Post Office, proceed over South Airpark or as assigned by ATC.

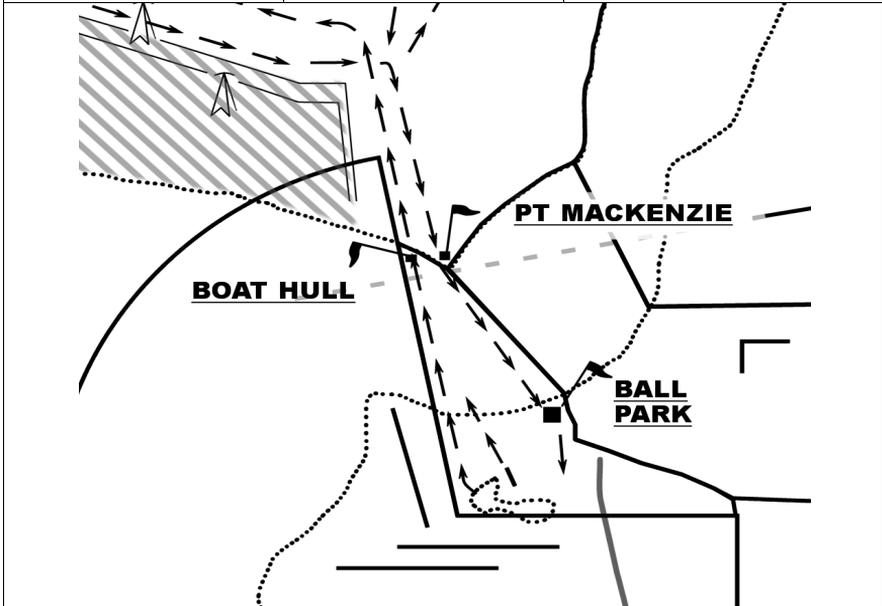
| | | | |
|--|---|---|---------------------------------|
| <p>ANCHORAGE, ALASKA</p> | <p>VFR ARRIVAL PROCEDURE</p> | <p>MIDTOWN ARRIVAL TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT</p> | |
| <p>ROUTE PURPOSE: The MIDTOWN ARRIVAL will be issued to aircraft arriving from northeast or south of Ted Stevens Anchorage International Airport. Contact Anchorage Approach Control at least 15 miles from the airport as appropriate. On initial contact request the MIDTOWN ARRIVAL.</p> | | | |
| <p>ATIS 135.5</p> | <p>ANCHORAGE APP CON 119.1 (NORTH) 126.4 (SOUTH)</p> | <p>ANCHORAGE TOWER 118.3</p> | <p>GND CON 121.9</p> |
| | | | |
| <p>VFR PROCEDURE ONLY CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION MODE C TRANSPONDER REQUIRED</p> | | | |
| <p>ROUTE INSTRUCTIONS:</p> <p>EAST ARRIVALS: Proceed from the corner of Tudor and Muldoon direct to the Tudor and New Seward Overpass at 1,800' MSL, direct to the Post Office, cross Runway 33 at midfield, then as assigned by ATC.</p> <p>SOUTH ARRIVALS: Proceed from Rabbit Creek Interchange to the corner of Tudor and Muldoon, then direct to the Tudor and New Seward Overpass at 1,800' MSL, direct to the Post Office, cross Runway 33 at midfield, then as assigned by ATC.</p> | | | |

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| ANCHORAGE, ALASKA | VFR ARRIVAL / DEPARTURE ROUTE | WEST ROUTE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP |
|-------------------|----------------------------------|--|

ROUTE PURPOSE:

The WEST ROUTE is for aircraft operating to/from north of Lake Hood Seaplane Base. This route is used when the Lake Hood Seaplane Base traffic pattern is in a "west flow", i.e. landing and departing the West, North or Northwest waterlanes and Runway 32.

| | | |
|-------------------------|--------------------------|----------------------------|
| LAKE HOOD ATIS 125.6 | LAKE HOOD TOWER 126.8 | ANCHORAGE APP CON 119.1 |
|-------------------------|--------------------------|----------------------------|



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

DEPARTING AIRCRAFT: Proceed northbound to the Boat Hull as depicted. Climb to 900' MSL as rapidly as practical. Cross mid-channel of Knik Arm either at or below 900' MSL or above 2,200' MSL, except maintain at or below 2,500' MSL until authorized by ATC.

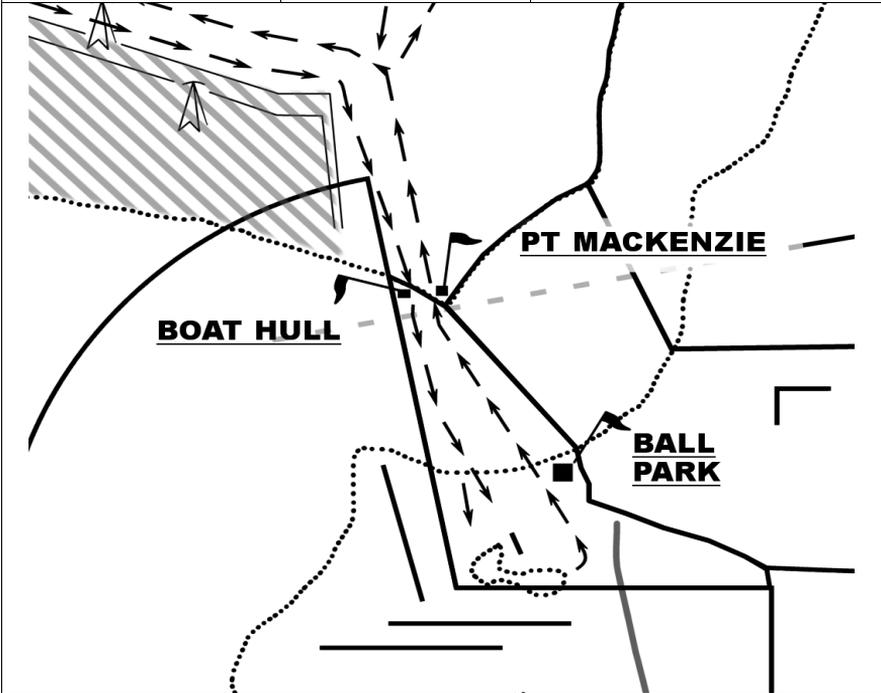
ARRIVING AIRCRAFT: Proceed inbound from Point Mackenzie as depicted. Cross mid-channel of Knik Arm either at 1,200' MSL or at or above 2,200' MSL.

| | | |
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| ANCHORAGE, ALASKA | VFR ARRIVAL / DEPARTURE ROUTE | EAST ROUTE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP |
|-------------------|-------------------------------|--|

ROUTE PURPOSE:

The EAST ROUTE is for aircraft operating to/from north of Lake Hood Seaplane Base. This route is used when the Lake Hood Seaplane Base traffic pattern is in an "east flow", ie. landing and departing the East, South or Southeast waterlanes and Runway 14.

| | | |
|-------------------------|--------------------------|----------------------------|
| LAKE HOOD ATIS 125.6 | LAKE HOOD TOWER 126.8 | ANCHORAGE APP CON 119.1 |
|-------------------------|--------------------------|----------------------------|



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

DEPARTING AIRCRAFT: Proceed northbound to Point Mackenzie as depicted. Climb to 900' MSL as rapidly as practical. Cross mid-channel of Knik Arm either at or below 900' MSL or above 2,200' MSL, except maintain at or below 2,500' MSL until authorized by ATC.

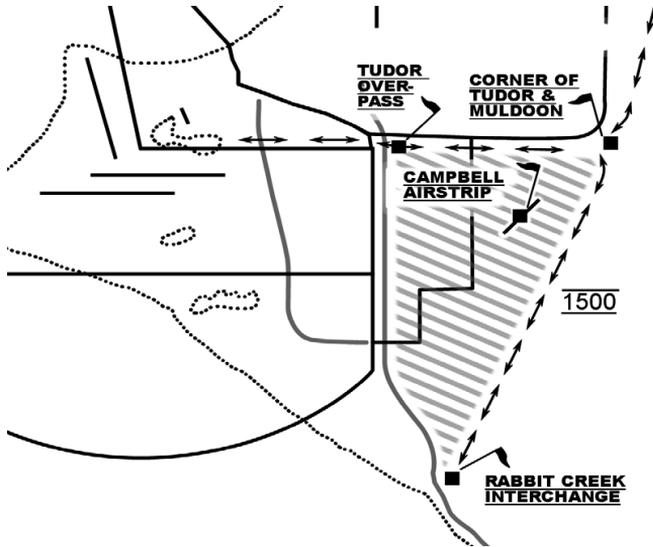
ARRIVING AIRCRAFT: Proceed inbound from the Boat Hull as depicted. Cross mid-channel of Knik Arm either at 1,200' MSL or at or above 2,200' MSL.

| | | |
|-------------------|----------------------------------|---|
| ANCHORAGE, ALASKA | VFR ARRIVAL / DEPARTURE ROUTE | TUDOR OVERPASS ARRIVAL / DEPARTURE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP |
|-------------------|----------------------------------|---|

ROUTE PURPOSE:

The TUDOR OVERPASS ARRIVAL / DEPARTURE provides an orderly route for entering and exiting the Lake Hood Class D airspace east of Lake Hood while avoiding Class C airspace and reducing potential conflict with aircraft using established routes to and from adjacent airports.

| | | | |
|-------------------------|---------------------------------------|---------------------------------------|-----------------------------|
| LAKE HOOD ATIS 125.6 | ANCHORAGE APP CON 119.1 (north) | ANCHORAGE APP CON 126.4 (south) | LAKE HOOD TOWER 126.8 |
|-------------------------|---------------------------------------|---------------------------------------|-----------------------------|



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

DEPARTURES: Depart the traffic pattern as assigned by ATC. Proceed eastbound just south of Tudor and New Seward overpass. Remain at or below 900' MSL until east of the corner of Tudor and Muldoon.

EAST ARRIVALS: Proceed from the corner of Tudor and Muldoon direct to the Tudor and New Seward Overpass at 1,500' MSL.

SOUTH ARRIVALS: Proceed from Rabbit Creek Interchange to the corner of Tudor and Muldoon then direct to the Tudor and New Seward Overpass at 1,500' MSL.

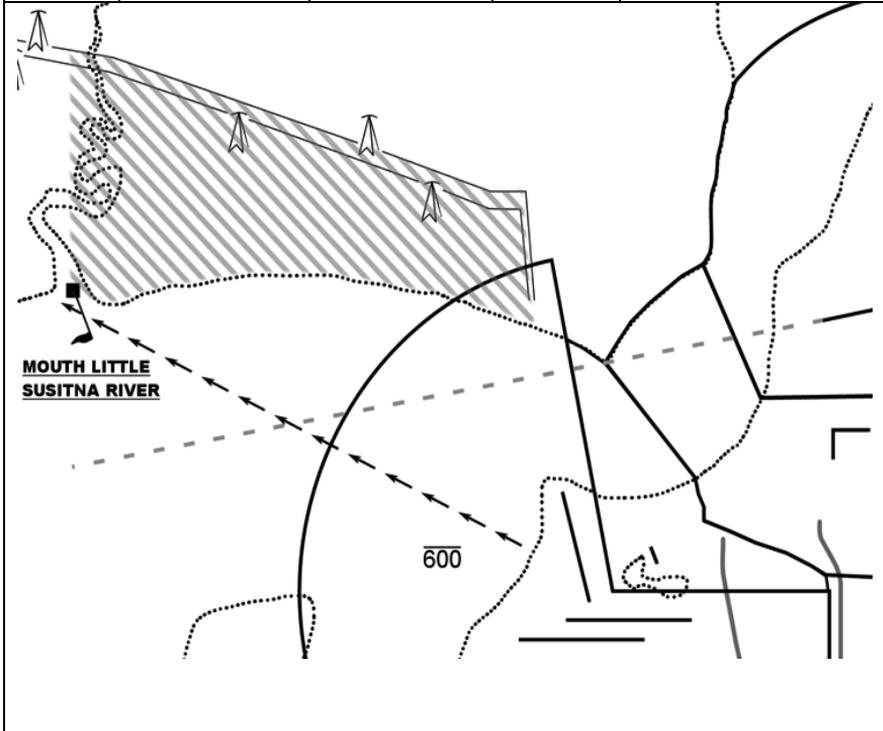
| | | | | | |
|--|--------------------------|---------------------------------|---------------------------------|--|--|
| ANCHORAGE, ALASKA | | VFR DEPARTURE PROCEDURE | | CHICKALOON DEPARTURE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP | |
| ROUTE PURPOSE: The CHICKALOON DEPARTURE will be issued to aircraft departing to the south of Anchorage. Contact Anchorage Clearance Delivery and advise of destination and request CHICKALOON DEPARTURE. | | | | | |
| ATIS 125.6 | CLNC DEL 119.4 | LAKE HOOD TOWER 126.8 | ANCHORAGE TOWER 118.3 | ANCHORAGE DEP CON 126.4 | |
| | | | | | |
| VFR PROCEDURE ONLY CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION MODE C TRANSPONDER REQUIRED | | | | | |
| ROUTE INSTRUCTIONS: Departing west/northwest, expect left traffic or departing east/southeast, expect right traffic, then direct to the east shore of Campbell Lake, then via heading 160. Maintain at or below 2,500' MSL until crossing the north shore of Turnagain Arm or as advised by ATC. | | | | | |

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| <p>ANCHORAGE, ALASKA</p> | <p>VFR DEPARTURE PROCEDURE</p> | <p>LITTLE SU DEPARTURE LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP</p> |
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ROUTE PURPOSE:

The LITTLE SU DEPARTURE may be issued to westbound aircraft. Contact Anchorage Clearance Delivery on 119.4/128.65 and request the **LITTLE SU DEPARTURE**.

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|------------------------------|---|---|-----------------------------------|---|
| <p>ATIS 125.6</p> | <p>CLNC DEL 119.4/128.65</p> | <p>LAKE HOOD TOWER 126.8</p> | <p>ANC TOWER 118.3</p> | <p>ANCHORAGE DEP CON 119.1</p> |
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VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:

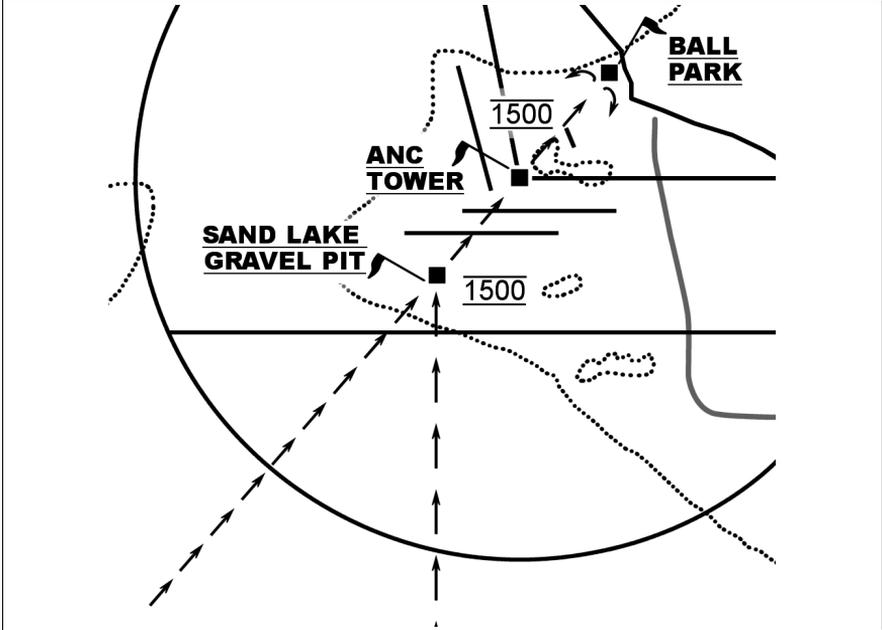
Depart the traffic pattern as assigned by Lake Hood Tower. Proceed direct to the Mouth of the Little Susitna River. Maintain at or below 600' MSL.

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| ANCHORAGE, ALASKA | VFR ARRIVAL ROUTE | GRAVEL PIT ARRIVAL LAKE HOOD SEAPLANE BASE LAKE HOOD STRIP |
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ROUTE PURPOSE:

The GRAVEL PIT ARRIVAL will provide direct routing to Lake Hood from the south for Class C participating aircraft. Pilots may expect this route except during times when Ted Stevens Anchorage International Airport is departing Runway 15. Contact Anchorage Approach Control at least 15 miles from Lake Hood and request the GRAVEL PIT ARRIVAL.

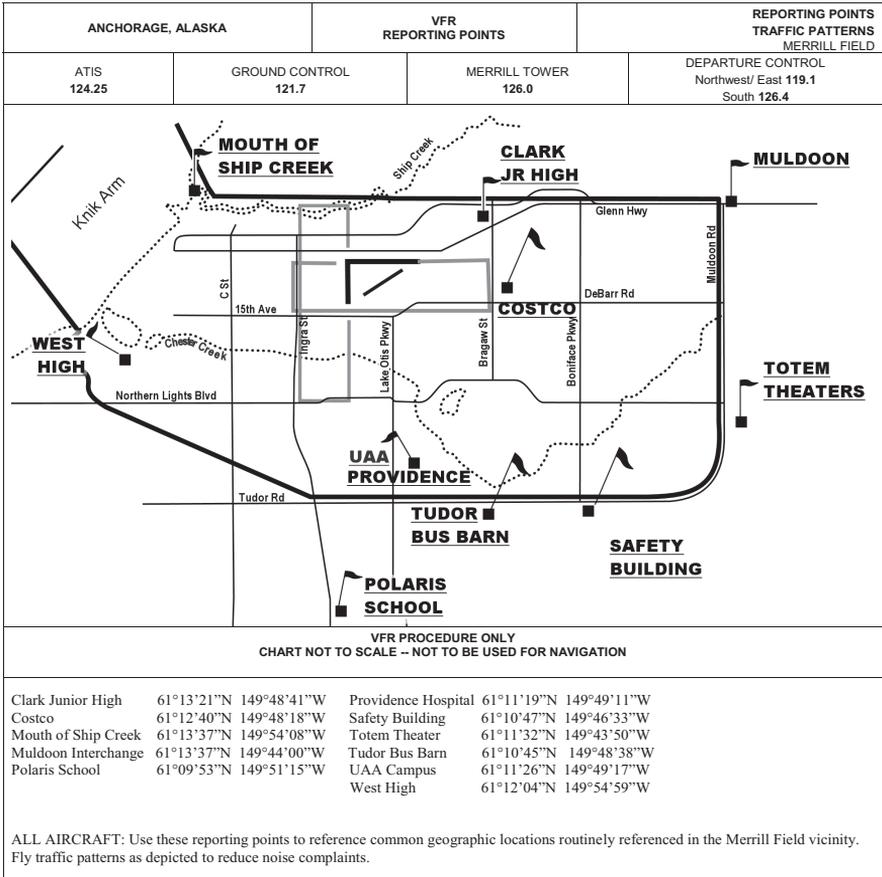
| | | | |
|-------------------------|-------------------------------|-----------------------------|--------------------------|
| LAKE HOOD ATIS 125.6 | ANCHORAGE APP CON 126.4 | ANCHORAGE TOWER 118.3 | LAKE HOOD TOWER 126.8 |
|-------------------------|-------------------------------|-----------------------------|--------------------------|



VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

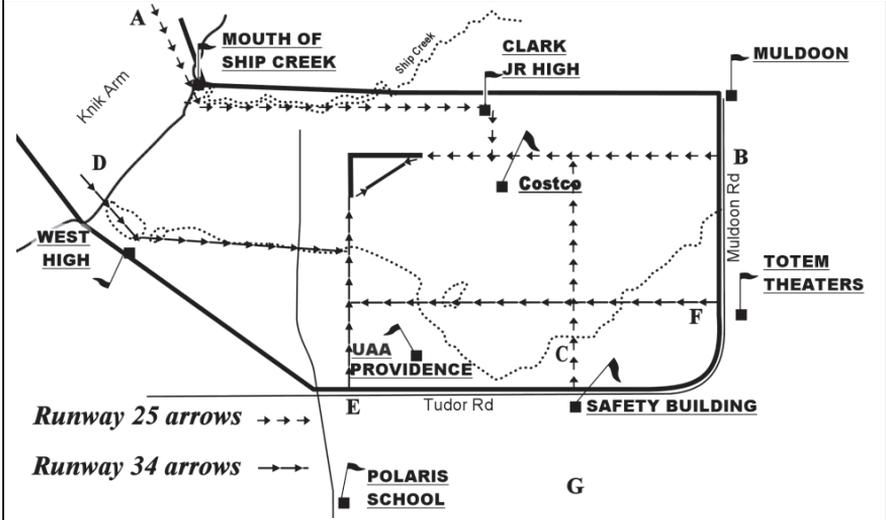
ROUTE INSTRUCTIONS:

Proceed via the Sand Lake gravel pit direct to the Control Tower then direct to the Ball Park. Cross the gravel pit and the Anchorage Control Tower at 1,500' MSL, begin descent after the Control Tower. Expect traffic pattern entry instructions and runway assignment prior to the Ball Park. Expect frequency change to 126.8 over Anchorage Control Tower.



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| ANCHORAGE, ALASKA | | VFR INBOUND PROCEDURE | | COMMON PATTERN ENTRY RUNWAYS 25,34 & 5/23 MERRILL FIELD | |
|--------------------------|--|------------------------------|--|---|--|

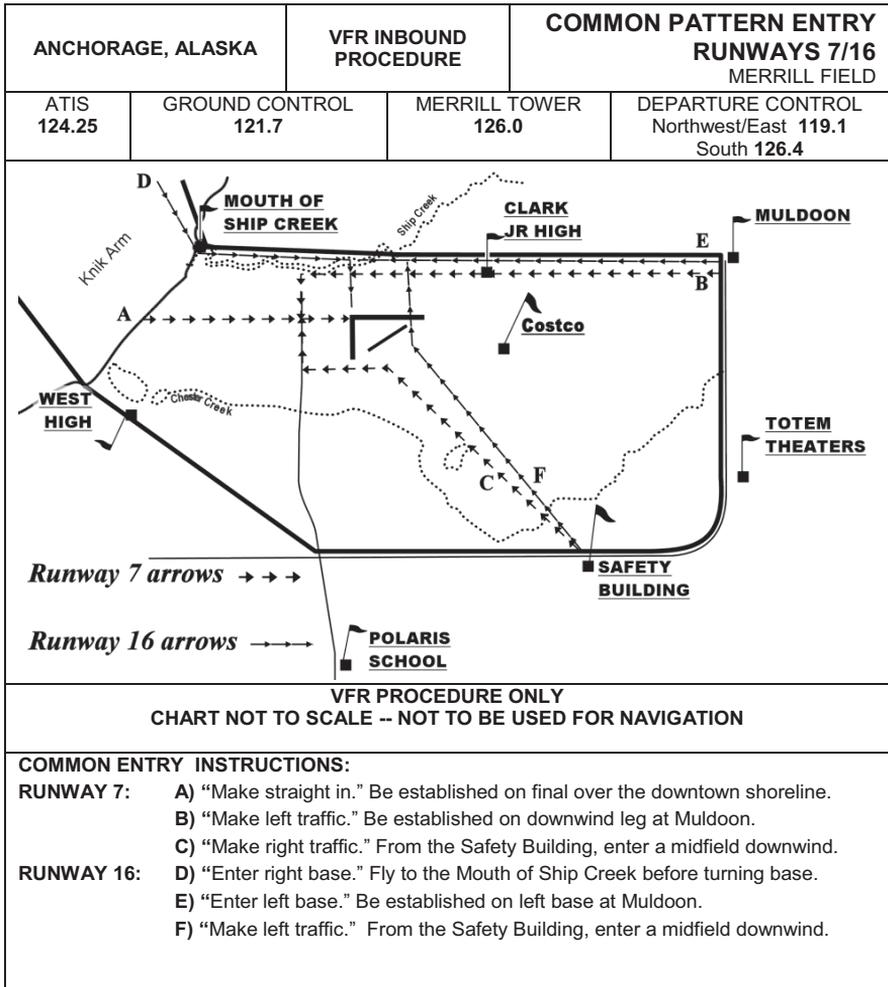
| | | | |
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| ATIS 124.25 | GROUND CONTROL 121.7 | MERRILL TOWER 126.0 | DEPARTURE CONTROL Northwest/East 119.1 South 126.4 |
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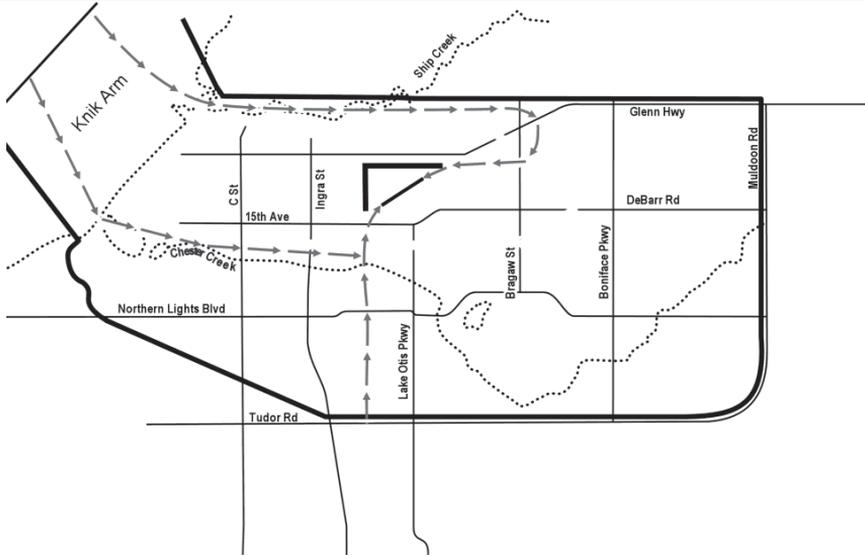
VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

COMMON ENTRY INSTRUCTIONS:

- RUNWAY 25:**
 - A) "Make right traffic." Keep the Mouth of Ship Creek off your left wing.
 - B) "Make straight-in." Established on final at Muldoon Road.
 - C) "Enter left base." Fly your base over the Safety Building.
- RUNWAY 34:**
 - D) "Enter left base." Fly over West High and the green belt before turning final.
 - E) "Make straight-in." Established on final at Tudor Road.
 - F) "Enter right base." Fly over Northern Lights Blvd.
 - G) Fly the Campbell Arrival. Enter right base over Northern Lights Blvd.
- RUNWAY 5/23:** Fly standard pattern for RWY 25/34 until intercepting short final of assigned runway.



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| ANCHORAGE, ALASKA | | VFR TRAFFIC PATTERN | TRAFFIC PATTERN ENTRY RUNWAYS 5/23 MERRILL FIELD | |
| ATIS 124.25 | GROUND CONTROL 121.7 | MERRILL TOWER 126.0 | DEPARTURE CONTROL EAST/WEST 119.1 SOUTH 126.4 | |



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

PATTERN INSTRUCTIONS:

ALL AIRCRAFT: Fly standard pattern for RWY 25/34 until intercepting short final of assigned runway.

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| ANCHORAGE, ALASKA | | CARTEE AIRSPACE MERRILL FIELD | |
| ATIS 124.25 | GROUND CONTROL 121.7 | MERRILL TOWER 126.0 | DEPARTURE CONTROL EAST/WEST 119.1 SOUTH 126.4 |

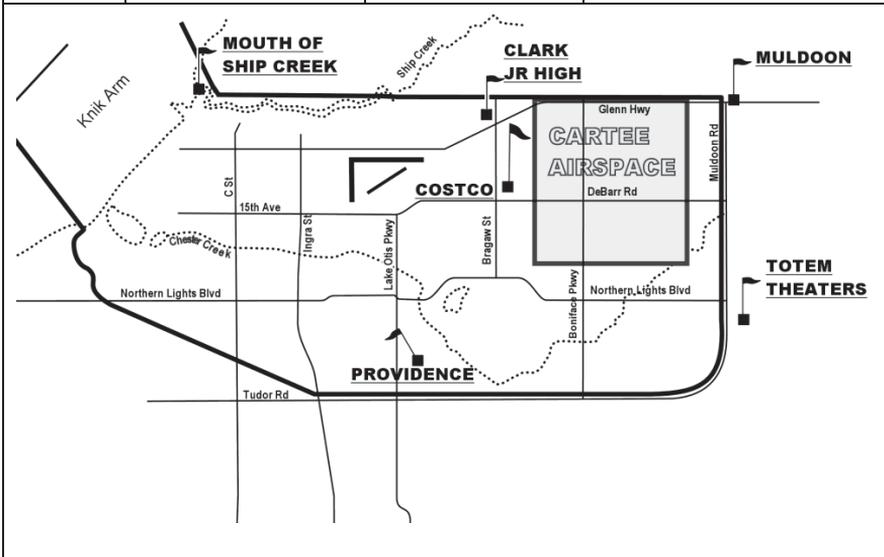


CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

CARTEE AIRSPACE:

A portion of the Merrill Segment has been designated CARTEE Airspace for use by the military when utilizing Runway 16/34 at Elmendorf. Aircraft remaining east of Muldoon, south of Northern Lights, and west of Bragaw should not be a factor for Elmendorf traffic.

Elmendorf will utilize the CARTEE airspace for a variety of aircraft operations, which may include HEAVY JET aircraft. Be alert and use caution for wake turbulence when flying in the vicinity of the CARTEE airspace when it is advertised as active.

See Joint Base Elmendorf Richardson notices section of this supplement for addtl CARTEE information.

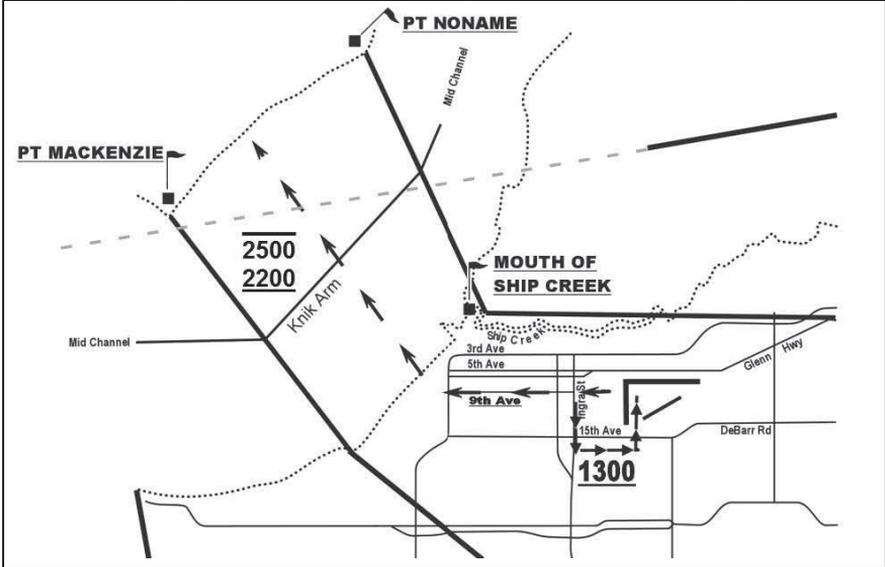
| | | |
|--|-----|--|
| NE Point: N 61° 13' 38.95" W 149° 44' 41.28" | IVO | Tikahtnu Commons parking lot |
| SE Point: N 61° 12' 09.24" W 149° 44' 41.58" | IVO | E. 20th Ave at South Fork of Chester Creek |
| SW Point: N 61° 12' 09.19" W 149° 47' 42.74" | IVO | E. 20th Ave at Russian Jack Elementary |
| NW Point: N 61° 13' 34.57" W 149° 47' 42.98" | IVO | Mountain View/Bliss Street intersection |

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| ANCHORAGE, ALASKA | VFR DEPARTURE PROCEDURE | INLET DEPARTURE RUNWAY 25 MERRILL FIELD |
|-------------------|-------------------------|--|

ROUTE PURPOSE:

The INLET DEPARTURE is for aircraft departing Merrill Field to the west and northwest at or above 2000' from runway 25.

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| ATIS 124.25 | GROUND CONTROL 121.7 | MERRILL TOWER 126.0 | DEPARTURE CONTROL 119.1 |
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VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm above 2200' (if unable 2200' by mid-channel, advise ATC). Maintain at or below 2500' until advised by ATC.

RUNWAY 25: Climb in the left traffic pattern, at 1300' turn northbound (if unable 1300' south abeam control tower, advise ATC) then turn westbound to overfly 9th Avenue Delaney Park Strip while remaining south of Runway 25 until reaching the downtown shoreline, then turn right on course to the northwest shoreline.

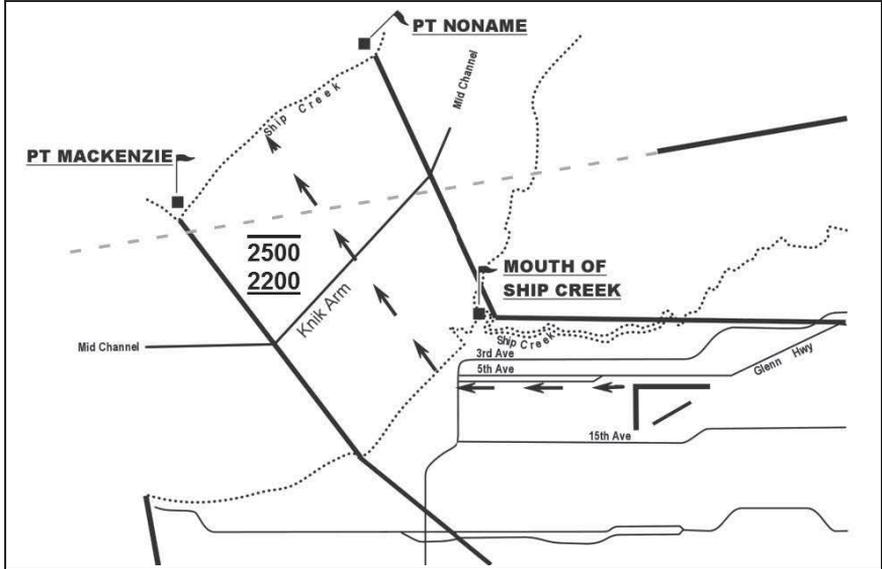
For further information contact AAL ATO Airspace and Procedures 907-271-2700

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| ANCHORAGE, ALASKA | VFR DEPARTURE PROCEDURE | SHORELINE DEPARTURE RUNWAY 25 MERRILL FIELD | |
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ROUTE PURPOSE:

The SHORELINE DEPARTURE is for aircraft departing Merrill Field to the west and northwest at or above 2000' from runway 25.

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| ATIS 124.25 | GROUND CONTROL 121.7 | MERRILL TOWER 126.0 | DEPARTURE CONTROL 119.1 |
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**VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED**

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm at or above 2200' (if unable 2200' by mid-channel, advise ATC). Maintain at or below 2500' until advised by ATC.

RUNWAY 25: Climb straight out to the downtown shoreline, then turn right on course to the northwest shoreline.

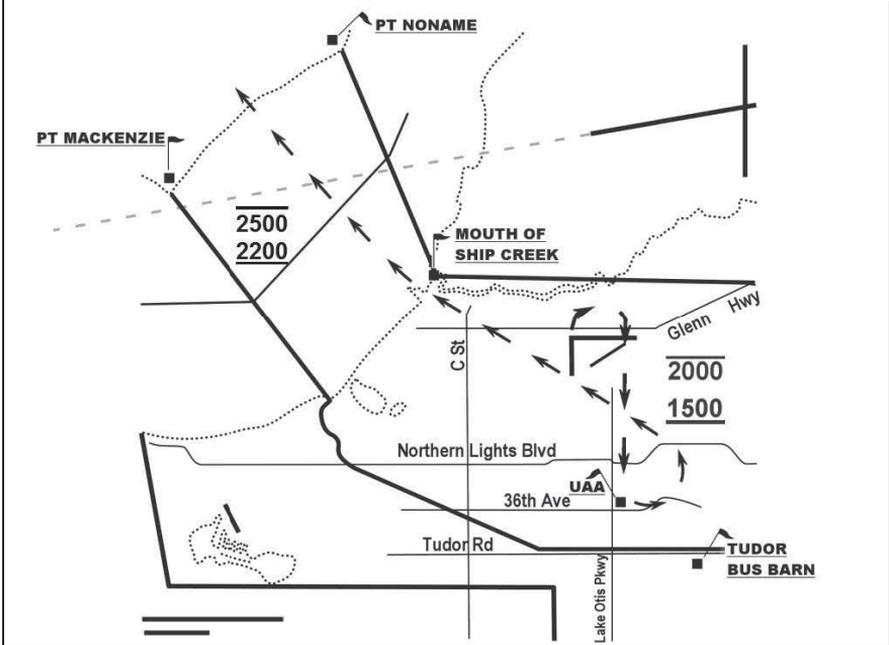
For further information contact AAL ATO Airspace and Procedures 907-271-2700

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| ANCHORAGE, ALASKA | VFR DEPARTURE PROCEDURE | CITY HIGH DEPARTURE RUNWAY 34 MERRILL FIELD |
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ROUTE PURPOSE:

The City High Departure is for aircraft departing Merrill Field to the west and northwest at or above 2000'.

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| ATIS 124.25 | GROUND CONTROL 121.7 | MERRILL TOWER 126.0 | DEPARTURE CONTROL 119.1 |
|-----------------------|--------------------------------|-------------------------------|-----------------------------------|



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm at or above 2200' (if unable 2200' by mid-channel, advise ATC). Maintain at or below 2500' until advised by ATC.

RUNWAY 34: Depart via right downwind. Climb southbound along Lake Otis Pkwy to the University of Alaska (UAA). After UAA, turn left northwest bound. Cross Northern Lights Blvd northwest bound between 1500' and 2000'. Proceed toward Ship Creek keeping the mouth of Ship Creek off your right wing and climb so as to cross mid-channel above 2000'.

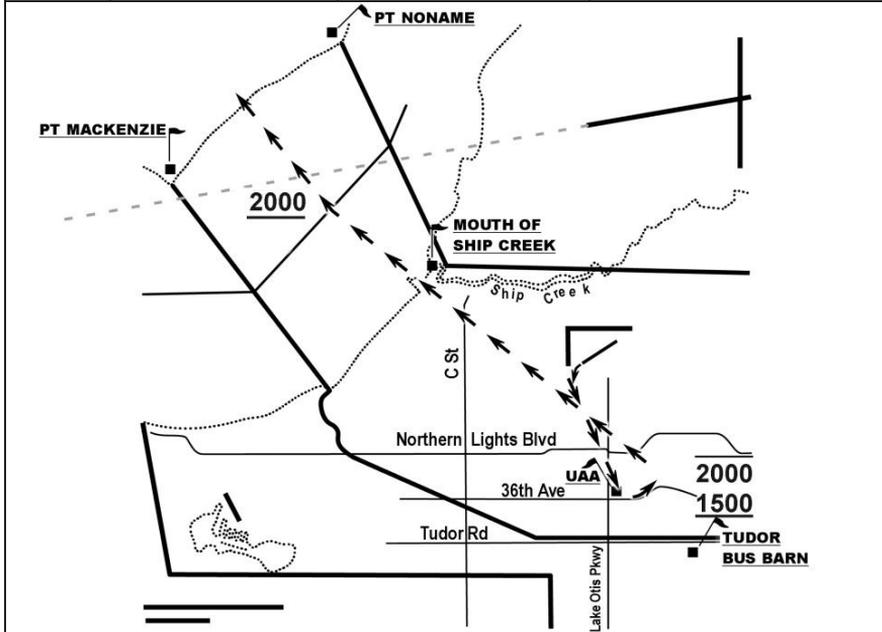
For further information contact AAL ATO Airspace and Procedures 907-271-2700

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| ANCHORAGE, ALASKA | VFR DEPARTURE PROCEDURE | CITY HIGH DEPARTURE RUNWAYS 16 & 23 MERRILL FIELD |
|--------------------------|------------------------------------|--|

ROUTE PURPOSE:

The City High Departure is for aircraft departing Merrill Field to the west and northwest at or above 2000'.

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| ATIS 124.25 | GROUND CONTROL 121.7 | MERRILL TOWER 126.0 | DEPARTURE CONTROL 119.1 |
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**VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED**

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Remain south of Ship Creek until shoreline. Cross Knik Arm at or above 2000' (If unable 2000' by mid-channel, advise ATC).

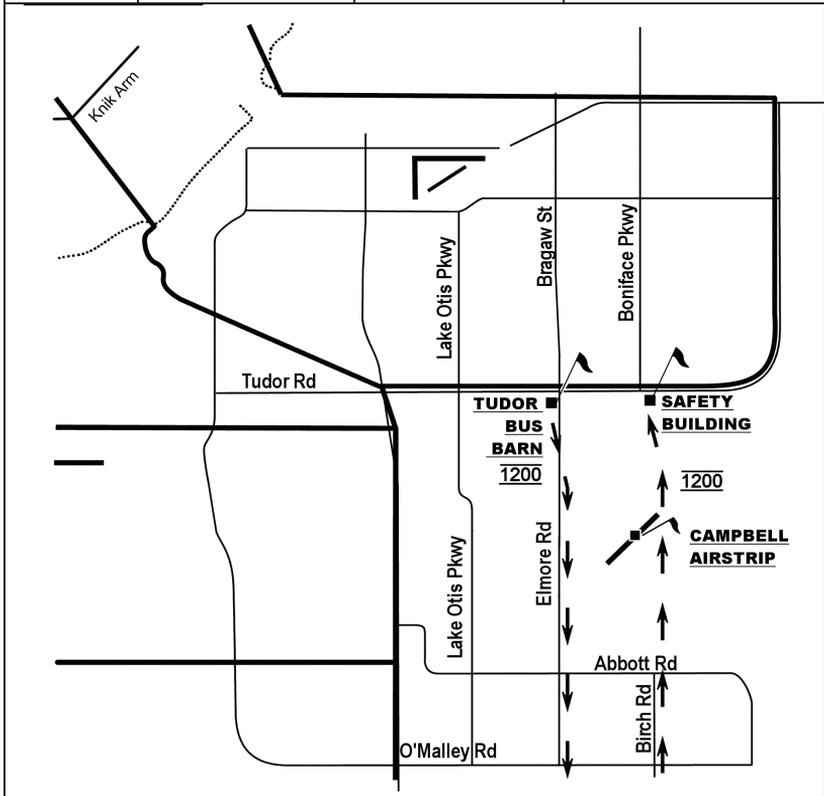
RUNWAY 16 or 23: Turn left and proceed direct to the University of Alaska (UAA) remaining below 600' until south of 15th avenue. After UAA, turn left northwest bound. Cross Northern Lights Blvd northwest bound between 1500' and 2000'. Proceed toward Ship Creek keeping the mouth of Ship Creek off your right wing and climb so as to cross mid-channel above 2000'.

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| ANCHORAGE, ALASKA | VFR DEPARTURE PROCEDURE | CHESTER CREEK DEPARTURE RUNWAYS 16 & 23 MERRILL FIELD | |
| ROUTE PURPOSE: The Chester Creek Departure is for aircraft departing Merrill Field to the west and northwest. | | | |
| ATIS 124.25 | GROUND CONTROL 121.7 | MERRILL TOWER 126.0 | DEPARTURE CONTROL 119.1 |
| | | | |
| VFR PROCEDURE ONLY CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION MODE C TRANSPONDER REQUIRED IF AT OR ABOVE 1,400' MSL | | | |
| ROUTE INSTRUCTIONS: ALL AIRCRAFT: Cross Knik Arm below 600' or at or above 2200' (If unable 2200' by mid-channel, advise ATC). Maintain at or below 2500' until advised by ATC. RUNWAY 16: Proceed to and turn right over Chester Creek. Follow the creek to Westchester Lagoon. RUNWAY 23: Turn left to Chester Creek. Follow the creek to Westchester Lagoon. For further information contact AAL ATO Airspace and Procedures 907-271-2700 | | | |

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| ANCHORAGE, ALASKA | VFR ARRIVAL / DEPARTURE PROCEDURE | CAMPBELL ARRIVAL/DEPARTURE MERRILL FIELD |
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ROUTE PURPOSE:
 The Campbell Departure is for aircraft inbound from / departing to the south. This route significantly reduces the potential for wake turbulence encounters from large and heavy aircraft using the east/west runways at Ted Stevens Anchorage International Airport.

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| ATIS 124.25 | GROUND CONTROL 121.7 | MERRILL TOWER 126.0 | DEPARTURE CONTROL 126.4 |
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**VFR PROCEDURE ONLY
 CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION**

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Maintain 1200' between Tudor Rd and Campbell Airstrip. Use caution, LHD traffic departs at or below 900' and arrives at 1500' south of Tudor Rd.

RUNWAY 7 or 5: Climb straight out to Bragaw St turn right (southbound) and follow Bragaw St. to the Tudor Bus Barn then...

RUNWAY 25: Depart via left downwind to midfield; proceed direct to the Tudor Bus Barn then...

RUNWAY 34: Depart via right downwind along Bragaw St to the Tudor Bus Barn then...

RUNWAY 16 or 23: Depart southeast bound direct to the Tudor Bus Barn then...

FROM THE TUDOR BUS BARN: Overfly Elmore Road until south of O'Malley Rd.

INBOUNDS: North of O'Malley Rd fly along the extended track of Boniface Parkway to the Safety Building, then follow common pattern entry instructions.

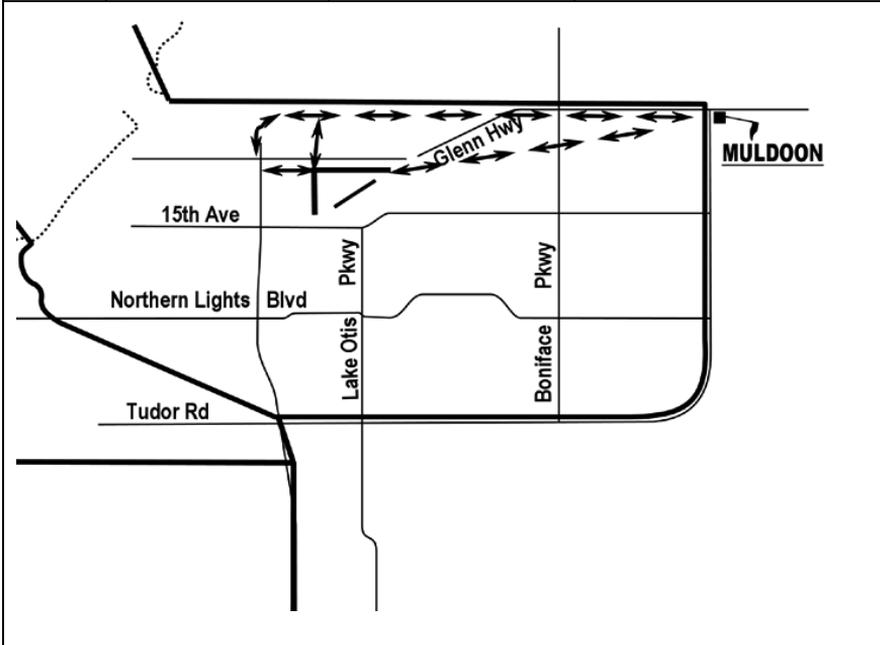
| ANCHORAGE, ALASKA | | VFR DEPARTURE PROCEDURE | HELICOPTER ROUTES MERRILL FIELD |
|---|------------------------|---|------------------------------------|
| ATIS 124.25 | MERRILL TOWER 126.0 | DEPARTURE CONTROL NORTHWEST/EAST 119.1 | DEPARTURE CONTROL SOUTH 126.4 |
| | | | |
| VFR PROCEDURE ONLY CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION | | | |
| ROUTE INSTRUCTIONS: ALL HELICOPTERS: Westbound helicopters cross Knik Arm in accordance with 14 CFR Part 93. Remain below fixed wing traffic pattern altitude until clear of the traffic pattern. Arrival routings are the reverse of the departure routings. Departing South of Runway 7/25: Ship Creek South: Remain north of Runway 5/23. Cross Runway 7/25 midfield at 600' then proceed westbound along Ship Creek. Golf Course: Proceed direct to Russian Jack Golf Course, maintain below 600' west of Boniface Parkway, then east to Muldoon Road. Departing North of Runway 7/25: Ship Creek: Proceed north to then west along Ship Creek. Highway: Proceed eastbound along the Glenn Highway, maintain below 600' west of Boniface Parkway, then east to Muldoon Road. | | | |

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| ANCHORAGE, ALASKA | SVFR ARRIVAL/DEPARTURE PROCEDURE | MULDOON SVFR ARRIVAL / DEPARTURE MERRILL FIELD |
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ROUTE PURPOSE:

The MULDOON ARRIVAL/DEPARTURE route is for aircraft transitioning to and from the area northeast of Merrill Field when weather is below basic VFR minima. PILOTS MUST REQUEST SVFR CLEARANCE; CONTROLLERS MAY NOT INITIATE SVFR OPERATIONS.

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| ATIS 124.25 | GROUND CONTROL 121.7 | MERRILL TOWER 126.0 | DEPARTURE CONTROL 119.1 |
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SVFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: IFR operations receive priority over SVFR requests.

DEPARTURES: Request SVFR clearance from Merrill Ground Control. After airborne, maintain SVFR at or below 1200', proceed direct to Muldoon Road interchange then on course VFR.

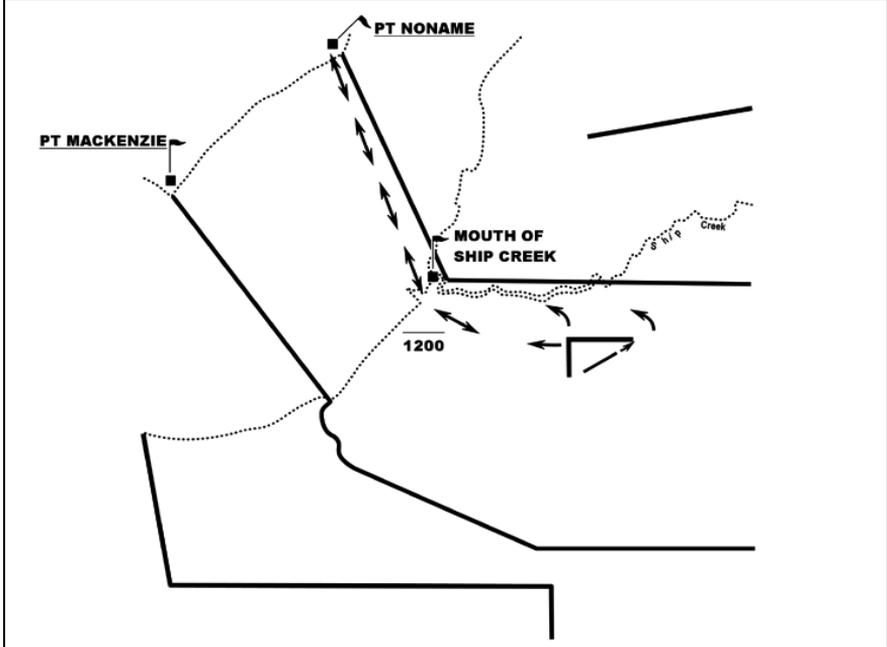
ARRIVALS: Request SVFR clearance from Anchorage Approach Control on 119.1. After receiving clearance, maintain SVFR at or below 1200', proceed from the Muldoon Road interchange as directed by ATC.

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| ANCHORAGE, ALASKA | <u>SVFR</u> ARRIVAL/DEPARTURE PROCEDURE | NONAME SVFR ARRIVAL / DEPARTURE MERRILL FIELD |
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ROUTE PURPOSE:

The NONAME ARRIVAL/DEPARTURE route is for aircraft transitioning to and from the area north and west of Merrill Field when weather is below basic VFR minima. PILOTS MUST REQUEST SVFR CLEARANCE; CONTROLLERS MAY NOT INITIATE SVFR OPERATIONS.

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| ATIS 124.25 | GROUND CONTROL 121.7 | MERRILL TOWER 126.0 | DEPARTURE CONTROL 119.1 |
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SVFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: IFR operations receive priority over SVFR requests. Part 93 altitude restrictions are not in effect while flying this procedure (see altitudes below).

DEPARTURES: Request SVFR clearance from Merrill Ground Control. After airborne, maintain SVFR at or below 1200', proceed direct to the mouth of Ship Creek, then direct to Point Noname.

ARRIVALS: Request SVFR clearance from Anchorage Approach Control on 119.1. After receiving clearance, maintain SVFR at or below 1200', proceed from over Point Noname direct to the mouth of Ship Creek, then as directed by ATC.

Notes for the Fairbanks Area**Fairbanks General Guidelines**

1. Each person operating an aircraft within the Fairbanks Terminal Radar Service Area (TRSA) should operate that aircraft according to the rules set forth in this section unless otherwise authorized or required by ATC.
2. Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.
3. All aircraft while in the Fairbanks Surface Area should fly with their lights on at all times.
4. Arriving aircraft should contact Fairbanks Approach at least 20 miles from the airport of arrival destination. Arriving traffic northeast through east through southeast of Fairbanks International Airport should contact Fairbanks Approach on 126.5. All other arrivals should contact Fairbanks Approach on 125.35.
5. All aircraft arriving Fairbanks International Airport on downwind from the north or south remain at least 1 mile east or west of the extended runway centerlines for Fairbanks International RWYs 1/19.

Fairbanks Traffic Pattern Altitudes

Aircraft arrival/departure altitudes may vary from these listed:

| | |
|------------------------------------|-----------|
| Reciprocating-engine | 1,500 MSL |
| Large and turbine powered aircraft | 2,000 MSL |

Chena Marina procedures

1. Arrival/departure/pattern traffic for Chena Marina contact Fairbanks Tower on 118.3.
2. Chena Marina traffic will observe a ceiling of 1,200 MSL while in the pattern.
3. Traffic patterns will be to the west of the Chena Marina runway and float pond with Chena Ridge being the western boundary.
4. All Chena Marina traffic will remain west of Chena Pump Road at or below 1200 MSL and will advise Fairbanks Tower prior to crossing Chena Pump Road eastbound.
5. Departure traffic remains west of Fairbanks International Airport at all times unless otherwise authorized or required by ATC.
6. In the interest of safety, please utilize Fairbanks Radar Services whenever departing Chena Marina.

TRSA Services**A. Standard TRSA departure instructions**

Departing aircraft should monitor the ATIS, then contact Fairbanks Clearance Delivery on the appropriate frequency being broadcast on the ATIS prior to taxi. Pilots are expected to inform the controller of an intended destination and/or initial heading and desired cruising altitude. All departing aircraft will be given TRSA services unless the pilot states "negative TRSA service" or makes a similar comment.

B. TRSA departure (VFR departing aircraft)

The standard TRSA departure for Fairbanks International Airport will be to fly runway heading for the runway assigned, departure frequency on 125.35. This will be referred to as the "TRSA departure". Fairbanks Clearance Delivery will issue to each aircraft: "TRSA departure, squawk (code)".

C. TRSA service from Float Pond

Clearance Delivery frequency stated on ATIS. Aircraft departing the Float Pond at Fairbanks International Airport should monitor the ATIS, then contact Fairbanks Clearance Delivery for services. Those departing aircraft should then contact Fairbanks Tower 118.3 directly for taxi clearance.

D. TRSA service from satellite airports

Clearance Delivery frequency stated on ATIS. Aircraft departing satellite airports, inside the Fairbanks Class D surface area, such as Chena Marina, Chena River, Metro Field, and Peger Pond, and requesting TRSA services should monitor the ATIS, then contact Fairbanks Clearance Delivery for TRSA services. Those departing aircraft should then contact Fairbanks Tower directly on 118.3.

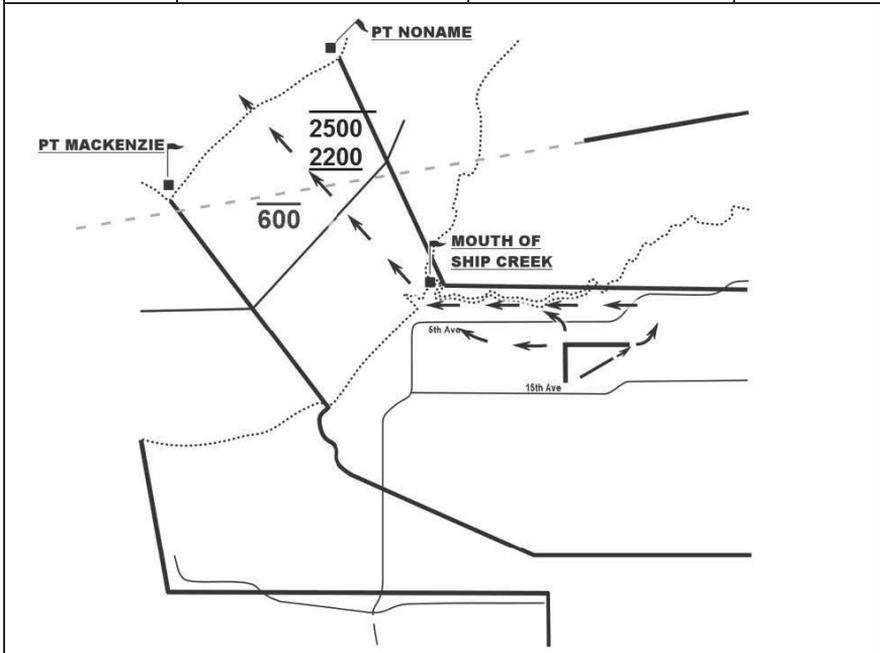
Internet website: <http://www.alaska.faa.gov/at>

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| ANCHORAGE, ALASKA | VFR DEPARTURE PROCEDURE | SHIP CREEK DEPARTURE MERRILL FIELD |
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ROUTE PURPOSE:

The SHIP CREEK DEPARTURE is for aircraft departing Merrill Field to the west and northwest.

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|----------------|-------------------------|------------------------|-------------------------------|
| ATIS 124.25 | GROUND CONTROL 121.7 | MERRILL TOWER 126.0 | DEPARTURE CONTROL 119.1 |
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VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED IF AT OR ABOVE 1,400' MSL

ROUTE INSTRUCTIONS:

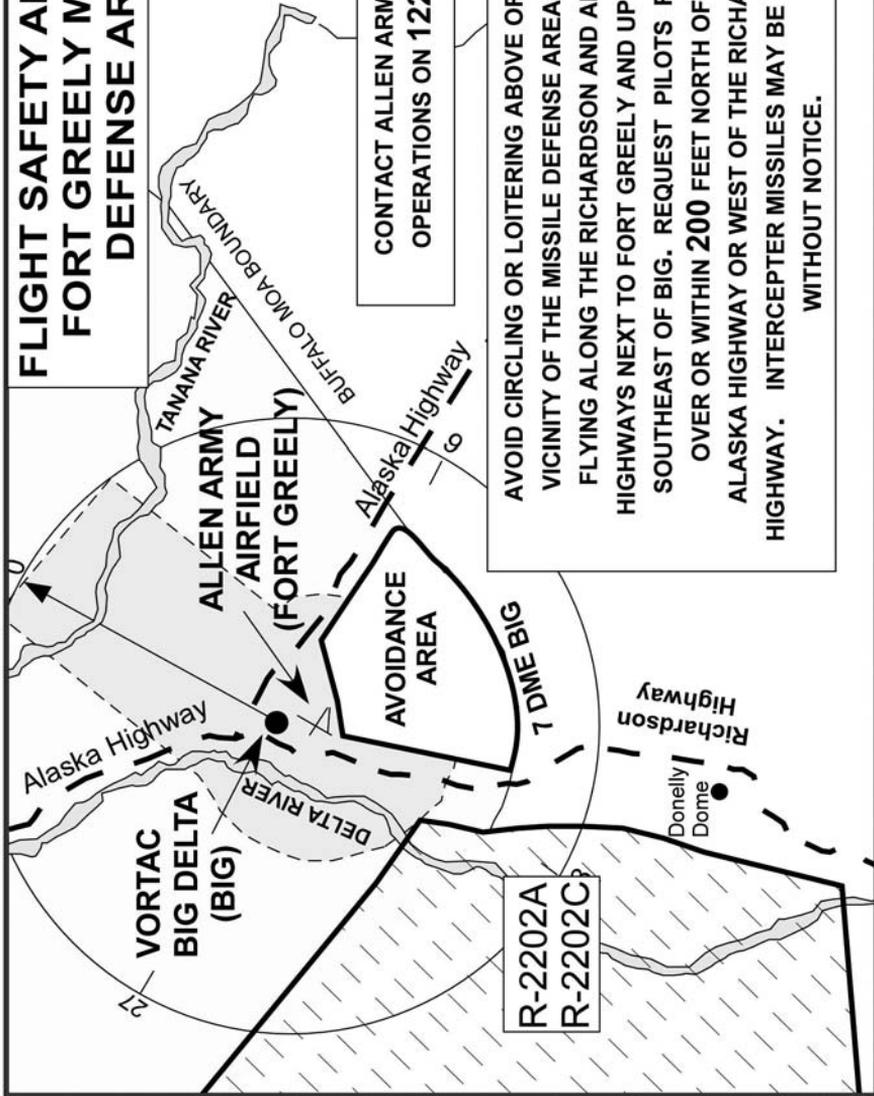
ALL AIRCRAFT: All Aircraft: Cross Knik Arm below 600' or above 2200' (if unable 2200' by mid-channel, advise ATC). Maintain at or below 2500' until advised by ATC.

RUNWAY 25: Turn right to the mouth of Ship Creek then northwest bound.

RUNWAY 5 or 7 or 34: Turn left, follow Ship Creek to the mouth of Ship Creek then northwest bound.

For further information contact AAL ATO Airspace and Procedures 907-271-2700

**FLIGHT SAFETY ADVISORY
FORT GREELY MISSILE
DEFENSE AREA**



CONTACT ALLEN ARMY AIRFIELD OPERATIONS ON 122.9.

AVOID CIRCLING OR LOITERING ABOVE OR IN THE VICINITY OF THE MISSILE DEFENSE AREA WHILE FLYING ALONG THE RICHARDSON AND ALASKA HIGHWAYS NEXT TO FORT GREELY AND UP TO 7 NM SOUTHEAST OF BIG. REQUEST PILOTS REMAIN OVER OR WITHIN 200 FEET NORTH OF THE ALASKA HIGHWAY OR WEST OF THE RICHARDSON HIGHWAY. INTERCEPTOR MISSILES MAY BE LAUNCHED WITHOUT NOTICE.

R-2202A
R-2202C

Flight Advisory for Pacific Walrus



Bristol Bay and the Chukchi Sea Coast

The U.S. Fish and Wildlife Service seeks your support and cooperation in minimizing disturbances to walrus herds resting in Bristol Bay and along the Chukchi Sea coast of Alaska.

HAULOUT LOCATIONS

Bristol Bay

Regularly used walrus haulout locations in Bristol Bay include Cape Newenham, Cape Peirce, Cape Greig, Cape Senievaia, Hagemester Island, and Round Island. Intermittently used haulout locations include Izembek Lagoon (Cape Glaznap and Neuman Island), Amak Island, and Cape Sarichef and Oksenof Point on Unimak Island. Walrus may be sporadically encountered anywhere along the Alaska Peninsula. See graphics on the following pages.

Chukchi Sea Coast

Walruses are known to congregate on isolated beaches and barrier islands along Alaska's Chukchi Sea coast in late summer and early fall (July – October) when concentrations of sea-ice are low. Known haulout areas include: Cape Lisburne, Point Lay barrier islands, and Icy Cape. See graphics depicted on following pages. Walrus may be sporadically encountered anywhere along the coast between Cape Lisburne and Icy Cape including Corwin Bluff. See graphics on the following pages.

THESE ARE IMPORTANT RESTING AREAS FOR PACIFIC WALRUSES

Each summer, thousands of male walruses migrate into Bristol Bay to feed on rich beds of clams and other marine organisms. Between feeding cycles, they come to shore to rest at isolated resting areas (haulouts) distributed throughout Bristol Bay.

With the loss of summer sea ice over the continental shelf observed in recent years walruses are being forced to use land based haulouts rather than sea ice which is their preferred habitat. Between feeding cycles, they come to shore to rest at isolated resting areas (haulouts) distributed along the Chukchi Sea coast.

WALRUSES ARE SENSITIVE TO HUMAN DISTURBANCES

Although responses to human activities are variable, walruses will often flee haulouts in response to the sight, sound, or odor of humans or their machines. Trampling deaths associated with haulout disturbance is one of the largest known sources of natural mortality for walrus. Frequent or prolonged disturbances may even result in haulout abandonment.

HARASSING OR DISTURBING WALRUSES IS AGAINST THE LAW

Any human activity, including operating an aircraft, vehicle, or boat, or approaching on foot, in a manner which results in harassing walruses is prohibited under provisions of the Marine Mammal Protection Act of 1972. Harassment includes any act which has the potential to injure or disturb walruses and includes acts which disrupt behavioral patterns including, but not limited to migration, breathing, nursing, breeding, feeding, or sheltering.

YOU CAN HELP MINIMIZE DISTURBANCE TO RESTING WALRUSES Walrus are particularly sensitive to changes in engine noise and are more likely to stampede off beaches when planes turn or fly low overhead. Aerial photography and/or circling aircraft within the vicinity of a walrus haulout pose a high potential for disturbance and is specifically discouraged. In an effort to prevent disturbances, please follow these general guidelines when operating aircraft near walrus herds.

Pilots of single engine aircraft should not knowingly fly over or fly within 1/2 mile of walrus haulouts on land or ice to avoid causing a disturbance. If weather or aircraft safety require flight operations within 1/2 mile of walrus haulouts, small single engine aircraft should maintain a 2000' minimum altitude.

Pilots of helicopters and multi-engine aircraft should not knowingly fly over or fly within 1 mile of walrus haulouts on land or ice to avoid causing a disturbance. If aircraft safety requires flight operations within 1 mile of walrus haulouts, helicopters and multi-engine aircraft should maintain a 3000' minimum altitude.

If aircraft safety requires flight operations below these recommended altitudes, please pass inland or seaward (within safe gliding distance to shore) of the haulout site at the greatest lateral distance manageable for safe operation of the aircraft (1 mile if possible).

Please be aware that some locations (such as Round Island within the Walrus Islands State Game Sanctuary, in Bristol Bay) have more strict recommendations. Pilots are requested to maintain a minimum altitude of 5,000 feet above ground level within a 3 mile radius of Round Island (58° 36' N. 159° 58' W.). Access to Round Island or adjacent waters requires written permission from the Alaska Department of Fish and Game. Please check with ADF&G for additional restrictions.

Please note these are only guidelines, and may not prevent disturbances in all situations. You are responsible for operating your aircraft in a manner which does not cause disturbance or violate the Marine Mammal Protection Act.

THANK YOU FOR YOUR HELP AND COOPERATION

To report incidences of disturbance or harassment please contact:

U.S Fish and Wildlife Service
Division of Law Enforcement:
1011 E. Tudor Road
Anchorage Alaska 99503-6199
Toll free: 1-800-858-7621

For questions about walrus haulouts please contact:

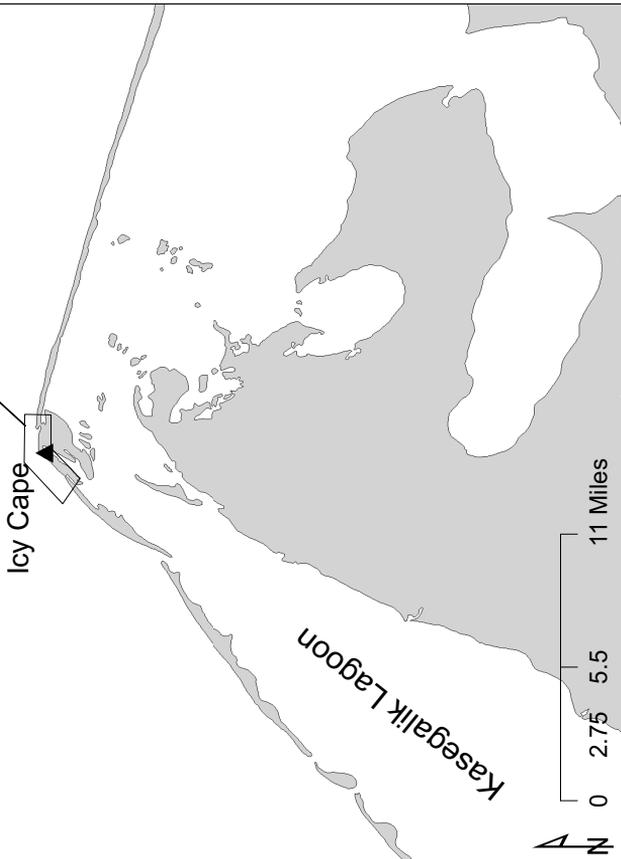
U.S. Fish and Wildlife Service
Marine Mammals Management Field Office
1011 E. Tudor Road
Anchorage Alaska 99503-6199
Toll free: 1-800-362-5148
<http://www.fws.gov/alaska/fisheries/mmm/>

Wildlife Sensitive Area: Icy Cape Walrus Haulout

See Preceding Advisory for Details

**Walrus may be encountered in this area
from July to October**

Icy Cape

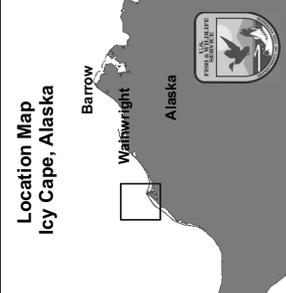


Point of Contact:
U.S. Fish and Wildlife Service
Marine Mammals Management
1011 East Tudor Road MS 341
Anchorage, Alaska 99503
1-800-362-5148

▲ Walrus Haulout Location

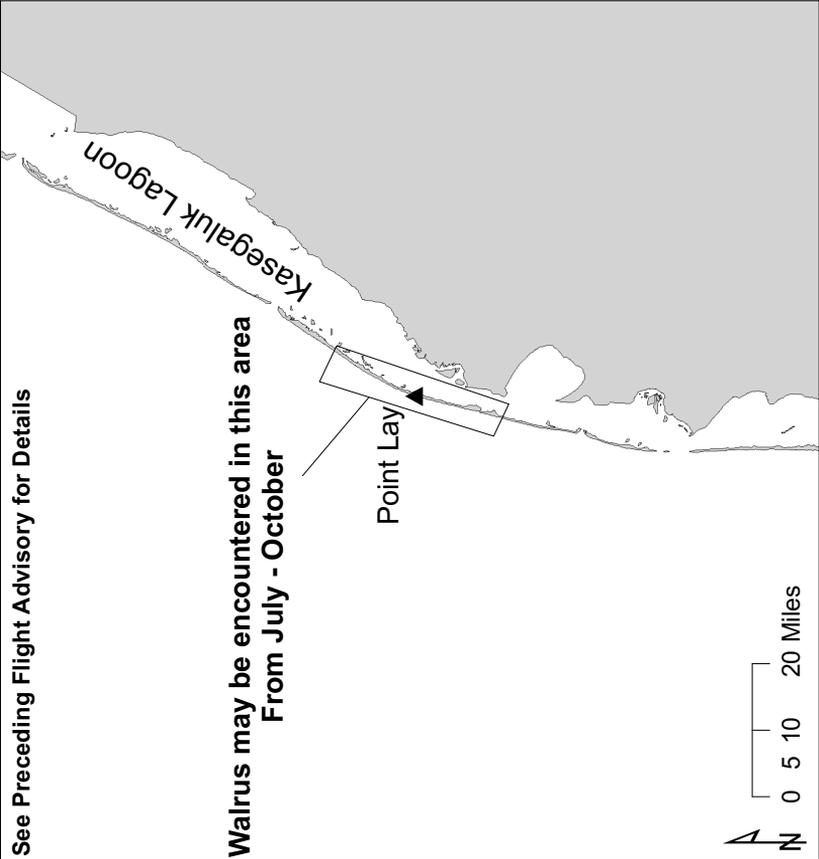
Prepared By
U.S. Fish and Wildlife Service
April 2018

Note: Maps not to be used
for navigation purposes



Wildlife Sensitive Area: Point Lay Walrus Haulout

See Preceding Flight Advisory for Details

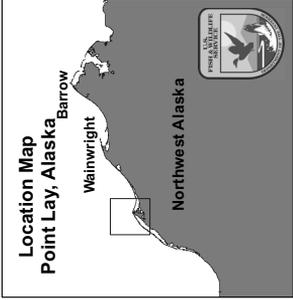


Point of Contact:
U.S. Fish and Wildlife Service
Marine Mammals Management
1011 East Tudor Road MS 341
Anchorage, Alaska 99503
1-800-362-5148

▲ Walrus Haulout Location

Prepared By
U.S. Fish and Wildlife Service
April 2018

Note: Maps not to be used for navigation purposes



Wildlife Sensitive Area: Cape Lisburne Walrus Haulout

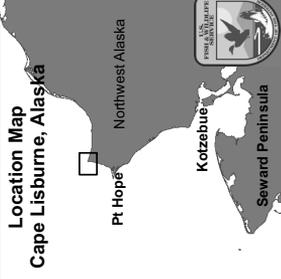
See Preceding Flight Advisory for Details

Point of Contact:
U.S. Fish and Wildlife Service
Marine Mammals Management
1011 East Tudor Road MS 341
Anchorage, Alaska 99503
1-800-362-5148

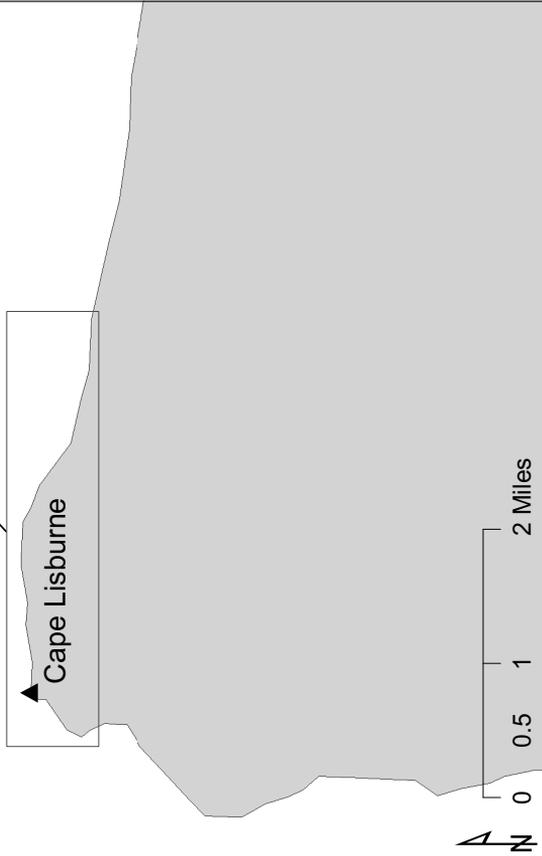
▲ Walrus Haulout Location

Prepared By
U.S. Fish and Wildlife Service
April 2018

**Note: Maps not to be used
for navigation purposes**



Walrus may be encountered in this area
from July - October



Wildlife Sensitive Area: Cape Newenham Walrus Haulout

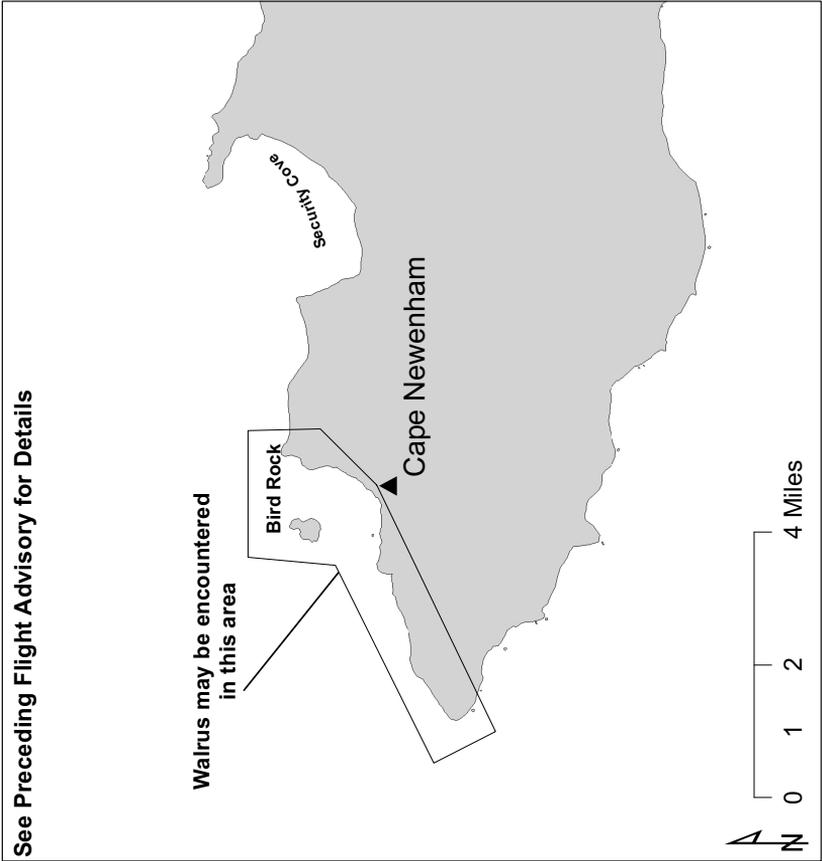
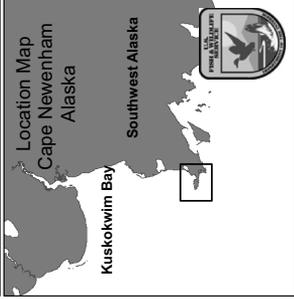
See Preceding Flight Advisory for Details

Point of Contact:
U.S. Fish and Wildlife Service
Togiak Nat'l Wildlife Refuge
6 Main Street
Kangliqutaq Building
P.O. Box 270 MS 569
Dillingham, Alaska 99576
Toll Free: 1-800-817-2538

▲ Walrus Haulout Location

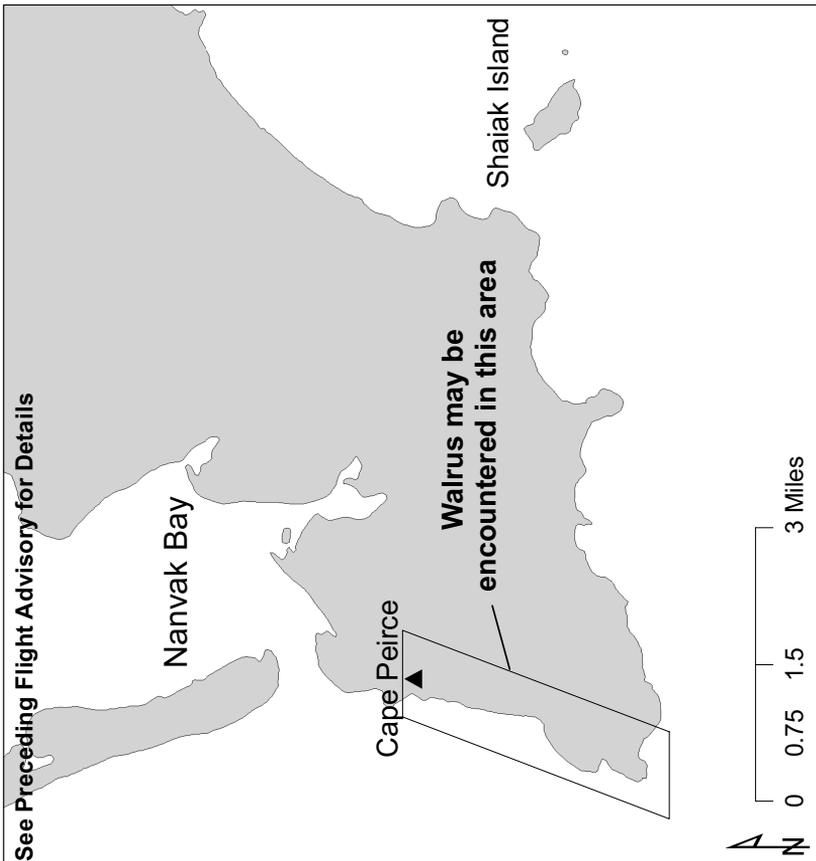
Prepared By
U.S. Fish and Wildlife Service
April 2018

**Note: Maps not to be used
for navigation purposes**



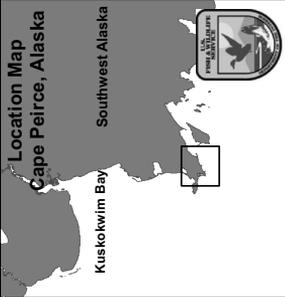
Wildlife Sensitive Area: Cape Peirce Walrus Haulouts

See Preceding Flight Advisory for Details



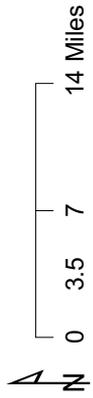
Point of Contact:
U.S. Fish and Wildlife Service
Togiak Nat'l Wildlife Refuge
Kangiqtuaq Building
6 Main Street
P.O. Box 270 MS 569
Dillingham, Alaska 99576
Toll Free: 1-800-817-2538

▲ Walrus Haulout Location
Prepared By
U.S. Fish and Wildlife Service
April 2018
Note: Maps not to be used
for navigation purposes



Wildlife Sensitive Area: Hagemeister Island Walrus Haulout

See Preceding Flight Advisory for Details



Point of Contact:
 U.S. Fish and Wildlife Service
 Togiak Nat'l Wildlife Refuge
 6 Main Street
 Kangliqtaq Building
 P.O. Box 270 MS 569
 Dillingham, Alaska 99576
 Toll Free: 1-800-817-2538

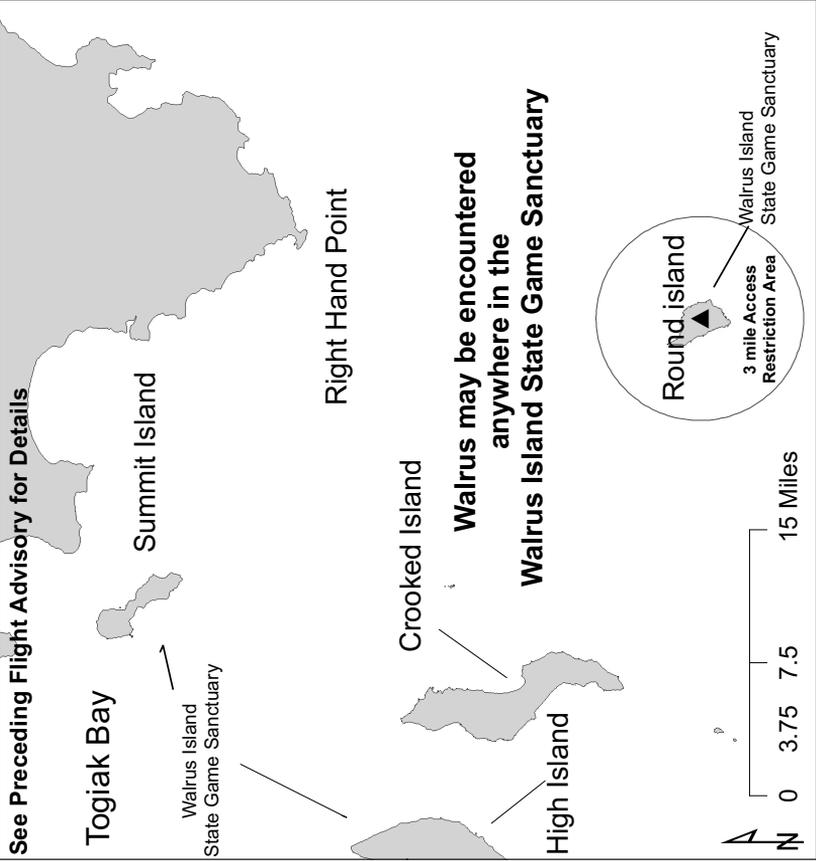
▲ Walrus Haulout Location

Prepared By
 U.S. Fish and Wildlife Service
 April 2018

Note: Maps not to be used for navigation purposes



Wildlife Sensitive Area: Round Island Walrus Haulout



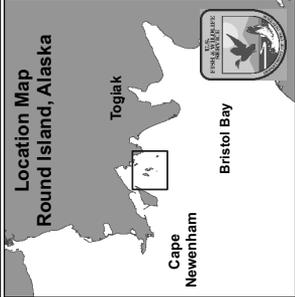
For Walrus Islands State Game Sanctuary Questions contact:
 AK Dept of Fish and Game
 Div of Wildlife Conservation
 333 Raspberry Road
 Anchorage, AK 99518-1599
 1-907-267-2257

Point of Contact:
 U.S. Fish and Wildlife Service
 Marine Mammals Management
 1011 East Tudor Road MS 341
 Anchorage, Alaska 99503
 1-800-362-5148

▲ Walrus Haulout Location

Prepared By
 U.S. Fish and Wildlife Service
 April 2018

Note: Maps not to be used for navigation purposes



Wildlife Sensitive Area: Cape Greig Walrus Haulout

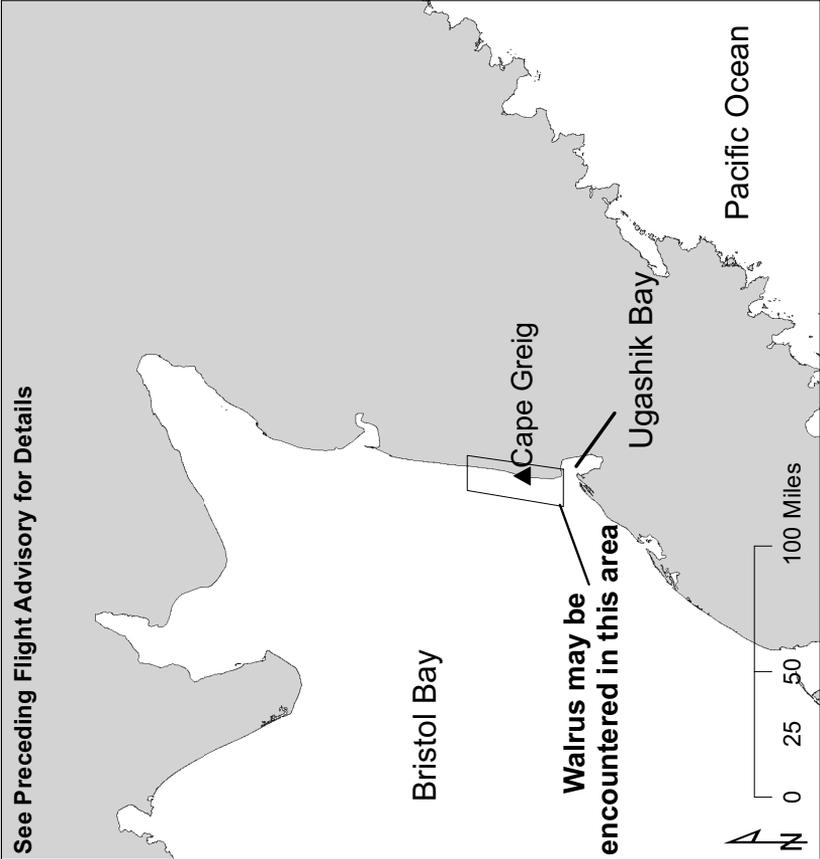
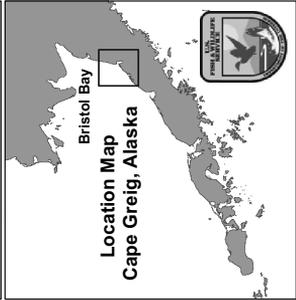
See Preceding Flight Advisory for Details

Point of Contact:
U.S. Fish and Wildlife Service
Marine Mammals Management
1011 East Tudor Road MS-341
Anchorage, Alaska 99503
1-800-362-5148

▲ Walrus Haulout Location

Prepared By
U.S. Fish and Wildlife Service
April 2018

**Note: Maps not to be used
for navigation purposes**

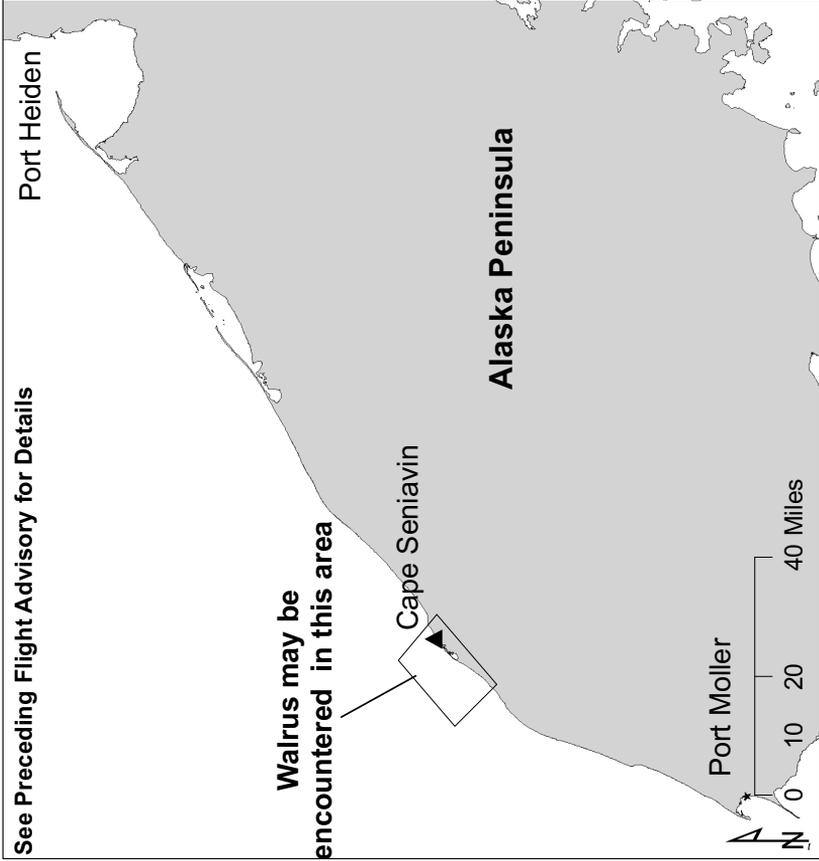
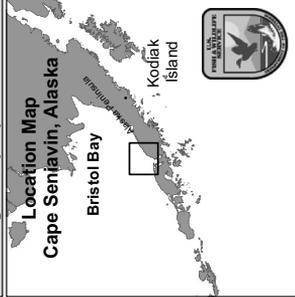


Wildlife Sensitive Area: Cape Seniavin Walrus Haulout

See Preceding Flight Advisory for Details

Point of Contact:
U.S. Fish and Wildlife Service
Marine Mammals Management
1011 East Tudor Road MS 341
Anchorage, Alaska 99503
1-800-362-5148

▲ Walrus Haulout Location
Prepared By
U.S. Fish and Wildlife Service
April 2018
Note: Maps not to be used
for navigation purposes



Wildlife Sensitive Area: Amak Island Walrus Haulout

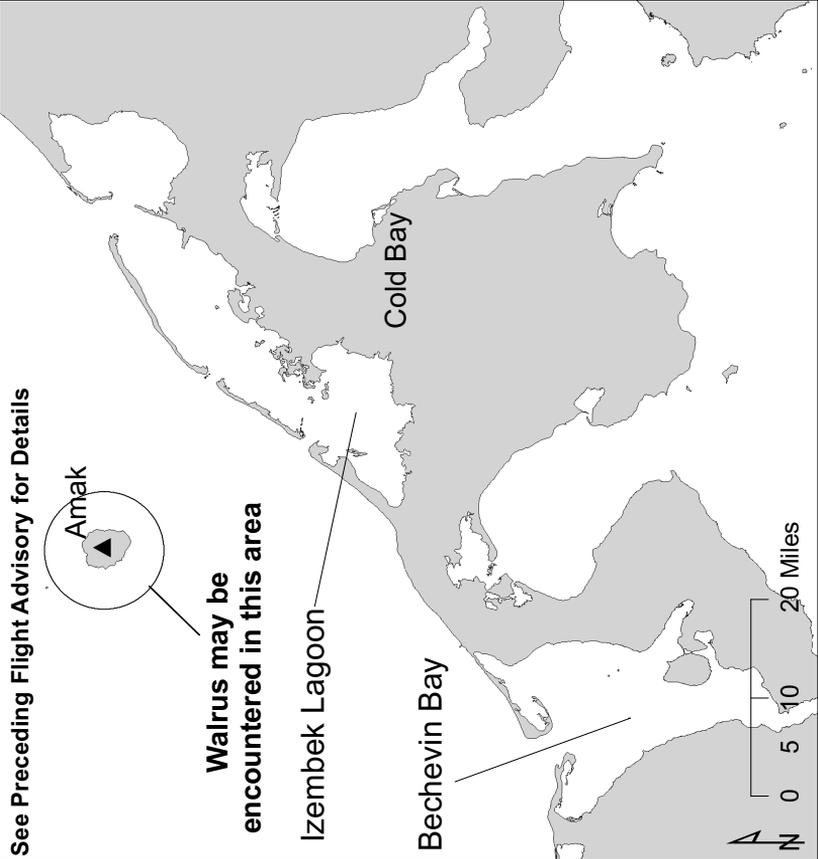
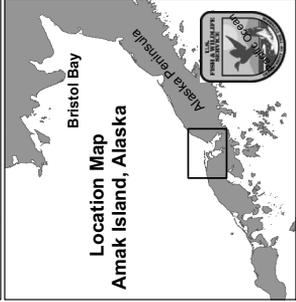
See Preceding Flight Advisory for Details

Point of Contact:
U.S. Fish and Wildlife Service
Izembek Nat'l Wildlife Refuge
P.O. Box 127 MS 515
Cold Bay, Alaska 99571-0127
Toll Free: 1-877-837-6332

▲ Walrus Haulout Location

Prepared By
U.S. Fish and Wildlife Service
April 2018

**Note: Maps not to be used
for navigation purposes**



Walrus may be encountered in this area

Izembek Lagoon

Bechevin Bay

Cold Bay

Amak



Wildlife Sensitive Area: Cape Sarichef and Oksenof Point Walrus Haulouts

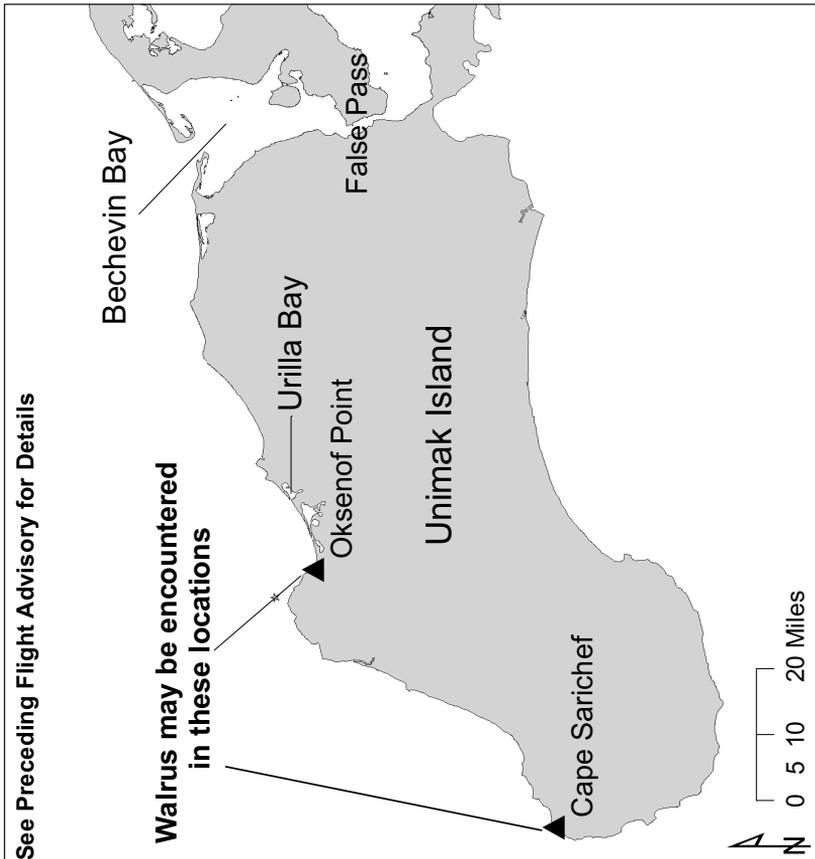
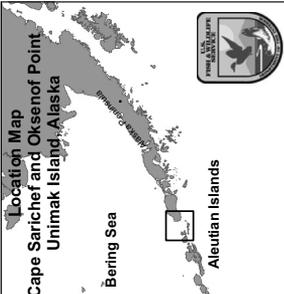
See Preceding Flight Advisory for Details

Point of Contact:
U.S. Fish and Wildlife Service
Izembek Nat'l Wildlife Refuge
P.O. Box 127 MS 515
Cold Bay, Alaska 99571-0127
Toll Free: 1-877-837-6332

▲ Walrus Haulout Location

Prepared By
U.S. Fish and Wildlife Service
April 2018

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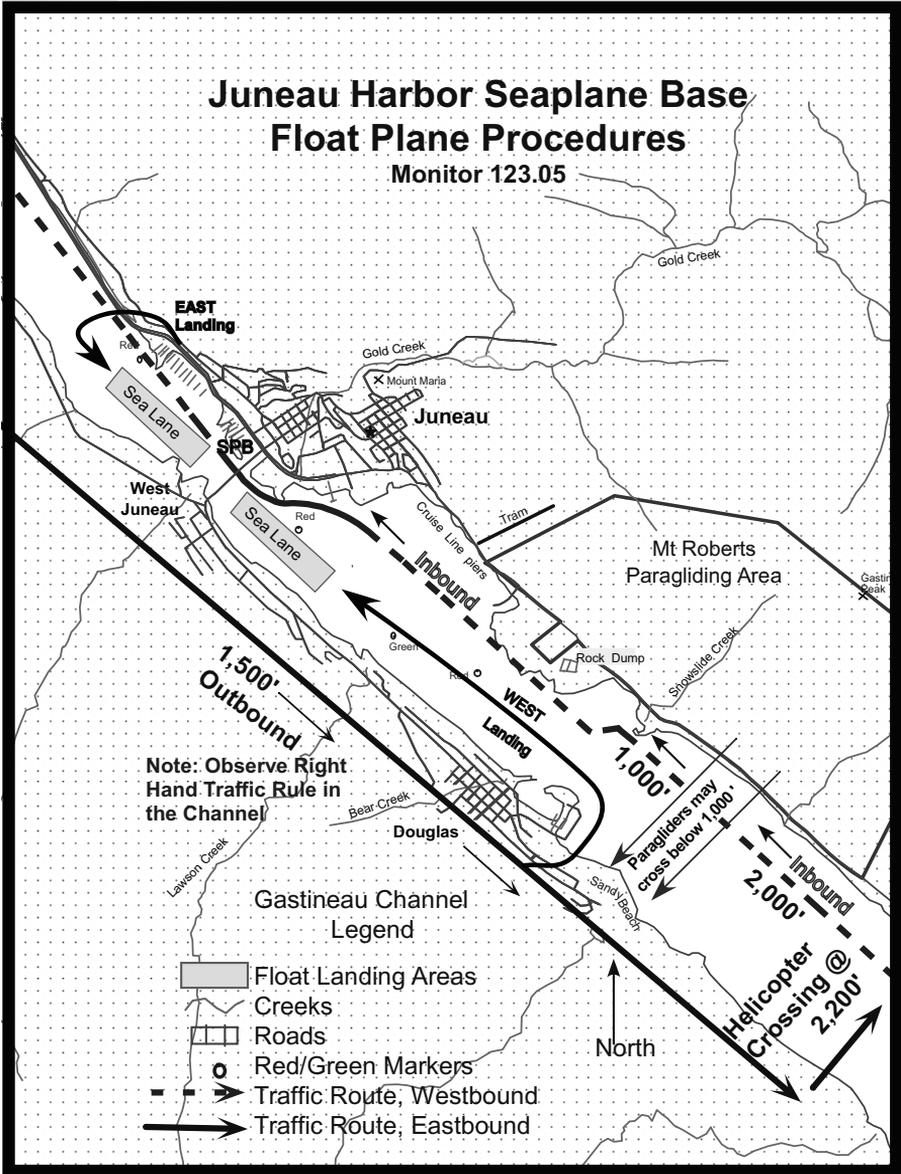
| Juneau Visual Check Points | Latitude (NAD 83) | Longitude (NAD 83) |
|----------------------------|-------------------|--------------------|
| Annex Power | N 58° 19' 03" | W 134° 06' 01" |
| Arden Point | N 58° 09' 30" | W 134° 10' 37" |
| Barlow Cove | N 58° 21' 38" | W 134° 53' 26" |
| Battleship Island | N 58° 21' 34" | W 134° 39' 53" |
| Bullion Mine | N 58° 15' 08.05" | W 134° 21' 30.32" |
| Camp 17 | N 58° 22' 03" | W 134° 21' 56" |
| Coghlan Island | N 58° 23' 13" | W 134° 42' 04" |
| Cooper Point | N 58° 14' 09" | W 134° 06' 12" |
| Douglas Heliport | N 58° 19' 56" | W 134° 29' 50" |
| Dupont Dock | N 58° 13' 40.67" | W 134° 15' 59.24" |
| Eagle Beach | N 38° 31' 40" | W 134° 49' 35" |
| Eaglecrest | N 58° 16' 27" | W 134° 30' 46" |
| Flat Point | N 58° 20' 10" | W 134° 03' 23" |
| Funter Pass | N 58° 16' 24.25" | W 134° 51' 34.85" |
| George Rock | N 58° 18' 54" | W 134° 42' 04" |
| Glory Hole | N 58° 16' 04.45" | W 134° 22' 54.81" |
| Grizzly Bar | N 58° 23' 28" | W 134° 03' 43" |
| Hawk Inlet | N 58° 09' 13" | W 134° 45' 59" |
| Horse and Colt Islands | N 58° 15' 45" | W 134° 43' 56" |
| Douglas Bridge | N 58° 17' 56" | W 134° 25' 46" |
| Jaw Point | N 58° 16' 48" | W 134° 04' 52" |
| Lemon Creek | N 58° 22' 17.35" | W 134° 28' 05.90" |
| Lower H&M Pass | N 58° 32' 21.55" | W 134° 34' 34.49" |
| Lucky Me | N 58° 13' 28.05" | W 134° 17' 40.07" |
| Marmion Island | N 58° 11' 55" | W 134° 15' 25" |
| Mayflower | N 58° 16' 35.00" | W 134° 23' 04.24" |
| Mendenhall Lake | N 58° 25' 22" | W 134° 33' 57" |
| Middle Point | N 58° 14' 54.13" | W 134° 37' 43.35" |
| North Branch | N 58° 32' 45.76" | W 134° 28' 07.40" |
| Nugget Valley | N 58° 25' 28.81" | W 134° 29' 56.39" |
| Outer Point | N 58° 18' 07" | W 134° 41' 18" |
| Pederson Hill | N 58° 22' 25" | W 134° 38' 00" |
| Point Bishop | N 58° 12' 03" | W 134° 09' 00" |
| Point Couverden | N 58° 11' 26" | W 135° 03' 20" |
| Point Hilda | N 58° 13' 02.34" | W 134° 30' 04.93" |
| Point Howard | N 58° 17' 22" | W 135° 03' 20" |
| Point Lena | N 58° 23' 45" | W 134° 46' 39" |
| Point Retreat | N 58° 24' 41" | W 134° 57' 18" |
| Portland Island | N 58° 21' 07" | W 134° 45' 31" |
| Rabbit Ears | N 58° 32' 21.45" | W 134° 30' 13.21" |
| Rifle Range | N 58° 24' 54" | W 134° 36' 23" |
| Rock Dump | N 58° 17' 14.05" | W 134° 23' 32.71" |
| Salisbury Point | N 58° 12' 18.28" | W 134° 13' 06.43" |
| Salmon Creek | N 58° 19' 49" | W 134° 28' 28" |
| Sharks Fin | N 58° 28' 41.49" | W 134° 29' 31.17" |
| Sheep Creek | N 58° 15' 36.77" | W 134° 19' 49.44" |
| South Shelter Island | N 58° 22' 30" | W 134° 48' 31" |
| South Tip | N 58° 20' 30" | W 134° 37' 51" |
| Spaulding Meadows | N 58° 25' 13.67" | W 134° 42' 30.71" |
| Spencer Pass | N 58° 29' 05.27" | W 134° 26' 01.64" |
| Spuhn Island | N 58° 20' 05" | W 134° 39' 37" |
| Suicide Ice Falls | N 58° 27' 51" | W 134° 29' 02" |
| Sunny Cove | N 58° 18' 12" | W 134° 08' 25" |
| Thunder Bowl | N 58° 23' 40.25" | W 134° 31' 05.90" |
| Upper H&M Pass | N 58° 34' 22" | W 134° 32' 02" |
| West Juneau | N 58° 17' 27.73" | W 134° 26' 56.09" |
| Windfall Lake | N 58° 30' 22.25" | W 134° 43' 32.00" |

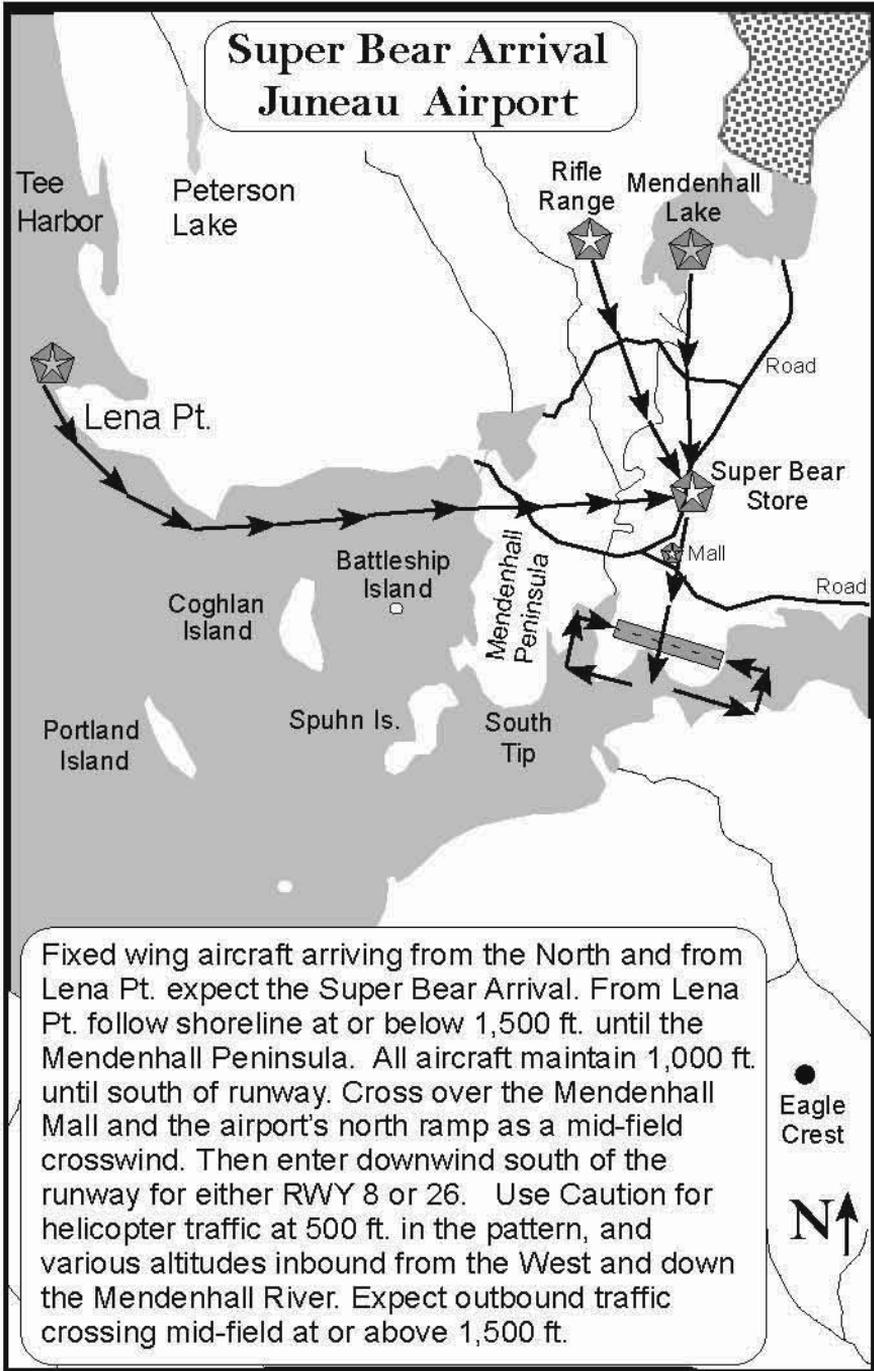
Frequencies

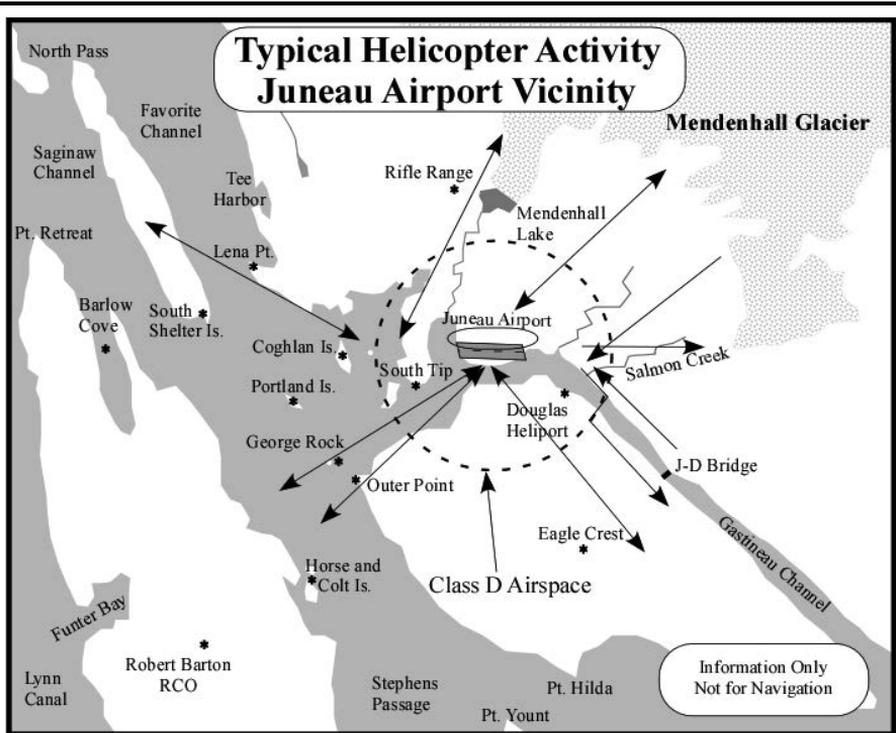
| | | | |
|---------------------------|--------|-------|-------|
| Juneau RCO | 118.7 | | |
| Robert Barron RCO | 121.1 | | |
| Juneau Downtown RCO | 122.15 | | |
| Juneau FSS | 122.2 | 118.7 | |
| Juneau CTAF | 118.7 | | |
| Juneau ASOS/ATIS | 135.2 | | |
| Juneau Tower | 278.3 | 118.7 | 120.7 |
| Juneau Ground Control | 121.9 | | |
| National Guard Operations | 124.65 | | |
| Anchorage Center | 133.9 | | |

Juneau Harbor Seaplane Base Float Plane Procedures

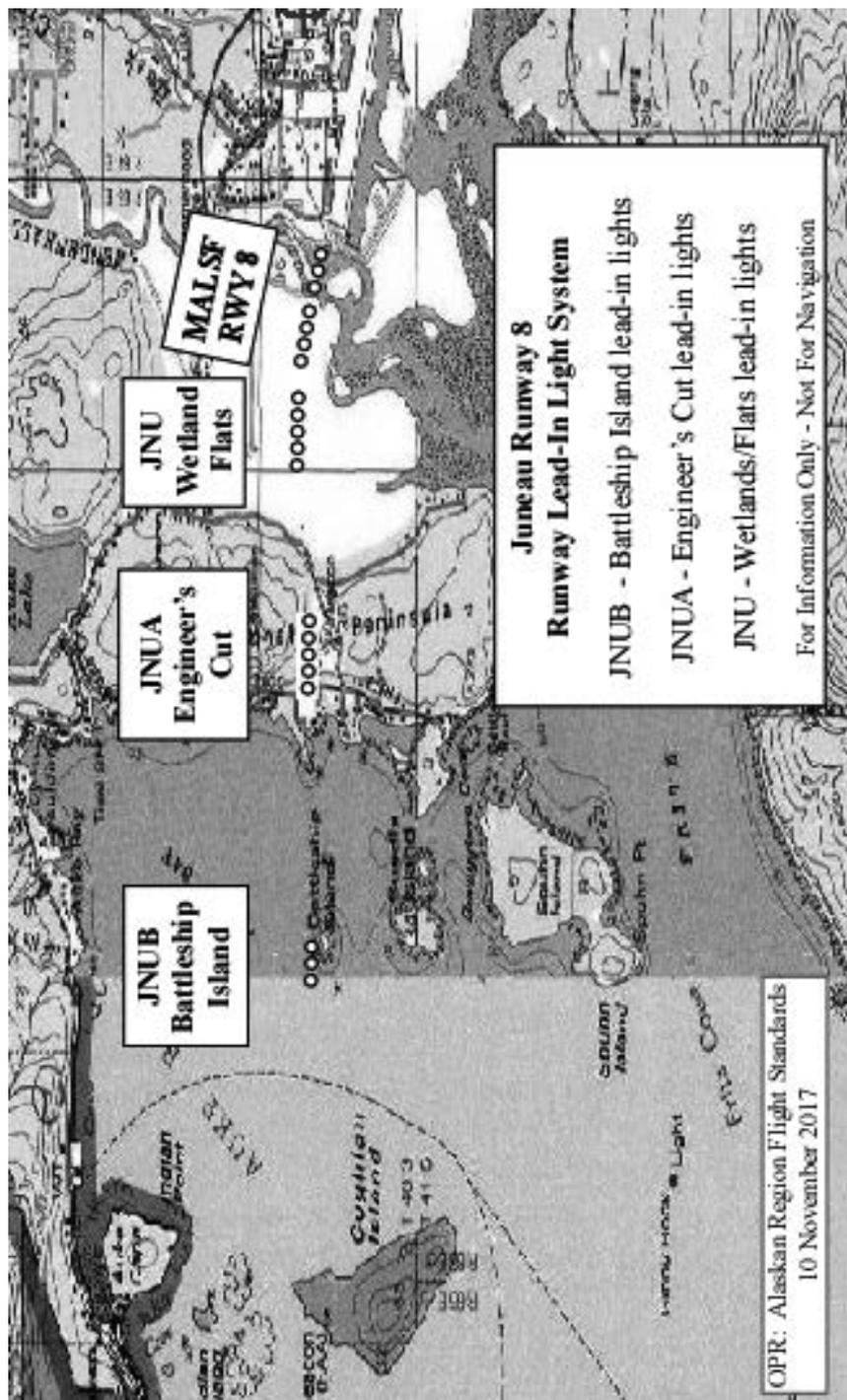
Monitor 123.05







This graphic depicts typical VFR helicopter routing in the Juneau area. Helicopters use a traffic pattern just north of the runway. Use caution, high intensity flight activity occurs during the summer months. Flights of multiple helicopters in trail are common. See other pages in this section for additional Juneau information.



**Ralph Wien Memorial Airport
Kotzebue, Alaska
Vehicle Control
Procedures for
Aircraft landing on Runway 9
Effective
November 24, 2009**

******CAUTION****** A road with frequent commercial vehicle traffic crosses the extended centerline of Runway 9 just west of the approach end. The State of Alaska has installed crossing control gates that are pilot activated to block vehicle access while aircraft are on final approach to Runway 9.

GATE OPERATING PROCEDURES:

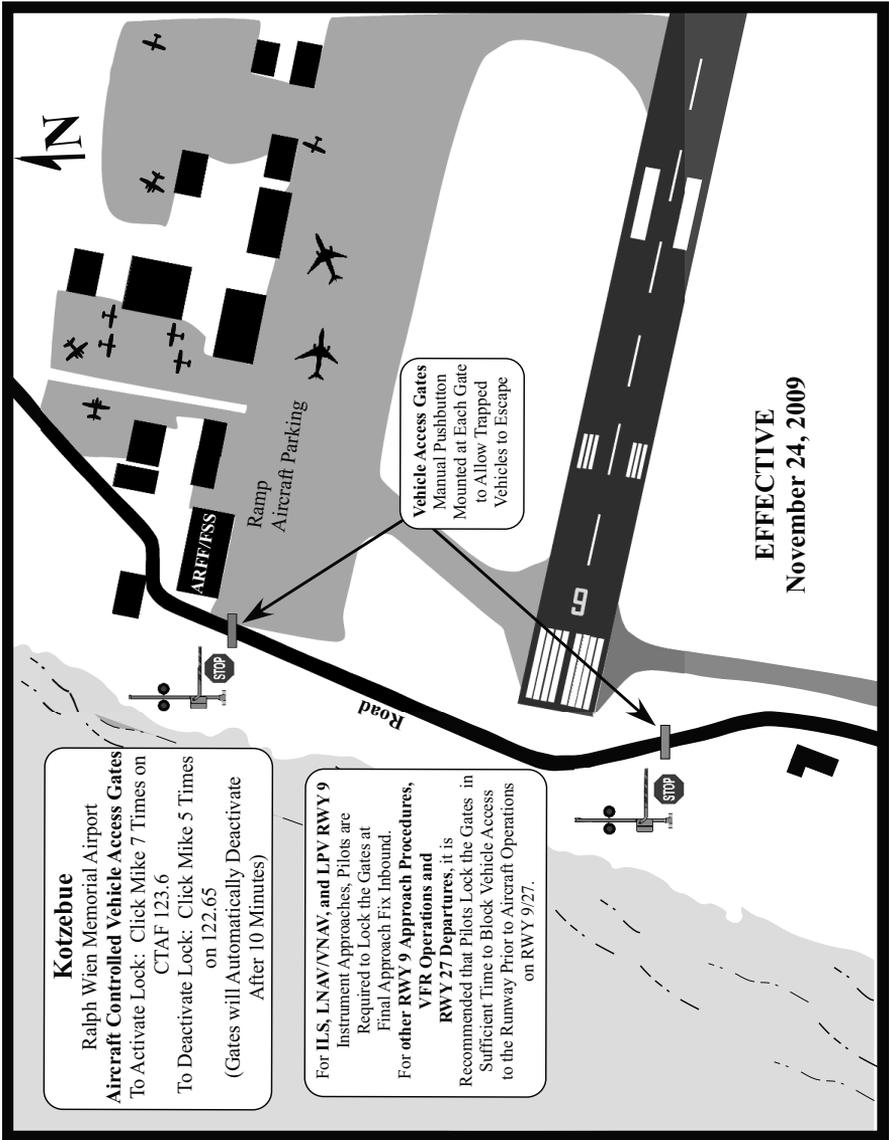
Drivers of vehicles activate gate opening by driving through a sensor that opens 2 gates on either side of the approach end of Runway 9 for 15 seconds. After 15 seconds, gates close again.

Pilots are able to lock gates for 10 minutes by 7 mike clicks on CTAF 123.6 Mhz. Pilots may unlock gates prior to 10 minutes with 5 mike clicks on CTAF 122.65 Mhz.

PILOT REQUIREMENTS:

For ILS, LNAV/VNAV, and LPV RWY 9 Standard Instrument Approach Procedure (SIAP): Pilots are required to lock the vehicle access gates not later than the final approach fix (FAF) inbound.

For other SIAPs to Rwy 9, all VFR operations and Rwy 27 departures: It is recommended that pilots lock the vehicle access gates in sufficient time to block vehicle access to the runway prior to aircraft operations on Rwy 09-27.



Procedures for Operations at Unalaska Airport

******DANGER****** There is a road crossing the approach of RWY 30. Warning System and Gates must be activated. The gates are controlled by Pilot Controlled Lighting (PCL) on frequency 122.6 (CTAF). This frequency controls the REILS, MIRLS, and the gates.

TWO WAY RADIO COMMUNICATIONS ARE STRONGLY RECOMMENDED FOR ALL AIRCRAFT OPERATING AT UNALASKA AIRPORT.

For all departures and arrivals the pilot can turn on the runway lighting with 7 'clicks' on the microphone on frequency 122.6. This action will 1) Turn on the flashing red stop lights on either side of the runway 30 approach, 2) Turn on the MIRLS at high level, 3) Activate the REILS, and 4) Lower the three gates depicted on the adjoining graphic. **Warning:** Once the system is on, 3 'clicks' on the microphone will deactivate it. So, do not lower the intensity of the runway lights, unless safety of flight dictates.

****If the REILS are not flashing, the gates and warning system are not active.****

Prior to arrival, pilots are recommended to contact a company that performs ground handling operations at the airport. When the service is available, these companies will have a 'Mobile One' operator designated to physically place a vehicle and driver with an aircraft radio close to the approach end of RWY 30. 'Mobile One' will monitor CTAF and advise the aircraft that the gates have lowered, that there are no vehicles on the road inside the gates, and that it is safe to land.

Once you land or depart, please turn off the REILS and open the gates by 3 'clicks' of the mic on 122.6. Using 3 'clicks' on the microphone will deactivate the warning system.

WARNING: If vehicular traffic is on the road at the approach end of RWY 30, flying the VASI does NOT ensure vehicle clearance as you pass over the road.

Comments about these operations may be directed to:

Unalaska Airport Manager
P.O. Box 920565
Dutch Harbor, AK 99692
(907) 581-1786

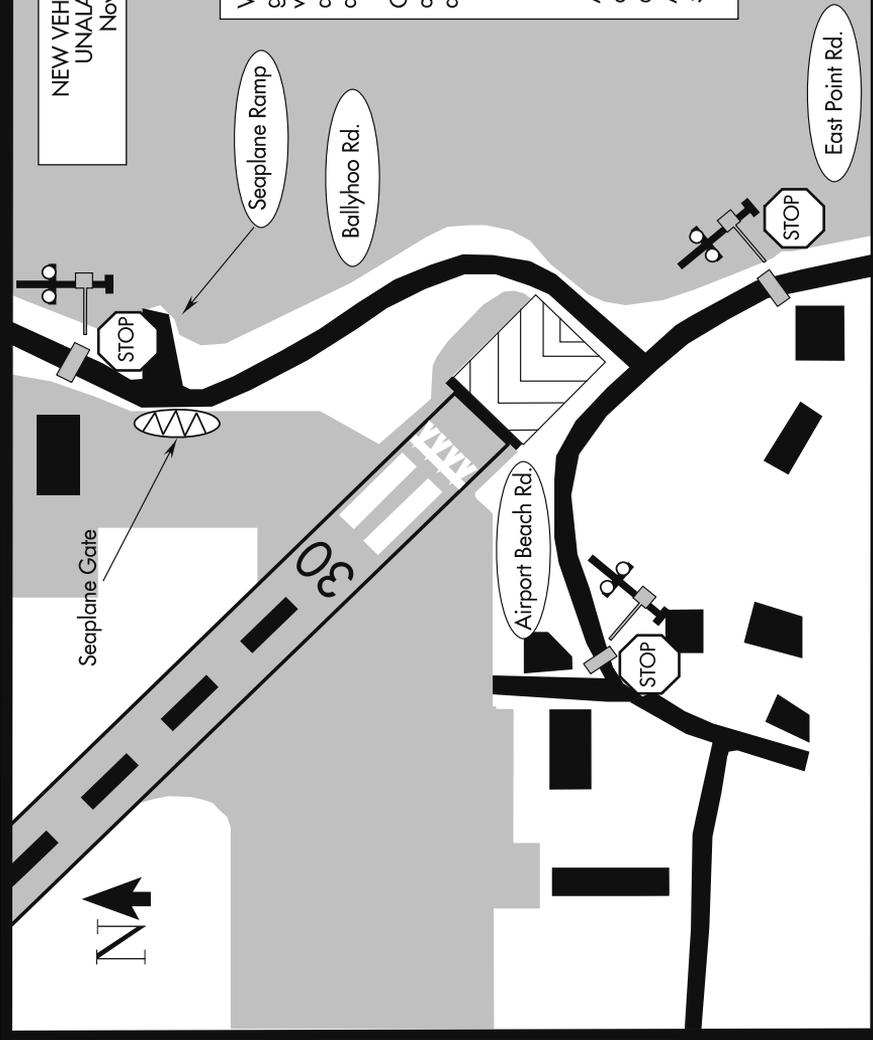
**NEW VEHICLE TRAFFIC PATTERN
UNALASKA RUNWAY 30
November 1, 2008**

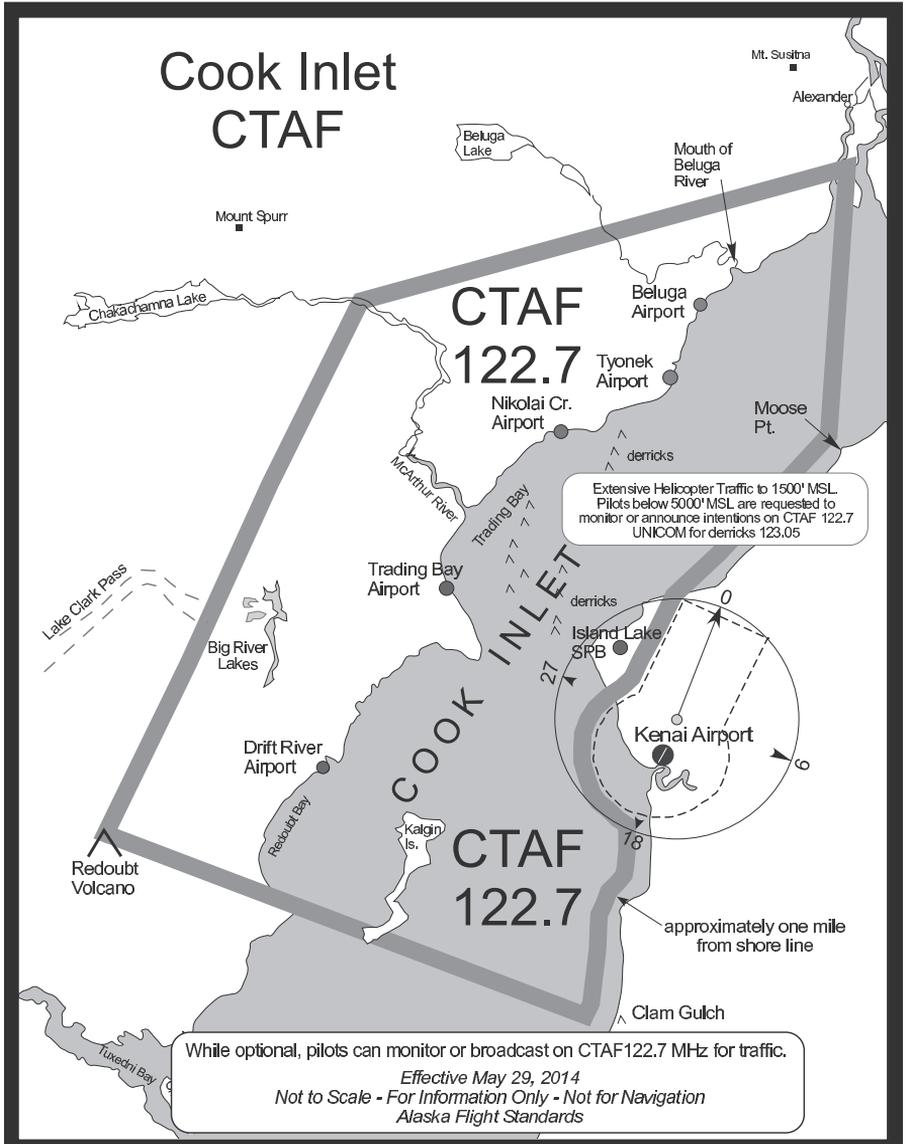
Vehicles approaching the gates must heed the runway warning system. If the lights are flashing and/or the gates are lowering, prepare to stop.

Gates and lights are controlled by the approaching aircraft.

DO NOT ATTEMPT TO 'BEAT' THE GATE!

Any problems, questions, or complaints should be addressed to the Unalaska Airport Manager at (907) 581-1876.





Standard North Slope Oilfield Aviation Operations

1. Monitor the appropriate Common Traffic Advisory Frequency at or below 2,000 feet for receiving and transmitting concise traffic advisories. Operational messages should be kept to a bare minimum or else transmitted on another frequency. CTAF for Kuparuk-Alpine- Nuiqsut is 122.8; 122.85 for Prudhoe-West Dock-North Star Corridor; 122.9 for Badami and Kavik.
2. Make position reports within five (5) miles of Kuparuk, Alpine, North Star, and West Dock Helipad.
3. Position reports should include azimuth, distance from an identified location, altitude, and direction of flight.
4. All aircraft, including helicopters, will operate with landing lights on, when at or below 2,000 feet.
5. Helicopters arriving and departing Kuparuk and Alpine will avoid the approach ends of runways by transiting the airport area via an arrival or departure fix as depicted on the North Slope graphics.
6. Fixed-wing aircraft flying the Kuparuk -Alpine corridor will fly offset one and a half (1½) miles to the right of center line until five (5) miles from destination then enter the pattern.
7. Helicopters flying the Kuparuk-Alpine corridor will fly one half mile (1½) offset right of center line until five miles from destination then proceed to helicopter arrival gate and then to the pad so as to avoid the final approach extended centerline of the runway.
8. On departure from Kuparuk or Alpine, announce route and altitude.
9. Aircraft with transponders will operate with them turned on.
10. Avoid overflight of the Helmrick homestead (N 70° 25' 56" W 150° 23' 19" NAD 83).
11. Contracted air service companies will insure that all crew members dispatched to the North Slope are briefed on these procedures.
12. Other operators in the area will be informed of our procedures and encouraged to participate for our mutual safety.

Alaskan Region FAA website at <http://www.alaska.faa.gov/at>

North Slope Oilfield Aviation Operations Alpine Area Reporting Points

Tam North: 70° 23.1'N, 150° 56.5'W

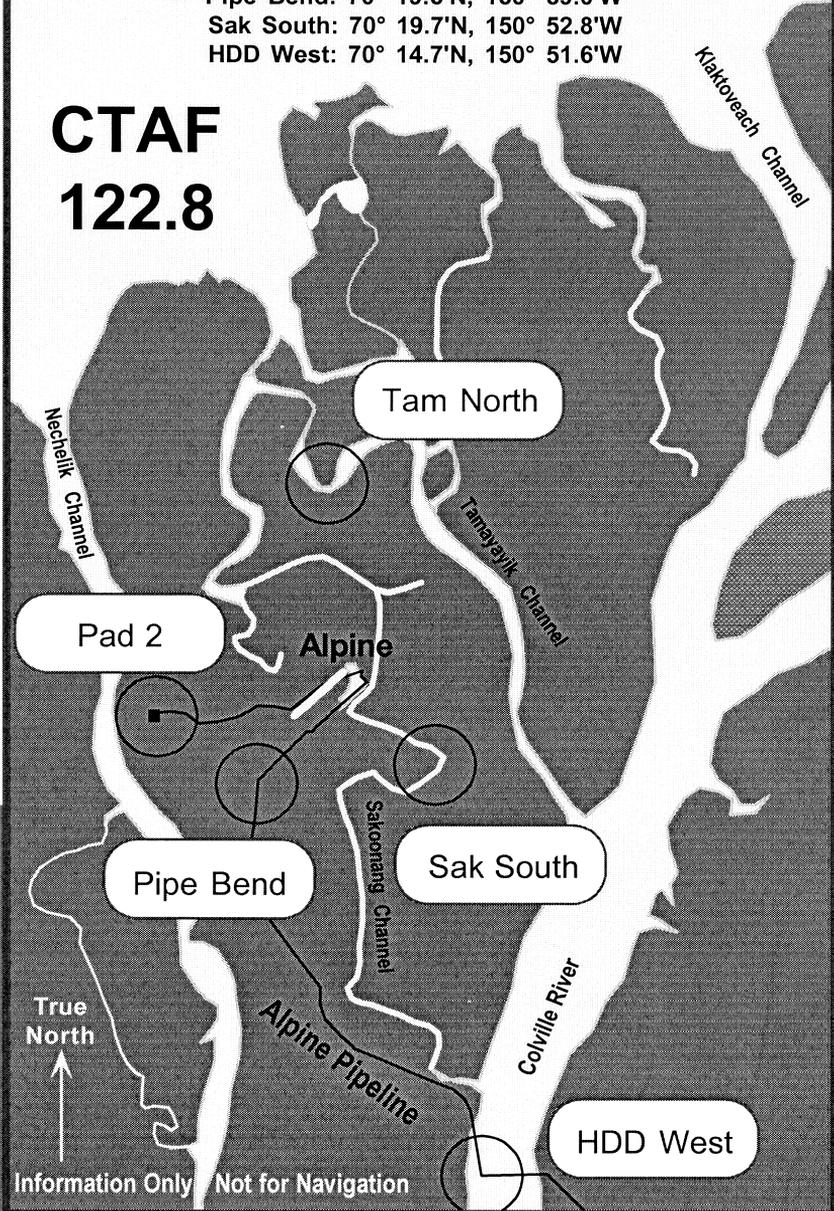
Pad 2: 70° 20.3'N, 151° 02.7'W

Pipe Bend: 70° 19.5'N, 150° 59.0'W

Sak South: 70° 19.7'N, 150° 52.8'W

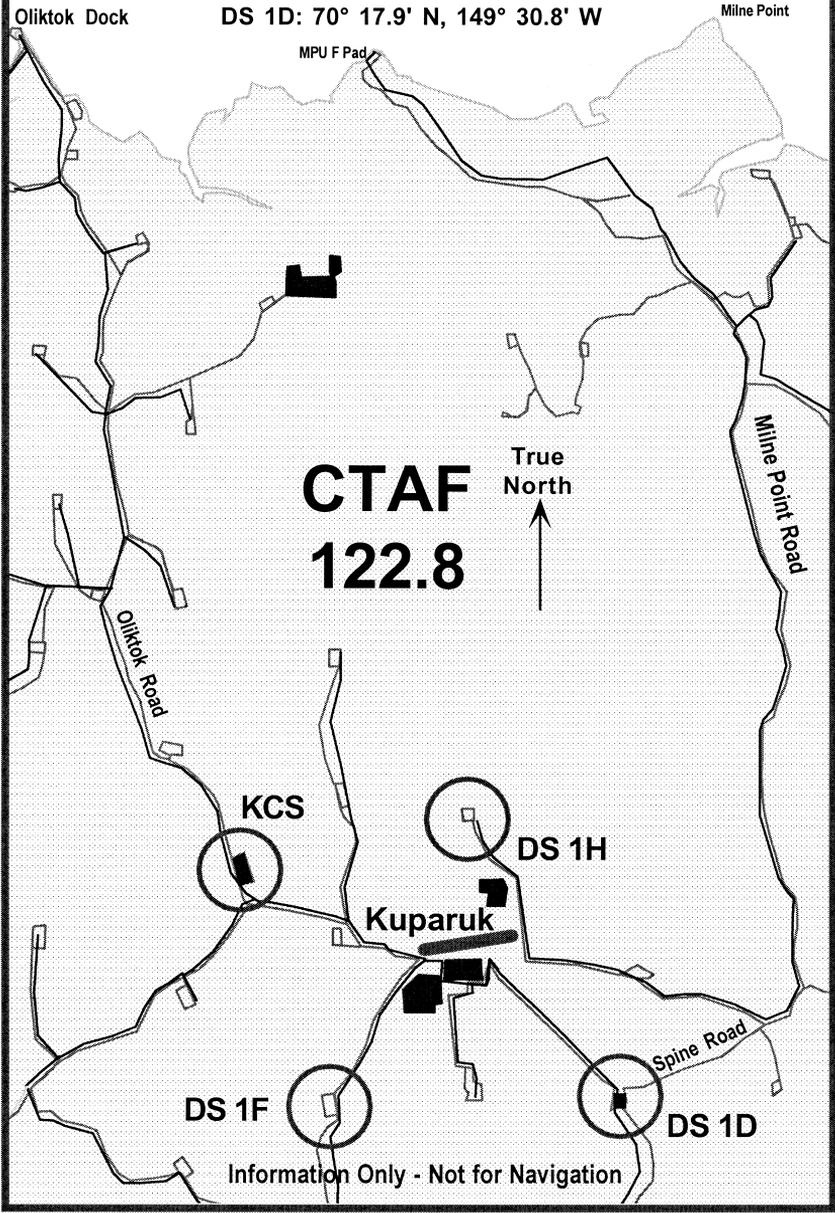
HDD West: 70° 14.7'N, 150° 51.6'W

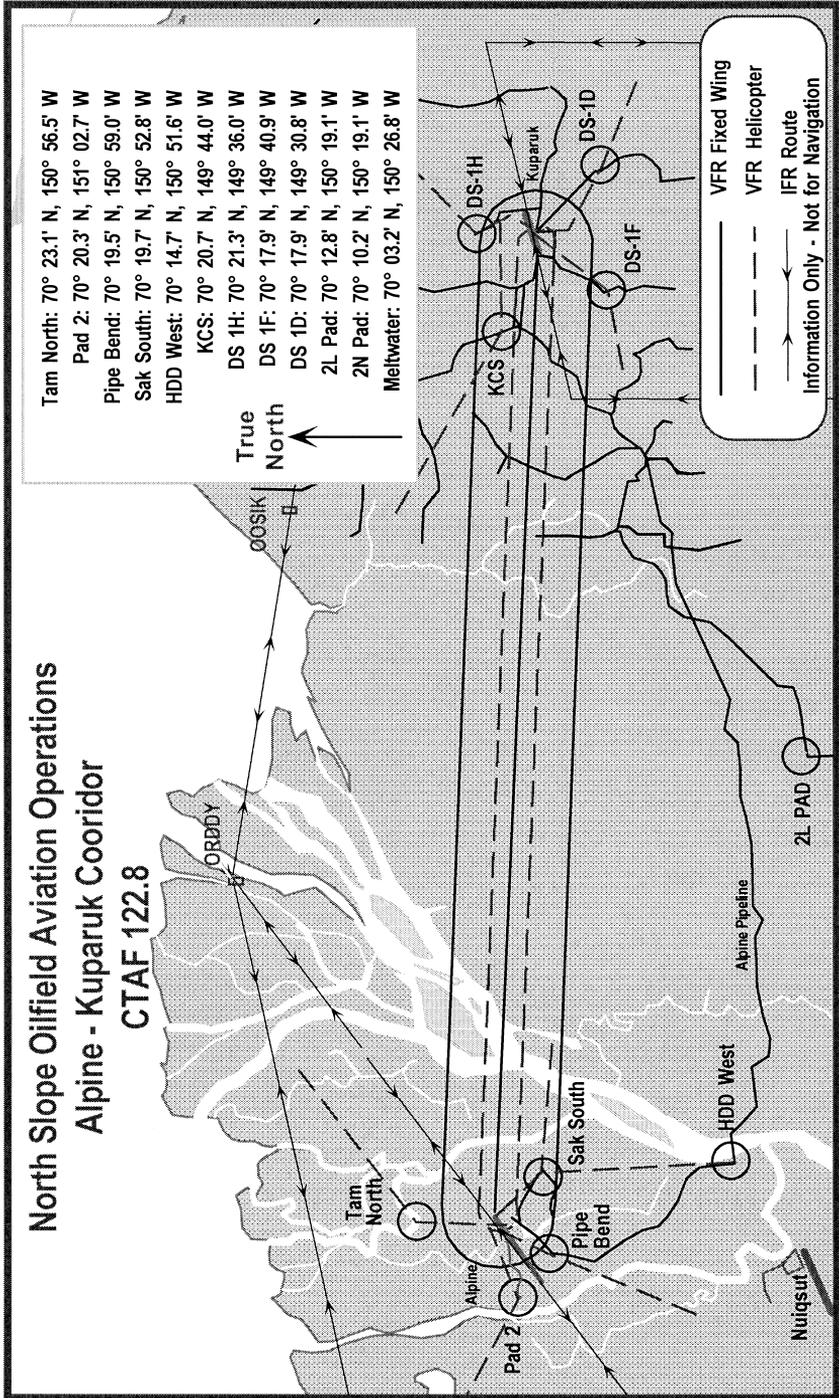
CTAF 122.8

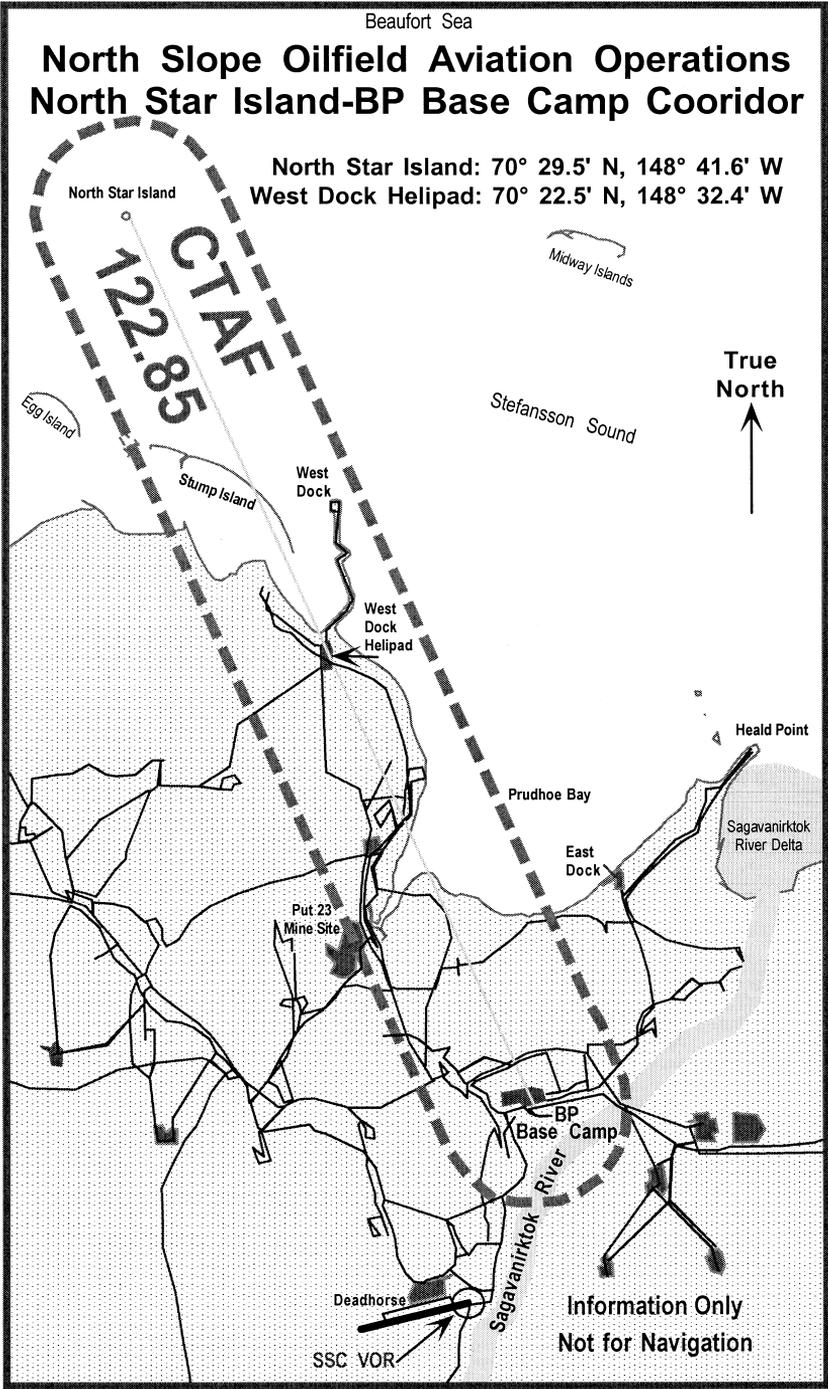


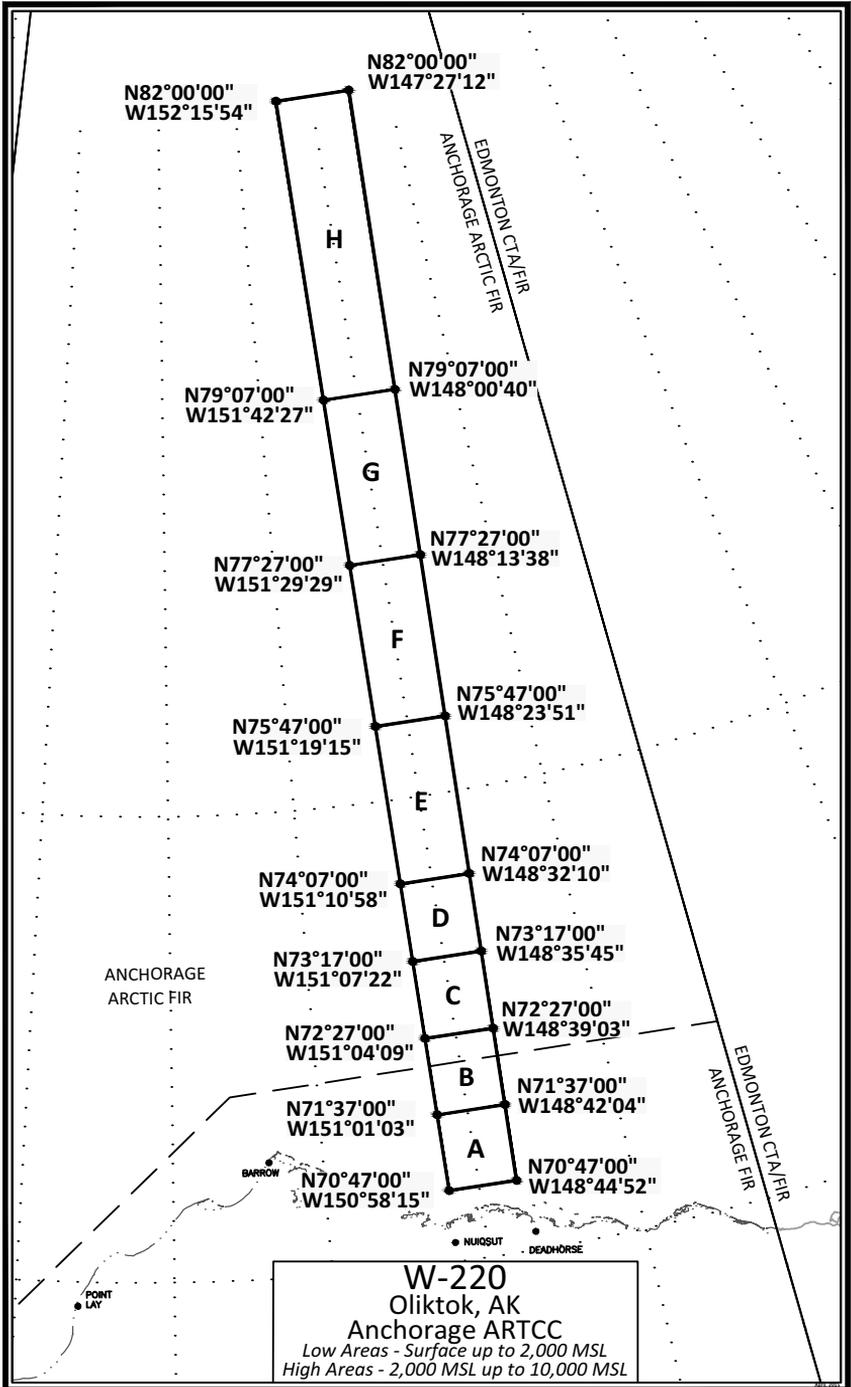
North Slope Oilfield Aviation Operations Kuparuk Area Reporting Points

KCS: 70° 20.7' N, 149° 44.0' W
DS 1H: 70° 21.3' N, 149° 36.0' W
DS 1F: 70° 17.9' N, 149° 40.9' W
DS 1D: 70° 17.9' N, 149° 30.8' W



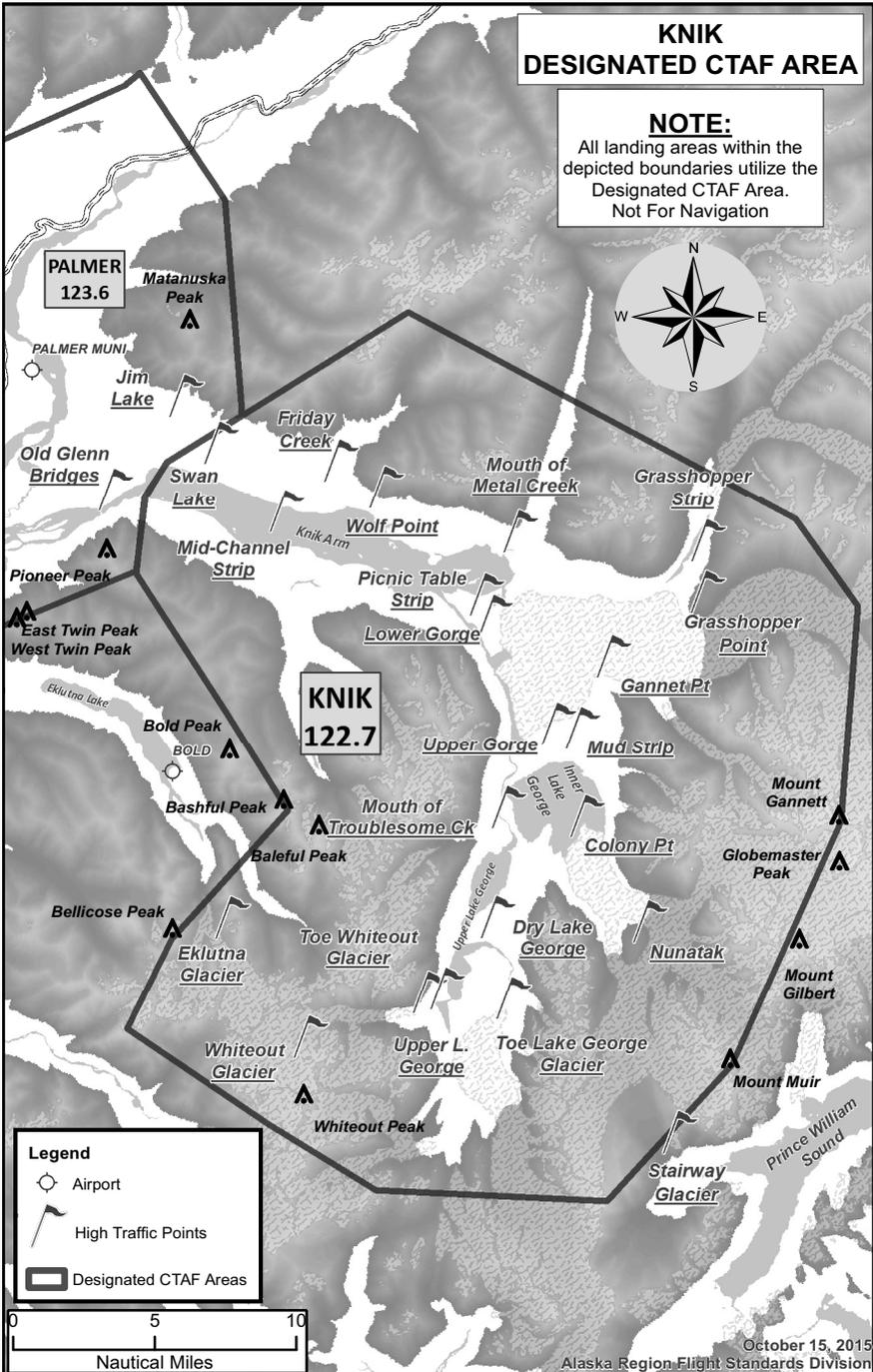




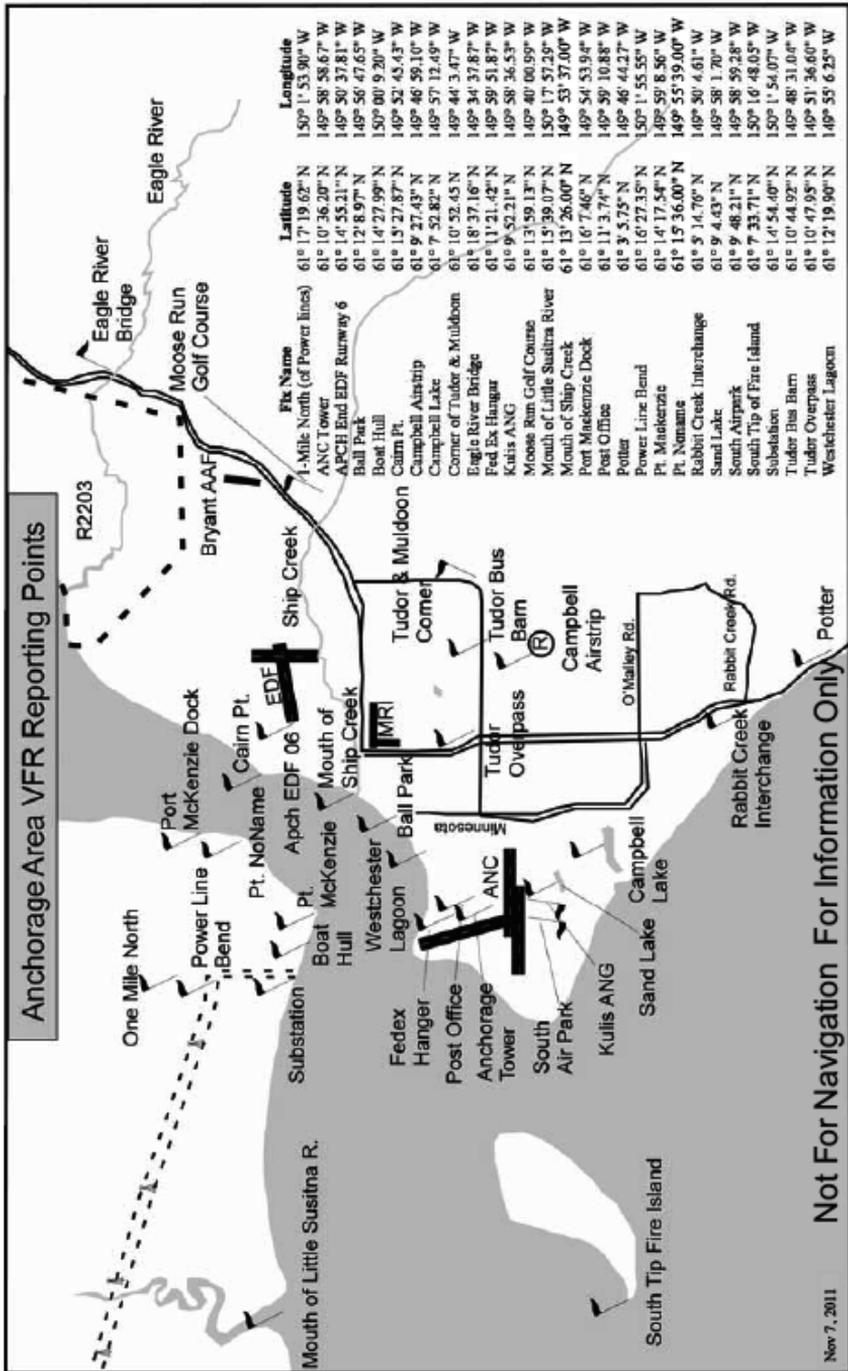


KNIK DESIGNATED CTAF AREA

NOTE:
 All landing areas within the depicted boundaries utilize the Designated CTAF Area.
 Not For Navigation



October 15, 2015
 Alaska Region Flight Standards Division



REGULATORY NOTICES**ANCHORAGE, ALASKA, TERMINAL AREA RULES (see 14 CFR Part 93)****I. General rule: All segments.**

- (a) Each person operating an aircraft to within the Anchorage, Alaska, Terminal Area shall operate that aircraft according to the rules set forth in this section and the International, Lake Hood, Merrill, Elmendorf, Bryant, or Seward segments unless otherwise authorized or required by ATC.
- (b) Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.
- (c) Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.
- (d) Except as provided in Elmendorf segment (d) and (e), Bryant segment (b), and Seward segment (a), (b) and (c), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.
- (e) Except as provided in Merrill segment (d) and Bryant segment (b), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.

II. General rules: International segment.

- (a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,600 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.

III. General rules; Lake Hood segment.

- (a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 600 feet MSL until maneuvering for a safe landing requires further descent.

IV. General rules: Merrill segment.

- (a) No person may operate an aircraft at an altitude between 600 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane at a speed of more than 105 knots within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.
- (d) Whenever the Merrill ATCT is not operating, each person operating an aircraft either in that portion of the Merrill segment north of midchannel of Knik Arm, or in the Seward Highway segment at or below 1200 feet MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.

V. General rules: Elmendorf segment.

- (a) Each person operating a turbine-powered aircraft within this segment shall operate that aircraft at an altitude of at least 1,700 feet MSL until maneuvering for a safe landing requires further descent.
- (b) Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within this segment shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane (other than turbine-powered aircraft) at a speed of 105 knots or less within the segment shall operate that airplane at an altitude of at least 800 feet MSL until maneuvering for a safe landing requires further descent.
- (d) A person landing or departing from Elmendorf AFB; may operate that aircraft at an altitude between 1,500 feet MSL and 1,700 feet MSL within that portion of the International and Lake Hood segments lying north of the midchannel of Knik Arm.
- (e) A person landing or departing from Elmendorf AFB, may operate that aircraft at an altitude between 900 feet MSL and 1,700 feet MSL within that portion of the Merrill segment lying north of the midchannel of Knik Arm.
- (f) A person operating in VFR conditions, at or below 600 feet MSL, north of a line beginning at the intersection of Farrell Road and the long. 149°43' 08"W.; thence west along Farrell Road to the east end of Sixmile Lake; thence west along a line bearing on the middle of Lake Lorraine to the northwest bank of Knik Arm; is not required to establish two-way radio communications with ATC.

VI. General rules: Bryant segment.

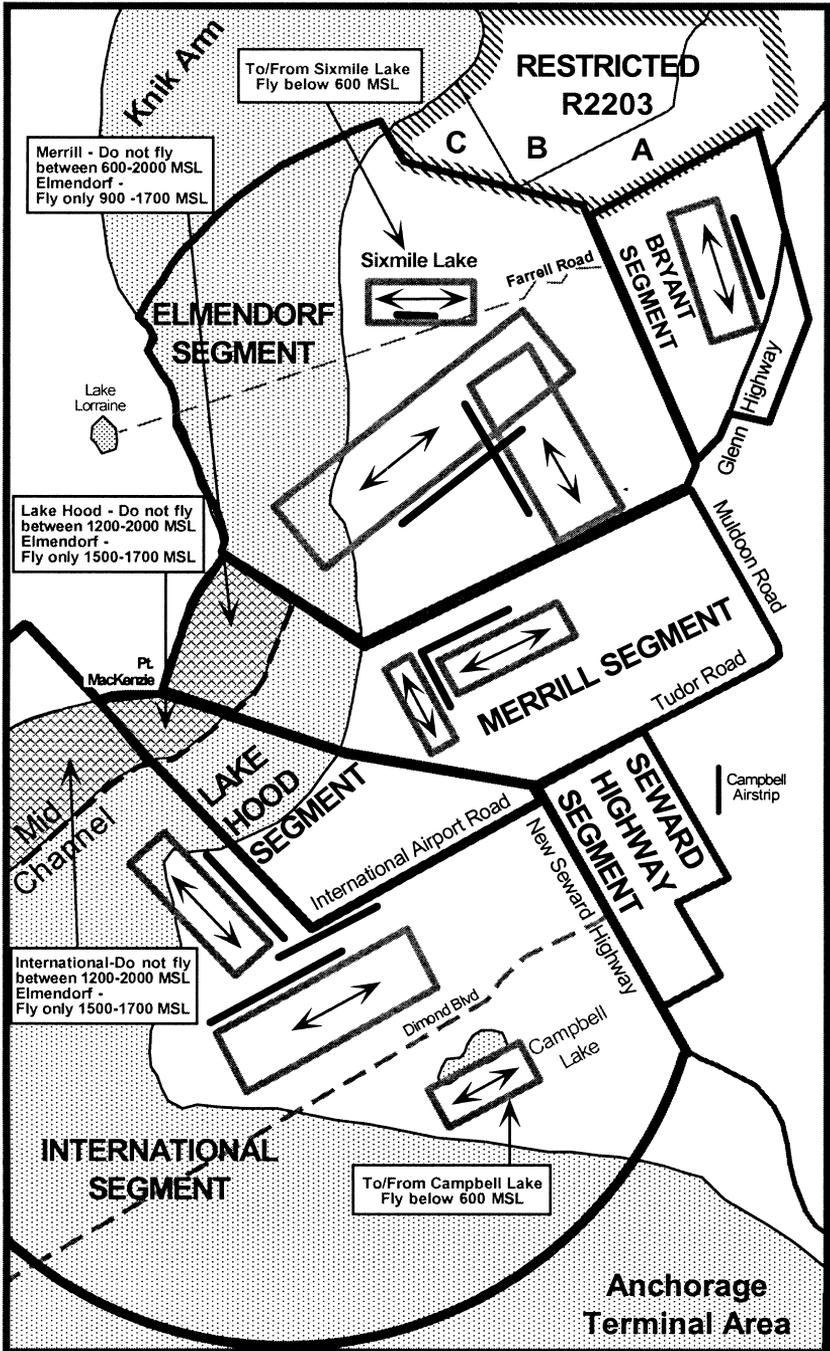
- (a) Each person operating an airplane to or from the Bryant Airport shall conform to the flow of traffic shown on the appropriate aeronautical charts, and while in the traffic pattern, shall operate that airplane at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.
- (b) Each person operating an aircraft within the Bryant segment should self-announce intentions on the Bryant Airport CTAF.

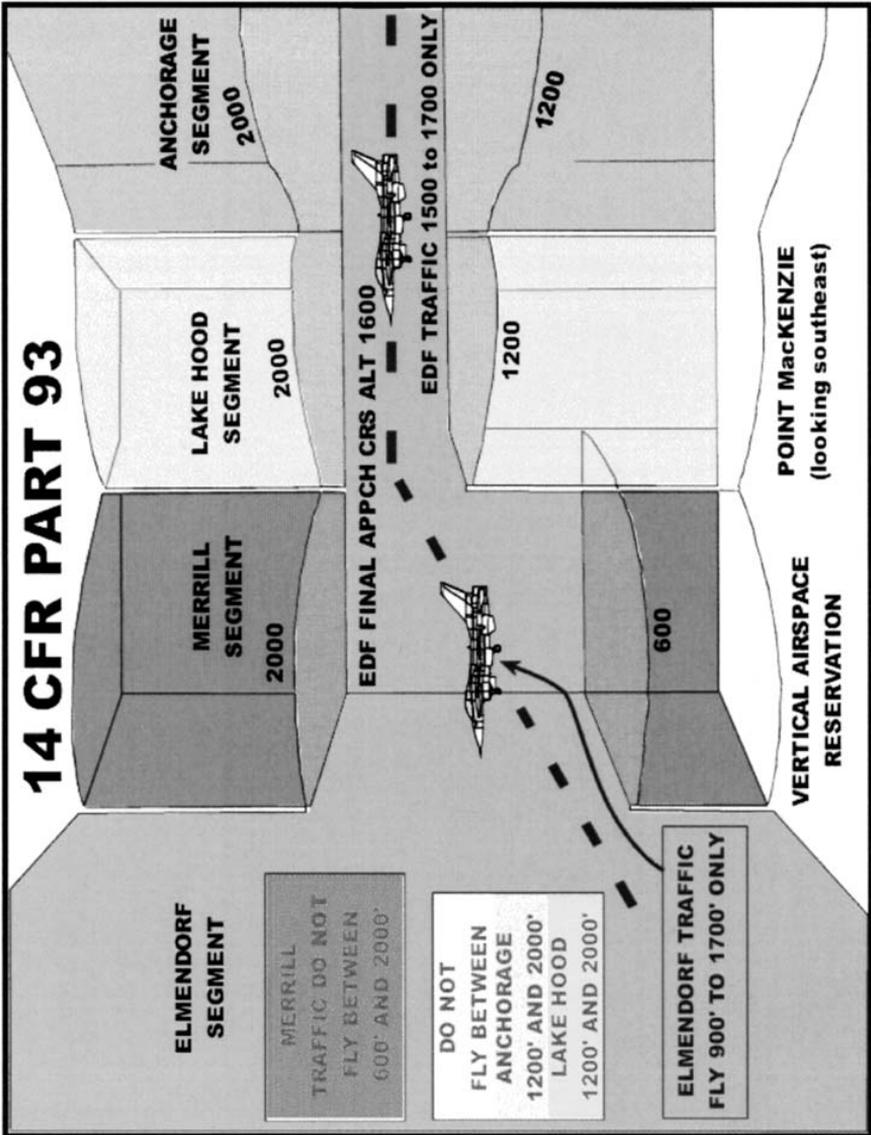
VII. General rules: Seward Highway segment.

- (a) Each person operating an airplane in the Seward Highway segment shall operate that airplane at an altitude of at least 1,000 feet MSL unless maneuvering for a safe landing requires further descent.
- (b) Each person operating an aircraft at or below 1,200 feet MSL that will transition to or from the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward Highway segment. All other persons operating an airplane at or below 1,200 feet MSL in this segment shall contact Anchorage Approach Control.
- (c) At all times, each person operating an aircraft above 1,200 MSL shall contact Anchorage Approach Control prior to entering the Seward Highway segment.

VIII. Special requirements, Lake Campbell and Sixmile Lake Airports.

- (a) Each person operating an aircraft to or from Lake Campbell or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.





KETCHIKAN INTERNATIONAL AIRPORT SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS (14 CFR Part 93)

Airspace

Special air traffic rules and communication requirements are in effect for persons operating aircraft under Visual Flight Rules (VFR), to, from, or in the vicinity of the Ketchikan International Airport or Ketchikan Harbor. These procedures are in effect below 3,000 feet MSL with the perimeter defined as the Ketchikan Class E surface area regardless of whether the Class E surface area is in effect.

Communications

When the Ketchikan Flight Service Station (FSS) is in operation, no person may operate an aircraft within the airspace specified above, or taxi onto the runway at Ketchikan International Airport, unless that person has established two-way radio communications with the Ketchikan FSS for the purpose of receiving traffic advisories and continues to monitor the advisory frequency at all times while operating within the specified airspace.

When the Ketchikan FSS is not in operation, each pilot must continuously monitor and communicate, as appropriate, on the designated common traffic advisory frequency (CTAF) as follows:

For inbound flights. Announce position and intentions when no less than 10 miles from Ketchikan International Airport, and monitor the designated frequency until clear of the movement area on the airport or Ketchikan Harbor.

For departing flights. Announce position and intentions prior to taxiing onto the active runway on the airport or onto the movement area of Ketchikan Harbor and monitor the designated frequency until outside the airspace described above, and announce position and intentions upon departing that airspace.

If two-way radio communications failure occurs in flight, a person may operate the aircraft to a landing.

Aircraft Operation

When a pilot receives an advisory from the Ketchikan FSS that an aircraft is on final approach to the Ketchikan International Airport, that pilot must remain clear of the runway until the approaching aircraft has landed and has cleared the runway. Unless otherwise authorized by ATC, each person operating a large airplane or a turbine engine powered airplane shall—(1) When approaching to land at the Ketchikan International Airport, maintain an altitude of at least 900 feet MSL until within three miles of the airport; and (2) After takeoff from the International Airport, maintain runway heading until reaching an altitude of 900 feet MSL.

Recommended VFR Arrival and Departure Procedures and Traffic Patterns

Aircraft normally arrive and depart the Ketchikan Class E airspace via the Tongass Narrows. This results in aircraft passing very close in an area with very little maneuvering room. In response to the higher-than-normal risks and to ensure an acceptable margin of aviation safety, special VFR arrival and departure procedures/patterns for floatplanes, helicopters, and single-engine wheeled aircraft are in use for all VFR operations in the Ketchikan and Tongass narrows area. Copies of these procedures and patterns can be obtained from: Ketchikan FSS, 1800 Airport Terminal Building, Ketchikan, AK 99901; Juneau FSS, 9230 Cessna Drive, Juneau, AK 99801, or Sitka FSS, 800 Airport Road, Sitka, AK 99835.

The recommended pattern in use at the Ketchikan Harbor and Airport will be broadcast on the Ketchikan AFIS, 134.45 MHz. If the AFIS is out of service, Ketchikan FSS will provide recommended pattern information on 123.6 MHz.

The Ketchikan Visual Checkpoint Table below is in NAD 83 (formatted in degrees, minutes, seconds) and is to be used with the picture on the next page. Alaskan Region FAA Internet Website located at: <http://www.alaska.faa.gov/at>

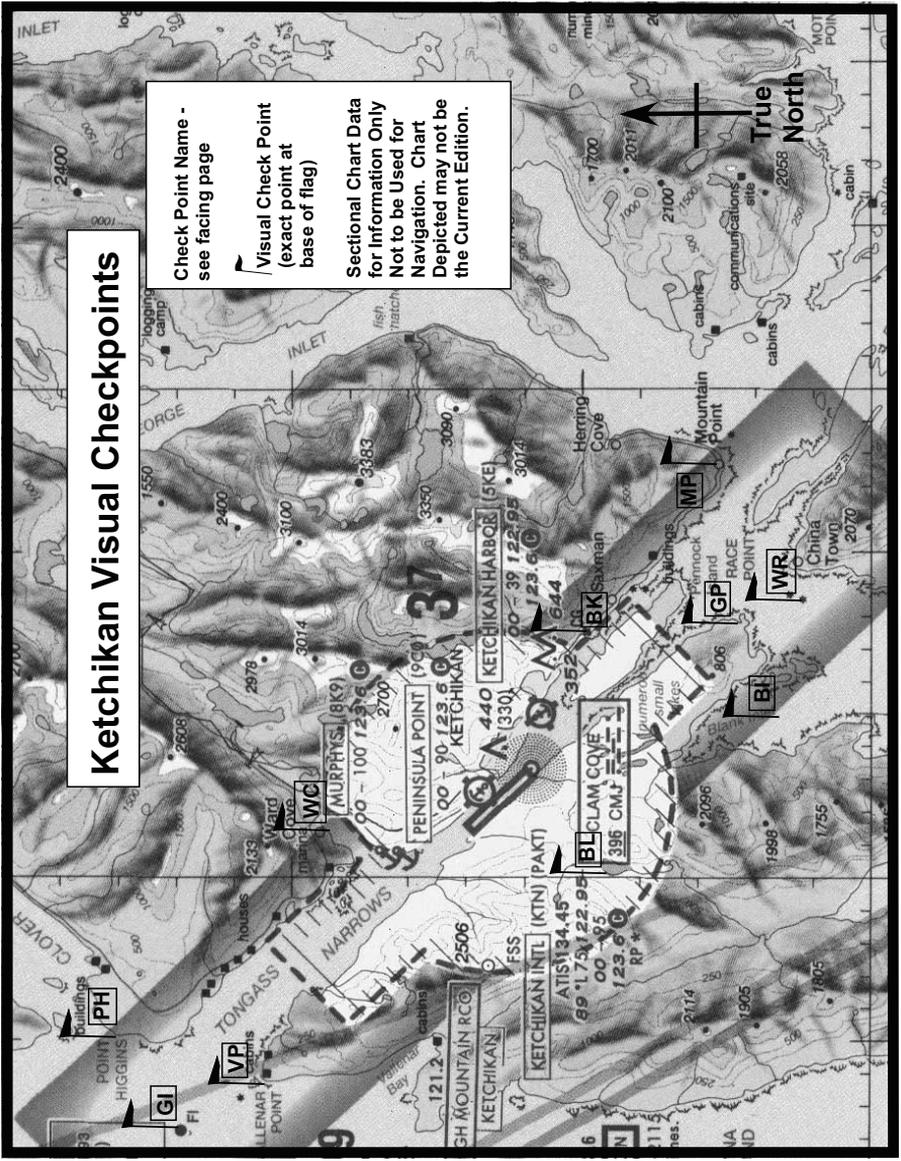
| Code | Checkpoint | NAD 83 | Code | Checkpoint | NAD 83 |
|------|---------------|---------------------------|------|----------------|---------------------------|
| BI | Blank Inlet | N 55°16' 45"W 131°40' 02" | MP | Mountain Point | N 55°17' 33"W 131°32' 23" |
| BK | Base KTN USCG | N 55°19' 54"W 131°37' 32" | PH | Point Higgins | N 55°27' 26"W 131°50' 02" |
| BL | Bostwick Lake | N 55°19' 30"W 131°44' 40" | VP | Vallenar Point | N 55°25' 34"W 131°51' 06" |
| GI | Guard Island | N 55°26' 46"W 131°52' 54" | WC | Ward Cove | N 55°23' 45"W 131°44' 21" |
| GP | Gravina Point | N 55°17' 10"W 131°37' 06" | WR | Walden Rocks | N 55°16' 13"W 131°36' 32" |

Ketchikan Visual Checkpoints

Check Point Name - see facing page

Visual Check Point (exact point at base of flag)

Sectional Chart Data for Information Only Not to be Used for Navigation. Chart Depicted may not be the Current Edition.



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**FSS
TELEPHONE NUMBERS**

Flight Service Station (FSS) facilities process flight plans and provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a contract provider at two large facilities. In Alaska, FSS services are delivered through a network of three hub facilities and 14 satellite facilities, some of which operate part-time and some are seasonal. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

Further information can be found in the Aeronautical Information Manual (AIM).

NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings 1-800-WX-BRIEF (1-800-992-7433)

OTHER FSS TELEPHONE NUMBERS

Telephone numbers for individual FSSs in Alaska may be found in the Weather-FAA and NWS Pilot Weather Briefing Numbers section of this directory.

FAA TELEPHONE NUMBERS KEY AIR TRAFFIC FACILITIES

Air Traffic Control System Command Center

Main Number.....540-422-4100

RGNL AIR TRAFFIC DIVISIONS

| REGION | TELEPHONE |
|--------------------|--------------|
| Alaskan | 907-271-5464 |
| Central | 816-329-2500 |
| Eastern | 718-553-4502 |
| Great Lakes | 847-294-7202 |
| New England | 404-305-6200 |
| Northwest Mountain | 425-227-2500 |
| Southern | 404-305-5500 |
| Southwest | 817-222-5500 |
| Western Pacific | 310-725-6500 |

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

| ARTCC NAME | *24 HR RGNL DUTY OFFICE TELEPHONE # | BUSINESS HOURS | BUSINESS TELEPHONE # | **CLEARANCE DELIVERY TELEPHONE # |
|----------------|---|---------------------|-------------------------|--|
| Albuquerque | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 505-856-4300 | 505-856-4561 |
| Anchorage | 907-271-5936 | 7:30 a.m.-4:00 p.m. | 907-269-1137 | |
| Atlanta | 404-305-5180 | 7:30 a.m.-5:00 p.m. | 770-210-7601 | 770-210-7692 |
| Boston | 404-305-5156 | 7:30 a.m.-4:00 p.m. | 603-879-6633 | 603-879-6859 |
| Chicago | 817-222-5006 | 8:00 a.m.-4:00 p.m. | 630-906-8221 | 630-906-8921 |
| Cleveland | 817-222-5006 | 8:00 a.m.-4:00 p.m. | 440-774-0310 | 440-774-0490 |
| Denver | 425-227-1389 | 7:30 a.m.-4:00 p.m. | 303-651-4100 | 303-651-4257 |
| Ft. Worth | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 817-858-7500 | 817-858-7584 |
| Honolulu | 310-725-3300 | 7:30 a.m.-4:00 p.m. | 808-840-6100 | 808-840-6201 |
| Houston | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 281-230-5300 | 281-230-5622 |
| Indianapolis | 817-222-5006 | 8:00 a.m.-4:00 p.m. | 317-247-2231 | 317-247-2411 |
| Jacksonville | 404-305-5180 | 8:00 a.m.-4:30 p.m. | 904-549-1501 | 904-845-1592 |
| Kansas City | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 913-254-8500 | 913-254-8508 |
| Los Angeles | 661-265-8200 | 7:30 a.m.-4:00 p.m. | 661-265-8200 | 661-575-2079 |
| Memphis | 404-305-5180 | 7:30 a.m.-4:00 p.m. | 901-368-8103 | 901-368-8453 |
| Miami | 404-305-5180 | 7:00 a.m.-3:30 p.m. | 305-716-1500 | 305-716-1731 |
| Minneapolis | 817-222-5006 | 8:00 a.m.-4:00 p.m. | 651-463-5580 | 651-463-5588 |
| New York | 718-995-5426 | 8:00 a.m.-4:40 p.m. | 631-468-1001 | 631-468-1425 |
| Oakland | 310-725-3300 | 6:30 a.m.-3:00 p.m. | 510-745-3331 | 510-745-3380 |
| Salt Lake City | 425-227-1389 | 7:30 a.m.-4:00 p.m. | 801-320-2500 | 801-320-2568 |
| San Juan | 404-305-5180 | 7:30 a.m.-4:00 p.m. | 787-253-8663 | 787-253-8664 |
| Seattle | 425-227-1389 | 7:30 a.m.-4:00 p.m. | 253-351-3500 | 253-351-3694 |
| Washington | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 703-771-3401 | 703-771-3587 |

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

**For use when numbers or frequencies are not listed in the airport listing

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

| TRACON NAME | *24 HR RGNL DUTY OFFICE TELEPHONE # | BUSINESS HOURS | BUSINESS TELEPHONE # |
|------------------|---|---------------------|-------------------------|
| Atlanta | 404-305-5180 | 7:00 a.m.-3:30 p.m. | 404-669-1200 |
| Chicago | 817-222-5006 | 8:00 a.m.-4:00 p.m. | 847-608-5509 |
| Dallas-Ft. Worth | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 972-615-2500 |
| Denver | 425-227-1389 | 7:30 a.m.-4:00 p.m. | 303-342-1500 |
| Houston | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 281-230-8400 |
| New York | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 516-683-2901 |
| Northern CA | 310-725-3300 | 7:00 a.m.-3:30 p.m. | 916-366-4001 |
| Potomac | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 540-349-7500 |
| Southern CA | 310-725-3300 | 7:30 a.m.-4:00 p.m. | 858-537-5800 |

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

FAA TELEPHONE NUMBERS KEY AIR TRAFFIC FACILITIES

DAILY NAS REPORTABLE AIRPORTS

| AIRPORT NAME | *24 HR RGNL DUTY OFFICE TELEPHONE # | BUSINESS HOURS | BUSINESS TELEPHONE # |
|--|---|---------------------|-------------------------|
| Albuquerque Intl Sunport, NM | 817-222-5006 | 8:00 a.m.-5:00 p.m. | 505-842-4366 |
| Andrews AFB, MD | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 301-735-2380 |
| Baltimore/Washington Intl Thurgood Marshall, MD | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 410-962-3555 |
| Boston Logan Intl, MA | 404-305-5156 | 7:30 a.m.-4:00 p.m. | 617-455-3100 |
| Bradley Intl, CT | 404-305-5156 | 7:30 a.m.-4:00 p.m. | 203-627-3428 |
| Burbank/Bob Hope, CA | 310-725-3300 | 7:00 a.m.-5:30 p.m. | 818-567-4806 |
| Charlotte Douglas Intl, NC | 404-305-5180 | 8:00 a.m.-4:30 p.m. | 704-344-6487 |
| Chicago Midway, IL | 817-222-5006 | 8:00 a.m.-4:00 p.m. | 773-884-3670 |
| Chicago O'Hare Intl, IL | 817-222-5006 | 8:00 a.m.-4:00 p.m. | 773-601-7600 |
| Cleveland Hopkins Intl, OH | 817-222-5006 | 8:00 a.m.-4:00 p.m. | 216-352-2000 |
| Covington/Cincinnati, OH | 708-294-7401 | 8:00 a.m.-4:30 p.m. | 606-767-1006 |
| Dallas-Ft. Worth Intl, TX | 817-222-5006 | 8:30 a.m.-5:00 p.m. | 972-615-2531 |
| Dayton Cox Intl, OH | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 937-454-7300 |
| Denver Intl, CO | 206-231-2099 | 7:30 a.m.-4:00 p.m. | 303-651-4257 |
| Detroit Metro, MI | 817-222-5006 | 8:00 a.m.-4:00 p.m. | 734-955-5000 |
| Fairbanks Intl, AK | 907-271-5936 | 7:30 a.m.-4:00 p.m. | 907-474-0050 |
| Fort Lauderdale Intl, FL | 404-305-5180 | 7:00 a.m.-3:30 p.m. | 305-356-7932 |
| George Bush Intercontinental/Houston, TX | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 713-230-8400 |
| Hartsfield-Jackson Atlanta Intl, GA | 404-305-5180 | 7:00 a.m.-3:30 p.m. | 404-669-1200 |
| Honolulu Intl, HI | 310-725-3300 | 7:30 a.m.-4:00 p.m. | 808-840-6100 |
| Houston Hobby, TX | 817-222-5006 | 8:00 a.m.-5:00 p.m. | 713-847-1400 |
| Indianapolis Intl, IN | 817-222-5006 | 8:00 a.m.-4:00 p.m. | 317-484-6600 |
| Kahului/Maui, HI | 310-725-3300 | 7:30 a.m.-4:00 p.m. | 808-877-0725 |
| Kansas City Intl, MO | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 816-329-2700 |
| Las Vegas McCarran, NV | 310-725-3300 | 7:30 a.m.-4:00 p.m. | 702-262-5978 |
| Los Angeles Intl, CA | 310-725-3300 | 7:00 a.m.-3:30 p.m. | 310-342-4900 |
| Louis Armstrong New Orleans Intl, LA | 817-222-5006 | 7:00 a.m.-4:30 p.m. | 504-471-4300 |
| Memphis Intl, TN | 404-305-5180 | 9:01-322-3350 | 901-322-3350 |
| Miami Intl, FL | 404-305-5180 | 7:00 a.m.-4:00 p.m. | 305-869-5400 |
| Minneapolis/St. Paul, MN | 817-222-5006 | 8:00 a.m.-4:00 p.m. | 612-713-4000 |
| Nashville Intl, TN | 404-305-5180 | 7:00 a.m.-3:30 p.m. | 615-781-5460 |
| New York Kennedy Intl, NY | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 718-656-0335 |
| New York La Guardia, NY | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 718-335-5461 |
| Newark Liberty Intl, NJ | 718-995-5426 | 7:30 a.m.-4:00 p.m. | 973-565-5000 |
| Norman Y. Mineta San Jose Intl, CA | 310-725-3300 | 7:30 a.m.-4:00 p.m. | 408-982-0750 |
| Ontario Intl, CA | 310-725-3300 | 7:30 a.m.-4:00 p.m. | 909-983-7518 |
| Orlando Intl, FL | 404-305-5180 | 7:30 a.m.-5:00 p.m. | 407-850-7000 |
| Philadelphia Intl, PA | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 215-492-4100 |
| Phoenix Sky Harbor Intl, AZ | 310-725-3300 | 7:30 a.m.-4:00 p.m. | 602-379-4226 |
| Pittsburgh Intl, PA | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 412-269-9237 |
| Portland Intl, OR | 425-227-1389 | 7:30 a.m.-4:00 p.m. | 503-493-7500 |
| Raleigh-Durham, NC | 404-305-5180 | 8:00 a.m.-4:30 p.m. | 919-380-3125 |
| Ronald Reagan Washington National, DC | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 703-413-0330 |
| Salt Lake City, UT | 206-231-2099 | 7:30 a.m.-4:00 p.m. | 801-325-9600 |
| San Antonio Intl, TX | 817-222-5006 | 8:00 a.m.-4:30 p.m. | 210-805-5507 |
| San Diego Lindbergh Intl, CA | 310-725-3300 | 8:00 a.m.-4:30 p.m. | 619-299-0677 |
| San Francisco Intl, CA | 310-725-3300 | 7:00 a.m.-3:30 p.m. | 650-876-2883 |
| San Juan Intl, PR | 404-305-5180 | 7:30 a.m.-5:00 p.m. | 787-253-8663 |
| Seattle-Tacoma Intl, WA | 206-231-2099 | 7:30 a.m.-4:00 p.m. | 206-768-2900 |
| St. Louis Lambert, MO | 817-222-5006 | 7:30 a.m.-4:00 p.m. | 314-890-1000 |
| Tampa Intl, FL | 404-305-5180 | 7:30 a.m.-4:00 p.m. | 813-371-7700 |
| Ted Stevens Anchorage Intl, AK | 907-271-5936 | 7:30 a.m.-4:00 p.m. | 907-271-2700 |
| Teterboro, NJ | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 201-288-1889 |
| Washington Dulles Intl, DC | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 571-323-6375 |
| West Palm Beach, FL | 404-305-5180 | 8:00 a.m.-4:30 p.m. | 561-683-1867 |
| Westchester Co, NY | 718-995-5426 | 8:00 a.m.-4:30 p.m. | 914-948-6520 |

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

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FAA AND NWS PILOT WEATHER BRIEFING NUMBERS

| STATION | | AREA CODE | PHONE NUMBER |
|------------|-----|-----------|----------------------------|
| Cold Bay | FSS | 907 | 532-2454 |
| Dillingham | FSS | 907 | 842-5275 |
| Fairbanks | FSS | 907 | 474-0137 or 1-866-248-6516 |
| Barrow | FSS | 907 | 852-2511 |
| Deadhorse | FSS | 907 | 659-2401 |
| Homer | FSS | 907 | 235-8588 |
| Juneau | FSS | 907 | 789-7380 or 1-800-WX-BRIEF |
| Kenai | FSS | 907 | 283-7211 or 1-866-864-1737 |
| Ketchikan | FSS | 907 | 225-9481 |
| Iliamna | FSS | 907 | 571-1240 |
| Kotzebue | FSS | 907 | 442-3310 |
| McGrath | FSS | 907 | 524-3611 |
| Nome | FSS | 907 | 443-2291 |
| Northway | FSS | 907 | 778-2219 |
| Palmer | FSS | 907 | 745-2495 |
| Sitka | FSS | 907 | 966-2221 |
| Talkeetna | FSS | 907 | 733-2277 |

National Weather Service

| | | | |
|-------------------------------|--|-----|----------|
| Anchorage Aviation Forecaster | | 907 | 266-5110 |
| Annette | | 907 | 886-3241 |
| Barrow | | 907 | 852-6484 |
| Bethel | | 907 | 543-2236 |
| Cold Bay | | 907 | 532-2448 |
| Fairbanks WSFO | | 907 | 456-3700 |
| Homer | | 907 | 235-2153 |
| Juneau | | 907 | 790-6824 |
| King Salmon | | 907 | 246-3303 |
| Kodiak | | 907 | 487-2102 |
| Kotzebue | | 907 | 442-3231 |
| McGrath | | 907 | 524-3177 |
| Nome | | 907 | 443-2321 |
| St. Paul | | 907 | 546-2215 |
| Valdez | | 907 | 835-4505 |
| Yakutat | | 907 | 784-3322 |

DOD AUTOMATED WEATHER OBSERVING SYSTEM

| STATION NAME | IDENT | FREQUENCY | TELEPHONE NUMBER | EXTENSION |
|-----------------|-------|-----------|-------------------|-----------|
| Adak NAF | ADK | N/A | 907/592-8062 | |
| Allen AAF | BIG | 135.65 | 907/869-3480 | |
| Cape Lisburne | LUR | N/A | 907/552-9730/9637 | 229 |
| Cape Newenham | EHM | N/A | 907/552-9419/9370 | 8 |
| Cape Romanzof | CZF | N/A | 907/552-2869/2372 | 229 |
| Indian Mountain | UTO | N/A | 907/552-3211/4310 | 229 |
| Ladd AAF① | FBK | 119.275 | | |
| Ladd AAF② | FBK | 118.525 | | |
| Sparrevohn | SVW | N/A | 907/731-900 | 229 |
| Tatalina | TLJ | N/A | 907/552-1106/1040 | 229 |
| Tin City | TNC | N/A | 907/552-4466/9283 | 229 |

① ASOS is associated with R-2205 Yukon Test Range.

② ASOS is associated with R-2211 Blair Lake Range.

NOTE: When the Air Force observer is on duty, the DOD AWOS unit will be disconnected. The telephone number will connect you with the Air Force weather observer.

FAA AUTOMATED WEATHER OBSERVING SYSTEM (AWOS/ASOS)

| STATION NAME | IDENT | FREQUENCY | TELEPHONE NUMBER |
|--------------|-------|-----------|------------------|
| Adak Island | ADK | 134.5 | 907/592-8207 |

| STATION NAME | IDENT | FREQUENCY | TELEPHONE NUMBER |
|---|-------|-----------|------------------|
| AJ Eisenberg | OKH | 132.775 | 360/675-8431 |
| Akhiok | AKK | 118.325 | 907/836-2207 |
| Akutan | 7AK | 129.05 | 907/302-3081 |
| Ambler | AFM | 132.1 | 907/445-2146 |
| Anaktuvuk Pass | AKP | 135.75 | 907/661-3020 |
| Angoon | AGN | 118.325 | 907/788-3120 |
| Aniak | ANI | 124.3 | 907/675-4282 |
| Anvik | ANV | 133.55 | 907/663-6353 |
| Arctic Village | ARC | 135.75 | 907/587-5654 |
| Arlington Muni, WA | AWO | 135.625 | 360/435-8045 |
| Astoria Rgnl, OR | AST | 135.375 | 503/861-1371 |
| Atka | AKA | 135.55 | 907/839-2292 |
| Atkasuk | ATK | 119.925 | 907/633-2012 |
| Aurora State, OR | UAO | 118.525 | 503/678-3011 |
| Barter Island | BTI | 121.450 | 907/640-2124 |
| Bellingham Intl, WA | BLI | — | 360/671-8688 |
| Bend Muni, OR | BDN | 134.425 | 541/382-1477 |
| Bethel | BET | 135.45 | 907/543-5475 |
| Bettles | BTT | 135.45 | 907/692-5900 |
| Birchwood | BCV | 135.55 | 907/688-0826 |
| Boeing Field/King County Intl, WA | BFI | — | 260/763-6904 |
| Bowerman, WA | HQM | 135.775 | 360/538-7021 |
| Bowers Fld, WA | ELN | 118.375 | 509/925-2040 |
| Bremerton National, WA | PWT | 121.2 | 360/674-2811 |
| Brevig Mission | KTS | 121.55 | 907/642-2166 |
| Bryant AAF | FRN | 134.25 | — |
| Buckland | BVK | 135.15 | 907/494-2180 |
| Burwash, CN | CYBD | 128.7 | — |
| Chehalis-Centralia, WA | CLS | 118.025 | 360/740-5164 |
| Chevak | VAK | 120.625 | 907/858-7600 |
| Chignik | AJC | 135.75 | 907/749-2402 |
| Clarks Point | CLP | 135.55 | 907/868-7311 |
| Cold Bay | CDB | 135.75 | 907/532-2639 |
| Columbia Gorge Rgnl/ The Dalles Muni, OR | DLS | 135.175 | 509/767-1726 |
| Cordova | CDV | 134.8 | 907/424-5900 |
| Corvallis Muni, OR | CVO | 135.775 | 541/754-0081 |
| Deadhorse | SCC | 118.4 | 907/659-2591 |
| Deadhorse | PTZ | 125.125 | 907-685-3590 |
| Deering | DEE | 135.5 | 907/363-2102 |
| Dillingham | DLG | 125.0 | 907/842-2137 |
| Eagle | EAA | 135.55 | 907/547-2351 |
| Edward G Pitka Sr | GAL | 132.525 | 907/446-3835 |
| Egegik | EII | 135.65 | 907/233-2288 |
| Elim | ELI | 121.425 | 907/890-2014 |
| Emmonak | ENM | 135.35 | 907/949-1014 |
| Eureka | AZK | 134.95 | 907/822-3011 |
| Fairbanks Intl | FAI | 124.4 | 907/474-8036 |
| Fairbanks/LADD AAF | FBK | 119.275 | 907/353-7940 |
| Florence Muni, OR | 6S2 | 118.225 | 541/997-8664 |
| Fort Yukon | FYU | 125.8 | 907/662-2337 |
| Friday Harbor, WA | FHR | 135.675 | 360/378-8491 |
| Gambell | GAM | 125.9 | 907/985-5733 |
| Golovin | GLV | 135.75 | 907/779-2228 |
| Gulkana | GKN | 134.85 | 907/822-3707 |
| Gustavus | GST | 125.9 | 907/697-2447 |
| Haines | HNS | 135.7 | 907/766-2519 |
| Holy Cross | HCA | 118.325 | 907/476-7231 |
| Homer | HOM | 135.65 | 907/235-3603 |

| STATION NAME | IDENT | FREQUENCY | TELEPHONE NUMBER |
|---------------------------|-------|-----------|------------------|
| Hoonah | HNH | 132.05 | 907/945-3687 |
| Hooper Bay | HPB | 135.1 | 907/758-4211 |
| Huslia | HLA | 135.75 | 907/829-2282 |
| Hydaburg | HYG | 135.65 | 907/285-3888 |
| Iguigig | IGG | 119.925 | 907/533-3350 |
| Iliamna | ILI | 134.95 | 907/571-1483 |
| Juneau | JNU | — | 907/789-1243 |
| Kake | AFE | 135.25 | 907/785-3124 |
| Kalskag | KLG | 119.025 | 907/471-2434 |
| Kaltag | KAL | 135.25 | 907/534-2272 |
| Ken Jerstedt Airfield, OR | 4S2 | 134.375 | 541/386-2386 |
| Kenai Muni | ENA | 133.35 | 907/283-6513 |
| Ketchikan Intl | KTN | 134.45 | 907/247-8801 |
| Kiana | IAN | 119.025 | 907/475-2004 |
| King Cove | KVC | 118.325 | 907/497-4279 |
| King Salmon | AKN | 128.8 | 907/246-7506 |
| Kipnuk | IKK | 118.325 | 907/869-5510 |
| Kivalina | KVL | 135.8 | 907/645-2160 |
| Klawock | AKW | 135.45 | 907/755-2641 |
| Kodiak | ADQ | — | 907/487-2442 |
| Koliganek | JZZ | 118.525 | 907/596-3302 |
| Koyuk Alfred Adams | KKA | 134.95 | 907/963-4000 |
| Kwethluk | KWT | 120.000 | 907/868-7313 |
| Lake Hood | LHD | — | 907/245-5432 |
| Lexington, OR | 9S9 | 134.475 | 541/989-8557 |
| Mahlon Sweet Fld, OR | EUG | — | 541/461-3114 |
| Manokotak | MBA | 120.625 | 907/289-2018 |
| Marshall Don Hunter Sr. | MDM | 119.675 | 907/679-6500 |
| McGrath | MCG | 135.65 | 907/524-3850 |
| McKinley National Park | INR | 135.75 | 907/683-1673 |
| McMinnville Muni, OR | MMV | 135.675 | 503/434-9153 |
| McNary Fld, OR | SLE | — | 503/371-1062 |
| Mekoryuk | MYU | 123.9 | 907/827-8135 |
| Merrill Fld | MRI | 124.25 | 907/271-5277 |
| Metlakatla | MTM | 135.55 | 907/886-7989 |
| Middleton Island | MDO | 135.725 | 907/424-7635 |
| Minchumina | MHM | 135.55 | 907/674-3315 |
| Mountain Village | MOU | 118.350 | 907/591-2511 |
| Napakiaik | WNA | 121.425 | 907/868-7317 |
| Nelson Lagoon | OUL | 119.025 | 907/989-2227 |
| Nenana | ENN | 125.2 | 907/832-5689 |
| New Stuyahok | KNW | 120.275 | 907/693-3086 |
| Newport Muni, OR | ONP | 133.9 | 541/867-4175 |
| Nikolai | FSP | 118.325 | 907/293-2002 |
| Noatak | WTK | 135.75 | 907-485-2203 |
| Nome | OME | 119.925 | 907/443-4818 |
| Noorvik | D76 | 120.0 | 907/636-2010 |
| North Bend Muni, OR | OTH | 135.075 | 541/756-0135 |
| North Slope | SXO | 118.65 | 281/560-8580 |
| Northway | ORT | 135.4 | 907/778-2282 |
| Nuiqsut | AQT | 135.35 | 907/480-5577 |
| Nunapitchuk | 16A | 121.550 | 907/868-7319 |
| Olympia Rgnl, WA | OLM | 135.725 | 360/943-1278 |
| Orcas Island, WA | ORS | 135.425 | 360/376-6045 |
| Palmer Muni | PAQ | 134.75 | 907/746-6675 |
| Pearson Fld, WA | VUO | 135.125 | 360/696-1280 |
| Petersburg | PSG | 125.8 | 907/772-4504 |
| Pilot Point | PNP | 118.375 | 907/837-2406 |
| Platinum | PTU | 118.375 | 907/979-8800 |

| STATION NAME | IDENT | FREQUENCY | TELEPHONE NUMBER |
|-------------------------------------|-------|-----------|------------------|
| Point Hope | PHO | 118.325 | 907/368-2128 |
| Point Lay LRRS | PIZ | 135.65 | 907/833-3112 |
| Portage Visitor Center | POR | 135.45 | 907/783-2626 |
| Port Angeles CGAS, WA | NOW | 118.325 | 360/457-7529 |
| Port Heiden | PTH | 124.4 | 907/837-2278 |
| Port Townsend, WA | OS9 | 119.025 | 360/379-1199 |
| Portland-Hillsboro, OR | HIO | — | 503/640-2984 |
| Portland Intl, OR | PDX | — | 503/284-6771 |
| Portland-Troutdale, OR | TTD | 135.625 | 503/492-7634 |
| Quillayute, WA | UIL | 135.225 | 360/374-9731 |
| Quinhagak | AQH | 121.575 | 907/868-7321 |
| Ralph M Calhoun Mem | TAL | 135.1 | 907/366-7266 |
| Ralph Wien Mem | OTZ | 135.45 | 907/442-2279 |
| Renton Muni, WA | RNT | — | 425/255-6080 |
| Robert (Bob) Curtus Mem | D76 | 120.0 | 907/636-2010 |
| Roberts Fld, OR | RDM | 119.025 | 541/504-8743 |
| Roseburg Rgnl, OR | RBG | 119.025 | 541/673-1483 |
| Ruby | RBV | 118.25 | 907/468-4605 |
| Russian Mission | RSH | 118.375 | 907/584-5521 |
| St George | PBV | 135.45 | 907/859-2700 |
| St. Mary's | KSM | 128.7 | 907/438-2135 |
| St Michael | SMK | 119.275 | 907/923-6480 |
| St Paul Island | SNP | 135.75 | 907/546-2324 |
| Sand Point | SDP | 134.85 | 907/383-5387 |
| Sanderson Fld, WA | SHN | 119.275 | 360/427-3835 |
| Savoonga | SVA | 121.3 | 907/984-6429 |
| Selawik | WLK | 135.65 | 907/484-2107 |
| Scammon Bay | SCM | 118.425 | 907/558-5501 |
| Scappoose Industrial Airpark, OR | SPB | 135.875 | 503/543-6401 |
| Seattle-Tacoma Intl, WA | SEA | — | 206/431-2834 |
| Seldovia | SOV | 135.4 | 907/234-7407 |
| Seward | SWD | 135.2 | 907/224-2440 |
| Shageluk | SHX | 121.575 | 907/868-7376 |
| Shaktolik | 2C7 | 124.175 | 907/955-3896 |
| Shishmaref/New | SHH | 121.1 | 907/649-4011 |
| Shungnak | SHG | 118.25 | 907/437-2024 |
| Sitka | SIT | 135.9 | 907/966-2209 |
| Skagit Rgnl, WA | BVS | 121.125 | 360/757-7767 |
| Skagway | SGY | 135.8 | 907/983-3194 |
| Sleetmute | SLQ | 134.85 | 907/449-4226 |
| Snohomish Co (Paine Fld), WA | PAE | — | 425/355-6192 |
| Soldotna | SXQ | 135.45 | 907/262-8431 |
| South Nanknek | WSN | 121.575 | 907/868-7348 |
| SW Washington Rgnl, WA | KLS | 135.075 | 360/577-1964 |
| Stampede Pass, WA | SMP | 135.275 | 360/886-2758 |
| Tacoma Narrows, WA | TIW | — | 253/858-6507 |
| Talkeetna | TKA | 135.2 | 907/733-1637 |
| Ted Stevens Anchorage Intl | ANC | — | 907/271-5278 |
| Teller | TER | 118.375 | 907/642-2301 |
| Tillamook, OR | TMK | 120 | 503/842-8792 |
| Togiak | TOG | 119.3 | 907/493-5326 |
| Toksook Bay | OOK | 119.275 | 907/427-7004 |
| Unalakleet | UNK | 132.25 | 907/624-3051 |
| Unalaska | DUT | 125.8 | 907/581-2803 |
| Valdez Pioneer Field | VDZ | 118.8 | 907/835-5578 |
| Wainwright | AWI | 132.25 | 907/763-8881 |
| Wales | IWK | 118.525 | 907/664-3907 |
| Wasilla | IYS | 135.25 | 907/373-3801 |
| White Mountain | WMO | 121.45 | 907/638-2103 |

| STATION NAME | IDENT | FREQUENCY | TELEPHONE NUMBER |
|---|-------|-----------|------------------|
| Wiley Post/Will Rogers Mem | BRW | 132.150 | 907/852-3112 |
| William R Fairchild Intl, WA | CLM | 135.175 | 360/457-1070 |
| Wrangell | WRG | 128.5 | 907/874-2458 |
| Yakima Air Terminal/ MC Allister Fld, WA | YKM | — | 509/248-1502 |
| Yakutat | YAK | 135.75 | 907/784-3564 |

SUPPLEMENTAL WEATHER SOURCES

In addition to FAA, NWS, DOD and private certified weather sources there are other private and federal non-certified automated weather reports available. These automated weather sources are not part of the National Airspace System and therefore will not have NOTAMS issued to indicate any unreliable or unusable elements of the device. These weather reports are considered to be "supplemental weather."

There are three NWS Meteorological Automated Weather Systems (MAWS) located near Circle Hot Springs, Healy and Whittier. The MAWS weather reports are available on the NWS Alaska Aviation Weather website or by request through a FAA Pilot Weather Briefer.

There are private AWOS's located in the vicinity of Oliktok:

| NAME | IDENT | FREQUENCY | TELEPHONE NUMBER |
|----------------|-------|-----------|------------------|
| Nikaitchuq Ops | AA38 | 121.275 | 907/685-1481 |
| Spy Island | AA51 | 121.325 | 907/685-1482 |

OPR: FAA, Alaska Flight Services, 907-271-5464

Date: April 2013

FAA AVIATION CAMERA LOCATIONS

FAA aviation cameras are installed throughout the state of Alaska. Images are designated as an FAA supplementary weather product used for enhanced situational awareness. Cameras provide images of sky conditions at or near airports and strategic en route locations via the internet at: <http://avcams.faa.gov>. Images are normally updated every ten minutes to provide near real-time conditions. Images are also stored for viewing historic conditions. FAA aviation camera images should be used in conjunction with other primary weather products, flight service briefings, and in-flight visual observations. You are also encouraged to contact the local flight service station for camera image updates while airborne.

FAA aviation cameras are also depicted on Alaska aeronautical charts. Following is a list of all operational aviation camera locations. The camera site name is depicted in bold type and correlates to the FAA aviation camera website (<http://avcams.faa.gov>). The airports and facilities that the cameras service are depicted in light type.

| CAMERA SITE NAME (in bold type) | LOCATION |
|-----------------------------------|------------------------------|
| Facility Names (in light type) | |
| Akhiok | 56°56.471' N, 154°10.728' W |
| Akhiok | |
| Alitak Seaplane | |
| Akun Island | 54°08.817' N, 165°36.310' W |
| Allakaket | 66°32.965' N, 152°37.779' W |
| Ambler | 67°05.193' N, 157°51.436' W |
| Ambler | |
| Anaktuvuk Pass | 68°08.479' N, 151°43.895' W |
| Anaktuvuk Pass | |
| Anchorage | 61°12.922' N, 149°53.078' W |
| Ted Stevens Anchorage Intl | |
| Alaska Regional Hospital Heliport | |
| Campbell Airstrip | |
| Campbell Lake Seaplane | |
| Flying Crown | |
| Lake Hood Seaplane | |
| Merrill Field | |
| Providence Hospital Heliport | |
| Anchor Point | 59°45.323' N, 151° 46.407' W |
| Anchor River Airpark | |
| Ninilchik | |
| Angoon | 57°29.799' N, 134°34.155' W |
| Angoon Seaplane | |
| Aniak | 61°34.123' N, 159° 32.611' W |
| Aniak | |
| Aniak Seaplane | |
| Chuathbaluk | |
| Anvik | 62°38.905' N, 160°11.073' W |
| Arctic Village | 68°07.098' N, 145°33.960' W |
| Arctic Village | |
| Atkasuk | 70°28.190' N, 157°25.808' W |
| Atkasuk Edward Burnell Sr Mem | |
| Barrow | 71°17.256' N, 156°47.138' W |
| Wiley Post/Will Rogers Mem | |

| CAMERA SITE NAME (in bold type) | LOCATION |
|---------------------------------|-----------------------------|
| Beaver | 66°21.583' N, 147°24.751' W |
| Beaver | |
| Beluga | 61°11.130' N, 151°02.074' W |
| Beluga | |
| Tyonek | |
| Nikolai Creek | |
| Berners Bay | 58°40.798' N, 134°56.427' W |
| en route–Berners Bay | |
| Bethel | 60°46.879' N, 161°53.071' W |
| Bethel | |
| Bethel Seaplane | |
| Hangar Lake Seaplane | |
| Akiak | |
| Akiachak | |
| Akiachak Seaplane | |
| Napaskiak | |
| Napaskiak Seaplane | |
| Napaskiak | |
| Atmautluak | |
| Nunapitchuk | |
| Nunapitchuk Seaplane | |
| Kwethluk | |
| Bettles | 66°55.024' N, 151°30.955' W |
| Bettles | |
| VOR Lake Waterplane Seaplane | |
| Birchwood | 61°24.978' N, 149°30.732' W |
| Birchwood | |
| Bryant AAF | |
| Big Lake | |
| Black Rapids | 63°29.924' N, 145°51.027' W |
| Black Rapids | |
| Bradley Lake | 59°46.63' N, 150°58.344' W |
| en route–Bradley Lake | |
| Buckland | 65°58.646' N, 161°07.752' W |
| Buckland | |
| Candle 2 | |
| Cape Fanshaw | 57°11.126' N, 133°34.417' W |
| Cape Spencer | 58°11.916' N, 136°38.370' W |
| Elfin Cove Seaplane | |
| Cape Yakataga | 60°04.882' N, 142°29.212' W |
| Yakataga | |
| Central | 65°34.224' N, 144°48.986' W |
| Central | |
| Circle Hot Springs | |
| Chalkyitsik | 66°38.968' N, 143°43.646' W |
| Chalkyitsik | |
| Chandalar Shelf | 68°04.590' N, 149°35.148' W |
| Chandalar Shelf | |
| Chefornak | 60°09.515' N, 164°16.206' W |
| Chefornak | |
| Chevak | 61°31.797' N, 165°34.886' W |
| Chevak | |
| Chickaloon | 61°48.435' N, 148°19.954' W |
| en route–Chickaloon | |
| Chignik Bay | 56°18.564' N, 158°22.595' W |
| Chignik | |
| Chignik Bay Seaplane | |
| Chignik Lagoon | |
| Chignik Lagoon | 56°18.605' N, 158°32.344' W |
| Chignik Lake | |
| Chignik Lake | 56°15.303' N, 158°46.019' W |
| Chignik Lake | |
| Chilkat | 59°26.324' N, 136°16.361' W |
| Chistochina | 62°35.678' N, 144°38.946' W |
| Chitna | 61°34.996' N, 144°26.003' W |
| Clarks Point | 58°50.206' N, 158°31.456' W |
| Coffman Cove | 56°00.371' N, 132°48.900' W |
| Cold Bay | 55°12.201' N, 162°42.707' W |
| Cold Bay | |

| CAMERA SITE NAME (in bold type) | LOCATION |
|--|-----------------------------|
| Coldfoot Wiseman | 67°15.351' N, 150°11.649' W |
| Cooper Landing | 60°28.909' N, 149°43.595' W |
| Cordova Cordova Cordova Muni Seaplane Merle K (Mudhole) Smith | 60°29.623' N, 145°28.226' W |
| Craig Craig Seaplane | 55°28.443' N, 133°08.242' W |
| Crooked Creek | 61°52.018' N, 158°07.888' W |
| Deadhorse Deadhorse | 70°14.072' N, 148°22.594' W |
| Deering | 66°04.604' N, 162°43.759' W |
| Delta Junction Delta Junction All West Delta Daves | 64°03.393' N, 145°43.942' W |
| Dillingham Dillingham Aleknagik/New Shannons Pond Seaplane Clarks Point Ekuk Manokotak Aleknagik Mission Lodge | 59°02.643' N, 158°30.710' W |
| Dutch Ballyhoo Unalaska | 53°55.135' N, 166°30.547' W |
| Dutch Haystack Unalaska | 53°52.542' N, 166°32.526' W |
| Dutch NDB Unalaska | 53°54.330' N, 166°32.880' W |
| Eagle Eagle | 64°46.569' N, 141°09.816' W |
| Eaglecrest | 58°15.665' N, 134°30.690' W |
| Edna Bay | 55°56.813' N, 133°40.342' W |
| Eek Eek | 60°12.952' N, 162°00.730' W |
| Egegik Egegik Jensens | 58°12.534' N, 157°22.554' W |
| Eldred Rock | 58°58.274' N, 135°12.247' W |
| Elim Elim Moses Point | 64°37.145' N, 162°16.210' W |
| Emmonak Emmonak Sheldon Point Sheldon Point Seaplane | 62°46.678' N 164°32.141' W |
| Ester Dome Fairbanks Intl Airway Bradley Sky Ranch | 64°52.552' N, 148°04.073' W |
| False Pass False Pass | 54°51.007' N, 163°24.592' W |
| Fort Yukon Fort Yukon | 66°34.428' N, 145°12.888' W |
| Galena Edward G Pitka Sr | 64°44.490' N, 156°56.967' W |
| Gambell | 63°46.529' N, 171°43.799' W |
| Golovin | 64°32.653' N, 163°02.04' W |
| Goodnews Bay Golovin | 59°07.134' N, 161°35.322' W |
| Grave Point Taku Harbor | 58°03.735' N, 134°03.058' W |

| CAMERA SITE NAME (in bold type) | LOCATION |
|---|-----------------------------|
| Grayling | 62°54.392 'N, 160°03.800 'W |
| Gulkana | 62°09.323 'N, 145°27.579 'W |
| Gulkana Copper Center | |
| Gustavus | 58°25.515 'N, 135°42.386 'W |
| Gustavus Bartlett Cove Seaplane Excursion Inlet Seaplane | |
| Gustavus Dock | 58°23.404 'N, 135°43.783 'W |
| Haines | 59°13.095 'N, 135°25.974 'W |
| Haines Haines Seaplane | |
| Harris River Pass | 55°27.514 'N, 132°50.621 'W |
| Hawk Inlet | 58°07.488 'N, 134°45.341 'W |
| en route – Hawk Inlet | |
| Holy Cross | 62°11.431 'N, 159°46.484 'W |
| Holy Cross | |
| Homer | 59°38.855 'N, 151°31.728 'W |
| Homer Homer–Beluga Lake Seaplane Seldovia Seldovia Seaplane Jackolof Bay Kasitsna Oyster Cove | |
| Honolulu | 63°05.843 'N, 149°30.151 'W |
| en route – Honolulu | |
| Hoonah | 58°05.825 'N, 135°24.869 'W |
| Hoonah Hoonah Seaplane | |
| Hooper Bay | 61°31.661 'N, 166°06.79 'W |
| Hooper Bay | |
| Huslia | 65°41.925 'N, 156°21.218 'W |
| Huslia | |
| Hydaburg | 55°12.145 'N, 132°49.495 'W |
| Hydaburg Seaplane | |
| Hyder | 55°54.708 'N, 130°01.125 'W |
| Hyder Seaplane Stewart (BC) | |
| Igiugig | 59°19.552 'N, 155°53.823 'W |
| Igiugig Big Mountain | |
| Iliamna | 59°45.294 'N, 154°54.448 'W |
| Iliamna Kokhanok Nondalton | |
| Isabel Pass | 63°14.287 'N, 145°38.925 'W |
| Paxson | |
| Isabel Pass South | 63°02.012 'N, 145°29.858 'W |
| Johnstone Point | 60°28.933 'N, 146°34.593 'W |
| Johnstone Point | |
| Johnstone Point VOR | 60°28.842 'N, 146°35.970 'W |
| Johnstone Point | |
| Keke | 56°58.356 'N 133°56.719 'W |
| Keke Keke Seaplane | |
| Kalskag | 61°32.265 'N, 160°19.962 'W |
| Kalskag | |
| Kaltag | 64°19.247 'N, 158°43.944 'W |
| Kaltag | |
| Karluk | 57°33.749 'N, 154°26.189 'W |
| Kasaan | 55°32.372 'N, 132°24.217 'W |
| Kasaan Seaplane | |
| Kasigluk | 60°52.365 'N, 162°30.653 'W |
| Kasigluk | |

| CAMERA SITE NAME (in bold type) | LOCATION |
|--|----------------------------|
| Ketchikan Ketchikan Ketchikan Intl Ketchikan Harbor Seaplane Murphys Pullout Seaplane Peninsula Point Pullout Seaplane | 55°21.411´N, 131°42.562´W |
| Kiana Kiana | 66°58.41´N, 160°25.759´W |
| King Cove King Cove | 55°06.870´N, 162°16.248´W |
| King Salmon King Salmon King Salmon Seaplane Kvichak (Diamond J) Nakeen Naknek Naknek Seaplane South Naknek | 58°39.89´N, 156°31.46´W |
| Kipnuk Kipnuk | 59°56.105´N, 164°01.983´W |
| Kivalina Kivalina | 67°43.65´N, 164°32.422´W |
| Klawock Klawock Klawock Seaplane | 55°34.8´N, 133° 04.13´W |
| Knik Beaver Lake Seaplane Brockler Lake Seaplane Goose Bay Jones Landing Seaplane Visnaw Lake Seaplane | 61°25.595´N, 150° 04.732´W |
| Knob Ridge Knob Ridge | 63°38.952´N, 144°03.750´W |
| Kodiak Kodiak Kodiak (Lilly Lake) Seaplane Kodiak Muni Trident Basin Seaplane | 57°44.827´N, 152°29.556´W |
| Kokhanok Kokhanok | 59°26.371´N, 154°45.389´W |
| Koliganek Koliganek New Stuyahok Ekwok | 59°43.578´N, 157°16.013´W |
| Kotlik | 63°02.130´N, 163°31.933´W |
| Kotzebue | 66°53.488´N, 162°36.370´W |
| Koyuk Koyuk Alfred Adams | 64°56.132´N, 161°09.767´W |
| Kwethluk | 60°47.567´N, 161°26.333´W |
| Kwigillingok Kwigillingok Keigillingok Seaplane Kongiganak | 59°52.206´N, 163°08.899´W |
| Lake Clark Pass East Lake Clark Pass East | 60°45.816´N, 152°24.714´W |
| Lake Clark Pass RCO Lake Clark Pass East | 60°51.332´N, 152°38.352´W |
| Lake Clark Pass West Wilder/Natwick LLC | 60°22.422´N, 153°53.400´W |
| Larsen Bay Karluk Lake Seaplane Larsen Bay | 57°32.244´N, 153°58.846´W |
| Lena Point Lena Point | 58°23.294´N, 134°45.711´W |
| Level Island Level Island | 56°28.046´N, 133°04.982´W |
| Lime Village | 61°21.293´N, 155°26.144´W |

| CAMERA SITE NAME (in bold type) | LOCATION |
|--|-----------------------------|
| Livengood Livengood Camp | 65°28.361 'N 148°39.817'W |
| Manokotak Manokotak Clarks Point Ekuk Dillingham | 58°56.017 'N, 158°54.173 'W |
| Marshall Marshall Don Hunter SR | 61°52.023 'N, 162°01.999 'W |
| McGrath McGrath McGrath Seaplane Tatalina LRRS Takotna | 62°57.378 'N, 155°36.030 'W |
| McKinley North en route–McKinley North | 63°25.882 'N, 150°18.646 'W |
| McKinley Park Denali McKinley National Park | 63°43.922 'N, 148°54.755 'W |
| McKinley South Songlo Vista | 62°24.35 'N, 150°15.722 'W |
| Mekoryuk Mekoryuk | 60°23.193 'N, 166°11.478 'W |
| Mentasta en route–Mentasta | 62°54.174 'N, 143°40.157 'W |
| Merrill Pass High en route–Merrill Pass | 61°11.178 'N, 153°19.566 'W |
| Merrill Pass Low en route–Merrill Pass | 61°12.000 'N, 153°17.868 'W |
| Metlakatla Metlakatla Seaplane Annette Island Tamgas Harbor Seaplane | 55°07.694 'N, 131°34.608 'W |
| Meyers Chuck Meyers Chuck Seaplane | 55°44.239 'N, 132°15.559 'W |
| Middleton Island Middleton Island | 59°27.000 'N, 146°18.528 'W |
| Minchumina Minchumina | 63°53.004 'N, 152°18.642 'W |
| Minto Minto Al Wright | 65°08.916 'N, 149°21.281 'W |
| Minx Island | 55°22.982 'N, 131°15.984 'W |
| Misty Fjords en route – Misty Fjords | 55°30.754 'N, 130°54.534 'W |
| Moose Pass Lawing | 60°29.188 'N, 149°22.055 'W |
| Mountain Village Mountain Village St. Mary's | 62°05.688 'N, 163°41.172 'W |
| Nanwalek | 59°21.268 'N, 151°55.247 'W |
| Napakiak | 60°41.567 'N, 161°58.616 'W |
| Nelson Lagoon Nelson Lagoon | 56°00.468 'N, 161°10.243 'W |
| Nenana Clear Clear Sky Lodge | 64°32.983 'N, 149°05.007 'W |
| New Stuyahok New Stuyahok Ekwok Nushagak | 59°27.372 'N, 157°22.140 'W |
| Newtok Newtok Newtok Seaplane | 60°56.302 'N 164°37.884 'W |
| Nikiski Kenai Muni Kenai Muni Seaplane Island Lake Seaplane | 60°46.727 'N, 151°07.754 'W |

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WEATHER

| CAMERA SITE NAME (in bold type) | LOCATION |
|---|-----------------------------|
| Nikolai Nikolai | 63°00.929 'N, 154°22.014 'W |
| Noatak Noatak | 67°34.304 'N, 162°58.289 'W |
| Nome Basin Creek Nome Nome City Fld Salmon Lake | 64°30.402 'N, 165°26.775 'W |
| Nondalton Nondalton | 59°58.407 'N 154°51.149 'W |
| North Slope Ugnu–Kuparuk Helmericks | 70°24.806 'N, 150°00.848 'W |
| Northway Northway | 62°57.706 'N, 141°56.155 'W |
| Nuiqsut | 70°12.815 'N, 151°00.072 'W |
| Nulato | 64°43.901 'N, 158°04.364 'W |
| Nunapitchik | 60°54.281 'N, 162°26.563 'W |
| Nyac | 60°58.703 'N, 160°00.127 'W |
| Old Harbor Old Harbor | 57°12.071 'N 153°18.302 'W |
| Ouzinkie | 57°56.483 'N, 152°28.336 'W |
| Palmer Palmer Muni Butte Muni Sky Ranch at Pioneer Peak Valley Hospital–Palmer Heliport Wolf Lake Anderson Lake Jims Landing Abi | 61°36.204 'N, 149°05.682 'W |
| Pedersen Hill Juneau International Juneau International Seaplane Juneau Harbor Seaplane | 58°21.933 'N, 134°38.097 'W |
| Pedro Bay Pedro Bay | 59°47.315 'N, 154°06.052 'W |
| Pelican Pelican | 57°57.454 'N, 136°13.605 'W |
| Perryville | 55°54.625 'N, 159°08.675 'W |
| Petersburg Petersburg James A. Johnson Petersburg Seaplane | 56°48.481 'N, 132°56.299 'W |
| Pilot Point Pilot Point Ugashik Ugashik Bay | 57°34.719 'N, 157°34.115 'W |
| Point Higgins | 55°27.635 'N, 131°48.608 'W |
| Point Hope Point Hope | 68°20.786 'N, 166°43.715 'W |
| Point Lay Point Lay LRRS | 69°44.123 'N, 163°00.155 'W |
| Portage Creek | 58°54.363 'N, 157°42.933 'W |
| Portage Glacier Portage Visitor Center | 60°47.080 'N, 148°50.489 'W |
| Port Alexander Port Alexander Seaplane | 56°14.801 'N, 134°38.866 'W |
| Port Heiden Port Heiden | 56°55.386 'N, 158°39.742 'W |
| Port Lions | 57°53.033 'N, 152°51.086 'W |
| Potato Point Potato Point RCO Valdez Pioneer Field | 61°03.399 'N, 146°41.854 'W |
| Puntilla Lake Rainy Pass Lodge | 62°05.871 'N, 152°44.035 'W |

| CAMERA SITE NAME (in bold type) | LOCATION |
|---|--------------------------------|
| Quinhagak Quinhagak | 59°43.73 'N, 161°54.397 'W |
| Red Dog Red Dog | 68°01.747 'N, 162°54.699 'W |
| Rohn Tatitna | 62°17.532 'N, 153°22.398 'W |
| Ruby Ruby | 64°44.059 'N, 155°27.651 'W |
| Ruby Airport Ruby | 64°43.852 'N, 155°27.752 'W |
| Russian Mission Russian Mission Russian Mission Seaplane | 61°46.800 'N, 161°19.354 'W |
| St. Mary's Pilot Station | 62°03.131 'N, 163°15.709 'W |
| St. Michael St. Michael Stebbins | 63°29.137 'N, 162°06.762 'W |
| St. Paul St. Paul Island | 57°09.621 'N, 170°13.592 'W |
| Savoonga Savoonga | 63°41.336 'N, 170°29.499 'W |
| Scammon Bay Scammon Bay Scammon Bay Seaplane | 61°50.675 'N, 165°34.843 'W |
| Selawik Selawik | 66°36.179 'N, 160°00.116 'W |
| Seward Seward | 60°08.083 'N, 149°25.433 '08"W |
| Shageluk | 62°41.288 'N, 159°33.989 'W |
| Shaktoolik Shaktoolik | 64°20.935 'N, 161°11.066 'W |
| Sheep Mountain Sheep Mountain | 61°47.292 'N, 147°40.461 'W |
| Shishmaref Shishmaref | 66°15.257 'N, 166°04.475 'W |
| Shungnak Shungnak Kobuk | 66°53.361 'N, 157°08.303 'W |
| Sisters Island Gustavus Excursion Inlet Seaplane | 58°10.654 'N, 135°15.465 'W |
| Sitka Sitka Rocky Gutierrez Sitka Seaplane | 57°03.097 'N, 135°21.804 'W |
| Skagway Skagway Skagway Seaplane | 59°27.228 'N, 135°19.653 'W |
| Skwentna Skwentna | 61°57.971 'N, 151°12.031 'W |
| Sleetmute | 61°42.127 'N, 157°10.129 'W |
| Soldotna Soldotna Soldotna Hospital Heliport Kasilof | 60°27.836 'N, 151°04.888 'W |
| South Naknek | 58°42.300 'N, 157°00.342 'W |
| Summit Summit Cantwell | 63°19.680 'N, 149°07.842 'W |
| Tahneta Pass en route–Tahneta Pass | 61°49.972 'N, 147°19.649 'W |
| Takotna | 62°59.669 'N, 156°01.829 'W |
| Taku Inlet en route–Taku Inlet | 58°19.053 'N, 134°06.053 'W |

| CAMERA SITE NAME (in bold type) | LOCATION |
|---------------------------------|-----------------------------|
| Talkeetna | 62°19.444 'N, 150°05.862 'W |
| Talkeetna | |
| Talkeetna Heliport | |
| Bald Mountain | |
| Christiansen Lake Seaplane | |
| Birch Creek Landing | |
| Secluded Lake | |
| Songlo Vista | |
| Tanana | 65°10.391 'N, 152°06.576 'W |
| Ralph M Calhoun Memorial | |
| Tazlina-Tolsona | 62°06.238 'N, 146°10.471 'W |
| Tazlina | |
| Tazlina/Smokey Lake Seaplane | |
| Lake Louise | |
| Lake Louise Seaplane | |
| Teller | 65°14.531 'N, 166°19.934 'W |
| Brevig Mission | |
| Tenakee Springs | 57°46.755 'N, 135°13.156 'W |
| Tenakee Springs | |
| Thompson Pass | 61°07.737 'N, 145°46.501 'W |
| Thorne Bay | 55°41.158 'N, 132°31.722 'W |
| Kassan | |
| Togiak | 59°03.707 'N, 160°22.58 'W |
| Twin Hills | |
| Tok | 63°19.227 'N, 142°47.789 'W |
| Tok Junction | |
| Tanacross | |
| Toksook Bay | 60°32.203 'N, 165°05.346 'W |
| Toksook Bay | |
| Trading Bay | 60°43.549 'N, 151°45.033 'W |
| Tuluksak | 61°05.922 'N, 160°57.46 'W |
| Tuluksak | |
| Tuntutuliak | 60°20.392 'N, 162°40.000 'W |
| Tuntutuliak | |
| Tuntutuliak Seaplane | |
| Twin Island | 55°08.565 'N, 131°13.026 'W |
| Uganik Bay | 57°45.454 'N, 153°21.058 'W |
| SanJuan Seaplane | |
| West Point Village | |
| Unalakleet | 63°53.083 'N, 160°47.481 'W |
| Unalakleet | |
| Valdez | 61°07.943 'N, 146°15.036 'W |
| Valdez Pioneer Field | |
| Robe Lake Seaplane | |
| Wainwright | 70°38.171 'N, 160°01.842 'W |
| Wainwright | |
| Wales | 65°36.965 'N, 168°05.657 'W |
| Wales | |
| Tin City LRRS | |
| Wasilla | 61°34.286 'N, 149°32.937 'W |
| Wasilla | |
| Wasilla Lake Seaplane | |
| Upper Wasilla Lake Seaplane | |
| Cottonwood Lake Seaplane | |
| White Mountain | 64°41.138 'N, 163°24.436 'W |
| Whittier | 60°46.517 'N, 148°43.589 'W |
| Whittier | |

WEATHER

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CAMERA SITE NAME (in bold type)

Willow

Willow
Willow Seaplane
Kashwitna Lake Seaplane

Wrangell

Wrangell
Wrangell Seaplane

Yakutat

Yakutat
Yakutat Seaplane
Dangerous River
Harlequin Lake

Yukon River Bridge

En route – Yukon River Bridge
Five Mile

LOCATION

61°45.859'N, 150°01.323'W

56°29.199'N, 132°23.229'W

59°30.119'N, 139°41.305'W

65°56.399'N, 149°51.149'W

METEOROLOGICAL INFORMATION (HF-VOLMET)

| | | |
|---|---------|---|
| Honolulu 2683 6679 8828 13282 | H+00-05 | Aerodrome Forecasts, HONOLULU, HILO, AGANA, SIGMET, Hourly Report, Honolulu, Hilo, Kahului, Agana, Honolulu. |
| | H+05-10 | Aerodrome Forecasts, SAN FRANCISCO, SEATTLE, LOS ANGELES, SIGMET, Hourly Report, San Francisco, Los Angeles, Seattle, Portland, Sacramento, Ontario, Las Vegas. |
| | H+25-30 | Aerodrome Forecasts, ANCHORAGE, FAIRBANKS, COLD BAY, VANCOUVER, SIGMET, Hourly Report, Anchorage, Elmendorf, Fairbanks, Cold Bay, King Salmon, Vancouver. |
| | H+30-35 | Aerodrome Forecasts, HONOLULU, HILO, AGANA, SIGMET, Hourly Report, Honolulu, Hilo, Kahului, Agana, Honolulu. |
| | H+35-40 | Aerodrome Forecasts, SAN FRANCISCO, SEATTLE, LOS ANGELES, SIGMET, Hourly Report, San Francisco, Los Angeles, Seattle, Portland, Sacramento, Ontario, Las Vegas. |
| | H+55-60 | Aerodrome Forecasts, ANCHORAGE, FAIRBANKS, COLD BAY, VANCOUVER, SIGMET, Hourly Report, Anchorage, Elmendorf, Fairbanks, Cold Bay, King Salmon, Vancouver. |

A-PAID and MAWS Weather Observation Locations

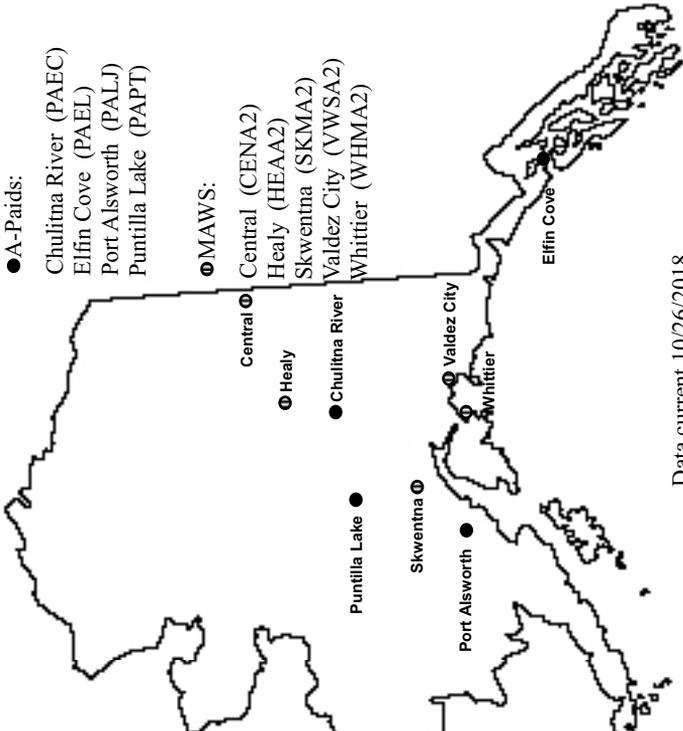
An A-Paid Observer is a person certified by the National Weather Service (NWS) to provide weather information under the terms of a "per-observation" agreement.

Although the service does not meet the requirements for a basic weather watch, the FAA does provide the telecommunications capability necessary to make the information available to pilots through Flight Service Stations.

The number of daily A-Paid observations taken changes seasonally, no special observations are performed and the hourly reports may be intermittent.

The Mini Automatic Weather System (MAWS) is an electronic observing platform that disseminates an observation every 30 minutes. The MAWS currently deployed are configured to report altimeter, sky condition, present weather, visibility, wind, temperature and dew point.

The NWS initiated these programs to assist them in developing and validating forecasts and neither the A-Paid observers nor the MAWS are located on airports. For more information contact the NWS at (907) 271-5119.



Data current 10/26/2018

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

TAF KPIT 091730Z 091818 15005KT 5SM HZ.FEW020 WS010/31022KT
FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA
OVC008CB
FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

METAR KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB
18/16 A2992 RMK SLP045 T01820159

| Forecast | Explanation | Report |
|----------------|---|---|
| TAF | Message type: <u>TAF</u> -routine or <u>TAF AMD</u> -amended forecast, <u>METAR</u> -hourly, <u>SPECL</u> -special or <u>TESTM</u> -non-commissioned ASOS report | METAR |
| KPIT | ICAO location indicator | KPIT |
| 091730Z | Issuance time: ALL times in UTC " <u>Z</u> ", 2-digit date, 4-digit time | 091955Z |
| 091818 | Valid period: 2-digit date, 2-digit beginning, 2-digit ending times In U.S. METAR : <u>COR</u> rected ob; or <u>AUTO</u> mated ob for automated report with no human intervention; omitted when observer logs on | COR |
| 15005KT | Wind: 3 digit true-north direction, nearest 10 degrees (or <u>VaRiA</u> ble); next 2-3 digits for speed and unit, <u>KT</u> (KMH or MPS); as needed, <u>G</u> ust and maximum speed; 00000 <u>KT</u> for calm; for METAR , if direction varies 60 degrees or more, <u>V</u> ariability appended, e.g. 180 <u>V</u> 260 | 22015G25KT |
| 5SM | Prevailing visibility: in U.S., <u>Statute Miles</u> & fractions; above 6 miles in TAF <u>Plus</u> 6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction) Runway Visual Range: <u>R</u> ; 2-digit runway designator <u>Left</u> , <u>Center</u> , or <u>Right</u> as needed; <u>"</u> / <u>"</u> ; <u>Minus</u> or <u>Plus</u> in U.S., 4-digit value, <u>FeeT</u> in U.S., (usually meters elsewhere); 4-digit value <u>V</u> ariability 4-digit value (and tendency <u>Down</u> , <u>Up</u> or <u>No</u> change) | 3/4SM R28L/2600FT |
| HZ | Significant present, forecast and recent weather: see table (on back) | TSRA |
| FEW020 | Cloud amount, height and type: <u>Sky</u> <u>C</u> lear 0/8, <u>FEW</u> >0/8-2/8, <u>SCaT</u> tered 3/8-4/8, <u>BroKeN</u> 5/8-7/8, <u>OVe</u> rCast 8/8; 3-digit height in hundreds of ft; <u>T</u> owering <u>C</u> umulus or <u>C</u> umuloni <u>m</u> Bus in METAR ; in TAF , only <u>CB</u> . <u>V</u> ertical <u>V</u> isibility for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated METAR reports only, <u>C</u> lea <u>R</u> for "clear below 12,000 feet" <u>T</u> emperature: degrees Celsius; first 2 digits, temperature <u>"</u> / <u>"</u> last 2 digits, dew-point temperature; <u>Minus</u> for below zero, e.g., M06 Altimeter setting: indicator and 4 digits; in U.S., <u>A</u> -inches and hundredths; (<u>Q</u> -hectoPascals, e.g., Q1013) | OVC010CB 18/16 A2992 |

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

| Forecast | Explanation | Report |
|--|--|--|
| <p>WS010/31022KT</p> <p>FM1930</p> <p>TEMPO 2022</p> <p>PROB40 0407</p> <p>BECMG 1315</p> | <p>In U.S. TAF, non-convective low-level ($\leq 2,000$ ft) <u>Wind Shear</u>; 3-digit height (hundreds of ft); <u>"/";</u> 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, <u>KT</u></p> <p>In METAR, <u>ReMarK</u> indicator & remarks. For example: <u>Sea-Level</u> Pressure in hectoPascals & tenths, as shown: 1004.5 hPa; <u>Temp/</u> dew-point in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C</p> <p><u>FroM</u> and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces.</p> <p><u>TEMPO</u>rary: changes expected for < 1 hour and in total, < half of 2-digit hour beginning and 2-digit hour ending time period</p> <p><u>PROB</u>ability and 2-digit percent (30 or 40): probable condition during 2-digit hour beginning and 2-digit hour ending time period</p> <p><u>BECoMinG</u>: change expected during 2-digit hour beginning and 2-digit hour ending time period</p> | <p>RMK</p> <p>SLP045</p> <p>T01820159</p> |

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

| | | | |
|--|------------------------|--------------|------------------------------------|
| QUALIFIER | | | |
| Intensity or Proximity | | | |
| - Light "no sign" Moderate + Heavy | | | |
| VC Vicinity: but not at aerodrome; in U.S. METAR , between 5 and 10SM of the point(s) of observation; in U.S. TAF , 5 to 10SM from center of runway complex (elsewhere within 8000m) | | | |
| Descriptor | | | |
| MI Shallow | BC Patches | PR Partial | TS Thunderstorm |
| BL Blowing | SH Showers | DR Drifting | FZ Freezing |
| WEATHER PHENOMENA | | | |
| Precipitation | | | |
| DZ Drizzle | RA Rain | SN Snow | SG Snow grains |
| IC Ice crystals | PL Ice pellets | GR Hail | GS Small hail/snow pellets |
| UP Unknown precipitation in automated observations | | | |
| Obscuration | | | |
| BR Mist ($\geq 5/8SM$) | FG Fog ($< 5/8SM$) | FU Smoke | VA Volcanic ash |
| SA Sand | HZ Haze | PY Spray | DU Widespread dust |
| Other | | | |
| SQ Squall | SS Sandstorm | DS Duststorm | PO Well developed dust/sand whirls |
| FC Funnel cloud | +FC tornado/waterspout | | |

- Explanations in parentheses "()" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility ≥ 10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

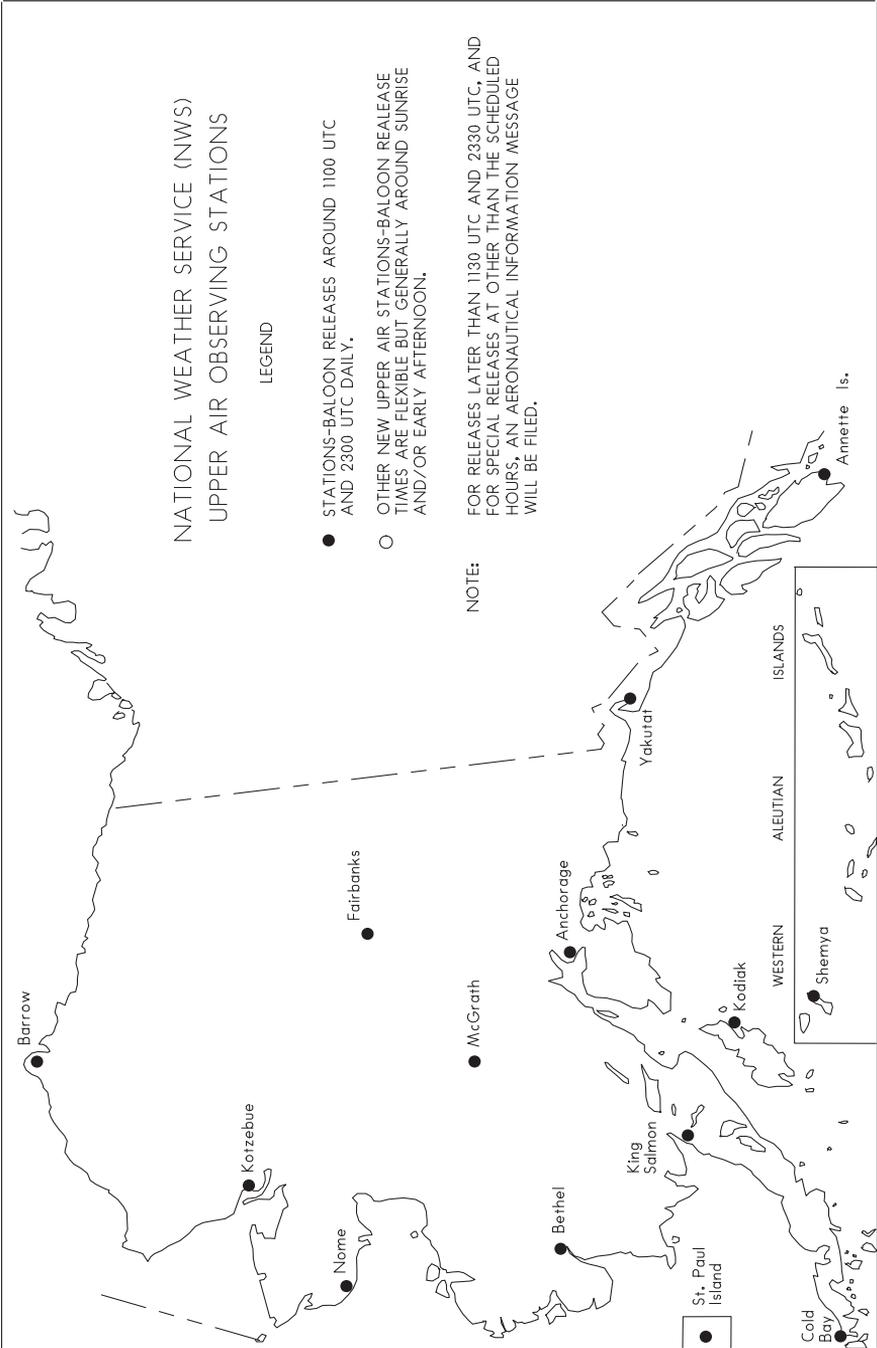
UNITED STATES DEPARTMENT OF COMMERCE

NOAA/PA 96052 National Oceanic and Atmospheric Administration—National Weather Service

NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATIONS

LEGEND

- STATIONS-BALLOON RELEASES AROUND 1100 UTC AND 2300 UTC DAILY.
 - OTHER NEW UPPER AIR STATIONS-BALLOON RELEASE TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE AND/OR EARLY AFTERNOON.
- NOTE: FOR RELEASES LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.



Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

® ANCHORAGE CENTER – 121.5 **121.5** 132.3 **132.3** 243.0 **243.0** 306.2 **306.2**

(KZAN)

Adak – **126.4** **254.3**

Aniak – 118.15 251.05

Annette Island – **127.3** 118.5 284.6 **256.7**

Barrow – 135.3 **135.3** 239.25 **239.25**

Barter Island – 120.6 **120.6**

Bethel – **127.5** 125.2 372.0 **351.85**

Bettles – 124.6 **124.6** 352.0 **352.0**

Big Delta – 135.3 322.5

Big Lake – 133.7 **133.7** 279.6 **279.6**

Biorka Island – 126.1 **120.55** 335.5 **323.25**

Cape Lisburne – 119.65 **119.65** 363.25 **363.25**

Cape Newenham – **127.6** 124.2 **273.6** 251.1

Cape Romanzof – **132.5** 124.5 **124.5** **266.8**

Cold Bay – **125.45** 118.5 **322.4** 278.3

Deadhorse – 134.4 **134.4** 370.9 **370.9**

Dillingham – 132.75 (KING SALMON RCAG IS BACKUP WHEN DILLINGHAM RCAG OTS.) 282.35 (KING SALMON RCAG IS BACKUP WHEN DILLINGHAM RCAG OTS.)

Dutch Harbor – **132.15** 121.4 **268.7**

Fort Yukon – **135.0** 132.7 **284.7** 225.4

Galbraith – 134.6

Galena – **134.55** 127.0 290.2 **278.8**

Gambell – 132.2 **132.2** 281.4 **281.4**

Gulkana – 127.9 **127.9** 119.5 **119.5** 360.8 **360.8** 317.5 **317.5**

Gunnuk Mountain – 132.175 **132.175** 285.5 **285.5**

Gustavus – 133.2 **133.2** 360.65 **360.65**

Hill **3265** – 135.6 **135.6** 233.7 **233.7**

Homer – **133.8** 125.9 **316.1** 270.3

Iliamna – 118.8

Johnstone Point – 119.3 **119.3**

Kenai – 125.7 **125.7** 123.9 **123.9** 119.7 **119.7** 379.1 **379.1** 273.45 **273.45** 269.0 **269.0**

King Salmon – **132.85** 124.8 (DILLINGHAM RCAG IS BACKUP WHEN KING SALMON RCAG OTS.) 354.0 (DILLINGHAM RCAG IS BACKUP WHEN KING SALMON RCAG OTS.) **322.35**

Kodiak – **132.65** 125.1 281.4 **273.55**

Kotzebue – **132.35** 119.2 **281.5** 263.0

Level Island – 118.0

Mc Grath – **133.05** 128.1 353.8 **319.15**

Middleton Island – 133.6 **124.05** **279.55** 269.4

Mount Robert Barron – 133.9 **133.9**

Murphy Dome – 133.1 **133.1** 120.9 **120.9** 319.2 **319.2** 285.4 **285.4**

Nikolski – 118.0 **118.0**

Nome – 133.3 **125.95** 290.4 **269.2**

Northway – 126.55 **126.55** 323.0 **323.0**

Nuiqsut – 119.4

Port Heiden – 132.9 **132.9** 288.3 **288.3**

Saint Marys – 124.0

Saint Paul Island – 128.2 **128.2** 119.1 **119.1** 339.8 **339.8** 338.3 **338.3**

Sand Point – 125.35 346.3

Shemya – 128.2 **128.2** 119.1 **119.1** 339.8 **339.8** 338.3 **338.3**

Sparrevohn – **134.3** 128.5 379.9 **351.8**

Talkeetna – 125.55 **125.55** 254.3 **254.3**

Unalakleet – 135.7 **135.7** 335.5 **335.5**

Yakatat – 119.0 **119.0** 263.1 **263.1**

CENTER REMARKS: KING SALMON AREA ENROUTE RADAR NO NOTAM MAINTENANCE PERIOD 1200–1400. ENROUTE RADAR CONTROL PROVIDED TO TRANSPONDER EQUIPPED ACFT WITHIN 150 NM RADIUS OF DEADHORSE 1400 TO 1100Z/DT 1300 TO 1000Z/. PRIMARY/SECONDARY RADAR 150 NM RADIUS FAI VOR UNAVBL 0330–0630 SAT & MON AND 1930–2330 SUN. MIDDLETON ISLAND ENROUTE RADAR NO MAINTENANCE PERIOD 0300–0500 SUNDAY. EXCEPT FOR BOSWELL BAY; ALL FREQS ARE FOR HIGH AND LOW ALTITUDE USE. BOSWELL BAY IS LOW ONLY. MURPHY DOME (FAIRBANKS AREA) ENROUTE RADAR NO NOTAM MAINTENANCE PERIOD 1730–2130 SUN. ANCHORAGE CENTER ENROUTE RADAR NO NOTAM MAINTENANCE PERIOD 0330–0630 SAT/SUN/MON. FAIRBANKS TERMINAL RADAR ALPHA–NUMERICS NO NOTAM MAINTENANCE PERIOD 0700–0800 WED. DEADHORSE AREA ENROUTE RADAR NO NOTAM MAINTENANCE PERIOD 0600–0800 SUN.

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. 'T' indicates transmit only and 'R' indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

BARROW RADIO 121.5 122.2 122.6 123.6 (LAA) (1500-0700Z±; OT CTC FAIRBANKS FSS.)(FREQ 122.6 USED FOR HIGH ALTITUDE TRAFFIC ONLY.)
 POINT LAY RCO 122.4
 WAINWRIGHT RCO 122.5

COLD BAY RADIO 121.5 122.2 123.6 (LAA) (1700-0245Z±; OT CTC KENAI FSS.)
 KING COVE RCO 122.25
 NELSON LAGOON RCO 122.4
 SAND POINT RCO 122.3
 UNALASKA RCO 122.6

DEADHORSE RADIO 121.5 122.2 123.6 (LAA) (1500-0630Z±)
 BARTER ISLAND RCO 122.0
 NUIQSUT RCO 122.5

DILLINGHAM RADIO 121.5 122.3 123.6 (LAA) (1645-0645Z±; OT CTC KENAI FSS)(FREQ 122.3 AVBL ALL ALTS; RECOMMENDED FOR FL180 AND ABOVE. LAA PRVDD ON FREQ 123.6.)
 KEMUK MOUNTAIN RCO 122.55 (122.55 MONITORED BY ENA FSS WHEN DLG FSS CLSD.)

FAIRBANKS RADIO 121.5 122.2 124.1 132.65 243.0 255.4
 ANAKTUVUK PASS RCO 122.15
 ATIGUN RCO 122.6
 BETTLES RCO 121.5 122.2
 BIG DELTA VORTAC 121.5 122.2 243.0 255.4
 BLACK RAPIDS RCO 122.4
 COLDFOOT RCO 122.0
 FISH RCO 122.1
 FORT YUKON RCO 122.05
 FRANKLIN BLUFFS RCO 122.1
 FROZEN CALF RCO 121.1
 GALENA RCO 121.5 122.2
 HEALY RCO 122.4
 HUSLIA VOR/DME 122.4
 INDIAN MOUNTAIN RCO 122.6
 KAARUK RCO 122.4
 MCKINLEY PARK RCO 122.1
 MINCHUMINA NDB 122.2
 MURPHY DOME RCO 122.3
 NENANA VORTAC 121.5 122.5
 RUBY RCO 122.25
 TANANA RCO 121.5 122.65
 YUKON RIVER BRIDGE RCO 122.15

HOMER RADIO 121.5 122.2 123.6 (LAA) 243.0 (1500-0630Z±; OT CTC KENAI FSS.)

ILIAMNA RADIO 121.5 122.2 123.6 (15 MAY - 15 OCT 1445-0645Z±; OT CTC KENAI FSS.)(LAA PRVDD ON FREQ 123.6.)

JUNEAU RADIO 121.5 122.2 243.0

ALSEK RCO 121.4

CAPE SPENCER RCO 122.6

CORDOVA RCO 121.5 122.2 123.6 243.0 (FREQS 123.6 & 122.2 ALSO AVBL AT MERLE K MUDHOLE SMITH.)

DUNCAN CANAL RCO 122.1

GUSTAVUS RCO 121.5 122.65

HAINES NDB 121.5 122.6

HOONAH RCO 122.35

JOHNSTONE POINT VOR/DME 122.1 (FREQ 122.1 AVBL ALL ALTS; RECOMMENDED FOR FL180 AND ABOVE.)

JUNEAU DOWNTOWN RCO 122.15

LENA POINT RCO 122.25 (WX CAM)

MIDDLETON ISLAND RCO 121.5 122.05 243.0

MOUNT EYAK RCO 122.5 (FREQ 122.5 ALSO AVBL AT CORDOVA MUNI & CORDOVA MUNI SEAPLANE.)

MOUNT FANSHAW RCO 121.0

NAKED ISLAND RCO 133.15

POTATO POINT RCO 122.4 (WX CAM)

ROBERT BARRON RCO **121.1** (FREQ 121.1 AVBL ALL ALTS; RECOMMENDED FOR FL180 AND ABOVE.)

SKAGWAY RCO 122.4

THOMPSON PASS RCO 122.55

VALDEZ RCO 121.5 122.2

WILLIAMS MOUNTAIN RCO 122.55

YAKATAGA RCO 122.5

YAKUTAT VOR/DME 121.5 122.2 123.6 243.0

KENAI RADIO 121.5 122.65 243.0 (LAA WHEN ATCT CLSD. FREQ 122.65 AVBL ALL ALTS; RECOMMENDED FOR FL180 AND ABOVE.)

AKHIOK RCO 122.6

ANCHORAGE RCO 121.5 122.3 122.55

ANCHORAGE RCO 122.2 255.4

ANIAK RCO 121.5 122.45 243.0

ANVIK RCO 122.4

BETHEL RCO 118.7 121.5 122.2 243.0 255.4

CANTWELL RCO 122.5

CAPE NEWENHAM RCO 122.3

CAPE ROMANZOF RCO 122.1

COLD BAY RCO 121.5 122.2 123.6 (OPN HRS COLD BAY FSS CLSD.)

DILLINGHAM RCO 121.5 122.3 123.6 (OPN HRS DILLINGHAM FSS CLSD.)

EMMONAK VOR/DME 122.55

FAREWELL RCO 122.1

GIRDWOOD RCO 122.15

GULKANA VOR/DME 121.5 122.2 255.4

HOMER VOR/DME 121.5 122.2 123.6 243.0 (OPERS HRS HOM FSS CLSD.)

HOOVER BAY VOR/DME 122.4

ILIAMNA NDB/DME 121.5 122.2 123.6 (OPN HRS ILIAMNA FSS CLSD.)

KING SALMON RCO 121.5 121.9 122.2 243.0 255.4

KIPNUK RCO 122.6

KODIAK RCO 119.8 (AVBL WHEN ATCT CLSD) (119.8 AVBL WHEN ATCT CLSD.)

LAKE CLARK PASS EAST RCO 121.1 (WX CAM.)

LAKE CLARK PASS WEST RCO 121.2

MCGRATH RCO 121.5 122.2 122.65 123.6 (OPN HRS MCGRATH FSS*)

NANWAK NDB/DME 122.0

NIKISHKA RCO 122.0

OLD HARBOR RCO 122.5

PALMER RCO 122.4 123.6 (OPERS HRS FSS CLSD)

PAXSON RCO 122.3

PILLAR MOUNTAIN RCO 122.1

PLATINUM RCO 122.500

PORT HEIDEN RCO 122.0

PRIBILOF RCO 122.5

QUINHAGAK RCO 122.1

SEWARD RCO 122.6

SOLDOTNA RCO 122.35

SPARREVOHN RCO 122.5

ST MARYS NDB 122.35

ST PAUL ISLAND NDB/DME 122.45

STUCK RCO 122.1

TAHNETA PASS RCO 122.4

TALKEETNA RCO 121.5 122.2 123.6 (WHEN TKA FSS CLSD)

TATALINA RCO 122.3

TOGIAK NDB/DME 122.25

WOODY ISLAND RCO 121.5 122.2 (122.2 122.2 ALSO AVBL AT THE FOLLOWING AIRPORT: KODIAK.)

KETCHIKAN RADIO 121.5 122.2 123.6 243.0 (1515-0615Z±; OT CTC JUNEAU FSS)(123.6 PRVD 24 HR LAA.)

ANNETTE ISLAND RCO **122.4** (FREQ 122.4 AVBL ALL ALTS; RECOMMENDED FOR FL180 AND ABOVE.)

BOCA DE QUADRA RCO **119.3** (FREQ 119.3 AVBL ALL ALTS; RECOMMENDED FOR FL180 AND ABOVE.)

HIGH MOUNTAIN RCO 121.2 121.5 243.0

KLAWOCK RCO 122.25

RATZ MOUNTAIN RCO 122.15

SUNNY HAY MOUNTAIN RCO 120.9

KOTZEBUE RADIO 120.3 121.5 122.2 123.6 (LAA) (1600-0900Z±; OT CTC FAIRBANKS FSS.)(FREQ 120.3 AVBL ALL ALTS; RCMD D FOR FL180 AND ABOVE.)

AMBLER RCO 122.0
BUCKLAND RCO 122.3
CAPE LISBURNE RCO 122.3
DEERING RCO 122.2500
KIVALINA RCO 122.55 (0700-0000 OT CTC FAIRBANKS FSS.)
NOATAK NDB/DME 122.4
POINT HOPE RCO 122.25
SELAWIK VOR/DME 122.5

MCGRATH RADIO 121.5 122.2 122.65 123.6 (LAA) (1800-0345Z± MAY 1 THRU SEP 30; OT CTC KENAI FSS.)

NOME RADIO 121.5 122.2 122.45 123.6 (LAA) 243.0 (1615-0745Z±; OT CTC FAIRBANKS FSS.)(FREQ 122.45 USED FOR HIGH ALTITUDE ENROUTE TRAFFIC ONLY.)

BREVIG MISSION RCO 135.6
ELIM RCO 122.15
GAMBELL RCO 122.0
GOLOVIN RCO 122.05
KOYUK RCO 122.35
NEWTON PEAK RCO 122.5
SAVOONGA RCO 122.3
SHISHMAREF NDB 122.4
TIN CITY RCO 122.6
UNALAKLEET RCO 121.5 122.3

NORTHWAY RADIO 121.5 122.2 122.65 123.6 (LAA) 243.0 (1715-0245Z± 1 MAY - 30 SEP; OT CTC FAIRBANKS FSS)(122.65, USED FOR HIGH ALT TRAFFIC ONLY.)

EAGLE RCO 122.3
KNOB RIDGE RCO 122.6 (WX CAM)
MENTASTA RCO 121.4
TAYLOR MOUNTAIN RCO 121.35
TOK RCO 122.4

PALMER RADIO 122.4 123.6 (LAA) (1700-0300Z±; OT CTC KENAI FSS.)
CHICKALOON RCO 126.45

SITKA RADIO 121.5 122.2 123.6 (LAA) 243.0 (1500-0645Z± OT CTC JUNEAU FSS)

ANGOON RCO 122.4
BIORKA ISLAND VORTAC 122.3
FINGER MOUNTAIN RCO **120.4** (FREQ 120.4 AVBL ALL ALTS; RECOMMENDED FOR FL180 AND ABOVE.)
GUNNUK MOUNTAIN RCO 122.175
KAKE RCO 122.175 122.65 (0600-2145 OTR HRS C*)
KRUFZOF RCO 122.05
KUIU RCO **121.3** (FREQ 121.3 AVBL ALL ALTS; RECOMMENDED FOR FL180 AND ABOVE.)
LEVEL ISLAND VOR/DME 122.3
PETERSBURG RCO 122.35
WRANGELL RCO 122.45

TALKEETNA RADIO 121.5 122.2 123.6 (LAA) (15 SEP-14 APR 1700-0245Z±;15 APR-14 SEP 1700-0500Z±; OT CTC KENAI FSS)

VOR RECEIVER CHECKPOINTS and VOR TEST FACILITIES

Airborne and ground checkpoints consist of certified radials that should be received at specific points on the airport surface, or over specific landmarks while airborne in the immediate vicinity of the airport.

Should an error in excess of +4° be indicated through use of the ground check, or +6° using the airborne check, IFR flight should not be attempted without first correcting the source of the error.

CAUTION: No correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks.

VOR RECEIVER CHECKPOINTS

AIRBORNE RECEIVER CHECKPOINTS

| Station | Radial | Distance | Location |
|----------------|--------|----------|--|
| Bethel | 076° | 11.2 NM | Over Rwy 36 at Kwethluk Strip. 1500' MSL. |
| Cold Bay | 131° | 7.0 NM | Over NW end of abandoned airstrip SE of Cold Bay Airport. 1000' MSL. |
| Fairbanks | 204° | 8.5 NM | Center of grass airfield in bend of Tanana river. 2000' MSL. |
| Gulkana | 333° | 10.2 NM | Over small bldg on NE side of pipeline. 3500' MSL. |
| Homer | 153° | 6.6 NM | Center white oil tank. 1000' MSL. |
| Kenai | 091° | 14.0 NM | Over Moose River bridge. 1500' MSL. |
| King Salmon | 257° | 8.0 NM | Over standard oil storage tank in Naknek village on bank of Naknek River. 1100' MSL. |
| McGrath | 263° | 11.7 NM | Takotna equip garage. 3000' MSL. |
| Nome | 276° | 5.3 NM | Center of intersecting rwy. 1100' MSL. |
| Sisters Island | 297° | 20.4 NM | Over intersection rwy. at Gustavus Arpt. 1500' MSL. |

GROUND RECEIVER CHECKPOINTS

| | | | |
|--------------|------|---------|---|
| Eareckson AS | 096° | 1.8 NM | Twy in front of twr. |
| Ladd AAF | 058° | 10.8 NM | South ramp adjacent to Rwy 25L touchdown. |

VOR TEST FACILITIES (VOT)

| City/Facility Name (Ident) | Freq. | Type VOT Facility | Remarks |
|----------------------------|-------|-------------------|---|
| Anchorage/Anchorage (ANC) | 108.4 | G | Unusbl east of Twy K South of Twy M to Twy R. |
| Anchorage/Merrill (MRI) | 111.0 | G | |
| Juneau/Juneau (JNU) | 111.0 | G | |
| Ketchikan/Ketchikan (ECH) | 111.0 | G | |

PARACHUTE JUMPING AREAS

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The following tabulation lists all known Parachute Jump sites in Alaska. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. NOTAM D's may be issued to advise users of specific dates and times if outside the times/altitudes that are published. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Parachute jumping areas within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower, or ARTCC.

Qualified parachute jumping areas will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jumping area is charted.

To qualify for charting, a jump area must meet the following criteria:

- (1) Been in operation for at least 1 year.
- (2) Log 1,000 or more jumps each year.

In addition, parachute jumping areas can be nominated by FAA Regions if special circumstances require charting.

| LOCATION | DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES | MAXIMUM ALTITUDE | REMARKS |
|---|---|------------------|---|
| ALASKA | | | |
| Anchorage | 14.4 NM; 034° Anchorage | 12,500 | SR-SS; weekends. Jumps over Pippel Field. |
| Anchorage, Campbell Airstrip | 4.8 NM; 077° Anchorage | 2,000 | SR-SS; Unscheduled. Ted Stevens Anchorage Intl Twr 126.4. |
| (c) Anchorage, Girdwood | 27.8 NM; 098° Anchorage | 12,500 | 1 NM radius. Fri-Sun. Ted Stevens Anchorage Intl Twr 126.4. |
| Anchorage, Malemute | 14.1 NM; 021° Anchorage | 5,000 | USAF. |
| Fairbanks, Birch Hill | 10 NM; 042° Fairbanks | 6,000 | 3 NM radius. Apr 1-Oct 31 SR-SS. |
| Fairbanks, Chena Lake Flood Plain | 20 NM; 070° Fairbanks | 5,000 | 5 NM radius. SR-SS Apr 1-Oct 31. |
| Fairbanks, Firebird | 36 NM; 079° Fairbanks | 3,000 | Unscheduled. |
| (c) Fairbanks, Husky Drop Zone ... | 27 NM; 067° Fairbanks | 3,500 | Continuous. Active Army & USAF. Fairbanks Intl Twr 126.5. |
| Fairbanks, Leslie's Field | 13 NM; 039° Fairbanks | 5,000 | Unscheduled. |
| Fairbanks, Nordale Jumpspot/Little Chewa Bridge | 15 NM; 056° Fairbanks | 5,000 | 5 NM radius. Apr 1-Oct 31 SR-SS. |
| Fairbanks, Quartz Creek/Nome Creek Road | 47 NM; 020° Fairbanks | 6,000 | 5 NM radius. Apr 1-Oct 31 SR-SS. |
| McGrath | 0 NM; 341° McGrath | 5,000 | Jun-Sep; Irregular hrs. Jumping over McGrath VORTAC. |
| (c) Palmer | 61-35-41.7000 N 149-05-19.4000 W | 10,000 | 2 NM radius. Apr-Oct SR-SS. CTAF 123.6. Anchorage Apch Ctrl TRACON 118.6 |
| Palmer, Fairgrounds | 25 NM; 067° Big Delta | 12,500 | SR-SS; During State Fair. |
| (c) Wasille/Adventure | 17 NM; 067° Big Lake | 14,000 | 1 NM radius. Apr-Dec SR-SS. Ted Stevens Anchorage Intl Twr 118.6. |

RADIO NAVIGATIONAL AIDS BY IDENT

| IDENT | NAME | IDENT | NAME |
|-------|-------------------------------|-------|----------------------------|
| ACE | Kachemak (NDB) | FDV | Fort Davis (NDB) |
| ADK | Mount Moffet (NDB/DME) | FHR | Friday Harbor (NDB) |
| AES | Nabesna (NDB) | FTO | Yukon River (NDB) |
| AFE | Kake (NDB) | FYU | Fort Yukon (VORTAC) |
| AIX | Nanwak (NDB/DME) | GAL | Galena (VOR/DME) |
| AKN | King Salmon (VORTAC) | GAM | Gambell (NDB/DME) |
| AKP | Anaktuvuk Pass (NDB) | GCR | Glacier River (NDB) |
| AKW | Klawock (NDB/DME) | GKN | Gulkana (VOR/DME) |
| ALJ | Orca Bay (NDB) | GLA | Glennallen (NDB) |
| AMF | Ambler (NDB) | GRF | Graye (Tacoma), WA (NDB) |
| ANI | Aniak (NDB) | HBT | Borland (NDB/DME) |
| ANN | Annette Island (VOR/DME) | HE | Hope, Canada, BC (NDB) |
| ANV | Anvik (NDB/DME) | HHM | Hotham (NDB) |
| AP | Active Pass, Canada, BC (NDB) | HNS | Haines (NDB) |
| ATK | Atkasuk (NDB) | HOM | Homer (VOR/DME) |
| AUB | Chinook (NDB) | HPB | Hooper Bay (VOR/DME) |
| AW | Waton (Arlington), WA (NDB) | HQM | Hoquiam, WA (VORTAC) |
| BCC | Bear Creek (NDB) | HSL | Huslia (VOR/DME) |
| BET | Bethel (VORTAC) | HUH | Whatcom, WA (VORTAC) |
| BGQ | Big Lake (VORTAC) | ICK | Nichols (NDB) |
| BIG | Big Delta (VORTAC) | ICW | Ice Pool (NDB) |
| BJA | Biorka Island (VORTAC) | ILI | Iliamna (NDB/DME) |
| BRW | Barrow (VOR/DME) | IME | Mount Edgecumbe (NDB) |
| BTG | Battleground, WA (VORTAC) | IWW | Wildwood (NDB) |
| BTS | Wood River (NDB) | JB | Laberge, Canada, YT (NDB) |
| BTT | Bettles (VOR/DME) | JNR | North River (NDB) |
| BVK | Buckland (NDB/DME) | JOH | Johnstone Point (VOR/DME) |
| BVS | Skagit/Bay View (NDB) | K | Ediz Hook, WA (NDB) |
| CDB | Cold Bay (VORTAC) | KKA | Koyuk (NDB/DME) |
| CGL | Coghlan Island (NDB) | LAC | Lacomas, WA (NDB) |
| CLE | Iwaha, WA (NDB/LOM) | LTJ | Kliickitat, WA (VOR/DME) |
| CMJ | Clam Cove (NDB) | LU | Cultus, BC (NDB) |
| CMQ | Campbell Lake (NDB) | LUR | Cape Lisburne (NDB) |
| CQR | Chandalar Lake (NDB) | LVD | Level Island (VOR/DME) |
| CRN | Cairn Mountain (NDB) | MA | Mayo, Canada, YT (NDB) |
| CUN | Chena (NDB) | MB | Mill Bay, Canada, BC (NDB) |
| CVV | Penn Cove, WA (VOR/DME) | MCG | McGrath (VORTAC) |
| CYT | Yakataga (NDB) | MDO | Middleton Island (VOR/DME) |
| CZF | Cape Romanzof (NDB) | MHM | Minchumina (NDB) |
| DA | Dawson, Canada, YT (NDB) | MNC | Mason Co, WA (NDB) |
| DJN | Delta Junction (NDB) | MNL | Mineral Creek (NDB) |
| DLG | Dillingham (VOR/DME) | MOS | Moses Point (VOR/DME) |
| DLS | The Dalles, OR (VORTAC) | NUW | Whidbey Is NAS, WA (TACAN) |
| DSD | Deschutes, OR (VORTAC) | OAY | Norton Bay (NDB) |
| DUT | Dutch Harbor (NDB/DME) | OCC | Ocean Cape (NDB) |
| EAV | Evansville (NDB) | ODK | Kodiak (VOR/DME) |
| EDF | Elmendorf AFB (TACAN) | OLM | Olympia, WA (VORTAC) |
| EEF | Elephant (NDB) | OLT | Soldotna (NDB/DME) |
| EGY | English Bay (NDB) | OME | Nome (VOR/DME) |
| EHM | Cape Newenham (NDB) | ONP | Newport, OR (VORTAC) |
| EIL | Eielson AFB (TACAN) | OQK | Noatak (NDB/DME) |
| ELF | Elfee (NDB) | ORT | Northway (VORTAC) |
| ELN | Ellensburg, WA (VOR/DME) | OSE | Oscarville (NDB) |
| ENA | Kenai (VOR/DME) | OTH | North Bend, OR (VOR/DME) |
| ENM | Emmonak (VOR/DME) | OTZ | Kotzebue (VOR/DME) |
| ENN | Nenana (VORTAC) | | |
| EUG | Eugene, OR (VORTAC) | | |
| FAI | Fairbanks (VORTAC) | | |

RADIO NAVIGATIONAL AIDS BY IDENT

| IDENT | NAME | IDENT | NAME |
|-------|------------------------------------|-------|------------------------------------|
| PAE | Paine, WA (VOR/DME) | UZP | Sandspit, Canada, BC (TACAN) |
| PDN | Port Heiden (NDB/DME) | VIR | Browerville (NDB) |
| PEE | Peters Creek (NDB) | VR | Vancouver, Canada, BC (NDB) |
| PHO | Point Hope (NDB) | VTR | Takotna River (NDB) |
| PIZ | Point Lay (NDB) | WC | White Rock, Canada, BC (NDB) |
| PJ | Robinson, Canada, YT (NDB) | WLK | Selawik (VOR/DME) |
| PR | Prince Rupert, Canada, BC (NDB) | XPW | Powell River, Canada, BC (NDB) |
| PVQ | Put River (NDB) | XT | Terrace, Canada, BC (NDB) |
| QH | Watson Lake, Canada, YT (NDB) | XX | Abbotsford, Canada, BC (NDB) |
| QQ | Comox, Canada, BC (NDB) | XXT | Terrace, Canada, BC (ILS/DME) |
| RBG | Roseburg, OR (VOR/DME) | XY | Whitehorse, Canada, YT (NDB) |
| RNT | Renton, WA (NDB) | YAK | Yakutat (VOR/DME) |
| RWO | Woody Island (NDB) | YAZ | Tofino, Canada, BC (NDB) |
| SCC | Deadhorse (VOR/DME) | YBL | Campbell River, Canada, B.C. (NDB) |
| SEA | Seattle, WA (VORTAC) | YCD | Nanaimo, Canada, BC (NDB) |
| SHH | Shishmaref (NDB) | YJ | Victoria, Canada, BC (NDB) |
| SIT | Sitka (NDB) | YJQ | Bella Bella, WA (NDB) |
| SK | Inlet, (Sandspit) Canada, BC (NDB) | YK | Donny, WA (NDB/LOM) |
| SMA | St. Marys (NDB) | YKM | Yakima, WA (VORTAC) |
| SPY | Saint Paul Island (NDB/DME) | YOC | Old Crow, Canada, YT (NDB) |
| SQA | Sparrevohn (VOR/DME) | YPK | Pitt Meadows, Canada BC (VOR) |
| SQM | Sumner Strait (NDB) | YPW | Powell River, Canada, BC (NDB) |
| SRI | Pribilof (NDB) | YQH | Watson Lake, Canada, YT (VOR/DME) |
| SSR | Sisters Island (VORTAC) | YVR | Vancouver, Canada, BC (VOR/DME) |
| SYA | Shemya AFB (VORTAC) (NDB) | YXQ | Beaver Creek, Canada, YT (NDB) |
| TAL | Tanana (VOR/DME) | YXY | Whitehorse, Canada, YT (NDB) |
| TCM | McChord, WA (VORTAC) | YYD | Smithers, Canada, BC (VOR/DME) |
| TED | Anchorage (VOR/DME) | YYJ | Victoria, Canada, BC (VOR/DME) |
| TKA | Talkeetna (VOR/DME) | YZA | Ashcroft, CN (NDB) |
| TNC | Tin City (NDB) | YZP | Sandspit, Canada, BC (VOR/DME) |
| TOG | Togiak (NDB/DME) | YZT | Port Hardy, Canada, BC (VOR/DME) |
| TOU | Tatoosh (Neah Bay), WA (VORTAC) | Z | Zulu, Canada, BC (NDB) |
| UBG | Newberg, OR (VOR/DME) | ZKI | Kitimat, Canada, BC (NDB) |
| UKK | Wainwright Village (NDB) | ZT | Port Hardy, Canada, BC (NDB) |
| ULL | Kukuliak (VOR/DME) | ZXY | Klondike, Canada, YT (NDB) |
| UNK | Unalakleet (VOR/DME) | | |
| UQQ | Comox, Canada, BC (TACAN) | | |
| UQS | Nuiqsut Village (NDB) | | |
| UTO | Utopia Creek (NDB/DME) | | |

AIRPORTS BY ICAO LOCATION INDICATOR

| | | | |
|-------|--------------------------------|-------|----------------------------|
| IDENT | NAME | IDENT | NAME |
| PAAK | ATKA | PAGY | SKAGWAY |
| PAAL | PORT MOLLER | PAGZ | GRANITE MOUNTAIN AS |
| PAAN | GOLD KING CREEK | PAHC | HOLY CROSS |
| PAAP | PORT ALEXANDER SEAPLANE | PAHL | HUSLIA |
| PAAQ | PALMER MUNI | PAHN | HAINES |
| PAAT | CASCO COVE CGS | PAHO | HOMER |
| PABA | BARTER ISLAND | PAHP | HOOPER BAY |
| PABE | BETHEL | PAHU | HUGHES |
| PABG | BELUGA | PAHV | HEALY RIVER |
| PABI | ALLEN AAF | PAHX | SHAGELUK |
| PABL | BUCKLAND | PAHY | HYDABURG SEAPLANE |
| PABM | BIG MOUNTAIN | PAIG | IGIUGIG |
| PABP | BADAMI | PAII | EGEGIK |
| PABR | WILEY POST/WILL ROGERS MEM | PAIK | BOB BAKER MEM |
| PABT | BETTLES | PAIL | ILIAMNA |
| PABU | BULLEN POINT AIR FORCE STATION | PAIM | INDIAN MOUNTAIN LRRS |
| PABV | BIRCHWOOD | PAIN | MC KINLEY NATIONAL PARK |
| PACD | COLD BAY | PAIW | WALES |
| PACE | CENTRAL | PAJC | CHIGNIK |
| PACH | CHUATHBALUK | PAJN | JUNEAU INTL |
| PACI | CHALKYITSIK | PAJZ | KOLIGANEK |
| PACK | CHEFORNAK | PAKA | TATITLEK |
| PACL | CLEAR | PAKD | KODIAK MUNI |
| PACM | SCAMMON BAY | PAKF | FALSE PASS |
| PACR | CIRCLE CITY | PAKH | AKHIOK |
| PACS | CAPE SARICHEF | PAKI | KIPNUK |
| PACV | MERLE K (MUDHOLE) SMITH | PAKK | KOYUK ALFRED ADAMS |
| PACX | COLDFOOT | PAKL | KULIK LAKE |
| PACZ | CAPE ROMANZOF LRRS | PAKN | KING SALMON |
| PADE | DEERING | PAKP | ANAKTUVUK PASS |
| PADK | ADAK | PAKT | KETCHIKAN INTL |
| PADL | DILLINGHAM | PAKU | UGNU-KUPARUK |
| PADM | MARSHALL DON HUNTER SR | PAKV | KALTAG |
| PADQ | KODIAK | PAKW | KLAWOCK |
| PADU | UNALASKA | PAKY | KARLUK |
| PADY | KONGIGANAK | PALB | LARSEN BAY |
| PAED | ELMENDORF AFB | PALG | KALSKAG |
| PAEE | E EK | PALH | LAKE HOOD SEAPLANE |
| PAEG | EAGLE | PALP | ALPINE AIRSTRIP |
| PAEH | CAPE NEWENHAM LRRS | PALR | CHANDALAR LAKE |
| PAEI | EIELSON AFB | PALU | CAPE LISBURNE LRRS |
| PAEL | ELFIN COVE SEAPLANE | PAMB | MANOKOTAK |
| PAEM | EMMONAK | PAMC | MC GRATH |
| PAEN | KENAI MUNI | PAMD | MIDDLETON ISLAND |
| PAEW | NEWTOK | PAMH | MINCHUMINA |
| PAFA | FAIRBANKS INTL | PAMK | ST MICHAEL |
| PAFB | LADD AAF | PAML | MANLEY HOT SPRINGS |
| PAFE | KAKE | PAMM | METLAKATLA SEAPLANE |
| PAFL | TIN CREEK | PAMO | MOUNTAIN VILLAGE |
| PAFM | AMBLER | PAMR | MERRILL FLD |
| PAFR | BRYANT AAF | PAMX | MC CARTHY |
| PAFS | NIKOLAI | PAMY | MEKORYUK |
| PAFW | FAREWELL | PANA | NAPAKIAK |
| PAGA | EDWARD G PITKA SR | PANC | TED STEVENS ANCHORAGE INTL |
| PAGB | GALBRAITH LAKE | PANI | ANIAK |
| PAGG | KWIGILLINGOK | PANN | NENANA MUNI |
| PAGH | SHUNGNAK | PANO | NONDALTON |
| PAGK | GULKANA | PANR | FUNTER BAY SEAPLANE |
| PAGL | GOLOVIN | PANT | ANNETTE ISLAND |
| PAGM | GAMBELL | PANU | NULATO |
| PAGN | ANGOON SEAPLANE | PANV | ANVIK |
| PAGO | BIG LAKE | PANW | NEW STUYAHOK |
| PAGS | GUSTAVUS | PAOB | KOBUK |
| | | PAOC | PORTAGE CREEK |
| | | PAOH | HOONAH |

AIRPORTS BY ICAO LOCATION INDICATOR

| | | | |
|-------|-----------------------------|-------|-------------------------------|
| IDENT | NAME | IDENT | NAME |
| PAOM | NOME | PATL | TATALINA LRRS |
| PAOO | TOKSOOK BAY | PATQ | ATQASUK EDWARD BURNELL SR MEM |
| PAOR | NORTHWAY | PATW | CANTWELL |
| PAOT | RALPH WIEN MEM | PAUK | ALAKANUK |
| PAOU | NELSON LAGOON | PAUM | UMIAT |
| PAPB | ST GEORGE | PAUN | UNALAKLEET |
| PAPC | PORT CLARENCE CGS | PAUO | WILLOW |
| PAPE | PERRYVILLE | PAVA | CHEVAK |
| PAPG | PETERSBURG JAMES A. JOHNSON | PAVC | KING COVE |
| PAPH | PORT HEIDEN | PAVD | VALDEZ PIONEER FIELD |
| PAPK | NAPASKIAK | PAVE | VENETIE |
| PAPM | PLATINUM | PAVL | KIVALINA |
| PAPN | PILOT POINT | PAWB | BEAVER |
| PAPO | POINT HOPE | PAWD | SEWARD |
| PAPR | PROSPECT CREEK | PAWG | WRANGELL |
| PAQH | QUINHAGAK | PAWI | WAINWRIGHT |
| PAQT | NUIQSUT | PAWM | WHITE MOUNTAIN |
| PARC | ARCTIC VILLAGE | PAWN | NOATAK |
| PARS | RUSSIAN MISSION | PAWR | WHITTIER |
| PARY | RUBY | PAWS | WASILLA |
| PASA | SAVOONGA | PAWT | WAINWRIGHT AS |
| PASC | DEADHORSE | PAXK | PAXSON |
| PASD | SAND POINT | PAYA | YAKUTAT |
| PASH | SHISHMAREF | PAZA | ANCHORAGE CENTER |
| PASI | SITKA ROCKY GUTIERREZ | PFAK | AKIAK |
| PASK | SELAWIK | PFAL | ALLAKAKET |
| PASL | SLEETMUTE | PFCB | CHENEGA BAY |
| PASM | ST MARY'S | PFCL | CLARKS POINT |
| PASN | ST PAUL ISLAND | PFEL | ELIM |
| PASO | SELDOVIA | PFKA | KASIGLUK |
| PASP | SHEEP MOUNTAIN | PFKK | KOKHANOK |
| PAST | SUMMIT | PFKO | KOTLIK |
| PASV | SPARREVOHN LRRS | PFKT | BREVIG MISSION |
| PASW | SKWENTNA | PFKU | KOYUKUK |
| PASX | SOLDOTNA | PFKW | KWETHLUK |
| PASY | EARECKSON AS | PFNO | ROBERT/BOB/CURTIS MEM |
| PATA | RALPH M CALHOUN MEM | PFSH | SHAKTOOLIK |
| PATC | TIN CITY LRRS | PFTO | TOK JUNCTION |
| PATE | TELLER | PFYU | FORT YUKON |
| PATG | TOGIAK | PFWS | SOUTH NAKNEK NR 2 |
| PATK | TALKEETNA | PPIT | NUNAPITCHUK |
| | | PPIZ | POINT LAY LRRS |

MARINE RADIO BEACONS

For station identification simple characteristics consisting of combinations of dots and dashes are used. These combinations and the lengths of the dots, dashes and spaces are chosen for ease of identification. The combinations are not transmitted as morse code and are not referred to as such, but as: (—); (—·); etc., depending on the combination used. All radiobeacons superimpose the characteristic on a carrier which is on continuously during the period of transmission. This extends the usefulness of marine radiobeacons to aircraft employing automatic radio direction finders.

ALASKAN FORCES RADIO NETWORK STATIONS (AFRN)

| STATION NAME | FREQUENCY | POWER | GEOGRAPHIC LOCATION |
|--------------|-----------|-------|---------------------|
| Ft Greely | 90.5 MHz | 300W | 63°35' N 145°08' W |
| Ft Greely | 93.5 MHz | 300W | 63°35' N 145°08' W |
| Galena | 90.5 MHz | 300W | 64°26' N 156°34' W |
| Galena | 101.1 MHz | 300W | 64°26' N 156°34' W |
| King Salmon | 90.5 MHz | 300W | 58°25' N 156°56' W |
| King Salmon | 101.7 MHz | 300W | 58°25' N 156°56' W |
| Shemya | 90.5 MHz | 300W | 52°26' N 174°04' E |
| Shemya | 101.1 MHz | 300W | 52°24' N 174°04' E |
| Tok Junction | 90.5 MHz | 300W | 63°19' N 142°48' W |
| Tok Junction | 101.5 MHz | 300W | 63°19' N 142°48' W |

Note: All stations listed above repeat broadcasts originating from studios at Elmendorf AFB with the exception of Adak which is a Navy broadcasting facility. All transmitters are on the air 24 hours a day.

**FAA, ALASKA FLIGHT SERVICE STATIONS (FSS)
SPECIAL REPORTING SERVICE**

This "Special Reporting" will provide for air/ground reporting on a prearranged schedule, whenever a pilot is planning a flight over any large body of water, swamp (wetlands), or mountainous terrain.

- Contact time intervals and/or geographical locations should be agreed upon by the pilot and the FSS. Ten minute time intervals are desirable but due to limited RCO coverage, may not always be possible.
- If contact is lost for more than 15 minutes, or other agreed upon time interval, Search and Rescue will be initiated.
- Arrangements for this service can be made during preflight briefing or while in flight.
- A flight plan is desirable but not mandatory.
- Air/ground communications capabilities must be evaluated for each request for service.

ENHANCED SPECIAL REPORTING SERVICE (eSRS)

Similar to the original Special Reporting Service and in response to customer requests, eSRS provides that Flight Service will initiate SAR action upon receipt of electronic distress alerting messages, transmitted via satellite from GPS tracking devices located on board an aircraft.

Currently, aircraft utilizing SPOT™, Spidertracks™ and DeLorme inReach™ units are included in the program. Other units may be evaluated and accepted into the program as customer demand requires.

eSRS is a value-added Search and Rescue (SAR) tool. It is intended to enhance and expedite SAR for aircraft on a flight plan. eSRS does not replace a flight plan.

Alert notifications are transmitted to FSS directly, and are intended to reduce the response time upon receipt of an emergency message in comparison to waiting for a flight plan time to expire. eSRS may also provide added protection in the event of ELT failure.

eSRS procedures are intended for use with VFR flight plans originating and terminating within Alaska.

If you would like more information or wish to participate in the eSRS program please call one of the FSS's below and talk to a staff support specialist:

- Fairbanks Flight Service Station – (907) 474-0388
- Juneau Flight Service Station – (907) 586-7382
- Kenai Flight Service Station – (907) 283-3735

Additional information is available at: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/alaska/esrsak/index.cfm

OPR: Alaska Flight Services

April 3, 2014

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

Special Use Airspace Information Service (SUAIS)

SUAIS is a system operated by the United States Air Force (USAF) under agreement with the Federal Aviation Administration (FAA) Alaskan Region to assist pilots with flight planning and situational awareness while operating in or near certain Military Operations Areas (MOA) and Restricted Areas in interior Alaska. SUAIS provides a means for civil pilots to obtain "near real-time" flight information regarding military training flight activity and USAF pilots to obtain civilian pilots location and route of flight. Additionally, SUAIS provides information on Army artillery firing and known helicopter operations. SUAIS is available on VHF frequency 125.3 & 126.3 MHz east of Fairbanks and near Delta Junction in the Yukon 1, 2 & 3 MOAs, as well as in Birch, Buffalo, Eielson, Fox 3 Low, Paxon Low and Delta MOAs. Additionally, the USAF provides service to anyone within radio range operating near or within R2202, R2205, R2211, and the military training routes (MTR) in this geographic area.

SUAIS is available 24 hours a day. Direct communication with SUAIS personnel can be made by telephone or VHF radio whenever scheduled USAF aircraft are operating in active MOAs or Restricted Areas. The USAF flying window varies between 0700-0000 hours local time, and information regarding daily activation times is available in advance by contacting Eielson Range Control (ERC) at 1-800-758-8723, 1-907-372-6913 or on VHF frequencies 125.3 & 126.3 MHz. Recorded SUAIS information is provided on these frequencies and phone numbers when ERC SUAIS personnel are not on duty.

SUAIS/ERC cannot provide Air Traffic Control (ATC) services: i.e. It cannot provide IFR service or file flight plans. SUAIS is limited to providing information regarding MOA, MTR and Restricted Area airspace activation status and scheduling information. SUAIS/ERC can also provide the approximate positions of civil and military aircraft operating within the MOAs and Restricted Areas identified earlier. Eielson Range Control has radar sites located near Taylor Mountain and R2205. The radar picture from these sites is available to augment SUAIS radio coverage and, subject to radar line of sight limitations, provides radar coverage from Fairbanks to south of Delta Junction in the areas of the Alaska and Richardson Highways. However, the ability to see small aircraft without transponders is limited.

The service is provided as a supplement, and is not intended to replace ATC services provided by the FAA. Detailed information including specific frequency locations may be obtained from the USAF internet site in the form of a "Special Use Airspace Information Service (SUAIS) Pamphlet" at: <https://www.jber.jb.mil/Info/Alaskan-Airspace-Info/>

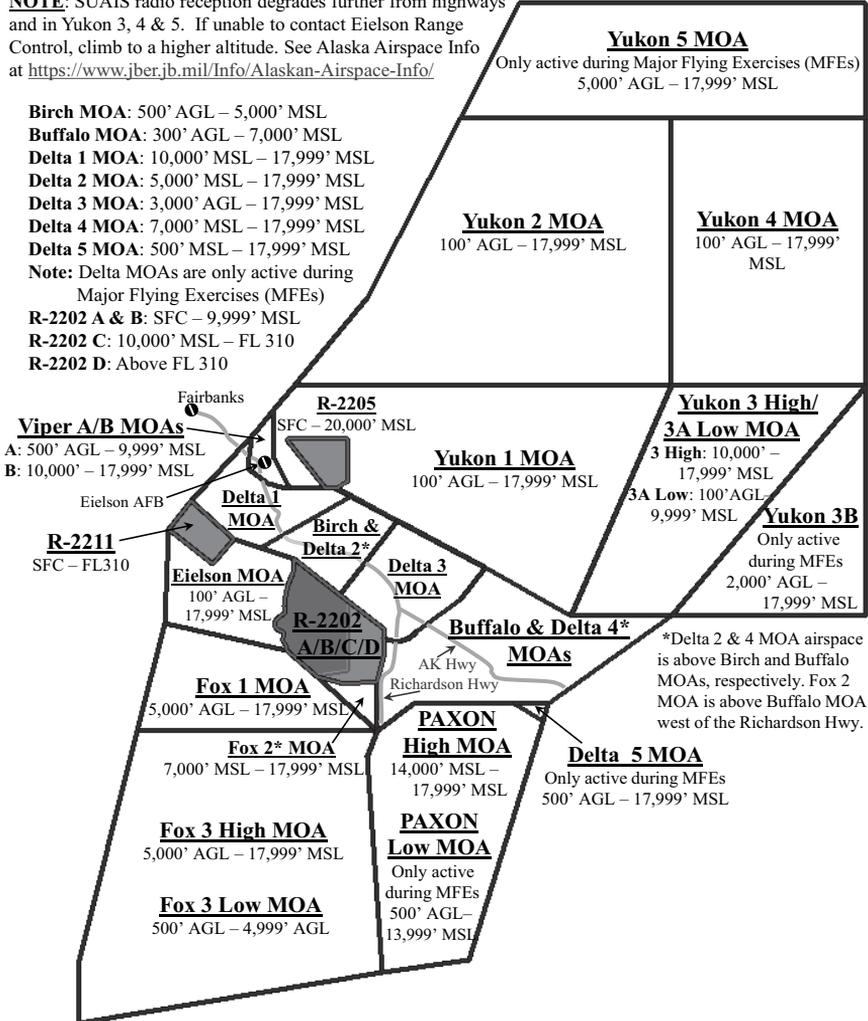
Pilots should contact the nearest Flight Service Station for the latest NOTAM information concerning SUA and MTR use. Comments regarding this service may be directed to:

611 AOC
Airspace and Ranges
9480 Pease Ave. Ste 123
Joint Base Elmendorf-Richardson, AK 99506-2100
(907) 552-5715
alaskamilitaryairspace@us.af.mil

Alaska Interior Special Use Airspace

NOTE: SUAIS radio reception degrades further from highways and in Yukon 3, 4 & 5. If unable to contact Eielson Range Control, climb to a higher altitude. See Alaska Airspace Info at <https://www.iber.jb.mil/Info/Alaskan-Airspace-Info/>

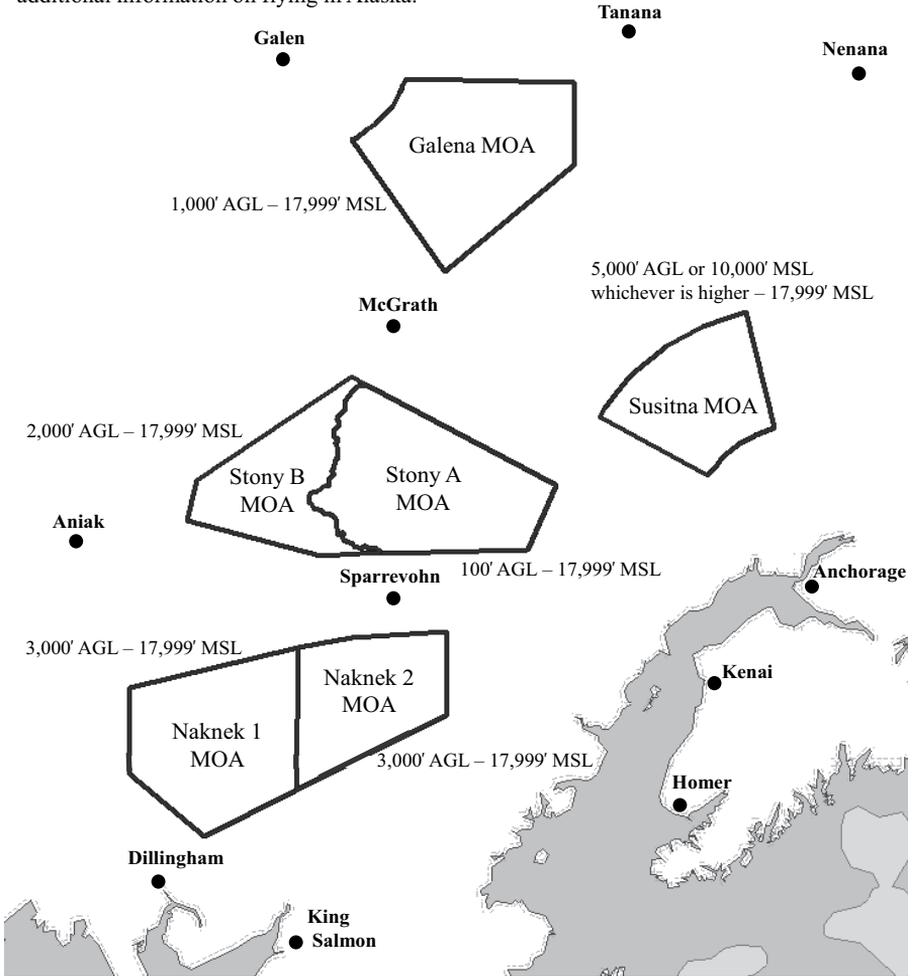
- Birch MOA:** 500' AGL – 5,000' MSL
- Buffalo MOA:** 300' AGL – 7,000' MSL
- Delta 1 MOA:** 10,000' MSL – 17,999' MSL
- Delta 2 MOA:** 5,000' MSL – 17,999' MSL
- Delta 3 MOA:** 3,000' AGL – 17,999' MSL
- Delta 4 MOA:** 7,000' MSL – 17,999' MSL
- Delta 5 MOA:** 500' MSL – 17,999' MSL
- Note:** Delta MOAs are only active during Major Flying Exercises (MFEs)
- R-2202 A & B:** SFC – 9,999' MSL
- R-2202 C:** 10,000' MSL – FL 310
- R-2202 D:** Above FL 310



ALASKA

Western Special Use Airspace

Note: The Special Use Airspace Information Service (SUAIS) is not provided in this region. See Alaska Airspace Info at <https://www.jber.jb.mil/Info/Alaskan-Airspace-Info/> for additional information on flying in Alaska.



MILITARY REFUELING TRACKS/ANCHORS

The conduct of aerial refueling is based on the strict requirement that participating aircraft remain within specifically designated airspace. Air refueling operations are normally conducted on tracks or in anchor areas. There are certain mission requirements and operational considerations which may necessitate enroute refueling operations or the establishment of special tracks/anchors not published in this section. Refer to FAA 7610.4 for additional information on those requirements.

Aerial refueling operations will be conducted under instrument flight rules on the Aerial Refueling Tracks/Anchors described in this section. New refueling tracks/anchors or changes to existing refueling tracks/anchors will become effective on the date of this publication unless indicated otherwise.

The tanker aircraft is responsible for requesting altitude clearance and routing (if different than flight plan routing) for the receiver and tanker aircraft beyond the aerial refueling exit point. Throughout the refueling operation, controller initiated heading assignments may not be effected without the concurrence of the tanker. Each aircraft must receive a specific clearance prior to leaving the refueling track/anchor. In the event of no clearance, the tanker(s) and receiver(s) will continue on the tanker's filed route and assigned block altitudes until a clearance to separate the flight can be obtained, or the aircraft will request an extension of the aerial refueling track.

NOTE: Aerial refueling operations are terminated at the end of the refueling point unless an extension of the aerial refueling track is received.

EXPLANATION OF TERMS

REFUELING TRACKS

1. ARIP – Air Refueling Initial Point – A point located upstream from the ARCP at which the receiver aircraft initiates a rendezvous with the tanker. Descent to refueling altitude will be made between ARIP and ARCP.
2. ARCP – Air Refueling Control Point – The location where the tanker and receiver rendezvous is completed prior to refueling. Tankers orbit at this point.
3. NAVIGATION CHECKPOINTS – These are designated where required to provide a means for adequate navigation for refueling aircraft and for departure from the track subsequent to refueling.
4. EXIT – The point at which the refueling track terminates.
5. COMMUNICATION/RENDEZVOUS PLAN –
 - a. Primary UHF
 - b. Backup UHF
 - c. APN 69/134/135 Setting
 - d. APX 78/Encode/Decode
 - e. TACAN Channels Receiver/Tanker
 - f. N/R = Not required.
6. REFUELING ALTITUDES – The block of airspace within which refueling operations may be conducted.
7. SCHEDULING UNIT – The military unit responsible for scheduling refueling operations. It provides daily schedules covering requested altitudes/flight levels and times of use for proposed operations to the assigned ARTCC.
8. ASSIGNED ARTCC – The FAA Air Traffic Control Center that controls the airspace within which the track is located.
9. SODAR – Simultaneous Opposite Direction Air Refueling.

REFUELING ANCHORS

1. ENTRY POINTS – These are designated points where tanker aircraft may enter the anchor area without the assistance of radar. When either FAA Center Radar or Ground TAC Radar is operative, a tanker may proceed to the Anchor Point without crossing an Entry Point.
2. ANCHOR POINT – The geographical point upon which the anchor pattern is oriented.
3. ANCHOR PATTERN – A left-hand race track pattern with legs separated by a minimum of 20 NM and a minimum leg length of 50 NM.
4. EXIT POINTS – These are designated points where tanker and receiver aircraft may depart the anchor area after refueling is completed.
5. MILITARY RADAR – The call sign and frequencies of the military unit responsible for radar control of refueling operations within the anchor area. These are normally an ADCF (Air Defense Control Facility) or CRC/CRP (Control and Reporting Center/Post).

ARTCC FREQUENCIES

The ARTCC frequencies to be used at the control and/or exit points are listed under the "Assigned ARTCC" column, e.g., ARCP 297.3 EXIT 295.4

NOTE: The location of the refueling airspace is depicted in graphic format following the Aerial Refueling Tracks/Anchors table. If there is no information for a particular field, it will be omitted.

| NUMBER | ARIP | ARCP | NAVIGATION CHECK POINTS | EXIT | CR PLAN | REFUELING ALTITUDES | SCHEDULING UNIT | ASSIGNED ARTCC |
|----------------------------|--|---|---|--|---|----------------------------|---|---|
| ARS05 (East) ALASKA | BET VORTAC 023/85 N61°54.08' W160°01.32' | MCG VORTAC 255/48 N63°00.00' W157°22.00' | MCG VORTAC 321/36 N63°31.00' W156°05.00' ENN VORTAC 305/68 N65°23.00' W150°23.00' | FYU VORTAC 230/44 N66°19.00' W147°00.00' | a. 315.900 b. 263.900 c. 1-1-1 d. 2/1 e. 52/115 | FL210/FL230 FL240/FL260 | 168 ARS/DOO Eielson AFB, AK DSN 317-377-8812 (After duty hours 317-377-8800) C907-377-8812 | Anchorage ARCP-353.8E/128.1E EXIT-285.4E/133.1E ARIP-372.0E/125.2E |
| (West) | FYU VORTAC 230/44 N66°19.00' W147°00.00' | ENN VORTAC 305/58 N65°23.00' W150°23.00' | MCG VORTAC 321/36 N63°31.00' W156°05.00' MCG VORTAC 255/48 N63°00.00' W157°22.00' | BET VORTAC 023/85 N61°54.00' W160°00.00' | | | | Anchorage ARCP-285.4W/133.1W EXIT-353.8W/128.1W ARIP-284.7W/135.0W |
| ARS06 (North) ALASKA | ORT VORTAC 150/118 N61°00.00' W141°30.00' | ORT VORTAC 194/24 N62°38.00' W142°27.00' | ORT VORTAC 296/48 N63°33.56' W143°03.48' ORT VORTAC 280/57 N63°27.59' W143°40.11' ORT VORTAC 177/64 N62°00.00' W142°41.00' | ORT VORTAC 157/121 N60°56.00' W142°01.00' | a. 288.800 b. 263.900 c. 1-1-1 d. 2/1 e. 30/93 | FL240/FL310 | 168 ARS/DOO Eielson AFB, AK DSN 317-377-8812 (After hours 317-377-8800) C907-377-8812 | Anchorage ARCP-323.0W/127.1W EXIT-323.0W/127.1W |
| ARS06 (South) | ORT VORTAC 280/57 N63°27.59' W143°40.11' | ORT VORTAC 177/61 N62°00.00' W142°41.00' | ORT VORTAC 157/118 N61°00.00' W141°30.00' ORT VORTAC 194/24 N62°38.00' W142°27.00' | ORT VORTAC 296/48 N63°33.56' W143°03.48' | | | | Anchorage ARCP-323.0E/127.1E EXIT-323.0E/263.1E/ 121.7E/119.0E |

REMARKS: Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315-449-7924 at least 8 hours prior to mission brief time.

REMARKS: Refueling restricted to three flight levels. Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315-449-7924 at least 8 hours prior to mission brief time.

| NUMBER | ARIP | ARCP | NAVIGATION CHECK POINTS | EXIT | CR PLAN | REFUELING ALTITUDES | SCHEDULING UNIT | ASSIGNED ARTCC |
|--|--|---|--|--|--|---------------------|---|--|
| ARS07 (East) ALASKA | YAK VOR-DME 196/91 N58°16.00' W141°20.00' | BKA VORTAC 265/110 N57°16.47' W138°49.00' | BKA VORTAC 225/62 N56°29.00' W136°57.50' | BKA VORTAC 141/92 N55°25.00' W134°40.00' | a. 270.025 b. 265.700 c. 1-2-1 d. 3/1 e. 31/94 | FL240/FL270 | 168 ARS/D00 Eielson AFB, AK DSN 317-377-8812 (After hours 317-377-8800) 279.55/124.05 C907-377-8812 | Anchorage ARCP-Primary 323.25/120.55 Secondary 279.55/124.05 EXIT-323.25/120.55 |
| (West) | BKA VORTAC 141/92 N55°25.00' W134°40.00' | BKA VORTAC 265/110 N57°16.47' W138°49.00' | BKA VORTAC 265/110 N57°16.47' W138°49.00' | YAK VOR-DME 196/91 N58°16.00' W141°20.00' | | | | Anchorage ARCP-Primary 323.25/120.55 Secondary 279.55/124.05 EXIT-323.25/120.55 |
| REMARKS: Times as coordinated with ARTCC. Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315-449-8333 at least 8 hours prior to mission brief time. | | | | | | | | |
| ARS08E ALASKA | HOODY N57°44.26' W174°10.08' | SPY NDB-DME 004/117 N57°09.42' W170°13.98' | SPY NDB-DME 078/078 W167°12.00' W167°50.00' CDB VORTAC 319/130 N67°11.00' W164°34.00' CDB VORTAC 004/117 N57°07.00' W161°40.00' | PDN NDB-DME N56°57.26' W158°38.85' | a. 288.800 b. 263.900 c. 1-1-1 d. 2/1 e. 30/93 | FL240/FL290 | 168ARS/D03 Eielson AFB, AK DSN 317-377-8812 (After hours 317-377-8800) C907-377-8812 | Anchorage ARCP-119.1/339.8 or 128.2/338.3 EXIT-125.45/322.4 or 118.5/278.3 |
| REMARKS: Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315-449-8333 at least 8 hours prior to mission brief time. Simultaneous Opposite Direction Aerial Refueling (SODAR) authorized with AR508W when scheduled and coordinated with the 168 ARW and ATC. | | | | | | | | |
| ARS08W ALASKA | PDN NDB-DME N56°57.26' W158°38.85' | CDB VORTAC 004/117 N57°07.00' W161°40.00' | CDB VORTAC 319/130 N57°11.00' W164°34.00' SPY NDB-DME 078/078 N57°12.00' W167°50.00' SPY NDB-DME N57°09.42' W170°13.98' | HOODY N57°44.26' W174°10.08' | a. 288.800 b. 263.900 c. 1-1-1 d. 2/1 e. 30/93 | FL240/FL290 | 168ARS/D03 Eielson AFB, AK DSN 317-377-8812 (After hours 317-377-8800) C907-377-8812 | Anchorage ARCP-125.45/322.4 or 118.5/278.3 EXIT-119.1/339.8 or 128.2/338.3 |
| REMARKS: Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315-449-8333 at least 8 hours prior to mission brief time. Simultaneous Opposite Direction Aerial Refueling (SODAR) authorized with AR508E when scheduled and coordinated with the 168 ARW and ATC. | | | | | | | | |

| NUMBER | ARIP | ARCP | NAVIGATION CHECK POINTS | EXIT | CR PLAN | REFUELING ALTITUDES | SCHEDULING UNIT | ASSIGNED ARTCC |
|--------|---------------------------|---------------------------|--|---|---|------------------------|--|---|
| AR509 | FAI VORTAC 260/55 | GAL VOR-DME 060/70 | GAL VOR-DME 305/15 N64°56.04' W157°08.33' | ENN VORTAC 260/25 N64°39.97' W150°01.47' | a. 265,700 b. 270,000 c. N/R d. N/R e. 50/113 | FL240/FL260 | 168ARS/DOO Eielson AFB, AK DSN 317-377-8812/8800 C907-377-8812/8800 | Anchorage ARCP-319.2/120.9 EXIT-319.2/120.9 |
| ALASKA | N64°57.56' W150°07.72' | N64°58.55' W154°06.07' | GAL VOR-DME 220/10 N64°38.84' W157°06.13' | | | | | |
| | | | GAL VOR-DME 075/75 N64°39.96' W153°52.19' | | | | | |

REMARKS: AR509 and AR505 will not be used simultaneously. Weather briefing support agencies should request mission forecast support from 170WS at DSN 315-449-7924 at least 8 hours prior to mission brief time.

| NUMBER | ENTRY POINT(S) | ARIP | ANCHOR POINT | ANCHOR PATTERN | EXIT POINT(S) | CR PLAN MILITARY RADAR | REFUELING ALTITUDES | SCHEDULING UNIT | ASSIGNED ARTCC | TIMES OF OPERATION |
|--------|--|--|---|--|--|---|--|---|---|------------------------------|
| ART19 | FAI VORTAC 048/35 N65°00.18' W146°43.74' AXSEM | EIL TACAN 031/52 N65°09.00' W145°25.00' | EIL TACAN 042/121 N65°26.00' W142°43.00' | EIL TACAN 042/121 N65°26.00' W142°43.00' EIL TACAN 033/125 N65°46.00' N142°55.00' EIL TACAN 022/79 N65°34.00' W144°53.00' | FAI VORTAC 048/35 N65°00.18' W146°43.74' AXSEM FAI VORTAC 024/87 N65°48.03' W145°31.49' CABIN | a. 270.025 b. 265.700 c. 1-2-1 d. 3/1 e. 31/94 Top Rocc Primary 234.6 Secondary 364.2/126.2 | 14000/17000 FL240/FL290 or as assigned by ATC | 354 OSS/OSOR Eielson AFB, AK DSN 317-377-9327/ 2749/2718/3125 C907-377-9327/ 2749/2718/3125 | Anchorage ARCP-322.5 233.7 EXIT-322.5 233.7 | As coordinated with ARTCC |

ATC ASSIGNED AIRSPACE: YUKON 2 & 4 ATCAA/MOA: N64°59.98' W146°43.72' to N65°22.98' W146°00.15' to N66°09.98' W145°05.15' to N66°09.98' W143°00.15' to N66°09.88' W141°05.00' to N64°59.98' W141°05.00' to N64°59.98' W143°00.13' to beginning.

REMARKS: MOA required if refueling below FL180. ATCAA required if refueling above FL180. Tanker/Receiver must FILE to/from the ATCAA/MOA, not ART19, using the common entry/exit five letter fixes listed above. In remark line of DD-475, include remark (Example) "refueling in ART19 FL240B290." Weather briefing support agencies should request mission forecast support from 170WS at DSN 315-449-7924 at least 8 hours prior to mission brief time.

① Or as assigned by ATC

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|---|--|---|---|---|--|---|---|--|--|--|--|--|--------------------------------------|--|
| <p>AR720 (Northeast) ALASKA</p> | <p>FAL VORTAC 151/52 N63°56.50' W147°45.00' BEYAR FAL VORTAC 164/75 N63°33.52' W148°15.32' WELLE EDF TACAN 004/68 N62°17.62' W148°50.83' CRUZR GKN VOR-DME 262/51 N62°21.41' W147°11.80'</p> | <p>HQJOE 181/105 N62°24.50' W147°14.00</p> | <p>BIG VORTAC 191/44 N63°24.00' W146°37.00'</p> | <p>BIG VORTAC 191/44 N63°24.00' W146°37.00'</p> | <p>FAL VORTAC 151/52 N63°56.50' W147°45.00' BEYAR FAL VORTAC 164/75 N63°33.52' W148°15.32' WELLE EDF TACAN 004/68 N62°17.62' W148°50.83' CRUZR GKN VOR-DME 262/51 N62°21.41' W147°11.80'</p> | <p>BIG VORTAC 191/44 N63°24.00' W146°37.00'</p> | <p>BIG VORTAC 191/44 N63°24.00' W146°37.00'</p> | <p>FAL VORTAC 151/52 N63°56.50' W147°45.00' BEYAR FAL VORTAC 164/75 N63°33.52' W148°15.32' WELLE EDF TACAN 004/68 N62°17.62' W148°50.83' CRUZR GKN VOR-DME 262/51 N62°21.41' W147°11.80'</p> | <p>FL240/FL290 or as assigned by ATC</p> | <p>a. 277.1 b. 263.900 c. 1-3-1 d. 4/1 e. 32/95 Top Rocc Primary 234.6 Secondary 364.2/126.2</p> | <p>354 OSS/OSOR Eielson AFB, AK DSN 317-377-9327/ 2749/2718/3125 C907-377-9327/ 2749/2718/3125</p> | <p>Anchorage ARCP-279.6/ 322.5 (backup) EXIT-279.6/ 322.5 (backup)</p> | <p>As coordinated with ARTCC</p> | |
| ----- | | | | | | | | | | | | | | |
| <p>(Southwest)</p> | <p>FAL VORTAC 151/52 N63°56.50' W147°45.00' BEYAR FAL VORTAC 164/75 N63°33.52' W148°15.32' WELLE EDF TACAN 004/68 N62°17.62' W148°50.83' CRUZR GKN VOR-DME 262/51 N62°21.41' W147°11.80'</p> | <p>BIG VORTAC 191/44 N63°24.00' W147°07.00'</p> | <p>BIG VORTAC 191/44 N63°24.00' W147°07.00'</p> | <p>BIG VORTAC 191/44 N63°24.00' W147°07.00'</p> | <p>FAL VORTAC 151/52 N63°56.50' W147°45.00' BEYAR FAL VORTAC 164/75 N63°33.52' W148°15.32' WELLE EDF TACAN 004/68 N62°17.62' W148°50.83' CRUZR GKN VOR-DME 262/51 N62°21.41' W147°11.80'</p> | <p>BIG VORTAC 191/44 N63°24.00' W146°37.00'</p> | <p>BIG VORTAC 191/44 N63°24.00' W146°37.00'</p> | <p>FAL VORTAC 151/52 N63°56.50' W147°45.00' BEYAR FAL VORTAC 164/75 N63°33.52' W148°15.32' WELLE EDF TACAN 004/68 N62°17.62' W148°50.83' CRUZR GKN VOR-DME 262/51 N62°21.41' W147°11.80'</p> | <p>FL240/FL290 or as assigned by ATC</p> | <p>a. 277.1 b. 263.900 c. 1-3-1 d. 4/1 e. 32/95 Top Rocc Primary 234.6 Secondary 364.2/126.2</p> | <p>354 OSS/OSOR Eielson AFB, AK DSN 317-377-9327/ 2749/2718/3125 C907-377-9327/ 2749/2718/3125</p> | <p>Anchorage ARCP-279.6/ 322.5 (backup) EXIT-279.6/ 322.5 (backup)</p> | <p>As coordinated with ARTCC</p> | |

ATC ASSIGNED AIRSPACE: FOX 1 & FOX 3 ATCAAs: N63°58.00' W148°00.00' to N63°50.82' W146°47.63' to N63°43.98' W146°30.13' to N63°42.23' W146°13.57' to N63°42.98' W145°54.15' to N63°30.00' W145°54.00' to N62°30.00' W146°43.32' to N62°23.00' W146°48.85' to N62°13.58' W148°50.83' to N63°30.00' W148°50.83' to N62°30.00' W148°50.83' N63°30.00' W148°16.77' to beginning.

REMARKS: Tanker/Receiver must FILE to/from the ATCAA, not AR720, using the common entry/exit five letter fixes listed above. In remark line of DD-175, include remark (example) 'refueling in AR720 FL240B290.' Weather briefing agencies should request mission forecast support from DSN 315-449-7924 at least 8 hours prior to mission brief time, or as assigned by ATC.

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| <p>ART21 (Northeast) ALASKA</p> | <p>AKN VORTAC 327/60 N59°40.64' W157°19.73' NAKNE TED VOR-DME 240/133 N60°37.18' W156°11.00' SPAIR AKN VORTAC 352/127 N60°49.00' W156°11.00' ETHAN</p> | <p>AKN VORTAC 312/99 N60°06.00' W158°30.00'</p> | <p>AKN VORTAC 355/98 N60°19.00' W156°06.00'</p> | <p>AKN VORTAC 355/98 N60°19.00' W156°06.00'</p> | <p>AKN VORTAC 327/60 N59°40.64' W157°19.73' NAKNE TED VOR-DME 240/133 N60°37.18' W156°11.00' SPAIR AKN VORTAC 352/127 N60°49.00' W156°11.00' ETHAN</p> | <p>AKN VORTAC 327/60 N59°40.64' W157°19.73' NAKNE TED VOR-DME 240/133 N60°37.18' W156°11.00' SPAIR AKN VORTAC 352/127 N60°49.00' W156°11.00' ETHAN</p> | <p>a. 270.025 b. 265.700 c. 1-2-1 d. 3/1 e. 31/94 Top Rocc Primary 234.6 Secondary 364.2/126.2</p> | <p>FL240/FL290 or as assigned by ATC</p> | <p>3 OSS /OSOS JBER, AK DSN 317-552-2406/ 1198 C907-552-2406/ 1198</p> | <p>Anchorage ARCP-351.8 EXIT-351.8</p> | <p>As coordinated with ARTCC</p> |
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| <p>(Southwest)</p> | <p>AKN VORTAC 327/60 N59°40.64' W157°19.73' NAKNE TED VOR-DME 240/133 N60°37.18' W156°11.00' SPAIR AKN VORTAC 352/127 N60°49.00' W156°11.00' ETHAN</p> | <p>AKN VORTAC 001/124 N60°42.00' W155°32.00'</p> | <p>AKN VORTAC 326/113 N60°30.00' W157°57.00'</p> | <p>AKN VORTAC 326/113 N60°30.00' W157°57.00'</p> | <p>AKN VORTAC 327/60 N59°40.64' W157°19.73' NAKNE TED VOR-DME 240/133 N60°37.18' W156°11.00' SPAIR AKN VORTAC 352/127 N60°49.00' W156°11.00' ETHAN</p> | <p>AKN VORTAC 327/60 N59°40.64' W157°19.73' NAKNE TED VOR-DME 240/133 N60°37.18' W156°11.00' SPAIR AKN VORTAC 352/127 N60°49.00' W156°11.00' ETHAN</p> | <p>AKN VORTAC 327/60 N59°40.64' W157°19.73' NAKNE TED VOR-DME 240/133 N60°37.18' W156°11.00' SPAIR AKN VORTAC 352/127 N60°49.00' W156°11.00' ETHAN</p> | <p>As coordinated with ARTCC</p> | <p>Anchorage ARCP-351.8 EXIT-351.8</p> | <p>As coordinated with ARTCC</p> | |

ATC ASSIGNED AIRSPACE: NAKNEK ATCAA: N60°29.95' W159°00.13' to N60°45.95' W156°43.13' to N60°49.97' W156°00.13' to N60°51.73' W155°10.00' to N60°52.55' W154°43.25' to N60°52.97' W154°28.13' to N60°25.97' W154°13.13' to N60°18.97' W154°43.25' to N59°48.95' W156°45.13' to N59°29.95' W158°00.13 to N59.95' W159°00.13' to beginning.

REMARKS: Tanker/Receiver must FILE to/from the NAKNEK ATCAA, not ART21, using common entry/exit five letter fixes listed above. In remark of DD-175, include remark (example) "refueling in ART21 FL240B290." Weather briefing support agencies should request mission forecast support from I/OWS at DSN 315-449-7924 at least 8 hours prior to mission brief time, or as assigned by ATC.

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| ART22 (Northeast) ALASKA | CDB VORTAC 074/65 N55°17.50' W160°52.70' LIYYA | CDB VORTAC 073/67 N55°19.00' W160°50.00' | CDB VORTAC 050/131 N56°11.00' W159°17.00' | CDB VORTAC 050/131 N56°11.00' W159°17.00' CDB VORTAC 040/125 N56°27.00' W159°43.00' | AKN VORTAC 198/142 N56°44.66' W159°09.20' KAYEF | a. 277.1 b. 263.900 c. 1-3-1 d. 4/1 e. 32/95 Top Rocc Primary 234.6 Secondary 364.2/126.2 | FL240/FL290 or as assigned by ATC | 3.OSS/OSOS JBER,AK 317-552-2406/ 1198 C907-552-2406/ 1198 | Anchorage ARCP-346.3 288.3 (backup) EXIT-346.3 288.3 (backup) | As coordinated with ARTCC |
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| (Southwest) | AKN VORTAC 198/142 N56°44.66' W159°09.20' KAYEF | CDB VORTAC 039/146 N56°41.00' W159°15.00' | CDB VORTAC 047/75 N55°51.00' W160°49.00' | CDB VORTAC 047/75 N55°51.00' W160°49.00' CDB VORTAC 062/84 N55°35.00' W160°23.00' | CDB VORTAC 074/65 N55°17.50' W160°52.70' LIYYA | CDB VORTAC 074/65 N55°17.50' W160°52.70' | As coordinated with ARTCC | Anchorage ARCP-346.3 288.3 (backup) EXIT-346.3 288.3 (backup) | As coordinated with ARTCC | |

ATC ASSIGNED AIRSPACE: SANDPOINT ATCAA: N55°43.00' W161°33.00' to N56°56.00' W159°28.00' to N56°05.00' W158°10.00' to N55°05.00' W160°34.00' to beginning.

REMARKS: Tanker/Receiver must FILE to/from the SANDPOINT ATCAA, not ART722, using the common entry/exit five letter fixes listed above. In remark line of DD-175, include remark (example) 'refueling in ART721 FL240B290.' Weather briefing support agencies should request mission forecast support from 17TOWS at DSN 315-449-7924 at least 8 hours prior to mission brief time, or as assigned by ATC

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|--------------|--|---|--|--|---|-------------|---|---|
| ART26 | BIG VORTAC 133/26 N63°37.06' W145°19.30' SKKOT BIG VORTAC 100/42 N63°37.00' W144°24.17' TEGNE BIG VORTAC 148/93 N62°29.22' W145°10.49' USOXY | BIG VORTAC 147/84 N62°37.74' W145°11.45' BIG VORTAC 128/52 N63°14.74' W144°47.28' BIG VORTAC 147/41 N63°21.00' W145°27.24' BIG VORTAC 159/78 N62°42.55' W145°48.94' BIG VORTAC 147/84 N62°37.74' W145°11.45' | BIG VORTAC 128/52 N63°14.74' W144°47.28' BIG VORTAC 147/41 N63°21.00' W145°27.24' BIG VORTAC 159/78 N62°42.55' W145°48.94' BIG VORTAC 147/84 N62°37.74' W145°11.45' | BIG VORTAC 133/26 N63°37.06' W145°19.30' SKKOT BIG VORTAC 100/42 N63°37.00' W144°24.17' TEGNE BIG VORTAC 148/93 N62°29.22' W145°10.49' USOXY | a. 270.000 b. 265.700 c. N/R d. N/R e. 50/113 Top Rocc Primary 234.6 Secondary 364.2/126.2 | FL190/FL290 | 354 OSS/OSOR Eielson AFB, AK DSN 317-377-9327/ 3125 C907-377-9327 /3125 | Anchorage ARCP-135.3/ 322.5 EXIT-119.5/ 317.5 |
|--------------|--|---|--|--|---|-------------|---|---|

ATC ASSIGNED AIRSPACE: PAXON ATCAA: N63°30.00' W145°54.00' to N63°37.00' W145°33.00' to N63°37.00' W144°13.00' to N62°30.00' W145°00.00' to N62°23.00' W146°48.51' to N62°30.00' W146°43.19' to beginning.

REMARKS: Tanker/Receiver must FILE to/from the ATCAA, not ART26, using the common entry/exit five letter fixes listed above. In remark line of DD-175, include remark (Example) - refueling in ART26 FL190E290. Weather briefing agencies should request mission forecast support from TOWS at DSN 315-449-7924 at least 8 hours prior to mission brief time.

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| <p>ART27 (Northwest) ALASKA</p> | <p>GAL VOR-DME 079/85 N64°33.27' W153°30.68' AMTEE MCG VORTAC 066/79 N63°02.17' W152°43.83' BEVAN GAL VOR-DME 097/40 N64°27.67' W155°22.24' LATINA GAL VOR-DME 096/108 N63°59.29' W153°00.83' MINNA MCG VORTAC 058/33 N63°04.17' W154°26.00' VEDDA</p> | <p>GAL VOR-DME 116/138 N63°07.00' W153°04.00'</p> | <p>GAL VOR-DME 094/76 N64°15.00' W154°04.00'</p> | <p>GAL VOR-DME 094/76 N64°15.00' W154°04.00' 108/64 N64°07.00' W154°46.00' GAL VORTAC 122/111 N63°20.00' W154°04.00' GAL VOR-DME 112/119 N63°28.00' W153°20.00'</p> | <p>GAL VOR-DME 079/85 N64°33.27' W153°30.68' AMTEE MCG VORTAC 066/79 N63°02.17' W152°43.83' BEVAN GAL VOR-DME 097/40 N64°27.67' W155°22.24' LATINA GAL VOR-DME 096/108 N63°59.29' W153°00.83' MINNA MCG VORTAC 058/33 N63°04.17' W154°26.00' VEDDA</p> | <p>a. 270.025 b. 265.700 c. 1-2-1 d. 3/1 e. 31/94 Top Rocc Primary 234.6 Secondary 364.2/126.2</p> | <p>FL240/FL290 or as assigned by ATC</p> | <p>3.OSS/OSOS JBER, AK DSN 317-552-2406/ 1198 C907-552-2406/ 1198</p> | <p>Anchorage ARCP-353.8W EXIT-353.8W</p> | <p>As coordinated with ARTCC</p> |
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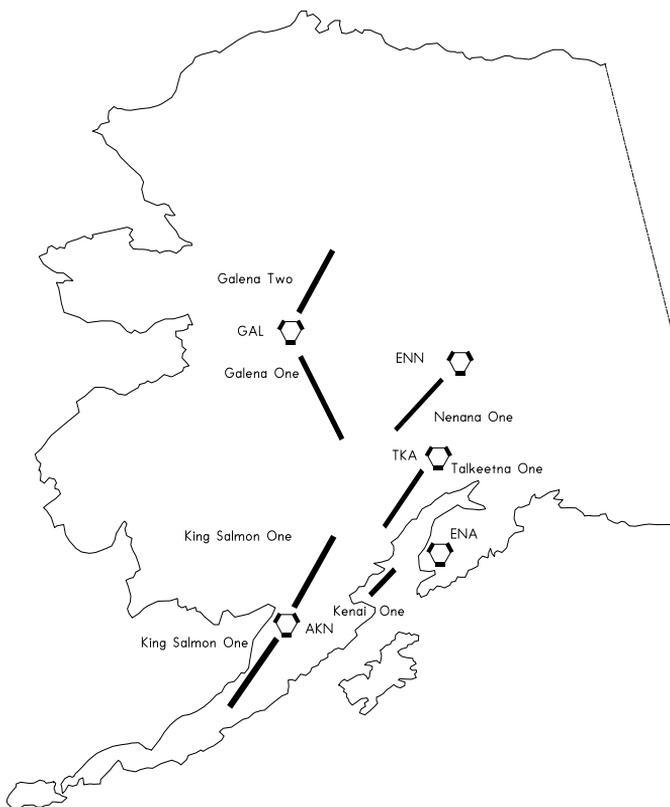
| | | | | | | | | |
|---|---|--|---|---|--|---|--|--------------------------------------|
| <p>AR727 (Southeast)</p> | <p>GAL VOR-DME 079/85 N64°33.27' W153°30.68' AMTEE MCG VORTAC 066/79 N63°02.17' W152°43.83' BEVAN GAL VOR-DME 097/40 N64°15.00'</p> | <p>GAL VOR-DME 095/47 N64°26.00' W155°05.00'</p> | <p>GAL VOR-DME 122/111 N63°20.00' W154°04.00'</p> | <p>GAL VOR-DME 112/119 N63°28.00' W153°20.00' GAL VOR-DME 094/76 N64°15.00'</p> | <p>GAL VOR-DME 122/111 N63°20.00' W154°04.00' GAL VOR-DME 112/119 N63°28.00' W153°20.00' GAL VOR-DME 094/76 N64°15.00'</p> | <p>MCG VORTAC 066/79 N63°02.17' W152°43.83' BEVAN GAL VOR-DME 079/85 N64°33.27' W153°30.68' AMTEE GAL VOR-DME 097/40 N64°15.00'</p> | <p>Anchorage ARCP-353.8 EXIT-353.8</p> | <p>As coordinated with ARTCC</p> |
| <p>ATC ASSIGNED AIRSPACE. GALENA ATCAA: N64°34.05' W155°16.75' to N64°32.97' W153°00.15' to N64°19.95' W153°00.15' to N63°59.97' W153°00.15' to N63°12.00' W151°31.00' to N63°00.00' W153°00.00' to N63°00.00' W154°20.00' to N63°16.97' W154°45.13' to N64°09.88' W156°01.00' thence counterclockwise via a 40NM ARC of GAL VOR-DME to beginning.</p> <p>REMARKS: Tanker/Receiver must FILE to/from the Galena ATCAA, not ART27, using the common entry/exit five letter fixes listed above. In remark line of DD-175, include remark (example) "refueling in ART72 FL240B290." Weather briefing support agencies should request mission forecast support from 17OWS at DSN 315-449-7924 at least 8 hours prior to mission brief time.</p> | | | | | | | | |

MILITARY AERIAL REFUELING TRACKS

Military Aircraft conduct refueling operations in Alaska below 10,000' MSL in VFR conditions on the routes listed below. A notice to airmen (NOTAM) will be issued at least 24 hours prior to the use of these routes. Refueling operations will be conducted about twice a month on each route for a maximum period of three hours. Only one HC-130 tanker and two HH-60 helicopters will engage in refueling operations on any given route. Refueling aircraft may use Mode 3, Code 4000 for discrete IFF operations. HC-130 tanker will monitor 122.9 (Valley Traffic).

Routes - Name, Navaid, Radial, Distance

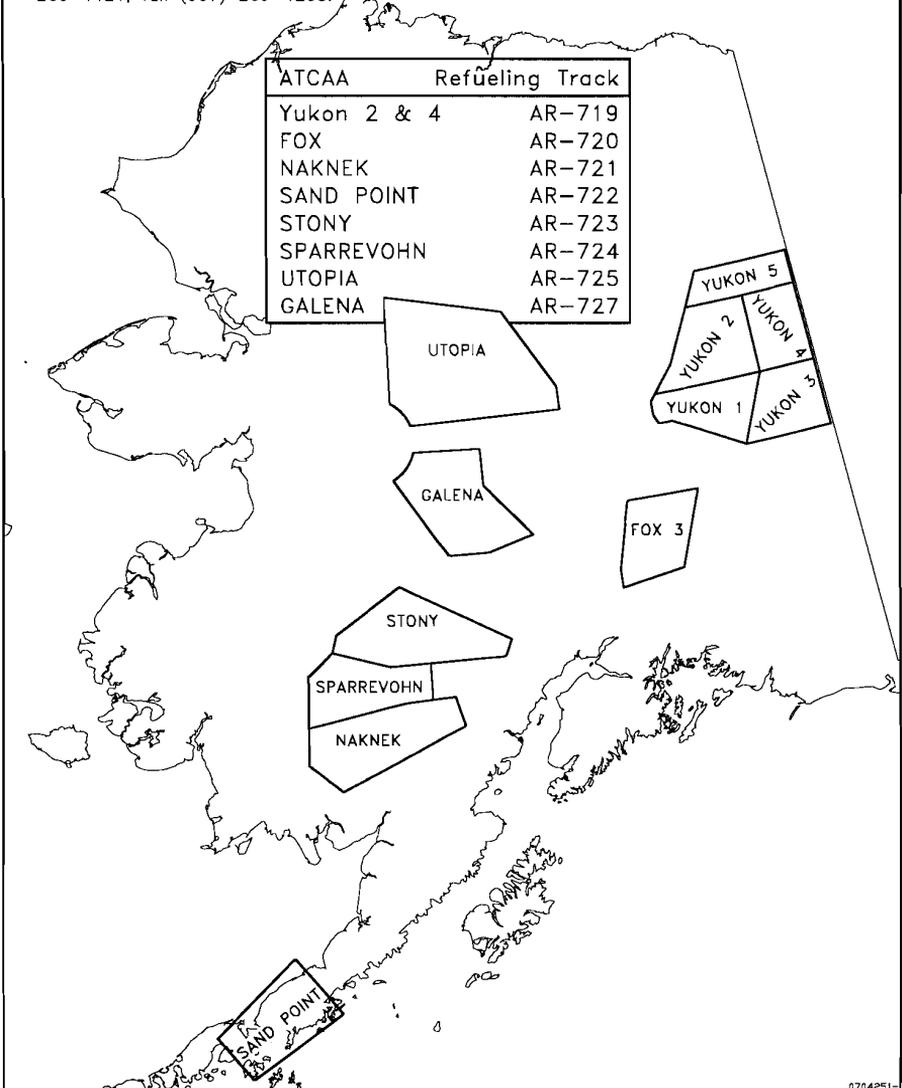
| | | |
|----------------------------------|--|----------------------------------|
| * Talkeetna One TKA 197/15-90 | Galena One GAL 125/15-150 | Kenai One ENA 200/50-100 |
| Galena Two GAL 360/15-90 | Nenana One ENN 200/15-90 | King Salmon One AKN 180/15-90 |
| King Salmon Two AKN 360/15-90 | *Talkeetna One Route will be utilized on a regular weekly basis between 1000-1500 and 1800-2300 hours local time on Monday through Friday. | |



MILITARY AERIAL REFUELING ARSPACE AIR TRAFFIC CONTROL ASSIGNED AIRSPACE (ATCAA)

Military Aircraft conduct refueling operations in Alaska in the airspaces shown below, normally between FL 240 and FL 290, on an IFR flight plan at assigned altitude(s). Refueling aircraft have right of way over other aircraft in accordance with FAR 91.113d(d). USN/USMC aircraft may operate green anticollision light(s) identifying aircraft involved in aerial refueling operations. When displayed, these lights will be used in conjunction with standard position lights. It is recommended pilots contact the nearest Flight Service Station for the latest information concerning Military Aerial Refueling Airspace (ATCAA) areas/Air Traffic Control Assigned Airspace (ATCAA) areas. Comments may be directed to FAA Military Operations Branch, AAL-530, 700 N. Boniface Pkwy., Anchorage, Alaska 99506-1697, (907) 269-1121, fax (907) 269-1258.

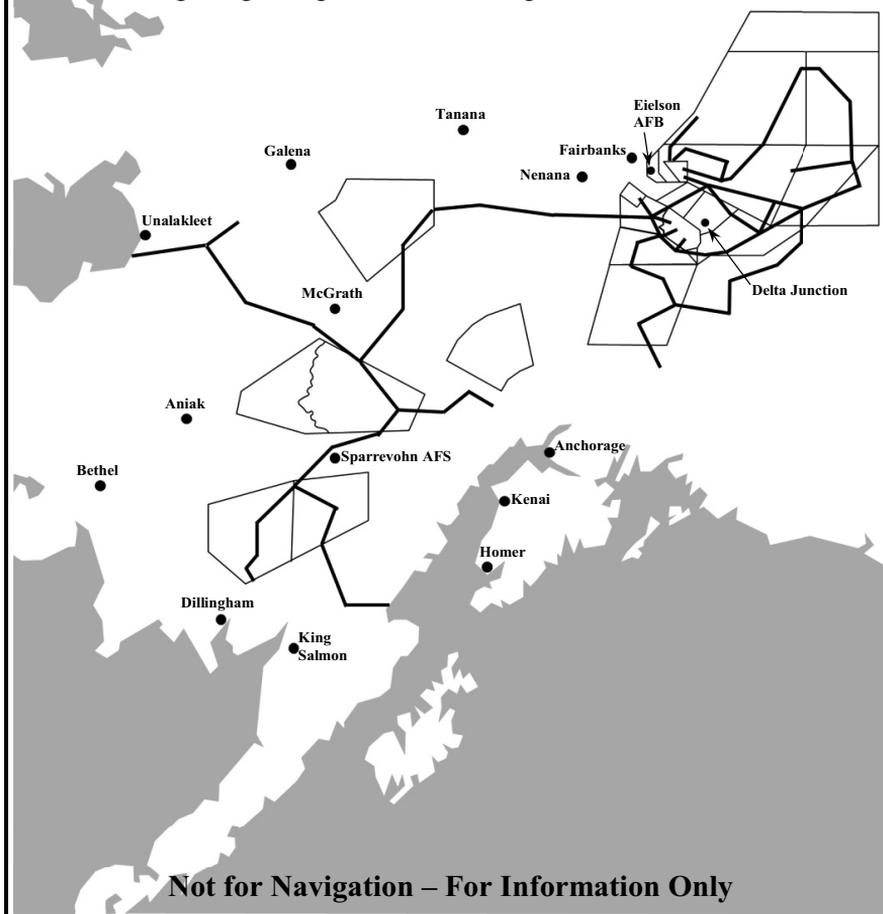
| ATCAA | Refueling Track |
|-------------|-----------------|
| Yukon 2 & 4 | AR-719 |
| FOX | AR-720 |
| NAKNEK | AR-721 |
| SAND POINT | AR-722 |
| STONY | AR-723 |
| SPARREVOHN | AR-724 |
| UTOPIA | AR-725 |
| GALENA | AR-727 |



0704251

Alaskan Military Training Routes (IR & VR)

This graphic identifies IFR and VFR MTR ground tracks, and includes Military Operations Areas & Restricted Areas. Operations on MTRs are conducted in accordance with instrument and visual flight rules, at speeds as high as 540 Kts. Current information concerning the route use is available from the appropriate Flight Service Station within 100 miles of the route, by Anchorage Center, or the Special Use Airspace Information Service (see SUAIS page in this supplement for more information on interior routes near Eielson AFB). Most MTRs are charted on Enroute Low Altitude IFR charts and all are charted on Sectionals. Contact 11 AF Airspace and Ranges at (907) 552-2430/3636/5715 for information regarding management or scheduling of Alaskan MTRs



Not for Navigation – For Information Only

DISTANCES

| METERS/FEET | | |
|-------------|---------|---------|
| MTRS | FT/MTRS | FT |
| 0.305 | 1 | 3.281 |
| 0.610 | 2 | 6.562 |
| 0.914 | 3 | 9.843 |
| 1.219 | 4 | 13.123 |
| 1.524 | 5 | 16.404 |
| 1.829 | 6 | 19.685 |
| 2.134 | 7 | 22.966 |
| 2.438 | 8 | 26.247 |
| 2.743 | 9 | 29.528 |
| 3.048 | 10 | 32.808 |
| 6.096 | 20 | 65.617 |
| 9.144 | 30 | 98.425 |
| 12.192 | 40 | 131.233 |
| 15.240 | 50 | 164.042 |
| 18.288 | 60 | 196.850 |
| 21.336 | 70 | 229.658 |
| 24.384 | 80 | 262.467 |
| 27.432 | 90 | 295.275 |
| 30.480 | 100 | 328.083 |
| 60.960 | 200 | 656.2 |
| 91.440 | 300 | 984.3 |
| 121.920 | 400 | 1312.3 |
| 152.400 | 500 | 1640.4 |
| 304.800 | 1000 | 3280.8 |
| 609.601 | 2000 | 6561.7 |
| 914.402 | 3000 | 9842.5 |
| 1219.202 | 4000 | 13123.3 |
| 1524.003 | 5000 | 16404.2 |

| NAUTICAL MILES TO | | |
|-------------------|-----|-------|
| KM | NM | SM |
| 0.185 | 0.1 | 0.115 |
| 0.370 | 0.2 | 0.230 |
| 0.556 | 0.3 | 0.345 |
| 0.741 | 0.4 | 0.460 |
| 0.926 | 0.5 | 0.575 |
| 1.111 | 0.6 | 0.690 |
| 1.296 | 0.7 | 0.806 |
| 1.482 | 0.8 | 0.921 |
| 1.667 | 0.9 | 1.036 |
| 1.85 | 1 | 1.15 |
| 3.70 | 2 | 2.30 |
| 5.56 | 3 | 3.45 |
| 7.41 | 4 | 4.60 |
| 9.26 | 5 | 5.75 |
| 11.11 | 6 | 6.90 |
| 12.96 | 7 | 8.06 |
| 14.82 | 8 | 9.21 |
| 16.67 | 9 | 10.36 |
| 18.52 | 10 | 11.51 |

| NAUTICAL MILES TO | | |
|-------------------|------|---------|
| KM | NM | SM |
| 37.04 | 20 | 23.02 |
| 55.56 | 30 | 34.52 |
| 74.08 | 40 | 46.03 |
| 92.60 | 50 | 57.54 |
| 111.12 | 60 | 69.05 |
| 129.64 | 70 | 80.55 |
| 148.16 | 80 | 92.06 |
| 166.68 | 90 | 103.57 |
| 185.20 | 100 | 115.08 |
| 370.40 | 200 | 230.16 |
| 555.60 | 300 | 345.23 |
| 740.80 | 400 | 460.31 |
| 926.00 | 500 | 575.39 |
| 1111.20 | 600 | 690.47 |
| 1296.40 | 700 | 805.54 |
| 1481.60 | 800 | 920.62 |
| 1666.80 | 900 | 1035.70 |
| 1852.00 | 1000 | 1150.78 |

| MTRS | NM |
|------|-------|
| 100 | 0.054 |
| 500 | 0.270 |
| 1000 | 0.540 |
| 2000 | 1.080 |
| 3000 | 1.620 |
| 4000 | 2.160 |

| MTRS | NM |
|--------|-------|
| 5000 | 2.700 |
| 6000 | 3.240 |
| 7000 | 3.780 |
| 8000 | 4.320 |
| 9000 | 4.860 |
| 10,000 | 5.399 |

MILLIBARS TO INCHES

| mb | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | INCHES | | | | | | | | | |
| 940 | 27.76 | 27.79 | 27.82 | 27.85 | 27.88 | 27.91 | 27.94 | 27.96 | 27.99 | 28.02 |
| 950 | 28.05 | 28.08 | 28.11 | 28.14 | 28.17 | 28.20 | 28.23 | 28.26 | 28.29 | 28.32 |
| 960 | 28.35 | 28.38 | 28.41 | 28.44 | 28.47 | 28.50 | 28.53 | 28.56 | 28.59 | 28.61 |
| 970 | 28.64 | 28.67 | 28.70 | 28.73 | 28.76 | 28.79 | 28.82 | 28.85 | 28.88 | 28.91 |
| 980 | 28.94 | 28.97 | 29.00 | 29.03 | 29.06 | 29.09 | 29.12 | 29.15 | 29.18 | 29.21 |
| 990 | 29.23 | 29.26 | 29.29 | 29.32 | 29.35 | 29.38 | 29.41 | 29.44 | 29.47 | 29.50 |
| 1000 | 29.53 | 29.56 | 29.59 | 29.62 | 29.65 | 29.68 | 29.71 | 29.74 | 29.77 | 29.80 |
| 1010 | 29.83 | 29.85 | 29.88 | 29.91 | 29.94 | 29.97 | 30.00 | 30.03 | 30.06 | 30.09 |
| 1020 | 30.12 | 30.15 | 30.18 | 30.21 | 30.24 | 30.27 | 30.30 | 30.33 | 30.36 | 30.39 |
| 1030 | 30.42 | 30.45 | 30.47 | 30.50 | 30.53 | 30.56 | 30.59 | 30.62 | 30.65 | 30.68 |
| 1040 | 30.71 | 30.74 | 30.77 | 30.80 | 30.83 | 30.86 | 30.89 | 30.92 | 30.95 | 30.98 |
| 1050 | 31.01 | 31.04 | 31.07 | 31.10 | 31.12 | 31.15 | 31.18 | 31.21 | 31.24 | 31.27 |

TEMPERATURE SCALES IN DEGREES

| °C | °F | °C | °F | °C | °F | °C | °F | °C | °F | °C | °F | °C | °F | °C | °F |
|-----|-------|-----|-------|-----|------|----|------|----|------|----|------|----|-------|----|-------|
| -40 | -40.0 | -28 | -18.4 | -16 | 3.2 | -4 | 24.8 | 8 | 46.4 | 20 | 68.0 | 32 | 89.6 | 44 | 111.2 |
| -39 | -38.2 | -27 | -16.6 | -15 | 5.0 | -3 | 26.6 | 9 | 48.2 | 21 | 69.8 | 33 | 91.4 | 45 | 113.0 |
| -38 | -36.4 | -26 | -14.8 | -14 | 6.8 | -2 | 28.4 | 10 | 50.0 | 22 | 71.6 | 34 | 93.2 | 46 | 114.8 |
| -37 | -34.6 | -25 | -13.0 | -13 | 8.6 | -1 | 30.2 | 11 | 51.8 | 23 | 73.4 | 35 | 95.0 | 47 | 116.6 |
| -36 | -32.8 | -24 | -11.2 | -12 | 10.4 | 0 | 32.0 | 12 | 53.6 | 24 | 75.2 | 36 | 96.8 | 48 | 118.4 |
| -35 | -31.0 | -23 | -9.4 | -11 | 12.2 | 1 | 33.8 | 13 | 55.4 | 25 | 77.0 | 37 | 98.6 | 49 | 120.2 |
| -34 | -29.2 | -22 | -7.6 | -10 | 14.0 | 2 | 35.6 | 14 | 57.2 | 26 | 78.8 | 38 | 100.4 | 50 | 122.0 |
| -33 | -27.4 | -21 | -5.8 | -9 | 15.8 | 3 | 37.4 | 15 | 59.0 | 27 | 80.6 | 39 | 102.2 | | |
| -32 | -25.6 | -20 | -4.0 | -8 | 17.6 | 4 | 39.2 | 16 | 60.8 | 28 | 82.4 | 40 | 104.0 | | |
| -31 | -23.8 | -19 | -2.2 | -7 | 19.4 | 5 | 41.0 | 17 | 62.6 | 29 | 84.2 | 41 | 105.8 | | |
| -30 | -22.0 | -18 | -0.4 | -6 | 21.2 | 6 | 42.8 | 18 | 64.4 | 30 | 86.0 | 42 | 107.6 | | |
| -29 | -20.2 | -17 | 1.4 | -5 | 23.0 | 7 | 44.6 | 19 | 66.2 | 31 | 87.8 | 43 | 109.4 | | |

| Minutes | | | Tenths of an Hour |
|---------|------|----|-------------------|
| 1 | or | 2 | 0 |
| 3 | thru | 8 | .1 |
| 9 | thru | 14 | .2 |
| 15 | thru | 20 | .3 |
| 21 | thru | 26 | .4 |
| 27 | thru | 33 | .5 |
| 34 | thru | 39 | .6 |
| 40 | thru | 45 | .7 |
| 46 | thru | 51 | .8 |
| 52 | thru | 57 | .9 |
| 58 | thru | 60 | Next Whole Hour |

ASSOCIATED DATA

Julian Date Calendar
(Perpetual)

| Day | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Day |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 1 | 32 | 60 | 91 | 121 | 152 | 182 | 213 | 244 | 274 | 305 | 335 | 1 |
| 2 | 2 | 33 | 61 | 92 | 122 | 153 | 183 | 214 | 245 | 275 | 306 | 336 | 2 |
| 3 | 3 | 34 | 62 | 93 | 123 | 154 | 184 | 215 | 246 | 276 | 307 | 337 | 3 |
| 4 | 4 | 35 | 63 | 94 | 124 | 155 | 185 | 216 | 247 | 277 | 308 | 338 | 4 |
| 5 | 5 | 36 | 64 | 95 | 125 | 156 | 186 | 217 | 248 | 278 | 309 | 339 | 5 |
| 6 | 6 | 37 | 65 | 96 | 126 | 157 | 187 | 218 | 249 | 279 | 310 | 340 | 6 |
| 7 | 7 | 38 | 66 | 97 | 127 | 158 | 188 | 219 | 250 | 280 | 311 | 341 | 7 |
| 8 | 8 | 39 | 67 | 98 | 128 | 159 | 189 | 220 | 251 | 281 | 312 | 342 | 8 |
| 9 | 9 | 40 | 68 | 99 | 129 | 160 | 190 | 221 | 252 | 282 | 313 | 343 | 9 |
| 10 | 10 | 41 | 69 | 100 | 130 | 161 | 191 | 222 | 253 | 283 | 314 | 344 | 10 |
| 11 | 11 | 42 | 70 | 101 | 131 | 162 | 192 | 223 | 254 | 284 | 315 | 345 | 11 |
| 12 | 12 | 43 | 71 | 102 | 132 | 163 | 193 | 224 | 255 | 285 | 316 | 346 | 12 |
| 13 | 13 | 44 | 72 | 103 | 133 | 164 | 194 | 225 | 256 | 286 | 317 | 347 | 13 |
| 14 | 14 | 45 | 73 | 104 | 134 | 165 | 195 | 226 | 257 | 287 | 318 | 348 | 14 |
| 15 | 15 | 46 | 74 | 105 | 135 | 166 | 196 | 227 | 258 | 288 | 319 | 349 | 15 |
| 16 | 16 | 47 | 75 | 106 | 136 | 167 | 197 | 228 | 259 | 289 | 320 | 350 | 16 |
| 17 | 17 | 48 | 76 | 107 | 137 | 168 | 198 | 229 | 260 | 290 | 321 | 351 | 17 |
| 18 | 18 | 49 | 77 | 108 | 138 | 169 | 199 | 230 | 261 | 291 | 322 | 352 | 18 |
| 19 | 19 | 50 | 78 | 109 | 139 | 170 | 200 | 231 | 262 | 292 | 323 | 353 | 19 |
| 20 | 20 | 51 | 79 | 110 | 140 | 171 | 201 | 232 | 263 | 293 | 324 | 354 | 20 |
| 21 | 21 | 52 | 80 | 111 | 141 | 172 | 202 | 233 | 264 | 294 | 325 | 355 | 21 |
| 22 | 22 | 53 | 81 | 112 | 142 | 173 | 203 | 234 | 265 | 295 | 326 | 356 | 22 |
| 23 | 23 | 54 | 82 | 113 | 143 | 174 | 204 | 235 | 266 | 296 | 327 | 357 | 23 |
| 24 | 24 | 55 | 83 | 114 | 144 | 175 | 205 | 236 | 267 | 297 | 328 | 358 | 24 |
| 25 | 25 | 56 | 84 | 115 | 145 | 176 | 206 | 237 | 268 | 298 | 329 | 359 | 25 |
| 26 | 26 | 57 | 85 | 116 | 146 | 177 | 207 | 238 | 269 | 299 | 330 | 360 | 26 |
| 27 | 27 | 58 | 86 | 117 | 147 | 178 | 208 | 239 | 270 | 300 | 331 | 361 | 27 |
| 28 | 28 | 59 | 87 | 118 | 148 | 179 | 209 | 240 | 271 | 301 | 332 | 362 | 28 |
| 29 | 29 | | 88 | 119 | 149 | 180 | 210 | 241 | 172 | 302 | 333 | 363 | 29 |
| 30 | 30 | | 89 | 120 | 150 | 181 | 211 | 242 | 273 | 303 | 334 | 364 | 30 |
| 31 | 31 | | 90 | | 151 | | 212 | 243 | | 304 | | 365 | 31 |

Julian Date Calendar
(For Leap Years Only)

| Day | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Day |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 1 | 32 | 61 | 92 | 122 | 153 | 183 | 214 | 245 | 275 | 306 | 336 | 1 |
| 2 | 2 | 33 | 62 | 93 | 123 | 154 | 184 | 215 | 246 | 276 | 307 | 337 | 2 |
| 3 | 3 | 34 | 63 | 94 | 124 | 155 | 185 | 216 | 247 | 277 | 308 | 338 | 3 |
| 4 | 4 | 35 | 64 | 95 | 125 | 156 | 186 | 217 | 248 | 278 | 309 | 339 | 4 |
| 5 | 5 | 36 | 65 | 96 | 126 | 157 | 187 | 218 | 249 | 279 | 310 | 340 | 5 |
| 6 | 6 | 37 | 66 | 97 | 127 | 158 | 188 | 219 | 250 | 280 | 311 | 341 | 6 |
| 7 | 7 | 38 | 67 | 98 | 128 | 159 | 189 | 220 | 251 | 281 | 312 | 342 | 7 |
| 8 | 8 | 39 | 68 | 99 | 129 | 160 | 190 | 221 | 252 | 282 | 313 | 343 | 8 |
| 9 | 9 | 40 | 69 | 100 | 130 | 161 | 191 | 222 | 253 | 283 | 314 | 344 | 9 |
| 10 | 10 | 41 | 70 | 101 | 131 | 162 | 192 | 223 | 254 | 284 | 315 | 345 | 10 |
| 11 | 11 | 42 | 71 | 102 | 132 | 163 | 193 | 224 | 255 | 285 | 316 | 346 | 11 |
| 12 | 12 | 43 | 72 | 103 | 133 | 164 | 194 | 225 | 256 | 286 | 317 | 347 | 12 |
| 13 | 13 | 44 | 73 | 104 | 134 | 165 | 195 | 226 | 257 | 287 | 318 | 348 | 13 |
| 14 | 14 | 45 | 74 | 105 | 135 | 166 | 196 | 227 | 258 | 288 | 319 | 349 | 14 |
| 15 | 15 | 46 | 75 | 106 | 136 | 167 | 197 | 228 | 259 | 289 | 320 | 350 | 15 |
| 16 | 16 | 47 | 76 | 107 | 137 | 168 | 198 | 229 | 260 | 290 | 321 | 351 | 16 |
| 17 | 17 | 48 | 77 | 108 | 138 | 169 | 199 | 230 | 261 | 291 | 322 | 352 | 17 |
| 18 | 18 | 49 | 78 | 109 | 139 | 170 | 200 | 231 | 262 | 292 | 323 | 353 | 18 |
| 19 | 19 | 50 | 79 | 110 | 140 | 171 | 201 | 232 | 263 | 293 | 324 | 354 | 19 |
| 20 | 20 | 51 | 80 | 111 | 141 | 172 | 202 | 233 | 264 | 294 | 325 | 355 | 20 |
| 21 | 21 | 52 | 81 | 112 | 142 | 173 | 203 | 234 | 265 | 295 | 326 | 356 | 21 |
| 22 | 22 | 53 | 82 | 113 | 143 | 174 | 204 | 235 | 266 | 296 | 327 | 357 | 22 |
| 23 | 23 | 54 | 83 | 114 | 144 | 175 | 205 | 236 | 267 | 297 | 328 | 358 | 23 |
| 24 | 24 | 55 | 84 | 115 | 145 | 176 | 206 | 237 | 268 | 298 | 329 | 359 | 24 |
| 25 | 25 | 56 | 85 | 116 | 146 | 177 | 207 | 238 | 269 | 299 | 330 | 360 | 25 |
| 26 | 26 | 57 | 86 | 117 | 147 | 178 | 208 | 239 | 270 | 300 | 331 | 361 | 26 |
| 27 | 27 | 58 | 87 | 118 | 148 | 179 | 209 | 240 | 271 | 301 | 332 | 362 | 27 |
| 28 | 28 | 59 | 88 | 119 | 149 | 180 | 210 | 241 | 172 | 302 | 333 | 363 | 28 |
| 29 | 29 | 60 | 89 | 120 | 150 | 181 | 211 | 242 | 273 | 303 | 334 | 364 | 29 |
| 30 | 30 | | 90 | 121 | 151 | 182 | 212 | 243 | 274 | 304 | 335 | 365 | 30 |
| 31 | 31 | | 91 | | 152 | | 213 | 244 | | 305 | | 366 | 31 |

ICAO INTERNATIONAL PHONETIC ALPHABET/MORSE CODE

| | | | |
|---|-----------|----------|---------------------------------|
| A | · - | Alfa | (AL-FAH) |
| B | - · · · | Bravo | (BRAH-VOH) |
| C | - · - · | Charlie | (CHAR-LEE) (or SHAR-LEE) |
| D | - · · | Delta | (DELL-TAH) |
| E | · | Echo | (ECK-OH) |
| F | · · - · | Foxtrot | (FOKS-TROT) |
| G | - - · | Golf | (GOLF) |
| H | · · · · | Hotel | (HOH-TEL) |
| I | · · | India | (IN-DEE-AH) |
| J | · - - - | Juliett | (JEW-LEE-ETT) |
| K | - · - | Kilo | (KEY-LOH) |
| L | · - · · | Lima | (LEE-MAH) |
| M | - - | Mike | (MIKE) |
| N | - · | November | (NO-VEM-BER) |
| O | - - - | Oscar | (OSS-CAH) |
| P | · - - · | Papa | (PAH-PAH) |
| Q | - - · - | Quebec | (KEH-BECK) |
| R | · - · | Romeo | (ROW-ME-OH) |
| S | · · · | Sierra | (SEE-AIR-RAH) |
| T | - | Tango | (TANG-GO) |
| U | · · - | Uniform | (YOU-NEE-FORM) (or OO-NEE-FORM) |
| V | · · · - | Victor | (VIK-TAH) |
| W | · - - | Whiskey | (WISS-KEY) |
| X | - · · - | Xray | (ECKS-RAY) |
| Y | - · - - | Yankee | (YANG-KEY) |
| Z | - - · · | Zulu | (ZOO-LOO) |
| 1 | · - - - - | One | (WUN) |
| 2 | · · - - - | Two | (TOO) |
| 3 | · · · - - | Three | (TREE) |
| 4 | · · · · - | Four | (FOW-ER) |
| 5 | · · · · · | Five | (FIFE) |
| 6 | - · · · · | Six | (SIX) |
| 7 | - - · · · | Seven | (SEV-EN) |
| 8 | - - - · · | Eight | (AIT) |
| 9 | - - - - · | Nine | (NIN-ER) |
| 0 | - - - - - | Zero | (ZEE-RO) |

SEVERE WEATHER AVOIDANCE

1. Pilots should avoid flight in the vicinity of known or forecast severe weather such as thunderstorm activity, severe turbulence and hail.
2. Forward reports to ATC of any severe weather encountered giving nature, locations, route, altitude and intensity. These in-flight reports to controllers giving specific information can be of considerable value. Review Federal Aviation Regulation 91.183 pertaining to pilot reports.
3. To avoid a severe weather situation along the route, request such deviation from route/altitude as far in advance as possible.
4. In accordance with current procedures, controllers will provide information concerning severe weather echoes observed on their radar when deemed advisable and will, upon pilot request, provide vectors for avoidance whenever circumstances will permit. However, it is emphasized that pilots should not completely rely on air traffic controllers to provide this service at all times, particularly in terminal areas or in holding patterns. Due to limitations of ATC radar equipment and its location relative to the weather observed, the controllers capability to provide the service may be reduced.

WIND SHEAR PIREPS

Because unexpected changes in wind speed and directions can be hazardous to aircraft operations at low altitudes on approach to and departing from airports, pilots are urged to volunteer reports to controllers of wind shear conditions they encounter. An advance warning of this information will assist other pilots in avoiding or coping with a wind shear on approach or departure.

When describing conditions, use of the terms “negative” or “positive” wind shear should be avoided. PIREPs of “negative wind shear on final,” intended to describe loss of airspeed and lift, have been interpreted to mean that no wind shear was encountered. The recommended method for wind shear reporting is to state the loss/gain of airspeed and altitude/s at which it was encountered. Examples are: “Denver Tower, Cessna 1234 encountered wind shear, loss of 20 knots at 400 feet,” (“Tulsa Tower, American 721 encountered wind shear on final, gained 25 knots between 600 and 400 feet followed by loss of 40 knots between 400 feet and surface.” Pilots who are not able to report wind shear in these specific terms are encouraged to make reports in terms of the effect upon their aircraft. For example: “Miami Tower, Gulfstream 403 Charlie encountered an abrupt wind shear at 800 feet on final, max thrust required.” Pilots using Inertia Navigation Systems should report the wind and altitude both above and below the shear layer.

INSTRUMENT DEPARTURES AT CIVIL AIRPORTS

1. STANDARD INSTRUMENT DEPARTURES (SIDs)

(Military Pilots Consult Appropriate Regulations)

- a. A Standard Instrument Departure (SID) is an air traffic control coded departure routing which has been established at certain airports to simplify clearance delivery procedures.
- b. Pilots of aircraft operating under Instrument Flight Rules (IFR) at airports for which SIDs have been published may be issued clearances whenever ATC determines it is appropriate.
- c. SIDs are published by the U.S. Government.
- d. Pilots of IFR aircraft who do not wish to use a SID may so indicate by inclusion of “NO SID” in the remarks section of their filed flight plan or by advising ATC “NO SIDs” at the time IFR departure clearance is requested.
- e. Pilots of IFR civil non-air carrier aircraft who will accept a SID may so indicate by inclusion of the acronym ‘SID’ as the first routing item in their filed flight plan or by advising ATC ‘HAVE SIDS’ at the time IFR departure clearance is requested.

2. OBSTRUCTION CLEARANCE DURING DEPARTURE

- a. IFR departure procedures have been established to assist the pilots conducting IFR flight in avoiding obstructions during climbout to minimum enroute altitude. These procedures are established only at locations where instrument approach procedures are published and when required due to obstructions.
- b. These procedures may be a weather ceiling and visibility requirement due to obstructions close in to the airport, or detailed flight maneuvers particularly at locations in mountainous terrain. In many cases obstruction avoidance procedures are incorporated into established SIDs and the SID is referenced as the obstruction avoidance procedure. In this case when a pilot desires to utilize the SID, it should be filed in the flight plan as the first item of the requested routing.
- c. U.S. Government Instrument Approach Procedures are being converted to a new chart format (see Advisory Circular 90-1A). Instrument approach charts in the old format have takeoff minimums and departure procedures published on the chart. Procedures published under the revised format do not contain this information. Takeoff minimums are standard (see FAR 91.175 (f and g) unless the symbol **▽** is shown under the minimums box indicating that the separate listing should be consulted. The symbol **▽** is also used when an IFR departure procedure has been established. This listing is provided for each area instrument approach procedure book. (Below is an example of this listing.)

INSTRUMENT APPROACH PROCEDURES (CHARTS)

▽ IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

CIVIL USERS: FAR 91 prescribes take-off rules and establishes take-off minimums as follows:

(1) Aircraft having two engines or less — one statute mile. (2) Aircraft having more than two engines — one-half statute mile. MILITARY USERS: Special IFR departure procedures, not published as Standard Instrument Departure (SIDs), and civil take-off minima are included below and are established to assist pilots in obstruction avoidance. Refer to appropriate service directives for take-off minimums.

Airports with IFR take-off minimums other than standard are listed below. Departure procedures and/or ceiling visibility minimums are established to assist pilots conducting IFR flight in avoiding obstructions during climb to the minimum enroute altitude. Take-off minimums and departures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in feet MSL.

| | |
|------|-------------------|
| NAME | TAKE-OFF MINIMUMS |
|------|-------------------|

| | |
|--------------------|-------------------|
| BIG LAKE, AK | Rwys 6, 24, 200-1 |
|--------------------|-------------------|

FAIRBANKS INTL, AK

IFR DEPARTURE PROCEDURE: W and N bound (190° CW 020°), Rwy 02L/R turn right, climb on 020° to 2000, Rwy 20L climb runway heading to 2000, thence climb via assigned route.

- d. Each pilot, prior to departing an airport on an IFR flight should consider the type of terrain and other obstructions on or in the vicinity of the departure airport and take the following action.
 - 1) Determine whether a departure procedure and/or Standard Instrument Departure (SID) is available for obstruction avoidance.
 - 2) Determine if obstruction avoidance can be maintained visually or that the departure procedure should be followed.
 - 3) At airports where instrument approach procedures have not been published, hence no published departure, procedure determine what action will be necessary and take such action that will assure a safe departure.

PILOT PROCEDURES WITH ARTC CENTERS.

1. RADAR ENVIRONMENT

- a. Discontinue position reports when advised that your aircraft is in radar contact. Subsequent to being advised that the controller has established radar contact this fact will not be repeated to the pilot when he is handed off to another controller. Resume normal position reporting when ATC advises radar contact lost or radar service terminated.
- b. When a radio frequency change is made use the following:
 - Anchorage Center (this is) Air Force 12345 at 17,000, over or
 - Anchorage Center (this is) Air Force 12345 at 17,000 descending to 10,000, over.

2. NON-RADAR ENVIRONMENT

- A. Normal position reporting procedure, unless advised otherwise by Center.

B. INITIAL CONTACT PROCEDURES IN NON-RADAR ENVIRONMENT

1. When contact is to be followed by a position report, tell the controller your position, e.g.:
 - a. Anchorage Center (this is) Air Force 12345, Big Lake, over.
2. When contact is to be made at a specific time or place and no position report is required, give estimate of next reporting point and altitude/flight level and the altitude/flight level to which you are descending or climbing, Examples:
 - a. Anchorage Center (this is) Navy 54321, estimating Kenai four two, at FL 270.
 - b. Anchorage (this is) Navy 54321, estimating Kenai four two, at nine thousand descending to five thousand.
3. A pilot unable to contact a facility on the frequency specified is responsible for initiating contact on another appropriate frequency or through the nearest FSS.

NOTE: ICAO procedures require the decimal point to be spoken as "decimal" and FAA-ATC will honor such usage by military aircraft.

NOTE: Words (this is) may be omitted if no confusion or misinterpretation will result.

AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC) COMMUNICATIONS

1. NORMAL — Communications between ARTCC controllers and pilots of IFR aircraft will be conducted via direct controller-to-pilot communications channels using the appropriate ARTC SECTOR discrete frequency. Pilots will be advised of the frequency to be used and when a frequency change is required. Communications between ARTCC controllers and pilots of IFR aircraft that do not have in-flight tuning capability will be conducted by relay through the FSS.
2. EMERGENCY FREQUENCIES — Direct controller-to-pilot communications capability 121.5/243.0 MHz is limited to the area (dependent upon the location/altitude of the aircraft) within the vicinity of the ARTC Center since these frequencies are installed for center use at the local ARTC Center transmitting/receiving site only.
3. ADDITIONAL REPORTS

- a. The following reports should be made to ATC or FSS facilities without a specific ATC request:

(1) At all times:

- (a) When vacating any previously assigned altitude or flight level for a newly assigned altitude or flight level.
- (b) When an altitude change will be made if operating on a clearance specifying VFR ON TOP.
- (c) When unable to climb/descend at a rate of at least 500 feet per minute.
- (d) When approach has been missed. (Request clearance for specific action; i.e., to alternative airport, another approach, etc.)
- (e) Change in the average true airspeed (at cruising altitude) when it varies by 5 percent or 10 knots (whichever is greater) from that filed in the flight plan.
- (f) The time and altitude or flight level upon reaching a holding fix or point to which cleared.
- (g) When leaving any assigned holding fix or point.

NOTE.—The reports in subparagraphs (f) and (g) may be omitted by pilots of aircraft involved in instrument training at military terminal area facilities when radar service is being provided.

- (h) Any loss, in controlled airspace, of VOR, TACAN, ADF, low frequency navigation receiver capability, complete or partial loss of ILS receiver capability or impairment of air/ground communications capability.

- (i) Any information relating to the safety of flight.

(2) When not in radar contact:

- (a) When leaving final approach fix inbound on final approach (non precision approach) or when leaving the outer marker or fix used in lieu of the outer marker inbound on final approach (precision approach).
 - (b) A corrected estimate at anytime it becomes apparent that an estimate as previously submitted is in error in excess of 2 minutes.
- b. Pilots encountering weather conditions which have not been forecast, or hazardous conditions which have been forecast, are expected to forward a report of such weather to ATC. (See PARA—520 - PILOT WEATHER REPORTS (PIREPs) and FAR—91.183(b) and (c).)

CIRVIS REPORTS

1. CIRVIS (pronounced **SUR VEES**) reports are reports of information of vital importance to the security of the United States and Canada and their forces, which in opinion of the observer, require very urgent defensive and/or investigative action by the U.S. and/or Canadian Armed Forces.
2. CIRVIS reports should be transmitted in plain language, as soon as possible, to any available U.S. or Canadian military or civil air/ground communications facility. Reporting procedures will be similar to those used when transmitting position reports except the call will be preceded by the word CIRVIS spoken three times to clear the frequency(ies) over all other communications, except DISTRESS and URGENCY. If this fails to clear the frequency(ies), the International Urgency Signal "XXX" transmitted three times or "PAN" spoken three times will be employed.
3. Additional CIRVIS reports should be made if more information on the sighting becomes available. These should contain a reference to the original report.
4. A CANCELLATION report should be made in the event a previously reported sighting is positively identified as friendly or that it has been erroneously reported.
5. **REPORT IMMEDIATELY BY RADIO:**
 - a. Hostile or unidentified single aircraft or formations of aircraft which appear to be directed against the United States, Canada or their forces.
 - b. Missiles.
 - c. Unidentified flying objects.
 - d. Hostile or unidentified group(s) of military surface vessels.
 - e. Hostile or unidentified submarines.
 - f. Individual surface vessels, submarines, or aircraft of unconventional design, or engaged in suspicious activity or observed in an unusual location or on a course which may be interpreted as constituting a threat to the United States, Canada, or their forces.
 - g. Any unexplained or unusual activity which may indicate a possible attack against or through the United States or Canada, including the presence of any unidentified or suspicious ground parties in the Polar region or other remote or sparsely populated areas.
6. **UPON LANDING:**
 - a. Reports which for any reason could not be transmitted while airborne.
 - b. Unlisted airfields, facilities, weather stations or air navigation aids.
 - c. Post landing reports (to include as many photographs as are obtained).
7. **DO NOT REPORT** craft or aircraft in normal passage or known U.S. or Canadian military or government vessels (including submarines) and aircraft.

MEACONING —INTRUSION —JAMMING AND INTERFERENCE (MIJI) PROCEDURES

1. Each operator of electromagnetic equipment is responsible for reporting MIJI incidents.
The following perishable information should be recorded at the time of the incident:
 - a. True course, ground speed and altitude (MSL).
 - b. Weather conditions.
 - c. Date/Time (Z)/Coordinates MIJI began.
 - d. Date/Time (Z)/Coordinates MIJI most effective.
 - e. Date/Time (Z)/Coordinates MIJI ended.
 - f. Bearing(s) to MIJI source with corresponding times (Z) and victim coordinates.
 - g. Frequency(ies) affected.
 - h. Call signs/audio characteristics/scope presentations, etc noted.
2. MIJI reports may be transmitted in flight if a secure communications mode is available; otherwise, report should be delayed until it can be delayed until it can be transmitted via secure means. Refer to "FLIP" General Planning (GP) Chapter (2) and (5) for additional information.

TRAFFIC ADVISORIES AT NON-TOWER AIRPORTS

The current frequency for obtaining traffic advisory information at non-tower airports in Alaska is listed as the Common Traffic Advisory Frequency (CTAF) under the name of each airport in the Airport/Facility Directory section of the Alaska Supplement. Procedures for obtaining traffic information on the CTAF are as follows:

1. AIRPORT ADVISORY SERVICE AIRPORTS.

Flight Service Stations located at airports where there are no control towers in operation provide advisory information to arriving and departing aircraft on the CTAF. Traffic control is not provided. Airport advisories provide: wind direction (magnetic) and velocity, favored or designated runway, altimeter setting, known traffic (CAUTION: all aircraft in the airport vicinity may not be communicating with the FSS), notices to airmen, airport taxi routes, airport traffic patterns, and instrument approach procedures. Pilots using other than the favored or designated runways should advise the FSS immediately.

DEPARTING: When ready to taxi, the pilot should notify the station of the aircraft identification and type, location, type of flight planned (VFR or IFR), and destination. Report departure time as soon as practicable.

ARRIVING: When operating VFR, the pilot should transmit position and altitude information to the FSS when 15 miles from the airport. When operating IFR, provide this information when the controller advises. "Contact (location name) radio on (frequency)". Notify the FSS when leaving the runway.

2. NON-FSS AIRPORTS WHERE THE UNICOM OPERATOR OR MILITARY UNIT PROVIDES ADVISORY INFORMATION ON THE CTAF FREQUENCY

DEPARTING: Monitor the CTAF as appropriate while taxiing and report on the CTAF before taking the runway for takeoff. The UNICOM/MILITARY operator normally provides runway, wind and at his discretion, traffic information.

ARRIVING: Call for runway in use, on the appropriate CTAF, when approximately 10 miles from the airport. If IFR, change to the CTAF when the controller advises "change to advisory frequency approved". Listen for other aircraft on the frequency. When entering downwind and final, inform the UNICOM/MILITARY operator of your position, altitude and intentions.

3. BLIND BROADCASTS OF POSITION OR INTENTIONS.

If there is no operating tower, operating FSS, or UNICOM/MILITARY, or when unable to communicate with an FSS on the CTAF or UNICOM/MILITARY operator: a. Blind-broadcast your intentions and position using the appropriate CTAF within 10 miles of the airport. b. Listen for other aircraft who may be broadcasting in the blind. (CAUTION: all aircraft may not be complying with the recommended blind-broadcast procedures).

a. Recommended Blind Broadcast Phraseologies—

(1) Inbound

Example:

STRAWN TRAFFIC, APACHE TWO TWO FIVE ZULLU, ENTERING DOWNWIND FOR RUNWAY ONE SEVEN STRAWN.

(2) Outbound

Example:

STRAWN TRAFFIC, QUEENAIRE SEVEN ONE FIVE BRAVO DEPARTING RUNWAY TWO SIX STRAWN.

4. AERONAUTICAL ADVISORY STATIONS (UNICOM)

a. UNICOM is a nongovernment air/ground radio communication facility which may provide airport advisory services at certain airports. Locations and frequencies of UNICOMs are shown on aeronautical charts and publications.

b. On pilot request UNICOM stations located at no tower/no FSS airports may provide pilots with weather information, wind direction, the runway the wind favors, and other necessary information.

c. In communicating with a UNICOM station the following practices will help reduce frequency congestion, facilitate a better understanding of pilot intentions and location in the traffic pattern and enhance safety of flight:

1. Select the correct UNICOM frequency.
2. Call for runway in use approximately 10 miles from the airport. Listen on the frequency prior to transmitting since you may be able to pick up the runway in use and eliminate the need to make a transmission.
3. State the identification of the UNICOM station you are calling in each transmission.
4. Make sure you receive a response from the station being called since many stations and aircraft at other airports transmit on the same UNICOM frequency.
5. Speak slowly and distinctly.
6. To the extent practicable, confine your conversation to operational matters.
7. UNICOM frequencies assigned to uncontrolled airports should not be used for air-to-air communications.

d. Recommended UNICOM Phraseologies:

(1) Inbound

Example:

FREDERICK UNICOM CESSNA 123 REQUEST AIRPORT ADVISORY.

FREDERICK UNICOM CESSNA 123 ENTERING DOWNWIND/FINAL FOR RUNWAY ONE NINE.

(2) Outbound

Example:

FREDERICK UNICOM CESSNA 123 DEPARTING RUNWAY ONE NINE.

**PILOT VIP NOTIFICATION PROCEDURES
(USAF AND NAVY INSTALLATIONS ONLY)**

It is the responsibility of each Aircraft Commander transporting VIPs to insure that flight plans reflect high rank on board and follow up reporting is made approximately 15 min to 30 min prior to arrival at destination base. Follow up action is essential to preclude any embarrassment to the VIP, the Station Commander or the Aircraft Commander himself. When available Pilot to Dispatcher or Command Post radios should be used.

AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

ATIS frequencies are incorporated on individual FLIP Terminal Instrument Approach Procedures, Enroute Charts and airport listings in the Enroute Supplement. Where this service is available, listing will be found on the WEATHER DATA SOURCES line, e.g., (ATIS 108.5). Pilots will be expected to listen to ATIS broadcasts where in operation to obtain essential, but routine, terminal information. The following procedures apply:

A. ATIS broadcasts are recorded and the pilot should notify controllers that he has received the broadcast by repeating the alphabetical code word appended to the broadcast. Example: "INFORMATION ECHO RECEIVED".

B. When the pilot acknowledges that he has received the ATIS broadcast, controllers may omit those items contained on the broadcast if they are current. Rapidly changing conditions will be issued by Air Traffic Control and the ATIS will contain words as follows:

"LATEST CEILING/VISIBILITY/ALTIMETER/WIND/(OTHER CONDITIONS)
WILL BE ISSUED BY APPROACH CONTROL/TOWER."

- C. The absence of a sky condition and/or visibility on ATIS indicates a ceiling of 5000 feet or above and visibility of 5 miles or more. A remark may be made on the broadcast, "The weather is better than 5000 and 5," or the existing weather may be broadcast.
- D. Controllers will automatically issue pertinent information to pilots who do not acknowledge receipt of the ATIS broadcast or who acknowledge receipt of a broadcast which is not current.

ALTIMETER SETTINGS

- 1. The cruising altitude or flight level of aircraft shall be maintained by reference to an altimeter which shall be set:
 - a. **Below 18,000 MSL** — to the current reported altimeter setting along the route of flight or, in the case of an aircraft having no radio, to the altimeter setting of the airport of departure.
 - b. **At or above 18,000 MSL (FL 180)** — 29.92 Hg (standard setting).

VFR pilots will add an adjustment factor to their Flight Level*, as a safety measure for terrain clearance, when lower altimeter settings are reported:

| ALTIMETER SETTING (Current Reported) | LOWEST USABLE FLIGHT LEVEL | ADJUSTMENT FACTOR |
|---|----------------------------|-------------------|
| 29.92 or higher | 180 | None |
| 29.91 to 29.42 | 185 | 500 feet |
| 29.41 to 28.92 | 190 | 1000 feet |
| 28.91 to 28.42 | 195 | 1500 feet |
| 28.41 to 27.92 | 200 | 2000 feet |
| 27.91 to 27.42 | 205 | 2500 feet |
| 27.41 to 26.92 | 210 | 3000 feet |

EXAMPLE: Altimeter setting 29.41, change must be made no lower than FL 190.

- c. **Climbing** — Change to 29.92 Hg upon reaching 18,000 MSL.
 - d. **Descending** — Changes to local altimeter setting prior to reaching lowest usable flight level and in all cases, prior to reaching FL 180.
2. The above procedures are effective within the Alaska Airspace and are to be applied for Air Traffic Control purposes within the following navigable airspace:
- a. Within 100 NM either side of a line extending from Eareckson AFS through Adak Naval Station Airport, Nikolski Airport, and Cold Bay Airport to a point at 56°20N, 160°00W, including that area to the south of Cold Bay bounded by a line beginning at 53°30 N, 160°00W to 54°00N, 164°00W.
 - b. Between the coastline of Alaska and the inshore boundaries of the respective oceanic flight information regions. All other over water flights will use the standard sea level pressure ONE (29.92 Hg) altimeter setting to within 100 NM of land fall.

Low temperature error: "Extreme low temperatures" will cause serious errors in indicated altitude. It is suggested that the next higher altitude than normal, appropriate to direction of flight, be requested on routes with minimum enroute altitudes greater than 5000'.

On a route 13,000 temperature — 40°F, aircraft may be 1500' lower than indicated altitude.

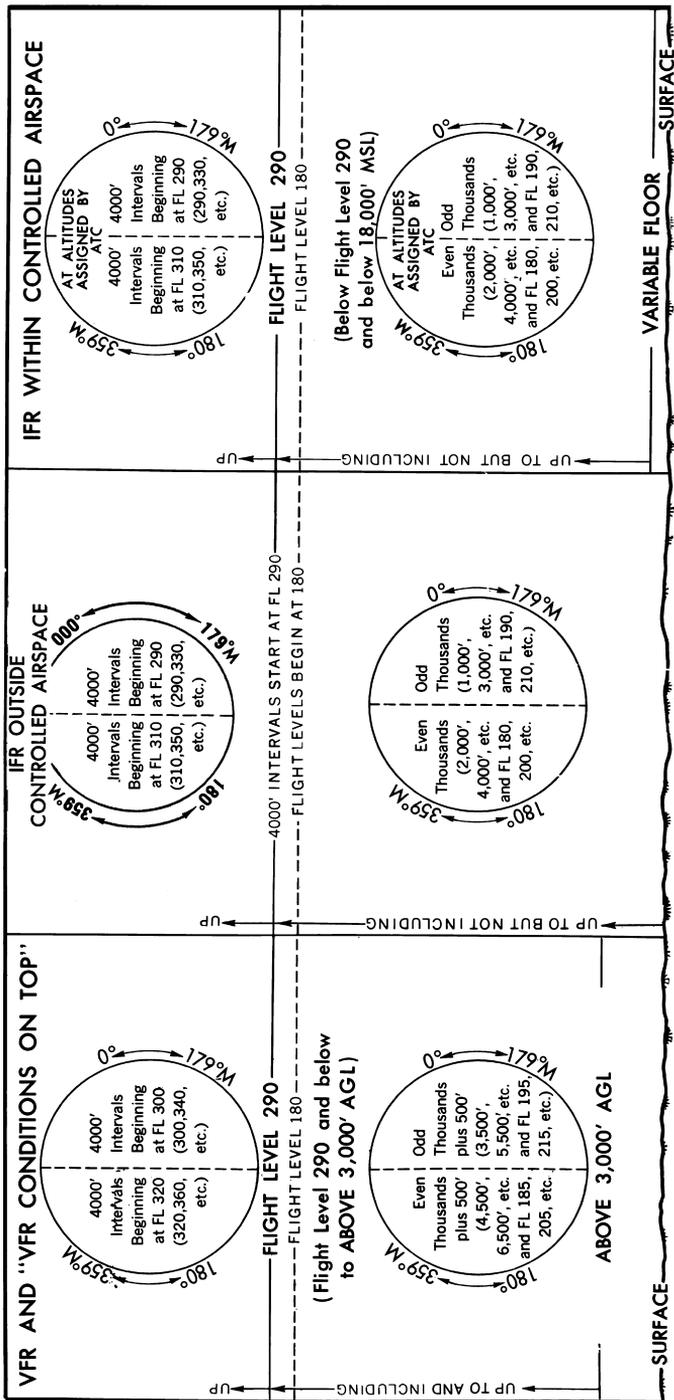
On a route 10,000 temperature — 30°F, aircraft may be 1000' lower than indicated altitude.

High Barometric Pressure—

- a. Cold, dry air masses may produce barometric pressures in excess of 31.00 inches of Mercury. Most altimeters do not have an accurate means of being adjusted for altimeter settings of these levels.
- b. The altimeter setting announced by air traffic controllers will be 31.00 inches of Mercury (Three One Zero Zero) when the barometric pressure equals or exceeds that value. Actual barometric pressure will be provided upon request.
- c. The altimeter error caused by the high pressure will be in the opposite direction to the error caused by the cold temperature.

*VFR hemispheric Cruising Altitude or Flight Level (See FAR 91.159).

CRUISING ALTITUDE DIAGRAMS



ALL COURSES ARE MAGNETIC

AIRPORT TRAFFIC CONTROL LIGHT SIGNALS

Aircraft without radio equipment should observe the tower for light signals. Acknowledge signals in the daytime by movement of ailerons or rudder on the ground and by rocking wings in the air. Acknowledge signals at night by flashing aircraft lights. Signals from an airport traffic control light gun have the following meanings:

| Color and Type of Signal | On the Ground | In Flight |
|---------------------------------|---|--|
| STEADY GREEN FLASHING GREEN | Clear for take-off Cleared to Taxi | Cleared to land. Return for landing (to be followed by steady green at proper time) |
| STEADY RED | Stop | Give way to other aircraft and continue circling |
| FLASHING RED | Taxi clear of landing area (runway) in use. | Airport unsafe—do not land |
| FLASHING WHITE | Return to starting point on airport | |
| ALTERNATING RED and GREEN | General Warning Signal — Exercise Extreme Caution | |
| RED PYROTECHNICAL LIGHT | | Notwithstanding any previous instructions. Do not land for the time being. |

SPECIAL VISUAL FLIGHT RULES

Federal Aviation Regulations impose restrictions and establish priorities with respect to the conduct of Special VFR operations. Basically, the new rules prohibit Fixed Wing Special VFR (FW/SVFR) operations in specified CLASS D/CLASS E airspace and the preamble establishes the policy that IFR Aircraft will be given priority over FW/SVFR aircraft in all other CLASS D/CLASS E airspace. Helicopter special VFR operations are not affected by these changes. FW/SVFR shall be applied as follows:

1. USAF: USAF fixed wing aircraft are not permitted to operate under special VFR conditions within CLASS D/CLASS E airspace.
2. U. S. NAVY, U. S. ARMY AND CIVIL: Where a person has received an appropriate ATC clearance, FAR Part 91.157 permits special VFR operations for fixed wing aircraft within CLASS D/CLASS E airspace with weather minima of 1 mile visibility and clear of clouds. However, special VFR operations for fixed wing aircraft are prohibited at Seattle, Wash. (Seattle-Tacoma Intl Airport) in accordance with FAR Part 91 Appendix D. Special VFR is authorized on PILOT REQUEST ONLY.

VFR ADVISORY INFORMATION

VFR advisory information is provided by numerous radar and non-radar approach control facilities to those pilots intending to land at an airport served by an Approach Control tower. This information includes: wind, runway, traffic and NOTAM information.

Such information will be furnished upon initial contact with concerned approach control facility. The pilot will be requested to change to the tower frequency at a pre-determined time or point, to receive further landing information.

Where available, use of this procedure will not hinder the operation of VFR flights by requiring excessive spacing between aircraft or devious routing. Radio contact points will be based on time or distance rather than on landmarks.

1. Radar Traffic Information Service —When VFR advisory information is provided by approach control facilities, pilots are advised of information on any aircraft observed on the radar scope which, in the judgment of the controller, appears to constitute a potential conflict to the operation of their aircraft.

a. Purpose of the Service —RADAR TRAFFIC INFORMATION SERVICE IS NOT INTENDED TO RELIEVE THE PILOT OF HIS RESPONSIBILITY FOR CONTINUAL VIGILANCE TO SEE AND AVOID OTHER AIRCRAFT. IT IS PROVIDED TO AID HIM IN HIS VISUAL SURVEILLANCE BY CALLING TO HIS ATTENTION A SPECIFIC DIRECTION IN WHICH RADAR INDICATES POSSIBLE CONFLICTING TRAFFIC TO EXIST. PILOTS ARE REMINDED THAT THE SURVEILLANCE RADAR UTILIZED BY THE CONTROLLER DOES NOT PROVIDE ALTITUDE INFORMATION AND MAY NOT DISPLAY ALL AIRCRAFT.

b. Provision of the Service —The provision of this service is not mandatory. Many factors (such as limitations of the radar, volume of traffic, controller workload and communications frequency congestion) could prevent the controller from providing this service. The controller possesses complete discretion for determining whether he is able to provide or continue to provide this service in a specific case. His reason against providing or continuing to provide the service in a particular case is not subject to question nor need it be communicated to the pilot. In other words, the provision of this service is entirely dependent upon whether the controller believes he is in a position to provide it. Subject to the foregoing limitations:

- (1) Traffic information is routinely provided to all aircraft operating on IFR flight plans except when the pilot advises he does not desire the service.
- (2) Traffic information may be provided for flights not operating on IFR flight plans when requested by pilots of such flights.
NOTE: Participation by VFR pilots in formal programs implemented at certain terminal locations (see Special Notices) constitutes pilot request. This also applies to participating pilots at those locations where arriving VFR flights are encouraged to make their first contact with the tower on the approach control frequency.

c. Issuance of Traffic Information —Traffic information will include the following concerning the "target" constituting traffic.

- (1) Azimuth from the aircraft, in terms of the twelve hour clock;
- (2) Distance from the aircraft in nautical miles; and
- (3) Direction in which the "target" is proceeding.
- (4) Relative movement.

Example: "Traffic 10 o'clock, 3 miles, Westbound/diverging."

The pilot may, upon receipt of traffic information, request a vector (heading) to avoid such traffic. The vector will be provided to the extent possible as determined by the controller.

AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ATCRBS)

1. GENERAL

- a. Air Traffic Control Radar Beacon System (ATCRBS) is similar to and compatible with military coded radar beacon equipment. Civil Mode A is identical to military Mode 3.
- b. Civil and military transponders should be adjusted to the "on" or normal operating position as late as practicable prior to takeoff and to "off" or "standby" as soon as practicable after completing landing roll unless the change to "standby" has been accomplished previously at the request of ATC. IN ALL CASES, WHETHER VFR OR IFR, THE TRANSPONDER SHOULD BE OPERATING WHILE AIRBORNE UNLESS OTHERWISE REQUESTED BY ATC.
- c. If entering a U.S. domestic control area from outside the U.S., the pilot should advise on first radio contact with a U.S. radar air traffic control facility that such equipment is available by adding "transponder" to the aircraft identification.
- d. It should be noted by all users of the ATC Transponders that the coverage they can expect is limited to "line of sight." Low altitude or aircraft antenna shielding by the aircraft itself may result in reduced range. Range can be improved by climbing to a higher altitude. It may be possible to minimize antenna shielding by locating the antenna where dead spots are only noticed during abnormal flight altitudes.
- e. For ATC to utilize one or a combination of the 4096 discrete codes FOUR DIGIT CODE DESIGNATION will be used. e.g., code 2100 will be expressed as TWO ONE ZERO ZERO.
- f. Pilots should be particularly sure to abide by the provisions of subparagraph b above. Additionally, due to the operational characteristics of the rapidly expanding automated air traffic control system. THE LAST TWO DIGITS OF THE SELECTED TRANSPONDER CODE SHOULD ALWAYS READ '00' UNLESS SPECIFICALLY REQUESTED BY ATC TO BE OTHERWISE.
- g. Some transponders are equipped with a Mode C automatic altitude reporting capability. This system converts aircraft altitude in 100 foot increments, to coded digital information which is transmitted together with MODE C framing pulses to the interrogating radar facility. The manner in which transponder panels are designed differs, therefore, a pilot should be thoroughly familiar with the operation of his transponder so that ATC may realize its full capabilities.
- h. Adjust transponder to reply on the Mode A/3 code specified by ATC and, if equipped, to reply on Mode C with altitude reporting capability activated unless deactivation is directed by ATC or unless the installed aircraft equipment has not been tested and calibrated as required by FAR 91.217. If deactivation is required by ATC, turn off the altitude reporting feature of your transponder. An instruction by ATC to "STOP ALTITUDE SQUAWK, ALTITUDE DIFFERS (number of feet) FEET," may be an indication that your transponder is transmitting incorrect altitude information or that you have an incorrect altimeter setting. While an incorrect altimeter setting has no effect on the Mode C altitude information transmitted by your transponder (transponders are preset at 29.92), it would cause you to fly at an actual altitude different from your assigned altitude. When a controller indicates that an altitude readout is invalid, the pilot should initiate a check to verify that the aircraft altimeter is set correctly.
- i. Pilots of aircraft with operating Mode C altitude reporting transponders should report exact altitude/flight level to the nearest hundred foot increment when establishing initial contact with an air traffic control facility. Exact altitude/flight level reports on initial contact provide air traffic control with information that is required prior to using Mode C altitude information for separation purposes. This will significantly reduce altitude verification requests.
- j. The transponder shall be operated only as specified by ATC. Activate the "IDENT" feature only upon request of the ATC controller.
- k. Under no circumstances should a pilot of a civil aircraft operate the transponder on Code 0000. This code is reserved for military interceptor operations.
- l. When making routine code changes, pilots should avoid inadvertent selection of codes 7500, 7600 or 7700 thereby causing momentary false alarms at automated ground facilities. For example, when switching from code 2700 to code 7200, switch first to 2200 then 7200, NOT to 7700 and then 7200. This procedure applies to nondiscrete code 7500 and all discrete codes in the 7600 and 7700 series (i.e., 7600-7677, 7700-7777) which will trigger special indicators in automated facilities. Only nondiscrete code 7500 will be decoded as the hijack code. An aircraft's transponder code (when available) is utilized to enhance the tracking capabilities of the ATC facility, therefore, pilots should not turn the transponder to standby when making routine code changes.
- m. New Transponder and Mode C requirements for aircraft flying above 12,500 and below 18,000 MSL went into effect July 1, 1975. Refer to FAR 91.215 for specific details concerning requirements, exceptions and ATC authorized deviations. In general, the FAR requires aircraft to be equipped with Mode A/3 (4096 codes) and Mode C altitude reporting capability when operating in controlled airspace of the 48 contiguous States and the District of Columbia above 12,500 MSL, excluding airspace at and below 2500 AGL. Pilots should insure that their aircraft transponder is operating on an appropriate or ATC assigned VFR/IFR code and Mode C when operating in such airspace. If in doubt about the operational status or either feature of your transponder while airborne, contact the nearest ATC facility of Flight Service Station and they will advise you what facility you should contact for determining the status of your equipment. Inflight requests for "immediate" deviation may be approved by controllers only when the flight will continue IFR or when weather conditions prevent VFR descent and continued VFR flight in airspace not affected by the FAR. All other requests for deviation should be made by contacting the nearest Flight Service/Air Traffic facility in person or by telephone. The nearest ARTC Center will normally be the controlling agency and is responsible for coordinating requests involving deviation in other ARTCC areas. (Note: CLASS A and CLASS B airspace deviation requests are handled as they have been in the past.
- n. Pilots should be aware that proper application of these procedures will provide both VFR and IFR aircraft with a higher degree of safety in the environment where high-speed closure rates are possible. Transponders substantially increase the capability of radar to see an aircraft and the Mode C feature enables the controller to quickly determine where potential traffic conflicts may exist. Even VFR pilots who are not in contact with ATC will be afforded greater protection from IFR aircraft and VFR aircraft which are receiving traffic advisories. Nevertheless, pilots should never relax their visual scanning vigilance for other aircraft.

2. INSTRUMENT FLIGHT RULES (IFR) FLIGHT PLAN

- a. If the pilot cancels an IFR flight plan prior to reaching the terminal area of destination, the transponder should be adjusted according to the instructions below for VFR flight.
- b. The transponder shall be operated only as specified by ATC. Activate the "IDENT" feature only upon request of the ATC controller.

3. VISUAL FLIGHT RULES (VFR)

- a. Unless otherwise instructed by an Air Traffic Control Facility adjust Transponder to reply on Mode 3/A Code 1200 regardless of altitude.
- b. Adjust transponder to reply on Mode C, with altitude reporting capability activated if the aircraft is so equipped, unless deactivation is directed by ATC or unless the installed equipment has not been tested and calibrated as required by FAR 91.217. If deactivation is required and your transponder is so designed, turn off the altitude reporting switch and continue to transmit MODE C framing pulses. If this capability does not exist, turn off MODE C.

4. SPECIAL MILITARY OPERATIONS

- (1) NORAD interceptors operating under the AFIO and not under the control of ATC. Code 7777
- (2) Aircraft operations which specify frequent or rapid changes in altitude/FL (flight test, olive branch, refueling, etc.) when assigned by ATC. Code 4000
- (3) Mission requirements permitting, aircraft operating in restricted/warning areas unless a different code has been assigned by advance coordination or via direct communications with ATC. Code 4000
- (4) MODE 3 — Code 4400, has been assigned for aircraft operating above FL600. This code will be preset on the ground and will not be changed in flight. However, the emergency code 7700 can be activated.

5. EMERGENCY OPERATION

- a. When an emergency occurs, the pilot of an aircraft equipped with a coded radar beacon transponder, who desires to alert a ground radar facility to his emergency condition, and who cannot establish communications without delay with an air traffic control facility, may adjust the transponder to reply on Mode A/3, Code 7700.
- b. Pilots should understand that they may not be within a radar coverage area and that, even if they are, certain radar facilities are not yet equipped to automatically recognize Code 7700 as an emergency signal. Therefore, they should establish radio communications with an air traffic control facility as soon as possible.

6. SPECIAL EMERGENCY

1. A special emergency is a condition of air piracy, or other hostile act by a person(s) aboard an aircraft, which threatens the safety of the aircraft or its passengers.
2. The pilot of an aircraft reporting a special emergency condition should:
 - a. If circumstances permit, apply distress or urgency radio-telephone procedures.
 - b. If circumstances do not permit the use of prescribed distress or urgency procedures, the message sent by the aircraft should:
 - (1) Be sent on the air-ground frequency in use at the time.
 - (2) Consist of as many as possible of the following elements spoken distinctly and in the following order:
 - (a) Name of the station addressed (time and circumstances permitting).
 - (b) The identification of the aircraft and present position.
 - (c) The nature of the special emergency condition and pilot intentions (circumstances permitting).
 - (d) If unable to provide (c) above, use code words and/or transponder setting for indicated meanings as follows:

Spoken Words

TRANSPONDER SEVEN FIVE ZERO ZERO

Meaning

Am being hijacked/forced to a new destination

Transponder Setting

Mode 3/A, Code 7500.

3. Code 7500 will never be assigned by air traffic control without prior notification from the pilot that his aircraft is being subjected to unlawful interference. The pilot should refuse the assignment of code 7500 in any other situation and inform the controller accordingly. Code 7500 will trigger the special emergency indicator in all radar ATC facilities.
4. Air traffic controllers will acknowledge and confirm receipt of transponder code 7500 by asking the pilot to verify it. If the aircraft is not being subjected to unlawful interference, the pilot should respond to the query by broadcasting in the clear that he is not being subjected to unlawful interference. Upon receipt of this information, the controller will request the pilot to verify the code selection depicted in the code selector windows in the transponder control panel and change the code to the appropriate setting. If the pilot replies in the affirmative or does not reply the controller will not ask further questions but will flight follow, respond to pilot requests and notify appropriate authorities.

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HIJACK PROCEDURES— RECOMMENDED PROCEDURES FOR U.S. PASSENGER AIRCRAFT HIJACKED TO THE COMMONWEALTH OF INDEPENDENT STATES, PEOPLE'S REPUBLIC OF CHINA, AND NORTH KOREA.—If it is possible to do so without jeopardizing the safety of the flight, the pilot of a hijacked U.S. passenger aircraft after departing from the cleared routing over which the aircraft was operating will attempt to do one or more of the following things insofar as circumstances may permit: (A) maintain a true airspeed of no more than 400 knots, and preferably an altitude of between 10,000 and 25,000 feet. (B) fly a course toward the destination which the hijacker has announced, (C) at appropriate intervals fly the international pattern for lost communication (left hand triangles), and (D) transmit the international distress signal, MAY DAY, on any of the international distress frequencies available to him (243.0 MHz, 121.5 MHz, 2182 KHz). If these procedures result in either radio contact or air intercept, the pilot will attempt to comply with any instructions received which may direct him to an appropriate landing field. Additionally, if the aircraft is equipped with an operational transponder, the pilot may use transponder Mode A (Military Mode 3) Code 7500 to indicate his aircraft has been hijacked or Code 7700 to indicate his aircraft is in distress.

7. RADIO FAILURE

Should the pilot of an aircraft equipped with a coded radar beacon transponder experience a loss of two-way radio capability he should adjust his transponder to reply on Mode A/3, Code 7600.

Pilots should understand that they may not be in an area of radar coverage. Also, many radar facilities are not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on Code 7700 first increases the probability of early detection of a radio failure condition.

8. RADAR BEACON PHRASEOLOGY

Air traffic controllers, both civil and military, will use the following phraseology when referring to operation of the Air Traffic Control Radar Beacon System (ATCRBS). Instructions by air traffic control refer only to Mode A/3 or Mode C operation and do not affect the operation of the transponder on other Modes.

SQUAWK (number) — Operate radar beacon transponder on designated code in Mode A/3.

IDENT — Engage the "IDENT" feature (military I/P of the transponder).

SQUAWK (number) AND IDENT — Operate transponder on specified code in Mode A/3 and engage the "IDENT" (military I/P) feature.

SQUAWK STANDBY — Switch transponder to standby position.

SQUAWK LOW/NORMAL — Operate transponder on low or normal sensitivity as specified. Transponder is operated in "NORMAL" position unless ATC specified "LOW" ("ON" is used instead of "NORMAL" as a master control label on some types of transponders.)

SQUAWK ALTITUDE — Activate MODE C with automatic altitude reporting.

STOP ALTITUDE SQUAWK — Turn off altitude reporting switch and continue transmitting Mode C framing pulses. If your equipment does not have this capability, turn off MODE C.

STOP SQUAWK (mode in use) — Switch off specified mode. (Use for military aircraft when the controller is unaware if a military service requires the aircraft to continue operating on another MODE.)

STOP SQUAWK — Switch off transponder.

SQUAWK MAYDAY on 7700 — Operate transponder in the emergency position. (Mode A Code 7700 for Civil Transponder. Mode 3 Code 7700 and emergency feature for Military Transponder.)

SQUAWK VFR — Meaning, operate transponder on code 1200 regardless of altitude.

PROCEDURES

MILITARY PROCEDURES

AIR TRAFFIC CONTROL PROCEDURES

Recording and Monitoring

Calls to air traffic control (ATC) facilities (ARTCCs, Towers, FSSs, Central Flow, and Communications Control Centers) over radio and ATC operational telephone lines (lines used for operational purposes such as controller instructions, briefings, opening and closing flight plans, issuance of IFR clearances and amendments, counter hijacking activities, etc.) may be monitored and recorded for operational uses such as accident investigations, accident prevention, search and rescue purposes, specialist training and evaluation, and technical evaluation and repair of control and communications systems.

PILOT PROCEDURES WITH FAA FLIGHT SERVICE (MILITARY)

I. FLIGHTS DEPARTING "P" FIELDS

File flight plan with FAA Flight Service. If IFR within control zone or area get ARTC clearance before take-off. For those airports not within local calling distance of a FSS, leased telephone services are provided to the nearest station. One such service, Foreign Exchange (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is interphone, which is a private line extension to the nearest FSS. If neither of these services is available, call the nearest FSS by long distance collect.

NOTE: Flights departing within or proposing penetration of an ADIZ will file flight plan in writing or by telephone with an appropriate aeronautical facility prior to take-off.

II. FILING OF FLIGHT PLAN

Plots filing flight plans or arrival reports with FAA Flight Service Station will do so by visiting or calling a FAA station. Such messages **WILL NOT** be filed with FAA control towers except when no other means of communication is available.

The following information is required for clearance from non-military airports:

- | | |
|------------------------------|------------------------------|
| 1. Type of Flight Plan. | 9. Destination |
| 2. Aircraft identification. | 10. Estimated time enroute. |
| 3. Type of aircraft/TD Code. | 11. Fuel on board. |
| 4. Estimated True Air Speed. | 12. Alternate airport. |
| 5. Departure time. | 13. Remarks. |
| 6. Cruising altitude. | 14. Pilot's name. |
| 7. Point of departure. | 15. Aircraft home base. |
| 8. Route of flight. | 16. Number of persons aboard |

NOTE: The appropriate TD Code listed below will be suffixed to the aircraft designation on DD Form 175 or FAA Form 7233-1, and/or when filing a flight plan inflight.

NO DME

- /X— No transponder
- /T— Transponder with no Mode C
- /U— Transponder with Mode C

DME

- /D— No transponder
- /B— Transponder with no Mode C
- /A— Transponder with Mode C

TACAN ONLY

- /M— No transponder
- /N— Transponder with no Mode C
- /P— Transponder with Mode C

AREA NAVIGATION (RNAV)

- /Y— LORAN, VOR/DME, or INS with no transponder
- /C— LORAN, VOR/DME, or INS, transponder with no Mode C
- /I— LORAN, VOR/DME, or INS, transponder with Mode C

ADVANCED RNAV WITH TRANSPONDER AND MODE C (If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigations.)

- /E— Flight Management System (FMS) with en route, terminal, and approach capability. Equipment requirements are:
 - (a) Dual FMS which meets the specifications of AC25-15, Approval of Flight Management Systems in Transport Category Airplanes; AC20-129, Airworthiness Approval of Vertical Navigations (VNAV) Systems for use in the U.S. NAS and Alaska; AC20-130A, Airworthiness Approval of Navigation or Flight Management Systems Integrating Multiple Navigations Sensors; or equivalent criteria as approved by Flight Standards.
 - (b) A flight director and autopilot control system capable of following the lateral and vertical FMS flight path.
 - (c) At least dual inertial reference units (IRU's).
 - (d) A database containing the waypoints and speed/altitude constraints for the route and/or procedure to be flown that is automatically loaded into the FMS flight plan.
 - (e) An electronic map.
 - (U.S. and U.S. territories only unless otherwise authorized.)
- /F— A single FMS with en route, terminal, and approach capability that meets the equipment requirements of /E, (a) through (d), above.
 - (U.S. and U.S. territories only unless otherwise authorized.)
- /G— Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) equipped aircraft with en route and terminal capability.

/R— Required Navigational Performance (Denotes capability to operate in RNP designated airspace and routes.)

/W— Reduced Vertical Separation Minima (RVSM)

III. POSITION REPORTING PROCEDURE

1. IFR — Report all compulsory reporting points. Flights not conducted on airways and jet routes report over each reporting point used on the flight plan to define the route of flight.
2. VFR
 - a. FL 180 and above — report at least every 300 NM.
 - b. Below 18,000 ft MSL — report at least every 200 NM.

ADIZ PROCEDURES (MILITARY)

I. GENERAL: An Air Defense Identification Zone (ADIZ) is an airspace of defined dimensions within which certain rules for the security control of aircraft are mandatory in the interest of National Security. See below for salient operation procedures and DoD FLIP Area Planning (AP/1) for charts of the U.S. and Canadian Air Defense Identification Zones and additional procedures and details.

NOTE: In the event of the declaration of an Air Defense Emergency SECURITY CONTROL RULES will become effective. These rules are included in the published SCATANA Plan.

II. FILING OF AND ADHERENCE TO FLIGHT PLAN

A. FILING OF FLIGHT PLAN

1. When a flight penetrates or operates within an ADIZ, a DVFR (Defense Visual Flight Rules) or IFR Flight Plan will be filed in writing or by telephone with an appropriate aeronautical facility prior to takeoff. For flights originating outside an ADIZ, on other than established airways, the Remarks Section will include time, position, and altitude anticipated when penetrating the outer limits of the ADIZ. For flights entering an ADIZ or originating within an ADIZ, on other than established airways, the Remarks Section will include the time, position, and altitude within the ADIZ where the pilot anticipates turning toward land. This information should be marked "Pass to Air Defense Radar (PADRA)." Omission of or failure to update this correction information may preclude positive identification which will require intercept to confirm identity as well as filing of alleged ADIZ violation.

B. REVISION OF FLIGHT PLANS

1. No deviation will be made from a DVFR or IFR flight plan unless prior notification is given to an appropriate aeronautical facility.
2. Transmit corrected information to appropriate aeronautical facility immediately if it becomes evident that flight plan cannot be adhered to. (See next paragraph for allowable tolerances for adherence to flight plan or air traffic clearance.) The pilot will request that any revision to a flight plan, including remarks, be passed to the appropriate ARTCC and with instructions to pass to Air Defense Radar (PADRA). Failure to do so may require air defense reaction as indicated in Paragraph II. A. above.

C. ALLOWABLE TOLERANCES FOR ADHERENCE TO ADIZ FLIGHT PLAN

1. Time. Plus or minus five minutes from an estimate over a reporting point or point of penetration. Pilots departing from an airfield which has no tower facility will be required to make good a departure time within plus or minus five minutes of that proposed in the flight plan.
2. Distance. Ten nautical miles from centerline of proposed route if entering or operating within an ADIZ over land or twenty nautical miles from the centerline of proposed route if entering or operating within an ADIZ over water (to include the Aleutian Islands).
3. Altitude Deviation. None, unless an amended air traffic clearance is obtained or if operating where no air traffic clearance is required, then prior notice is given to an appropriate aeronautical facility.

D. AUTHORIZED EXCEPTIONS

1. Flights regardless of altitude operating into or within the Alaskan ADIZ at true airspeed of less than 180 knots providing such flights maintain a listening watch on the appropriate frequency.
2. Flights originating in any part of the Continental United States, except the State of Alaska, which maintains an outward bound track through the southern border ADIZ without reentering an ADIZ.
3. Flights which remain within ten nautical miles of the point of departure.
4. Flights conducted in accordance with special procedures prescribed by appropriate military authorities may be exempted on a local basis only after coordination with FAA ARTCCs and concurrence of appropriate air defense or other military commanders concerned.
5. DVFR flights without two-way radio communication may be conducted provided the flight is conducted in accordance with a filed DVFR flight plan which contains the route altitude and the estimated time to penetration and point of penetration and departure is effected within five minutes of the filed estimated time of departure.

III. ADIZ POSITION REPORT, IFR FLIGHT OUTSIDE AIR TRAFFIC CONTROL AREA AND DVFR FLIGHTS WITH TWO-WAY RADIO.

- A. Penetration or inbound turn shall not be effected until a report is made of the time, position and altitude at which the aircraft passed the last reporting point prior to penetration or inbound turn and a report is provided of the estimated time of arrival over the next appropriate reporting point along the route of flight. If no reporting points are available along the route of flight, the pilot shall provide an estimate of the time, position and altitude at which he will penetrate or turn inbound. This report will be made no sooner than 30 minutes and not later than 15 minutes prior to the identification point. Position reports will be made at least once an hour while within an ADIZ unless more frequently required.
- B. If the airport of departure is in such proximity to the ADIZ boundary to preclude compliance with the above, the pilot shall report immediately after taking off the time of departure, altitude and an estimate of the time of arrival over the first reporting point over the intended route of flight.

C. Aircraft entering the United States through an ADIZ, if so requested, shall advise the extent to which the actual time and point of penetration differed from the same data as recorded in the original ground flight plan.

NOTE: The Pilot should maintain an altitude of at least 6000 feet above the terrain while off airways unless safety of flight requires a lower altitude.

IV. RADAR ASSISTANCE WITHIN AIR DEFENSE IDENTIFICATION ZONES.

A. Emergency radar assistance is available on a 24 hour basis to identified aircraft within the limits of any Air Defense Identification Zone. The military radar system can, at the discretion of the operator, provide the following services to aircraft; track, ground speed checks, position and bearing to the nearest airport or other designated points. Canadian military assistance provides bearing in degrees true. The radar assistance provided is advisory only and does not absolve the aircraft commander of the responsibility for safe navigation of the aircraft and compliance with air traffic control clearance or other required procedures.

B. Contact the Sector Operations Control Center (SOCC) or the Region Operation Control Center (ROCC) on frequencies 121.5, 243.0 or 364.2. Frequency 364.2 is also available within the Defense Area. Example: "Radar Assistance," aircraft call sign. Subsequent calls should address the specific ROCC answering the initial call.

V. EMERGENCY PROCEDURES WITHIN ADIZ

In emergency situations, which require immediate decision and action for the safety of the flight, the pilot in command of the aircraft may deviate from the provisions of this part to the extent required for such emergency. When a deviation is exercised, the pilot in command shall report such deviation and the reasons therefor to an appropriate aeronautical facility as soon as practicable.

**U.S. NAVY/U.S. ARMY USE OF
RUNWAY CONDITION READINGS (RCR)**

Runway condition braking action at USAF bases and certain U.S. Navy and U.S. Army Airfields is determined by the use of decelerometers. Runway condition at USAF bases is reported by ATC facilities in terms of runway condition readings (RCR). By comparing the RCR to a table in the applicable aircraft flight manual USAF pilots can determine predicted landing ground roll distances. However, similar tables are not available in the NATOPS Manuals for Naval aircraft or in Army aircraft handbooks. Accordingly, a table of equivalent is furnished to provide a convenient method of converting RCR to comparable braking action and predicted landing ground roll distances for use by Navy and Army pilots. Runway condition at U.S. Navy and U.S. Army airfields will be reported by air traffic controllers in terms of equivalent braking action as delineated in the following table.

NOTE: Joint USAF/NASA tests have proven RCR measurements invalid where the only form of moisture affecting the runway is water. Reading taken during such conditions will be reported as wet runway (WR). Measurements taken when water or slush is present on an ice covered rwy will be reported as RCR 12 or the measured decelerometer reading whichever is lower.

| Runway Condition Reading (RCR) | Equivalent Braking Action | % Increase in landing roll |
|--------------------------------|---------------------------|----------------------------|
| 02 to 05 | Nil | 100% or more |
| 06 to 12 | Poor | 99% to 46% |
| 13 to 18 | Fair (Medium) | 45% to 16% |
| 19 to 25 | Good | 15% to 0 |

Runway surface conditions and RCR readings as reported by base operations are appended to hourly aviation weather observations in coded form based on the following:

| | |
|--|--------|
| Wet Runway | WR |
| Slush on Runway | SLR |
| Loose Snow on Runway | LSR |
| Packed Snow on Runway | PSR |
| Ice on Runway | IR |
| Patchy conditions (Ice, Snow, or Water)* | P |
| Runway Sanded | SANDED |

*Code P will be used when the rwy is less than fully covered by the coded RSC element. After patchy, a wet or dry report will be added to describe the portions of the rwy not covered by ice, snow or slush.

EXAMPLES

| | |
|--|--------------|
| Packed snow on runway; decelerometer reading of 15 | PSR 15 |
| Ice on runway; decelerometer reading of 05. Conditions patchy; remainder of runway wet | IRO5P/WET |
| Loose snow on runway; decelerometer reading of 20 | LSR20 |
| Ice on runway; decelerometer reading of 05. Condition patchy, runway sanded | IRO5P SANDED |

NOTE: The Air Force is conducting tests to determine the actual runway condition reading (RCR) of all USAF runways under wet runway conditions. As the tests are completed, the information will be included within the Airport/Facility Remarks for each base.

NO-NOTAM PREVENTIVE MAINTENANCE PROCEDURES

NOTAM action is not required when performing routine preventive maintenance with USN facilities indicated below. Equipment will be immediately returned to operation or NOTAM action taken if weather conditions deteriorate below ceiling or visibility requirements listed. Also NOTAM action will be taken if equipment cannot be returned to operation within the specified time period.

| Radio/Radar Facilities and Service | Days | Specified Time Periods ① |
|---|--------------|---------------------------------|
| | | Time (LOCAL) |
| Search Radar | Sat-Sun | 0800–1000 |
| (ASR) | Mon thru Fri | 0200–0400 |
| Precision | Sat-Sun | 1000–1200 |
| Radar (PAR) | Mon thru Fri | 0400–0600 |
| TACAN | Sat-Sun | 1500–1600 |
| VOR | Sat-Sun | 1400–1500 |
| LF/MF | Sat-Sun | 1700–1800 |
| (RBn-Range) | | |
| LF/MF | Sat-Sun | 1700–1800 |
| (RBn-Range) | | |
| ILS | Sat-Sun | 1600–1700 |
| UHF RBn | Any Day | 0800–1000 |

① Deviations to this schedule are approved. Submit deviations via appropriate FLIP correction addressee for inclusion under Radio/Nav Remarks.

USA/USN—Locations with two or more Instrument Approach Aids, ceiling 3000', visibility 5 SM, locations with a single Instrument Approach Aid, sky condition scattered, visibility 5 SM.

USAF—Preventive Maintenance Inspection (PMI), Maintenance Period (MP) Schedules are published under applicable NAVAID, ILS/RADAR or Terminal FLIP RADAR Minima listings. Associated weather criteria, other than 3000' ceiling, 5 statute mile visibility forecast during MP plus one hour, is reported as part of the schedule. For example, (1500/3+1) where 1500 is the ceiling in feet, 3 is the visibility in statute miles and +1 (plus 1) indicates forecast during maintenance period plus one hour.

CIVIL PROCEDURES
AIR TRAFFIC CONTROL PROCEDURES
Recording and Monitoring

Calls to air traffic control (ATC) facilities (ARTCCs, Towers, FSSs, Central Flow, and Communications Control Centers) over radio and ATC operational telephone lines (lines used for operational purposes such as controller instructions, briefings, opening and closing flight plans, issuance of IFR clearances and amendments, counter hijacking activities, etc.) may be monitored and recorded for operational uses such as accident investigations, accident prevention, search and rescue purposes, specialist training and evaluation, and technical evaluation and repair of control and communications systems.

REPORTING OF MALFUNCTIONS OF NAVIGATION AIDS AND COMMUNICATIONS EQUIPMENT — FAA

1. APPLICABILITY

This special Federal Aviation Regulations applies to the operation of aircraft within Controlled Airspace under Instrument Flight Rules of Part 91 of Federal Aviation Regulations.

2. MALFUNCTION REPORTS

The pilot in command shall report immediately to Air Traffic Control any inflight malfunction of navigation or Air/Ground communications equipment as listed below:

- a. Loss of VOR, TACAN, ADF, or low frequency navigation receiver capability or,
- b. complete or partial loss of ILS receiver capability or
- c. impairment of Air Ground communications capability.
- d. Loss of airborne navigational radar.

3. SUBSTANCE OF REPORTS

Each report required under paragraph 2 hereof shall include the following:

- a. Aircraft identification.
- b. The equipment affected
- c. The degree to which capability of the pilot to operate IFR in the Air Traffic Control System is impaired and
- d. The nature and extent of assistance desired from Air Traffic Control: The exact nature and degree of assistance available from the ATC system will vary considerably. It is, therefore, essential that the pilot inform the controller of the assistance needed. If no assistance is required, normal handling may be expected. If special handling is requested, the ATC controller will provide maximum amount of assistance, consistent with the equipment at his disposal and the proper performance of his control functions with respect to other IFR aircraft. Should the circumstances warrant greater attention and priority handling with respect to other IFR aircraft, the pilot should then declare an Emergency.

FLIGHT PLAN (CIVIL)

It is strongly recommended that a flight plan be filed. This not only assures prompt search and rescue action in event you become overdue or missing, but it also permits enroute stations and the destination station to render better service by having prior knowledge of your flight. All VFR flights, whether on a flight plan or not, should make regular position reports to FAA Flight Service Stations to receive altimeter settings and weather safety advisories. Also, search and rescue action, if necessary, can be focused in the proper area. Flight Plans may be submitted to the nearest Flight Service Station.

NOTE— *If the flight will traverse or land in one or more foreign countries, it is particularly important that pilots leave a complete itinerary with someone directly concerned, keep that person advised of the flight's progress and inform him that, if serious doubt arises as to the safety of the flight, he should first contact the FSS.*

DVFR (Defense VFR) Flight Plan.— DVFR flight plans must be submitted to the nearest Flight Service Station. Detailed ADIZ procedures are to be found under ADIZ Procedures.

FLIGHT PLAN — IFR

When filing an IFR flight plan for flight in an aircraft equipped with navigational and communications equipment as described in the Aeronautical Information Manual, identify equipment capability by adding one or more suffixes to the AIRCRAFT TYPE preceded by a slant, as follows:

N No COM/NAV/APCH equipment carried, or equipment is unserviceable

S Standard COM/NAV/APCH equipment is carried & serviceable (i.e., VHF RTF, ADF, VOR and ILS)

A GBAS landing system

B LPV (APV with SBAS)

C LORAN C

D DME

E1 FMC WPR ACARS

E2 DFIS ACARS

E3 PDC ACARS

F ADF

G GNSS (See Note 2)

H HF RTF

I Inertial Navigation

J1 CPDLC ATN VDL Mode 2 (See Note 3)

J2 CPDLC FANS 1/A HFDL

J3 CPDLC FANS 1/A VDL Mode A

J4 CPDLC FANS 1/A VDL Mode 2

J5 CPDLC FANS 1/A SATCOM (INMARSAT)

J6 CPDLC FANS 1/A SATCOM (MTSAT)

J7 CPDLC FANS 1/A SATCOM (Iridium)

K MLS

L ILS

M1 ATC RTF SATCOM (INMARSAT)

M2 ATC RTF (MTSAT)

M3 ATC RTF (Iridium)

O VOR

P1-P9 Reserved for RCP

R PBN approved (See Note 4)

T TACAN

U UHF RTF

V VHF RTF

W RVSM approved

X MNPS approved

Y VHF with 8.33 kHz channel spacing capability

Z Other equipment carried or other capabilities (See Note 5)

NOTE—

1. If the letter S is used, standard equipment is considered to be VHF RTF, VOR, and ILS, unless another combination is prescribed by the appropriate ATS authority.

2. If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

3. See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard - DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

4. If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).

5. If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or DAT/, as appropriate.

6. Information on navigation capability is provided to ATC for clearance and routing purposes.

2. Surveillance equipment and capabilities

ENTER **N** if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,
OR
ENTER one or more of the following descriptors, up to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board. Enter no more than one transponder code (Modes A, C, or S)

SSR Modes A and C:

- A** Transponder - Mode A (4 digits - 4096 codes)
- C** Transponder - Mode A (4 digits - 4096 codes) and Mode C

SSR Mode S:

- E** Transponder - Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
- H** Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
- I** Transponder - Mode S, including aircraft identification, but no pressure-altitude capability
- L** Transponder - Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
- P** Transponder - Mode S, including pressure-altitude, but no aircraft identification capability
- S** Transponder - Mode S, including both pressure-altitude and aircraft identification capability
- X** Transponder - Mode S with neither aircraft identification nor pressure-altitude capability

NOTE—

Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B:

- B1** ADS-B with dedicated 1090 MHz ADS-B "out" capability
- B2** ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability
- U1** ADS-B "out" capability using UAT
- U2** ADS-B "out" and "in" capability using UAT
- V1** ADS-B "out" capability using VDL Mode 4
- V2** ADS-B "out" and "in" capability using VDL Mode 4

NOTE—

File no more than one code for each type of capability, e.g. file B1 or B2 and not both

ADS-C:

- D1** ADS-C with FANS 1/A capabilities
- G1** ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

EXAMPLE-

ADE3RV/HB2U2V2G1

NOTE—

Additional surveillance application should be listed in Item 18 following the indicator SUR/.

3. In order to provide course guidance and assist sequencing into the Anchorage Terminal Area, aircraft filed over McGrath (MCG) or Sparrevohn (SQA) and landing at Ted Stevens Anchorage International Airport or Elmendorf Air Force Base should file the following STARs: from over MCG, file the TAGER arrival; from over SQA, file the AMOTT arrival. If unable to fly the STAR, advise ATC prior to reaching MCG or SQA for alternate instructions.

FLIGHT PLAN — VFR

Pilots are encouraged to give their departure times directly to the flight service station with which the flight plan was filed. This will ensure more efficient flight plan service and permit the FSS to advise you of significant changes in aeronautical facilities or meteorological conditions. The following procedures are in effect: when a VFR flight plan is filed, it will be held until two hours after the proposed departure time and then canceled unless:

1. The actual departure time is received.
2. A revised proposed departure time is received.
3. At a time of filing, the FSS is informed that the proposed departure time will be met, but actual time cannot be given because of inadequate communications.

CLOSING FLIGHT PLANS

VFR, and DVFR flight plans must be closed upon landing. If an arrival report is not received within a reasonable period of time after ETA, a communications search for you will be conducted. If this search fails to locate your aircraft, a Rescue Coordination Center will be advised and an extensive costly physical search for your aircraft will be inaugurated.

FLIGHT PLAN—ELEMENTS OF A FLIGHT PLAN

The following is a listing of the order of Flight Plan elements as found on FAA Form 7233-4, International Flight Plan:

1. Blocks 1-3: For use by Flight Service only
2. Block 7 Aircraft Identification: up to seven alpha-numeric
3. Block 8
 - a. Flight Rules: **I** - Instrument Flight Rules; **V** - Visual Flight Rules; **Y** - Composite VFR to IFR; **Z** - Composite IFR to VFR
 - b. Type of Flight: **S** - Scheduled Air Carrier; **N** - Non-scheduled Air Carrier; **G** - General aviation; **M** - Military; **X** - Other
4. Block 9
 - a. Number of Aircraft: two-digit number
 - b. Type of Aircraft: up to four alpha-numeric (see FAA Order 7360.1, Aircraft Type Designators)
 - c. Wake Turbulence Category: **H** - Heavy (300,000 lbs. or more); **M** - less than 300,000 lbs. and more than 15,500 lbs); **L** - less than 15,500 lbs.
5. Block 10 Equipment: - see Aeronautical information Manual for Nav/comm and transponder codes
6. Block 13
 - a. Departure Aerodrome: ICAO identifier (four-character alphabetic code)
 - b. Departure Time: four-digit time UTC
7. Block 15
 - a. Cruising Speed: **N** - followed by four-digit **Knots**; **M** - followed by three-digit **Mach** number; **K** - followed by four-digit **Kilometers per hour**
 - b. Cruising Level: **A** - followed by three-digit **Altitude** below 18,000 ft.; **F** - followed by three-digit **Flight Level**
 - c. Route of Flight: Fixes, nav aids, airways, latitude/longitude
8. Block 16
 - a. Destination Aerodrome: ICAO identifier (four-character alphabetic code)
 - b. Total estimated en route time: four-digit time in hours and minutes
 - c. Alternate Aerodrome: ICAO identifier (four-character alphabetic code)
 - d. Second Alternate Aerodrome: ICAO identifier (four-character alphabetic code)
9. Block 18 Other Information: Special fields which may be required on some flight plans
10. Block 19 Supplementary Information:
 - a. Endurance: fuel on board, in hours and minutes
 - b. Persons on board
 - c. Emergency Radio*
 - d. Survival Equipment*
 - e. Jackets*
 - f. Dinghies*
 - g. Aircraft color and markings
 - h. Remarks*
 - i. Pilot-in-Command

* Optional Information

FLIGHT PLAN—MASTER FLIGHT PLAN PROGRAM

The master flight plan program was established for the owners/operators of aircraft in Alaska. A Master Flight Plan is intended to record static information on an aircraft, not on a pilot. Only one Master Flight Plan, therefore, will be accepted per aircraft from the owner/operator. Master Flight Plan files are maintained by Flight Service Stations (FSS's) for aircraft based within Alaska. Aircraft owners/operators may file a Master Flight Plan with a FSS on line, in person, or via mail, phone, or fax. FSS's will forward Master Flight Plan information to the appropriate support personnel for entry into the database. A Master Flight Plan on file with any Alaskan FSS will be accepted by all Alaskan Region FSS's. Upon receipt of Master Flight Plan information, the FSS staff enters the information into the statewide database. The Master Flight Plan becomes effective when the owner/operator is notified by the FSS support specialist. This can be accomplished either verbally upon receipt of the Master Flight Plan, or by other written or electronic means (fax, e-mail, phone, etc.).

Master flight plans must contain the following data:

1. Aircraft identification.
2. Aircraft type/special equipment codes (ICAO).
3. Airspeed
4. Remarks, if any. (Radios, navigation equipment, floats, skis, other)
5. Owner or operator's name, physical address, and phone number.
6. Owner or operator's mailing address.
7. Aircraft home base, including tie-down number if available.
8. Color of aircraft.
9. Names and phone numbers of 24-hour coordination contacts.
10. Optional items:
 - a. Maximum fuel capacity in hours and minutes.
 - b. Emergency equipment on board.
 - c. Satellite tracking device information (see Enhanced Special Reporting Service (eSRS) in the Associated Data section of this chart supplement).

Aircraft owners/operators are responsible for ensuring the Master Flight Plan information on file for their aircraft is current. Changes in Master Flight Plan data or aircraft ownership should be reported to Flight Service immediately. Failure to provide updated information could cause unnecessary delays in search and rescue activities. Pilots who do not update Master Flight Plan information may be excluded from the program.

When filing a flight plan for an aircraft with a Master Flight Plan on file, provide the following information:

1. Type of flight plan.
2. Type of aircraft.
3. Equipment code if IFR.
4. Departure point.
5. Departure time or activation time.
6. Proposed altitude if IFR.
7. Route of flight.
8. Destination.
9. Estimated time en route.
10. Fuel on board.
11. Pilot's last name.
12. Number of people on board.

Pilots should advise Flight Service that they have an Alaskan Master Flight Plan when filing a flight plan within Alaska, i.e., "Master Flight Plan on File. Pilot's name is..." The additional information required for search and rescue will be available to all Alaskan Flight Service Stations in the event the aircraft becomes overdue.

ATC IFR CLEARANCE DELIVERY

- a. At airports where a traffic control tower is in operation, ATC IFR clearances are normally relayed to pilots on the "ground control" frequency or on a published "clearance delivery" frequency.
- b. At airports where a Flight Service Station is in operation or having a part-time Flight Service Station with a remote communications outlet (RCO), ATC IFR clearances shall be obtained through the FSS on the common traffic advisory frequency (CTAF).
- c. At airports where there is neither a control tower nor an FSS, but there is a remote communications Air-Ground Facility (RCAG) available, contact the ARTCC direct. (Frequencies are published on Enroute Charts and in the Airport/Facility directory portion of this chart supplement.)
- d. At airports where there is no control tower, FSS, RCO, or RCAG, a clearance may be obtained through the nearest FSS, or RCAG.

Air Defense Identification Zone (ADIZ) Procedures (Civil)

Recommended ADIZ Practices. — No person may operate an aircraft in or penetrating an ADIZ unless he has filed a flight plan with an appropriate Aeronautical facility. The North American Aerospace Defense Command advises that an "Airfield" flight plan makes the aircraft subject to interception for positive identification. Pilots are strongly urged, therefore, to file DVFR Flight Plans required for Security Control either in person or by telephone. To encourage conformation with this request FAA Flight Service Stations will accept collect long distance telephone calls made for the purpose of filing required DVFR flight plans. The following procedure will apply:

1. Contact the long distance telephone operator and place a collect, station-to-station call for "SECURITY PILOT (your last name)" to the FAA station.
2. When the FAA station accepts the call, file your DVFR flight plan as expeditiously as possible.

FAA stations will not accept collect calls from locations which are obviously much closer to another FAA station, neither will they accept calls which do not contain the key words "SECURITY PILOT (name)." In order to conserve government funds, FAA station will not accept long distance collect calls from any pilot within the Defense Area. DVFR flight plans from such points will be accepted, however, if filed at no expense to the government.

ADIZ Transponder Requirements — All civil aircraft equipped with an operable radar beacon transponder must be operated with that transponder turned on, including the altitude encoder if installed, and reply on the appropriate code or on a code assigned by ATC.

Emergency Security Control of Air Traffic (ESCAT)

http://www.access.gpo.gov/nara/cfr/waisidx_07/32cfr245_07.html

The ESCAT plan (see 32 CFR Part 245) defines the authorities, responsibilities, and procedures to identify and control air traffic within a specified air defense area during air defense emergencies, defense emergency, or national emergency conditions. ESCAT provides the security control of both civil and military air traffic. It is intended to meet threat situations such as an emergency resulting in the declaration of an Air Defense Emergency by the appropriate military authority or other emergency conditions that either threaten national security or national interests vital to the U.S., but do not warrant declaration of Defense Emergency or Air Defense Emergency.

When ESCAT is implemented, a system of traffic priorities may be required to make optimum use of airspace, consistent with air defense requirements. The ESCAT Air Traffic Priority List (EATPL) is a list of priorities that may be used for the movement of air traffic in a defined area. The originator of an aircraft flight operation under the EATPL shall be responsible for determining and verifying that the mission meets the appropriate definition and priority, and ensuring a security check* of the crew, cargo and aircraft has been completed prior to takeoff. The individual filing the flight plan will be responsible for including the priority number as determined by the originator of the aircraft flight operation, in the remarks section of the flight plan.

*NOTE: Security checks must be in accordance with the Transportation Security Administration directives.

The appropriate military authority will: (a) notify or coordinate, as appropriate, the extent or termination of ESCAT implementation with DOT and DHS; (b) disseminate the extent of ESCAT implementation; (c) specify what restrictions are to be implemented; and (d) revise or remove restrictions on the movement of air traffic as the tactical situation permits. The FAA Air Traffic Control System Command Center (ATCSCC) will direct appropriate ARTCCs/CERAPs to implement ESCAT restrictions as specified by the appropriate military authority.

U.S. civil and military air traffic control facilities will: (a) maintain current information on the status of restrictions imposed on air traffic; (b) process flight plans in accordance with current instructions received from the ARTCC (All flights must comply with the airspace control measures in effect, the EATPL, or must have been granted a Security Control Authorization); and (c) disseminate instructions and restrictions to air traffic as directed by the ARTCCs.

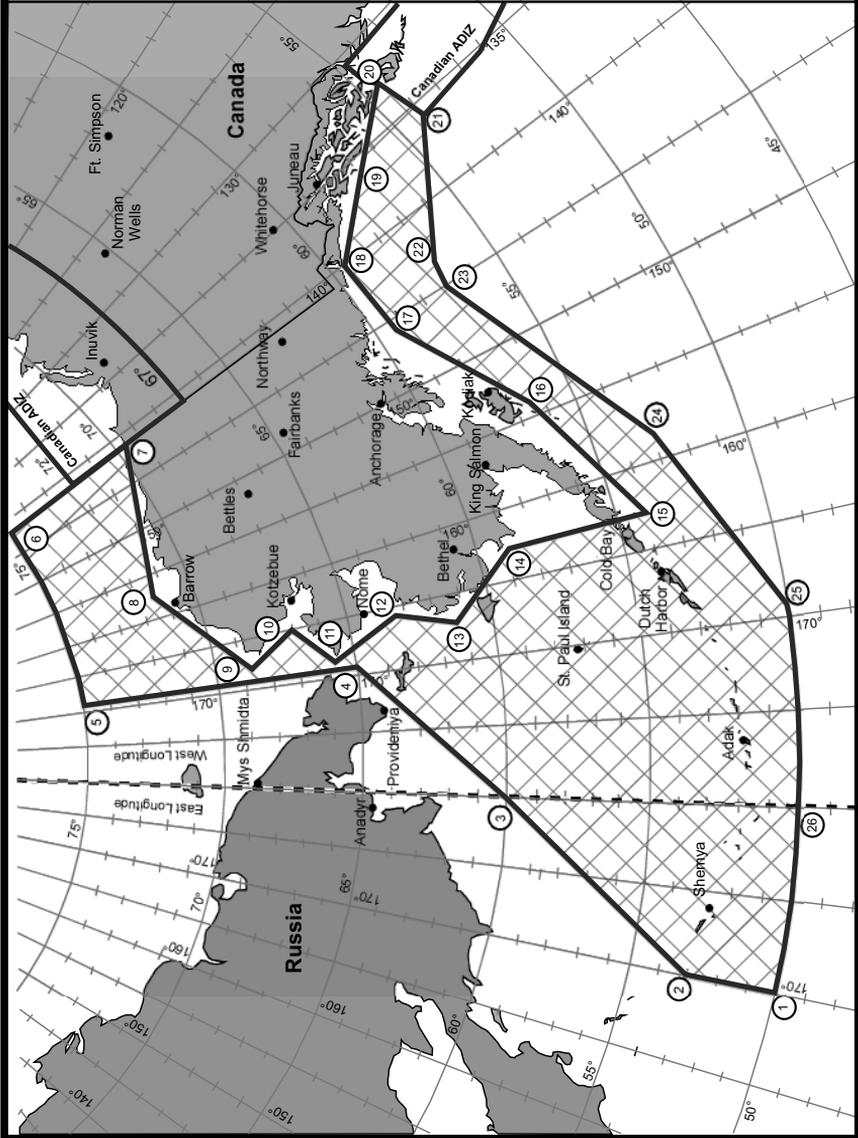
Alaska

Air Defense Identification Zone

Alaska ADIZ Points

1. 50 00N 170 00E
2. 53 00N 170 00E
3. 60 00N 160 00
4. 65 00N 169 00W
5. 75 00N 169 00W
6. 75 00N 141 00W
7. 69 50N 141 00W
8. 71 18N 156 44W
9. 68 40N 167 10W
10. 67 00N 165 00W
11. 65 40N 168 15W
12. 63 45N 165 30W
13. 61 20N 166 40W
14. 59 00N 163 00W
15. 54 00N 163 00W
16. 56 30N 154 00W
17. 59 20N 146 00W
18. 59 30N 146 00W
19. 57 00N 136 00W
20. 54 35N 133 00W
21. 54 00N 136 00W
22. 56 57N 144 00W
23. 57 00N 145 00W
24. 53 00N 158 00W
25. 50 00N 169 00W
26. 50 00N 180 00

Updated: Jan 1, 2009



EMERGENCY PROCEDURES

INTERCEPTION SIGNALS
ICAO STANDARDSIGNALS INITIATED BY INTERCEPTING AIRCRAFT AND
RESPONSES BY INTERCEPTED AIRCRAFT

| SERIES | INTERCEPTING AIRCRAFT SIGNALS | MEANING | INTERCEPTED AIRCRAFT RESPONSE | MEANING |
|--------|--|--|--|---------------------------------|
| 1 | <p>AIRPLANES: DAY—Rocking wings from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading.</p> <p>NIGHT—Same and, in addition, flashing navigational lights at irregular intervals.</p> <p>NOTE 1.—Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of, the intercepted aircraft and to make the subsequent turn to the right.</p> <p>NOTE 2.—If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.</p> | <p>You have been intercepted. Follow me.</p> | <p>AIRPLANES: DAY—Rocking wings and following.</p> <p>NIGHT—Same and, in addition, flashing navigational lights at irregular intervals.</p> <p>HELICOPTERS: DAY or NIGHT—Rocking aircraft, flashing navigational lights at irregular intervals and following.</p> | <p>Understood, will comply.</p> |
| 2 | <p>DAY OR NIGHT—An abrupt breakaway maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.</p> | <p>You may proceed.</p> | <p>AIRPLANES: DAY or NIGHT—Rocking wings.</p> <p>HELICOPTERS: DAY or NIGHT—Rocking aircraft.</p> | <p>Understood, will comply.</p> |
| 3 | <p>DAY—Circling aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area.</p> <p>NIGHT—Same and, in addition, showing steady landing lights.</p> | <p>Land at this aerodrome.</p> | <p>AIRPLANES: DAY—Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land.</p> <p>NIGHT—Same and, in addition, showing steady landing lights (if carried).</p> <p>HELICOPTERS: DAY or NIGHT—Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).</p> | <p>Understood, will comply.</p> |

INTERCEPTION SIGNALS
ICAO STANDARD

SIGNALS INITIATED BY INTERCEPTING AIRCRAFT AND
RESPONSES BY INTERCEPTED AIRCRAFT

| SERIES | INTERCEPTING AIRCRAFT SIGNALS | MEANING | INTERCEPTED AIRCRAFT RESPONSE | MEANING |
|--------|--|--|---|---|
| 4 | <p>AIRPLANES: DAY—Raising landing gear while passing over landing runway at a height exceeding 300m (1,000 ft) but not exceeding 600m (2,000 ft) above the aerodrome level, and continuing to circle the aerodrome.</p> <p>NIGHT—Flashing landing lights while passing over landing runway at a height exceeding 300m (1,000 ft) but not exceeding 600m (2,000 ft) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.</p> | Aerodrome you have designated is inadequate. | <p>DAY OR NIGHT—If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft.</p> <p>If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.</p> | <p>Understood, follow me.</p> <p>Understood, you may proceed.</p> |
| 5 | <p>AIRPLANES: DAY or NIGHT—Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.</p> | Cannot comply. | DAY or NIGHT—Use Series 2 signals prescribed for intercepting aircraft. | Understood. |
| 6 | <p>AIRPLANES: DAY or NIGHT—Irregular flashing of all available lights.</p> <p>HELICOPTERS: Day or Night—Irregular flashing of all available lights.</p> | In distress. | DAY or NIGHT—Use Series 2 signals prescribed for intercepting aircraft. | Understood. |

DISTRESS INTERCEPTION SIGNALS

| SIGNAL BY INTERCEPTED AIRCRAFT | MEANING | RESPONSE BY INTERCEPTOR |
|---|-------------|---|
| <p>DAY—Porpoising</p> <p>NIGHT—Switching on landing lights and holding steady beam.</p> | In Distress | DAY OR NIGHT—Use appropriate interception signals as shown above. |

EMERGENCY PROCEDURES**NOTE TO INTERCEPTION SIGNALS**
(See preceding page)

The word "interception" in this context does not include intercept and escort service provided, on request, to an aircraft in distress.

An aircraft which is intercepted by another aircraft shall immediately:

- a. follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals on preceding page;
- b. notify, if possible, the appropriate air traffic services unit;
- c. attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 243.0, MHz and repeating this call on the emergency frequency 121.5 MHz, if practicable, giving the identity and position of the aircraft and the nature of the flight;
- d. if equipped with SSR transponder select Mode 3/A Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

ATTENTION: ICAO Standard Interception Signals are applicable in all areas with exceptions as published below.

RUSSIA

1. The following rules are applicable to foreign aircraft operating within Russian airspace in accordance with previously issued clearances or existing overflight agreements. The Aeronautical Information Publication (AIP) as published by the Ministry of Civil Aviation, CIS, contains the Soviet Rules for Engagement. These rules are applicable to foreign aircraft operating with Russian airspace in accordance with previously issued clearances or existing overflight agreements. Foreign aircraft, flying in the air space of Russia, violating established flight procedures, or not complying with commands of the Air Traffic Control Service of the Ministry of Civil Aviation directing the flight of that aircraft, will be considered violators and alert aircraft of the Anti-Air Defense will compel them to land at the nearest airport.

NAVIGATION WARNING

U.S. aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid possibly dangerous consequences which could result from unauthorized overflight of Russian territory. Recognition that many flight tracks on this route provide minimum separation from Russian airspace further emphasizes the need for all pilots to use all existing navigational capability. It is therefore recommended that all pilots flying between Alaska and Japan take utmost precautions to avoid flying over Russian territory.

INTERFERENCE WITH INTERNATIONAL SEARCH AND RESCUE SATELLITE (SARSAT)

Keying either 121.5 MHz or 243.0 MHz for 30 seconds or more will activate the SARSAT. Any activation initiates ground processing to locate the activating transmitter. Historically, inadvertent activations have been inordinately high and cause false alarms which seriously degrade the efficiency of the SAR System. Transmissions on 243.0 and 121.5 must not exceed a 15-second keying limit except in actual emergency or distress situations.

SEARCH PROCEDURES EMERGENCY LOCATOR TRANSMITTER (ELT)

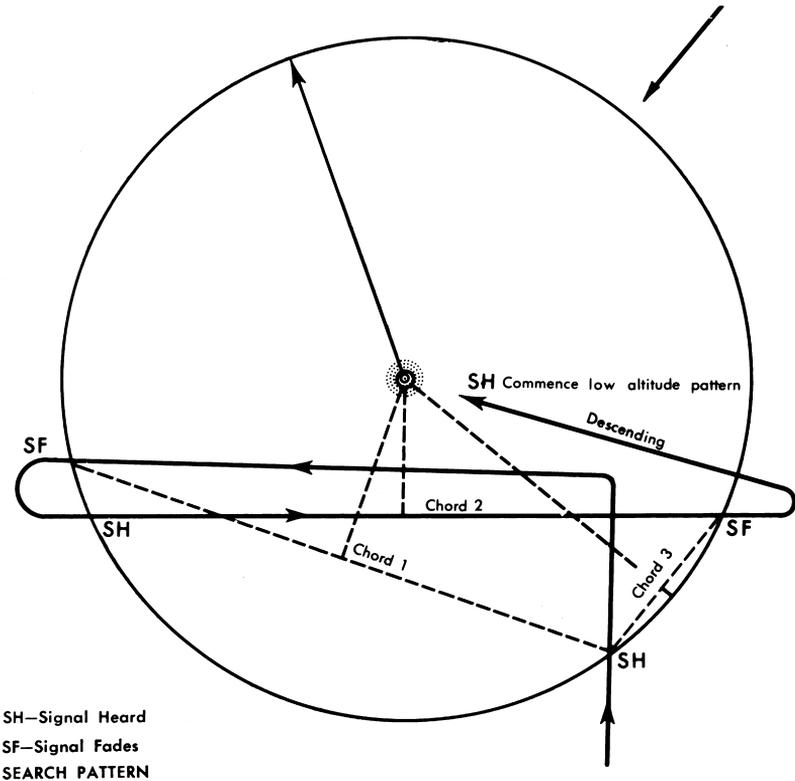
Locating the Position of a VHF or UHF ELT — The initial search for survivors equipped with a VHF or UHF ELT will be at high altitude to take advantage of the increased range afforded by altitude. The receiver should be tuned to the frequency of the ELT with squelch off. The frequency should be guarded aurally and visually if the search aircraft has suitable homing equipment. While some progress is being made toward standardization on the type of signal emitted by these survival ELTs, search and rescue personnel should realize that complete standardization may not be achieved in the near future. If the type of signal emitted by the particular ELT is not known, searchers should be alert for any signal on the frequency, including a steady tone. Types of signals used by these ELTs are: steady tone (this may become a warbling tone if the ELT is floating in the ocean); a definite warbling tone built into the ELT; and interrupted tone (a peculiar “beep-beep-beep”) built into the ELT. Once the ELT signal is detected, it will be a simple matter for the search aircraft to home on it, if the aircraft is equipped with homing equipment. However, if the search aircraft has only receiver capability, it can still locate the survivors by flying one of the two procedures described below:

SEARCH PATTERN PROCEDURE (Boxing-in)

Boxing-in patterns assume that the lines of equal signal strength will be circular, as shown below. Thus, an aircraft flying at constant altitude can determine the limits of successive chords to the equal signal strength circle corresponding to a barely audible signal on its own receiver by plotting its position as the signal appears and again when it fades. The perpendicular bisector of each chord is an approximate line of position containing the beacon. The intersection of any 2 lines of position will indicate the approximate location of the beacon and the aircraft will be able to proceed to the approximate position. By proceeding to this position and descending to appropriate altitude, the aircraft can then make another low-level boxing-in pattern and/or carry out a close visual search for the survivors by any convenient high probability visual search pattern.

EQUAL SIGNAL STRENGTH CIRCLE

Equal signal strength circle—barely audible signal in A/C receiver at search altitude.



EMERGENCY PROCEDURES

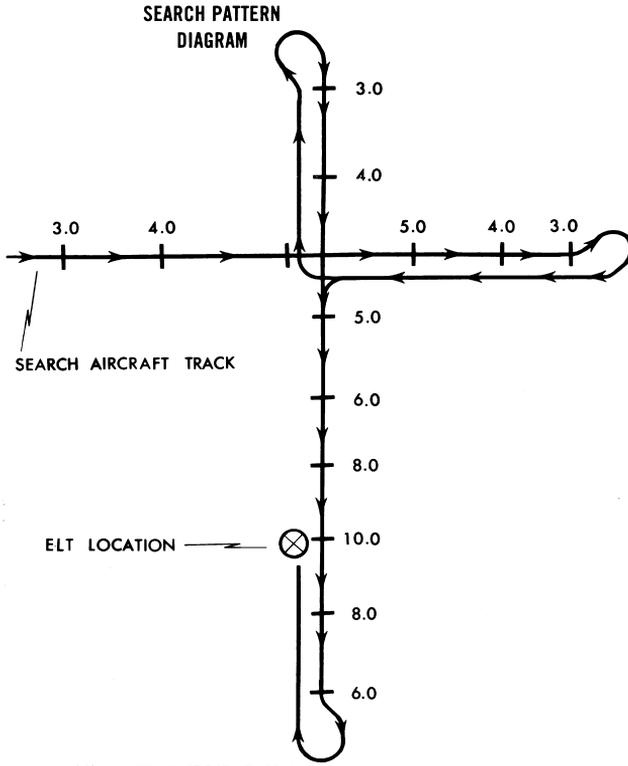
2. SEARCH PATTERN PROCEDURE (180°-90° Build-Fade Method)

After the emergency signal is received and identified, the volume should be decreased to the lowest level that can be clearly identified. As the signal increases, the volume control should be reduced accordingly. By using the 180°-90° (build and fade) search pattern, an ELT signal can be successfully located within a 4 to 10 square mile area, and many times pin point the site of the ELT.

Search pattern procedure (180°-90° turn pattern)

1. Aurally identify the ELT signal.
2. Note the signal level (loudness).
3. Hold constant heading and altitude while recording your location on appropriate chart.
4. Record relative signal levels and position on chart at periodic intervals.
5. a. After first detecting the emergency signal, two situations may be encountered relative to the change in signal level received. The two conditions are listed below:
 - (1) **FADE** —The emergency signal level diminishes as the search aircraft maintains a constant course (heading away from ELT).
 - (2) **BUILD** —The emergency signal steadily increases in signal strength as the search aircraft continues on course (flying toward the ELT).
- b. The search aircraft should be flown through the area of maximum signal level and continue to the point of signal fade-out.
6. Execute 180° turn and return to the point of highest signal level.
7. At the point of highest signal level execute a 90° turn to the right or left.
8. If the signal diminishes, conduct an 180° turn and return toward maximum signal location (on chart).
9. After passing over the area of highest signal level, maintain heading until a definite decrease in signal level is obtained.
10. Execute a 180° turn and return to the point of highest signal level for approximate ELT location.
11. It may be necessary to repeat steps 7 through 10 several times to accurately locate the ELT.

NOTE: A cone of silence may be experienced directly over the ELT at low altitudes, thus indicating the location of the ELT.



NUMBERS REPRESENT VALUES OF SIGNAL STRENGTH.
THE HIGHER THE NUMBER, THE STRONGER THE SIGNAL.

SEARCH AND RESCUE

1. GENERAL

- a. Search and Rescue is a life-saving service provided through the combined efforts of the FAA, Military Services, Coast Guard, State Boards, Aeronautic Commissions or other similar state agencies who are assisted by other organizations such as the Civil Air Patrol, Sheriffs Air Patrol, State Police, etc. It provides search, survival aid, and rescue of personnel of missing or crashed aircraft.
- b. Prior to departure on every flight, local or otherwise, someone at the departure point should be advised of your destination and the route of flight if other than direct. Search efforts are often wasted and rescue is often delayed because of pilots who thoughtlessly take off without telling anyone where they are going.
- c. All you need to remember to obtain this valuable protection is:
 - (1) File a Flight Plan with an FAA Flight Service Station in person or by telephone or radio.
 - (2) Close your flight plan with the appropriate authority immediately upon landing.
 - (3) If you land at a location other than the intended destination, report the landing to the nearest FAA Flight Service Station
 - (4) If you land enroute and are delayed more than 30 min., report this information to the nearest FSS.
 - (5) Remember that if you fail to report within one-half hour after your ETA, a search will be started to locate you.
- d. If a crashed aircraft is observed:
 - (1) Determine if crash is marked with yellow cross; if so, crash has already been reported and identified.
 - (2) Determine, if possible, type and number of aircraft and whether there is evidence of survivors.
 - (3) Fix, as accurately as possible, exact location of crash.
 - (4) If circumstances permit, orbit scene to guide in other assisting units relieved by another aircraft.
 - (5) Transmit information to nearest FAA or other appropriate radio facility.
 - (6) Immediately after landing, make a complete report to nearest FAA, Air Force, or Coast Guard installation. Report may be made by long distance collect telephone.
- e. To assist survival and rescue in the event of a crash landing the following advice is given:
 - (1) For flight over uninhabited land areas, it is wise to take suitable survival equipment depending on type of climate and terrain.
 - (2) If forced landing occurs at sea, chances for survival are governed by degree of crew proficiency in emergency procedures and by effectiveness of water survival equipment.
 - (3) If it becomes necessary to ditch, distressed aircraft should make every effort to ditch near a surface vessel. If time permits, the position of the nearest vessel can be obtained from a Coast Guard Rescue Coordination Center through the FAA facility.
 - (4) The rapidity of rescue on land or water will depend on how accurately your position may be determined. If flight plan has been followed and your position is on course, rescue will be expedited.
 - (5) Unless you have good reason to believe that you will not be located by search aircraft, it is better to remain near your aircraft and prepare means for signalling whenever aircraft approach your position.
- f. Search and Rescue facilities include:
 - (1) Rescue Coordination Centers;
 - (2) Search and Rescue aircraft;
 - (3) Rescue vessels;
 - (4) Pararescue and ground rescue teams;
 - (5) Emergency radio fixing.

2. CLOSE YOUR FLIGHT PLAN

- a. The control tower does not automatically close VFR flight plans since many of the landing aircraft are not operating on flight plans. It remains the responsibility of a pilot to close his own flight plan. This will prevent a needless search.

3. NATIONAL SEARCH AND RESCUE PLAN

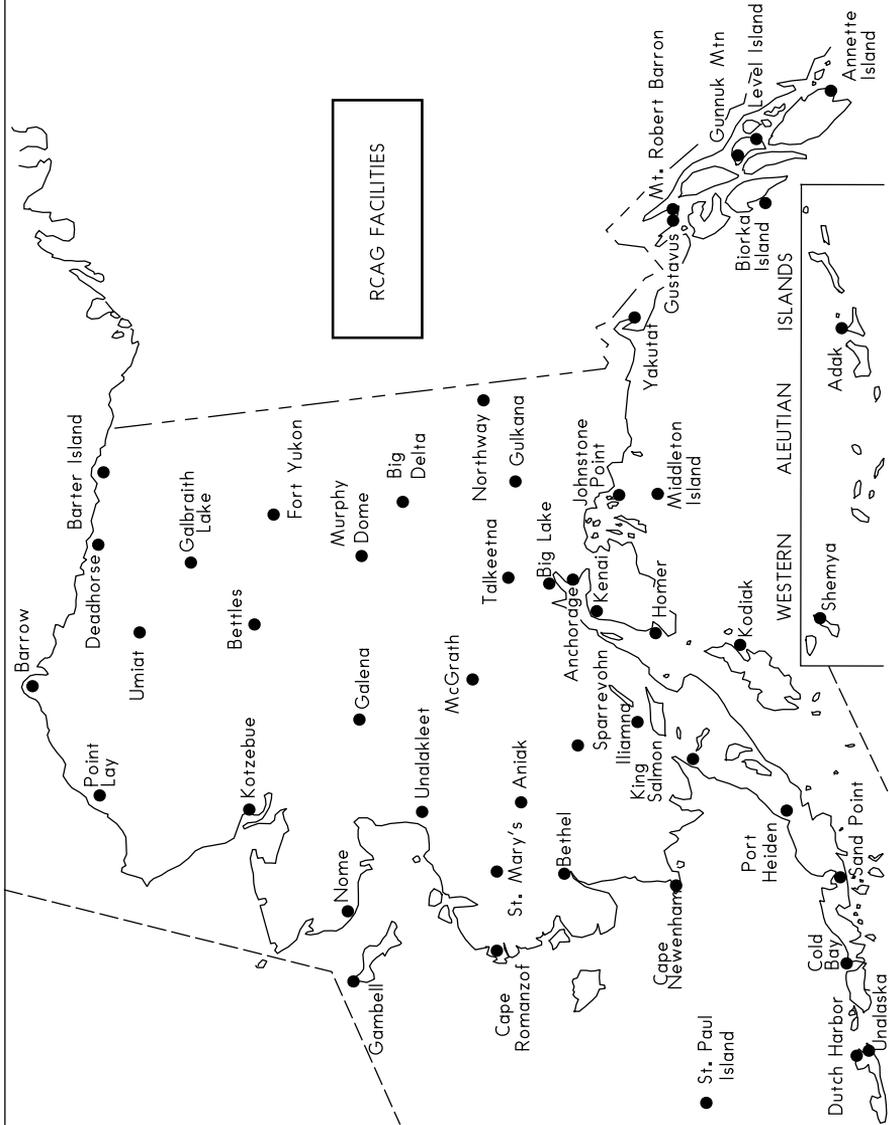
- a. Under the National Search and Rescue Plan, the U.S. Coast Guard is responsible for coordination of search and rescue for the Maritime Region, and the U.S. Air Force is responsible for coordination of search and rescue for the CONUS-Inland Region, and the Unified Commander for the coordination of search and rescue for the overseas theaters (Alaska). In order to carry out this responsibility the Air Force, the Coast Guard and Unified Commanders have established Rescue Coordination Centers to direct search and rescue activities within their regions. This service is available to all persons and property in distress, both civilian and military. Normally, for aircraft incidents, information will be passed to the Rescue Coordination Centers through the appropriate Air Route Traffic Control Center or Flight Service Station.

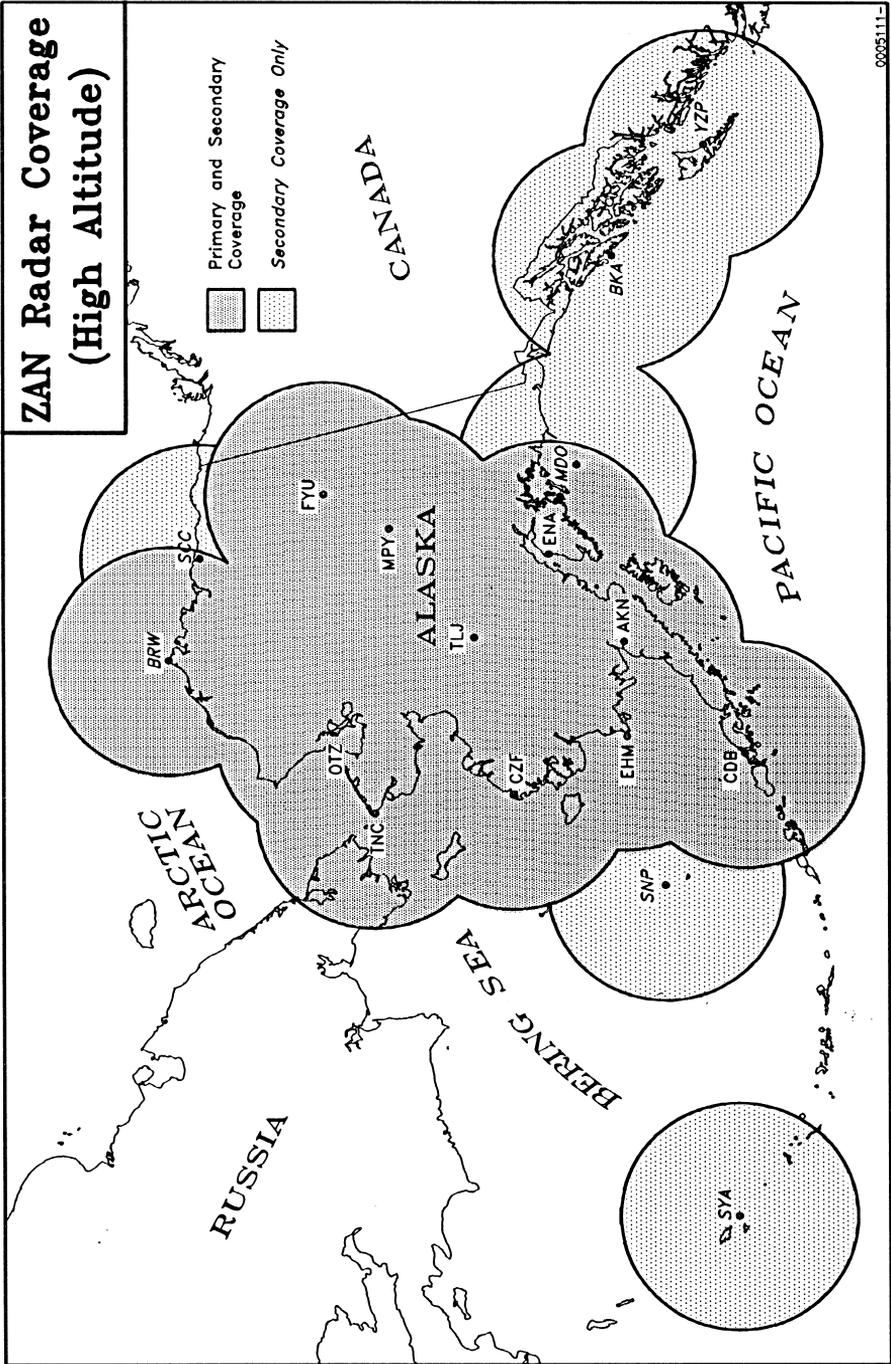
4. INADVERTENT OPERATION OF EMERGENCY LOCATOR TRANSMITTERS

- In addition to depleting the batteries, accidental triggering of ELTs or improper test procedures could cause an unnecessary search. The on/off switch should be checked prior to and upon completion of each flight, and the ELT should be stored in a secure place until needed.

SEARCH AND RESCUE

The map below shows the location of remote transceivers (called RCAGs) in Alaska. They are used by Air Traffic Control for IFR operations. Aircraft in an emergency and unable to communicate in the normal way could contact overflying aircraft and ask them to relay messages. Example: If you are in the Galbraith Lake area, IFR aircraft will be monitoring the Galbraith RCAG. All RCAG frequencies are listed under Anchorage Center.





0005111-

EMERGENCY PROCEDURES

COAST GUARD RESCUE COORDINATION CENTERS

(Operates 24 hours a day)

Juneau

800-478-5555 907-463-2000

Coast Guard Rescue Coordination Centers are served by major radio stations which guard 500 kHz (CW), 8364 kHz (CW), and 2182 kHz (Voice). In addition to the major radio stations, the 247 Coast Guard units along the sea coasts of the United States and shores of the Great Lakes guard 2182 kHz (Voice). All of these facilities are available for reporting distress or potential distress. THE CALL "NCU" (CW) or "COAST GUARD" (VOICE) ALERTS ALL COAST GUARD RADIO STATIONS WITHIN RANGE.

AIR FORCE RESCUE COORDINATION CENTER

(Operates 24 hours a day)

Anchorage, AK

1-800-420-7230

11th Rescue Coordination Center monitors 123.1, 282.8 and 5710 HF.

FUEL JETTISONING

1. Should it become necessary to jettison fuel, the pilot should immediately advise Air Traffic Control. Upon receipt of advice that an aircraft will jettison fuel, Air Traffic Control will broadcast or cause to be broadcast at a reasonable time before fuel dumping is to begin and every 3 minutes thereafter on appropriate Air Traffic Control, Flight Service Station and airline company radio frequencies the following:

ADVISORY TO AIRCRAFT NOT ON ATC CLEARANCE—FUEL DUMPING IN PROGRESS—(aircraft type) (present position) (course/s) (altitude)—AVOID FLIGHT WITHIN 10 NAUTICAL MILES IF AT THIS ALTITUDE. IF WITHIN FIVE NAUTICAL MILES, REMAIN AT LEAST ONE THOUSAND FEET ABOVE OR AT LEAST TWO THOUSAND FEET BELOW THE AIRCRAFT.

2. Upon receipt of such a broadcast, pilots of aircraft affected, which are not on IFR flight plans or special VFR clearances, should clear the area specified in the advisory. Aircraft on IFR flight plans or special VFR clearances will be provided specific separation by Air Traffic Control. At the termination of the fuel jettisoning operation, pilots should advise Air Traffic Control. Upon receipt of such information, Air Traffic Control will issue, on appropriate frequencies, the following:

ADVISORY TO ALL CONCERNED—(aircraft type) FUEL DUMP TERMINATED.

EMERGENCY PROCEDURES

GENERAL

I. PROCEDURE FOR TWO-WAY RADIO FAILURE IFR—VFR

IFR FLIGHT PLAN

Two-way radio failure and circumstances surrounding them are so varied that exact rules to be followed cannot be established. However, the following procedures are those which the pilot will be expected to observe in order that ATC can effect the safe control of air traffic AND ARE APPLICABLE TO ALL TYPES OF AIRCRAFT. During two-way radio communications failure, when confronted with a situation not covered in the regulation, pilots are expected to exercise good judgment in whatever action they elect to take. Should the situation so dictate, they should not be reluctant to use the emergency action contained in flying regulations.

Should the pilot of an aircraft equipped with a coded radar beacon transponder experience a loss of two-way radio capability he should adjust his transponder to reply on Mode A/3, Code 7600.

The pilot should understand that he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on code 7700 first increases the probability of early detection of a radio failure condition. Pilots can expect ATC to attempt to communicate by systematically transmitting on suitable air/ground radio frequencies as well as on the voice feature of all available radio navigational or approach aids. If two way radio communications are lost with an aircraft under radar control, ATC will request the pilot to acknowledge in accordance with one of the following as appropriate.

- a. Reply with the Mode 3 ident feature.
- b. Changing to a specified Mode 3 code or
- c. Changing transponder to STANDBY for sufficient time for the controller to be assured that lack of a target is due to the requested change; or
- d. When the aircraft is not equipped with a functioning transponder; by executing specified turns.

A. VFR CONDITIONS

If able to maintain flight in VFR conditions continue flight under VFR and land as soon as practicable and notify ATC. It is not intended that the requirement to "land as soon as practicable" be construed to mean "as soon as possible". The pilot retains his prerogative of exercising his best judgment and is not required to land at an unauthorized airport, at an airport unsuitable for the type of aircraft flown, or to land only minutes short of his intended destination. The primary objective of this provision, is to preclude extended IFR operations in the air traffic control system in VFR weather conditions. When operating "ON TOP" and unable to descend VFR prior to the destination, the procedures contained in paragraph B below apply.

B. IFR CONDITIONS

If the failure occurs in IFR conditions, or if VFR conditions are not encountered after the failure or paragraph A cannot be complied with, each pilot shall continue the flight according to the following:

1. ROUTE

- a. By the route assigned in the last ATC clearance received;
- b. If being radar vectored by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance.
- c. In the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance; or
- d. In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan.

2. ALTITUDE

At the highest of the following altitudes or flight levels for the route segment being flown.

- a. The altitude or flight level assigned in the last ATC clearance received;
- b. Where appropriate, the minimum altitude/flight level. The minimum flight level is determined by adding the adjustment factor based on the current reported altimeter setting (shown below) to the minimum altitude for that segment.

| ALTIMETER SETTING (Current Reported) | LOWEST USABLE FLIGHT LEVEL | ADJUSTMENT FACTOR |
|---|-------------------------------|----------------------|
| 29.92 or higher | 180 | None |
| 29.91 to 29.42 | 185 | 500 ft |
| 29.41 to 28.92 | 190 | 1000 ft |
| 28.91 to 28.42 | 195 | 1500 ft |
| 28.41 to 27.92 | 200 | 2000 ft |
| 27.91 to 27.42 | 205 | 2500 ft |
| 27.41 to 26.92 | 210 | 3000 ft |

- c. The altitude or flight level ATC has advised may be expected in a further clearance.

3. LEAVE CLEARANCE LIMIT/HOLDING FIX

If a clearance limit/holding fix has been assigned, leave the clearance limit/holding fix at the expect-further clearance (EFC) time received; or, if an expect-approach-clearance (EAC) has been received, leave the clearance limit/holding fix in order to arrive over the fix from which the approach begins as close as possible to EAC time. If no EAC or EFC has been received, continue to the facility/fix serving the destination airport at the last assigned altitude or minimum enroute altitude (MEA), which ever is higher.

4. DESCENT FOR APPROACH

Begin descent from the enroute altitude or flight level upon reaching the fix from which the approach begins, but not before —

- a. The expected-approach-clearance time (if received); or
- b. If no expected-approach-clearance time has been received—at the estimated time of arrival, derived from the estimated time filed in the flight plan, or as amended with ATC.

5. Pilots of aircraft equipped with coded radar beacon transponders may alert ATC of their radio failure by adjusting their transponder to reply on Mode 3/A, Code 7600.

6. HOLDING

If holding is necessary at the radio facility/fix to be used for the approach at the destination airport, holding and descent to the initial approach altitude or initial penetration Altitude Flight Level for the execution of the penetration and/or instrument approach shall be accomplished in a holding pattern in accordance with the procedure depicted on the Approach and Landing Chart or Jet Approach and Landing Chart for the airport. If no holding pattern is depicted, holding and descent will be accomplished in a holding pattern on the side of the final approach course to the fix on which the procedure turn is prescribed.

C. SPECIAL MILITARY PROCEDURES

1. Aircraft, on a flight in which a delay enroute is planned, shall commence descent at the destination, at the estimated time of arrival (ETA) derived from the estimated time enroute (ETE) plus any delay for which an ATC clearance has been obtained.

EXAMPLE NO. 1. Point-to-point flight plan, from A to B to C to D (airport of destination). Estimated elapsed time enroute specified in flight plan is three hours (A to D). Remarks indicate proposed two hours local flight at B and one hour local flight at C. On departure, flight is cleared to D (or a short-range clearance limit). If radio communications failure is experienced prior to reaching B, flight should proceed to destination in accordance with established radio communications failure procedures. If the flight has obtained an amended clearance, authorizing a two-hour delay at B, and experiences radio communications failure prior to reaching B or after local flight is begun, local flight at B will be completed. Local flight at C will not be executed.

EXAMPLE NO. 2. Round Robin flight plan from Point A to B to C and back to A. Estimated elapsed time enroute specified in flight plan is three hours (A to A). Remarks indicate one-hour local flight at B and one-hour local flight at A prior to landing. Action governing delay at B would be as indicated in Example No. 1. If the flight is cleared for local flight at A and subsequently experiences radio communications failure, local flight will be completed before beginning letdown.

2. AERIAL REFUELING

- a. Tanker aircraft which have not received altitude instructions beyond the exit point should exit the Track or Anchor at the **highest** altitude in the clearance for the refueling portion of the flight and proceed in accordance with the radio communications failure procedures.
- b. Receiver aircraft which have not received altitude instructions beyond the exit point should exit the Track or Anchor at the **lowest** altitude specified in the clearance for the refueling portion of the flight and proceed in accordance with radio communications failure procedures.

3. TURBOJET ENROUTE DESCENT

When a two-way communications failure is experienced during an enroute descent, proceed to the initial approach fix/radio facility to be used for the approach at destination and execute the published approach. The altitude to be maintained, and from which the approach is to be executed, is the highest of the following:

- a. The last assigned altitude.
- b. The minimum safe altitude.
- c. The emergency safe altitude if the point of communications failure or initial approach fix is more than 25 miles from the navigation facility for the approach.

VFR FLIGHT PLAN

Radio Failure While On A VFR Flight Plan — In the event of two-way radio failure between the aircraft and the ground while operating on a VFR flight plan, the pilot will land at originally filed destination or a suitable airfield, military or civil, before reaching destination. Flight plan may not be extended past the original destination except in emergency.

II. VISUAL SIGNALS WHEN AIRCRAFT RADIO INOPERATIVE**A. DAY VISUAL SIGNALS**

1. **DESCEND TO LOWER ALTITUDE:** Hold hand at top of canopy, palm down, fingers extended and joined, move hand forward and down.
2. **FUEL CHECK:** Close fist with the thumb extended and perform drinking motion with thumb touching the oxygen mask.
3. **FUEL REMAINING:** Extend one finger for each 1,000 lbs. of fuel on board. Extend finger(s) vertically for 1,000-5,000 lbs; horizontally for 6,000-9,000 lbs. After signalling 1,000 lb. increments, close fist and signal 100-lb. increments in the same manner. Signal zero with closed fist.
 EXAMPLE 1: To signal 6,600 lbs., extend one finger horizontally (indicating 6,000 lbs.); then close fist (indicating a change from thousands to hundreds) and extend one finger horizontally (indicating 600 lbs.).
 EXAMPLE 2: To signal 13,800 lbs., extend one finger vertically, then three fingers vertically (indicating 13,000 lbs.); then close fist and extend three fingers horizontally (indicating 800 lbs.).
 EXAMPLE 3: If the pilot is operating with NATO forces and is so briefed, signal estimated flying time by extending one finger for each ten minutes and a closed hand to indicate one hour, i.e., to indicate one hour and thirty minutes flying time, signal three fingers and a clenched fist.
4. **HEFOE SYSTEM:** Clench fist and hold it at top of canopy, then hold up the required number of fingers to denote which system is involved (see (1) through (5) below). The receiving pilot acknowledges the signal by repeating it.
 1. Hydraulic — one finger.
 2. Electrical — two fingers.
 3. Fuel — three fingers.
 4. Oxygen — four fingers.
 5. Engine — five fingers.
5. **I MUST LAND ON YOUR WING:** Pat shoulder, palm down; use right hand for left shoulder, and vice versa, to prevent confusion with other signals. To acknowledge, other pilot must give an OK signal; the basic signal indicates a jet approach speed of 130 knots. If the distress aircraft desires a higher approach, speed, the pilot must raise one finger for each 10—knot increase desired.
6. **LAND IMMEDIATELY:** Close fist and hold it to top of canopy, with thumb extended downward, then move arm up and down rapidly. (Do not confuse this signal with “GEAR DOWN” signal, which is not used at altitude.)
7. **RADIO INOPERATIVE:** Fly aircraft along the side of the landing runway, 1000 feet above the field elevation, rocking wings until it reaches end of the runway. Turn to downwind and check mobile control and/or tower for green light on base leg and final approach.
8. **RECEIVER FAILURE:** With palm of hand over ear position, move hand forward and backward.
9. **TRANSMITTER FAILURE:** With palm of hand toward and in front of the face, pilot moves hand up and down.

B. NIGHT VISUAL SIGNALS

1. **AIRCRAFT EMERGENCY (MUST LAND AS SOON AS POSSIBLE):** Signal escort aircraft by describing a circle on the side of the canopy with a flashlight, then get on the man's wing—this signal indicates a jet approach speed of 130 knots. If a higher approach speed is desired, the pilot must pause after the basic signal, and then blink his flashlight at the top of the canopy, once for each 10 knot increase desired. The escort pilot will lead to the nearest suitable field, declare an emergency with the controlling agency, then fly a straight-in approach with the aircraft on his wing. The distressed aircraft lands and the escort executes a go-around.

NOTE: On a straight-in approach, the escort aircraft turns his position lights to bright and steady to alert the wingman to prepare to lower flaps and landing gear. The corresponding signal of execution will be for the lead escort aircraft to return his position lights to dim and steady. If the aircraft is equipped only with a steady-bright light position, however, it will blink lights for the alerting signal and for the signal of execution.

2. AIRCRAFT HAVING MINOR DIFFICULTIES: The distressed aircraft will signal another aircraft in the formation by signaling a series of flashes from a flashlight, then get on the man's wing. The basic airspeeds and flight procedures are the same as specified for "Aircraft Emergency" above, except that the escort will lead to the intended landing field and will not declare an emergency in doing so.
3. CHANGE LEAD: Pilot of distressed aircraft holds flashlight parallel with canopy rail and sends a steady light while making a straight line from rear toward the front of the canopy.
4. COMPLETE ELECTRICAL FAILURE (NO ASSIST AIRCRAFT AVAILABLE): Distressed aircraft flies 500 feet over mobile control or tower, thoroughly checking for other aircraft in the area. Flies to the far end of the runway, pulls up into a downwind leg, and proceeds with a normal landing; while watching mobile or tower for signals. The control tower will clear the area of other aircraft, and will call the emergency crash equipment to the scene.
5. DESCENT TO LOWEST PRACTICAL ALTITUDE: The pilot makes a rapid vertical movement with a flashlight.
6. RADIO FAILURE: Same as day signal procedure.
7. SIGNAL ACKNOWLEDGEMENT: Point a steady light from the flashlight at the signaling aircraft.

III. U. S. COAST GUARD SHORE STATIONS MAINTAINING WATCH ON 8364 kHz

The following Coast Guard radio stations listen on the 8 MHz ship radio telegraph calling band 8354-8374 kHz of which 8364 kHz is the center frequency. Stations receiving a call in the 8 MHz band will normally reply on the frequencies indicated.

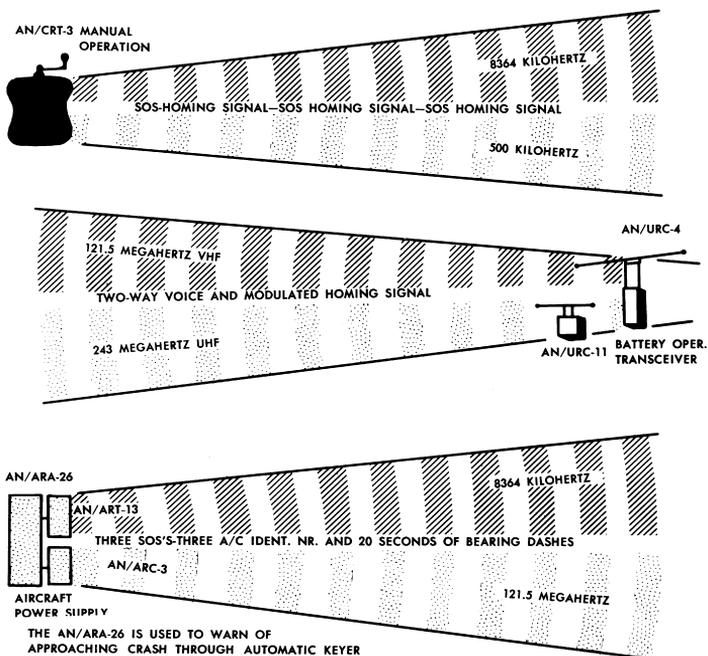
| Activity | Call | Answering Freq |
|---------------|------|----------------|
| Adak | NOX | 8465 |
| Ketchikan | NMJ | 8728 |
| San Francisco | NMC | 8465 |

IV. EMERGENCY RADIO SIGNALS

Whenever a plane is assumed to be in distress it is the duty of all aircraft in flight to listen for emergency radio signals. Ascertain from Operations what frequencies are most likely to be received. Check all emergency frequencies as often as possible, especially at the above times. Operating frequencies of currently standard emergency transmitters are shown below.

International silence periods are observed on 500kHz from 15 to 18 and 45 to 48 minutes past the hour. In ITU Regions 1 and 3 (except Japan and The Philippines), silence periods are observed on 2182kHz from 00 to 03 and 30 to 33 minutes past the hour. Distress calls, when transmitted on these frequencies, will have a better chance of being intercepted during these periods

EMERGENCY RADIO SIGNALS OPERATING FREQUENCIES



V. AIRCRAFT WITNESSING DISTRESS

A. When a pilot in command observes that another aircraft or a surface craft is in distress, he shall, unless unable to do so, or, in the circumstances of the case considers it unreasonable or unnecessary: (NOTE: each ICAO contracting state shall ensure that wreckage resulting from aircraft accidents within its territory is removed, obliterated, or charted to prevent subsequent confusion).

1. Keep distressed craft in sight until his presence is no longer necessary or he is no longer able to remain in the vicinity.
2. If his position is not known with certainty, take such action as to determine it.
3. Report to the rescue coordination center or air traffic services unit, as much of the following information as possible.
 - a. Type of craft in distress, its identification and condition.
 - b. Time of observation expressed in UTC on the 24 hour system.
 - c. Number of persons observed.
 - d. Whether persons have been seen to abandon distressed craft.
 - e. Number of persons observed to be afloat.
 - f. Apparent physical condition of survivors.
4. Act as instructed by the rescue coordination center.

B. If the pilot in command of the first aircraft to reach the place of the accident is unable to establish coordination with the rescue coordination center or air traffic services unit, he shall take charge of activities of all other aircraft to arrive until such time as by mutual agreement he hands over responsibility to that aircraft best able to provide communication under the prevailing circumstances.

C. Whenever a distress call and/or message is intercepted on radiotelegraphy or radiotelephony by a pilot in command of an aircraft, other than a search aircraft, he shall:

1. Plot the position of the craft in distress, if given.
2. If possible, take a bearing on the transmission.
3. At his discretion, while awaiting instructions, proceed to the position given in the distress signal.

NOTE: In addition, compliance is required with communications procedures.

D. When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. When this is not possible, the following procedure shall be used:

1. Circle the surface craft at least once.
2. Cross the projected course of the surface craft close ahead, at a low altitude, opening and closing the throttle or changing the propeller pitch.
3. Heading in the direction in which the surface craft is to be directed.

E. Crossing the wake of the surface craft, close astern, at a low altitude, opening and closing the throttle or changing the propeller pitch shall mean that the assistance of the surface craft to which the signal is no longer required.

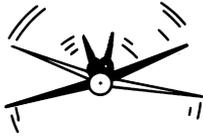
F. Current maritime signaling procedures include:

1. For acknowledgment of receipt of signal:
 - a. Hoisting of the "Code Pennant" (vertical red and white stripes) close up, (meaning understood).
 - b. The flashing of a succession of "T's" by signal lamp in Morse code.
 - c. The changing of heading.
2. For indicating the inability to comply:
 - a. Hoisting of the international flag "N" (a blue and white checkered square).
 - b. The flashing of a succession of "N's" in the Morse code.

VI. AIR/GROUND EMERGENCY SIGNALS

A. STANDARD AIRCRAFT ACKNOWLEDGEMENTS

MESSAGE RECEIVED AND UNDERSTOOD:
Aircraft will indicate that ground signals have been seen and understood by —

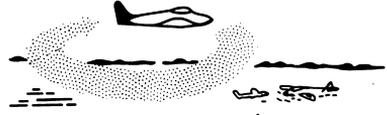


DAY OR MOONLIGHT: Rocking from side to side.

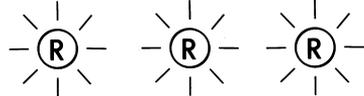


NIGHT: Making green flashes with signal lamp.

MESSAGE RECEIVED AND NOT UNDERSTOOD:
Aircraft will indicate that ground signals have been seen but not understood by —



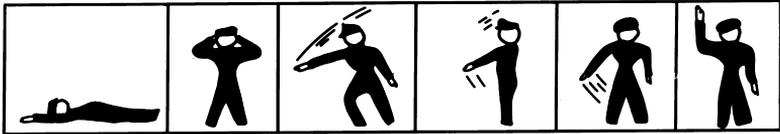
DAY OR MOONLIGHT: Making a complete right hand circle.



NIGHT: Making red flashes with signal lamp.

B. BODY SIGNALS

INSTRUCTIONS: If you are able to attract the attention of the pilot of a rescue airplane, the body signals illustrated below can be used to transmit messages to him as he circles over your location. Stand in the open when you make the signals. Be sure that the background, as seen from the air, is not confusing. Go through the motions slowly and repeat each signal until you are positive that the pilot understands you.



NEED MEDICAL ASSISTANCE

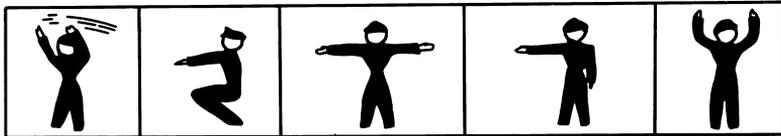
OUR RECEIVER IS OPERATING

USE DROP MESSAGE

AFFIRMATIVE (YES)

NEGATIVE (NO)

ALL O. K. DO NOT WAIT



DO NOT ATTEMPT TO LAND HERE

LAND HERE

NEED MECHANICAL HELP OR PARTS

CAN PROCEED SHORTLY WAIT IF PRACTICAL

PICK US UP — PLANE ABANDONED

C. INTERNATIONAL GROUND/AIR EMERGENCY CODE

EMERGENCY SIGNALS
GROUND-AIR VISUAL CODE FOR USE BY SURVIVORS

| No. | MESSAGE | CODE SYMBOL |
|---|---|---|
| 1 | Require assistance |  |
| 2 | Require medical assistance |  |
| 3 | No or Negative |  |
| 4 | Yes or Affirmative |  |
| 5 | Proceeding in this direction |  |
| If in doubt use International symbol | | S O S |
| GROUND-AIR VISUAL CODE FOR USE BY GROUND SEARCH PARTIES | | |
| NO | MESSAGE | CODE SYMBOL |
| 1 | Operation completed |  |
| 2 | We have found all personnel |  |
| 3 | We have found only some personnel |  |
| 4 | We are not able to continue. Returning to base |  |
| 5 | Have divided into two groups. Each proceeding in direction indicated. |  |
| 6 | Information received that aircraft is in this direction |  |
| 7 | Nothing found, Will continue search. |  |

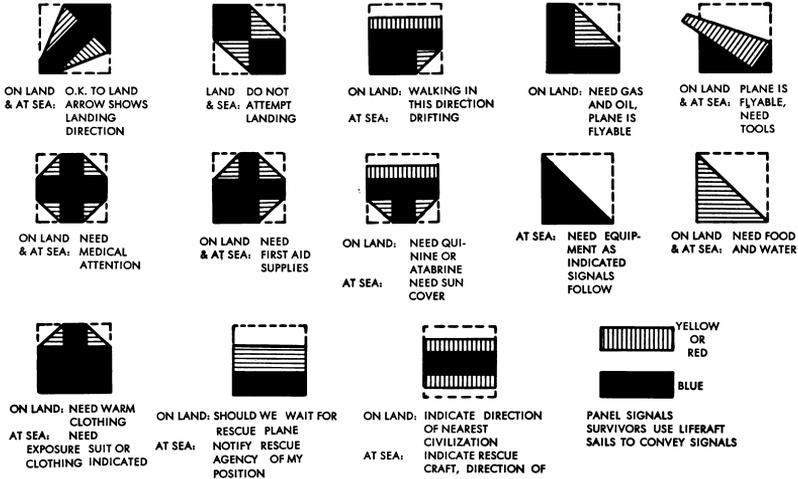
1. INSTRUCTIONS

- a. Lay out symbols by using strips of fabric or parachutes, pieces of wood, stones, or any available material.
- b. Provide as much color contrast as possible between material used for symbols and background against which symbols are exposed.
- c. Symbols should be at least 10 feet high or larger. Care should be taken to lay out symbols exactly as shown.
- d. In addition to using symbols every effort is to be made to attract attention by means of radio, flares, smoke, or other available means.
- e. On snow-covered ground, signals can be made by dragging, shoveling or tramping. Depressed areas forming symbols will appear black from the air.
- f. Pilot should acknowledge message by rocking wings from side to side.

D. PAULIN SYMBOLS

INSTRUCTIONS: Either USAF or USN paulins may be used to form signals. The paulins are blue on one side and yellow or red on the other. They are held down with rocks, stones, or pegs. In life rafts, lines are tied to grommets to facilitate holding. Wood may be tied to edge and floated in center of small lakes or slow rivers

PAULIN SIGNAL DIAGRAM.



NOTES:

- (1) It is preferable to use the International Ground Air Emergency Code. The symbols can be made larger and hence more recognizable from the air.
- (2) Paulins should be folded to form the signals shown on this page. A paulin is an extremely valuable shelter, poncho, floor cloth, sleeping bag cover, sunshade, or rain collector.

VII. IN-FLIGHT TECHNICAL ASSISTANCE

- ANY US MILITARY AIRCRAFT requiring inflight technical assistance may use the communications and/or command and control facilities listed below.
- Air National Guard (ANG) Operations center at Andrews AFB may be contacted by phone patch through any Global HF System Station (See DOD Enroute Flight Information handbook (FIH) Section B). Request the ANG Operations Center (call sign MINUTEMAN) DSN 858-6001 or 1-800-237-9744.
- Air Mobility Command (AMC) Operations Centers may be contacted as described in Global HF System Stations (FIH, Section B).
- Air Combat Command (ACC) Command Posts may be contacted by calling "GOLDEN" on 381.3 MHz. An ACC Post will answer with its respective call sign. In addition, ACC Posts may be contacted by phone patch through any Global HF System Station (FIH, Section B) or the Western Space and Missile Center (WSMC) HF net. The WSMC HF net (call sign "ABNORMAL ONE ZERO") located at Vandenberg AFB, CA or call sign "ABNORMAL TWO ZERO" located at Wheeler AFB, HI) may be contacted on USB frequencies 5700 and 13218 KHz. HQ ACC Post can be contacted at DSN 574-7771/2224.

VIII. RECOMMENDED PROCEDURES FOR ANY EMERGENCY PHASE (UNCERTAINTY — ALERT — DISTRESS — LOST)

- If flying at low altitude climb if possible to increase chance of radio or radar contact. (Permitted in emergency only if IFR in controlled airspace.)
- If equipped with "IFF", switch to "EMERGENCY". If equipped with SIF, set master code control to "EMERGENCY", Mode 3 switch in, Mode 3 dial code 77 (new code 7700). NOTE: The pilot should understand that he may not be within a radar coverage area and that, even if he is, certain radar facilities are not yet equipped to automatically recognize "EMERGENCY" and Code 7700 as emergency signals. Therefore, he should establish radio communication with an air traffic control facility as soon as possible.

C. If time permits, contact controlling agency and give nature of distress and pilot's intentions.

D. If unable to contact controlling agency, transmit following distress message to any agency on assigned or any of the frequencies listed.

| | | | | |
|-----------|-----------|----------|-----------|---------|
| UHF/VOICE | VHF/VOICE | MF/VOICE | HF/CW | MF/CW |
| 243.0 MHz | 121.5 MHz | 2182 kHz | *8364 kHz | 500 kHz |

Canadian facilities excepted.

NOTE—Direct controller-to-pilot communications capability 121.5/243.0 MHz is limited to the area (dependent upon the location/altitude of the aircraft) within the vicinity of the ARTC Center since these frequencies are installed for center use at the local ARTC Center transmitting/receiving site only. If the ARTCC does not respond to transmission on emergency frequency 121.5 MHz or 243.0 MHz pilots should initiate a call to the nearest Flight Service Station or airport traffic control tower.

1.
 - a. VOICE** PAN or MAYDAY (3 times) THIS IS (aircraft call sign 3 times).
 - b. CW*** XXX or SOS (3 times) DE (aircraft call sign 3 times).
2. TYPE OF AIRCRAFT
3. POSITION or ESTIMATED POSITION (state which) and TIME (When geographic coordinates are used, express latitude and longitude in "degrees and minutes".)
4. HEADING (state true or magnetic)
5. INDICATED AIRSPEED
6. ALTITUDE
7. FUEL REMAINING (in hours and minutes)
8. NATURE OF EMERGENCY
9. PILOT'S INTENTIONS (bail out, ditching, crash landing, etc.)
10. ASSISTANCE DESIRED (fix, steer, bearing, escort, etc.)
11. TWO 10-SECOND DASHES (voice — depress mike button. CW — by key) AIRCRAFT CALL SIGN (once) OVER (voice) or K (CW)

(When contact established comply with instructions. Accept "communications control" by ground station, silence interfering stations, do not shift frequency or ground stations unless necessary.)

**Use PAN (voice) or XXX (CW) when your situation requires urgent action, but is not actual distress. Use MAYDAY (voice) or SOS (CW) when you are threatened by serious or imminent danger and you require immediate assistance.

IX. RECOMMENDED PROCEDURES FOR AIRCRAFT IN DISTRESS WHEN INTERCEPTED

- A. Attempt radio contact, if possible.
- B. If able to maintain a minimum of 210 knots, get in trail formation and the interceptor will lead you to the nearest suitable airport.
- C. If unable to maintain a minimum of 210 knots, the interceptor will fly in the direction you should fly, circle to the left and again fly in the proper direction. This procedure will be repeated until the area for descent is reached. The interceptor will circle to the right over the area where you should descend. The distressed aircraft should let down in a descending turn at minimum rate of descent.

X. RECOMMENDED PROCEDURES FOR THE INTERCEPTOR AFTER INTERCEPTION

- A. Reduce speed for formation flight or maximum endurance, as required.
- B. Attempt radio contact, if possible.
- C. Inform controller of contact and follow his instructions.
- D. If distressed aircraft can maintain minimum of 210 knots, lead him to suitable airport as directed by the controller.
- E. If distressed aircraft cannot maintain 210 knots, lead the aircraft, as recommended in IX. C above, to the location directed by the controller.
- F. If the interceptor must leave the distressed aircraft:
 - (1) If the interceptor turns his lights from steady to blinking for 15 seconds, then breaks formation with lights blinking (night) or wings rocking (day), the distressed aircraft should continue on course.
 - (2) If the interceptor turns his lights from steady to blinking for 30 seconds, then back to steady and breaks formation with lights on steady (night) or fishtails (day), the distressed aircraft should resume distress orbit.

In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the Chart Supplement. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the Chart Supplement may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "0" beside the name.

A star (★) indicates non-standard PCL, consult Chart Supplement, e.g., .

To activate lights, use frequency indicated in the communication section of the chart with a  or the appropriate lighting system identification e.g., UNICOM 122.8   .

| KEY MIKE | FUNCTION |
|--------------------------|---|
| 7 times within 5 seconds | Highest intensity available |
| 5 times within 5 seconds | Medium or lower intensity (Lower REIL or REIL-off) |
| 3 times within 5 seconds | Lowest intensity available (Lower REIL or REIL-off) |

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.



The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA. Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

19339

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

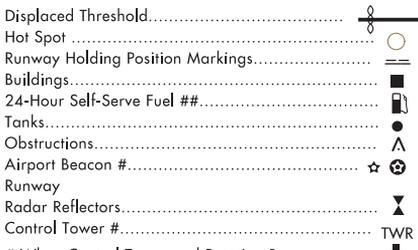


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM (EMAS) (EMAS)

REFERENCE FEATURES



When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for 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 FLIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325

Helicopter Alighting Areas (H symbol)

Negative Symbols used to identify Copter Procedures landing point..... (H with minus, H with plus, triangle with plus, triangle with minus)

NOTE: Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123
← 0.3% DOWN

Runway Slope.....0.8% UP
(shown when runway slope is greater than or equal to 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.

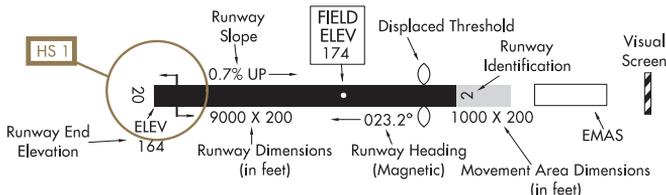
True/magnetic North orientation may vary from diagram to diagram

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.



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND

HOT SPOTS

An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

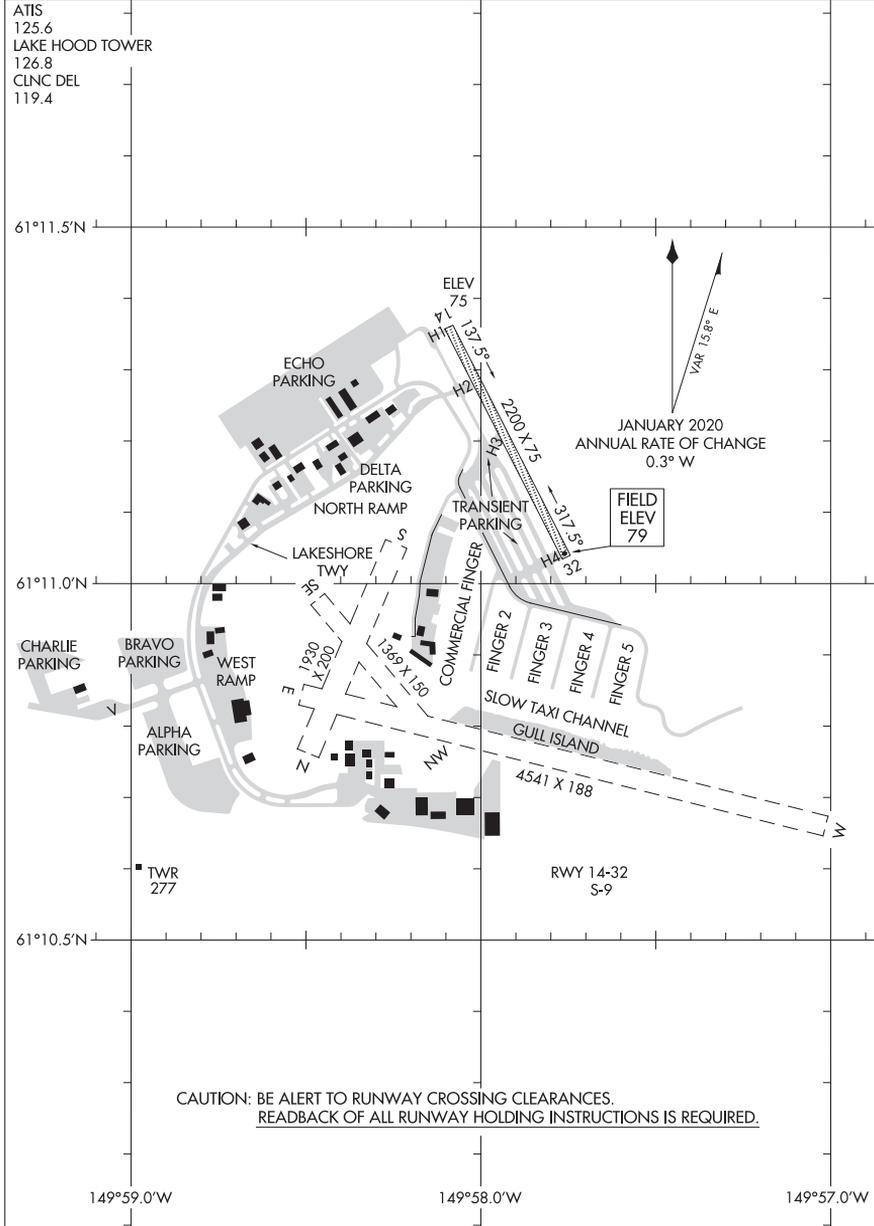
| CITY/AIRPORT | HOT SPOT | DESCRIPTION |
|----------------------------------|----------|--|
| ALASKA | | |
| ANCHORAGE | | |
| ELMENDORF AFB (EDF) | HS 1 | Int of Rwy 06-24 and Rwy 16-34 is high rwy incursion lctn; possibility of unauthd vehicular tfc. |
| | HS 2 | Int of Rwy 06-24 and Twy D is high rwy incursion lctn; possibility of unauthd vehicular tfc. |
| | HS 3 | Int of Rwy 06-24 and Twy F is high rwy incursion lctn; possibility of unauthd vehicular tfc. |
| | HS 4 | Int of Rwy 16-34 and Twy M is high rwy incursion lctn; possibility of unauthd vehicular tfc. |
| ANCHORAGE | | |
| TED STEVENS ANCHORAGE INTL (ANC) | HS 1 | Acft taxiing via Twy E to Twy G and Twy K to Rwy 33 sometimes miss the turn from Twy G on to Twy K and continue on Twy G across Rwy 07L-25R by mistake, especially with rstd visibility. |
| | HS 2 | Acft taxiing to Twy K via Twy E and Twy F may confuse hold short instructions for Rwys 07R-25L and 07L-25R. Twy D signage may not be visible from Twy E and Twy F hold positions. |
| BETHEL | | |
| BETHEL (BET) | HS 1 | Acft Idg Rwy 01L sometimes turn onto Rwy 30 instead of Twy G. |
| FAIRBANKS | | |
| FAIRBANKS INTL (FAI) | HS 1 | Closely spaced rwy/twy int; pilots have misidentified Twy B and Twy T, and Twy T and Twy U. |
| KENAI | | |
| KENAI MUNI (ENA) | HS 1 | Acft taxiing via Twy E to prk sometimes turn on Twy A instead of aprn Twy J. |
| | HS 2 | Twy A, Twy F, Twy H, and Twy G complex int, sometimes causing confusion. |

20086

AIRPORT DIAGRAM

AL-10443 (FAA)

LAKE HOOD (LHD) (PALH)
ANCHORAGE, ALASKA



AIRPORT DIAGRAM

20086

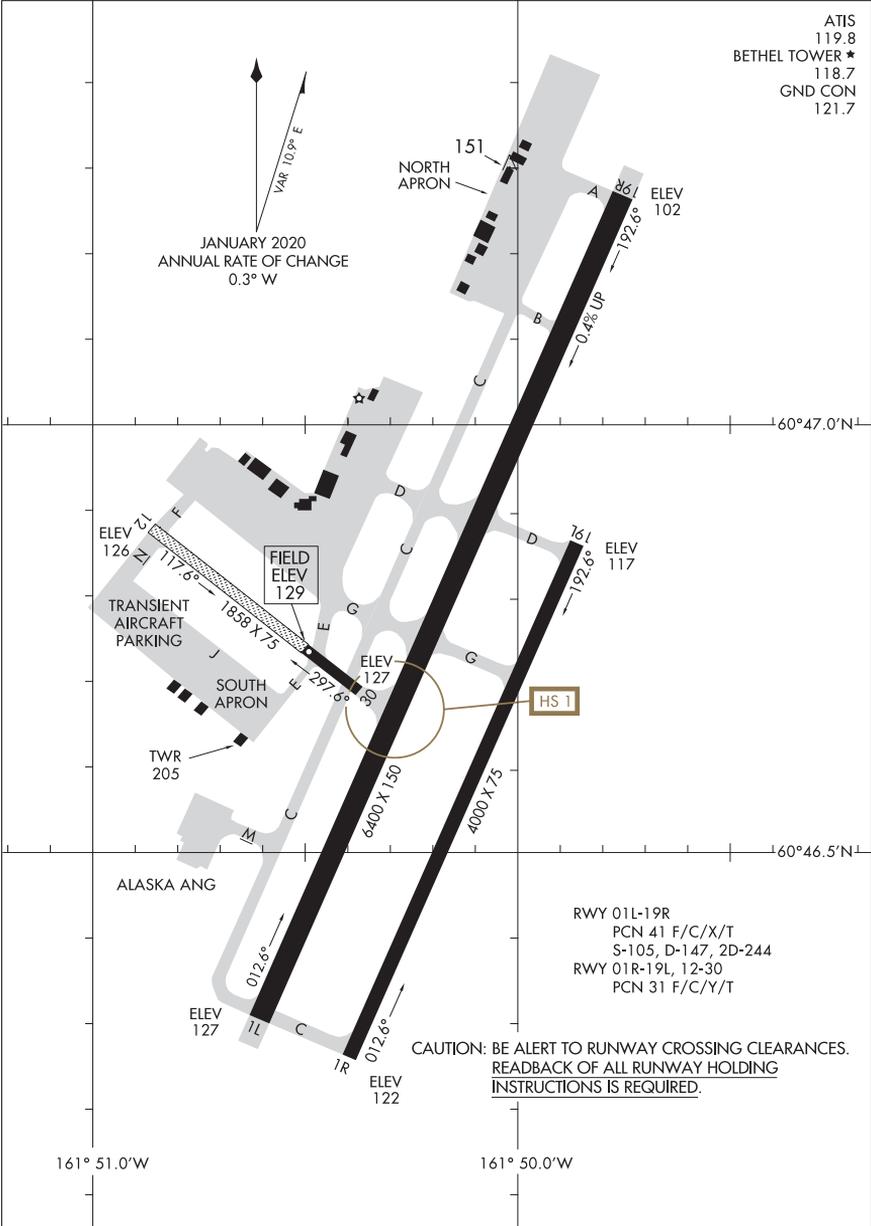
ANCHORAGE, ALASKA
LAKE HOOD (LHD) (PALH)

20254

AIRPORT DIAGRAM

AL-5001 (FAA)

BETHEL (BET)(PABE)
BETHEL, ALASKA



AIRPORT DIAGRAM

20254

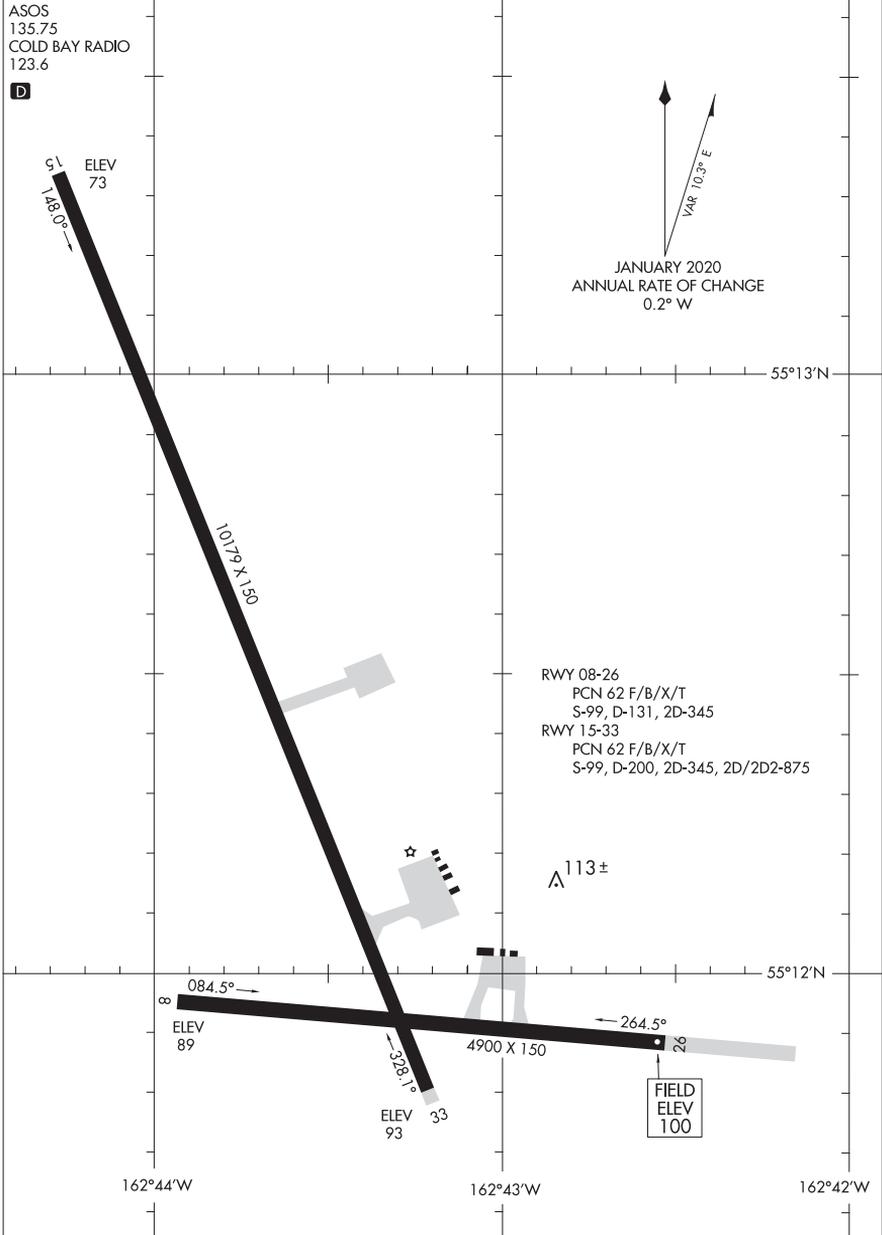
BETHEL, ALASKA
BETHEL (BET)(PABE)

20086

AIRPORT DIAGRAM

AL-1241 (FAA)

COLD BAY (CDB) (PACD)
COLD BAY, ALASKA



AIRPORT DIAGRAM

20086

COLD BAY, ALASKA
COLD BAY (CDB) (PACD)

19283

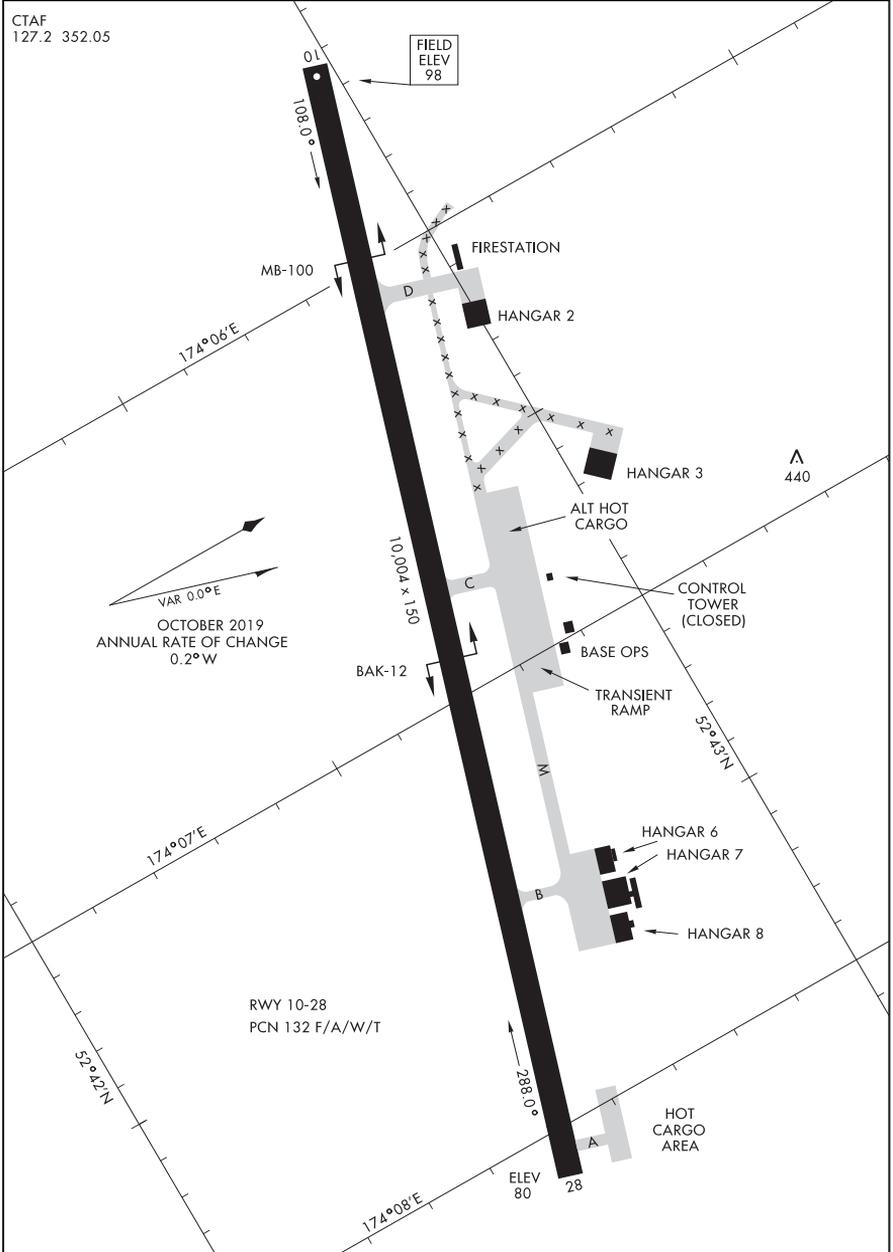
EARECKSON AS (PASY)

AIRPORT DIAGRAM

AFD-1246 [USAF]

SHEMYA ISLAND, ALASKA

CTAF
127.2 352.05



AIRPORT DIAGRAM

SHEMYA ISLAND, ALASKA
EARECKSON AS (PASY)

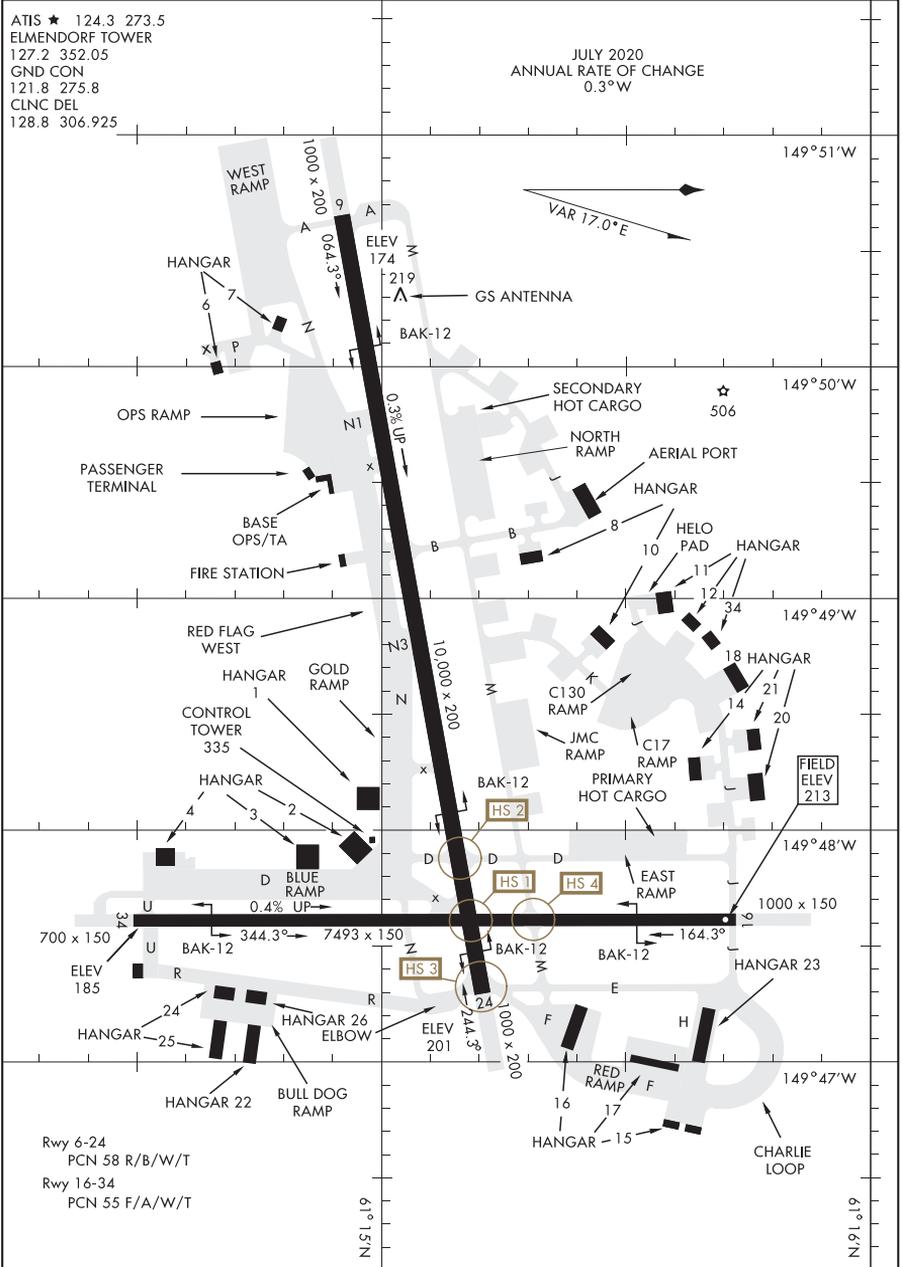
20198

ELMENDORF AFB (PAED)

AIRPORT DIAGRAM

AFD-1196 [USAF]

ANCHORAGE, ALASKA



AIRPORT DIAGRAM

ANCHORAGE, ALASKA
ELMENDORF AFB (PAED)

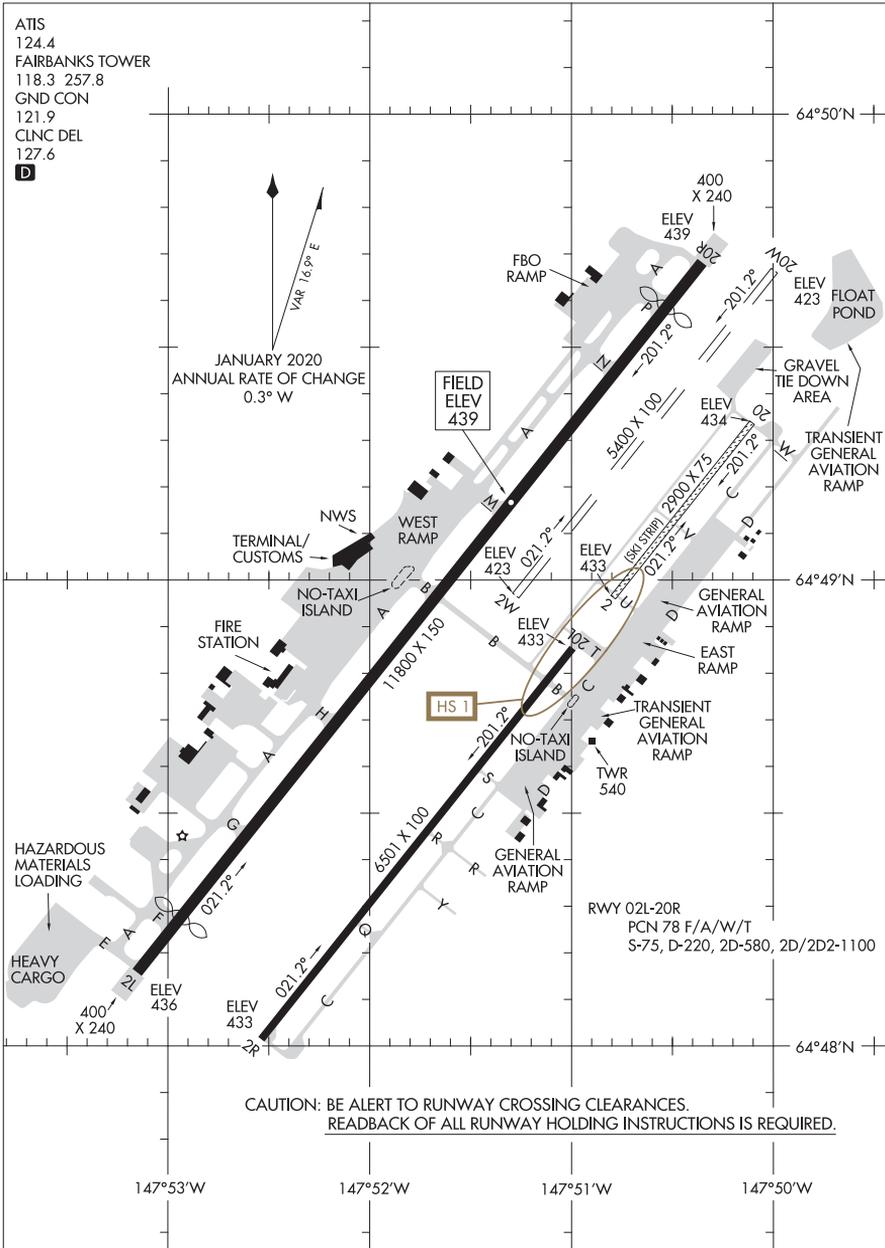
20086

AIRPORT DIAGRAM

AL-1234 (FAA)

FAIRBANKS INTL (F·AI) (P·A·F·A)

FAIRBANKS, ALASKA



AIRPORT DIAGRAM

20086

FAIRBANKS, ALASKA

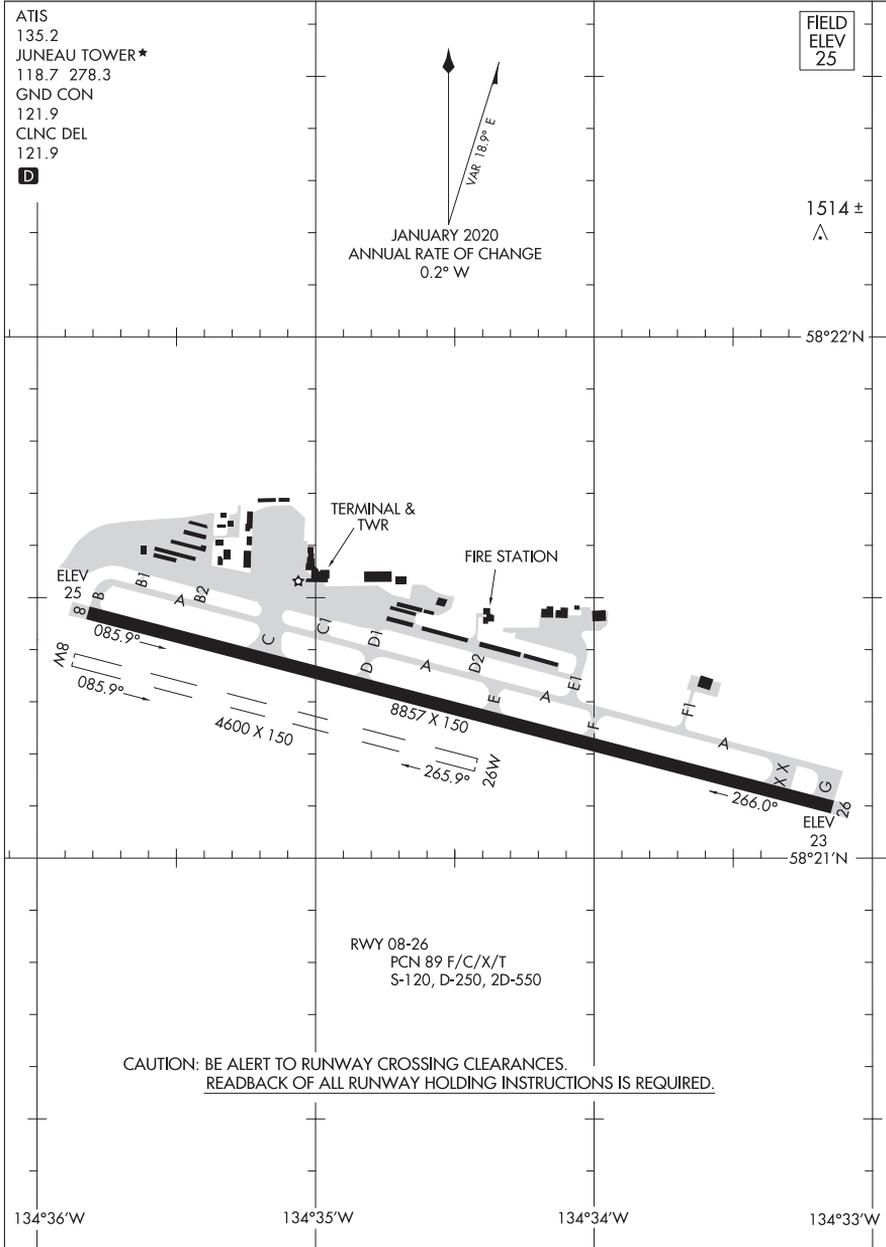
FAIRBANKS INTL (F·AI) (P·A·F·A)

20086

AIRPORT DIAGRAM

JUNEAU INTL (JNU) (PAJN)
JUNEAU, ALASKA

AL-1191 (FAA)



AIRPORT DIAGRAM

20086

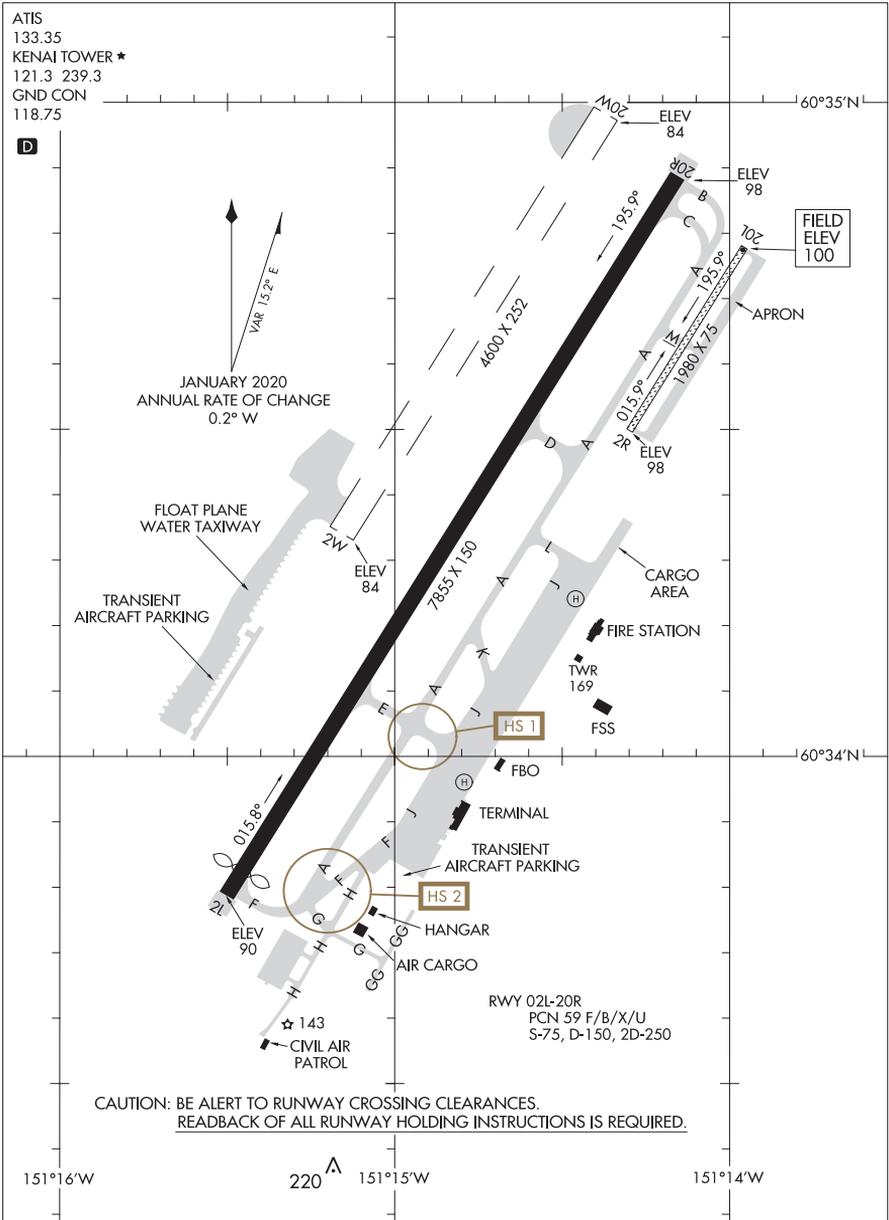
JUNEAU, ALASKA
JUNEAU INTL (JNU) (PAJN)

20254

AIRPORT DIAGRAM

AL-1235 (FAA)

KENAI MUNI (ENA)(PAEN)
KENAI, ALASKA



AIRPORT DIAGRAM

20254

KENAI, ALASKA
KENAI MUNI (ENA)(PAEN)

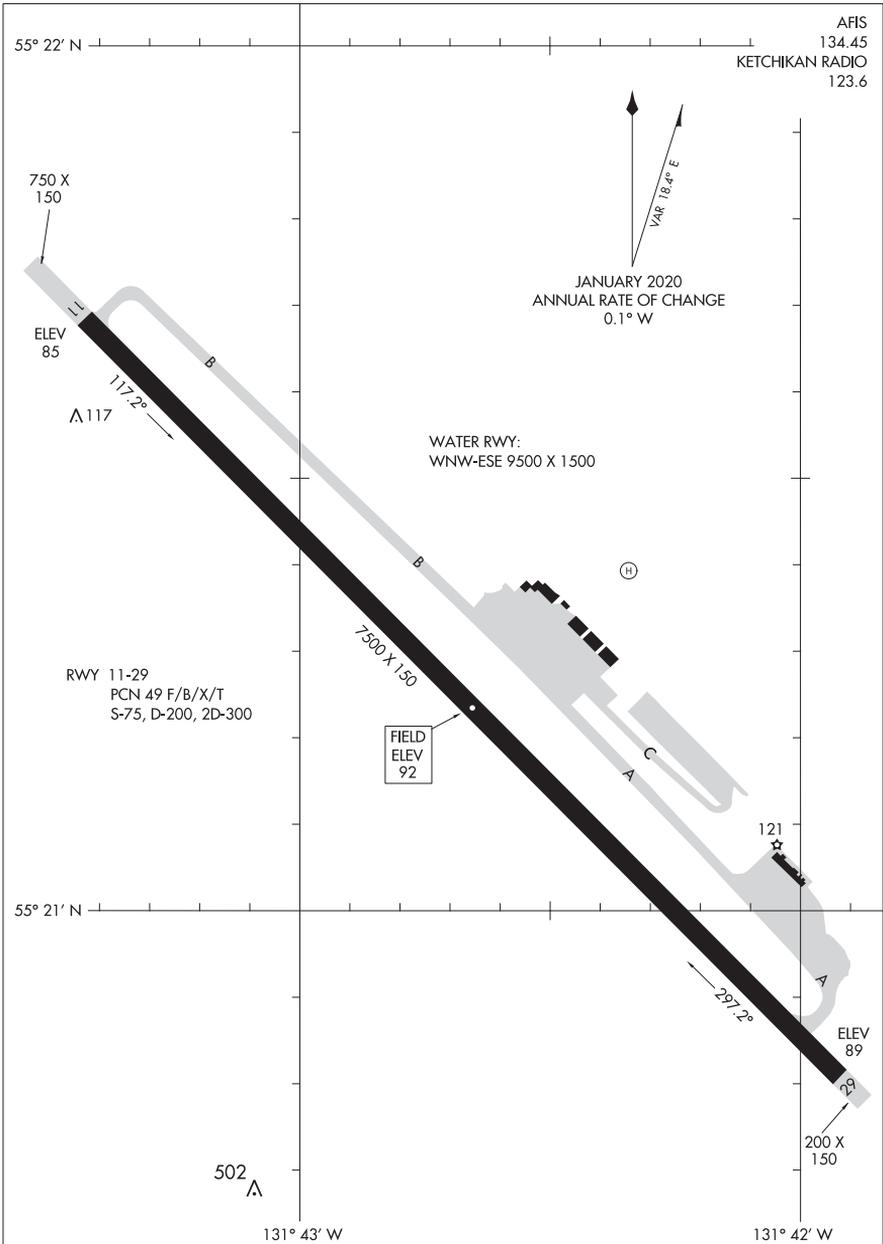
20086

KETCHIKAN INTL (KTN)(PAKT)
KETCHIKAN, ALASKA

AL-6053 (FAA)

AIRPORT DIAGRAM

AFIS
134.45
KETCHIKAN RADIO
123.6



AIRPORT DIAGRAM

20086

KETCHIKAN, ALASKA
KETCHIKAN INTL (KTN)(PAKT)

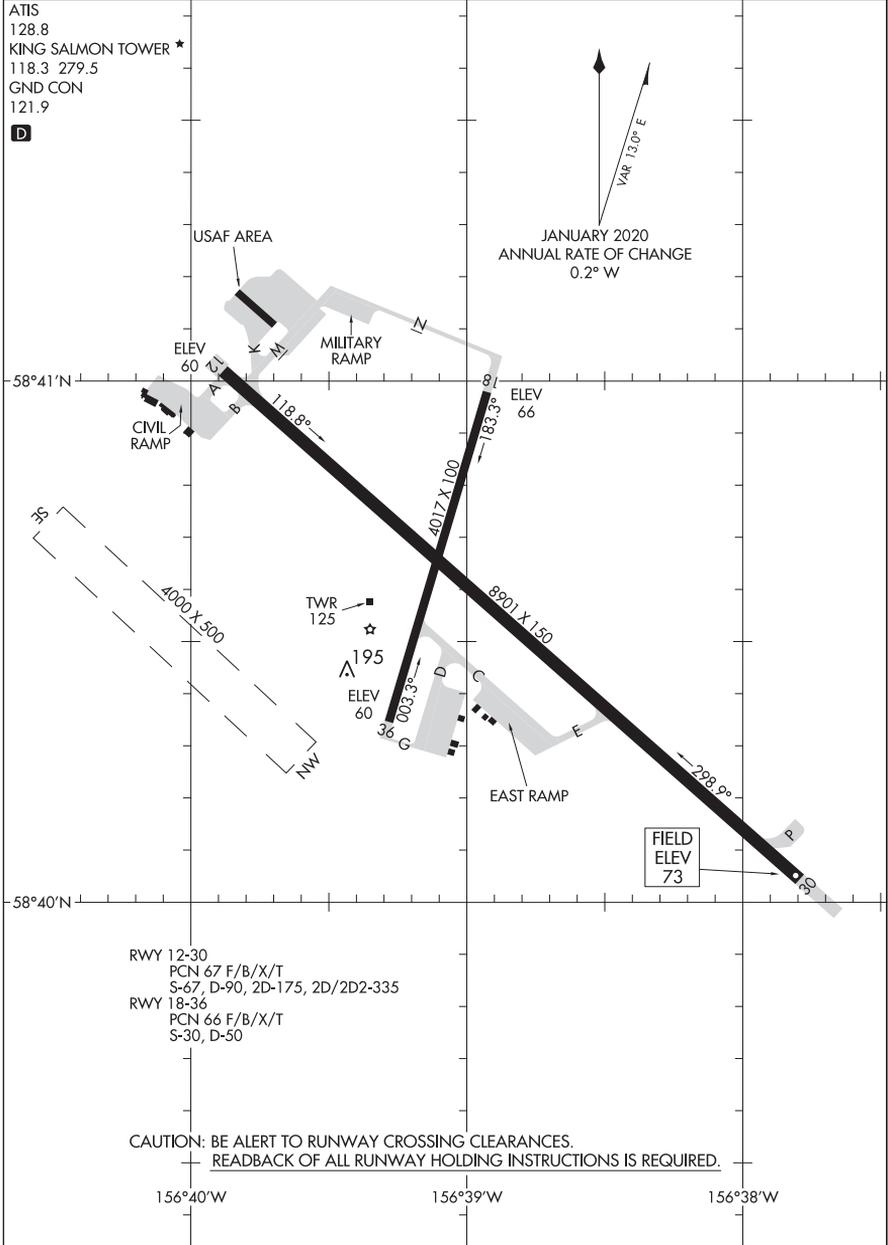
20086

AIRPORT DIAGRAM

AL-1237 (FAA)

KING SALMON (AKN)(PAKN)

KING SALMON, ALASKA



AIRPORT DIAGRAM

20086

KING SALMON, ALASKA

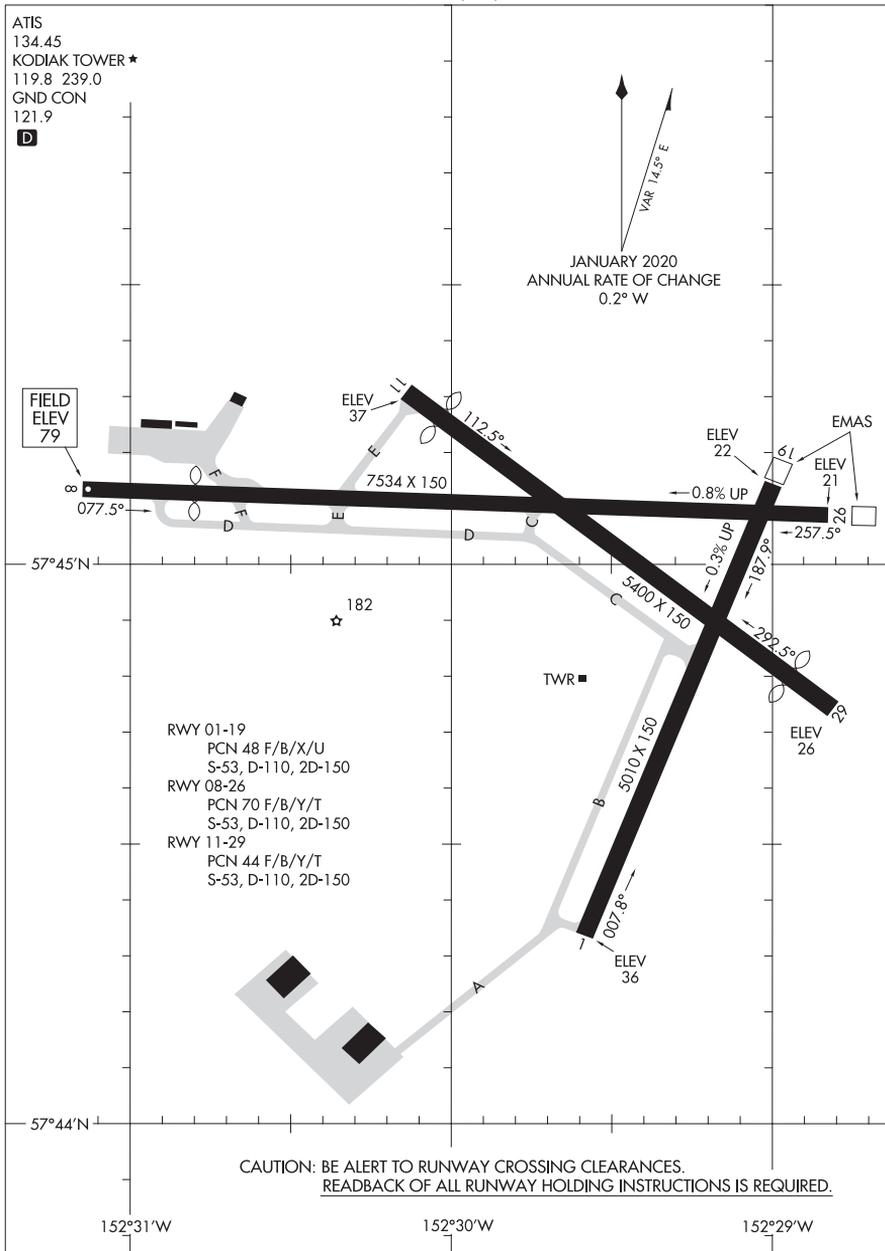
KING SALMON (AKN)(PAKN)

20086

AIRPORT DIAGRAM

AL-1238 (FAA)

KODIAK (ADQ)(PADQ)
KODIAK, ALASKA



AIRPORT DIAGRAM

20086

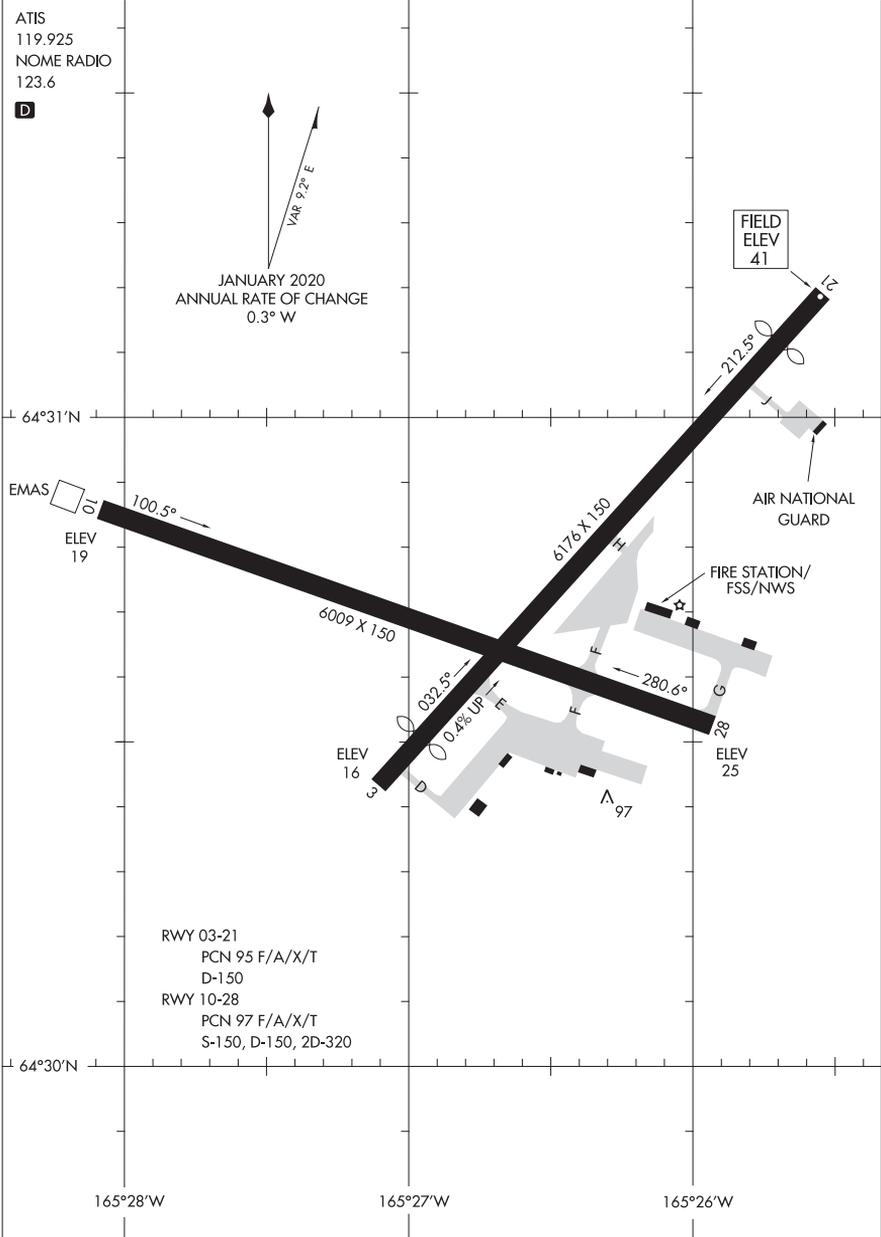
KODIAK, ALASKA
KODIAK (ADQ)(PADQ)

20086

AIRPORT DIAGRAM

AL-1231 (FAA)

NOME (OME)(PAOM)
NOME, ALASKA



AIRPORT DIAGRAM

20086

NOME, ALASKA
NOME (OME)(PAOM)

Submitting Pilot Weather Reports (PIREPs)

1. UA - Routine PIREP / UUA - Urgent PIREP

2. /OV - Location: Use Airport or NAVAID identifiers only.

- Location can be reported as a single fix, radial DME, or a route segment (Fix- Fix)

Examples: /OV LAX, /OV LAX-SLI120005, /OV PDZ-PSP.

3. /TM - Time: When conditions occurred or were encountered.

- Use 4 digits in UTC.

Examples: /TM 1645, /TM 0915

4. /FL - Altitude/Flight Level

- Use 3 digits for hundreds of feet. If not known, use UNKN.

Examples: /FL095, /FL310, /FLUNKN

5. /TP - Type aircraft: Required if reporting Turbulence or Icing

- No more than 4 characters, use UNKN if the type is not known.

Examples: /TP P28A, /TP RV8, /TP B738, /TP UNKN

6. /SK - Sky Condition/Cloud layers:

- Report cloud coverage using contractions: FEW, SCT, BKN, OVC, SKC
- Report bases in hundreds of feet: BKN005, SCT015, OVC200
- If bases are unknown, use UNKN
- Report cloud tops in hundreds of feet: TOP120

Examples: /SK BKN035, /SK SCT UNKN-TOP125, /SK OVC095-TOP125/ SKC

7. /WX - Weather: Flight visibility is always reported first. Append FV reported with SM.

- Report visibility using 2 digits: FV01SM, FV10SM
- Unrestricted visibility use FV99SM.
- Use standard weather contractions e.g.: RA, SH, TS, HZ, FG, -, +

Examples: /WX FV01SM +SHRA, /WX FV10 SM -RA BR.

8. /TA - Air temperature (Celsius): Required when reporting icing

- 2 digits, unless below zero, then prefix digits with M.

Examples: /TA 15, /TA 04 /TA M06

9. /WV - Wind: Direction in 3 digits, speed in 3 or 4 digits, followed by KT.

Examples: /WV 270045KT, /WV 080110KT

10. /TB - Turbulence:

- Report intensity using LGT, MOD, SEV, or EXTRM
- Report duration using INTMT, OCNL or CONS when reported by pilot.
- Report type using CAT or CHOP when reported by pilot.
- Include altitude only if different from /FL.
- Use ABV or BLO when limits are not defined.
- Use NEG if turbulence is not encountered.

Examples: /TB OCNL MOD, /TB LGT CHOP, /LGT 060, /TB MOD BLO 090, / TB NEG

11. /IC - Icing:

- Report intensity using TRACE, LGT, MOD or SEV
- Report type using RIME, CLR, or MX
- Include altitude only if different than /FL.
- Use NEG if icing not encountered.

Examples: /IC LGT-MOD RIME, /IC SEV CLR 028-045, /IC NEG

12. /RM - Remarks: Use to report phenomena that does not fit in any other field.

- Report the most hazardous element first.
- Name of geographic location from /OV field fix.

Examples: /RM LLWS +/-15KT SFC-003 DURC RWY22 JFK
/RM MTN WAVE, /RM DURC, /RM DURD, /RM MULLAN PASS
/RM BA RWY 02L BA MEDIUM TO POOR 3IN DRY SN OVER COMPACTED

SN

Examples of Completed PIREPS

UA /OV RFD /TM 1315 /FL160 /TP PA44 /SK OVC025-TOP095/OVC150 /TA M12 /TB INTMT LGT CHOP

UA /OV DHT360015-AMA /TM 2116 /FL050 /TP PA32 /SK BKN090 /WX FV05SM -RA /TA 04 /TB LGT /IC NEG

UUA /OV PDZ010018 /TM 1520 /FL125 /TP C172 /WV 270048KT TB SEV 055-085 /RM CAJON PASS

*

PIREP FORM

3 or 4 letter Identifier

_____ 1. **UA** _____ **UUA** _____
Routine Urgent

| | |
|---------------|-----------------------|
| 2. /OV | Location |
| 3. /TM | Time |
| 4. /FL | Altitude/Flight Level |
| 5. /TP | Aircraft Type |

Items 1 through 5 are mandatory for all PIREPs

| | |
|----------------|-----------------------------|
| 6. /SK | Sky Condition |
| 7. /WX | Flight Visibility & Weather |
| 8. /TA | Temperature (Celsius) |
| 9. /WV | Wind |
| 10. /TB | Turbulence |
| 11. /IC | Icing |
| 12. /RM | Remarks |

FAA Form 7110-2 (9/19) Supersedes Previous Edition

I. POSITION REPORTS

A. INSTRUMENT FLIGHT RULES (IFR) POSITION REPORT

1. Identification
2. Position
3. Time
4. Altitude/FL (Include actual altitude/FL when operating on a "VFR Conditions on Top" clearance).
5. Type of Flight Plan (not required in IFR position reports made direct to ARTCC).
State "VFR Conditions on Top" if so cleared.
6. Next reporting point and Estimated Time of Arrival (ETA)
7. Name only of the next succeeding reporting point along the route of flight.
8. Remarks

If entering ADIZ give appropriate ADIZ Position Reports listed under ADIZ Procedures.

B. VISUAL FLIGHT RULES (VFR) POSITION REPORT

1. Identification
2. Position
3. Time
4. Altitude
5. VFR Flight Plan
6. Destination

If entering ADIZ give appropriate ADIZ Position Reports listed under ADIZ Procedures.

II. CHANGE OF FLIGHT PLAN

A. CHANGE OF ROUTE OR DESTINATION

1. Type of Flight Plan
2. Aircraft Identification
3. Type of Aircraft/TD Code
4. Estimated True Airspeed
5. Original Destination (if applicable)
6. Departure Point
7. Position and Time
8. New Route and Altitude/FL
9. New Destination (if applicable)
10. ETE or ETA
11. Fuel Endurance
12. Alternate (if required)
13. Station where original flight plan filed.

B. CHANGE OF ETA BY MORE THAN 30 MINUTES

1. Aircraft Identification
2. Position and Time
3. "IFR (or VFR) to (destination)"
4. "New ETA – and hours of fuel remaining"

III. FILING FLIGHT PLANS

1. Aircraft Identification
2. Flight Rules
3. Type of Flight
4. Number of Aircraft
5. Type of Aircraft
6. Wake Turbulence Category
7. Aircraft Surveillance Code
8. Departure Aerodrome
9. Proposed Departure Time
10. Estimated True Airspeed(ETE)
11. Cruising Altitude/FL
12. Route of Flight
13. Destination Aerodrome
14. Estimated Time Enroute (ETE)
15. First Alternate
16. Second Alternate
17. Other Information
18. Fuel Endurance
19. Persons onboard
20. Emergency Equipment
21. Color of Aircraft
22. Pilot's Name/Contact Information

NOTE: Request available NOTAM and weather information for new route and destination.

FAA Product ID: ACS



NSN 7641014109607
NGA REF. NO. ENRXXAKSUP



EFF. DATE 20310

AK

ALASKA

5 NOV 2020 TO 31 DEC 2020