UNITED STATES GOVERNMENT FLIGHT INFORMATION PUBLICATION

CHART SUPPLEMENT
ALASKA

Effective 0901Z 21 MAR 2024
to 0901Z 16 MAY 2024

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
https://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/
Warning: Refer to current foreign charts and flight information publications for information within foreign airspace
Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by: Department of Defense • Federal Aviation Administration
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/

FAA, Aeronautical Information Services
1305 East West Highway
SSMC-4 Suite 4400
Silver Spring, MD 20910-3281
Telephone 1–800–638–8972

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.

<table>
<thead>
<tr>
<th>Effective Date</th>
<th>Airport Information</th>
<th>Cut–off date</th>
<th>Airspace Information*</th>
<th>Cut–off date</th>
</tr>
</thead>
<tbody>
<tr>
<td>21 Mar 24</td>
<td></td>
<td>7 Feb 24</td>
<td></td>
<td>23 Jan 24</td>
</tr>
<tr>
<td>16 May 24</td>
<td></td>
<td>3 Apr 24</td>
<td></td>
<td>19 Mar 24</td>
</tr>
<tr>
<td>11 Jul 24</td>
<td></td>
<td>29 May 24</td>
<td></td>
<td>14 May 24</td>
</tr>
<tr>
<td>5 Sep 24</td>
<td></td>
<td>24 Jul 24</td>
<td></td>
<td>9 Jul 24</td>
</tr>
<tr>
<td>31 Oct 24</td>
<td></td>
<td>18 Sep 24</td>
<td></td>
<td>3 Sep 24</td>
</tr>
<tr>
<td>26 Dec 24</td>
<td></td>
<td>13 Nov 24</td>
<td></td>
<td>29 Oct 24</td>
</tr>
</tbody>
</table>

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

FOR PROCUREMENT:

For digital products, visit our website at:
http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

For a list of approved FAA Print Providers, visit our website at:
http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

MILITARY

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


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.

AK, 21 MAR 2024 to 16 MAY 2024
**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.

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

AK, 21 MAR 2024 to 16 MAY 2024
## Seaplane Landing Areas

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

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

AK, 21 MAR 2024 to 16 MAY 2024
<table>
<thead>
<tr>
<th>STATE</th>
<th>CITY NAME</th>
<th>FACILITY NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>AK</td>
<td>KETCHIKAN</td>
<td>KETCHIKAN HARBOR SPB</td>
</tr>
<tr>
<td>AK</td>
<td>KETCHIKAN</td>
<td>KETCHIKAN INTL</td>
</tr>
<tr>
<td>AK</td>
<td>KETCHIKAN</td>
<td>KETCHIKAN</td>
</tr>
<tr>
<td>AK</td>
<td>KETCHIKAN</td>
<td>MURPHYS PULLOUT SPB</td>
</tr>
<tr>
<td>AK</td>
<td>KETCHIKAN</td>
<td>PENINSULA POINT PULLOUT SPB</td>
</tr>
<tr>
<td>AK</td>
<td>KING SALMON</td>
<td>KING SALMON SPB</td>
</tr>
<tr>
<td>AK</td>
<td>KITOI BAY</td>
<td>KITOI BAY SPB</td>
</tr>
<tr>
<td>AK</td>
<td>KODIAK</td>
<td>KODIAK (LILLY LAKE) SPB</td>
</tr>
<tr>
<td>AK</td>
<td>KODIAK</td>
<td>TRIDENT BASIN SPB</td>
</tr>
<tr>
<td>AK</td>
<td>KULIK</td>
<td>KULIK LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>LAKE LOUISE</td>
<td>LAKE LOUISE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>LAZY BAY</td>
<td>ALITAK SPB</td>
</tr>
<tr>
<td>AK</td>
<td>LORING</td>
<td>LORING SPB</td>
</tr>
<tr>
<td>AK</td>
<td>METLAKATLA</td>
<td>METLAKATLA SPB</td>
</tr>
<tr>
<td>AK</td>
<td>MEYERS CHUCK</td>
<td>MEYERS CHUCK SPB</td>
</tr>
<tr>
<td>AK</td>
<td>MOOSE PASS</td>
<td>SUMMIT LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>MOSER BAY</td>
<td>MOSER BAY SPB</td>
</tr>
<tr>
<td>AK</td>
<td>NAKNEK</td>
<td>NAKNEK SPB</td>
</tr>
<tr>
<td>AK</td>
<td>NANCY LAKE</td>
<td>NANCY LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>NAPASKIAK</td>
<td>NAPASKIAK SPB</td>
</tr>
<tr>
<td>AK</td>
<td>NEWTOK</td>
<td>NEWTOK SPB</td>
</tr>
<tr>
<td>AK</td>
<td>NENANA</td>
<td>NENANA MUNICIPAL</td>
</tr>
<tr>
<td>AK</td>
<td>NUNAM IQUA</td>
<td>NUNAM IQUA</td>
</tr>
<tr>
<td>AK</td>
<td>NUNAPITCHUK</td>
<td>NUNAPITCHUK SPB</td>
</tr>
<tr>
<td>AK</td>
<td>OLGA BAY</td>
<td>OLGA BAY SPB</td>
</tr>
<tr>
<td>AK</td>
<td>PALMER</td>
<td>FINGER LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>PALMER</td>
<td>GOODING LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>PALMER</td>
<td>WOLF LAKE</td>
</tr>
<tr>
<td>AK</td>
<td>PELICAN</td>
<td>PELICAN SPB</td>
</tr>
<tr>
<td>AK</td>
<td>PERRY ISLAND</td>
<td>PERRY ISLAND SPB</td>
</tr>
<tr>
<td>AK</td>
<td>PETERSBURG</td>
<td>LLOYD R ROUNDTREE SEAPLANE FACILITY</td>
</tr>
<tr>
<td>AK</td>
<td>POINT BAKER</td>
<td>POINT BAKER SPB</td>
</tr>
<tr>
<td>AK</td>
<td>PORT ALEXANDER</td>
<td>PORT ALEXANDER SPB</td>
</tr>
<tr>
<td>AK</td>
<td>PORT ALICE</td>
<td>PORT ALICE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>PORT BAILEY</td>
<td>PORT BAILEY SPB</td>
</tr>
<tr>
<td>AK</td>
<td>PORT PROTECTION</td>
<td>PORT PROTECTION SPB</td>
</tr>
<tr>
<td>AK</td>
<td>PORT WALTER</td>
<td>PORT WALTER SPB</td>
</tr>
<tr>
<td>AK</td>
<td>PORT WILLIAMS</td>
<td>PORT WILLIAMS</td>
</tr>
<tr>
<td>AK</td>
<td>RUSSIAN MISSION</td>
<td>RUSSIAN MISSION SPB</td>
</tr>
<tr>
<td>AK</td>
<td>SAGINAW BAY</td>
<td>SAGINAW SPB</td>
</tr>
<tr>
<td>AK</td>
<td>SAN JUAN</td>
<td>SAN JUAN/UGANIK SPB</td>
</tr>
<tr>
<td>AK</td>
<td>SELDOVIA</td>
<td>SELDOVIA SPB</td>
</tr>
<tr>
<td>AK</td>
<td>SHAGELUK</td>
<td>SHAGELUK</td>
</tr>
<tr>
<td>AK</td>
<td>SITKA</td>
<td>SITKA SPB</td>
</tr>
<tr>
<td>AK</td>
<td>SOLDOTNA</td>
<td>MACKEYS LAKES SPB</td>
</tr>
<tr>
<td>AK</td>
<td>SQUAW HARBOR</td>
<td>SQUAW HARBOR SPB</td>
</tr>
<tr>
<td>AK</td>
<td>STEAMBOAT BAY</td>
<td>STEAMBOAT BAY SPB</td>
</tr>
<tr>
<td>AK</td>
<td>TAKU HARBOR</td>
<td>TAKU HARBOR SPB</td>
</tr>
<tr>
<td>AK</td>
<td>TAKU LODGE</td>
<td>TAKU LODGE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>TALKEETNA</td>
<td>CHRISTIANSEN LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>TATITLEK</td>
<td>TATITLEK SPB</td>
</tr>
<tr>
<td>AK</td>
<td>TAZLINA</td>
<td>TAZLINA/SMOKEY LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>TENAKEE SPRINGS</td>
<td>TENAKEE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>THORNE BAY</td>
<td>THORNE BAY SPB</td>
</tr>
<tr>
<td>AK</td>
<td>TOKEEN</td>
<td>TOKEEN SPB</td>
</tr>
<tr>
<td>AK</td>
<td>TOLSONA LAKE</td>
<td>TOLSONA LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>TUNTUTULIAK</td>
<td>TUNTUTULIAK SPB</td>
</tr>
<tr>
<td>AK</td>
<td>TUXEKAN ISLAND</td>
<td>NAUKATI BAY SPB</td>
</tr>
<tr>
<td>AK</td>
<td>VALDEZ</td>
<td>ROBE LAKE SPB</td>
</tr>
</tbody>
</table>

AK, 21 MAR 2024 to 16 MAY 2024
<table>
<thead>
<tr>
<th>STATE</th>
<th>CITY NAME</th>
<th>FACILITY NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>AK</td>
<td>WASILLA</td>
<td>ANDERSON LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WASILLA</td>
<td>BLODGETT LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WASILLA</td>
<td>COTTONWOOD LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WASILLA</td>
<td>ISLAND LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WASILLA</td>
<td>LAKE LUCILLE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WASILLA</td>
<td>NIKLASON LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WASILLA</td>
<td>SEYMOUR LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WASILLA</td>
<td>UPPER WASILLA LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WASILLA</td>
<td>VISNAW LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WASILLA</td>
<td>WASILLA LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WATERFALL</td>
<td>WATERFALL SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WEST POINT VILLAGE</td>
<td>WEST POINT VILLAGE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WHALE PASS</td>
<td>WHALE PASS SEAPLANE FLOAT HARBOR</td>
</tr>
<tr>
<td>AK</td>
<td>WILLOW</td>
<td>KASHWITNA LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WILLOW</td>
<td>MINUTEMAN LAKE SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WILLOW</td>
<td>WILLOW SPB</td>
</tr>
<tr>
<td>AK</td>
<td>WRANGLELL</td>
<td>WRANGLELL SPB</td>
</tr>
<tr>
<td>AK</td>
<td>YAKUTAT</td>
<td>YAKUTAT SPB</td>
</tr>
<tr>
<td>AK</td>
<td>YES BAY LODGE</td>
<td>YES BAY LODGE SPB</td>
</tr>
<tr>
<td>BC</td>
<td>CAMPBELL RIVER</td>
<td>CAMPBELL RIVER SPB</td>
</tr>
<tr>
<td>BC</td>
<td>COMOX</td>
<td>COMOX SPB</td>
</tr>
<tr>
<td>BC</td>
<td>VANCOUVER</td>
<td>VANCOUVER INTL SPB</td>
</tr>
<tr>
<td>BC</td>
<td>VICTORIA</td>
<td>VICTORIA SPB</td>
</tr>
</tbody>
</table>
### 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

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/G</td>
<td>airground</td>
</tr>
<tr>
<td>AAF</td>
<td>Army Air Field</td>
</tr>
<tr>
<td>AAS</td>
<td>Airport Advisory Service</td>
</tr>
<tr>
<td>AB</td>
<td>Airbase</td>
</tr>
<tr>
<td>abm</td>
<td>abeam</td>
</tr>
<tr>
<td>ABn</td>
<td>Aerodrome Beacon</td>
</tr>
<tr>
<td>abv</td>
<td>above</td>
</tr>
<tr>
<td>ACC</td>
<td>Air Combat Command Area Control Center</td>
</tr>
<tr>
<td>act</td>
<td>activity</td>
</tr>
<tr>
<td>ACWS</td>
<td>Aircraft Control and Warning Squadron</td>
</tr>
<tr>
<td>ADA</td>
<td>Advisory Area</td>
</tr>
<tr>
<td>ADCC</td>
<td>Air Defense Control Center</td>
</tr>
<tr>
<td>ADCUS</td>
<td>Advise Customs</td>
</tr>
<tr>
<td>addn</td>
<td>addition</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>adj</td>
<td>adjacent</td>
</tr>
<tr>
<td>admin</td>
<td>administration</td>
</tr>
<tr>
<td>ADR</td>
<td>Advisory Route</td>
</tr>
<tr>
<td>advis</td>
<td>advise</td>
</tr>
<tr>
<td>advy</td>
<td>advisory</td>
</tr>
<tr>
<td>AEIS</td>
<td>Aeronautical Enroute Information Service</td>
</tr>
<tr>
<td>ASU</td>
<td>Aircraft Starting Unit</td>
</tr>
<tr>
<td>ASF</td>
<td>Air Force Base</td>
</tr>
<tr>
<td>afct</td>
<td>affect</td>
</tr>
<tr>
<td>AFFF</td>
<td>Aqueous Film Forming Foam</td>
</tr>
<tr>
<td>AHF</td>
<td>Air Force Heliport</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>afld</td>
<td>airfield</td>
</tr>
<tr>
<td>AFOD</td>
<td>Army Flight Operations Detachment</td>
</tr>
<tr>
<td>AFR</td>
<td>Air Force Regulation</td>
</tr>
<tr>
<td>AFRC</td>
<td>Armed Forces Reserve Center/Air Force Reserve Command</td>
</tr>
<tr>
<td>AFRS</td>
<td>American Forces Radio Stations</td>
</tr>
<tr>
<td>AFS</td>
<td>Air Force Station</td>
</tr>
<tr>
<td>AFTN</td>
<td>Aeronautical Fixed Telecommunication Network</td>
</tr>
<tr>
<td>AG</td>
<td>Agriculture</td>
</tr>
<tr>
<td>A–G, A–GEAR</td>
<td>Arresting Gear</td>
</tr>
<tr>
<td>agcy</td>
<td>Agency</td>
</tr>
<tr>
<td>AGL</td>
<td>above ground level</td>
</tr>
<tr>
<td>AHP</td>
<td>Army heliport</td>
</tr>
<tr>
<td>AID</td>
<td>Airport Information Desk</td>
</tr>
<tr>
<td>AIS</td>
<td>Aeronautical Information Services</td>
</tr>
<tr>
<td>AL</td>
<td>Approach and Landing Chart</td>
</tr>
<tr>
<td>ALF</td>
<td>Auxiliary Landing Field</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALS–1</td>
<td>High Intensity ALS Category I configuration with sequenced Flashers (code)</td>
</tr>
<tr>
<td>ALSF–2</td>
<td>High Intensity ALS Category II configuration with sequenced Flashers (code)</td>
</tr>
<tr>
<td>A/G</td>
<td>altitude</td>
</tr>
<tr>
<td>altm</td>
<td>alternate</td>
</tr>
<tr>
<td>AM</td>
<td>Amplitude Modulation, midnight til noon</td>
</tr>
<tr>
<td>AMC</td>
<td>Air Mobility Command</td>
</tr>
<tr>
<td>amdnt</td>
<td>amendment</td>
</tr>
<tr>
<td>AMSL</td>
<td>Above Mean Sea Level</td>
</tr>
<tr>
<td>ANGS</td>
<td>Air National Guard Station</td>
</tr>
<tr>
<td>ant</td>
<td>antenna</td>
</tr>
<tr>
<td>AOE</td>
<td>Airport/Aerodrome of Entry</td>
</tr>
<tr>
<td>AP</td>
<td>Area Planning</td>
</tr>
<tr>
<td>APAPI</td>
<td>Abbreviated Precision Approach Path Indicator</td>
</tr>
<tr>
<td>aphc</td>
<td>approach</td>
</tr>
<tr>
<td>apn</td>
<td>apron</td>
</tr>
<tr>
<td>APP</td>
<td>Approach Control</td>
</tr>
<tr>
<td>Apr</td>
<td>April</td>
</tr>
<tr>
<td>aprx</td>
<td>approximate</td>
</tr>
<tr>
<td>APU</td>
<td>Auxiliary Power Unit</td>
</tr>
<tr>
<td>apv, apvl</td>
<td>approve, approval</td>
</tr>
<tr>
<td>ARB</td>
<td>Air Reserve Base</td>
</tr>
<tr>
<td>ARCAL (CANADA)</td>
<td>Aircraft Radio Control of Aerodrome Lighting</td>
</tr>
<tr>
<td>ARFF</td>
<td>Aircraft Rescue and Fire Fighting</td>
</tr>
<tr>
<td>ARINC</td>
<td>Aeronautical Radio Inc</td>
</tr>
<tr>
<td>arng</td>
<td>arrange</td>
</tr>
<tr>
<td>arpt</td>
<td>airport</td>
</tr>
<tr>
<td>arr</td>
<td>arrive</td>
</tr>
<tr>
<td>ARS</td>
<td>Air Reserve Station</td>
</tr>
<tr>
<td>ARSA</td>
<td>Airport Radar Service Area</td>
</tr>
<tr>
<td>ARSR</td>
<td>Air Route Surveillance Radar</td>
</tr>
<tr>
<td>ARTCC</td>
<td>Air Route Traffic Control Center</td>
</tr>
<tr>
<td>AS</td>
<td>Air Station</td>
</tr>
<tr>
<td>ASAP</td>
<td>as soon as possible</td>
</tr>
<tr>
<td>ASDA</td>
<td>Accelerate–Stop Distance Available</td>
</tr>
<tr>
<td>ASDE</td>
<td>Airport Surface Detection</td>
</tr>
<tr>
<td>ASDE–X</td>
<td>Airport Surface Detection Equipment–Model X</td>
</tr>
<tr>
<td>asgn</td>
<td>assign</td>
</tr>
<tr>
<td>ASL</td>
<td>Above Sea Level</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR</td>
<td>Airport Surveillance Radar</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Capability</td>
</tr>
<tr>
<td>ASU</td>
<td>Aircraft Starting Unit</td>
</tr>
<tr>
<td>ATA</td>
<td>Actual Time of Arrival</td>
</tr>
<tr>
<td>ATC</td>
<td>Air Traffic Control</td>
</tr>
<tr>
<td>ATCC</td>
<td>Air Traffic Control Center</td>
</tr>
<tr>
<td>ATCT</td>
<td>Airport Traffic Control Tower</td>
</tr>
<tr>
<td>ATD</td>
<td>Actual Time of Departure Along Track Distance</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automatic Terminal Information Service</td>
</tr>
<tr>
<td>ATS</td>
<td>Air Traffic Service</td>
</tr>
<tr>
<td>attn</td>
<td>attention</td>
</tr>
<tr>
<td>Aug</td>
<td>August</td>
</tr>
<tr>
<td>auth</td>
<td>authority</td>
</tr>
<tr>
<td>auto</td>
<td>automatic</td>
</tr>
<tr>
<td>AUW</td>
<td>All Up Weight (gross weight)</td>
</tr>
<tr>
<td>aux</td>
<td>auxiliary</td>
</tr>
<tr>
<td>AVASI</td>
<td>abbreviated VASI</td>
</tr>
<tr>
<td>avbl</td>
<td>available</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>AvGas</td>
<td>Aviation gasoline</td>
</tr>
<tr>
<td>avn</td>
<td>aviation</td>
</tr>
<tr>
<td>AvOil</td>
<td>aviation oil</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automatic Weather Observing System</td>
</tr>
<tr>
<td>awt</td>
<td>await</td>
</tr>
<tr>
<td>away</td>
<td>airway</td>
</tr>
<tr>
<td>az</td>
<td>azimuth</td>
</tr>
<tr>
<td>BA</td>
<td>braking action</td>
</tr>
<tr>
<td>BASH</td>
<td>Bird Aircraft Strike Hazard</td>
</tr>
<tr>
<td>BC</td>
<td>back course</td>
</tr>
<tr>
<td>bcn</td>
<td>beacon</td>
</tr>
<tr>
<td>bcst</td>
<td>broadcast</td>
</tr>
<tr>
<td>bdry</td>
<td>boundary</td>
</tr>
<tr>
<td>bldg</td>
<td>building</td>
</tr>
<tr>
<td>blkd</td>
<td>blocked</td>
</tr>
<tr>
<td>blo, blw</td>
<td>below</td>
</tr>
<tr>
<td>BOQ</td>
<td>Bachelor Officers Quarters</td>
</tr>
<tr>
<td>bng</td>
<td>bearing</td>
</tr>
<tr>
<td>bth</td>
<td>between</td>
</tr>
<tr>
<td>bus</td>
<td>business</td>
</tr>
<tr>
<td>byd</td>
<td>beyond</td>
</tr>
<tr>
<td>C</td>
<td>Commercial Circuit (Telephone)</td>
</tr>
<tr>
<td>CAC</td>
<td>Centralized Approach Control</td>
</tr>
<tr>
<td>cap</td>
<td>capacity</td>
</tr>
<tr>
<td>cat</td>
<td>category</td>
</tr>
<tr>
<td>CAT</td>
<td>Clear Air Turbulence</td>
</tr>
<tr>
<td>CCW</td>
<td>clockwise</td>
</tr>
<tr>
<td>ceil</td>
<td>ceiling</td>
</tr>
<tr>
<td>CERAP</td>
<td>Center Radar Approach Control</td>
</tr>
<tr>
<td>CG</td>
<td>Coast Guard</td>
</tr>
<tr>
<td>CGAF</td>
<td>Coast Guard Air Facility</td>
</tr>
<tr>
<td>CGAS</td>
<td>Coast Guard Air Station</td>
</tr>
<tr>
<td>CH, chan</td>
<td>channel</td>
</tr>
<tr>
<td>CHAPI</td>
<td>Chase Helicopter Approach Path Indicator</td>
</tr>
<tr>
<td>chg</td>
<td>change</td>
</tr>
<tr>
<td>chl</td>
<td>chart</td>
</tr>
<tr>
<td>cir</td>
<td>circle, circling</td>
</tr>
<tr>
<td>CIV, civ</td>
<td>Civil, civil, civilian</td>
</tr>
<tr>
<td>ck</td>
<td>check</td>
</tr>
<tr>
<td>CL</td>
<td>Centerline Lighting System</td>
</tr>
<tr>
<td>cl</td>
<td>class</td>
</tr>
<tr>
<td>cinct</td>
<td>clearance</td>
</tr>
<tr>
<td>cld</td>
<td>closed</td>
</tr>
<tr>
<td>CNATRA</td>
<td>Chief of Naval Air Training</td>
</tr>
<tr>
<td>cni</td>
<td>cancel</td>
</tr>
<tr>
<td>cntr</td>
<td>center</td>
</tr>
<tr>
<td>cntrln</td>
<td>centerline</td>
</tr>
<tr>
<td>Co</td>
<td>Company, County</td>
</tr>
<tr>
<td>CO</td>
<td>Commanding Officer</td>
</tr>
<tr>
<td>com</td>
<td>communication</td>
</tr>
<tr>
<td>comd</td>
<td>command</td>
</tr>
<tr>
<td>Comd</td>
<td>Commander</td>
</tr>
<tr>
<td>coml</td>
<td>commercial</td>
</tr>
<tr>
<td>compul</td>
<td>compulsory</td>
</tr>
<tr>
<td>comsn</td>
<td>commission</td>
</tr>
<tr>
<td>conc</td>
<td>concrete</td>
</tr>
<tr>
<td>cond</td>
<td>condition</td>
</tr>
<tr>
<td>const</td>
<td>construction</td>
</tr>
<tr>
<td>cont</td>
<td>continue</td>
</tr>
<tr>
<td>CONUS</td>
<td>Continental United States</td>
</tr>
<tr>
<td>convl</td>
<td>conventional</td>
</tr>
<tr>
<td>coord</td>
<td>coordinate</td>
</tr>
<tr>
<td>cov</td>
<td>cover</td>
</tr>
<tr>
<td>CRP</td>
<td>Compulsory Reporting Point</td>
</tr>
<tr>
<td>CRS</td>
<td>course</td>
</tr>
<tr>
<td>CS</td>
<td>call sign</td>
</tr>
<tr>
<td>CSTMS</td>
<td>Customs</td>
</tr>
<tr>
<td>CTA</td>
<td>Control Area</td>
</tr>
<tr>
<td>CTAF</td>
<td>Common Traffic Advisory Frequency</td>
</tr>
<tr>
<td>ctc</td>
<td>contact</td>
</tr>
<tr>
<td>ctl</td>
<td>control</td>
</tr>
<tr>
<td>ctn</td>
<td>caution</td>
</tr>
<tr>
<td>CTLZ</td>
<td>Control Zone</td>
</tr>
<tr>
<td>CVFR</td>
<td>Controlled Visual Flight Rules Areas</td>
</tr>
<tr>
<td>CW</td>
<td>Clockwise, Continuous Wave, Carrier Wave</td>
</tr>
<tr>
<td>D</td>
<td>Daytime, daylight</td>
</tr>
<tr>
<td>D–ATIS</td>
<td>Digital Automatic Terminal Information Service</td>
</tr>
<tr>
<td>daylt</td>
<td>daylight</td>
</tr>
<tr>
<td>db</td>
<td>decibel</td>
</tr>
<tr>
<td>DCL</td>
<td>Departure Clearance</td>
</tr>
<tr>
<td>Dec</td>
<td>December</td>
</tr>
<tr>
<td>decom</td>
<td>decommission</td>
</tr>
<tr>
<td>deg</td>
<td>degree</td>
</tr>
<tr>
<td>del</td>
<td>delivery</td>
</tr>
<tr>
<td>dep</td>
<td>depart</td>
</tr>
<tr>
<td>DEP</td>
<td>Departure Control</td>
</tr>
<tr>
<td>destn</td>
<td>destination</td>
</tr>
<tr>
<td>det</td>
<td>detachment</td>
</tr>
<tr>
<td>DF</td>
<td>Direction Finder</td>
</tr>
<tr>
<td>DH</td>
<td>Decision Height</td>
</tr>
<tr>
<td>DIAP</td>
<td>DoD Instrument Approach Procedure</td>
</tr>
<tr>
<td>direc</td>
<td>directional</td>
</tr>
<tr>
<td>disem</td>
<td>disseminate</td>
</tr>
<tr>
<td>displ</td>
<td>displacement</td>
</tr>
<tr>
<td>dist</td>
<td>district, distance</td>
</tr>
<tr>
<td>div</td>
<td>division</td>
</tr>
<tr>
<td>DL</td>
<td>Direct Line to FSS</td>
</tr>
<tr>
<td>dlt</td>
<td>delete</td>
</tr>
<tr>
<td>dy</td>
<td>daily</td>
</tr>
<tr>
<td>DME</td>
<td>Distance Measuring Equipment (UHF standard, TACAN compatible)</td>
</tr>
<tr>
<td>DNVT</td>
<td>Digital Non–Secure Voice Telephone</td>
</tr>
<tr>
<td>DoD</td>
<td>Department of Defense</td>
</tr>
<tr>
<td>drtc</td>
<td>direct</td>
</tr>
<tr>
<td>DSN</td>
<td>Defense Switching Network (Telephone)</td>
</tr>
<tr>
<td>DSN</td>
<td>Defense Switching Network</td>
</tr>
<tr>
<td>dspclcd</td>
<td>displaced</td>
</tr>
<tr>
<td>DT</td>
<td>Daylight Savings Time</td>
</tr>
<tr>
<td>dur</td>
<td>during</td>
</tr>
<tr>
<td>DV</td>
<td>Distinguished Visitor</td>
</tr>
<tr>
<td>E</td>
<td>East</td>
</tr>
<tr>
<td>ea</td>
<td>each</td>
</tr>
<tr>
<td>EAT</td>
<td>Expected Approach Time</td>
</tr>
<tr>
<td>ECN</td>
<td>Enroute Change Notice</td>
</tr>
<tr>
<td>eff</td>
<td>effective, effect</td>
</tr>
<tr>
<td>E–HA</td>
<td>Enroute High Altitude</td>
</tr>
<tr>
<td>E–LA</td>
<td>Enroute Low Altitude</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>elev.</td>
<td>elevation</td>
</tr>
<tr>
<td>ELT</td>
<td>Emergency Locator Transmitter</td>
</tr>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System</td>
</tr>
<tr>
<td>emerg.</td>
<td>emergency</td>
</tr>
<tr>
<td>eng.</td>
<td>engine</td>
</tr>
<tr>
<td>EOR</td>
<td>End of Runway</td>
</tr>
<tr>
<td>eqpt</td>
<td>equipment</td>
</tr>
<tr>
<td>ERDA</td>
<td>Energy Research and Development Administration</td>
</tr>
<tr>
<td>E-S</td>
<td>Enroute Supplement</td>
</tr>
<tr>
<td>est</td>
<td>estimate</td>
</tr>
<tr>
<td>estab.</td>
<td>establish</td>
</tr>
<tr>
<td>ETA</td>
<td>Estimated Time of Arrival</td>
</tr>
<tr>
<td>ETD</td>
<td>Estimated Time of Departure</td>
</tr>
<tr>
<td>ETE</td>
<td>Estimated Time Enroute</td>
</tr>
<tr>
<td>ETS</td>
<td>European Telephone System</td>
</tr>
<tr>
<td>EUR</td>
<td>European (ICAO Region)</td>
</tr>
<tr>
<td>ev</td>
<td>every</td>
</tr>
<tr>
<td>evac</td>
<td>evacuate</td>
</tr>
<tr>
<td>excd</td>
<td>except</td>
</tr>
<tr>
<td>exclud</td>
<td>exclude</td>
</tr>
<tr>
<td>exer</td>
<td>exercise</td>
</tr>
<tr>
<td>exm</td>
<td>exempt</td>
</tr>
<tr>
<td>exp</td>
<td>expect</td>
</tr>
<tr>
<td>extd</td>
<td>extend</td>
</tr>
<tr>
<td>extr</td>
<td>extension</td>
</tr>
<tr>
<td>extv</td>
<td>extensive</td>
</tr>
<tr>
<td>F/W</td>
<td>Fixed Wing</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>fac</td>
<td>facility</td>
</tr>
<tr>
<td>FAWS</td>
<td>Flight Advisory Weather Service</td>
</tr>
<tr>
<td>fax</td>
<td>facsimile</td>
</tr>
<tr>
<td>FBO</td>
<td>Fixed Base Operator</td>
</tr>
<tr>
<td>FCC</td>
<td>Flight Control Center</td>
</tr>
<tr>
<td>FCG</td>
<td>Foreign Clearance Guide</td>
</tr>
<tr>
<td>FCLP</td>
<td>field carrier landing practice</td>
</tr>
<tr>
<td>fcst</td>
<td>forecast</td>
</tr>
<tr>
<td>Feb</td>
<td>February</td>
</tr>
<tr>
<td>FIC</td>
<td>Flight Information Center</td>
</tr>
<tr>
<td>FIH</td>
<td>Flight Information Handbook</td>
</tr>
<tr>
<td>FIR</td>
<td>Flight Information Region</td>
</tr>
<tr>
<td>FIS</td>
<td>Flight Information Service</td>
</tr>
<tr>
<td>FL.</td>
<td>flight level</td>
</tr>
<tr>
<td>fld</td>
<td>field</td>
</tr>
<tr>
<td>flg.</td>
<td>flashing</td>
</tr>
<tr>
<td>FLIP</td>
<td>Flight Information Publication</td>
</tr>
<tr>
<td>flt</td>
<td>flight</td>
</tr>
<tr>
<td>flw</td>
<td>follow</td>
</tr>
<tr>
<td>FM.</td>
<td>Fan Marker, Frequency Modulation</td>
</tr>
<tr>
<td>FOG</td>
<td>Flight Operations Center</td>
</tr>
<tr>
<td>FOD</td>
<td>Foreign Object Damage</td>
</tr>
<tr>
<td>fone</td>
<td>telephone</td>
</tr>
<tr>
<td>FPL</td>
<td>Flight Plan</td>
</tr>
<tr>
<td>fpm</td>
<td>feet per minute</td>
</tr>
<tr>
<td>fr.</td>
<td>from</td>
</tr>
<tr>
<td>freq.</td>
<td>frequency, frequent</td>
</tr>
<tr>
<td>Fri.</td>
<td>Friday</td>
</tr>
<tr>
<td>frng</td>
<td>firing</td>
</tr>
<tr>
<td>FSS</td>
<td>Flight Service Station</td>
</tr>
<tr>
<td>ft</td>
<td>foot</td>
</tr>
<tr>
<td>ftr</td>
<td>fighter</td>
</tr>
<tr>
<td>GA</td>
<td>Glide Angle</td>
</tr>
<tr>
<td>gal</td>
<td>gallon</td>
</tr>
<tr>
<td>GAT</td>
<td>General Air Traffic (Europe-Asia)</td>
</tr>
<tr>
<td>GCA</td>
<td>Ground Control Approach</td>
</tr>
<tr>
<td>GCO</td>
<td>Ground Communication Outlet</td>
</tr>
<tr>
<td>gldr.</td>
<td>glider</td>
</tr>
<tr>
<td>GND</td>
<td>Ground Control</td>
</tr>
<tr>
<td>gnd</td>
<td>ground</td>
</tr>
<tr>
<td>govt</td>
<td>government</td>
</tr>
<tr>
<td>GP</td>
<td>Glide Path</td>
</tr>
<tr>
<td>Gp.</td>
<td>Group</td>
</tr>
<tr>
<td>GPI</td>
<td>Ground Point of Intercept</td>
</tr>
<tr>
<td>grad</td>
<td>gradient</td>
</tr>
<tr>
<td>grd</td>
<td>guard</td>
</tr>
<tr>
<td>GS</td>
<td>glide slope</td>
</tr>
<tr>
<td>GWT</td>
<td>gross weight</td>
</tr>
<tr>
<td>H</td>
<td>Enroute High Altitude Chart (followed by identification)</td>
</tr>
<tr>
<td>H+</td>
<td>Hours or hours plus...minutes past the hour</td>
</tr>
<tr>
<td>H24</td>
<td>continuous operation</td>
</tr>
<tr>
<td>HAA</td>
<td>Height Above Airport/Aerodrome</td>
</tr>
<tr>
<td>HAL</td>
<td>Height Above Landing Area</td>
</tr>
<tr>
<td>HAT</td>
<td>Height Above Runway</td>
</tr>
<tr>
<td>haz</td>
<td>hazard</td>
</tr>
<tr>
<td>hdg.</td>
<td>heading</td>
</tr>
<tr>
<td>HDTA</td>
<td>High Density Traffic Airport/Aerodrome</td>
</tr>
<tr>
<td>HF</td>
<td>High Frequency (3000 to 30,000 KHz)</td>
</tr>
<tr>
<td>hgr</td>
<td>hangar</td>
</tr>
<tr>
<td>hgt</td>
<td>height</td>
</tr>
<tr>
<td>hi</td>
<td>high</td>
</tr>
<tr>
<td>HIRL</td>
<td>High Intensity Runway Lights</td>
</tr>
<tr>
<td>HO</td>
<td>Service available to meet operational requirements</td>
</tr>
<tr>
<td>hol</td>
<td>holiday</td>
</tr>
<tr>
<td>HOLF</td>
<td>Helicopter Outlying Field</td>
</tr>
<tr>
<td>hosp</td>
<td>hospital</td>
</tr>
<tr>
<td>HQ</td>
<td>Headquarters</td>
</tr>
<tr>
<td>hr.</td>
<td>hour</td>
</tr>
<tr>
<td>HS</td>
<td>Service available during hours of scheduled operations</td>
</tr>
<tr>
<td>hsg</td>
<td>housing</td>
</tr>
<tr>
<td>hwy</td>
<td>heavy</td>
</tr>
<tr>
<td>HW</td>
<td>Heavy Weight</td>
</tr>
<tr>
<td>hwy</td>
<td>highway</td>
</tr>
<tr>
<td>HX</td>
<td>station having no specific working hours</td>
</tr>
<tr>
<td>Hz</td>
<td>Hertz (cycles per second)</td>
</tr>
<tr>
<td>I</td>
<td>Island</td>
</tr>
<tr>
<td>IAP</td>
<td>Instrument Approach Procedure</td>
</tr>
<tr>
<td>IAS</td>
<td>Indicated Air Speed</td>
</tr>
<tr>
<td>IAW</td>
<td>in accordance with</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>ident</td>
<td>identification</td>
</tr>
<tr>
<td>IFF</td>
<td>Identification, Friend or Foe</td>
</tr>
<tr>
<td>IFR</td>
<td>Instrument Flight Rules</td>
</tr>
<tr>
<td>IFR-S</td>
<td>FLIP IFR Supplement</td>
</tr>
<tr>
<td>ILS</td>
<td>Instrument Landing System</td>
</tr>
<tr>
<td>IM</td>
<td>Inner Marker</td>
</tr>
<tr>
<td>IMC</td>
<td>Instrument Meteorological Conditions</td>
</tr>
<tr>
<td>IMG</td>
<td>Immigration</td>
</tr>
</tbody>
</table>
### Abbreviation | Description
---|---
immed | Immediate
inbd | Inbound
Inc | Incorporated
incl | Include
incr | Increase
indef | Indefinite
info | Information
inop | Inoperative
inst | Instrument
instl | Install
instr | Instruction
int | Intersection
intcntl | Interccontinental
intctp | Intercept
intl | International
intmt | Intermittent
ints | Intense, intensity
invof | In the vicinity of
irreg | Irregularity

### Abbreviation | Description
---|---
Jan | January
JASU | Joint 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

### Abbreviation | Description
---|---
K or Kt | Knots
kHz | KiloHertz
KIAS | Knots Indicated Airspeed
KLIZ | Korea Limited Identification Zone
km | Kilometer
kw | Kilowatt

### Abbreviation | Description
---|---
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
ltr | Locator
LCVASI | Low Cost Visual Approach Slope Indicator
LDA | Landing Distance Available
ldg | Landing
LDIN | Lead–in Lights
LDOC | Long Distance Operations Control Facility
len | Length
ligt, lgt, lghts | 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 Maker 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

### Abbreviation | Description
---|---
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
MALSsr | 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)
MIU | 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
# GENERAL INFORMATION

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOC(A)</td>
<td>Minimum Obstruction Clearance</td>
</tr>
<tr>
<td>mod</td>
<td>modify</td>
</tr>
<tr>
<td>MOG</td>
<td>Maximum (aircraft) on the Ground</td>
</tr>
<tr>
<td>MON</td>
<td>Minimum Operational Network</td>
</tr>
<tr>
<td>Mon</td>
<td>Monday</td>
</tr>
<tr>
<td>MP</td>
<td>Maintenance Period</td>
</tr>
<tr>
<td>MR</td>
<td>Medium Range</td>
</tr>
<tr>
<td>MRA</td>
<td>Minimum Reception Altitude</td>
</tr>
<tr>
<td>mnrk</td>
<td>mark, marker</td>
</tr>
<tr>
<td>MSAD</td>
<td>Minimum safe altitude warning</td>
</tr>
<tr>
<td>msg</td>
<td>message</td>
</tr>
<tr>
<td>MSL</td>
<td>Mean Sea Level</td>
</tr>
<tr>
<td>msn</td>
<td>Mission</td>
</tr>
<tr>
<td>mt</td>
<td>mount, mountain</td>
</tr>
<tr>
<td>MTAF</td>
<td>Mandatory Traffic Advisory Frequency</td>
</tr>
<tr>
<td>MTCA</td>
<td>Military Terminal Control Area</td>
</tr>
<tr>
<td>mthly</td>
<td>monthly</td>
</tr>
<tr>
<td>MUART</td>
<td>Military Upper Area Control</td>
</tr>
<tr>
<td>munl</td>
<td>municipal</td>
</tr>
<tr>
<td>MWARA</td>
<td>Major World Air Route Area</td>
</tr>
<tr>
<td>N</td>
<td>North</td>
</tr>
<tr>
<td>N/A</td>
<td>not applicable</td>
</tr>
<tr>
<td>NA</td>
<td>not authorized (For Instrument Approach Procedure take-off and alternate MINIMA only)</td>
</tr>
<tr>
<td>NAAS</td>
<td>Naval Auxiliary Air Station</td>
</tr>
<tr>
<td>NADC</td>
<td>Naval Air Development Center</td>
</tr>
<tr>
<td>NADEP</td>
<td>Naval Air Depot</td>
</tr>
<tr>
<td>NAEC</td>
<td>Naval Air Engineering Center</td>
</tr>
<tr>
<td>NAES</td>
<td>Naval Air Engineering Station</td>
</tr>
<tr>
<td>NAF</td>
<td>Naval Air Facility</td>
</tr>
<tr>
<td>NALCO</td>
<td>Naval Air Logistics Control Office</td>
</tr>
<tr>
<td>NALF</td>
<td>Naval Auxiliary Landing Field</td>
</tr>
<tr>
<td>NALO</td>
<td>Navy Air Logistics Office</td>
</tr>
<tr>
<td>NAS</td>
<td>Naval Air Station</td>
</tr>
<tr>
<td>NAT</td>
<td>North Atlantic (ICAO Region)</td>
</tr>
<tr>
<td>natl</td>
<td>national</td>
</tr>
<tr>
<td>nav</td>
<td>navigation</td>
</tr>
<tr>
<td>navaid</td>
<td>navigation aid</td>
</tr>
<tr>
<td>NAVMTO</td>
<td>Navy Material Transportation Office</td>
</tr>
<tr>
<td>NAWC</td>
<td>Naval Air Warfare Center</td>
</tr>
<tr>
<td>NAWS</td>
<td>Naval Air Weapons Station</td>
</tr>
<tr>
<td>NCRP</td>
<td>Non–Compulsory Reporting Point</td>
</tr>
<tr>
<td>NDB</td>
<td>Non–Directional Radio Beacon</td>
</tr>
<tr>
<td>NE</td>
<td>Northeast</td>
</tr>
<tr>
<td>nec</td>
<td>necessary</td>
</tr>
<tr>
<td>NEW</td>
<td>Net Explosives Weight</td>
</tr>
<tr>
<td>ngt</td>
<td>night</td>
</tr>
<tr>
<td>NM</td>
<td>nautical miles</td>
</tr>
<tr>
<td>nmil</td>
<td>normal</td>
</tr>
<tr>
<td>NMR</td>
<td>nautical mile radius</td>
</tr>
<tr>
<td>No or Nr</td>
<td>number</td>
</tr>
<tr>
<td>NOLF</td>
<td>Naval Outlying Field</td>
</tr>
<tr>
<td>NORDO</td>
<td>Lost communications or no radio installed/available in aircraft</td>
</tr>
<tr>
<td>NOTAM</td>
<td>Notice to Air Missions</td>
</tr>
<tr>
<td>Nov</td>
<td>November</td>
</tr>
<tr>
<td>npi</td>
<td>non precision instrument</td>
</tr>
<tr>
<td>Nr or No</td>
<td>number</td>
</tr>
<tr>
<td>NS ABTMT</td>
<td>Noise Abatement</td>
</tr>
<tr>
<td>NSA</td>
<td>Naval Station</td>
</tr>
<tr>
<td>NSF</td>
<td>Naval Support Activity</td>
</tr>
<tr>
<td>NSA</td>
<td>Naval Support Activity</td>
</tr>
<tr>
<td>NSF</td>
<td>Naval Support Facility</td>
</tr>
<tr>
<td>NSTD</td>
<td>nonstandard</td>
</tr>
<tr>
<td>ntc</td>
<td>notice</td>
</tr>
<tr>
<td>NVD</td>
<td>Night Vision Devices</td>
</tr>
<tr>
<td>NVG</td>
<td>Night Vision Goggles</td>
</tr>
<tr>
<td>NW</td>
<td>Northwest</td>
</tr>
<tr>
<td>NWC</td>
<td>Naval Weapons Center</td>
</tr>
<tr>
<td>O/A</td>
<td>On or about</td>
</tr>
<tr>
<td>O/S</td>
<td>out of service</td>
</tr>
<tr>
<td>O/R</td>
<td>On Request</td>
</tr>
<tr>
<td>OAT</td>
<td>Operational Air Traffic</td>
</tr>
<tr>
<td>obsn</td>
<td>observation</td>
</tr>
<tr>
<td>obst</td>
<td>obstruction</td>
</tr>
<tr>
<td>OCA</td>
<td>Oceanic Control Area</td>
</tr>
<tr>
<td>ocnl</td>
<td>occasional</td>
</tr>
<tr>
<td>Oct</td>
<td>October</td>
</tr>
<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Lighting System</td>
</tr>
<tr>
<td>O/D</td>
<td>Off Route Terrain Clearance Altitude</td>
</tr>
<tr>
<td>OT</td>
<td>other times</td>
</tr>
<tr>
<td>OTS</td>
<td>out of service</td>
</tr>
<tr>
<td>outbd</td>
<td>outbound</td>
</tr>
<tr>
<td>ovft</td>
<td>overflight</td>
</tr>
<tr>
<td>ovrn</td>
<td>overrun</td>
</tr>
<tr>
<td>OX</td>
<td>oxygen</td>
</tr>
<tr>
<td>P/L</td>
<td>plain language</td>
</tr>
<tr>
<td>PAC</td>
<td>Pacific (ICAO Region)</td>
</tr>
<tr>
<td>PAEW</td>
<td>personnel and equipment working</td>
</tr>
<tr>
<td>PALS</td>
<td>Precision Approach and Landing System</td>
</tr>
<tr>
<td>(NAVY)</td>
<td></td>
</tr>
<tr>
<td>PAPI</td>
<td>Precision Approach Path Indicator</td>
</tr>
<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
</tr>
<tr>
<td>para</td>
<td>paragraph</td>
</tr>
<tr>
<td>parl</td>
<td>parallel</td>
</tr>
<tr>
<td>pat</td>
<td>pattern</td>
</tr>
<tr>
<td>PAX</td>
<td>Passenger</td>
</tr>
<tr>
<td>PCL</td>
<td>pilot controlled lighting</td>
</tr>
<tr>
<td>PCN</td>
<td>Pavement Classification Number</td>
</tr>
<tr>
<td>PCR</td>
<td>Pavement Classification Rating</td>
</tr>
<tr>
<td>PDC</td>
<td>Pre–Departure Clearance</td>
</tr>
<tr>
<td>pent</td>
<td>penetrate</td>
</tr>
<tr>
<td>perm</td>
<td>permanent</td>
</tr>
<tr>
<td>perms</td>
<td>permission</td>
</tr>
<tr>
<td>pers</td>
<td>personnel</td>
</tr>
<tr>
<td>PFC</td>
<td>Porous Friction Courses</td>
</tr>
<tr>
<td>PJE</td>
<td>Parachuting Activities/Exercises</td>
</tr>
<tr>
<td>p-line</td>
<td>power line</td>
</tr>
<tr>
<td>PM</td>
<td>Post meridian, noon til midnight</td>
</tr>
<tr>
<td>PMRF</td>
<td>Pacific Missile Range Facility</td>
</tr>
<tr>
<td>PMSV</td>
<td>Pilot–to–Metro Service</td>
</tr>
<tr>
<td>PN</td>
<td>prior notice</td>
</tr>
<tr>
<td>POB</td>
<td>persons on board</td>
</tr>
<tr>
<td>POL</td>
<td>Petrol, Oils and Lubricants</td>
</tr>
<tr>
<td>posn</td>
<td>position</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>PPR</td>
<td>prior permission required</td>
</tr>
<tr>
<td>prcht</td>
<td>parachute</td>
</tr>
<tr>
<td>pref</td>
<td>prefer</td>
</tr>
<tr>
<td>prev</td>
<td>previous</td>
</tr>
<tr>
<td>prim</td>
<td>primary</td>
</tr>
<tr>
<td>prk</td>
<td>park</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>pro</td>
<td>procedure</td>
</tr>
<tr>
<td>proh</td>
<td>prohibited</td>
</tr>
<tr>
<td>pt</td>
<td>point</td>
</tr>
<tr>
<td>PTD</td>
<td>Pilot to Dispatcher</td>
</tr>
<tr>
<td>pub</td>
<td>publication</td>
</tr>
<tr>
<td>publ</td>
<td>publish</td>
</tr>
<tr>
<td>PVASI</td>
<td>Pulsating Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>pvt</td>
<td>private</td>
</tr>
<tr>
<td>pwr</td>
<td>power</td>
</tr>
<tr>
<td>QFE</td>
<td>Altimeter Setting above station</td>
</tr>
<tr>
<td>QNE</td>
<td>Altimeter Setting of 29.92 inches which provides height above standard datum plane</td>
</tr>
<tr>
<td>QNH</td>
<td>Altimeter Setting which provides height above mean sea level</td>
</tr>
<tr>
<td>qtrs</td>
<td>quarters</td>
</tr>
<tr>
<td>quad</td>
<td>quadrant</td>
</tr>
<tr>
<td>R/T</td>
<td>Radiotelephony</td>
</tr>
<tr>
<td>R/W</td>
<td>Rotary/Wing</td>
</tr>
<tr>
<td>RACON</td>
<td>Radar Beacon</td>
</tr>
<tr>
<td>rad</td>
<td>radius, radial</td>
</tr>
<tr>
<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
</tr>
<tr>
<td>RAMCC</td>
<td>Regional Air Movement Control Center</td>
</tr>
<tr>
<td>R-AOE</td>
<td>Regular Airport of Entry</td>
</tr>
<tr>
<td>RAPCON</td>
<td>Radar Approach Control (USAF)</td>
</tr>
<tr>
<td>RATCF</td>
<td>Radar Air Traffic Control Facility (Navy)</td>
</tr>
<tr>
<td>RCAG</td>
<td>Remote Center Air to Ground Facility</td>
</tr>
<tr>
<td>RCAGL</td>
<td>Remote Center Air to Ground Facility Long Range</td>
</tr>
<tr>
<td>RCL</td>
<td>runway centerline</td>
</tr>
<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
</tr>
<tr>
<td>RCO</td>
<td>Remote Communications Outlet</td>
</tr>
<tr>
<td>rctp</td>
<td>reception</td>
</tr>
<tr>
<td>RCR</td>
<td>Runway Condition Reading</td>
</tr>
<tr>
<td>rcv</td>
<td>receive</td>
</tr>
<tr>
<td>rcvr</td>
<td>receiver</td>
</tr>
<tr>
<td>rdo</td>
<td>radio</td>
</tr>
<tr>
<td>recon</td>
<td>reconstruct</td>
</tr>
<tr>
<td>refu</td>
<td>refueling</td>
</tr>
<tr>
<td>reg</td>
<td>regulation, regular</td>
</tr>
<tr>
<td>REIL</td>
<td>Runway End Identifier Lights</td>
</tr>
<tr>
<td>rel</td>
<td>reliable</td>
</tr>
<tr>
<td>relctd</td>
<td>relocated</td>
</tr>
<tr>
<td>REP</td>
<td>Reporting Point</td>
</tr>
<tr>
<td>req</td>
<td>request</td>
</tr>
<tr>
<td>RETIL</td>
<td>Rapid Exit Taxiway Indicator Light</td>
</tr>
<tr>
<td>Rgn</td>
<td>Region</td>
</tr>
<tr>
<td>Rgnl</td>
<td>Regional</td>
</tr>
<tr>
<td>rgt</td>
<td>right</td>
</tr>
<tr>
<td>rgt tfc</td>
<td>right traffic</td>
</tr>
<tr>
<td>rgl</td>
<td>realigned</td>
</tr>
<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
</tr>
<tr>
<td>rmk</td>
<td>remark</td>
</tr>
<tr>
<td>rng</td>
<td>range, radio range</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Navigation Performance</td>
</tr>
<tr>
<td>RON</td>
<td>Remain Overnight</td>
</tr>
<tr>
<td>Rot Lf or Bcn</td>
<td>Rotating Light or Beacon</td>
</tr>
<tr>
<td>RPI</td>
<td>Runway Point of Intercept</td>
</tr>
<tr>
<td>rpt</td>
<td>report</td>
</tr>
<tr>
<td>rqr</td>
<td>require</td>
</tr>
<tr>
<td>RR</td>
<td>Railroad</td>
</tr>
<tr>
<td>RRP</td>
<td>Runway Reference Point</td>
</tr>
<tr>
<td>RSC</td>
<td>Runway Surface Condition</td>
</tr>
<tr>
<td>RSDU</td>
<td>Radar Storm Detection Unit</td>
</tr>
<tr>
<td>RSE</td>
<td>Runway Starter Extension/Starters Strip</td>
</tr>
<tr>
<td>RSRS</td>
<td>Reduced Same Runway Separation</td>
</tr>
<tr>
<td>rstd</td>
<td>restricted</td>
</tr>
<tr>
<td>rte</td>
<td>route</td>
</tr>
<tr>
<td>ruf</td>
<td>rough</td>
</tr>
<tr>
<td>RVR</td>
<td>Runway Visual Range</td>
</tr>
<tr>
<td>RVSM</td>
<td>Reduced Vertical Separation Minima</td>
</tr>
<tr>
<td>rwy</td>
<td>runway</td>
</tr>
<tr>
<td>S</td>
<td>South</td>
</tr>
<tr>
<td>S/D</td>
<td>Seadrome</td>
</tr>
<tr>
<td>SALS</td>
<td>Short Approach Lighting System</td>
</tr>
<tr>
<td>SAR</td>
<td>Search and Rescue</td>
</tr>
<tr>
<td>Sat</td>
<td>Saturday</td>
</tr>
<tr>
<td>SAVASI</td>
<td>Simplified Abbreviated Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>SAWRS</td>
<td>Supplement Aviation Weather Reporting Station</td>
</tr>
<tr>
<td>Sby</td>
<td>standby</td>
</tr>
<tr>
<td>Sched</td>
<td>scheduled services</td>
</tr>
<tr>
<td>scct</td>
<td>sector</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Directional Facility</td>
</tr>
<tr>
<td>SE</td>
<td>Southeast</td>
</tr>
<tr>
<td>sec</td>
<td>second, section</td>
</tr>
<tr>
<td>secd</td>
<td>secondary</td>
</tr>
<tr>
<td>SELCAL</td>
<td>Selective Calling System</td>
</tr>
<tr>
<td>SELF</td>
<td>Strategic Expeditionary Landing Field</td>
</tr>
<tr>
<td>SEng</td>
<td>Single Engine</td>
</tr>
<tr>
<td>Sep</td>
<td>September</td>
</tr>
<tr>
<td>SFA</td>
<td>Single Frequency Approach</td>
</tr>
<tr>
<td>SFB</td>
<td>Space Force Base</td>
</tr>
<tr>
<td>sfc</td>
<td>surface</td>
</tr>
<tr>
<td>SFL</td>
<td>Sequence Flashing Lights</td>
</tr>
<tr>
<td>SFRA</td>
<td>Special Flight Rules Area</td>
</tr>
<tr>
<td>SID</td>
<td>Standard Instrument Departure</td>
</tr>
<tr>
<td>SIDA</td>
<td>Secure Identification Display Area</td>
</tr>
<tr>
<td>SIF</td>
<td>Selective Identification Feature</td>
</tr>
<tr>
<td>sked</td>
<td>schedule</td>
</tr>
<tr>
<td>SM</td>
<td>statute miles</td>
</tr>
<tr>
<td>SOAP</td>
<td>Spectrometric Oil Analysis Program</td>
</tr>
<tr>
<td>SOF</td>
<td>Supervisor of Flying</td>
</tr>
<tr>
<td>SPB</td>
<td>Seaplane Base</td>
</tr>
<tr>
<td>SR</td>
<td>sunrise</td>
</tr>
<tr>
<td>SRE</td>
<td>Surveillance Radar Element of GCA (Instrument Approach Procedures Identification only)</td>
</tr>
<tr>
<td>SS</td>
<td>sunset</td>
</tr>
<tr>
<td>SSALS/R</td>
<td>Simplified Short Approach Lighting System/with RAIL</td>
</tr>
<tr>
<td>SSB</td>
<td>Single Sideband</td>
</tr>
<tr>
<td>SSR</td>
<td>Secondary Surveillance Radar</td>
</tr>
<tr>
<td>STA</td>
<td>Straight-in Approach</td>
</tr>
<tr>
<td>std</td>
<td>standard</td>
</tr>
<tr>
<td>stn</td>
<td>station</td>
</tr>
<tr>
<td>stor</td>
<td>storage</td>
</tr>
<tr>
<td>str</td>
<td>Straight-in</td>
</tr>
</tbody>
</table>

**AK, 21 MAR 2024 to 16 MAY 2024**
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>stu</td>
<td>student</td>
</tr>
<tr>
<td>subj</td>
<td>subject</td>
</tr>
<tr>
<td>survl</td>
<td>survival, surveillance</td>
</tr>
<tr>
<td>sum</td>
<td>summer</td>
</tr>
<tr>
<td>Sun</td>
<td>Sunday</td>
</tr>
<tr>
<td>sur</td>
<td>surround</td>
</tr>
<tr>
<td>suspd</td>
<td>suspended</td>
</tr>
<tr>
<td>sUAS</td>
<td>small Unmanned Aerial Systems</td>
</tr>
<tr>
<td>svc</td>
<td>service</td>
</tr>
<tr>
<td>svcg</td>
<td>servicing</td>
</tr>
<tr>
<td>SW</td>
<td>Southwest</td>
</tr>
<tr>
<td>sys</td>
<td>system</td>
</tr>
<tr>
<td>TA</td>
<td>Transition Altitude</td>
</tr>
<tr>
<td>TAC</td>
<td>Tactical Air Command</td>
</tr>
<tr>
<td>TAF</td>
<td>Aerodrome (terminal or alternate) forecast in abbreviated form</td>
</tr>
<tr>
<td>TALCE</td>
<td>Tanker Aircraft Control Element</td>
</tr>
<tr>
<td>TCA</td>
<td>Terminal Control Area</td>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height</td>
</tr>
<tr>
<td>TCTA</td>
<td>Transcontinental Control Area</td>
</tr>
<tr>
<td>TD</td>
<td>Touchdown</td>
</tr>
<tr>
<td>TDWR</td>
<td>Terminal Doppler Weather Radar</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
</tr>
<tr>
<td>tfe</td>
<td>traffic</td>
</tr>
<tr>
<td>thld</td>
<td>threshold</td>
</tr>
<tr>
<td>thou</td>
<td>thousand</td>
</tr>
<tr>
<td>thru</td>
<td>through</td>
</tr>
<tr>
<td>Thu</td>
<td>Thursday</td>
</tr>
<tr>
<td>til</td>
<td>until</td>
</tr>
<tr>
<td>tkf, tkof</td>
<td>take–off</td>
</tr>
<tr>
<td>TLV</td>
<td>Transition Level</td>
</tr>
<tr>
<td>tmpry</td>
<td>temporary</td>
</tr>
<tr>
<td>TODA</td>
<td>Take–Off Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Take–Off Run Available</td>
</tr>
<tr>
<td>TP</td>
<td>Tire Pressure</td>
</tr>
<tr>
<td>TPA</td>
<td>Traffic Pattern Altitude</td>
</tr>
<tr>
<td>TRACON</td>
<td>Terminal Radar Approach Control (FAA)</td>
</tr>
<tr>
<td>tran</td>
<td>transient</td>
</tr>
<tr>
<td>trans</td>
<td>transmit</td>
</tr>
<tr>
<td>trml</td>
<td>terminal</td>
</tr>
<tr>
<td>trng</td>
<td>training</td>
</tr>
<tr>
<td>trns</td>
<td>transition</td>
</tr>
<tr>
<td>TRSA</td>
<td>Terminal Radar Service Area</td>
</tr>
<tr>
<td>Tue</td>
<td>Tuesday</td>
</tr>
<tr>
<td>TV</td>
<td>Television</td>
</tr>
<tr>
<td>twr</td>
<td>tower</td>
</tr>
<tr>
<td>twy</td>
<td>taxiway</td>
</tr>
<tr>
<td>UACC</td>
<td>Upper Area Control Center (used outside US)</td>
</tr>
<tr>
<td>UAS</td>
<td>Unmanned Aerial Systems</td>
</tr>
<tr>
<td>UC</td>
<td>Under Construction</td>
</tr>
<tr>
<td>UCN</td>
<td>Urgent Change Notice</td>
</tr>
<tr>
<td>UDA</td>
<td>Upper Advisory Area</td>
</tr>
<tr>
<td>UDF</td>
<td>Ultra High Frequency Direction Finder</td>
</tr>
<tr>
<td>UFN</td>
<td>until further notice</td>
</tr>
<tr>
<td>UHF</td>
<td>Ultra High Frequency (300 to 3000 MHz)</td>
</tr>
<tr>
<td>UIR</td>
<td>Upper Flight Information Region</td>
</tr>
<tr>
<td>una</td>
<td>unable</td>
</tr>
<tr>
<td>unauthd</td>
<td>unauthorized</td>
</tr>
<tr>
<td>unavlbl</td>
<td>unavailable</td>
</tr>
<tr>
<td>uncntl</td>
<td>uncontrolled</td>
</tr>
<tr>
<td>unk</td>
<td>unknown</td>
</tr>
<tr>
<td>unlgtd</td>
<td>unlighted</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>unlgtd</td>
<td>unlimited</td>
</tr>
<tr>
<td>unmrk</td>
<td>unmarked</td>
</tr>
<tr>
<td>unmtom</td>
<td>unmonitored</td>
</tr>
<tr>
<td>unrel</td>
<td>unreliable</td>
</tr>
<tr>
<td>unrstd</td>
<td>unrestricted</td>
</tr>
<tr>
<td>unsafy</td>
<td>unsatisfactory</td>
</tr>
<tr>
<td>unsked</td>
<td>unscheduled</td>
</tr>
<tr>
<td>unsvc</td>
<td>unserviceable</td>
</tr>
<tr>
<td>unuse, unusbl</td>
<td>unusable</td>
</tr>
<tr>
<td>USA</td>
<td>United States Army</td>
</tr>
<tr>
<td>USAF</td>
<td>United States Air Force</td>
</tr>
<tr>
<td>USB</td>
<td>Upper Side Band</td>
</tr>
<tr>
<td>USCG</td>
<td>United States Coast Guard</td>
</tr>
<tr>
<td>USMC</td>
<td>United States Marine Corps</td>
</tr>
<tr>
<td>USSF</td>
<td>United States Space Force</td>
</tr>
<tr>
<td>USN</td>
<td>United States Navy</td>
</tr>
<tr>
<td>UTA</td>
<td>Upper Control Area</td>
</tr>
<tr>
<td>UTC</td>
<td>Coordinated Universal Time</td>
</tr>
<tr>
<td>V</td>
<td>Defense Switching Network (telephone, formerly AUTOVON)</td>
</tr>
<tr>
<td>V/STOL</td>
<td>Vertical and Short Take–off and Landing aircraft</td>
</tr>
<tr>
<td>VAL</td>
<td>Visiting Aircraft Line</td>
</tr>
<tr>
<td>var</td>
<td>variation (magnetic variation)</td>
</tr>
<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>vcnty</td>
<td>vicinity</td>
</tr>
<tr>
<td>VDF</td>
<td>Very High Frequency Direction Finder</td>
</tr>
<tr>
<td>veh</td>
<td>vehicle</td>
</tr>
<tr>
<td>vert</td>
<td>vertical</td>
</tr>
<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
</tr>
<tr>
<td>VFR–S</td>
<td>FLIP VFR Supplement</td>
</tr>
<tr>
<td>VHF</td>
<td>Very High Frequency (30 to 300 MHz)</td>
</tr>
<tr>
<td>VIP</td>
<td>Very Important Person</td>
</tr>
<tr>
<td>vis</td>
<td>visibility</td>
</tr>
<tr>
<td>VMC</td>
<td>Visual Meteorological Conditions</td>
</tr>
<tr>
<td>VOIP</td>
<td>Voice Over Internet Protocol</td>
</tr>
<tr>
<td>VOT</td>
<td>VOR Receiver Testing Facility</td>
</tr>
<tr>
<td>W</td>
<td>Warning Area (followed by identification), Watts, West, White</td>
</tr>
<tr>
<td>WCH</td>
<td>Wheel Crossing Height</td>
</tr>
<tr>
<td>Wed</td>
<td>Wednesday</td>
</tr>
<tr>
<td>Wg</td>
<td>Wing</td>
</tr>
<tr>
<td>WIE</td>
<td>with immediate effect</td>
</tr>
<tr>
<td>win</td>
<td>winter</td>
</tr>
<tr>
<td>WIP</td>
<td>work in progress</td>
</tr>
<tr>
<td>WSO</td>
<td>Weather Service Office</td>
</tr>
<tr>
<td>WSFO</td>
<td>Weather Service Forecast Office</td>
</tr>
<tr>
<td>wk</td>
<td>week</td>
</tr>
<tr>
<td>wkd</td>
<td>weekday</td>
</tr>
<tr>
<td>wkly</td>
<td>weekly</td>
</tr>
<tr>
<td>wng</td>
<td>warning</td>
</tr>
<tr>
<td>wo</td>
<td>without</td>
</tr>
<tr>
<td>WSP</td>
<td>Weather System Processor</td>
</tr>
<tr>
<td>wt</td>
<td>weight</td>
</tr>
<tr>
<td>wx</td>
<td>weather</td>
</tr>
<tr>
<td>yd</td>
<td>yard</td>
</tr>
<tr>
<td>yr</td>
<td>year</td>
</tr>
<tr>
<td>Z</td>
<td>Greenwich Mean Time (time groups only)</td>
</tr>
</tbody>
</table>
INTENTIONALLY
LEFT
BLANK
SECTION 1: AIRPORT/FACILITY DIRECTORY LEGEND

AIRPORT NAME: SAMPLE

1. CITY NAME
   ALT NAME (ALTERNATE NAME) (LS/KLTS) CIV/MIL 3 NT UTC-06-5 PDT 9/29/1992 200 B TPA-1000(800) AOE LRA Class W ARFF Index A NOTAM FILE ORL Not insp. MON Airport
   9/23/92
   2. AIRPORT/FACILITY DIRECTORY LEGEND
   Rwy 18-36 H12004X200 (ASPH-CONC-GRVD)
   S-90, D-160, 2-300 PCN R/W/B/T HIRL CL
   Rwy 18: RLLS MALSF TDZL REIL PAPI(P2R)—GA 3.0” TCH 36°
   RVR-TMR Thd dpdcd 300’. Trees Rgt tlc. 0.3% up.
   Rwy 36: ALSF. 0.4% down.
   Rwy 09-27: H6000X150 (ASPH) PCR 1234 R/B/W/T MRL
   Rwy 173-353: H3515X150 (ASPH-PFC) ALUW PCN 59 F/A/T

3. LAND AND HOLD-SH Ort OPERATIONS
   LGD Rwy HOLD-SHORT POINT AVBL LGD DIST
   Rwy 18 09-27 6500
   Rwy 36 09-27 5400

4. RUNWAY DECLARED DISTANCE INFORMATION
   Rwy 18: TORA-12004 TODA-12004 ASDA-11704 LDA-11504
   Rwy 36: TORA-12004 TODA-12004 ASDA-12004 LDA-11704

5. ARRESTING GEAR/ SYSTEM
   Rwy 18: HOOK E5 (65’ OVRN) BAK-14 BAK-12B (1650’)
   BAK-14 BAK-12B (1087’) HOOK E5 (74’ OVRN) Rwy 36

6. SERVICE: S4 FUEL 100LL JET A OX 1 3 LGT ACTIVATE MALSF Rwy 29, REIL Rwy 11, VASI Rwy 11, HIRL Rwy 11-29, PAPI Rwy 17 and Rwy 35, MRL Rwy 17-35—CTAF. MILITARY—A GEAR E-5 connected on dep end, disconnected on apch end.
   JASJ 3(A32A-60) 2(A32A-86) FUEL J8(Mil)(INC-100, A)
   FLUID: W SP PRESAIR L0X OIL 0-12B
   MAINT S1 Mon-Fri 1000-2200Z
   TRN ALERT Avbl 1300-0200Z svc limited weekends.

7. NOISE:
   Noise abatement 3 miles from Rwy 18. Contact tower manager.

8. AIRPORT REMARKS:

9. MILITARY REMARKS:

10. AIRPORT MANAGER:
   (580) 481-5739

11. WEATHER DATA SOURCES: AWOS—1 120.3 (202) 426-8000, LAWS.

12. COMMUNICATIONS: SFA CTAF 122.8 UNICOM 122.95 ATIS 127.25 273.5 (202) 426-8000 PTD 372.2

13. NAME FSS (ORL) on arpt. 123.65 122.65 122.2

14. NAME RCO 112.27 112.1R (NAME RADIO)

15. NAME APP/DEP CON 128.35 257.725 (1200-0400Z)

16. TOWER 119.65 255.6 (1200-0400Z) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55

17. CPDLC D-HWXR, D-TAXI, D-LOGON (LOGON KMEM)

18. NAME COMD POST (GERONIMO) 311.0 321.4 6761 PMVS METRO 239.8 NAME OPS 257.5

19. AIRSPACE: CLASS B See VFR Terminal Area Chart.

20. VOR TEST FACILITY (VOT): 116.7

21. RADIO AIDS TO NAVIGATION: NOTAM FILE ORL VHF/DF ctc FSS.

22. (H) H VORTAC 112.2 MCO Chan 59 N28°32.55 W81°20.12˚ at fld. 1110/8E.

23. (H) TACAN Chan 29 CBU (109.2) N28°32.65 W81°21.12˚ at fld. 1115/8E.

24. HERNY NDB (NOM) 221 OR N28°37.40 W81°21.05˚ 177° 5.4 NM to fld.

25. ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class II IE LORN HERNY NDB.

26. ASR/PAR (1200-0400Z)

27. COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

28. HELIPAD H1: H100X75 (ASPH)

29. HELIPAD H2: H60X60 (ASPH)

30. HELIPORT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.

31. 187 TPA 1000(813)

32. WATERWAY 35-33: 5000X425 (WATER)

SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of arpt not visible from twr and are required to ctc twr.

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

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 Terminals

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

Runway Centerline Lighting

Approach Lighting System ALSF-2
Approach Lighting System ALSF-1
Short Approach Lighting System SALS/SALSF
Simplified Short Approach Lighting System (ISSAR) with RAIL
Medium Intensity Approach Lighting System (MALS and MALSF)/ISSALS and SSALS
Medium Intensity Approach Lighting System (MALS) and RAIL
Omnidirectional Approach Lighting System (ODALS)
Navy Parallel Row and Cross Bar

Visual Approach Slope Indicator with Standard Threshold Clearance provided
Pulsating Visual Approach Slope Indicator
Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft
Tri-color Visual Approach Slope Indicator
Approach Path Alignment Panel (APAP)
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 contiguous 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.

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

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—5h—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.

AK, 21 MAR 2024 to 16 MAY 2024
GEONIC 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.

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.

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.

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.

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.

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.

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.

AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS
U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.
AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.
LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.
NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

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

AK, 21 MAR 2024 to 16 MAY 2024
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

<table>
<thead>
<tr>
<th>Type of Air Carrier Operation</th>
<th>Class I</th>
<th>Class II</th>
<th>Class III</th>
<th>Class IV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Air Carrier Aircraft with 31 or more passenger seats</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unscheduled Air Carrier Aircraft with 31 or more passengers seats</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scheduled Air Carrier Aircraft with 10 to 30 passenger seats</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

<table>
<thead>
<tr>
<th>Airport Index</th>
<th>Required No. Vehicles</th>
<th>Aircraft Length</th>
<th>Scheduled Departures</th>
<th>Agent + Water for Foam</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1</td>
<td>&lt;90’</td>
<td>≥1</td>
<td>500#DC or HALON 1211 or 450#DC + 100 gal H₂O</td>
</tr>
<tr>
<td>B</td>
<td>1 or 2</td>
<td>≥90’, &lt;126’</td>
<td>≥5</td>
<td>Index A + 1500 gal H₂O</td>
</tr>
<tr>
<td></td>
<td></td>
<td>≥126’, &lt;159’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>2 or 3</td>
<td>≥126’, &lt;159’</td>
<td>≥5</td>
<td>Index A + 3000 gal H₂O</td>
</tr>
<tr>
<td></td>
<td></td>
<td>≥159’, &lt;200’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>3</td>
<td>≥159’, &lt;200’</td>
<td>≥5</td>
<td>Index A + 4000 gal H₂O</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt;200’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>3</td>
<td>≥200’</td>
<td>≥5</td>
<td>Index A + 6000 gal H₂O</td>
</tr>
</tbody>
</table>

> 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.

NOTAM SERVICE

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

FAA INSPECTION

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

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.

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.
AIRPORT/FACILITY DIRECTORY LEGEND

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

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

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

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

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.
SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).
PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

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

Details of the coded format are as follows:

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

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

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

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

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

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

RUNWAY LIGHTING

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

NSTD — Light system fails to meet FAA standards.
LIRL — Low Intensity Runway Lights.
MIIRL — Medium Intensity Runway Lights.
HIIRL — High Intensity Runway Lights.
RAIL — Runway Alignment Indicator Lights.
REIL — Runway End Identifier Lights.
CL — Centerline Lights.
TDZL — Touchdown Zone Lights.
ODALS — Omni Directional Approach Lighting System.
AF OVRN — Air Force Overrun 1000’ Standard Approach Lighting System.
MALS — Medium Intensity Approach Lighting System.
MALSF — Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
MALSR — Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.
RLLS — Runway Lead-in Light System

SALS — Short Approach Lighting System.
SALSF — Short Approach Lighting System with Sequenced Flashing Lights.
SSALS — Simplified Short Approach Lighting System.
SSALF — Simplified Short Approach Lighting System with Sequenced Flashing Lights.
SSALR — Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
ALSAS — High Intensity Approach Lighting System with Sequenced Flashing Lights.
ALSFS1 — High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
ALSFS2 — High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
SF — Sequenced Flashing Lights.
OLS — Optical Landing System.
WAVE-OFF.

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

VISUAL GLIDESLOPE INDICATORS

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

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

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

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

AK, 21 MAR 2024 to 16 MAY 2024
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

Pilot Control of Airport Lighting

<table>
<thead>
<tr>
<th>Key Mike</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL–Off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL–Off)</td>
</tr>
</tbody>
</table>

Available systems will be indicated in the Service section, e.g., LGT Activate HIRL Rwy 07–25, MALS 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.

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 rather 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.

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.

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)

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAK–9</td>
<td>Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12A</td>
<td>Standard BAK–12 with 950 foot run out, 1–inch cable and 40,000 pound weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>BAK–12B</td>
<td>Extended BAK–12 with 1200 foot run, ¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake.</td>
</tr>
<tr>
<td>E28</td>
<td>Rotary Hydraulic (Water Brake).</td>
</tr>
<tr>
<td>M21</td>
<td>Rotary Hydraulic (Water Brake) Mobile.</td>
</tr>
</tbody>
</table>
The following device is used in conjunction with some aircraft arresting systems:

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

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

### UNI–DIRECTIONAL CABLE

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

### FOREIGN CABLE

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

### UNI–DIRECTIONAL BARRIER

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

**NOTE:** Landing short of the runway threshold on a runway with a BAK–15 in the undernurn is a significant hazard. The barrier in the down position still protrudes several inches above the undernurn. 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.

### SERVICE

**SERVICE—CIVIL**

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

### CODE | FUEL
---|---
100 | Grade 100 gasoline (Green)
100LL | 100LL gasoline (low lead) (Blue)
A | Jet A, Kerosene, without FS–II*, FP** minus 40ºC.
A+ | Jet A, Kerosene, with FS–II*, FP** minus 40ºC.
A++ | Jet A, Kerosene, with FS–II*, C/L1#, SDA##, FP** minus 40ºC.
A++100 | Jet A, Kerosene, with FS–II*, C/L1#, SDA##, FP** minus 40ºC, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.
A1 | Jet A–1, Kerosene, without FS–II*, FP** minus 47ºC.
A1+ | Jet A–1, Kerosene with FS–II*, FP** minus 47ºC.

**FUEL CODE** | **FUEL**
---|---
J8+100 | (JP–8 military specification) Jet A–1, Kerosene with FS–II*, C/L1#, SDA##, FP** minus 47ºC, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.
J | (Jet Fuel Type Unknown)
UL91 | Unleaded Grade 91 gasoline
UL94 | Unleaded Grade 94 gasoline
UL100 | Unleaded Grade 100 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 octave 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**

<table>
<thead>
<tr>
<th>Code</th>
<th>Type Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OX 1</td>
<td>High Pressure</td>
</tr>
<tr>
<td>OX 2</td>
<td>Low Pressure</td>
</tr>
<tr>
<td>OX 3</td>
<td>High Pressure—Replacement Bottles</td>
</tr>
<tr>
<td>OX 4</td>
<td>Low Pressure—Replacement Bottles</td>
</tr>
</tbody>
</table>

**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:**

<table>
<thead>
<tr>
<th>Model</th>
<th>AC Specifications</th>
<th>DC Specifications</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/M32A-56</td>
<td>115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire</td>
<td>28v, 1500 amp, 72 kw (with TR pack)</td>
</tr>
<tr>
<td>MC-1A</td>
<td>115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire</td>
<td>28v, 500 amp, 14 kw</td>
</tr>
<tr>
<td>MD-3</td>
<td>115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>28v, 1500 amp, 45 kw, split bus</td>
</tr>
<tr>
<td>MD-3A</td>
<td>115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>28v, 1500 amp, 45 kw, split bus</td>
</tr>
<tr>
<td>MD-3M</td>
<td>115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>28v, 500 amp, 15 kw</td>
</tr>
<tr>
<td>MD-4</td>
<td>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</td>
<td></td>
</tr>
</tbody>
</table>

**AIR STARTING UNITS**

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

**COMBINED AIR AND ELECTRICAL STARTING UNITS:**

<table>
<thead>
<tr>
<th>Model</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGPU</td>
<td>AC: 115/200v, 400 cycle, 3 phase, 30 kw gen</td>
</tr>
<tr>
<td></td>
<td>DC: 28v, 700 amp</td>
</tr>
<tr>
<td>AM32A-60*</td>
<td>AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia</td>
</tr>
<tr>
<td></td>
<td>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva</td>
</tr>
<tr>
<td></td>
<td>DC: 28v, 500 amp</td>
</tr>
<tr>
<td>AM32A-60A</td>
<td>AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia</td>
</tr>
<tr>
<td></td>
<td>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire</td>
</tr>
<tr>
<td></td>
<td>DC: 28v, 200 amp</td>
</tr>
<tr>
<td>AM32A-60B*</td>
<td>AIR: 130 lb/min, 50 psia</td>
</tr>
<tr>
<td></td>
<td>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire</td>
</tr>
<tr>
<td></td>
<td>DC: 28v, 200 amp</td>
</tr>
</tbody>
</table>

*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.

MU-200NAV/A/U47A-5  
204 lbs/min @ 56 psi.

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:

NCP-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

59BZ-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):

C1A1  
AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp

AIR 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

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/p_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  
<table>
<thead>
<tr>
<th>CODE</th>
<th>OXYGEN:</th>
</tr>
</thead>
<tbody>
<tr>
<td>140</td>
<td>LPOX — Low pressure oxygen servicing.</td>
</tr>
<tr>
<td>130</td>
<td>HPOX — High pressure oxygen servicing.</td>
</tr>
<tr>
<td>150</td>
<td>LHOX — Low and high pressure oxygen servicing.</td>
</tr>
<tr>
<td>5</td>
<td>LOX — Liquid oxygen servicing.</td>
</tr>
<tr>
<td>25</td>
<td>OXRB — Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)</td>
</tr>
<tr>
<td>20</td>
<td>NOTE: Indications oxygen servicing when type of servicing is unknown.</td>
</tr>
<tr>
<td>25</td>
<td>LHOXRB — Low and high pressure oxygen servicing and replacement bottles;</td>
</tr>
<tr>
<td>25</td>
<td>LPOXRB — Low pressure oxygen replacement bottles only, etc.</td>
</tr>
<tr>
<td>25</td>
<td>NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.</td>
</tr>
</tbody>
</table>

**NITROGEN:**

<table>
<thead>
<tr>
<th>CODE</th>
<th>NITROGEN:</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>LPNIT — Low pressure nitrogen servicing.</td>
</tr>
<tr>
<td>7</td>
<td>HPNIT — High pressure nitrogen servicing.</td>
</tr>
<tr>
<td>7</td>
<td>LHNIT — Low and high pressure nitrogen servicing.</td>
</tr>
</tbody>
</table>

**OIL—MILITARY**

**US AVIATION OILS (MIL SPECS):**

<table>
<thead>
<tr>
<th>CODE</th>
<th>GRADE, TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>0–113</td>
<td>1065, Reciprocating Engine Oil (MIL–L–6082)</td>
</tr>
<tr>
<td>0–117</td>
<td>1100, Reciprocating Engine Oil (MIL–L–6082)</td>
</tr>
<tr>
<td>0–117+</td>
<td>1100, O–117 plus cyclohexane (MIL–L–6082)</td>
</tr>
<tr>
<td>0–123</td>
<td>1065, (Dispensant), Reciprocating Engine Oil (MIL–L–22851 Type III)</td>
</tr>
<tr>
<td>0–128</td>
<td>1100, (Dispensant), Reciprocating Engine Oil (MIL–L–22851 Type II)</td>
</tr>
<tr>
<td>0–132</td>
<td>1005, Jet Engine Oil (MIL–L–6081)</td>
</tr>
<tr>
<td>0–133</td>
<td>1010, Jet Engine Oil (MIL–L–6081)</td>
</tr>
<tr>
<td>0–147</td>
<td>None, MIL–L–6085A Lubricating Oil, Instrument, Synthetic</td>
</tr>
<tr>
<td>0–148</td>
<td>None, MIL–L–7808 (Synthetic Base) Turbine Engine Oil</td>
</tr>
<tr>
<td>0–149</td>
<td>None, Aircraft Turbine Engine Synthetic, 7.5c St</td>
</tr>
<tr>
<td>0–155</td>
<td>None, MIL–L–6086C, Aircraft, Medium Grade</td>
</tr>
<tr>
<td>0–156</td>
<td>None, MIL–L–23699 (Synthetic Base), Turboprop and Turboeshift Engines</td>
</tr>
<tr>
<td>JOAP/ SOAP</td>
<td>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.)</td>
</tr>
</tbody>
</table>

**TRANSPORT 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.

**NOISE**

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

**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.
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 AFJ 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.
AIRPORT MANAGER
The phone number of the airport manager.
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.
COMMUNICATIONS

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

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

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

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

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

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

- 122.2 is assigned as a common enroute frequency.
- 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.
- 122.1 is the primary receive-only frequency at VOR's.
- Some FSS's are assigned 50 kHz frequencies in the 122–126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted facility through which they wish to communicate.

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

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

TERMINAL SERVICES

SFA—Single Frequency Approach.
CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.
ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.
D-ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.
AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.
UNICOM—A non-government air/ground radio communications facility which may provide airport information.
PTD—Pilot to Dispatcher.
APP CON—Approach Control. The symbol Ⓘ indicates radar approach control.
TOWER—Control tower.
GOA—Ground Control Approach System.
GND CON—Ground Control.
GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four “key clicks” on the VHF radio to contact the appropriate ATC facility or six “key clicks” to contact the FSS. The GCO system is intended to be used only on the ground.

DEP CON—Departure Control. The symbol Ⓘ indicates radar departure control.
CLNC DEL—Clearance Delivery.
CPDLC—Controller Pilot Data Link Communication. FANS ATC data communication capability from the aircraft to the ATC Data Link system.
PDC—Pre-Departure Clearance. ACARS-based clearance delivery capability from tower to gate printer or aircraft.
PRE TAXI CLNC—Pre taxi clearance.
VFR ADVIS 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.

AK, 21 MAR 2024 to 16 MAY 2024
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
MEDI-VAC

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

AIRSPACE

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

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

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

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

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D).

Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.

When part-time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:

AIRSPACE: CLASS C svc “times” ctc APP CON other times CLASS E:

or

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

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

AIRSPACE: CLASS C svc “times” ctc APP CON other times CLASS G

or

AIRSPACE: CLASS D svc “times” other times CLASS G

or

AIRSPACE: CLASS E svc “times” other times CLASS G

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

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

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

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

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 remarks in the VOR Receiver Check section in the back of this publication.
RADIO AIDS TO NAVIGATION

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

NAVAID information is tabulated as indicated in the following sample:

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

<table>
<thead>
<tr>
<th>NAME (L) VOR/W</th>
<th>Class</th>
<th>Bearing and distance facility to center of airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>117.55 ABE</td>
<td>N40º43.60' W75º27.30' 180º 4.1 NM to fld. 1110/8E</td>
<td></td>
</tr>
</tbody>
</table>

**NAVAIDs with Two SSVs (VOR/DME, VORTAC)**

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

<table>
<thead>
<tr>
<th>NAME (VL) V</th>
<th>(L) AB/AB/VORTAC</th>
<th>Class</th>
<th>Frequency</th>
<th>Identifier</th>
<th>Geographical Position</th>
<th>Site Elevation</th>
<th>Magnetic Variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>117.55 ABE</td>
<td>122(Y)</td>
<td>N40º43.60' W75º27.30' 180º 4.1 NM to fld. 1110/8E</td>
<td></td>
<td>ABE</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**VOR unusable 020º–060º byd 26 NM blo 3,500’**

Restriction within the normal altitude/range of the navigational aid. (See primary alphabetical listing for restrictions on VORTAC and VOR/DME).

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

<table>
<thead>
<tr>
<th>SSV Class</th>
<th>Altitudes</th>
<th>Distance (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(T) Terminal</td>
<td>1000’ to 12,000’</td>
<td>25</td>
</tr>
<tr>
<td>(L) Low Altitude</td>
<td>1000’ to 18,000’</td>
<td>40</td>
</tr>
<tr>
<td>(H) High Altitude</td>
<td>1000’ to 14,500’</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>14,500’ to 18,000’</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>18,000’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
<tr>
<td>(VL) VOR Low</td>
<td>1000’ to 5,000’</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>5,000’ to 18,000’</td>
<td>70</td>
</tr>
<tr>
<td>(VH) VOR High</td>
<td>1000’ to 5,000’</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>5,000’ to 14,500’</td>
<td>70</td>
</tr>
<tr>
<td></td>
<td>14,500’ to 18,000’</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>18,000’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
<tr>
<td>(DL) DME Low &amp; (DH) DME High*</td>
<td>1000’ to 12,900’</td>
<td>40 increasing to 130</td>
</tr>
<tr>
<td>(DL) DME Low</td>
<td>12,900’ to 18,000’</td>
<td>130</td>
</tr>
<tr>
<td>(DH) DME High</td>
<td>12,900’ to 45,000’</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>45,000’ to 60,000’</td>
<td>100</td>
</tr>
</tbody>
</table>

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

NOTES: Additionally, High Altitude facilities provide Low Altitude and Terminal service volume and Low Altitude facilities provide Terminal service volume. Altitudes are with respect to the station’s site elevation. Coverage is not available in a cone of airspace directly above the facility. In some cases local conditions (terrain, buildings, trees, etc.) may require that the service volume be restricted. The public shall be informed of any such restriction by a remark in the NAVAID entry in this publication or by a Notice to Airmen (NOTAM).
The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB</td>
<td>Automatic Weather Broadcast.</td>
</tr>
<tr>
<td>DF</td>
<td>Direction Finding Service.</td>
</tr>
<tr>
<td>DME</td>
<td>UHF standard (TACAN compatible) distance measuring equipment.</td>
</tr>
<tr>
<td>DME(Y)</td>
<td>UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the &quot;Y&quot; mode to receive DME.</td>
</tr>
<tr>
<td>GS</td>
<td>Glide slope.</td>
</tr>
<tr>
<td>HH</td>
<td>Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).</td>
</tr>
<tr>
<td>H-SAB</td>
<td>Non-directional radio beacons providing automatic transcribed weather service.</td>
</tr>
<tr>
<td>ILS</td>
<td>Instrument Landing System (voice, where available, on localizer channel).</td>
</tr>
<tr>
<td>IM</td>
<td>Inner marker.</td>
</tr>
<tr>
<td>LDA</td>
<td>Localizer Directional Aid.</td>
</tr>
<tr>
<td>LMM</td>
<td>Compass locator station when installed at middle marker site (15 NM at all altitudes).</td>
</tr>
<tr>
<td>LOM</td>
<td>Compass locator station when installed at outer marker site (15 NM at all altitudes).</td>
</tr>
<tr>
<td>MH</td>
<td>Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).</td>
</tr>
<tr>
<td>MM</td>
<td>Middle marker.</td>
</tr>
<tr>
<td>OM</td>
<td>Outer marker.</td>
</tr>
<tr>
<td>SABH</td>
<td>Simultaneous range homing signal and/or voice.</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Direction Facility.</td>
</tr>
<tr>
<td>TACAN</td>
<td>UHF navigational facility–omnidirectional course and distance information.</td>
</tr>
<tr>
<td>VOR</td>
<td>VHF navigational facility–omnidirectional course only.</td>
</tr>
<tr>
<td>VOR/DME</td>
<td>Collocated VOR navigational facility and UHF standard distance measuring equipment.</td>
</tr>
<tr>
<td>VORTAC</td>
<td>Collocated VOR and TACAN navigational facilities.</td>
</tr>
<tr>
<td>W</td>
<td>Without voice on radio facility frequency.</td>
</tr>
<tr>
<td>Z</td>
<td>VHF station location marker at a LF radio facility.</td>
</tr>
</tbody>
</table>
**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.

<table>
<thead>
<tr>
<th>ILS Facility Performance Classification Code</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 108.10</td>
<td>18X</td>
<td>108.55</td>
<td>22Y</td>
<td>111.05</td>
<td>47Y</td>
<td>114.85</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 108.30</td>
<td>20X</td>
<td>108.65</td>
<td>23Y</td>
<td>111.15</td>
<td>48Y</td>
<td>114.95</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 108.50</td>
<td>22X</td>
<td>108.75</td>
<td>24Y</td>
<td>111.25</td>
<td>49Y</td>
<td>115.05</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 108.70</td>
<td>24X</td>
<td>108.85</td>
<td>25Y</td>
<td>111.35</td>
<td>50Y</td>
<td>115.15</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 108.90</td>
<td>26X</td>
<td>108.95</td>
<td>26Y</td>
<td>111.45</td>
<td>51Y</td>
<td>115.25</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 109.10</td>
<td>28X</td>
<td>109.05</td>
<td>27Y</td>
<td>111.55</td>
<td>52Y</td>
<td>115.35</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 109.30</td>
<td>30X</td>
<td>109.15</td>
<td>28Y</td>
<td>111.65</td>
<td>53Y</td>
<td>115.45</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 109.50</td>
<td>32X</td>
<td>109.25</td>
<td>29Y</td>
<td>111.75</td>
<td>54Y</td>
<td>115.55</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 109.70</td>
<td>34X</td>
<td>109.35</td>
<td>30Y</td>
<td>111.85</td>
<td>55Y</td>
<td>115.65</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 109.90</td>
<td>36X</td>
<td>109.45</td>
<td>31Y</td>
<td>111.95</td>
<td>56Y</td>
<td>115.75</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 110.10</td>
<td>38X</td>
<td>109.55</td>
<td>32Y</td>
<td>113.35</td>
<td>80Y</td>
<td>115.85</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 110.30</td>
<td>40X</td>
<td>109.65</td>
<td>33Y</td>
<td>113.45</td>
<td>81Y</td>
<td>115.95</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 110.50</td>
<td>42X</td>
<td>109.75</td>
<td>34Y</td>
<td>113.55</td>
<td>82Y</td>
<td>116.05</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 110.70</td>
<td>44X</td>
<td>109.85</td>
<td>35Y</td>
<td>113.65</td>
<td>83Y</td>
<td>116.15</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 110.90</td>
<td>46X</td>
<td>109.95</td>
<td>36Y</td>
<td>113.75</td>
<td>84Y</td>
<td>116.25</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 111.10</td>
<td>48X</td>
<td>110.05</td>
<td>37Y</td>
<td>113.85</td>
<td>85Y</td>
<td>116.35</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 111.30</td>
<td>50X</td>
<td>110.15</td>
<td>38Y</td>
<td>113.95</td>
<td>86Y</td>
<td>116.45</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 111.50</td>
<td>52X</td>
<td>110.25</td>
<td>39Y</td>
<td>114.05</td>
<td>87Y</td>
<td>116.55</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 111.70</td>
<td>54X</td>
<td>110.35</td>
<td>40Y</td>
<td>114.15</td>
<td>88Y</td>
<td>116.65</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 111.90</td>
<td>56X</td>
<td>110.45</td>
<td>41Y</td>
<td>114.25</td>
<td>89Y</td>
<td>116.75</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 108.05</td>
<td>17Y</td>
<td>110.55</td>
<td>42Y</td>
<td>114.35</td>
<td>90Y</td>
<td>116.85</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 108.15</td>
<td>18Y</td>
<td>110.65</td>
<td>43Y</td>
<td>114.45</td>
<td>91Y</td>
<td>116.95</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 108.25</td>
<td>19Y</td>
<td>110.75</td>
<td>44Y</td>
<td>114.55</td>
<td>92Y</td>
<td>117.05</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 108.35</td>
<td>20Y</td>
<td>110.85</td>
<td>45Y</td>
<td>114.65</td>
<td>93Y</td>
<td>117.15</td>
</tr>
<tr>
<td><img src="https://via.placeholder.com/15" alt="" /> 108.45</td>
<td>21Y</td>
<td>110.95</td>
<td>46Y</td>
<td>114.75</td>
<td>94Y</td>
<td>117.25</td>
</tr>
</tbody>
</table>

AK, 21 MAR 2024 to 16 MAY 2024
32

AIRPORT/FACILITY DIRECTORY LEGEND
)5(48(1&<3$,5,1*7$%/(
7KHIROORZLQJLVDOLVWRISDLUHG925,/69+)IUHTXHQFLHVZLWK7$&$1FKDQQHOV
7$&$1
&+$11(/
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<

9+)
)5(48(1&<



























































7$&$1
&+$11(/
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<

9+)
)5(48(1&<



























































7$&$1
&+$11(/
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<

9+)
)5(48(1&<



























































7$&$1
&+$11(/
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<
;
<

9+)
)5(48(1&<





















































33 &2001$9:($7+(55(0$5.67KHVHUHPDUNVFRQVLVWRISHUWLQHQWLQIRUPDWLRQDIIHFWLQJWKHFXUUHQWVWDWXVRI
FRPPXQLFDWLRQV1$9$,'VZHDWKHUDQGLQWKHDEVHQFHRIDLUJURXQGUDGLRRXWOHWVLGHQWLILHGLQWKH&RPPXQLFDWLRQVVHFWLRQVRPH
DSSURDFKFRQWUROIDFLOLWLHVZLOOKDYHDFOHDUDQFHGHOLYHU\SKRQHQXPEHUOLVWHGKHUH

AK, 21 MAR 2024 to 16 MAY 2024


INTENTIONALLY
LEFT
BLANK
ALASKA

ABI (See PALMER on page 188)

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: RVR–R Thld dsplcd 600 ′. Hill. Rgt tfc.

RWY 23: MALs. REIL. PAPI(P4R)—GA 3.5° TCH 53 ′. RVR–T

RUNWAY DECLARED DISTANCE INFORMATION

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


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 CTNRLN. Rwy 23 MALs NSTD length 600 ′.

AIRPORT REMARKS: Attended Sat–Wed 1800–0200Z‡. 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 059º 22.3 NM. PPR all acft. No ATC svc avbl. Rwys grooved, do not make locked–wheel turns. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.

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

RADAR AIDS TO NAVIGATION: NOTAM FILE ADK.

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

DME channel 087x is paired with vhf freq 114.0

DME unusable:

080º–105º byd 27 NM

105º–115º

115º–155º byd 27 NM

155º–225º

225º–290º byd 27 NM

290º–340º

340º–055º byd 20 NM

ILS 108.9 I–BER Rwy 23. Class IE. LOC unusable byd 20º left and 25º right of course. Autopilot coupled apch na blw 365 ′ MSL.


ADAK N51°52.27′ W176°40.45′ NOTAM FILE ADK.

(H) TACAN 113.0 BER Chan 77 051º 1.4 NM to Adak. 408/7E.

internal monitoring n/a

AIRWAY (See NORTH POLE on page 182)

AK, 21 MAR 2024 to 16 MAY 2024
AKHIOK (AKK/PAKH) 1 SSW UTC–9(–8DT) N56º56.32’ W154º10.95’
44 NOTAM FILE AKK
RWY 04–22: 3120X50 (GRVL)
 RWY 04: Road. Rgt tfc.
 RWY 22: Brush.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Birds invof 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) (H) VOR/DME 117.1 ODK Chan 118 N57º46.50’ W152º20.39’ 217º 78.2 NM to fld. 133/14E.
VOR unusable:
190º–310º byd 15 NM blo 12,000´
DME unusable:
154º–265º byd 15 NM blo 12,000´
266º–305º
306º–341º byd 15 NM blo 12,000´

AKIACHAK (Z13/PFZK) 2 W UTC–9(–8DT) N60º54.83’ W161º29.60’
23 B NOTAM FILE ENA
RWY 01–19: 3300X60 (GRVL) MIRL
 RWY 01: Brush.
 RWY 19: Brush.
SERVICE: LGT Actvt MIRL Rwy 01–19; windsock—CTAF. Actvt rotg bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond not monitored; rcmt visual inspection prior to use. Rwy 01 and 19 lgts, reflective cones and thr markings. Rwy 01–19 heaves and dips full len.
AIRPORT MANAGER: (907) 543-2498
WEATHER DATA SOURCES: AWOS–3PT 118.0 (907) 269–2870. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60º47.09’ W161º49.46’ 037º 12.4 NM to fld. 105/14E.
AKIACHAK SPB  (KKI)  0 S UTC–9(–8DT)  N60º54.47´ W161º26.10´

18  NOTAM FILE ENA
WATERWAY E–W:  5000X300 (WATER)
WATERWAY NW–SE:  5000X500 (WATER)

COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60º47.09´ W161º49.46´ 043º 13.6 NM to fld. 105/14E.


AKIAK  (AKI)(PFAK)  0 SW UTC–9(–8DT)  N60º54.17´ W161º13.84´

40  B  NOTAM FILE ENA
RWY 03–21:  3200X76 (GRVL)  MIRL
RWY 03:  Trees.
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 invol arpt. Windsock unreliable. Rwy 03 and Rwy 21 NSTD markings, rwy 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) (H) VORTACW 114.1 BET Chan 88 N60º47.09´ W161º49.46´ 054º 18.8 NM to fld. 105/14E.

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 N53º54.31´ W166º32.87´ 057º 36.4 NM to fld. 272/9E.
DME portion unusable:
005º–080º
081º–330º byd 13 NM
331º–004º byd 15 NM

AKUTAN SPB (KQA)  0 S  UTC–9(–8DT)  N54º08.03´ W165º46.70´
00  NOTAM FILE CDB
WATERWAY E–W: 10000X1000 (WATER)
SEAPLANE REMARKS: Unattended. Operating area in Akutan Harbor. Daily heli shuttle from Akutan (7AK) on Akun Island. Caution for driftwood and debris in seaplane opr area. Seaplane ramp is unusable for seaplane operations at all tides. Beach at other side of harbor from ramp has large cobble but is firm and suitable for large wheeled amphibian acft, but unsuitable for float equipped acft due to the size of rocks on the beach.
AIRPORT MANAGER: 907-698-2241
WEATHER DATA SOURCES: AWOS–3 129.05.
COMMUNICATIONS: CTAF 122.9

ALAKANUK (AUK)(PAUK)  2 S  UTC–9(–8DT)  N62º40.98´ W164º43.33´

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) (H) VOR/DME 117.8  ENM Chan 125 N62º47.08´ W164º29.25´ 213º 8.9 NM to fld. 17/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866-864-1737.

ALASKA RGNL HOSPITAL HELIPORT (See ANCHORAGE on page 42)
ALEKNAgIK

ALASKA

ALEKNAgIK SPB (Z33)  0 NW UTC–9(–8DT)  N59º16.44´  W158º37.42´

NOTAM FILE DLG
WATERWAY E–W: 10000X1000 (WATER)
SERVICE: FUEL 100LL, MOGAS
SEAPLANE REMARKS: Unattended. Seaplane base used during winter months when river is frozen. Fuel avbl at marina. Acft may not take off or land within 400´ of shore in an area commencing 400´ east of Mosquito and Moody Points and running west along both shores of Lake Aleknagik State Recreation Site. Slow taxi only (5 MPH or less) within 150´ of shore.

AIRPORT MANAGER: 907-842-5988
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VOR/DME 116.4 DLG Chan 111 N58º59.65´ W158º33.13´ 338º 17.0 NM to fld. 81/15E.

---

ALEKNAgIK /NEW (5A8)  1 E UTC–9(–8DT)  N59º16.95´  W158º37.07´

NOTAM FILE DLG
RWY 15–33: 2030X60 (GRVL) 0.5% up NW
RWY 15: Tree.
RWY 33: Brush.

AIRPORT REMARKS: Unattended. Rwy cond not monitored; rcmd visual inspection prior to use. No snow removal. Be alert: rwy elevated above the surrounding terrain, no safety areas at either thld. The windsock is faded and below the tree line; may be unreliable. Segmented circle is overgrown and unuseable. Rwy 15–33 marked with orange 3´ cones.

Be alert: float planes ldg and departing between north and south shores on the Aleknagik in the areas of Aleknagik Lodge and Mosquito Point. Trees on apch of Rwy 15, power lines on apch of Rwy 33. Loose rocks of rwy.

AIRPORT MANAGER: 907-842-5511
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VOR/DME 116.4 DLG Chan 111 N58º59.65´ W158º33.13´ 338º 17.5 NM to fld. 81/15E.


---

ALEKNAgIK MISSION STRIP (4AK7) PVT  1 NE UTC–9(–8DT)  N59º16.86´  W158º35.83´

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

---
TRIPOD (Z25)  2 SE  UTC–9(–8DT)  N59º15.79´ W158º33.47´

225  NOTAM FILE DLG

RWY 11–29: 1250X50 (TURF–GRVL)
  RWY 11: Trees.
  RWY 29: Trees.
RWY 18–36: 850X40 (GRVL–DIRT)
  RWY 18: Trees.
  RWY 36: Trees.

AIRPORT REMARKS: Unattended. Rwys not maintained; recommend prior inspection before use. Rwy 18–36 has 7’ trees growing in the center of the rwy midfield. Rwy unusable for fixed wing acft. Rwy 11 forest with 32’ trees 0’ from threshold. Rwy 36 forest across entire apch up to 0’ of threshold. No rwy markings either rwy. Rwy 11–29 is very rough and overgrown with brush and trees. Rwy 11–29 sfc consists of a narrow ATV trail and undulating tundra which slopes downhill towards north. Rwy 18–36 surface is very uneven and occasionally very soft. Rwy 18–36 usable only 10 ft wide with 6–12 ft trees encroaching & rocks to 10 inches on sfc.

COMMUNICATIONS: CTAF 122.9

ALITAK SPB (See LAZY BAY on page 161)

ALL WEST (See DELTA JUNCTION on page 93)

ALLAKaket (G48)(PFAL)  1 SSE  UTC–9(–8DT)  N66º33.11´ W152º37.33´

441  NOTAM FILE FAI

RWY 05–23: 4000X100 (GRVL)  MIRL
  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 airport. Altitude correction required at or below –44C. Rwy 05–23 NSTD markings, marked with lgts and cones. Rwy 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) (H) VOR/DME 116.0  BTT  Chan 107  N66º54.30´ W151º32.15´  211º 33.5 NM to fld. 637/20E.
  VOR AZIMUTH & DME unusable:
  047º–077º byd 24 NM

ALLEN AAF (BIG)(PABI) A 3 S UTC–9(–8DT) N63º59.71´ W145º43.20´

1285 B NOTAM FILE BIG

RWY 01–19: H9000X150 (ASPH) PCN 42 F/A/W/T HIRL
  RWY 01: PAPI(PAL)—GA 3.0º TCH 74’. Thld dsplcd 1000’.
RWY 10–28: H6115X150 (ASPH) PCN 87 F/A/W/T HIRL
  RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 76’.
  RWY 28: REIL. PAPI(P4L)—GA 3.0º TCH 74’.
RWY 07–25: H4057X88 (ASPH) PCN 42 F/A/W/T MIRL

SERVICE: FUEL, J8
  J8: Civ fuel na.

AIRPORT MANAGER: 907-873-7400

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

COMMUNICATIONS: CTAF 122.9 ATIS 132.075

ANCHORAGE CENTER APP/DEP CON 135.3 322.5
  TOWER 119.8 235.775 40.8 (1715–0100Z‡ Mon–Fri except Federal holidays)
  GND CON 118.225 251.05
  OPS 122.9 FORT GREELY RANGE CONTROL 38.3 FM 229.4 125.3

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


ALPINE AIRSTRIP (See NUIQSUT on page 185)

ALSEK N59º19.55´ W138º53.10´
  RCO 121.4 (JUNEAU RADIO)

ALSEK RIVER (See YAKUTAT on page 265)
AMBLER  (AFM)(PAFM)  1 N  UTC–9(–8DT)  N67°06.37´ W157°51.43´
293  B  NOTAM FILE AFM
RWY 01–19: 4000X75 (GRVL–DIRT)  MIRL  0.5% up N
RWY 01: PAPI(P4R)—GA 3.0º TCH 25´. Trees.
RWY 19: Trees.
RWY 10–28: 2400X60 (GRVL–DIRT)  MIRL  1.1% up W
SERVICE:  LGT ACTIVATE PAPI Rwy 01; MIRL Rwy 01–19 and Rwy 10–28; windsock lgts—CTAF. ACTIVATE rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy conditions not monitored, recommend visual inspection prior to using. Caribou inf of rwys. Rwy 01–19 rwy surface is compacted gravel, rock and dirt. Rwy 10–28 rwy surface is compacted gravel, rock and dirt. Cold temperature airport. Altitude correction required at or below −37C. Rwy 01–19 rwy center is compacted gravel, rock and dirt. Rwy 10–28 slopes uphill east to west approximately 80º.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: AWOS–3P 132.1 (907) 445–2146. (WX CAM)
COMMUNICATIONS: CTAF
ANCHORAGE CENTER APP/DEP CON 119.2
RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.
KOTZEBUE (H) (H) VORW/DME 115.7 OTZ Chan 104 N66º53.14´ W162º32.40´ 066º 111.1 NM to fld. 121/15E.
NDB (HW) 403 AMF N67º06.31´ W157º51.61´ at fld. 258/15E. NOTAM FILE AFM.

AMERICAN CREEK  (88A)  0 N  UTC–9(–8DT)  N65º06.24´ W151º10.63´
513  NOTAM FILE FAI
RWY 02–20: 1500X70 (TURF–GRVL)  1.3% up N
RWY 02: Tree.
RWY 20: Tree.
AIRPORT REMARKS: Unattended. Be alert winds erratic. Be alert, rwy used as road by mining equipment. Heavy equipment and drag line boom inf of rwy, recommend flyby before ldg. No line of sight between rwy ends. Rocks up to 6' in diameter.
COMMUNICATIONS: CTAF

ANAKTUVUK PASS  (AKP)(PAKP)  0 SE  UTC–9(–8DT)  N65º08.02´ W151º44.60´
2106  B  NOTAM FILE AKP
RWY 02–20: 4800X100 (GRVL)  MIRL  1.1% up NE
RWY 02: REIL. PAPI(P2L)—GA 3.0º TCH 41´. Brush.
RWY 20: REIL. PAPI(P2L)—GA 3.0º TCH 40´. Brush.
SERVICE:  LGT ACTIVATE MIRL Rwy 02–20, REIL and PAPI Rwy 02 and 20, and rotating bcn—CTAF.
AIRPORT REMARKS: Attended continuously. Rwy 02–20 ALERT: Lctd in valley, high trrn all quads, exp turb wind, rcmd visual insp prior to use. Cold temperature airport. Altitude correction required at or below −2C.
AIRPORT MANAGER: (907) 852-0489
WEATHER DATA SOURCES: AWOS–3P 135.75 (907) 661–3020. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
ANCHORAGE CENTER APP/DEP CON 124.6 352.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.
BETTLES (H) (H) VORW/DME 116.0 BTT Chan 107 N66º54.30´ W151º32.15´ 336º 74.1 NM to fld. 637/20E.
VOR AZIMUTH & DME unusable:
047º–077º byd 24 NM
ANCHOR POINT

ANCHOR RIVER AIRPARK (AK00) PVT 1 NW UTC–9(–8DT) N59º46.98´ W151º51.18´

120 TPA—920(800) NOTAM FILE Not insp.
RWY 16–34: 2500X75 (GRVL)
RWY 34: Trees.

AIRPORT REMARKS: Unattended. Dalgt VFR ops only. Rising trrn N. 100 ft trees surround rwy. Winter maint not available. Rwy cond unmnt; vis insp rcmdd prior to use.

AIRPORT MANAGER: 612-282-1978

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) (H) VOR/DME 114.6 HOM Chan 93 N59º42.57´ W151º27.40´ 275º 12.8 NM to fld. 1626/15E.


ANCHOR RIVER AIRPARK (See ANCHOR POINT on page 42)

ANCHORAGE

ALASKA RGNL HOSPITAL HELIPORT (2OK) 2 E UTC–9(–8DT) N61º12.76´ W149º49.60´

137 B NOTAM FILE ENA
HELIPAD H1: H175X175 (ASPH)
SERVICE: FUEL 100LL, JET A LGT No perimeter lights avbl.


AIRPORT MANAGER: 907-343-6301

COMMUNICATIONS: CTAF 126.0 UNICOM 122.95


BOLD (A13) 30 ENE UTC–9(–8DT) N61º20.48´ W148º59.93´
900 NOTAM FILE ENA
RWY 14–32: 1000X15 (GRVL)
RWY 32: Trees.


AIRPORT MANAGER: 907-688-0910

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTAC 122.5 BGQ Chan 72 N61º34.17´ W149º58.03´ 097º 31.1 NM to fid. 179/19E.

TACAN AZIMUTH unusable: 230º–245º byd 38 blo 8,000´
DME unusable: 230º–245º byd 38 blo 8,000´

CAMPBELL AIRSTRIP (CSR) PVT 4 SE UTC–9(–8DT) N61°09.52′ W149°46.84′

286 NOTAM FILE Not insp.

RWY 02–20: 5000X150 (GRVL)

RWY 02: Trees. Rgt tfc.

RWY 20: Trees.

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

AIRPORT MANAGER: (907) 267-1357

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) (H) VOR/DME 113.15 TED Chan 78(Y)

N61°10.07′ W149°57.61′ 078º 5.2 NM to fld. 92/18E.

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

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


CAMPBELL LAKE SPB (A11) 3 SW UTC–9(–8DT) N61°07.98′ W149°56.51′

20 NOTAM FILE A11

WATERWAY 06W–24W: 4000X200 (WATER)

WATERWAY 06W: Rgt tfc.

SEAPLANE REMARKS: Unattended. Wind indicator: 3—pvtly maintained windsocks 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 118.6 119.1 123.8 126.4
FLYING CROWN (AK12) PVT 6 S UTC–9(–8DT) N61º06.40´ W149º51.86´

150 NOTAM FILE Not insp.

RWY 13–31: 1078X50 (TURF)

AIRPORT REMARKS: Unattended. Not mntnd in winter; rwy cond unmnt; visual inspn rcmdd prior to use. Railroad parl to rwy; ops not rcmdd durg train tfc. Pedestrians, sprinklers & equip on & invof rwy.

AIRPORT MANAGER: 907-632-4615

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) (H) VOR/W/DME 113.15 TED Chan 78(Y)
  N61º10.07´ W149º57.61´ 125º 4.6 NM to fld. 92/18E.

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

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


LAKE HOOD (LHD)(PALH) P (ANG) 3 SW UTC–9(–8DT) N61º11.20´ W149º57.92´

79 TPA—See Remarks NOTAM FILE LHD

RWY 14–32: 2200X75 (GRVL–DIRT) MIRL
  RWY 14: Tree.
  RWY 32: Tree. Rgt tlc.

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

NOISE: Noise sensitive area in effect, contact arpt manager 907–266–2741 for further information.

AIRPORT REMARKS: Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended continuously. PPR for non–radio operations. TPA–673(600). No nighttime non–radio acft operations permitted. Ctc FAA at 907–271–5936, request to be transferred to twr. Provide an ETA and remain within plus or minus 15 minutes of ETA. Rwy 14–32 tlc pat overlaps seadrome pat. Fuel avbl at Rwy 14–32 tsnt prkg & FBOs. Numerous water fowl and nesting area invof arpt. Large flocks of migratory birds invof arpt spring to fall. Twy around Lake Hood is a joint use twy/road and is used by motor vehicles/bicyclists/joggers and tour buses. Use of ldg lgt when taxiing recommended. Rwy 14–32 ltd to 9000 lb or less. Public ramps on N and W shore of Lake Hood. Area Southwest and Northwest of Lake Spendor from Canal eastward 1500´ not visible from twr. Twy V TCL security gate east of Twy E, key 121.75 5 times to ACTIVATE. Twy H–2, Lakeshore twy gates PCL, Key 121.75 3 times to ACTIVATE. Arr/Dep routes; See Area Notices. See notice in Section C for arpt layout graphic.

AIRPORT MANAGER: 907-266-2741

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

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

È ANCHORAGE APP/DEP CON 119.1 363.2
  TOWER 126.8 (907–245–5432)

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) (H) VOR/DME 113.15 TED Chan 78(Y) N61º10.07' W149º57.61' 334º 1.1 NM to fld. 92/18E.

VOR unusable:
041º–091º byd 25 NM bly 15,000'
091º–096º byd 20 NM bly 15,000'
096º–121º byd 25 NM bly 12,500'
121º–146º byd 25 NM bly 9,000'

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

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

WATERWAY E–W: 4541X188 (WATER)
WATERWAY N–S: 1930X200 (WATER)
WATERWAY SE–NW: 1369X150 (WATER)

SEAPLANE REMARKS:
All waterlanes elev 76’. North pothole designated no–wake area to protect moored acft/shoreline. Lake clsd to acft over 12,500 lbs from freeze up til approximately Dec 31, overflows into ice may occur winter months. For availability of winter ski ops on lake sfcs, consult local NOTAMS and ctc twr prior to arrival/departure. Floating debris on lake.

MERRILL FLD (MRI)(PAMR) 2 E UTC–9(–8DT) N61º12.81´ W149º50.68´

143 B TPA—See Remarks LRA NOTAM FILE MRI
RWY 07–25: H4000X100 (ASPH) S–50, D–80 MIRL 0.3% up E
RWY 07: REIL. VASI(V2L)—GA 3.75º TCH 43’. Pole. Rgt tfc.
RWY 25: REIL. VASI(V2L)—GA 3.0º TCH 21’ Bldg.
RWY 16–34: H2640X75 (ASPH) S–20 MIRL 0.3% up N
RWY 16: REIL. VASI(V2R)—GA 3.0º TCH 22’ Bldg. Rgt tfc.
RWY 34: REIL. PAPI(P2L)—GA 3.0º TCH 21’ Bldg.
RWY 05–23: H2000X60 (ASPH–GRVL)
RWY 05: Tree.
RWY 23: Road.

SERVICE: 54 FUEL 100, JET A OX 2, 4 LGT Actvt REIL Rwy 07, 25; 16 and 34; MIRL Rwy 07–25 and 16–34—CTAF. PAPI Rwy 34; VASI Rwy 07, 16 and 25 operate 24 hrs.

NOISE: Noise abatement, no touch and go flight ops or pattern work b tn 0700–1600Z.

AIRPORT REMARKS:
Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended Mon–Fri 1630–0230Z. Rwy 05–23 paved first 60 ft remaining sfc composition is gravel and used seasonally as a snow runway. Recommended ski equip act use to minimize wheel rutting. Helipad locid 2OK. Rwy 05 paved first 60 ft. 1–8 ft snow berms adj to rwy and twy during winter. Birds & seagulls on & inv of arpt. Access in nonmovement area must ctc gnd ctrl prior to taxi. All rwy and twy lghts nonstd height. Portions of Twy C btn Twy S and Twy N, and portions of Twy Q not vis fr twr. Twy B south of Twy M, Twy G btn Twy N and Rwy 05–23, Twy Q east of Twy C and all sfcs south of Rwy 05–23 uncontrolled. PPR for acft over 12,500 lb, TPA for acft over 105 kts or less 900 MSL, act greater than 105 kts 1,200 MSL. Compass rose avbl with prior cdt from Merrill Field ATCT. Overflight of arpt blds, fuel pumps, personnel, and/or parked act is prohibited bw 300 ft AGL. Arr/Dep Routes—See Area Notices; Spl Notice Cartee Asp. See separate listing for hosp heliport.

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 122.2 (KENAI RADIO)
RCO 122.55 122.3 (KENAI RADIO)

ANCHORAGE APP/DEP CON 363.2 119.1
TOWER 126.0 127.55 (1600–0700Z) GND CON 121.7
AIRSPACE: CLASS D svc 1600–0700Z; other times CLASS E.
VOR TEST FACILITY (VOT) 111.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) (H) VOR/W/DME 113.15 TED Chan 78(Y) N61°10.07’ W149°57.61’ 033° 4.3 NM to fld. 92/18E.

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

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

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. FM radio interference may be received on twr freqs in tfc patterns. When ATCT clsd ctc Merrill wx – CTAF or 271–4355. When twr clsd CTAF procedures are recommended. See Regulatory Notices Anchorage Terminal Area Merrill Segment this supplement. Flt planning in Anchorage Bowl Area (RCO) 122.55.

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 (ASP) 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

SIXMILE LAKE (AA68) 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


WATERWAY 07W–25W: 4000X50 (WATER)
SEAPLANE REMARKS: Unattended.
TED STEVENS ANCHORAGE INTL (ANC)(PANC)  P (ANG)  4 SW  UTC–9(–8DT)  N61°10.45’

ANCHORAGE
H–1B, 2K, 1–A, 3D, 4G

IAP, AD

W149°59.89’
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/2D–1300 PCN 81 F/A/W/T HIRL CL

RWY07R: ALSF2. TDZL. PAP(P4R)—GA 3.0º TCH 72’. RVR–TMR Rgt tcf.

RWY 25L: PAP(P4L)—GA 3.0º TCH 75’. RVR–TMR 0.4% up.

RWY 15–33: H10865X200 (ASPH–GRVD) S–75, D–175, 2S–175, 2D–400, 2D/2D–900 PCN 81 F/A/W/T HIRL CL

RWY 15: MALSF. PAP(P4R)—GA 3.2º TCH 85’. RVR–TMR Rgt tcf. 0.5% down.

RWY 33: REIL. PAP(P4R)—GA 3.0º TCH 60’. RVR–TR Rgt tfc. 0.5% down.

RWY 07L–25R: H10600X150 (ASPH–GRVD) S–75, D–175, 2S–175, 2D–400, 2D/2D–900 PCN 81 F/A/W/T HIRL CL

RWY 07L: MALSR. TDZL. PAP(P4R)—GA 3.0º TCH 60’. RVR–TR Rgt tfc. 0.5% down.

RWY 25R: PAPI(P4L)—GA 3.0º TCH 60’. RVR–TR

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07L: TORA–10600 TODA–10600 ASDA–10600 LDA–10600

RWY 07R: TORA–10900 TODA–10900 ASDA–10900 LDA–12400

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


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

SERVICE: S4  FUEL  100, 100LL, JET A, A1

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

AIRPORT REMARKS: Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended continuously. Birds invof arpt Spring–Fall. ASSC in use; opr parrot with alt rptg mode and ADS–B if equipped enabled on arpt sfcns. Non–radio night ops NA; Non–parrot ops 1 hr PPR; Non–radio ops PPR; must prvd ETA and remain wi 15 min–ATCT 907–266–2600‡; aft hr and hol–FAA 907–266–2600‡. 489´ unlgtd twr 2.5 mi NE. Ptns of Twy K btn Twy H and Twy J not vis fm ATCT. Twy V, scty gate E of Twy E–PCL 121.75 5 times; Twy H–2, lakeshore twy gates–PCL 121.75 3 times; if inop allow 30 sec reset and notify LHD Ops–907–266–2600. Twy V rstrd to 12500 lbs or less; subject to jet blast W of Twy E. Exiting Papa Ramp parking spots P1/2/3, use min thrust req due to jet blast hazard on Papa Ramp and Twy Uniform. Rwy 25L 200 ft blast pad. PPR for gnd time gtr than 4 hr at arpt ctl spots; apvl req 48 hr prior to dep for ANC–Gate Mgmt 907–266–2633 or email: dot.aia.ops.gatemanagement@alaska.gov. Cold temperature airport. Altitude correction required at below –22C.

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

RCD 122.2 (KENAI FSS)

RCD 122.55 122.3 (KENAI FSS)

APP/DEP CON 119.1 363.2 (250º–330º TED 1500´ and blo) (331º–045º TED 2500´ and blo) 118.6 290.5 (250º–330º TED abv 1500´) (331º–045º TED abv 2500´) 126.4 270.25 (046º–205º TED) 123.8 270.25 (206º–249º TED)

TOWER 257.8 118.3 GND CON 338.25 121.9 CLNC DEL 323.1 119.4

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

PDC

AIRSPACE: CLASS C svc ctc APP CON.

CONTINUED ON NEXT PAGE

AK, 21 MAR 2024 to 16 MAY 2024
VOR TEST FACILITY (VOT) 108.4

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) (H) VOR/W/DME 113.15 TED Chan 78(Y) N61°10.07’ W149°57.61’ 271° 1.2 NM to fld. 92/18E.

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

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

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

ILS/DME 111.3 I–ANC Chan 50 Rwy 07R. Class IIE. 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.


ANCHORAGE N61°10.07’ W149°57.61’ NOTAM FILE ANC.

(h) (H) VOR/W/DME 113.15 TED Chan 78(Y) 334° 1.1 NM to Lake Hood. 92/18E.

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’

RCO 122.3 122.55 (KENAI RADIO)
RCO 122.2 (KENAI RADIO)

ANDERSON TISCHNER AIR (2AN) 6 S UTC–9(~8DT) N64°15.27’ W149°11.52’

647 NOTAM FILE Not insp.
RWY 02–26: 1520X70 (DIRT)

COMMUNICATIONS: CTAF 122.9

ANDERSON LAKE (See WASILLA on page 254)
ANGOON SPB (AGN)(PAGN) 1 SE UTC–9(–8DT) N57º30.21´ W134º35.11´

WATERWAY NW–SE: 10000X900 (WATER)


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) (H) VORTACW 114.0 SSR Chan 87

N58º10.66´ W135º15.53´ 132º 45.9 NM to fld. 40/20E.

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

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

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

COMM/NAV/WEATHER REMARKS: For a toll free call to 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) N61º34.88´ W159º32.72´
97 B NOTAM FILE ANI

RWY 11–29: H6200X100 (ASPH–GRVD) S–30, D–120, 2D–126
PCR 405 F/A/X/T HIRL
  RWY 11: MALSF. Thld dsplcd 400´. Road.
  RWY 29: PAPI(PAR)—GA 3.0º TCH 40´. Thld dsplcd 400´. Pole.

RUNWAY DECLARED DISTANCE INFORMATION
  RWY 11: TORA–5800 TODA–6200 ASDA–5800 LDA–5400
  RWY 29: TORA–5800 TODA–6200 ASDA–5800 LDA–5400

SERVICE: S2 FUEL 100LL, JET A LGT ACTVT MALSF Rwy 11; PAPI
  Rwy 29; HIRL Rwy 11–29—CTAF.

  Oct–30 Apr Sun–Sat 1630–0130Z‡. PAEW on the rwy. Arpt maint
  duty hrs 1700–0130Z‡ Mon thru Fri. 100LL fuel avbl—CTAF or
  sand lrgr gradation than FAA rcmdd/See AC150/5200–30. Cold
  temperature airport. Altitude correction required at or below –38C.
  Tsnt prkg avbl, mrkd with green cones. Lock wheel turns NA all sfcs.

AIRPORT MANAGER: 907-675-4345

WEATHER DATA SOURCES: AWOS–3P

COMMUNICATIONS: CTAF

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 N61º35.41´ W159º35.87˚ 095° 1.6 NM to fld. 88/14E.

ILS/DME 109.7 I–ANI Chan 34 Rwy 11. Class IA.

  wind may be unrepresentative of rwy wind conditions.
ANETTE ISLAND (ANN) (PANT) PVT 0 N UTC–9(–8DT) N55°02.54´ W131°34.25´ 119  NOTAM FILE ANN 119
AIRPORT REMARKS: Unattended. PPR–Call 907–886–4441 during business hrs. Mountains NE. Rwys not maintained, no snow removal. Soft spots in Rw 12–30 pavement at 1600’ and 2400’ from Rw 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) (H) VOR/DME 117.1 ANN Chan 118 N55°03.62´ W131°34.70´ 146° 1.1 NM to fld. 184/21E.
VOR unusable: 000°–100° byd 11 NM blo 12,000’
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500’
120°–130° byd 37 NM blo 6,000’
290°–320° byd 32 NM blo 7,000’
290°–320° byd 37 NM blo 9,000’
345°–000° byd 20 NM
DME unusable: 000°–100° byd 11 NM blo 12,000’
000°–100° byd 15 NM
000°–100° byd 9 NM blo 6,500’
120°–130° byd 37 NM blo 6,000’
290°–320° byd 32 NM blo 7,000’
290°–320° byd 37 NM blo 9,000’
345°–000° byd 20 NM
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.

KETCHIKAN H–1D, L–1C

–––––––––––––––––––––––––––––––––––––––––––––––––––––––

AK, 21 MAR 2024 to 16 MAY 2024
TAMGAS HARBOR SPB (Z43)  2 NE UTC–9(–8DT)  N55º04.08´ W131º33.42´

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

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)  N62º38.84´ W160º11.40´

Rwy 17–35: 4000X75 (GRVL) MIRL

Rwy 17: REIL, PAPI(P4L)—GA 3.0º TCH 25´. Brush.


AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. 77´ trees 200´ east of windsock may result in erroneous wind indications.

AIRPORT MANAGER: 907-438-2416

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

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.4 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 135.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ANV.

NDB (HW) 365  ANV N62º38.49´ W160º11.12´ at fld. 318/15E.

**ANVIK SPB**  (K40)  0 NW  UTC–9(–8DT)  N62º39.37´ W160º12.33´

- **WATERWAY E–W:** 2000X500 (WATER)
- **SEAPLANE REMARKS:** Unattended. No services or dock. Boats park in beaching area. Operating area in Anvik River.
- **COMMUNICATIONS:** CTAF 122.7
- **COMM/NAV/WEATHER REMARKS:** For a toll free call Kenai FSS dial 1–866–864–1737.

**COMMUNICATIONS:** CTAF
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANV.

- **NDB (HW)** 365 ANV N62º38.49´ W160º11.12´ 313º 1.0 NM to fld. 318/15E.

**COMMUNICATIONS:** CTAF
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANV.

- **NDB (HW)** 365 ANV N62º38.49´ W160º11.12´ 313º 1.0 NM to fld. 318/15E.

---

**ARTIC VILLAGE**  (ARC)(PARC)  1 SW  UTC–9(–8DT)  N68º06.88´ W145º34.76´

- **RWY 02–20:** 4500X75 (GRVL) MIRL 0.3% up NE
- **RWY 20:** REIL. PAPI(P4L)—GA 3.0º TCH 27´. Road.
- **SERVICE:** LGT Dusk–Dawn, ACTVT REIL Rwy 20, PAPI Rwy 20; MIRL Rwy 02–20—CTAF.
- **AIRPORT REMARKS:** Unattended. Cold temperature airport. Altitude correction required at or below –38C. Rwy not monitored recommend visual inspection prior to ldg. No line of sight btn rwy ends. Rwy slopes downhill to Rwy 02 thr at SW end. Ldg fee.
- **AIRPORT MANAGER:** 907-587-5523
- **WEATHER DATA SOURCES:** AWOS–3P 135.75 (907) 587–5654. (WX CAM)
- **COMMUNICATIONS:** CTAF
- **COMM/NAV/WEATHER REMARKS:** For a toll free call Fairbanks FSS dial 1–866–248–6516.

**COMMUNICATIONS:** CTAF
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FYU.

- **FORT YUKON VOR** Chan 91 N66º34.46´ W145º16.60´ 336º 93.0 NM to fld. 449/20E.
- **VOR unusable:** 001º–360º byd 15 NM
  - **249º–259º** byd 10 NM blo 4,900´
- **TACAN AZIMUTH unusable:** 280º–300º byd 35 NM blo 2,500´
- **DME unusable:** 280º–300º byd 35 NM blo 2,500´
- **COMM/NAV/WEATHER REMARKS:** For a toll free call Fairbanks FSS dial 1–866–248–6516.

**COMMUNICATIONS:** CTAF
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FYU.

- **VOR unusable:** 001º–360º byd 15 NM
  - **249º–259º** byd 10 NM blo 4,900´
  - **TACAN AZIMUTH unusable:** 280º–300º byd 35 NM blo 2,500´
  - **DME unusable:** 280º–300º byd 35 NM blo 2,500´

---

**ATIGUN**  N68º09.01´ W149º24.39´

**RCO** 122.6 (FAIRBANKS RADIO)

**COMMUNICATIONS:** CTAF
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FYU.

- **VOR unusable:** 001º–360º byd 15 NM
  - **249º–259º** byd 10 NM blo 4,900´
  - **TACAN AZIMUTH unusable:** 280º–300º byd 35 NM blo 2,500´
  - **DME unusable:** 280º–300º byd 35 NM blo 2,500´

**COMM/NAV/WEATHER REMARKS:** For a toll free call Fairbanks FSS dial 1–866–248–6516.
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 MANAGER: 907-581-1786
COMMUNICATIONS: CTAF 122.9
COLD BAY FSS 123.6 (COLD BAY RADIO)
®
ANCHORAGE CENTER APP/DEP CON 126.4
GCO 122.15 (NTSD 4 CLICKS FOR KENAI FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE ADK.
MOUNT MOFFETT NDB/DME (HW) 530 ADK Chan 87 N51°52.31´
W176°40.56´ 069º 93.9 NM to fld. 329/7E.
DME channel 087x is paired with vhf freq 114.0
DME unusable:
080º–105º byd 27 NM
105º–115º byd 27 NM
115º–155º byd 27 NM
155º–225º byd 27 NM
225º–290º byd 27 NM
290º–340º
340º–055º byd 20 NM

ATMAUTLUAK (4A2)  0 NE  UTC–9(–8DT)  N60°52.07´ W162°16.46´
19 B  NOTAM FILE ENA
RWY 15–33: 3000X75 (GRVL) MIRL
SERVICE. LGT ACTVT REIL Rwy 15 & 33; PAPI Rwy 15 & 33; MIRL
Rwy15–33—CTAF. Rwy 15 PAPI unusbl byd 8 degs right of cntlrn.
AIRPORT REMARKS: Unattended. Birds invof rwy. Rwy cond unmnt; rcmd visual insp bfr use. Rwy, twy & ramp has 4–6 in dips & ruts. Rwy sinks & sloped E.
AIRPORT MANAGER: (907) 543-2498
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09´
W161°49.46´  277° 14.1 NM to fld. 105/14E.
ATQASUK EDWARD BURNELL SR MEML  (ATK)(PATQ)  1 S  UTC–9(–8DT)  N70°28.03´

W157°26.14´
101 B NOTAM FILE ATK
RWY 07–25: 4370X90 (GRVL)  MIRL
RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 30´.
RWY 25: REIL. PAPI(P2L)—GA 3.0º TCH 30´.
SERVICE: LGT ACTVT REIL Rwy 07 and 25; PAPI Rwy 07 and 25; MIRL Rwy 07–25—CTAF.
AIRPORT MANAGER: 907-852-0489
COMMUNICATIONS: CTAF 122.9
® ANCHORAGE CENTER APP/DEP CON 135.3
RADIO AIDS TO NAVIGATION: NOTAM FILE BRW.
BARROW (H) (H) VOR/W 116.2  BRW  Chan 109  N71°16.41´
W156°47.29´ 185º 50.2 NM to fld. 57/10E.

BADAMI  (See DEADHORSE on page 91)
### BARTER ISLAND

**NOTAM FILE:** BTI

**RWY 07–25:** 4500X100 (GRVL) MIRL

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

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

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

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

**AIRPORT MANAGER:** (907) 852-0489

**COMMUNICATIONS:** CTAF 122.8

**BARTER ISLAND RCO** 122.0 (DEADHORSE RADIO)


### BARTLETT COVE SPB

**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

**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

**RADAR AIDS TO NAVIGATION:** NOTAM FILE OME.

**NOME (H) (H) VOR/W/DM** 115.0 OME Chan 97 N64°29.11’ W165°15.19’ 343° 11.7 NM to fld. 95/11E.

**COMM/NAV/WEATHER REMARKS:** For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial 1–866–248–6516.
**BEAR CREEK 3**  
(Z48) 3 W UTC–9(–8DT)  
N63º34.30´ W156º08.64´

740 NOTAM FILE ENA

RWY 15–33: 1800X25 (TURF–DIRT)

RWY 15: Trees.

AIRPORT REMARKS: Unattended. Airfield not monitored, recommend visual inspection prior to use. Rwy 15–33 doglegs to the E at S end. Moose inv of 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


**BEAR LAKE**

**JOHNSONS LANDING**  
(Z52) 1 S UTC–9(–8DT)  
N56º02.20´ W160º15.97´

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 MANAGER: 907-283-4117

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

COLD BAY (H) (H) VORTACW  
112.6 CDB Chan 73 N55º16.04´ W162º46.44´ 050º 97.0 NM to fld. 99/10E.

VOR unusable:

<table>
<thead>
<tr>
<th>Course</th>
<th>Distance</th>
<th>Flight Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>094º–129º</td>
<td>30 NM</td>
<td>9,000´</td>
</tr>
<tr>
<td>164º–199º</td>
<td>20 NM</td>
<td>14,000´</td>
</tr>
<tr>
<td>164º–199º</td>
<td>35 NM</td>
<td></td>
</tr>
<tr>
<td>349º–009º</td>
<td>10,000´</td>
<td></td>
</tr>
<tr>
<td>349º–009º</td>
<td>15 NM</td>
<td></td>
</tr>
</tbody>
</table>

TACAN AZIMUTH unusable:

<table>
<thead>
<tr>
<th>Course</th>
<th>Distance</th>
<th>Flight Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>094º–129º</td>
<td>30 NM</td>
<td>9,000´</td>
</tr>
<tr>
<td>164º–199º</td>
<td>20 NM</td>
<td>14,000´</td>
</tr>
<tr>
<td>164º–199º</td>
<td>35 NM</td>
<td></td>
</tr>
<tr>
<td>269º–279º</td>
<td>20 NM</td>
<td></td>
</tr>
</tbody>
</table>

DME unusable:

<table>
<thead>
<tr>
<th>Course</th>
<th>Distance</th>
<th>Flight Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>094º–129º</td>
<td>30 NM</td>
<td>9,000´</td>
</tr>
<tr>
<td>164º–199º</td>
<td>20 NM</td>
<td>14,000´</td>
</tr>
<tr>
<td>164º–199º</td>
<td>35 NM</td>
<td></td>
</tr>
<tr>
<td>269º–279º</td>
<td>20 NM</td>
<td></td>
</tr>
</tbody>
</table>

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

| RWY 05–23: 3934X75 (GRVL–DIRT) | MIRL |
| RWY 05: Trees. |
| RWY 23: Trees. |

**SERVICE**  L/GT ACTIVATE MIRL Rwy 05–23 and rotating bcn—CTAF.

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

**AIRPORT MANAGER**  (907) 451-5280

**COMMUNICATIONS**  CTAF 122.9

**RADIO AIDS TO NAVIGATION**  NOTAM FILE FYU.

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

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

---

**BEAVER LAKE SPB**  (See BIG LAKE on page 62)

**BELL ISLAND HOT SPRINGS SPB**  (KBE) PVT  O SW  UTC–9(–8DT)  N55°55.74´ W131°34.30´  

**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.
BELUGA (BLG)(PABG) PVT UTC–9(–8DT) N61°10.38´ W151°02.72´
87  NOTAM FILE  Not insp.
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 lghts.ACTIVATE MIRL Rwy 09–27 and
Rwy 01–19—CTAF.
AIRPORT REMARKS: Attended continuously. Landing authorization apvl req
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 invof 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) (H) VOR/DME 113.15  TED Chan 78(Y) N61°10.07´ W149º57.61´  253º 31.5 NM to fld.
92/18E.
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´
••••••••••••••••••
HELIPAD H1: H60X60 (CONC)  PERIMETER LGTS
BETHEL (BET)(PABE) 3 SW UTC–9(–8DT) N60º46.71´ W161º50.23´

129 B ARFF Index—See Remarks NOTAM FILE BET

RWY 01L–19R: H6400X150 (ASPH–GRVD) 5–105, D–147, 2D–244
PCN 41 F/C/Y/T HIRL 0.4% up SW

RWY 01L: MALSRS. VASI(V4L)—GA 3.0º TCH 39’. RVR–T
RWY 19R: MALSRS. VASI(V4L)—GA 3.0º TCH 52’. RVR–T

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

RWY 01R: REIL. PAPI(P4L)—GA 3.0º TCH 31’.
RWY 19L: REIL. PAPI(P4L)—GA 3.0º TCH 32’.

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

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01L: TORA–6400 TODA–6400 ASDA–6400 LDA–6400

SERVICE: S2 FUEL 100, 100LL, JET A, A1 LGT

HIRL Rwy 01L–19R, 01R–19L, Rwy 12–30; twy lights—CTAF. ACTVT
MALSR Rwy 01L and 19R; REIL Rwy 01R and 19L; VASI Rwy 01L and 19R; PAPI Rwy 01R and 19L—CTAF.


AIRPORT MANAGER: 907-543-2498

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

COMMUNICATIONS: CTAF 118.7 ATIS 119.8

ANCHORAGE CENTER APP/DEP CON 125.2
TOWER 118.7 (1600–0700Z‡ 1 Apr–31 Oct; 1600–0500Z‡ 1 Nov–31 Mar)

GND CON 121.7

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

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

(H) (H) VORTAC W 114.1 BET Chan 88 N60º47.09´ W161º49.46´ at fld. 105/14E.
OSCABVILLE NDB (HW) 251 OSE N60º47.48´ W161º52.37´ 115º 1.3 NM to fld. 155/11E.
ILS/DME 111.5 I–BET Chan 52 Rwy 19R. Class IE.


BETHEL SPB (Z59) 0 S UTC–9(–8DT) N60º46.92´ W161º44.59´

15 NOTAM FILE ENA

WATERWAY NE–SW: 3000X500 (WATER)

SERVICE: S2 FUEL 100, 100LL


COMMUNICATIONS: CTAF 118.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

(H) (H) VORTAC W 114.1 BET Chan 88 N60º47.09´ W161º49.46´ 080º 2.4 NM to fld. 105/14E.

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

WATERWAY N–S: 2600X1500 (WATER)

SERVICE: FUEL 100, 100LL, JET A


COMMUNICATIONS: CTAF 118.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) (H) VORTAC W 114.1 BET Chan 88 N60°47.09´ W161°49.46´ 055º 3.3 NM to fld. 105/14E.


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

RWY 02–20: 5190X150 GRVL MIRL

RWY 02: MALs. VASI(V4L)—GA 3.0º TCH 36´. Road.

RWY 20: VASI(V4L)—GA 3.0º TCH 52´. Road.

SERVICE: FUEL 100LL, JET A+ LGT ACTVT MALS Rwy 02; VASI Rwy 02 and 20; MIRL Rwy 02–20—CTAF. ACTVT bcn SR–SS—CTAF.


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) (H) VOR/DME 116.0 BTT Chan 107 N66°54.30´ W151º32.15´ at fld. 637/20E.

VOR AZIMUM & DME unusable:

047º–077º byd 24 NM

EVANSVILLE NDB (HW) 391 EAV N66°53.59´ W151º33.82´ 013º 1.5 NM to fld. 20E.


WATERWAY 14W–32W: 4100X200 (WATER)
BIG LAKE  SPB (D71)  4 NE UTC–9 (–8DT) N61°34.51’ W149°50.86’

WATERWAY 01W–09W: 5000X4000 (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: CTA/UNICOM 122.8


BIG LAKE  SPB (BGQ(PAGQ))  1 SE UTC–9 (–8DT) N61°32.08’ W149°48.75’

RWY 07–25: 2450X70 (GRVL) MIRL

RWY 07: Trees.

RWY 25: Trees.

SERVICE: S4 LGT ACTIVATE MIRL Rwy 07–25—122.8.


AIRPORT MANAGER: 907-745-2159

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA. (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17’ W149°58.03’ 096º 4.9 NM to fld. 179/19E.

TACAN AZIMUTH unusable:
230º–245º byd 38 blo 8,000’

DME unusable:
230º–245º byd 38 blo 8,000’


BROCKER LAKE SPB (6A7)  3 SE UTC–9 (–8DT) N61°28.91’ W149°46.39’

WATERWAY ALL–WAY: 1200X100 (WATER)

SEAPLANE REMARKS: Unattended. Public access at north end of lake. No designated transient areas.

COMMUNICATIONS: CTAF 122.8


JONES LANDING SPB (L95)  3 E UTC–9 (–8DT) N61°33.29’ W149°56.36’

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) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17’ W149°58.03’ 119º 1.2 NM to fld. 179/19E.

TACAN AZIMUTH unusable:
230º–245º byd 38 blo 8,000’

DME unusable:
230º–245º byd 38 blo 8,000’

BIG LAKE  N61º34.17´  W149º58.03´  NOTAM FILE ENA.  
(H) (H) VORTACW  112.5  BGQ  Chan 72  119º 1.2 NM to Jones Landing. 179/19E.
TACAN AZIMUTH unusable:  
230º–245º byd 38 blo 8,000´
DME unusable:  
230º–245º byd 38 blo 8,000´

BIG MOUNTAIN  (37AK)(PABM)  AF  3 SW  UTC–9(–8DT)  N59º21.67´  W155º15.53´  
663  NOTAM FILE ILI Not insp.
RWY 07–25:  4200X145 (GRVL)
RWY 07:  Rgt tfc.
AIRPORT MANAGER:  907–552–8757

BIORKA ISLAND  N56º51.56´  W135º33.08´  NOTAM FILE SIT.  
(H) (H) VORTACW  113.8  BKA  Chan 85  009º 12.9 NM to Sitka Rocky Gutierrez. 260/20E.
VOR unusable:  
010º–085º byd 30 NM blo 12,000´
133º–175º blo 9,000´
133º–175º byd 10 NM
210º–245º blo 2,000´
210º–245º byd 15 NM blo 5,000´
210º–245º byd 25 NM blo 7,000´
210º–245º byd 30 NM blo 9,000´
210º–245º byd 35 NM
300º–330º byd 36 NM blo 9,000´
TACAN AZIMUTH unusable:  
010º–085º byd 30 NM blo 12,000´
133º–175º blo 9,000´
133º–175º byd 10 NM
210º–245º blo 2,000´
210º–245º byd 15 NM blo 5,000´
210º–245º byd 25 NM blo 7,000´
210º–245º byd 30 NM blo 9,000´
210º–245º byd 35 NM
300º–329º byd 36 NM blo 10,000´
330º–335º byd 27 NM blo 8,000´
DME unusable:  
010º–085º byd 30 NM blo 12,000´
133º–175º blo 9,000´
133º–175º byd 10 NM
210º–245º blo 2,000´
210º–245º byd 15 NM blo 5,000´
210º–245º byd 25 NM blo 7,000´
210º–245º byd 30 NM blo 9,000´
210º–245º byd 35 NM
330º–335º byd 27 NM blo 8,000´
RCO  122.3 (SITKA RADIO)
BIRCH CREEK (Z91) 1 NNW UTC–9(–8DT) N66º16.47´ W145º49.09´

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) (H) VORTACW 114.4 FYU Chan 91 N66º34.46´ W145º16.60´ 196º 22.3 NM to fld. 449/20E.

VOR unusable:
001º–360º byd 15 NM
249º–259º byd 10 NM blo 4,900´
TACAN AZIMUTH unusable:
280º–300º byd 35 NM blo 2,500´
DME unusable:
280º–300º byd 35 NM blo 2,500´


BIRCH CREEK LANDING (See TALKEETNA on page 232)

BIRCHWOOD (BCV)(PABV) 2 NW UTC–9(–8DT) N61º24.97´ W149º30.50´

RWY 02L–20R: H4012X100 (ASPH) MIRL 0.4% up S

RWY 02L: Trees.

RWY 02R: H1802X50 (ASPH–GRVL) 0.3% up S

RWY 20L: Rgt tfc.

SERVICE: S4 FUEL 100LL LGT ACTIVATE VASI Rwy 20R, MIRL Rwy 02L–20R—CTAF. Rwy 20R key mke 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 nuts. Mid 1500´ of Twy A designated as rwy for ultralight and skid/trundra tire equipped acft, no parallel ops allowed—sequence on CTAF. Rgt tfc pattern Rwy 20L and Rwy 20R except ultralight acct use left pattern east away from all rwys. Helicopters avoid fixed wing and ultralight tfc pattern. Arpt has designated transient acct parking avbl. First 24 hrs free. Pay at pilot shack. Rwy 02R–21L 600 ft asph on Rwy 20L end, remainder grvl.

AIRPORT MANAGER: 907-338-1466

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) (H) VORTACW 112.5 BGQ Chan 72 N61º34.17´ W149º58.03´ 106º 16.1 NM to fld. 179/19E.

TACAN AZIMUTH unusable:
230º–245º byd 38 blo 8,000´
DME unusable:
230º–245º byd 38 blo 8,000´

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 MANAGER: 907-822-3217

COMMUNICATIONS: CTAF 122.9
RCO 122.4 (FAIRBANKS RADIO)
SUAIS 125.3 126.3 (1–800–758–8723).

RADIO AIDS TO NAVIGATION: NOTAM FILE BIG.
BIG DELTA (H) (H) VORTAC W145º43.03’ 165º 28.5 NM to fld. 1230/23E.
VOR unusable:
  055º–080º byd 15 NM blo 7,000´
  260º–279º byd 10 NM

BLINN LAKE SPB  (See COLD BAY on page 85)

BLODGETT LAKE SPB  (See WASILLA on page 254)

BLUFF PARK FARM  (See WASILLA on page 255)

BOB BAKER MEML  (See KIANA on page 146)

BOLD  (See ANCHORAGE on page 42)

BOOTLEGGERS COVE  (See HOMER on page 123)

BORLAND  N55º18.94´ W160º31.10´ NOTAM FILE SDP.
NDB/DME (HW) 390 HBT Chan 79 at Sand Point. 130/11E.
NDB unusable:
  304º–354º byd 16NM
DME unusable:
  034º–134º byd 6NM
  184º–264º byd 27 NM blo 14,000´
  184º–264º byd 6 NM blo 10,000´
  354º–034º byd 22 NM blo 18,000´
  354º–034º byd 27NM
  354º–034º byd 6 NM blo 10,000´

BOSWELL BAY (AK97) PVT  1 E UTC–9(–8DT) N60º25.38´ W146º08.75´

230  NOTAM FILE
RWY 04–22: 2612X100 (GRVL)
  RWY 04: Hill.
  RWY 22: Trees.
AIRPORT REMARKS: CLOSED TO THE PUBLIC. Unattended. PPR required from ALASCOM. Turbulence likely when wind greater than 10 kts from any direction. Daylight operations only.
COMMUNICATIONS: CTAF 122.7
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.
  RWY 23: Thld dslpd 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 dslpcd 200´.
Airport manager: 907-883-5128
Communications: CTAF 122.9
Suais: 125.3 126.3 (1–800–758–8723).
Radio aids to navigation: Notam file ORT.
Northway (H) (H) VOR/TC 116.3 ORT Chan 110 N62º56.83´ W141º54.76´ 353º 71.4 NM to fld. 1779/24E.
TACAN azimuth unusable:
335º–030º byd 30 NM bto 10,500´
DME unusable:
335º–030º byd 30 NM bto 10,500´

BRADLEY SKY–RANCH (See NORTH POLE on page 182)

BREEDEN (See STERLING on page 229)

Brevig Mission (KTS)(PFKT) 0 E UTC–9(–8DT)  N65º19.88´ W166º27.94´
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. Rwy cond not monitored, recommend visual inspection prior to ldg. Rwy 05–23 marked with lgts and plastic markers. Rwy 12–30 nstd markings, marked with lgts and plastic markers.
Airport manager: 907-443-2500
Weather data sources: AWOS–3P
121.550 (907) 642–2166.
Communications: CTAF 123.0
Brevig Mission RCO 135.6 (Nome Radio)
Anchorage Center APP/Dep Con 133.3 290.4
Radio aids to navigation: Notam file OME.
Nome (H) (H) VOR/DME
115.0 OME Chan 97 N64º29.11´ W165º15.19´ 318º 59.6 NM to fld. 95/11E.

Brocker Lake SPB (See BIG LAKE on page 62)
BRYANT AAF (FRN)(PAFR) ARNG 5 NE UTC–9(–8DT) N61º15.95´ W149º39.20´
387 B TPA—See Remarks NOTAM FILE PAFR Not insp.
RWY 18–36: H4088X100 (ASPH) S–38, D–54 PCN 66 F/A/W/T
MIRL 0.5% up North
RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–4088 TODA–4088 ASDA–4088 LDA–4088
RWY 36: TORA–4088 TODA–4088 ASDA–4088 LDA–3418
SERVICE: LGT Rwy 36 PAPI does not provide OBST clearance beyond
2 NM from thld, due to mountainous terrain east of cntlrn.
MILITARY REMARKS: Attended Mon–Fri 1630–0230Z exc hols. Wildlife
occasionally on or near rwy. Recommend visual inspection of rwy.
Visually inspect rwy when twr is closed. Army Aviation Support Facility
C907–428–6333. 96 hr PPR for svcs. Lgtd 180´ antennas at
National Guard Armory East of Rwy 18–36. TPA Rwy 18–36 tfc pat
R/W 1100´ MSL; fixed wing 1900´ MSL. Tfc pattern for Rwy 18–36
west tfc only. Bryant Twr—907–428–6850, during operating hours.
AIRPORT MANAGER: 907–428–6561
WEATHER DATA SOURCES: ASOS
COMMUNICATIONS: CTAF 125.0 ATIS 134.25
ANCHORAGE APP/DEP CON 290.5 118.6
TOWER 125.0 254.35 (1500–0700Z‡ Mon–Fri except fed hols)
GND CON 121.25 239.25 CLNC DEL 119.1 363.2
PMSV METRO 346.6 AASF OPS 40.8
AIRSPACE: CLASS D svc Mon–Fri 1500–0700Z‡ except fed hols or as NOTAM; other times CLASS G.
RADIO AIDS TO NAVIGATION:
ANCHORAGE (H) (H) VOR/DME 113.15 TED Chan 78(Y) N61º10.07´ W149º57.61´ 038º 10.7 NM to fld.
92/18E.
VOR unusable:
041º–091º byd 25 NM blo 15,000´
091º–096º byd 20 NM blo 15,000´
096º–121º byd 25 NM blo 12,500´
121º–146º byd 25 NM blo 9,000´
DME unusable:
041º–091º byd 25 NM blo 15,000´
091º–096º byd 20 NM blo 15,000´
096º–121º byd 25 NM blo 12,500´
121º–146º byd 25 NM blo 9,000´
196º–206º byd 25 NM bld 3,500´
206º–211º byd 25 NM bld 4,000´
211º–221º byd 25 NM bld 3,500´
operating hours).

BUCK CREEK (AK98) PVT 1 N UTC–9(–8DT) N65º38.32´ W167º29.15´
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:
TIN CITY NDB/DME (HW) 347 TNC Chan 119(Y) N65º33.70´ W167º55.49´
057º 11.9 NM to fld. 248/10E.
NDB unusable:
200º–240º byd 20 NM
240º–330º byd 10 NM
DME unusable:
040º–050º byd 20 NM blo 6,000´
050º–080º byd 20 NM blo 9,000´
080º–090º byd 20 NM blo 8,500´
090º–095º byd 20 NM blo 5,500´
095º–110º byd 20 NM blo 4,400´
200º–240º byd 20 NM
240º–290º byd 5 NM
290º–320º byd 10 NM
320º–340º 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´
29  B  NOTAM FILE BVK

RWY 11–29: 3200X75 (GRVL)  MIRL
RWY 29: VASI(V4L)—GA 3.5º TCH 29´. Antenna.

SERVICE:  LGT ACTVT MIRL Rwy 11–29—CTAF. VASI Rwy 11 and 29
operate continuously.

AIRPORT REMARKS:  Unattended. Rwy cond not monitored, recommend
visual inspection prior to ldg. Rwy subj to turbulent crosswinds in
summer months. Migratory waterfowl inflw arpt spring through fall.

AIRPORT MANAGER:  907-442-3147

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

COMMUNICATIONS:  CTAF 122.9
BUCKLAND RCO 122.3 (KOTZEBUE RADIO)
ANCHORAGE CENTER APP/DEP CON 119.2 263.0

RADIO AIDS TO NAVIGATION:  NOTAM FILE WLK.
SELAWIK (H) VORW/DME 114.2  WLK Chan 89  N66º35.97´
W159º59.45´ 202º 46.6 NM to fld. 11/16E.

COMM/NAV/WEATHER REMARKS:  For a LC call to Kotzebue FSS dial
907–442–3310. For a toll free call to Kotzebe 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)  N70º10.37´
18  NOTAM FILE  Not insp.

RWY 15–33: 3520X100 (GRVL)

MILITARY REMARKS:  Unattended. OFFICIAL USE ONLY, CLOSED TO PUBLIC. All acft oprs shall obtain a PPR number at least
24 hrs prior to intended ldg. US Air Force installation. All civ acft oprs must submit civil aircraft landing permit (CALP)
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 317–552–4400 or COM: 907–552–4400 for CALPs. Mail
CALP application to:  ATTN: 11AF Airfield Manager, 10471 20th Street, Suite 231, JBER, AK 99507. Civil Aircraft
Landing Permit (CALP) contact numbers DSN: 317–552–4404/4176 or COM: (907) 552–4400/4176, e-mail:
alandingpermits@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 189)

CAIRN MOUNTAIN  N61º06.11´ W155º34.12´  NOTAM FILE SWV.
ND8 (HWW) 281  CRN  1737/15E.

ND8 has no standby transmitter, May be shutdown without prior notice

CAMPBELL AIRSTRIP  (See ANCHORAGE on page 43)

CAMPBELL LAKE SPB  (See ANCHORAGE on page 43)
CANDLE 2 (AK75) PVT 0 NE UTC–9(–8DT) N65°54.46’ W161°55.58’

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


AIRPORT MANAGER: 801-455-5200

RADIO AIDS TO NAVIGATION: NOTAM FILE WALK.

SELAWIK (H) (H) VOR/DME 114.2 WALK Chan 89 N66°35.97’ W159°59.45’ 213º 62.8 NM to fld. 11/16E.

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

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

RWY 04–22: 2080X30 (TURF–DIRT) 2% up N
RWY 04: Trees. Rgt tlc.
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 rgrs dog–leg apch due to mountainous terrain. Alaska Railroad parallels rwy along south side. Act reqd to taxi on rwy and avoid use of subdivision road parallel to rwy. Rwy 04 edges and thld marked with orange reflective cones. Rwy 22 left side slopes down hill and sfc is uneven.

AIRPORT MANAGER: 907-768-2143

COMMUNICATIONS: CTAF 122.9
CANTWELL RCO 122.5 (KENAI RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.

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

VOR unusable:
277º–297º byd 30 NM blo 12,000´
DME unusable:
057º–087º 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.
NOTAM FILE PALU Not insp.

RWY 09–27: 4800X135 (GRVL) HIRL

RWY 09: REIL, PAPI(P2R)—GA 3.0º TCH 24´. Mtn.

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 wknds 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.aspx) 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, 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

COMMUNICATIONS: CTA 126.2

CAPE LISBURN RCO 122.3 (KOTZEBUE RADIO)

ANCHORAGE CENTER APP/DEP CON 119.65 363.25

RADIO AIDS TO NAVIGATION: NOTAM FILE LUR.

NDB/DME (HW) 385 LUR Chan 20(Y) N68º52.28´ W166º04.56´ at fld. 61/7E. NDB has no standby transmitter, May be shutdown without prior notice. NDB unusable: 141º–169º byd 20 NM
DME unusable: 004º–129º byd 20 NM
129º–291º byd 5 NM blo 9,000´

COMM/NAV/WEATHER REMARKS: For a LC call to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzube FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–800–248–6516. NDB has no standby transmitter, may be shutdown without PN. DME channel 20(Y) paired with VHF freq 108.35.
CAPE NEWENHAM LRRS (EHM)(PAEH) AF 1 SE UTC–9(–8DT) N58º38.89´ W162º03.83´

SERVICE: LGT Radio req on 126.2.

MILITARY REMARKS: (OFFICIAL BUSINESS ONLY) CLOSED to the public.
Attended dalgt hrs. Normally attended 1700–0200 wkdays. Afld is clsd wknds and all Federal hol. All arr 24 hr PPR but no later than 1 hr prior to dep.–D317–552–9419/9370, C907–552–9419/9370. Pax must coord non–emerg travel prior–DSN 317–552–4400/9630 or C907–552–4400/9630. All civ acft oprs must have a current Civil Act CTAF

AIRPORT MANAGER: 907-552-5105

COMMUNICATIONS: CTAF 126.2

RADIO AIDS TO NAVIGATION: NOTAM FILE EHM.

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

CAPE POLE SPB (Z71) 0 W UTC–9(–8DT) N55º57.98´ W133º47.80´

NOTAM FILE SIT

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

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VOR/DME 116.5 LVD Chan 112 N56º28.06´ W133º04.99´ 199º 38.5 NM from Level Island. VOR usable:
020º–050º byd 37 NM
270º–300º byd 25 NM bld 10,000´
301º–321º byd 25 NM bld 7,000´
wx cam avbl at http://weathercams.faa.gov

DME unusable:
020º–050º byd 25 NM bld 10,000´
020º–050º byd 37 NM
105º–120º byd 29 NM bld 10,000´
121º–135º byd 35 NM bld 7,000
270º–300º byd 25 NM bld 10,000´
301º–321º byd 25 NM bld 7,000´
345º–350º byd 36 NM bld 8,000´

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)  N61º46.86´ W166º02.37´

467  NOTAM FILE PACZ  Not insp.

RWY 02–20:  3955X135 (GRVL)  2.4% up N

RWY 02:  REIL. PAPI(P2R)—GA 3.0º TCH 44´.

RWY 20:  Ridge.

MILITARY REMARKS:  Offl bus only; CLOSED to public. Attended Mon–Fri 1700–0200Z‡. CLOSED wknds & fed hol. Mil, gov & civil PPR 24 hr bfr sked arr & no later than 1 hr prior to dep D317–552–9419/9370, C907–552–9419/9370. Pax must coord non emerg tvl site – ARS Program Mgmt D317–552–4400/9630 or C907–552–4400/9630. USAF arpt: civ oprs must have Civil Acft Landing Permit (CALP) bfr 30 day PPR is issued. Non CALP ops fined & rptd per USAF operg instrn.

CALT application – 611 ASUS/LRAM D317–552–1448/4176/C907–552–1448/4176, aklandingpermits@us.af.mil or mail to 11 AF amgr 10471 20th St Suite 231, JBER, AK 99506. Rwy 02–20: Rwy on side of 2100 ft mt; apch fm SW; lnd Rwy 02 & tkof Rwy 20; high trrn both sides & N rwy end.

Successful go around improbable. CAUTION: winds fm 070º–150º may be stronger than rprtd. Wind ovr 20 kts psbl srv turb. Dalgt ops only.

ALERT: In addition to wildlife risk analysis hazard nmrs gulls invof arpt in June; geese & swans Aug–Sep; durg herring fishery act nmrs gulls on beach blw apch to rwy. Diligence rcmnd. CAUTION: Sharp dropoff W side of rwy; rstr 180 deg turns to N end apron area. Establish radio ctc as soon as possible prior to ldg. Aft ctc on 126.2 or 121.5 30 min delay for FICON.

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

RADAR AIDS TO NAVIGATION:  NOTAM FILE CZF.

(H) DME 116.75  CZF Chan 114(Y) N61º46.56´ W166º02.61´ at fld. 428.

DME unusable:

161º–210º byd 10 NM bio 9,000´

265º–160º

NDB (HW) 275  CZF N61º47.42´ W165º58.20´ 246º 2.1 NM to fld. 1434/8E.

NDB unusable:

065º–095º byd 35 NM bio 4,000´

**CAPE SARICHEF**

(26AK)(PACS) PVT 0 N UTC-9(–8DT) N54°34.95´ W164°54.87´

291 NOTAM FILE CDB Not insp.

RWY 16–34: 3500X120 (GRVL)

RWY 16: Rgt tcf.

RWY 06–24: 1900X90 (GRVL)

RWY 24: Mtn.

**AIRPORT REMARKS:** Unattended. Rwy not maintained, recommend visual inspection prior to using. Rwy 06–24 east 1100´ of rwy closed and unusable.

**AIRPORT MANAGER:** 907-532-2445

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDB.

**COLD BAY (H) (H) VORTACW** 112.6 CDB Chan 73 N55°16.04´ W162°46.44´ 232º 84.8 NM to fld. 99/10E.

VOR unusable: 094º–129º byd 30 NM blo 9,000´

164º–199º byd 20 NM blo 14,000´

164º–199º byd 35 NM

349º–009º blo 10,000´

349º–009º byd 15 NM

TACAN AZIMUTH unusable: 094º–129º byd 30 NM blo 9,000´

164º–199º byd 20 NM blo 14,000´

164º–199º byd 35 NM

269º–279º byd 20 NM

DME unusable: 094º–129º byd 30 NM blo 9,000´

164º–199º byd 20 NM blo 14,000´

164º–199º byd 35 NM

269º–279º 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´

RC0 122.6 (JUNEAU RADIO)

**SERVICES:** LGT For REIL Rwy 02 call 907–292–3315.

**MILITARY REMARKS:** CLOSED TO THE PUBLIC. OFFICIAL BUSINESS ONLY. No tran svc or maint avbl. Regular snow removal performed for scheduled flts only, 24 hr ntc rqr for other than scheduled flts.

**AIRPORT MANAGER:** 907-463-2970

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SYA.

**SHEMYA (H) (H) VORTACW** 109.0 SYA Chan 17 N52°43.10´ E173°10.53´ 279º 33.0 NM from Shemya "SYA" VORTAC

VOR unusable: 289º–029º

TACAN AZIMUTH unusable: 289º–029º

**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.
CENTRAL (CEM)(PACE)  O NNE UTC–9(–8DT) N65°34.44’ W144°46.85’
937  B  NOTAM FILE FAI
RWY 08–26:  2782X60 (GRVL–DIRT)  MIRL  0.7% up W
RWY 08: Thld dsplcd 121’. Brush.
RWY 26: Brush.
SERVICE:  LGT ACTVT MIRL Rwy 08–26—CTAF.
AIRPORT REMARKS:  Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. Grass on rwy sfc up to 12 in tall. Snow removal ops dur winter monitor CTAF. Rwy 08 dsplcd thld marked with blue lgts and reflectors.
AIRPORT MANAGER:  907-451-5280
COMMUNICATIONS:  CTAF 122.9
© ANCHORAGE CENTER APP/DEP CON 135.0
SUAIS 125.3  126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION:  NOTAM FILE FYU.
FORT YUKON (H) (H) VORTACW 114.4  FYU Chan 91  N66°34.46’ W145°16.60’  148° 61.4 NM to fld. 449/20E.
VOR unusable:
001º–360º byd 15 NM
249º–259º byd 10 NM blo 4,900’
TACAN AZIMUTH unusable:
280º–300º byd 35 NM blo 2,500’
DME unusable:
280º–300º byd 35 NM blo 2,500’

CHALKYITSIK (CIK)(PACI)  O SW UTC–9(–8DT) N66°38.70’ W143°44.39’
549  B  NOTAM FILE FAI
RWY 04–22:  4000X75 (GRVL–DIRT)  MIRL
RWY 04:  Trees.
SERVICE:  LGT ACTIVATE beacon—CTAF. ACTVT MIRL Rwy 04–22—CTAF.
AIRPORT MANAGER:  (907) 451-5280
COMMUNICATIONS:  CTAF 122.9
© ANCHORAGE CENTER APP/DEP CON 135.0
RADIO AIDS TO NAVIGATION:  NOTAM FILE FYU.
FORT YUKON (H) (H) VORTACW 114.4  FYU Chan 91  N66°34.46’ W145°16.60’  063° 37.0 NM to fld. 449/20E.
VOR unusable:
001º–360º byd 15 NM
249º–259º byd 10 NM blo 4,900’
TACAN AZIMUTH unusable:
280º–300º byd 35 NM blo 2,500’
DME unusable:
280º–300º byd 35 NM blo 2,500’
CHANDALAR CAMP

CHANDALAR SHELF (5CD) 0 W UTC–9(–8DT) N68º03.93´ W149º34.78´

3222 NOTAM FILE FAI
RWY 01–19: 2529X70 (GRVL)
RWY 01: Brush.
RWY 19: Brush.


AIRPORT MANAGER: 907-451-2207

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.
BETTLES (H) (H) VOR/DME 116.0 BTT Chan 107 N66º54.30´ W151º32.15´ 012º 83.2 NM to fld. 637/20E.


CHANDALAR LAKE (WCR)(PALR) 0 N UTC–9(–8DT) N67º30.27´ W148º28.99´

1920 NOTAM FILE WCR
RWY 03–21: 3000X60 (GRVL–DIRT)
RWY 03: Brush.
RWY 21: Brush.

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

AIRPORT MANAGER: 907-452-2207

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE WCR.


CHANDALAR SHELF (See CHANDALAR CAMP on page 75)
ALASKA

CHEFORNAK (CFK) PACKLINE 1 S UTC–9 (–8 DT) N06°08.21′ W164°16.74′

54 B NOTAM FILE ENA

RWY 16–34: 3230X60 (GRVL) MIRL 0.4% up S

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

AIRPORT REMARKS: Unattended. Rwy condition not monitored; recommend visual inspection prior to using. Numerous birds on or involved are advised to self-announce on CTAF prior to landing, 10 NM on approach. Rwy may be soft when wet. Rwy 16–34, rwy edged with cones and lights. 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 BET.

BETHEL (H) (H) VORTAC

114.1 BET Chan 88 N06°47.09′ W161°49.46′ 229º 82.7 NM to fld. 105/14E.


VENA HOT SPRINGS (AK13) PYTLINE 0 E UTC–9 (–8 DT) N065°03.11′ W146°02.85′

1195 NOTAM FILE Not insp.

RWY 08–26: 3000X60 (GRVL)

RWY 08: Hill.

RWY 26: Tree.

AIRPORT REMARKS: Unattended. PPR call 907–451–8104 extn 1909 or 1905. Be alert strong crosswinds. Rwy not maintained and condition not monitored. Loose 3” rocks on sfc and some 12” ruts along rwy. Windsock may be unreliable. Recommend visual inspection prior to use. Rapidly rising terrain all quadrants surrounding arpt. Animals and machinery on rwy. Ultralights prohibited, arpt not for commercial use; no hunting and no passenger pickup or drop off allowed. Rwy 08 26 slopes downhill 3% from E to W. Rwy 08 thlds marked with orange cones. Rwy 08 26 ends marked with orange panels.

AIRPORT MANAGER: (907) 451-8104

COMMUNICATIONS: CTAF 122.9

SUAIS 125.3 126.3 (1–800–758–8723)


CHENA MARINA (See FAIRBANKS on page 106)

CHENA RIVER SPB (See FAIRBANKS on page 107)

CHENA N64°50.32′ W147°29.70′ NOTAM FILE FAI.

NDB (HW) 257 CUN 245º 9.4 NM to Fairbanks Intl. 462/17E.
ALASKA

CHENEGA BAY (C05)(PFCB) 1 NE UTC–9(–8DT) N60°04.71´ W147º59.68´

RWY 16–34: 3000X75 (GRVL) MIRL
RWY 16: Brush.
RWY 34: Brush.

SERVICE: LGT ACTVT MIRL Rwy 16–34—CTAF. Bcn rdo ctrl.

AIRPORT MANAGER: 907-262-1187
WEATHER DATA SOURCES: AWOS–3P 129.05 (907) 573–5002.

COMMUNICATIONS: CTAF 122.9


CHEVAK (VAK)(PAVA) 1 N UTC–9(–8DT) N61°32.45´ W165º36.05´

RWY 02–20: 3220X75 (GRVL) MIRL 0.4% up N
RWY 02: REIL. PAPI(P4L)—GA 3.0º TCH 25º.
RWY 20: REIL. PAPI(P4L)—GA 3.0º TCH 25º.

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. Numerous birds on and inv of arpt. Rwy condition not monitored, recommend visual inspection prior to using. Strong crosswinds at this location. 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


CHICKALOON CASTLE MOUNTAIN AIRSTRIP (48AK) PVT 3 E UTC–9(–8DT) N61°47.59´ W148º29.55´

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


SEWARD L–1A, 3D, 4G

BETHEL L–3B IAP

ANCHORAGE

AK, 21 MAR 2024 to 16 MAY 2024
CHICKEN (CKX) 0 SW UTC–9(–8DT) N64°04.01’ W141°57.08’
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 inv of 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: CTA/UNICOM 122.8
RCO 121.35 (NORTHWAY RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTAC 116.3 ORT Chan 110 N62°56.83’
W141°54.76’ 335º 67.4 NM to fld. 1779/24E.
TACAN AZIMUTH unusable:
335º–030º byd 30 NM blo 10,500’
DME unusable:
335º–030º byd 30 NM blo 10,500’

CHIGNIK (AJC)(PAJC) 2 NE UTC–9(–8DT) N56°18.69’ W158°22.39’
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: CTA/UNICOM 122.8
RCO 122.05 (KENAI RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.
PORT HEIDEN NDB/DME (HW) 371 PDN Chan 32 N56°57.26’
W158°38.85’ 151º 39.7 NM to fld. 56/16E.
DME unusable:
050º–110º byd 32 NM blo 6,500’
CHIGNIK BAY SBP (Z78)  1 NE UTC–9(–8DT)  N56º17.74´ W158º24.09´  

00  NOTAM FILE ENA
WATERWAY NE–SW: 10000X4000 (WATER)
WATERWAY E–W: 6000X4000 (WATER)
SEAPLANE REMARKS: Unattended. Beach used for acft pull–up. Lake adjacent to Chignik rwy is often used as a SPB, with a beach at the south end of the lake.
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.
PORT HEIDEN NDB/DME (HW) 371  PDN  Chan 32  N56º57.26´ W158º38.85´ 152º 40.4 NM to fld. 56/16E.
DME unusable:
050º–110º byd 32 NM blo 6,500´

CHIGNIK LAGOON (KCL) 0 S UTC–9(–8DT)  N56º18.66´ W158º32.07´  

28  NOTAM FILE ENA
RWY 04–22: 2200X90 (GRVL–DIRT)
RWY 04: Trees.
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  N56º57.26´ W158º38.85´ 158º 38.9 NM to fld. 56/16E.
DME unusable:
050º–110º byd 32 NM blo 6,500´
CHIGNIK LAKE (A79) 0 WSW UTC–9(–8DT) N56º15.33´ W158º46.67´

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 15° 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 N56º57.26´ W158º38.85´ 170º 42.2 NM to fld. 56/16E.
DMF unusable: 050º–110º byd 32 NM blo 6,500´


CHINOOK N58º44.23´ W156º46.70´ NOTAM FILE AKN.


AIRPORT MANAGER: 907-822-3222

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTAC 116.3 ORT Chan 110 N62º56.83´ W141º54.76´ 160º 52.8 NM to fld. 1779/24E.
TACAN AZIMUTH unusable: 335º–030º byd 30 NM blo 10,500´
DMF unusable: 335º–030º byd 30 NM blo 10,500´

CHISTOCHINA (CZO) 0 SW UTC–9(–8DT) N62º33.74’ W144º40.35’

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) (H) VOR/W/DM E 115.6 GKN Chan 103 N62º09.23’ W145º26.84’ 024º 32.8 NM to fld. 1549/17E.

CHITINA (CXC) 4 N UTC–9(–8DT) N61º34.99’ W144º25.79’

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 btwn 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) (H) VOR/W/DM E 115.6 GKN Chan 103 N62º09.23’ W145º26.84’ 122º 44.9 NM to fld. 1549/17E.

CHRISTIANSEN LAKE SPB (See TALKEETNA on page 233)
CHUATHBALUK  (9A3/PACH)  1 NE UTC–9(–8DT)  N61º34.74´ W159º12.94´

244 B NOTAM FILE ENA

RWY 09–27: 3401X60 (GRVL–DIRT) MIRL


RWY 27: REIL. PAPI(P4L)—GA 4.0º TCH 25´. Brush.

SERVICE: LGT ACTVT REIL Rwy 09 and Rw 27, PAPI Rwy 09 and Rw 27, MIRL Rwy 09–27—CTAF. ACTVT rotg bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond not montrd rcmd visual inspn 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: 907-676-0505

COMMUNICATIONS: CTAF 122.9

CHUGIAK  (AK24) PVT  3 N UTC–9(–8DT)  N61º25.07´ W149º26.37´

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 ldg. Land at your own risk. STOL acft only.

AIRPORT MANAGER: 907-244-7820

COMMUNICATIONS: CTAF/UNICOM 123.0


CIRCLE CITY  (CRC/PACR)  0 W UTC–9(–8DT)  N65º49.68´ W144º04.57´

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  (FYU) (H) VORTACW 114.4 FYU Chan 91 N66º34.46´ W145º16.60´ 126º 53.6 NM From Fort Yukon "FYU" VORTAC

W145º16.60´  126º 53.6 NM to fld. 449/20E.

VOR unusable:

001º–360º byd 15 NM

249º–259º byd 10 NM blo 4,900´

TACAN AZIMUTH unusable:

280º–330º byd 35 NM blo 2,500´

DME unusable:

280º–300º byd 35 NM blo 2,500´

CIRCLE HOT SPRINGS (CHP) 1 E UTC–9(–8DT) N65º29.15´ W144º36.70´
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 actf may be operating from arpt in summer.
AIRPORT MANAGER: 907-451-5280
COMMUNICATIONS: CTAF 122.8
SUAIS 125.3 126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.
FORT YUKON (H) (H) VORTAC W145º16.60´ 161º 67.5 NM to fld. 449/20E.
VOR unusable:
001º–360º byd 15 NM
249º–259º byd 10 NM blo 4,900´
TACAN AZIMUTH unusable:
280º–300º byd 35 NM blo 2,500´
DME unusable:
280º–300º byd 35 NM blo 2,500´

CLAM COVE N55º20.53´ W131º41.45´ NOTAM FILE KTN.
NDB (HW) 396 CMJ 295º 1.0 NM to Ketchikan Intl. 46/21E.
NDB unusable:
Byd 15 NM

CLARKS POINT (CLP)(PFCL) 1 E UTC–9(–8DT) N58º50.02´ W158º31.76´
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. Birds and moose invof 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 121.45 (907) 868–7311. (WX CAM)
COMMUNICATIONS: CTAF 122.9
ANCHORAGE CENTER APP/DEP CON 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VOR/DME 116.4 DLG Chan 111
N58º59.65´ W158º33.13´ 161º 9.7 NM to fld. 81/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737
CLEAR CREEK (See FAIRBANKS (FT WAINWRIGHT) on page 109)

COAL CREEK (See YUKON CHARLEY RIVERS on page 269)

COFFMAN COVE SPB (KCC)(PAKC) 0 W UTC–9(–8DT) N56º00.89´ W132º50.04´

LEVEL ISLAND (H) (H) VOR/DME 116.5 LVD Chan 112 N56º28.06´ W133º04.99´ 143° 28.5 NM to fld. 98/20E.


COGHLAN ISLAND N58º21.56´ W134º41.97´ NOTAM FILE JNU.

JUNEAU

AK, 21 MAR 2024 to 16 MAY 2024
ALASKA 85

COLD BAY

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

COLD BAY

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.


COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION:

COLD BAY (H) (H) VORTAC W

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′

100 B ARFF Index—See Remarks NOTAM FILE CDB

RWY 15–33: H10179X150 (ASPH–GRVD) S–99, D–200, 2D–345, 2D/2D2–875 PCN 62 F/B/X/T HIRL

RWY 15: MALSR. RVR–T

RWY 33: PAPI(P4L)—GA 3.0º TCH 36 ′. RVR–R Rgt tfc.


RWY 08: PAPI(P4L)—GA 3.5º TCH 38 ′. Rgt tfc.

RWY 26: PAPI(P4L)—GA 3.0º TCH 36 ′. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–4900 TODA–4900 ASDA–4900 LDA–4900

RWY 15: TORA–10179 TODA–10179 ASDA–10179 LDA–10179

RWY 26: TORA–4900 TODA–4900 ASDA–4900 LDA–4900

RWY 33: TORA–10179 TODA–10179 ASDA–10179 LDA–10179

SERVICE: FUEL 100LL, JET A LGT Rotg bcn photocell ops. Rotg bcn unmon when FSS unmanned. Rwy 08 PAPI unusbl byd 5 deg rgt of cntrln. Actvl MALSR Rwy 15; PAPI Rwy 08, 26 and 33; HIRL Rwy 08–26 and 15–33—CTAF.

AIRPORT REMARKS: Attended Mon–Sat 1600–0300Z‡. 110LL: Fuel svc charge aft hr. Birds invof all rwy apch ends. Snow, ice removal and arpt haz rptg durg duty hr unless prior amgmt in writing—AMGR. Class I, ARFF Index B. Ctd to acr ops with more than 30 px seats excpt written PPR–AMGR Box 97 Cold Bay, AK 99571. ARFF avbl for Part 121 carriers involved in ETOPS with 30 min notice. CFR Index B; may be reduced for acft less than 90 ft. Personnel and equip on rwy. U_nlgtdst twr 0.4 NM N; unlgtd twr 0.9 NM S; unlgtd twr 4.8 NM NW. Arpt sand lrgr grade than FAA rcmmd/see AC150/5200–30. Brakelock turns NA. No customs avbl; written 24–48 hr PPR for foreign arr rflg stops—FAX 907–271–2684 or 907–271–2686. NWS weather balloon launch fac lctd on arpt; see inside back cover for details.

AIRPORT MANAGER: 907-532-5000

WEATHER DATA SOURCES: ASOS 135.75 (907) 532–2639. (WX CAM)

COMMUNICATIONS: CTAF 123.6 FSS CDB (COLD BAY) 1700–0245Z‡, OT ctc Kenai FSS.

COLD BAY RADIO 121.5 122.2 123.6 (LAA 123.6)

RCO 121.5 122.2 123.6 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 118.5 278.3

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

(H) (H) VORTACW 112.6  CDB     Chan 73  N55°16.04´ W162°46.44´  146º 4.0 NM to fld. 99/10E.

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

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

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

ELFEE NDB (HW) 341  ELF  N55°17.77´ W162°47.35´  148º 5.8 NM to fld. 32/10E.

ILS 110.3  I–CDB    Rwy 15.  Class IE.  Localizer backcourse unusable within 6.2 DME; byd 20º left of course; byd 25º right of course.


---

PORT MOLLER  (1AK3)(PAAL)  PVT  87 NE UTC–9(–8DT)  N56°00.36´ W160°33.65´  20   NOTAM FILE Not insp.

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

RWY 02–20: 4011X75 (GRVL)  MIRL  0.4% up N

RWY 02: Brush.

RWY 20: Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 02–20 and twy lgts—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Cold temperature airport. Altitude correction required at or below –19C.

AIRPORT MANAGER: 907-451-2207

WEATHER DATA SOURCES: AWOS–3PT 118.0 (907) 269–2771. (WX CAM)

COMMUNICATIONS: CTAF 122.9

COLDFOOT RCO 122.0 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 124.6  352.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.

BETTLES (H) (H) VOR/DME 116.0  BTT  Chan 107  N66°54.30´ W151°32.15´  036º 37.6 NM to fld. 637/20E.

VOR AZIMUTH & DME unusable:
- 047º–07º byd 24 NM

COOPER LANDING
QUARTZ CREEK (JLA) 3 E UTC–9(–8DT) N60º29.06´ W149º43.37´

466  NOTAM FILE ENA
RWY 04–22: 2200X60 (GRVL–DIRT) 0.3% UP NE
RWY 04: Trees.
RWY 22: Brush.
AIRPORT REMARKS: Unattended. Irreg state maint, rcmd visual insp bfr lndg.
Rwy 04–22 edges not mkd. Windsock blw treeline, may be unreliable.
AIRPORT MANAGER: 907-262-1187
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
KENAI (H) (H) VORW/DME 117.6 ENA Chan 123 N60º36.88´ W151º11.71´ 081º 44.3 NM to fld. 115/19E.
VOR unusable:
  348º–015º byd 20 NM
DME unusable:
  355º–041º byd 35 NM blo 2,000´

COPPER CENTER 2 (Z93) 1 S UTC–9(–8DT) N61º56.47´ W145º17.64´

1150  NOTAM FILE ENA
RWY 13–31: 2200X55 (GRVL–DIRT)
RWY 13: Tree.
RWY 31: Tree.
AIRPORT REMARKS: Unattended. Road runs parallel to rwy 2´ from E edge.
Road crosses 405´ from Rwy 13 thld. Rwy not maintained and
condition not monitored, recommend visual inspection prior to landing.
No winter maintenance. Residential property with free roaming guard
dogs on east side of rwy. Rwy soft during breakup. Rwy 13–31 safety
area 600´ South end and 400´ north end. Rwy 13 and Rwy 31 NSTD
markings, thlds and rwy edges marked with cones. Rwy 31 thld cones
damaged/missing, not visible when taxiing on rwy. Grass and brush up
to 4 ft high on runway surface during summer months.
AIRPORT MANAGER: 907-822-3222
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VORW/DME 115.6 GKN Chan 103 N62º09.23´ W145º26.84´ 144º 13.5 NM to fld. 1549/17E.
CORDOVA MUNI (CKU) 1 E UTC–9(–8DT) N60°32.62’ W145°43.55’

99 NOTAM FILE JNU

RWY 06–24: 1800X60 (GRVL) 0.5% up SW

RWY 06: Trees. Rgt tfc.
RWY 24: Road.

SERVICE: S4


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.

JOHNPONTE POINT (H) (H) VOR/W/DME 116.7 JOH Chan 114
N60°28.86’ W146°35.96’ 063º 26.2 NM to fld. 48/18E.
wx cam

VOR unusable:
090º–124º byd 23 NM blo 8,000’
125º–188º byd 10 NM

DME unusable:
090º–124º byd 23 NM blo 12,000’
125º–191º byd 10 NM


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)  N60º29.50´ W145º28.65´  ANCHORAGE
H–1B, L–1A, 3E, 4H  IAP

53  B  ARFF Index—See Remarks  NOTAM FILE CDV
PCN 94 F/A/X/T  HIRL
RWY 16–34: 193X30 (GRVL)  0.6% up N
RWY 34: Trees.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–7500 TODA–7500 ASDA–7500 LDA–7500
RWY 27: TORA–7500 TODA–7500 ASDA–7500 LDA–7500

ARRESTING GEAR/SYSTEM
RWY 27: EMAS

SERVICE:  LGT ACTIVATE MALSR Rwy 27, ODALS Rwy 09, VASI Rwys 09 and 27, HIRL Rwy 09–27—CTAF. Rwy 09 VASI unusbl byd 4 NM, due to obs.

AIRPORT REMARKS: Attended 1500–0130Z†. Moose and birds invof arpt and rwys. Erratic winds. Class I, ARFF Index B. CLOSED to ACR ops more than 30 pax seats exc 24 hr PPR in writing—Amgr Box 598, Cordova, AK 99574. Arpt svcs and cond avbl only durg maint duty hr. Aft hr—Amgr. Bbtn 0100–1600Z‡ snow removal and deice NA. Rwy cond rpt reflects day opns only. Rwy 16–34 ACR ops more than 30 pax seats NA. Rwy 16–34 36 in orange cones May 1—Oct 25. ARFF eqpt durg ACR act only. Arpt sand larger gradation than FAA rcmmd/see AC150/5200–30. TSA regulated arpt. See 49 CFR 1542. Gates and doors must be secured at all times; Info—Amgr.

AIRPORT MANAGER: 907-424-3202

WEATHER DATA SOURCES:  ASOS  134.8 (907) 424–5900. (WX CAM)
COMMUNICATIONS: CTAF
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:

GLOUCIER RIVER NDB  (HW)  404 GCR  N60º29.93´ W145º28.47´ at fld. 58/17E.
ORCA BAY NDB  (HW)  233 ALJ  N60º28.79´ W146º35.25´  070º 33.0 NM to fld. 31/18E.


COTTONWOOD LAKE SPB  (See WASILLA on page 255)

COUNCIL  (K29)  1 N UTC–9(–8DT)  N64º53.80´ W163º42.21´  NOME
L–3A, 3C, 4H

RWY 10–28: 3000X60 (TURF)  0.4% up W
RWY 10: Brush.
RWY 28: Brush.

AIRPORT REMARKS: Unattended. Rwy cond not monitored, recommend visual inspection prior to ldg. Rwy not maintained dur winter. Rwy 10–28 nstd markings, marked with cones and thld panels. Thld panels faded to white. Tall grass on rwy and ramp.

AIRPORT MANAGER: 907-443-2500

COMMUNICATIONS: CTAF  122.9

RADIO AIDS TO NAVIGATION:  NOTAM FILE OME.

NOME (H) (H) VOR/DME  115.0  OME  Chan 97  N64º29.11´ W165º15.19´  046º 47.0 NM to fld. 95/11E.

CRAIG

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

WATERWAY N–S: 10000X2000 (WATER)

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

AIRPORT MANAGER: 907-826-3275

COMMUNICATIONS: CTAF 120.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.
ANNETTE ISLAND (H) (H) VOR/W/DME 117.1 ANN Chan 118
N55°03.62′ W131°34.70′ 275° 59.4 NM to fld. 184/21E.

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

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


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

WATERWAY 15W–33W: 7205X150 (WATER)

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

AIRPORT MANAGER: 800-770-5646

COMMUNICATIONS: CTAF 122.9

CROOKED CREEK (CIJX)(PACJ) 2 S UTC–9(–8DT) N61°52.27′ W158°08.28′

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

SERVICE: FUEL
MOGAS

AIRPORT REMARKS: Unattended. Rwy 32, first 100 ft clsd indefly. Rwy
condition not monitored; rcmd visual inspection prior to using. Brush
in segmented circle, partially overgrown. Rwy 14–32 slopes down to
south. No line of sight btt rwy ends.

AIRPORT MANAGER: 907-675-4345

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

COMMUNICATIONS: CTAF 122.8

ANCHORAGE CENTER APP/DEP CON 128.5

RADIO AIDS TO NAVIGATION: NOTAM FILE SVW.
SPARREVOHN (H) (H) VOR/W/DME 117.2 SQA Chan 119
N61°05.91′ W155°38.07′ 286° 85.7 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


D&C FIRE LAKE FLYING CLUB SPB (See EAGLE RIVER on page 96)
DAHL CREEK  (DCK/PODC)  10 SE  UTC–9(–8DT)  N66°56.55’ W156°53.48’  
FAIRBANKS  H–1A, L–4I

RWY 08–26: 4780X75 (GRVL)
RWY 08: Brush. Rgt tfc.
RWY 26: Brush.
AIRPORT REMARKS: Unattended. Arpt not maintained, no snow removal, rwy cond not monitored. Recommend visual inspection prior to ldg. Caribou may be on rwy. Rwy 08–26 grass growing on rwy, dip forming aprx 250’ from Rwy 26 thld and 2’ wide erosion channels developing from cntrln to south edge, rwy no longer maintained. Rwy 08–26 also used as a road. Wind sock damaged and not reliable, segmented circle and wind sock are overgrown with brush and trees.
AIRPORT MANAGER: 907-442-3147
COMMUNICATIONS: CTAF 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.
KOTZEBUE (H) (H) VORW/DME 115.7  OTZ Chan 104  N66°53.14’
W162°32.40’  071º 133.5 NM to fld. 121/15E.
AMBLER NDB (HW) 403  AMF  N67°06.31’
W157°51.61’  098º 24.8 NM to fld. 258/15E.  NOTAM FILE AFM.

DEADHORSE  (AK78)(PABP) PVT  29 E  UTC–9(–8DT)  N70°08.25’ W147°01.83’
FAIRBANKS  H–1A, L–4I

RWY 04–22: 5100X75 (GRVL)  MIRL
RWY 04: PVASI(PSIL)—GA 3.0º TCH 50’.
RWY 22: PVASI(PSIL)—GA 3.0º TCH 50’.
SERVICE: LGT Rwy 04 VGSI unusable beyond 5º left or right of rwy centerline. Rwy 22 VGSI unusable beyond 5º left or right of rwy centerline.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-433-3808
COMMUNICATIONS: CTAF 122.9
DEADHORSE (SCC)(PASC) 0 SE UTC–9(–8DT) N70°11.69’ W148°27.91’

PCN 76 F/A W/T HIRL CL
RWY 06: MALRS. VASI(V4L)—GA 3.0º TCH 50’, RVR-T Rgt tfc.
RWY 24: MALRS. VASI(V4L)—GA 3.0º 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

AIRPORT REMARKS:

Attended 1500–0330Z‡. Waterfowl invof arpt; caribou on rwy & mov areas. Fuel avbl 1500–0300Z‡ – 122.85 or 907–659–6215. Arpt maint duty hrs 1500–0330Z‡; airfield svc aft hr—amgr. Snow removal, wildlife control, cond reporting, and other airfield maint services only avbl and valid during arpt maint duty hrs. Colville ramp csld due to pavement damage UFN. Ctc arpt mgmt for any after—hours req for airfield services. Class I, ARFF Index B. Clsd to acr ops more than 30 pax seats exc PPR in writing — amgr, PO Box 340002, Prudhoe Bay, AK 99734. ARFF svc PPR in writing — amgr. TSA regulated; see 49 CFR 1542. All gates & doors must be secured at all times. Tsnt or unfamiliar pilots — amgr for info. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.

AIRPORT MANAGER: 907-328-7130

WEATHER DATA SOURCES: ASOS 118.4 (907) 659–2591. (WX CAM)

COMMUNICATIONS: CTAF 123.6 AFIS 118.4 (1500–0630Z‡ OT ctc Fairbanks FSS) UNICOM 123.0

DEADHORSE RADIO 121.5 122.2 123.6 (LAA 123.6)

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.

(9) VOR/DF 113.9 SCC Chan 86 N70°11.95’ W148°24.97’ 238º 1.0 NM to fld. 54/17E.

DEADHORSE (SCC) VOR/DF 109.3 SCC Chan 30 Rwy 06. Class IT.

COMM/NAV/WEATHER REMARKS:

Local call to Deadhorse FSS dial 659–2401. For a toll free call to Fairbanks FSS dial 1–866–248–6516. Wx obs when Deadhorse FSS clsd – 133.55 or 907–659–2401. AFIS operd by SCC FSS when open, OT Fairbanks FSS.

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. Wx obs when Deadhorse FSS csld – 133.55 or 907–659–2401. AFIS operd by SCC FSS when open, OT Fairbanks FSS.

INIGOK (4AI1) PVT 96 W UTC–9(–8DT) N70°00.23’ W153°04.65’

RWY 02–20: 5000X150 (GRVL) 0.6% up S

AIRPORT REMARKS:

Unattended. Closed to the public. Bureau of Land Management (BLM) installation. All acft oprs shall obtain a permit prior to intended ldg. Ctc the BLM Arctic Fld Office, 1150 University Avenue, Fairbanks, AK 99709 (http://www.blm.gov/ak/st/en/fd/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.
<table>
<thead>
<tr>
<th>Airport</th>
<th>Approach Code(s)</th>
<th>Operation Status</th>
<th>Elevation</th>
<th>Elevation Reference</th>
<th>GPS Identifier</th>
<th>GPS Coordinates</th>
<th>Airport Remarks</th>
<th>Airport Manager</th>
<th>Communications</th>
<th>Radio Aids to Navigation</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEERING</td>
<td>DEE, PADE</td>
<td>NOTAM FILE DEE</td>
<td>30</td>
<td>1325 m</td>
<td>L-4H</td>
<td>N66º04.15´ W162º46.02´</td>
<td>Unattended. Migratory birds as well as musk oxen and other large animals on and invof of rwys. Rwy cond not monitored, recommend visual inspection prior to ldg. Cold temperature airport. Altitude correction required at or below –40C. Rwy 03–21 plowed in winter. Windsock missing at Rwy 12. Rwy 03–21 NSTD markings, marked with lgts and plastic markers. Rwy 12–30 NSTD markings, marked with lgts and plastic markers.</td>
<td>907-442-3147</td>
<td>CTAF</td>
<td>NOTAM FILE OTZ.</td>
<td>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.</td>
</tr>
<tr>
<td>DELTA DALES</td>
<td>AA22</td>
<td>NOTAM FILE Not insp.</td>
<td>1050</td>
<td>195 m</td>
<td>L-1B, L-1A, 3B, 3E</td>
<td>N64º07.97´ W145º48.27´</td>
<td>Unattended.</td>
<td>907-895-4887</td>
<td>CTAF</td>
<td>NOTAM FILE FAI.</td>
<td>For a toll free call to Fairbanks FSS dial 1–866–248–6516.</td>
</tr>
</tbody>
</table>
ROCKING T RANCH  (11AK) PVT  6 E  UTC–9(–8DT)  N63°59.98’ W115°30.14’  
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  

WINGSONG ESTATES  (AK09) PVT  7 N  UTC–9(–8DT)  N64°02.98’ W115°30.14’  
1100  NOTAM FILE  Not insp.  
RWY 15–33:  2380X100 (TURF)  
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.  
NDB (IHW) 347  DJN  1338/20E.  

DENALI  (See MCKINLEY PARK on page 167)  

DILLINGHAM  (DLG)(PADL)  2 W  UTC–9(–8DT)  N59°02.68’ W158°30.33’  
82  B  ARFF Index—See Remarks  NOTAM FILE DLG  
RWY 01–19:  H6400X150 (ASPH–GRVD) S–116, D–186, 2D–300, 2D/2D–726 PCN 54 F/C/X/T HIRL  
RWY 01:  PAPI(PAL)–GA 3.0º TCH 45’.  
RUNWAY DECLARED DISTANCE INFORMATION  
RWY 01:  TORA–6400 TODA–6400 ASDA–6400 LDA–6400  
SERVICE:  S2 FUEL 100LL, JET A  
RWY 19; PAPI Rwy 01; VASI Rwy 19; HIRL Rwy 01–19—CTAF. Bcn lgt on twr at ARFF bldg; ops unmnt when DLG FSS clsd. Rwy 01–19 lgts 30” high.  
AIRPORT MANAGER:  907-842-5511  
WEATHER DATA SOURCES:  AWOS–3P 125.0 (907) 842–2137. AWOS–3P avbl when DLG FSS clsd. (WX CAM)  
COMMUNICATIONS:  CTAF 123.6  

(See MCKINLEY PARK on page 167)
NUSHAGAK (AK21) PVT 22 N UTC–9(–8DT) N59°07.96′ W157°46.63′

**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′

**NOTAM FILE**

**WATERWAY NE–SW:** 1400X100 (WATER)

**SERVICE:** FUEL 100LL

**SEAPLANE REMARKS:** Unattended. Fuel avbl 24 hrs with credit card. SW side of lake shallow.

**AIRPORT MANAGER:** 907-842-2735

**COMMUNICATIONS:** CTAF 123.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DLG.

**DILLINGHAM (H) VOR/DME** 116.4 DLG Chan 111 N58º59.65′ W158º33.13′ 334º 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) N65º45.52′ W168º57.18′

**NOTAM FILE** OME

**HELIPAD H1:** H64X64 (CONC)


**HELIPORT REMARKS:** Unattended. BE ALERT: Diomede 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 142)

DRY BAY (See YAKUTAT on page 265)

DUFFYS TAVERN (See SLANA on page 225)

DUNCAN CANAL N56º45.33′ W133º10.45′

RCO 122.1 (JUNEAU RADIO)

DUTCH HARBOR N53º54.31′ W166º32.87′ NOTAM FILE DUT.

**NDB/DME (HW)** 283 DUT Chan 86 at Unalaska. 272/9E.

**DME portion unusable:**

005º–080º

081º–330º byd 13 NM

331º–004º byd 15 NM

DUTCH HARBOR (H–2I, L–2I)

DUTCH LANDING STRIP (See STERLING on page 230)
EAGLE (EAA)(PAEG) 2 E UTC–9(–8DT) N64°46.69’ W141°08.98’
907 B NOTAM FILE EAA
RWY 07–25: 3600X75 (GRVL) MIRL
RWY 07: VASI(V4L)—GA 3.75º TCH 39´. Hill.
RWY 25: Trees.
SERVICE: LGT ACTIVATE MIRL Rwy 07–25, VASI Rwy 07 and rotating bcn—CTAF.
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)

DAWSON
L–4K
IAP
ANCHORAGE CENTER APP/DEP CON 135.3
SUAI 125.3 126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTAC\n116.3 ORT Chan 110 N62º56.83’ W141º54.76’ 346º 112.0 NM to fld. 1779/24E.
TACAN AZIMUTH unusable:
335º–030º byd 30 NM blo 10,500´
DME unusable:
335º–030º byd 30 NM blo 10,500´

EAGLE RIVER
D&C FIRE LAKE FLYING CLUB SPB (D72) 2 N UTC–9(–8DT) N61º21.15’ W149º32.78’
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
EARECKSON AS (SYA)(PASY) AF 0 S UTC–10(–9DT) 98 B NOTAM FILE PASY Not insp.

ARRESTING GEAR/SYSTEM
RWY 10: ALSF1. PAPI(P4L)—GA 2.5º TCH 46’. Rgt tfc.
RWY 28: SALSF. PAPI(P4L)—GA 2.5º TCH 48’.

SERVICE:
LGT Arpt has rgr & LED obstn lgt; LED lgt may not be vsb to ngt vision devices. ACTIVATE ALSF1 Rwy 10, SALSF Rwy 28, PAPI Rwy 10 and Rwy 28; HIRL Rwy 10–28—CTAF.

MILITARY REMARKS:

COMMUNICATIONS:
CTAF 127.2

COMM/NAV/WEATHER REMARKS:
98  ALASKA

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 3.0º TCH 24′. Brush.
  Rwy 36: Reil. Papi(P4L)—GA 3.0º 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 infv arpt. 300′ twr
  approximately 1.1 miles east of arpt. Rwy 18–36 grass and brush
  surrounds rwy lghts. 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 ENA.

BETHEL (H) (H) VORTACW 114.1 BET Chan 88  N60°47.09′
  W161°49.46′  177º 35.0 NM to fld. 105/14E.

Comm/nav/weather remarks: For a toll free call to Kenai FSS dial

EGEGIK (EII/PAII)  2 S UTC–9(–8DT)  N58°11.13′ W157°22.53′
92  B  NOTAM FILE EI1

Rwy 12–30: 5600X100 (Grvl) MIRL
  Rwy 12: Reil. Papi(P4L)—GA 3.0º TCH 35′. Brush.
  Rwy 30: Brush.

Rwy 03–21: 1500X75 (Grvl–Dirt) MIRL
  Rwy 03: Brush.
  Rwy 21: Brush.

Service: LGT Activate reil Rwy 12; Papi Rwy 12; MIRL Rwy 03–21
  and Rwy 12–30 and rotating bcn—CTAF.

Airport remarks: Unattended. Rwy 03–21 surface soft after rains. Safety
  areas byd thlds and rwy edges very soft. Rwy 12–30 surface soft when
  wet. Water ponding after rain. Safety areas byd thlds and rwy edges
  very soft. Ramp and twys soft when wet.

Airport manager: 907-233-2400

Weather data sources: AWOS–3P 135.65 (907) 233–2288. (WX CAM)

Communications: CTAF 122.8

Anchorage Center App/Dep Con 124.8

Radio aids to navigation: Notam File EII.

King Salmon (H) (H) VORTACW 112.8 AKN Chan 75  N58°43.48′
  W156°45.14′  195º 37.9 NM to fld. 95/16E.

TACAN antenna offset 150′ se

TACAN azimuth unusable:
  130º–140º byd 13 NM bld 4,000′
  130º–140º byd 30 NM
  332º–348º byd 19 NM bld 5,000′

DME unusable:
  332º–348º byd 19 NM bld 5,000′

548 B NOTAM FILE PAEI

Rwy 14: ALSF1. PAPI(P4L)—GA 2.7º TCH 54´, RVR–T Rgt tfc.
Rwy 32: ALSF1. PAPI(P4L)—GA 2.7º TCH 44´, RVR–T Trees.

ARRIVING GEAR/SYSTEM

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 runout reduced to 950 FT, hook equipped act as alert. BAK–12(B) Rwy 14 lctd 1104´ from apch end, BAK–12(B) Rwy 14 lctd 3338´ from apch end, BAK–12(B) Rwy 32 lctd 1248´ from apch end. FLUID—De–ice Type 1 avbl, anti–ice Type 4 unavbl.

TRAN ALERT Svc avbl H24. Tsnt maint ltd to F16 svcg upon aircrew req. F16 thru flight/BPO/preflight insp not authorized.

NOISE: Quiet hr 0800–1500Z‡, exceptions rqr OG/CC apvl.

MILITARY REMARKS:

Attended continuously. OBO 0800–1600Z‡. H24 ops; Offl bus only. Unctld lkt LDg NA; exceptions rqr OG/CC apvl. Special ops ctc Afld Mgr for coord ASAP. Ctc airfield management DSN 317–377–1861, C907–377–8800 for PPR number no earlier than 5 days and no later than 24 hr prior to arr. PPR good for +/– 30 min of PPR time. Coord of PPR outside of time by phone is req or PPR nr will be considered cnl. Exp arr time restriction for all acft exc air evac and DV code 7 or higher. Tnst ctc ptd at least 30 min prior to arr. Eielson AFB is a 1 MOG station.

BASH Phase II Apr, May, Aug & Sep. Gulls, ducks & geese pose hazard when standing water on fld. Rpt bird & animal strikes invof arpt to Afld Mgmnt—DSN 317–377–1861, PTD or 354 FW/SE DSN 317–377–4110. Moose have been spotted on or near the rwy environment all hrs of the day. Duration bird watch cond moderate lcl pattern work ltd to minimum rqr with OG/CC apvl, no touch and go ldg, formation tkf/ldg prohibited and low apch ltd to 300´ AGL. U.S. immigration svc not avbl. Acft rqrg 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. No pallet trains longer than T3 with overhang will be acptd due to 25K loader support.
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS D svc 1600–0800Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE EIL.

(H) TACAN Chan 98 EIL (115.1) N64°39.23′ W147°05.64′ at fld. 542/19E. 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°–300° byd 20 NM blo 4,400′

210°–220° byd 10 NM blo 2,500′

210°–250° 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 109.9 I–EAF Rwy 32.

COMM/NAV/WEATHER REMARKS:

Fairbanks FSS LC 474–0137. For flt advisories or status of rstd and mil opr areas, ctc Eielson Range Control on SUAIS radio 125.3 or telephone 1–800–758–8723. Wx svc avbl H24 exc dur afld/twr closure.


EKUK (KU) PVT 0 S UTC–9(–8DT) N58°48.67′ W158°33.53′

30 NOTAM FILE Not insp.

RWY 01–19: 1200X40 (GRVL–DIRT)

RWY 01: Road.

RWY 19: Bluff.


AIRPORT MANAGER: 907-842-3842

COMMUNICATIONS: CTAF 122.9


EKWOK (KEK) 0 NNW UTC–9(–8DT) N59°21.41′ W157°28.27′

141 B NOTAM FILE LG

RWY 02–20: 3300X75 (GRVL) MIRL 0.6% up N

RWY 02: Brush.

RWY 20: Brush.

SERVICE. LGT ACTVT 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) (H) VOR/DME 116.4 DLG Chan 111 N58°59.65′ W158°33.13′ 041° 39.9 NM to fld. 81/15E.


EL CAPITAN LODGE SPB (See CRAIG on page 90)

ELEPHANT N58°10.26′ W135°15.48′ NOTAM FILE JNU.

NDB (HW) 391 EEF 22/20E.

ELFEE N55°17.77′ W162°47.35′ NOTAM FILE CDB.

NDB (HW) 341 ELF 148° 5.8 NM to Cold Bay. 32/10E.
ELFIN COVE SPB (ELV)(PAEL) 0 SE UTC–9(–8DT) N58º11.71´ W136º20.84´

NOTAM FILE ELV

WATERWAY NW–SE: 10000X1500 (WATER)

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

AIRPORT MANAGER: (907) 465-4512

COMMUNICATIONS: CTAF

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) VORTAC (JNU) 114.0 SSR Chan 87 N58º10.66´ W135º15.53´ 252º 34.6 NM to fld. 40/20E.

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

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

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

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

ELIM (ELI)(PFEL) 3 SW UTC–9(–8DT) N64º36.90´ W162º16.23´

NOTAM FILE ELI

RWY 01–19: 3401X60 (GRVL–DIRT) MIRL 1.1% up S

RWY 01: Tree. Rgt ttc.

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 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

COMMUNICATIONS: CTAF

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

MOSES POINT (L) VOR/DME 116.3 MOS Chan 110 N64º41.79´ W162º04.28´ 210º 7.1 NM to fld. 15/16E.

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

VOR unusable:
280º–325º byd 32 NM blo 8,000´

COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a toll free call to Fairbanks FSS dial
1–866–248–6516.
MOSES POINT (MOS) PVT 0 S UTC–9(–8DT) N64º41.89´ W162º03.44´

NOTAM FILE

RWY 06–24: 3000X60 (GRVL)

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.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: (L) (L) VOR/DME 116.3 MOS Chan 110 N64º41.79´ W162º04.28´ at fld. 15/16E.

DME unusable:
- 215º–253º byd 25 NM blo 5,500´
- 253º–288º byd 20 NM blo 5,500´
- 288º–313º byd 25 NM blo 5,500´
- 313º–333º byd 27 NM blo 5,500´

VOR unusable:
- 280º–325º byd 32 NM blo 8,000´

NORTON BAY NDB (HW) 263 OAY N64º41.73´ W162º03.82´ at fld. 13E.

NDB unusable:
- Byd 35 NM


ELLAMAR SPB (1Z9) 0 NE UTC–9(–8DT) N60º53.63´ W146º42.22´

NOTAM FILE JNU

WATERWAY NW–SE: 8000X4000 (WATER)

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

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE VDZ.

MINERAL CREEK NDB (MHW) 524 MNL N61º07.45´ W146º21.13´ 198º 17.2 NM to fld. 21/19E.

NDB unusable:
- 320º–010º byd 15 NM
ALASKA

ELMENDORF AFB (EDF)(PAED) AF 3 NE UTC–9(–8DT) N61º15.08´ W149º48.39´

213 B TPA—See Remarks NOTAM FILE PAED Not insp.

RWY 06–24: H10000X200 (ASPH) PCN 58 R/B/W/T HIRL CL

RWY 06: ALSFL1. TDZL. PAPI(4L)—GA 3.0º TCH 77´. RVR–T


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

0.4% up N


ARRESTING GEAR/SYSTEM

RWY 06

BAK–12B (1770 FT) (7366 FT) (9420 FT)

BAK–12B (8218 FT) (2622 FT) (568 FT)

RWY 24

RWY 16

BAK–12B (1498 FT) (6004 FT)

BAK–12B (1488 FT) (5994 FT)

RWY 34

RWY 16

PAPI(4L)—GA 3.0º TCH 47´. Trees hill.

RWY 34


SERVICE: FUEL , J8 LGT Rwy 06 PAPI unusbl byd 8º either side of cntrln. Rwy 06 PAPI not coincidental with ILS/PAR. Rwy 24 PAPI unusbl byd 7º right of cntrln. MILITARY—FUEL J8. JASU Change Jet Acft Starting Units (JASU) to, (AM32A–86), (MC–1A), (MC–2A), (AM32A–60A). (AM32–95)150 +/–5 lbs/min (2055 +/–68CFM) at 51 +/–02 PSIA. LASS 150 +/–5 lbs/min @ 49 +/– PSIA.

FLUID PRESAIR, NITROGEN–LHNIT.

OIL O–123, O–128, O–133, O–148, O–156, JOAP. JOAP (Joint Oil Analysis Program) avbl. LHNIT (Low and High pressure Nitrogen) svcg avbl. JOAP and low and high pressure nitrogan svc durg duty hours, aft hr on req.

De–ice, Type 1 de–ice liftoff P–88, Type 4 anti–ice MP–launch.

NOISE:

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

MILITARY REMARKS:


Wingspans of 145´ or greater may experience rdcd wingtip clnc down to 25´ when fighters are in N most elbow EOR spot. Twy N fm Rwy 16–34 to Twy R rstrd to fighter only when acft are staged in elbow EOR spot. Twy N fm Rwy 16–34 to Twy R unusbl when fighter staged in S most elbow EOR spot. Cust and AG insp rqr to ctc base ops at least 90 min prior to arr. PPR non JBER asgnl acft exc lcl trng non–explosive laden AMCC acft. Non–funded USTRANSCOM, AMC, 18AF or mov priority 3A1 or blw PPR bfr arr—amgr . Submit PPR form in the PAED Giant Report STIF to BaseOps3@us.af.mil no earlier than 30 days and no later than 48 hours prior to arr. PPR issued no earlier than 7 days prior to arr. Hgr space and warm storage lmtcd Oct–May. Normal barrier configuration durg flt fly window leaves 5675´ btw cables on Rwy 06–24, outside of flt fly windows there is 7658´ btw cables. Aft acft rmg cables de–rigged ctc bases 24 hrs prior to arr or req prior to PPR issued. Non–AMC rmg 732 AMS maint svc exp psnl req to cmlpt ops. Dist mntcd生产工艺 requires lcl dep sign stn req form for 3 OG/CC apvl prior to lcl ops. Tran acft rmg svc Lmtd to pol svc, intake, magnetic chip detector and EOR insp. DV spots 1 and 3 Lmtd to wingspans of 136´ or less. Twy N2 and N5 CLOSED. Afl Cfgnt COMSEC storage NA, COMSEC storage Command Post DSN 317–552–3000. NVD ops on Rwy 06–24 Mon–Fri 0400–1000Z‡. Fqt act in R2203, when una to avoid ctc ATCT. TPA–Ovhd 1700´ MSL, conventional 1200´ MSL, hel/ligt 800´ MSL. During VMC dep/missed apchs/go arounds, acft shall mntn tht flt in or blw 1200´ MSL untl dep end of Rwy 06. Ftr arr exp rdcn spct; same type acft and dalgt 3000´, dissimilar acft and/or night 6000´, ahd/bhnd frmn ldg 6000´. Mntcd idle power on outboard engine durg tax. Hold short line signs na on intersecting rwys. Una to meet R2203 dep rstrns advise ATC prior; csdr dep Rwy 24. See ATC notes in Giant Report. CAUTION Ridge extdg fm 260–020 deg 1–2 mi ftwr prevents fog obs over Knik Arm. Vis may drop rapidly as fog pours over ridge. IFR ops btw 1500–2000´ MSL fm BGQ 092/10 into R2203–EDF 320/07 invof Big Lake, Palmer, Birchwood, Goosebay and Wasilla AK; Mon–Sat 0300–0800Z‡ and Tues–Thurs 1800–2200Z‡. Unlgt trrn 0 ft AGL/341 ft MSL 1909 ft prior to thr 1914 ft R of course.

AIRPORT MANAGER: 907-552-2444

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

CONTINUED ON NEXT PAGE
AIRSPACE: CLASS D svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE EDF.

(H) TACAN Chan 81 EDF (113.4) N61º15.30’ W149º46.15’ 241º 1.1 NM to fld. 226/18E.

No NOTAM MP Thurs 0800–1500Z‡

TACAN AZIMUTH unusable:
035º–160º byd 15 NM
215º–225º byd 30 NM

DME unusable:
035º–160º byd 15 NM
215º–225º byd 30 NM

ILS 110.3  I–EDF Rwy 06. No NOTAM MP Tues 0800–1500Z‡.


ELMENDORF HOSPITAL HELIPORT (AK91) AF 3 E UTC–9(–8DT) N61º14.12’ W149º44.96’

HELIPAD H1: H50X50 (ASPH) PERIMETER LGTS

SERVICE: LGT Rqr helipad lghts 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 Icl advisory.

AIRPORT MANAGER: 907-552-2444

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) (H) VOR/DME 113.15 TED Chan 78(Y)

N61º10.07’ W149º57.61’ 038º 7.3 NM to fld. 92/18E.


EMMONAK (ENM)(PAEM) 1 W UTC–9(–8DT) N62º47.17’ W164º29.45’

Rwy 16–34: 4601X100 (GRVL) MIRL

Rwy 16: VASI(V4L)—GA 3.0º TCH 32’.

Rwy 34: REIL. VASI(V4L)—GA 3.0º TCH 32’.

SERVICE: LGT ACTIVATE MIRL Rwy 16–34, VASI Rwy 16 and Rwy 34 and REIL Rwy 34—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Ravens and gulls on and invof arpt.

AIRPORT MANAGER: (907) 625-1025

WEATHER DATA SOURCES: AWOS–3P 135.35 (907) 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) (H) VOR/DME 117.8 ENM Chan 125 N62º47.08’ W164º29.25’ at fld. 17/14E.


ENCELEWSKI LAKE SPB (See KASILOF on page 140)

ENGSTROM FLD (See BASIN CREEK on page 56)
EUREKA

**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 lds 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’ bern each side of rwy within 40’ of cntrln. Trees and brush to 15’ tall within 8’ each side of rwy cntrln. Rwy slope 2% downhill South.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TAL.

**TANANA (H) (H) VOR/W/DME**

**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

**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.

**TENANA (H) (H) VORTAC**

**VOR unusable:**
- 097°–105°

**TAC AZM unusable:**
- 097°–105°

**DME unusable:**
- 097°–105°

**COMM/NAV/WEATHER REMARKS:** For a toll free call to Fairbanks FSS dial 1–866–248–6516.
**EXCURSION INLET SPB**  (EXI)  0 NE UTC–9(–8DT)  N58º25.23´ W135º26.94´

**WATERWAY NW–SE:** 1000X1000 (WATER)

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

**AIRPORT MANAGER:** (907) 465-4512

**COMMUNICATIONS:** CTAF 122.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JNU.

**SISTERS ISLAND (H) (H) VORTAC** 114.0 SSR Chan 87  N58º10.66´ W135º15.53´ 318º 15.8 NM to fld. 40/20E.

VOR unusable:
- 05º–07º byd 12 NM b1o 10,000´
- 115º–130º byd 32 NM b1o 8,000´
- 131º–175º byd 25 NM b1o 13,000´
- 176º–189º byd 35 NM b1o 14,000´
- 190º–245º byd 30 NM b1o 12,000´
- 246º–260º byd 18 NM b1o 7,000´
- 306º–360º byd 21 NM

TAC AZM unusable:
- 05º–07º byd 12 NM b1o 10,000´
- 115º–130º byd 32 NM b1o 8,000´
- 131º–175º byd 25 NM b1o 13,000´
- 176º–189º byd 28 NM b1o 14,000´
- 190º–245º byd 30 NM b1o 12,000´
- 246º–260º byd 18 NM b1o 7,000´
- 306º–360º byd 21 NM

DME unusable:
- 05º–07º byd 12 NM b1o 10,000´
- 115º–130º byd 32 NM b1o 8,000´
- 131º–175º byd 25 NM b1o 13,000´
- 176º–189º byd 28 NM b1o 14,000´
- 190º–245º byd 30 NM b1o 12,000´
- 246º–260º byd 18 NM b1o 7,000´
- 306º–360º byd 21 NM

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

---

**FAIRBANKS**

**CHENA MARINA** (AK28) PVT  5 SW UTC–9(–8DT)  N64º48.84´ W147º55.11´

**RWY 18: 4700X60 (GRVL)**

**RWY 18: Rgt tfc.**

**SERVICE:** FUEL 100LL

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

**AIRPORT MANAGER:** 907-479-2141

**COMMUNICATIONS:** CTAF 118.3

**SUAIS 125.3  126.3 (1–800–758–8723).**

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

**WATERWAY 18W–36W: 4000X200 (WATER)**

**WATERWAY 18W: Rgt tfc.**

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

---

**AK, 21 MAR 2024 to 16 MAY 2024**
CHENA RIVER SPB  (225)  3 W UTC–9(–8DT)  N64º49.97´ W147º50.90´
WATERWAY N–S: 5000X300 (WATER)
WATERWAY E–W: 3000X300 (WATER)
SEAPLANE REMARKS: Unattended. Operating area in Chena River north and west of Fairbanks Intl arpt. PVT 900’ X 50’ grass strip adjacent river. All property along river bank is privately owned. Public access to river consists of one small gravel ramp. Public access ramp is at north end of Ravenwood Ave. N64–49.9´ W147–52.5´
COMMUNICATIONS: CTAF 122.9

FAIRBANKS INTL  (FAI)(PAFA)  3 SW UTC–9(–8DT)  N64º48.92´ W147º51.40´
RWY 02L: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 73´. RVR–TMR Tld dsplcd 750’. Tree.
RWY 20R: MALS. PAPI(P4L)—GA 3.0º TCH 74´. RVR–TMR Tld dsplcd 750’. Tree.
RWY 02R–20L: H4510X75 (ASPH) MIRL
RWY 02R: PAPI(P4L)—GA 3.0º TCH 40´. Trees. Rgt tfc.
RWY 20L: REIL. PAPI(P4L)—GA 3.0º TCH 42´.
RWY 02–20: 2900X75 (GRVL)
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02L: TORA–11800 TODA–12800 ASDA–11800 LDA–11050
RWY 20R: TORA–11800 TODA–12800 ASDA–11800 LDA–11050
SERVICE:  S4  FUEL  100LL, JET A1  OX  1, 2  LGT Rwy 20R PAPI unusable byd 8º right of centerline.
NOISE: Noise abatement procedures in effect fm 0700–1700Z‡ all large acft, turbine engine, and heavy acft utilize Rwy 02L for arrivals and Rwy 20R for departures when wind is not an opr factor. Ctc arpt ops for engine run–ups locations.
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 acft with wingspan less than 79 ft. No transient acft parking on west ramp, ctc arpt ops 907–474–2300. Migratory birds in vicinity of arpt during Spring thru Fall. Rwy 02–20 consult local NOTAMS and ctc twr prior to arrival/departure. For transient helicopter parking call arpt ops 907–474–2300. Tfc pat alt (single engine reciprocating acft) 1500´ MSL. Tfc pat alt (all multi–engine, large and turbine–powered acft) 2000´ MSL. Cold temperature airport. Altitude correction required at or below –32C. All rwy hold lines obscured October 1 thru April 1. Rwy 02R–20L & Rwy grvl/ski 02–20 not avbl for scheduled or unscheduled acr opns with more than 30 psgr seats. Rwy 02–20 gravel strip for summer and ski strip/winter use. PPR for mil acft utilizing heavy cargo or trml aprn, ctc arpt ops. Twy B security gate between Rwy 02L–20R and Twy Charlie key 121.75 5 times to activate. If Twy B gate inoperative, wait 30 seconds to reset and try again. If unsuccessful, notify FAI ops, 907–451–2300. Compass rose not calibrated.
AIRPORT MANAGER: 907-474-2500

WEATHER DATA SOURCES: ASOS 124.4 (907) 474–8036. (WX CAM)
RADIO 122.2 124.1 132.65 (E)
® APP CON 125.35 363.2 (180º–359º) 127.1 251.1 (360º–179º) 119.85 (E)
TOWER 118.3 257.8 (E) GND CON 121.9 CLNC DEL 127.6
® DEP CON 125.35 363.2 (180º–359º) 127.1 251.1 (360º–179º) 327.1 (E)
SUAIS (Eielson Range Control) 125.3.
AIRSPACE: CLASS D.
TRSA svc ctc APP CON

CONTINUED ON NEXT PAGE
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’ 245° 9.4 NM to fld. 462/17E.

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 local call to Fairbanks FSS dial (907) 474–0137. TACAN located N64°48.01’ W148°00.81’. (Although colocated 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:
Waterlane is controlled; ctc ATCT on freq 118.3 for approval. Waterlane threshold buoys are 500 from N and S shores and mark waterlane. Step taxi prohibited outside of waterlane. East of waterlane is uncontrolled; aircraft may taxi in this area at pilot discretion. Recommend ctc cnc del as soon as practical after eng start. Sfc frozen in winter, not monitored. Limited transient float plane parking avbl ctc 907–455–4571. Migratory birds in the vicinity of arpt during Spring thru Fall.

GOLD KING CREEK (AK7)(PAAN) 39 SE UTC–9(–8DT) N64°11.88’ W147°55.72’

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. Trees on both sides of rwy within 60–70’ of centerline. Rwy 09–27 rocks up to 6’ on sfc. No services avbl.

COMMUNICATIONS: CTAF 122.9


LAKLOEY AIR PARK (AK22) PVT 6 E UTC–9(–8DT) N64°49.30’ W147°31.30’

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.

COMMUNICATIONS: CTAF 125.0


METRO FLD (MTF) PVT 2 S UTC–9(–8DT) N64°48.41’ W147°45.75’

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. Rwy 06 blocked 40’ from Rwy 06.

COMMUNICATIONS: CTAF 118.3

SUAS 125.3 126.3 (1–800–758–8723).

FAIRBANKS (FT WAINWRIGHT)

CLEAR CREEK (2AK2) PVT 23 SE UTC–9(–8DT) N64º27.21´ W147º33.81´
660 NOTAM FILE
RWY 13–31: 3988X190 (TURF)
RWY 13: Trees.
RWY 31: Trees.
AIRPORT MANAGER: 907-353-6320
COMMUNICATIONS: SUAIS 125.3 (1–800–758–8723).

FALSE ISLAND SPB (226) 0 E UTC–9(–8DT) N57º31.93´ W135º12.81´
00 NOTAM FILE SIT
WATERWAY E–W: 4000X500 (WATER)
AIRPORT MANAGER: 907-747-4217
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
SISTERS ISLAND (H) (H) VORTAC 114.0 SSR Chan 87 N58º10.66´ W135º15.53´ 158º 38.8 NM to fld. 40/20E.
VOR unusable:
050º–070º byd 12 NM blo 10,000´
115º–130º byd 32 NM blo 8,000´
131º–175º byd 25 NM blo 13,000´
176º–189º byd 35 NM blo 14,000´
190º–245º byd 30 NM blo 12,000´
246º–260º byd 18 NM blo 7,000´
306º–360º byd 21 NM
TAC AZM unusable:
050º–070º byd 12 NM blo 10,000´
115º–130º byd 32 NM blo 8,000´
131º–175º byd 25 NM blo 13,000´
176º–189º byd 28 NM blo 14,000´
190º–245º byd 30 NM blo 12,000´
246º–260º byd 18 NM blo 7,000´
306º–360º byd 21 NM
DME unusable:
050º–070º byd 12 NM blo 10,000´
115º–130º byd 32 NM blo 8,000´
131º–175º byd 25 NM blo 13,000´
176º–189º byd 28 NM blo 14,000´
190º–245º byd 30 NM blo 12,000´
246º–260º byd 18 NM blo 7,000´
306º–360º byd 21 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–800-WX–BRIEF.
FALSE PASS (KFP)(PAK)  O ESE  UTC–9(–8DT)  N54º50.87´ W163º24.43´

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 MANAGER: 907-532-5000

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

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

COLD BAY (H) (H) VORTACW 112.6  CDB Chan 73  N55º16.04´ W162º46.44´  211º 33.4 NM to fld. 99/10E.

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

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

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

FAREWELL (0AA4) PVT  UTC–9(–8DT)  N62º30.55´ W153º53.44´

1535  NOTAM FILE

RWY 08–26: 4600X30 (GRVL–DIRT)
RWY 08: Brush.
RWY 26: Trees.

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

AIRPORT MANAGER: 907-271-3201

COMMUNICATIONS: CTAF 122.9
RCO 122.1 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 128.1


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

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

**TIN CREEK**  (TNW)(PAFL)  1 S  UTC–9(–8DT)  N62°31.93’  W153°36.77’

1185  NOTAM FILE ENA

**RWY 13–31**: 2000X12 (GRVL)  0.3% up SE

**RWY 13**: Tree.

**RWY 31**: Tree.

**AIRPORT REMARKS**: Unattended. Rwys 13–31 not maintained; trees and brush up to 6 ft tall on both sides, within 6 ft of rwy cntrln. Airstrip located inside burned area. Be alert: burnt trees or snags difficult to see on or near the rwy during certain seasons and light conditions. Rwys 13–31 sfc irregular loose rocks up to 10". Surface uneven length of rwy. Bear, moose and buffalo on and involving rwy.

**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.

---

**FEATHER RIVER**  (3Z1)  1 W  UTC–9(–8DT)  N64°49.90’  W166º07.89’

325  NOTAM FILE OME

**RWY 12–30**: 1190X30 (GRVL)

**RWY 12**: Brush.

**RWY 30**: Road.

**AIRPORT REMARKS**: Unattended. Rwys 12–30 not maintained; recommend visual inspection prior to landing. Higher gravel terrain/ridge E side Rwys 12–30; difficult to see from air. Rwys 12–30 surface numerous small rock piles 24 in dia x 12 in high obscured by 18 in grass on rwy lndg sfc. Rwys 12–30 rwy is very rough with loose rocks up to 14 in diameter on the rwy surface. Brush up to 3 ft high growing on the rwy.

**COMMUNICATIONS**: CTAF 122.9

**RADIO AIDS TO NAVIGATION**: NOTAM FILE OME.

**NAME (H) (H) VOR/DME**  115.0  OME  Chan 97  N64º29.11’  W165º15.19’  302º 30.8 NM to fld. 95/11E.


---

**FINGER LAKE SPB**  (See PALMER on page 189)

**FINGER MOUNTAIN**  N57º41.18’  W135º31.71’

**RCO**  120.4  (SITKA RADIO)

**FISH**  N66º31.64’  W150º25.39’

**RCO**  122.1  (FAIRBANKS RADIO)
FLAT (FLT)  0 E UTC–9(–8DT)  N62°27.16´ W157°59.34´  NOTAM FILE ENA
RWY 08–26: 4045X90 (TURF–GRVL)
  RWY 08: Trees.
  RWY 26: Thld dsplcd 1445´. Trees.
AIRPORT MANAGER: 907-524-3241
COMMUNICATIONS: CTAF 122.9

FLYING CROWN (See ANCHORAGE on page 44)

FORT DAVIS  N64°29.68´ W165°18.91´ NOTAM FILE OME.
NDB (HW) 529  FDV  277º 3.5 NM to Nome. 117/11E.

FORT JENSEN (See JENSENS on page 133)

FORT YUKON  (FYU)(PFYU)  O N UTC–9(–8DT)  N66°34.35´ W145°14.78´
447  B NOTAM FILE FYU
RWY 04–22: 5000X100 (GRVL–DIRT)  MIRL
SERVICE: FUEL JET A LGT
ACTVT MALSF Rwy 22; VASI Rwys 04 and 22; MIRL Rwy 04–22—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
SUAIS 125.3 126.3 (1–800–758–8723).
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.
(H) (H) VORTACW 114.4  FYU Chan 91  N66°34.46´ W145°16.60´ at fld. 449/20E.
VOR unusable:
  001º–360º byd 15 NM
  249º–259º byd 10 NM blo 4,900´
TACAN AZIMUTH unusable:
  280º–300º byd 35 NM blo 2,500´
DME unusable:
  280º–300º byd 35 NM blo 2,500´
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516. Wx obs callsign Fort Yukon Wx—CTAF or 907–662–2948 fm 1600–0400Z‡.

FROZEN CALF  N66°47.48´ W143°00.33´
RCO 121.1 (FAIRBANKS RADIO)

FAIRBANKS
H–1B, L–4J
IAP

DAWSON
L–4J

AK, 21 MAR 2024 to 16 MAY 2024
FUNTER BAY SPB (FNR)(PANR)  0 N UTC–9(–8DT)  N58º15.26´ W134º53.87´

WATERWAY NE–SW: 10500X500 (WATER)


AIRPORT MANAGER: (907) 465-4512

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) (H) VORTAC W 114.0 SSR Chan 87 N58º10.66´ W135º15.53´ 048º 12.3 NM to fld. 40/20E.

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

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

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


GALBRAITH LAKE (GBH)(PAGB)  2 N UTC–9(–8DT)  N68º28.78´ W149º29.40´

RWY 14–32: 5182X150 (GRVL) MIRL
- RWY 14: ODALS. REIL. PAPI(P2L)—GA 3.0º TCH 31´.
- RWY 32: PAPI(P2L)—GA 4.0º TCH 45´. Road.

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

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

AIRPORT MANAGER: 907-787-8959

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.

DEADHORSE (H) (H) VOR/DME 113.9 SCC Chan 86 N70º11.95´ W148º24.97´ 176º 106.1 NM to fld. 54/17E.

DME unusable:
- 143º–190º blo 2,300´
- 143º–190º byd 16 NM

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

EDWARD G PITKA SR (GAL)(PAGA) 0 NW UTC–9(–8DT) N64°44.17´ W156°56.07´

154  B  NOTAM FILE GAL

RWY 08–26: H6000X100 (ASPH) S–110, D–144, 2D–240
PCN 62 FX/XT MIRL

RWY 08: Thld dsplcd 400´.
RWY 26: Thld dsplcd 800´. Road.

RWY 06–24: 2600X50 (GRVL)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–6000 TODA–6000 ASDA–6000 LDA–5600
RWY 26: TORA–6000 TODA–6000 ASDA–6000 LDA–5200

SERVICE. FUEL

100LL, JET A

LGT ACTVT MIRL Rwy 08–26—CTAF.

AIRPORT REMARKS:


AIRPORT MANAGER: 907-451-5280

WEATHER DATA SOURCES: AWOS–3P

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) (H) VORW/DME 114.8 GAL Chan 95 N64°44.29´ W156°46.63´ 256º 4.1 NM to Edward G Pitka Sr. 183/12E.


FAIRBANKS

H–1A, 2J, L–3C, 4I

IAP, DIAP, AD

GANGON’S LANDING (See WASILLA on page 255)

GATTIS STRIP (See WASILLA on page 255)
GIRDWOOD (AQY) 3 NE UTC–9(–8DT) N60°58.14´ W149°07.16´

164 NOTAM FILE ENA
RWY 02–20: 2095X60 (GRVL) 1.4% up N
RWY 02: Brush.
RWY 20: Brush.


AIRPORT MANAGER: 907-783-2232
COMMUNICATIONS: CTAF 122.9
RCO 122.15 (KENAI RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VOR/DME 113.15 TED Chan 78(Y)
N61°10.07´ W149º57.61´ 098º 27.3 NM to fld. 92/18E.

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

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


GLACIER CREEK (KGZ) 0 N UTC–9(–8DT) N61°27.31´ W142º22.86´

2380 NOTAM FILE ENA
RWY 11–29: 1400X15 (GRVL)
RWY 11: Trees.
RWY 29: Trees.


AIRPORT MANAGER: 907-822-7240
COMMUNICATIONS: CTAF 122.9
RCO

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTAC 116.3 ORT Chan 110 N62º56.83´ W141º54.76´ 165º 90.7 NM to fld. 1779/24E.

TACAN AZIMUTH unusable:
335º–030º byd 30 NM blo 10,500´

DME unusable:
335º–030º byd 30 NM blo 10,500´


GLACIER RIVER N60º29.93´ W145º28.47´ NOTAM FILE CDV.
NDB (HW) 404 GCR at Merle K (Mudhole) Smith. 58/17E.

GOLD KING CREEK (See FAIRBANKS on page 108)
GOLDEN HORN LODGE SPB  (3Z8)  1 NW  UTC–9(–8DT)  N59°44.82’ W158°52.48’

   91   NOTAM FILE DLG
WATERWAY NW–SE:  5000X1500 (WATER)
AIRPORT MANAGER:  907-842-8260
COMMUNICATIONS:  CTAF 122.9
RADIO AIDS TO NAVIGATION:  NOTAM FILE DLG.
DILLINGHAM (H) (H) VOR/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’

   65   B   NOTAM FILE GLV
RWY 03–21:  4000X75 (GRVL)  MIRL  0.6% up NE
RWY 03:  PAPI(PAL)—GA 3.0º TCH 26’.
SERVICE:  LGT ACTIVATE PAPI Rwy 03; MIRL Rwy 03–21 and rot bcn—CTAF. Rwy 03 PAPI unusbl byd 4 NM due to trrn.
AIRPORT REMARKS:  Unattended. Rwy cond not mntd; rcmd visual insp prior to ldg. Rwy 03–21 depressed area 2 ft W side midfield; 10 ft inside and 20 ft outside lgts.
AIRPORT MANAGER:  907-443-2500
COMMUNICATIONS:  CTAF 122.9
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

GOODING LAKE SPB  (See PALMER on page 189)
GOOSE BAY (24B) O E UTC–9(–8DT) N61°23.68´ W149°50.54´
78 NOTAM FILE ENA
RWY 08–26: 3000X75 (GRVL)
RWY 08: Road. Rgt tfc.
RWY 26: Road.
AIRPORT REMARKS: Unattended. Rwy cond unmntd; rcmd visual insp bfr use.
808 ft ldgd twr 11 700 ft NNW of rwy. Lgr mil low alt ops invol R–2203,
Goose Bay, Birchwood, Big Lake arpts. Mil acct mnt mult CTAF freq. See
current Anchorage VFR TAC insert and Cntr NOTAMS. Windsd unrelbl.
Rwy 08 and Rwy 26 rwy ends mkd with thr panel.
AIRPORT MANAGER: 907-246-3325
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61°34.17´ W149°58.03´ 142º 11.1 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230º–245º byd 38 b10 8,000´
DME unusable:
230º–245º byd 38 b10 8,000´
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

GRANITE MOUNTAIN AS (GSZ)(PAGZ) AF O E UTC–9(–8DT) N65°24.13´ W161°16.89´
1313 NOTAM FILE
RWY 17–35: 3873X111 (GRVL)
RWY 35: Hall.
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/af10–1001.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, e-mail: aklandingpermits@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.

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. Rw 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) (H) VOR/DME 116.9 UNK Chan 116
N63°53.52´ W160°41.06´ 149° 62.4 NM to fld. 436/15E.

GREEN’S STRIP (See WASILLA on page 255)
GULKANA (GKN)(PGK)  4 NE  UTC–9(–8DT)  N62º09.26´  W145º27.32´  ANCHORAGE  H–1B, L–1A, 3E
1586  B  NOTAM FILE GKN
RWY 15L–33R: H5001X100 (ASPH)  MIRL
  RWY 15L: VASI(V4L)—GA 3.0º TCH 49´. Trees.
  RWY 33R: VASI(V4R)—GA 3.0º 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. 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 15R–33L is maintained as ski strip in winter and grvl strip the remainder of the year. Visual inspection reqd 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) (H) VOR/DME 115.6  GKN  Chan 103  N62º09.23´  W145º26.84´ at fld. 1549/17E.

GUNNUK MOUNTAIN  N56º58.87´  W133º48.35´  JUNEAU
RCO 122.175 (SITKA RADIO)  L–1C
ALASKA

GUSTAVUS (GST)(PAGS) 0 NE UTC–9(–8DT) N58º25.52´ W135º42.45´

PCN 28 F/B/X/T MIRL

RWY 11: REIL. VASI(V4R)—GA 3.0º TCH 35´.

RWY 29: REIL. VASI(V4L)—GA 3.0º TCH 39´.

RWY 02–20: H3010X60 (ASPH) S–40 PCN 18 F/B/X/T

RWY 02: Trees.

RWY 20: Trees.

SERVICE: FUEL JET A LGT ACTIVATE REIL Rwy 11 and 29; VASI Rwy 11 and 29; MIRL Rwy 11–29—CTAF.


AIRPORT MANAGER: 907-697-2251

WEATHER DATA SOURCES: AWOS–3P 125.9 (907) 697–2447. (WX CAM)

COMMUNICATIONS: CTAF

RCO 122.65 (JUNEAU RADIO)

ANCHORAGE CENTER APP/DEP CON 133.2

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) (H) VORTAC 114.0 SSR Chan 87 N58º10.66´ W135º15.53´ 297º 20.6 NM from fld. 40/20E.

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

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

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

HAINES (HNS/PAHN) 3 W UTC–9(–8DT) N59º14.63´ W135º31.41´

15 B LRA NOTAM FILE HNS

RWY 08–26: H4000X100 (ASPH) MIRL
RWY 08: REIL. PAPI(P4L)—GA 4.0º TCH 57´. Brush. Rgt tfc.
RWY 26: REIL. PAPI(P4L)—GA 4.0º TCH 56´. Brush.

SERVICE: FUEL 100LL, JET A LGT

ACTVT REIL Rwys 08 and 26; PAPI Rwy 08 and 26; MIRL Rwy 08–26—CTAF. Rwy 08 PAPI unusbl byd 5 degs left of cntrln.

AIRPORT REMARKS: Unattended. Fuel svc avbl 907–766–3190. Arpt cond not mnt; arpt maint on irreg basis; visual insp rcmd. Rcmd daigt ops only. Birds, bears, and moose on and inv of arpt. Paja onto rwy. Tvy and prkg apron NA. Turbulence on NW apch. Csd to acr ops with more than 30 pax seats. Arpt cld to acft over 12500 lbs or more exc PPR–Arpt Safety and Scy; DOT and Pub Fac; P.O. Box 112506; Juneau, AK 99811–2506; 907–465–1786. Bluff NW. Narrow apch frm NW. Mtns both sides; turbc on NW apch, Bluff NW. Tvy D not mntnd 15 Oct–30 Apr. Rwy 08–26 sand to enhance rwy friction may not meet FAA spec. Safety area 4600 ft x 150 ft; 300 ft gravel safety area each end. Rwy 26 50 ft trees 1000 ft SE. Cold temperature airport. Altitude correction required at or below –17C. Alert: See Genots—ENROUTE CTAF FREQS.

AIRPORT MANAGER: 907–766–2340

COMMUNICATIONS: CTAF 122.9
RCO 122.6 (JUNEAU RADIO)

HEALY RIVER (HRR)(PAHV) 0 N UTC–9(–8DT) N63º52.06´ W148º58.13´
1275 B NOTAM FILE FAI
RWY 15–33: H2910X60 (ASPH) MIRL 0.6% up SE
RWY 33: Trees.
SERVICE: FUEL 100LL, 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 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.
MENANA (H) (H) VORTAC W 115.8 ENN Chan 105 N64º35.40´ W149º04.37´ 155º 43.6 NM to fld. 1601/21E.
VOR unusable:
086º–096º byd 34 NM blo 5,000’
097º–105º
310º–335º byd 33 NM blo 5,000’
336º–360º byd 33 NM blo 4,000’
TAC AZM unusable:
097º–105º
DME unusable:
097º–105º

HERENDEEN BAY (AK33) PVT 0 W UTC–9(–8DT) N55º48.08´ W160º53.96´
20 NOTAM FILE
RWY 12–30: 1090X35 (GRVL–TURF)
RWY 30: Rgt tfc.
RWY 07–25: 970X50 (GRVL–TURF)
RWY 07: Hill.
RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.
COLD BAY (H) (H) VORTAC W 112.6 CDB Chan 73 N55º16.04´ W162º46.44´ 053º 71.5 NM to fld. 99/10E.
VOR unusable:
094º–129º byd 30 NM blo 9,000’
164º–199º byd 20 NM blo 14,000’
164º–199º byd 35 NM
349º–009º blo 10,000’
349º–009º byd 15 NM
TACAN AZIMUTH unusable:
094º–129º byd 30 NM blo 9,000’
164º–199º byd 20 NM blo 14,000’
164º–199º byd 35 NM
269º–279º byd 20 NM
DME unusable:
094º–129º byd 30 NM blo 9,000’
164º–199º byd 20 NM blo 14,000’
164º–199º byd 35 NM
269º–279º byd 20 NM

HIGH MOUNTAIN W 131º47.74´ KETCHIKAN
121.2 (KETCHIKAN RADIO)
RCO 121.2 (KETCHIKAN RADIO)
KETCHIKAN
HILLTOP (See CHUGIAK on page 82)

HOLLIS

CLARK BAY SPB (HYL) 1 NE UTC–9(–8DT) N55º29.43´ W132º37.41´

00   NOTAM FILE KTN

WATERWAY E–W: 10000X500 (WATER)

SEAPLANE REMARKS: Unattended, Opr area in Clark Bay.

AIRPORT MANAGER: 907-755-2229

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND (H) (H) VOR/W/DME 117.1   ANN Chan 118

N55º03.62´ W131º34.70´ 285º 44.2 NM to fld. 184/21E.

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

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


HOLY CROSS (HCA)(PAHC) 1 S UTC–9(–8DT) N62º11.30´ W159º46.50´

75   NOTAM FILE HCA

RWY 01–19: 4000X100 (GRVL) MIRL

RWY 01: Trees.

RWY 19: Trees.

SERVICE: S4   LGT ACTIVATE MIRL RWY 01–19—CTAF.

AIRPORT REMARKS: Unattended. Cold temperature 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 inoff the arpt.

AIRPORT MANAGER: 907-438-2416

WEATHER DATA SOURCES: AHWOS–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 (NW) 365  ANV  N62º38.49´

W159º46.50´   142º 29.6 NM to fld. 318/15E.

HOMER

BOOTLEGGERS COVE (2AK4) PVT 11 NW UTC–9(–8DT) N59º28.20´ W151º30.75´ SEWARD
45  NOTAM FILE Not insp. L–1A, 21, 3D, 4F
RWY 12–30: 1200X70 (GRVL)
RWY 30: Hill. Rgt tlc.
AIRPORT REMARKS: Unattended. Rwy 12, light on shore breeze creates 4 to 5 knot tailwind most summer days.
AIRPORT MANAGER: 907-235–7771

HOMER (H) (H) VOR/DME 114.6 HOM Chan 93 N59º42.57´ W151º27.40´ 172º 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) N59º38.70´ W151º29.15´ SEWARD
84 B TPA—See Remarks ARFF Index—See Remarks NOTAM FILE HOM H–1B, 2K, L–1A, 21, 3D, 4F
PCN 55 F/B/X/T HIRL
RWY 04: MALSF. VASI(V4L)—GA 3.0º TCH 52´. Antenna. Rgt tlc.
RWY 22: MALS R. VASI(V4L)—GA 3.0º TCH 55´. Tree.
SERVICE: S2 FUEL 100LL, JET A LGT ACTVT MALSF Rwy 04; MALS Rwy 22; VASI Rwy 04 and 22; HIRL Rwy 04–22—CTAF.
NOISE: Noise abatement in efct H24; turns bfr dep end Rwy 04–22 NA at Homer and SPB; rprt obs dev to FAA safety hotline.
AIRPORT REMARKS: Attended Nov–Mar 1300–0600Z‡, April–Oct 1500–0600Z‡. Class I, ARFF Index A. PPR for acr ops with more than 30 psgr seats write AMGR: 2320 Kachemak Dr., Homer, AK 99603. Durg acr ops only. Sea birds and water fowl on invof arpt durg spring and summer. PAEW may be on the rwy H24. Lgtd helipad ctc 123.05. Rwy cond, snow/ice rprt and removal, wildlife ctt or otr svc avbl durg sked maint hr; aft hr svc—AMGR. No line of site bfn rwy ends. Twy A, B South, D and E ctt to actv over 12,500 lb. Grvl road S side of rwy ctt to actv; tax NA. Transient general aviation parking on south side of rwy. GA tsnt prkg S side of rwy. 365 ft unlg twr 9 NM W. TPA 800´ AGL for fixed wing actv, 600´ AGL and below for rotary actv. Sand gradation lrgr than FAA rcmdd; see AC150/5200–30.
AIRPORT MANAGER: 907-235–5217

WEATHER DATA SOURCES: ASOS 135.65 (907) 235–3603. (WX CAM)
COMMUNICATIONS: CTA F 123.5 AFIS 135.65 (1500–0630Z‡ OT ctc Kenai FSS)
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.
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
(H) (H) VOR/DME 114.6 HOM Chan 93 N59º42.57´ W151º27.40´ 178º 4.0 NM to fld. 1626/15E.
KACHEMAK NDB (HW) 277 ACE N59º38.48´ W151º30.02´ at fld. 17E.
LOC/DME 109.3 I–HOM Chan 30 Rwy 04. DME back course unusab byd 15º right of course. LOC back course unusab byd 15º right of course; byd 10 NM blo 2,700´; byd 12.8 NM blo 3,600´.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. Local call to Homer FSS dial 235–8588. Addn UNICOM freqs: 122.700 or 123.050. AFIS operds by HOM FSS when open, OT Kenai FSS.

WATERWAY 06W–24W: 2501X100 (WATER)
HOMER–BELUGA LAKE SPB (5BL) 1 E UTC–9 (–8DT) N59º38.49´ W151º31.27´

25  B  NOTAM FILE HOM

WATERWAY NE–SW: 3000X600 (WATER)

WATERWAY SW: Rgt tfc.

SERVICE: FUEL 100LL


AIRPORT MANAGER: 907-235-5217

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.

(H) (H) VORW/DME 114.6 HOM Chan 93 N59º42.57´ W151º27.40´ 191º 4.5 NM to fld. 1626/15E.


HONEYBEE LAKE AERO PARK (See WILLOW on page 261)

HOONAH

HOONAH (HNH)/(PAOH) 1 SE UTC–9 (–8DT) N58º05.77´ W135º24.53´

22  B  NOTAM FILE HNH

RWY 06–24: H3367X75 (ASPH)  PCN 12 F/C/Y/T MIRL

RWY 06: REIL. PAPI(P4L)—GA 4.0º TCH 35´. Trees. Rgt tfc.

RWY 24: REIL. Trees.

SERVICE: LGT ACTVT REIL Rwy 06 and 24; PAPI Rwy 06; MIRL Rwy 06–24—CTAF. Rwy 06 PAPI unusbl byd 2º R of cntrln; PAPI unusbl byd 5.8 NM; PAPI does not prvd obstn clnc byd 5.8 NM.


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)

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION:  NOTAM FILE JNU.

SISTERS ISLAND  (H) (H) VORTACW  114.0  SSR  Chan 87  N58º10.66´ W135º15.53´  204º 6.8 NM to fld. 40/20E.

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

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

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


HOONAH SPB  (OOH)(POOH)  0 W  UTC–9(–8DT)  N58º06.73´ W135º27.11´

WATERWAY E–W: 9000X5000 (WATER)


AIRPORT MANAGER: 907-945-3426

WEATHER DATA SOURCES: AWOS–3 132.05 (907) 945–3687. (WX CAM)

COMMUNICATIONS: CTAF 122.7

RADIO AIDS TO NAVIGATION:  NOTAM FILE JNU.

SISTERS ISLAND  (H) (H) VORTACW  114.0  SSR  Chan 87  N58º10.66´ W135º15.53´  217º 7.3 NM to fld. 40/20E.

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

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

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

**HOOPER BAY** (HPB)(PAHP) 2 SW UTC–9(–8DT) N61º31.43´ W166º08.80´

**NOTAM FILE HPB**

**RWY 14–32:** 3300X75 (GRVL) MIRL

**RWY 14:** ODALS. REIL. VASI(V4L)–GA 3.0º TCH 28’, Hill.

**RWY 32:** REIL. VASI(V4L)–GA 3.0º TCH 28’, Road.

**SERVICE:** LGT ACTVT REIL Rwy 14 and 32; VASI Rwy 14 and 32; MIRL Rwy 14–32—CTAF.

**AIRPORT REMARKS:** Unattended. Rwy cond unmnt; visual insp rcmdd prior to use. Rwy 32 has 35 ft VOR 1750 ft S.

**AIRPORT MANAGER:** (907) 543-2498

**WEATHER DATA SOURCES:** AWOS–3P 135.1 (907) 758–4211. (WX CAM)

**COMMUNICATIONS:** CTAF 123.0

**RCO 122.4 (KENAI RADIO)**

**ANCHORAGE CENTER APP/DEP CON 124.5**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HPB.

(H) (H) VOR/W/DME 115.2 HPB Chan 99 N61º30.86´ W166º08.07´ at fld. 15/13E.

VOR unusable:

- 358º–013º byd 22 NM b/o 3,500´

DME unusable:

- 358º–013º byd 22 NM b/o 3,500´

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

---

**HOOPER BAY**

N61º30.86´ W166º08.07´ NOTAM FILE HPB.

(H) (H) VOR/W/DME 115.2 HPB Chan 99 at Hooper Bay. 15/13E.

VOR unusable:

- 358º–013º byd 22 NM b/o 3,500´

DME unusable:

- 358º–013º byd 22 NM b/o 3,500´

RCO 122.4 (KENAI RADIO)

---

**HOPE** (5HO) 1 SE UTC–9(–8DT) N60º54.44´ W149º37.37´

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) (H) VOR/W/DME 113.15 TED Chan 78(Y) N61º10.07´ W149º57.61´ 130º 18.5 NM to fld. 92/18E.

VOR unusable:

- 041º–091º byd 25 NM b/o 15,000´

- 091º–096º byd 20 NM b/o 15,000´

- 096º–121º byd 25 NM b/o 12,500´

- 121º–146º byd 25 NM b/o 9,000´

DME unusable:

- 041º–091º byd 25 NM b/o 15,000´

- 091º–096º byd 20 NM b/o 15,000´

- 096º–121º byd 25 NM b/o 12,500´

- 121º–146º byd 25 NM b/o 9,000´

- 196º–206º byd 25 NM b/o 3,500´

- 206º–211º byd 25 NM b/o 4,000´

- 211º–221º byd 25 NM b/o 3,500´

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

---

**BETHEL**

L–3B IAP

**ANCHORAGE**

130º 18.5 NM From Anchorage *TED* VOR/DME
**HORSELD**

3620 NOTAM FILE ORT
**RWY 03–21:** 900X12 (DIRT)
**RWY 21:** Hill.

**AIRPORT REMARKS:** Unatndd. Wind indicator nstd; pole with colored streamers. Rwy sits in a bowl, mountain peaks immediate vcnty, wind gusty & unpredictable. Rwy 0–21 narrow, rough, brush encroached & slopes down to both ends. Rwy 03–21 be alert: rutted slippery mud sfc hinders braking action. Brush up to 4 ft tall along edges of rwy.

**COMMUNICATIONS:** CTAF 122.9

---

**HOTHAM**

N66°54.08´ W162°33.86´ NOTAM FILE OTZ.

**NDB** (HW) 356 HHM 208° 1.3 NM to Ralph Wien Meml. 11/11E.

**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.

**COMMUNICATIONS:** CTAF 122.8

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

---

**HOUStON**

MORVRO LAKE SPB (88AK) PVT 2 E UTC–9(–8DT) N61°36.12´ W149°47.05´

300 NOTAM FILE

**WATERWAY N–S:** 4000X1500 (WATER)

**SEAPLANE REMARKS:** Unattended. 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.

**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´

299 B NOTAM FILE FAI

**RWY 18–36:** 3381X100 (GRVL) MIRL

**RWY 18:** Trees.

**RWY 36:** Trees.

**SERVICE:** LGT ACTVT MIRL Rwy 18–36—CTAF. ACTVT rotating beacon—CTAF.

**AIRPORT REMARKS:** Unattended. Rwy condition not monitored; recommend visual inspection prior to landing. Twy A unlit. Twy A reflectors 36 inches tall. Snow removal operations during winter—monitor CTAF. South safety area soft and rutted. 150 ft x 100 ft turn around north side of rwy.

**AIRPORT MANAGER:** (907) 451-5280

**COMMUNICATIONS:** CTAF 122.9

**ANCHORAGE CENTER APP/DEP CON 124.6**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE UTO.

**UTOPIA CREEK NDB/DME (HW)** 272 UTO Chan 22(Y) N65°59.71´ W153°41.63´ 264° 14.2 NM to fld. 983/17E.

**NDB unusable:**

210°–240°
340°–355°

**NDB/DME unusable:**

45–105 byd 25 NM
105–45

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

---

**HUNT STRIP**

(See WASILLA on page 256)
**HUSLIA (HLA)(PAHL)** 1 E UTC–9(–8DT) N65°41.87’ W156°21.08’

- **RWY 03–21**: 4000X75 (GRVL) MIRL 0.3% up SW
- **RWY 03**: REIL. PAPI(P4L)—GA 3.0º TCH 25’. Tree.
- **RWY 21**: REIL. PAPI(P4L)—GA 3.0º 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

**ANCHORAGE CENTER APP/DEP CON**: 127.0 290.2

**RADIO AIDS TO NAVIGATION**: NOTAM FILE HLA.

- **(H) (H) VORW/DME** 117.4 HSL Chan 121 N65°42.47’ W156°21.79’ at fld. 187/19E.

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

**HYDABURG SPB (HYG)(PAHY)** 0 SW UTC–9(–8DT) N55°12.38’ W132°49.70’

- **WATERWAY E–W**: 5000X2000 (WATER)

**SEAPLANE REMARKS**: Unattended. Dock. Boat tlc 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) (H) VORW/DME** 117.1 ANN Chan 118 N55°03.62’ W131°34.70’ 261º 43.9 NM to fld. 184/21E.

**VOR unusable**:
- 000º–100º byd 11 NM bld 12,000’
- 000º–100º byd 15 NM
- 000º–100º byd 9 NM bld 6,500’
- 120º–130º byd 37 NM bld 6,000’
- 290º–320º byd 32 NM bld 7,000’
- 290º–320º byd 37 NM bld 9,000’
- 345º–000º byd 20 NM

**DME unusable**:
- 000º–100º byd 11 NM bld 12,000’
- 000º–100º byd 15 NM
- 000º–100º byd 9 NM bld 6,500’
- 120º–130º byd 37 NM bld 6,000’
- 290º–320º byd 32 NM bld 7,000’
- 290º–320º byd 37 NM bld 9,000’
- 345º–000º byd 20 NM

**COMM/NAV/WEATHER REMARKS**: For a toll free call to Ketchikan FSS dial 800–478–3500.
HYDER SPB  (4Z7)  1 SE  UTC–9(–8DT)  N55°54.20’ W130°00.40’
00  LRA  NOTAM FILE KTN
WATERWAY N–S: 10000X1000 (WATER)
SEAPLANE REMARKS: Unattended. Boats may be tied to SPB float/ramp. Be alert: During low tide, shallow milky glacial water covers obstructions east of float. Caution advised with tides blo 0’. May cause insufficient water depths and prevent use of this facility.
AIRPORT MANAGER: (907) 465-4512
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.
ANNETTE ISLAND  (H) (H) VOR/DME 117.1  ANN  Chan 118
N55°03.62’ W131º34.70’  025° 73.8 NM to fld. 184/21E.
VOR unusable:
000º–100º byd 11 NM blo 12,000’
000º–100º byd 15 NM
000º–100º byd 9 NM blo 6,500’
120º–130º byd 37 NM blo 6,000’
290º–320º byd 32 NM blo 7,000’
290º–320º byd 37 NM blo 9,000’
345º–000º byd 20 NM
DME unusable:
000º–100º byd 11 NM blo 12,000’
000º–100º byd 15 NM
000º–100º byd 9 NM blo 6,500’
120º–130º byd 37 NM blo 6,000’
290º–320º byd 32 NM blo 7,000’
290º–320º byd 37 NM blo 9,000’
345º–000º byd 20 NM

ICE POOL  N64°32.74’ W149º04.61’  NOTAM FILE ENN.
NDB (HW) 525  ICW at Nenana Muni. 365/18E.

ICY BAY  (19AK) PVT  73 NW  UTC–9(–8DT)  N59°58.14’ W141º39.71’
50  NOTAM FILE JNU
RWY 05–23: 3430X55 (GRVL)
RWY 05: Trees.
RWY 23: Trees.
AIRPORT REMARKS: Unattended. Not maintained. 50’ trees, 60’ to 100’ each side of rwy centerline entire length of rwy. 8’ berms 500’ east of AER 23. Bulk fuel storage tanks on trailers parked on turnout within 40’ of rwy centerline. Uncontrolled vehicular tfc on rwy. Rwy 05–23 first 1000’ of Rwy 05 soft when wet, ruts along edges and divots in vicinity of thld. Land owned by Alaska Mental Health Trust Authority. Use by permit or license only. Contact 907–269–8658.
AIRPORT MANAGER: 907-269-8658
RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.
YAKUTAT  (H) (H) VOR/DME 113.3  YAK  Chan 80  N59°30.65’ W139º38.89’
275º 67.1 NM to fld. 41/20E.
VOR unusable:
124º–261º byd 22 NM blo 10,000’
DME unusable:
124º–261º byd 22 NM blo 10,000’
NOTAM FILE IGG

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 lgts—CTAF.


AIRPORT MANAGER: 907-571-1261

WEATHER DATA SOURCES: AWOS–3P 119.925 (907) 533–3350. (WX CAM)

COMMUNICATIONS: CTAF 122.8

ANCHORAGE CENTER APP/DEP CON 118.8

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75 N58º43.48´ W156º45.14´ 020º 44.7 NM to lfd. 95/16E.

TACAN antenna offset 150’ se

TACAN AZIMUTH unusable:
130º–140º byd 13 NM bio 4,000’
130º–140º byd 30 NM
332º–348º byd 19 NM bio 5,000’

DME unusable:
332º–348º byd 19 NM bio 5,000’

ILIAMNA (ILI)(PAIL) 2 NW UTC–9(–8DT) N59º45.33´ W154º55.07´

NOTAM FILE ILI

RWY 08–26: H5086X100 (ASPH–GRVD) MIRL

RWY 08: PAPI(P4L)—GA 3.0º TCH 35´. Brush.

RWY 26: REIL. PAPI(P4L)—GA 3.0º TCH 35´. Brush.

RWY 18–36: H4800X100 (ASPH–GRVD) MIRL


RWY 36: REIL. PAPI(P4L)—GA 3.0º TCH 32´. Brush.

SERVICE: FUEL 100LL, JET A

LGT When FSS clsd ACTVT Rwy 26 and 36; PAPI Rwy 18, 36, 08 and 26; MIRL Rwy 08–26; 18–36—CTAF.

AIRPORT REMARKS: Attended Oct–May Mon–Fri 1700–0130Z‡, Jun–Sep Mon–Wed 1500–0130Z‡, Jun–Sep Thurs 1500–2300Z‡. Be Alert: For VFR arrival and departure procedures see Notice in Section C. Be Alert: No line of sight b/w Iliamna, Pike Lake and East Wind Lake/Strip; tfc pat and VFR arr and dep proc see Section C Notice. Snow and ice removal and haz rprtng durg duty hr; exc PPR in writing – AMGR. Cold temperature airport. Altitude correction required at or below –29C. Psnl and eqpt may be on rwy. Taxi on active rwys; locked brake turns on rwy NA. There are no locked brake turns allowed on rwy. Multiple airstrips and float plane basins invof arpt; low–level hel sling load ops wi 25 NM W–NW; mnt CTAF and self announce upon entry. Safety areas soft. Rwy 08–26, 275 ft grvl sfc avbl for tundra wheel equipped acft prior to asphalt at both ends of rwy. Daylight ops only. Tsnt prkg mkd with green cones. Arpt sand lrger than FAA rcmdd/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 prvdd when Iliamna FSS clsd. (WX CAM)

COMMUNICATIONS: CTAF 123.6 AFIS 134.95 (1 Jun–30 Sep 1445–0645Z‡; OT ctc Kenai FSS)

ILIAMNA RADIO 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 N59º44.88´ W154º54.58´ at fld. 168/14E.

DME unusable:

010º–020º byd 20 NM blo 12,000´

020º–050º byd 25 NM blo 13,000´

270º–300º byd 25 NM blo 7,000´

300º–320º byd 25 NM blo 8,000´

COMM/NAV/WEATHER REMARKS: Iliamna FSS telephone 571–1240. For a toll free call to Kenai FSS, dial 1–866–864–1737. WX obs 16 Oct–14 May 1445–0645Z‡–133.75 call sign Iliamna wx or 907–571–1240. DME located at 59º45.0´N 154º54.4´W. DME channel 91 paired with VHF freq 114.4. ASOS 134.95 when Iliamna FSS closed. AFIS operd by ILI FSS when open, OT Kenai FSS.

••••••••••••••••••

WATERWAY E–W: 2998X400 (WATER)

WATERWAY N–S: 2892X400 (WATER)

WATERWAY S: Rgt tfc.
132 ALASKA

INDIAN MOUNTAIN LRRS (UTO)(PAIM) AF 0 S UTC–9(–8DT) N65º59.57´ W153º42.21´

1261 NOTAM FILE PAIM Not insp.
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 wknds 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. Afd 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 Afd Mgt for permits 907–552–1448/4176. Land Rwy 24, tkd 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)

RADIO AIDS TO NAVIGATION:
UTOPIA CREEK NDB/DME (HW) 272 UTO Chan 22(Y) N65º59.71´ W153º41.63´ at fld. 983/17E.

JAKOLOF BAY (4Z9)  0 N  UTC–9(–8DT)  N59º27.13´ W151º31.34´

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. Shrubs and
ground 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  N59º42.57´ W151º27.40´ 172º 15.6 NM to fld. 1626/15E.

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

JENSENS

FORT JENSEN (AK60) PVT  0 NE  UTC–9(–8DT)  N57º53.11´ W157º05.81´

NOTAM FILE

RWY 06–24: 4700X125 (GRVL)
RWY 24: Brush.


JOHNSONS LANDING (See BEAR LAKE on page 57)

JOHNSON POINT  (H) VOR/DME 116.7 JOH Chan 114  335º 23.7 NM to Tatitlek. 48/18E.

wx cam

VOR unusable:
090º–124º byd 23 NM blo 8,000´
125º–188º byd 10 NM

DME unusable:
090º–124º byd 23 NM blo 12,000´
125º–191º byd 10 NM

RCO 122.1 (JUNEAU RADIO)

JONES LANDING (See BIG LAKE on page 62)
RUWY 08: MALSF, REIL, VASI(V2L)—GA 3.5º TCH 38°, RVR–TR Tower. Rgt tfc.

RUWY 26: MALs. REIL, PAPI(P4L)—GA 3.5º 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, MALSF Rwy 08 and REIL Rwy 26 ctc JNU twr on freq 118.7. When ATCT clsd ctc JNU FSS on freq 118.7. VASI Rwy 08 and PAPI Rwy 26 opr 24 hrs. Rwy 26 PAPI unusbl byd 2 NM due to terrain. Rwy 08 VASI aligned aprx 13 degs rgt of ry cntrln and is not visible on ry cntrln. Rwy 08 VASI unusbl byd 06 degs left of crs. Rwy 08 RLLS lgts. Rwy 26 MALS NSTD; length 800 ft.

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 invol arpt. Incr helicopter/lgf acft activity Apr 15–Oct 1 entire length on Gastineau Channel and within 5 miles of arpt. Paragliding activity 3 miles North of arpt invol 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.

VOR TEST FACILITY (VOT) 111.0

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

**SISTERS ISLAND (H) VORTAC**

114.0° SSR Chan 87 N58°10.66’ W135°15.53’ 043° 24.0 NM to fld. 40/20E.

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

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

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

**COGHILAN ISLAND NDB**

212° CGL N58°21.56’ W134°41.97’ 074° 3.8 NM to fld. 58/20E.

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

**WATERWAY 08W–26W:**

4800X150 (WATER)

**SEAPLANE REMARKS:** Attended continuously. Wildlife and birds on and in vicinity of seaplane base. Transient dock avbl for public use for up to six acft, SW corner.

---

**KAARUK**

N67°40.04’ W149°49.50’

RCO 122.4 (FAIRBANKS RADIO)

**KACHEMAK**

N59°38.48’ W151°30.02’ NOTAM FILE HOM.

NDB (HW) 277° ACE at Homer. 17E.

---

**FAIRBANKS**

L–4J

**SEWARD**

H–1B, 2K, L–1A, Z1, 3D, 4F

AK, 21 MAR 2024 to 16 MAY 2024
**KAKE (AFE/PAFE)**  1 SE  UTC–9(−8DT)  N56°57.68′ W133°54.62′

**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:**  Thd tspdcl 1000’. Hill

**SERVICE:**  LGT  Actvt MIRL Rwy 11–29, PAPI Rwy 11 and REIL Rwy 11—CTAF.


**AIRPORT MANAGER:**  907-966-2960

**WEATHER DATA SOURCES:**  AWOS–3P 135.25 (907) 785–3124. (WX CAM)

**COMMUNICATIONS:**  CTAF 122.9

**RCO** 122.65 (SITKA RADIO)

**KUIU RCO** 121.3 (SITKA RADIO)

**ANCHORAGE CENTER APP/DEP CON** 132.175

**COMM/NAV/WEATHER REMARKS:**  For a toll free call to Sitka FSS dial 1–800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. DME Chan 91 paired with VHF freq 114.4.

---

**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) (H) VOR/W/DM**  116.5  LVD  Chan 112  N56°28.06′ W133°04.99′  297° 41.7 NM to fld. 98/20E.

**VOR usable:**

020°–050° byd 37 NM
270°–300° byd 25 NM bio 10,000′
301°–321° byd 25 NM bio 7,000′

wx cam avbl at https://weathercams.faa.gov

**DME usable:**

020°–050° byd 25 NM bio 11,000′
020°–050° byd 37 NM
105°–120° byd 29 NM bio 10,000′
121°–135° byd 35 NM bio 7,000′
270°–300° byd 25 NM bio 10,000′
301°–321° byd 25 NM bio 7,000′
345°–350° byd 36 NM bio 8,000′

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

---

**KAKO (See RUSSIAN MISSION on page 210)
ALASKA

KALAKaket CREEK AS (1KC) AF UTC–9(–8DT) N64º25.47´ W156º50.60´

1598 NOTAM FILE Not insp.

RWY 09–27: 4000X140 (GRVL)

MILITARY REMARKS: Unattended. CLOSED TO THE PUBLIC. OFFICIAL BUSINESS ONLY. All civil act operators must submit Civil Aircraft Landing Permit (CALP) application IAW Air Force Instruction 10–1001 (http://www.e-publishing.af.mil/shared/media/epubs/afi10–1001.pdf) at least 30 days prior to first intended ldg. Failure to obtain and have onboard apvd CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and US Attorney’s Office IAW 32 CFR855 and USAF Operating Instructions. Contact 611 ASUS/LRAM at DSN 317–552–1448/4176 or COM: 907–552–1448/4176 for CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager, 10471 20th Street, Suite 231, JBER, AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907–552–1448/4176, e-mail: aklandingpermits@us.af.mil. CAUTION: Rwy rstd to helicopter ops only. 1980’ mountain 3000’ northwest of rwy. Winds in excess of 10 kts from 300´–360´ may produce severe turbulence. Rwy not maintained, condition unknown. Recommend visual inspection prior to ldg.

AIRPORT MANAGER: 907-552-8757

COMMUNICATIONS: CTAf 122.9

KALSKAG (KLG)(PALG) 1 W UTC–9(–8DT) N61º32.16´ W160º20.74´

63 B NOTAM FILE KLG

RWY 07–25: 3198X75 (GRVL) MIRL


SERVICE: LGT ACTVT rotg bcn—CTAF. ACTVT PAPI Rwy 07 & 25; MIRL Rwy 07–25—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Large wildlife on or invof rwy.

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

MC GRATH 111, 2J, L–3C L–3C IAP

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60º47.09´ W161º49.46´ 029º 62.4 NM to fld. 105/14E.


AK, 21 MAR 2024 to 16 MAY 2024
KALTAG (KAL/PAKV) 1 SW UTC–9(–8DT) N64°19.14’ W158°44.48’

181 NOTAM FILE KAL

RWY 03–21: 3986X100 (GRVL) MIRL 0.3% up SW

RWY 03: Brush.

RWY 21: Road.

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


AIRPORT MANAGER: 907-451-5280

WEATHER DATA SOURCES: AWOS–3 135.25 (907) 534–2272. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.

GALENA (HI) (H) VOR/DME 114.8 GAL Chan 95 N64°44.29’ W156°46.63’ 233º 56.8 NM to fld. 183/12E.


KANTISHNA (5Z5) 2 NW UTC–9(–8DT) N63°32.46’ W150°59.70’

1578 NOTAM FILE FAI

RWY 10–28: 1887X45 (GRVL–DIRT) 1.3% up E

RWY 18: Trees.


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’ 103º 40.9 NM to fld. 713/17E.

NDB unusable:

230º–240º

345º–350º byd 25 NM


STAMPEDE (Z90) 25 NE UTC–9(–8DT) N63°45.07’ W150°19.82’

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 rotoring 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’ 081º 53.4 NM to fld. 713/17E.

NDB unusable:

230º–240º

345º–350º byd 25 NM

KARLUK (KVKY/PAKY)  1 WNW UTC–9(–8DT)  N57º33.96´ W154º27.23´
142  NOTAM FILE ENA
RWY 10–28: 2000X60 (GRVL)
RWY 10:  Brush.
AIRPORT MANAGER: 907-487-4952
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
  KODIAK (H) (H) VOR/DME 117.1  ODK  Chan 118  N57º46.50´ W152º20.39´  246º 69.3 NM to fld. 133/14E.
VOR unusable:
  190º–310º byd 15 NM blo 12,000´
DME unusable:
  154º–265º byd 15 NM blo 12,000´
    266º–305º
  306º–341º byd 15 NM blo 12,000´

KARLUK LAKE SPB (KKL)  0 W UTC–9(–8DT)  N57º22.02´ W154º01.66´
368  NOTAM FILE ENA
WATERWAY NW–SE: 10000X1000 (WATER)
AIRPORT MANAGER: (907) 487-2600
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
  KODIAK (H) (H) VOR/DME 117.1  ODK  Chan 118  N57º46.50´ W152º20.39´  232º 59.8 NM to fld. 133/14E.
VOR unusable:
  190º–310º byd 15 NM blo 12,000´
DME unusable:
  154º–265º byd 15 NM blo 12,000´
    266º–305º
  306º–341º byd 15 NM blo 12,000´
KASAAN SPB (KXA) 00 SE UTC–9(–8DT) N55°32.24′ W132°23.85′
WATERWAY N–S: 2000X2000 (WATER)
SEAPLANE REMARKS: Unattended. Gulls invof SPB & float. Be alert apchg float fm SW to prevent right wing from ctc with boat float pilings; float exposed to SE, SW & NW winds; boats may be tied to float; float; slippery when wet. Swells lkly with SE, SW or NW winds. Windsock unusbl.
AIRPORT MANAGER: 907-755-2229
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION:
ANNETTE ISLAND (H) (H) VOR/DME 117.1 AN Chan 118
N55°03.62′ W131°34.70′ 295° 40.1 NM to fld. 184/21E.
VOR unusable:
000°–100° by 11 NM b 12,000′
000°–100° by 15 NM
000°–100° by 9 NM b 6,500′
120°–130° by 37 NM b 6,000′
290°–320° by 32 NM b 7,000′
290°–320° by 37 NM b 9,000′
345°–000° by 20 NM
DME unusable:
000°–100° by 11 NM b 12,000′
000°–100° by 15 NM
000°–100° by 9 NM b 6,500′
120°–130° by 37 NM b 6,000′
290°–320° by 32 NM b 7,000′
290°–320° by 37 NM b 9,000′
345°–000° by 20 NM
COMM/NAV/WEATHER REMARKS:
For a toll free call to Ketchikan FSS dial 1–800–478–3500. For a LC to Juneau FSS dial 789–7380.

KASHWITNA LAKE SPB (See WILLOW on page 261)

KASIGLUK (209)(PFKA) 2 S UTC–9(–8DT) N60°52.40′ W162°31.46′
RWY 17–35: 3000X60 (GRVL–DIRT)  MIRL 0.7% up S
SERVICE: LGT Actvt MIRL Rwy 17–35—CTAF. Apt bcn sked: ctc AMGR.
AIRPORT REMARKS: Unattended. Birds on and invof arpt. Rwy condition not monitored, recommend visual inspection prior to using. Wind turbines within the tfc pat. Lgts at top of twr, not blades. Rwy 17–35 slopes up to S end 1% grade. Rwy 17 first 200 ft soft when wet.
AIRPORT MANAGER: (907) 543-2498
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION:
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09′
W161°49.46′ 271° 21.2 NM to fld. 105/14E.

KASILOF ENCELEWSKI LAKE SPB (AK5) 5 S UTC–9(–8DT) N60°15.33′ W151°18.18′
WATERWAY NW–SW: 3500X500 (WATER)
AIRPORT MANAGER: 907-398-2201
COMMUNICATIONS: CTAF
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. Maint ireg. Rwy cond unmnt, rcmnd visual insp prior to use. ATV tfc on rwy. Rwy 01–19 3 in ruts. Rwy 01 edge not mkd. Windsock blw tree line and may be unrel. Prkg area S end.
AIRPORT MANAGER: 907-953-6733
COMMUNICATIONS: CTAF 122.5
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
KENAI (H) (H) VOR/DME 117.6 ENA Chan 123 N60º36.88′ W151º11.71′ 168º 16.0 NM to fld. 115/19E.
VOR unusable:
348º–015º byd 20 NM
DME unusable:
355º–041º byd 35 NM blo 2,000′

KATMAI NATIONAL PARK
LAKE BROOKS SPB (5Z9) 0 W UTC–9(–8DT) N58º33.29′ W155º46.64′
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. Acct maint 1,000′ AGL in vicinity of Brooks Camp. Heavy bear and human concentration. Landing and takeoffs or taxiing within 50 yards of bears is prohibited. Surface ops are limited to idle maneuvers within 200 yards of Brooks Camp Beach on Naknek Lake. Step taxi ops, initiation of takeoffs and landings within this zone is prohibited. Buoys note no–wake area. Large white buoys 4′ tall in waterway are a hazard to navigation and difficult to see.
AIRPORT MANAGER: 907-246-3305
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.
KING SALMON (H) (H) VORTAC 112.8 AKN Chan 75 N58º43.48′ W156º45.14′ 092º 32.2 NM to fld. 95/16E.
TACAN antenna offset 150′ se
TACAN AZIMUTH unusable:
130º–140º byd 13 NM blo 4,000′
130º–140º byd 30 NM
332º–348º byd 19 NM blo 5,000′
DME unusable:
332º–348º byd 19 NM blo 5,000′

KAVIK RIVER
KAVIK STRIP (RK1) 60 W UTC–9(–8DT) N69º40.61′ W146º54.00′
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 thrs markers non standard, barrels and reflective cones.
AIRPORT MANAGER: 404-857-4707
COMMUNICATIONS: CTAF 122.9

KAVIK STRIP (See KAVIK RIVER on page 141)
KENAI

DRIFT RIVER (3AKS) PVT 26 W UTC–9(–B–8DT) N60°35.33’ W152°09.72’

30 NOTAM FILE

RWY 05–23: 4100X150 (GRVL) MIRL

RWY 05: Trees.

RWY 23: Trees.


AIRPORT MANAGER: 907–283–6108

COMMUNICATIONS: CTAF 122.7 UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

KENAI (H) (H) VOR/DME 117.6 ENA Chan 123 N60°36.88’ W151°11.71’ 248° 28.6 NM to fld. 115/19E.

VOR unusable:

348°–015° byd 20 NM

DME unusable:

355°–041° byd 35 NM blo 2,000’


HELIPAD H1: 40X20 (GRVL)

ISLAND LAKE SPB (2R3) 9 N UTC–9(–B–8DT) N60°42.27’ W151°18.68’

140 NOTAM FILE ENA

WATERWAY 06W–24W: 5000X500 (WATER)


AIRPORT MANAGER: 907–903–3355

COMMUNICATIONS: CTAF 122.7


KENAI MUNI (ENA)(PAEN) 0 N UTC–9(–B–8DT) N60°34.40’ W151°14.69’

100 B Class I, ARFF Index A NOTAM FILE ENA

RWY 02L–20R: H7855X150 (ASPH–GRVD) S–75, D–150, 2D–250

PCN 59 F/B/X/U HIRL


RWY 20R: MALSR. VASI(V4L)—GA 3.0º TCH 51’. RVR–T

RWY 02R–20L: 1980X75 (GRVL)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02L: TORA–7855 TODA–7855 ASDA–7855 LDA–7575

RWY 20R: TORA–7855 TODA–7855 ASDA–7575 LDA–7575

SERVICE: S2 FUEL 100LL, JET A LGT ACTVT REIL Rwy 02L; VASI Rwy 02L & 20R—CTAF. When twr clsd ACTVT and incr intst HIRL Rwy 02L–20R—Kenai FSS. When twr clsd ACTVT MALSR Rwy 20R—CTAF.

NOISE: Noise Abatement arr Rwy 02W and dep Rwy 20W fnl apch and cross wind turns S of beachline unless ATC auth.


AIRPORT MANAGER: 907–283–7951

WEATHER DATA SOURCES: ASOS 133.35 (907) 283–6513. LAWRS. (WX CAM)

COMMUNICATIONS: CTAF 121.3 ATIS 133.35

FSS ENA (KENAI)

KENAI RADIO 121.3 121.5 122.65 243.0 (LAA 121.3 when twr clsd)

ANCHORAGE CENTER APP/DEP CON 125.7 379.1

TOWER 121.3 (1500–0700Z‡ May 1–Sep 30; 1600–0600Z‡ Oct 1–Apr 30) GND CON 118.75

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS D svc 1500–0700Z‡ May 1–Sept 30, 1600–0600Z‡ Oct 1–Apr 30; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

(H) (H) Vor/Dme 117.6 ENA Chan 123 N60°36’.88’ W151°11’.71’ 192° 2.9 NM to fld. 115/19E.

VOR usable:
348°–015° byd 20 NM
DME usable:
355°–041° byd 35 NM blo 2,000’

ILS/DME 108.9 I–ENA Chan 26 Rwy 20R. Class IE.

COMM/NAV/WEATHER REMARKS: Kenai FSS lcl 283–7211. For a toll free call to Kenai FSS dial 1–866–864–1737. Wx avbl from Kenai twr ATIS or from FSS when Kenai twr clsd.

WATERWAY 02W–20W:

WATERWAY 20W Rgt tfc.

SEAPLANE REMARKS: Waterway 02W–20W clsd to ops Nov–Apr; water ldg area not vsb fm ATCT; 02W arr and 20W dep make fnl apch and cross wind turns S of beachline unless auth bt ATC. SPB ctd by Kenai ATCT durg ops hrs. TPA: Rwy 02W/20W 500’ AGL. When Kenai ATCT clsd wx avbl fm Kenai ATIS or Kenai FSS. 24 hour credit card fuel avbl, call 907–283–4542. Pat alt 500 ft AGL for seaplane base. Rwy 20W rgt tfc. Water ldg area and twy chnl not vsb fm ATCT.

TREASURE CHEST (AA16) PVT 5 NW UTC–9(–8DT) N60°37’.49’ W151°17’.67’

125 TPA—825(700) NOTAM FILE Not insp.

RWY 16–34 2700X100 (GRVL)

RWY 34 Rgt tfc.


AIRPORT MANAGER: 907-394-3579

COMMUNICATIONS: CTAF 121.3

COMM/NAV/WEATHER REMARKS: Ops annc intns to Salamatoff/Arness tfc—122.7. Ops in Class D/E asp trsn to Treasure Chest—Kenai ATCT CTAF.

KENAI RIVER AIRPARK (See SOLDOTNA on page 225)

KETCHIKAN

KETCHIKAN (TEMSCO H) HELIPORT (17AK) PVT 4 NW UTC–9(–8DT) N55°22’.98’ W131°44’.10’

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)  O W  UTC–9(–8DT)  N55º20.67’ W131º39.81’

KETCHIKAN

00  AOE   NOTAM FILE KTN

WATERWAY E–W:  3893X1000 (WATER)


COMMUNICATIONS:  CTAF 123.6

RADIO AIDS TO NAVIGATION:  NOTAM FILE ANN.

ANNETTE ISLAND  (H) (H) VOR/DME

117.1 ANN Chan 118

N55º03.62´ W131º34.70´ 329º 17.3 NM to fld. 184/21E.

VOR unusable:

000º–100º byd 11 NM blo 12,000´
000º–100º byd 15 NM
000º–100º byd 9 NM blo 6,500´
120º–130º byd 37 NM blo 6,000´
290º–320º byd 32 NM blo 7,000´
290º–320º byd 37 NM blo 9,000´
345º–000º byd 20 NM

DME unusable:

000º–100º byd 11 NM blo 12,000´
000º–100º byd 15 NM
000º–100º byd 9 NM blo 6,500´
120º–130º byd 37 NM blo 6,000´
290º–320º byd 32 NM blo 7,000´
290º–320º byd 37 NM blo 9,000´
345º–000º byd 20 NM

COMM/NAV/WEATHER REMARKS:

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)  N55º21.25’ W131º42.67’


PCN 49 F/B/X/T  HIRL

RWY11:  MALSR. PAPI(P4L)—GA 3.0º TCH 50 ‘. RVR–TR Trees. Rgt tflc.

RWY 29:  MALSR. PAPI(P4L)—GA 3.0º TCH 49’. RVR–TR

SERVICE:

FUEL  100LL, JET A

LGT

When KTN FSS clsd ACTVT MALSR


AIRPORT REMARKS:

Alert: Spl ATC rules part 93, and std VFR arr and dep proc and pat info–see Reg Notice. Attended 1500–0630Z‡. 100LL fuel avbl summer 1430–0430Z‡; winter 1530–0530Z‡ via 122.95 or PH: 907–531–9891. PPR for ldg durg unatndd hrs–FBO 907–531–9891 for arrngmt and call out charge. Class I, ARFF Index B. Acr ops more than 30 pax NA in excess of 15 min bfr or aft sked arr or dep wo PPR with AMGR and cfrm ARFF svc avbl bfr ldg or tkof. USCG heli lctd at N55º–21’–27.6” W131º–42’–19.8” invof Ketchikan Intl arpt and Seaplane Base; MED–VAC missions only–POC Commander CG District 17, 709 W 9th St, RM 661, Box 25517 Juneau, AK 99802, 907–463–2247/2000. Trrn causes turb on arr and dep routes. Snow and ice removal NA when arpt unatndd. Stc cond reports reflect conditions when arpt attended only. Ctn air taxi and boat tflc in harbor; floating debris psbl. Dock W of arpt clsd Nov 1–Apr 1; PPR ovngt–AMGR; Ferry btw arpt and city opr consly when arpt atndd. Birds on and invof arpt. Deer invof arpt. Prior to ops on apron/twy all acft ctc KTN FSS and adz intrns.

AIRPORT MANAGER:  907-225-6800

WEATHER DATA SOURCES:  ASOS  134.45 (907) 247–8801. (WX CAM)

COMMUNICATIONS:  CTAF 123.6

AFIS 134.45 (1515–0615Z; OT ctc Juneau FSS)

FSS  (KETCHIKAN RCO) 1515–0615Z; OT ctc Juneau FSS.

KETCHIKAN RADIO  121.5 122.2 123.6 243.0 (LAA 123.6)

ANCHORAGE CENTER APP/DEP CON 118.5 284.6

AIRSPACE:  CLASS E svc continous.
RADIO AIDS TO NAVIGATION:

CLAM COVE NDB (HH) 396 CMJ N55º20.53’ W131º41.45’ 295º 1.0 NM to fld. 46/21E.
NDB unusable:
Byd 15 NM

ILS/DME 109.3 I-ECH Chan 30 Rwy 11. Class IT. DME unusable byd 25º left of course, byd 15º right of course.
LOC unusable beyond 15º right of rcl. LOC unusable beyond 25º left of rcl.

COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380. AFIS operd by KTN FSS when open, OT Juneau FSS.

WATERWAY WNW–ESE: 9500X1500 (WATER)

MURPHYS PULLOUT SPB (8K9) 5 NW UTC–9(–8DT) N55º23.38’ W131º44.28’

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 (9C8) 4 NW UTC–9(–8DT) N55º23.08’ W131º44.30’

WATERWAY NE–SW: 9000X2000 (WATER)

SERVICE: S4 FUEL 100LL


AIRPORT MANAGER: 907-225-2513

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION:

ANNETTE ISLAND (H) (H) VOR/DME 117.1 ANN Chan 118 N55º03.62’ W131º34.70’ 323º 20.3 NM to fld. 184/21E.

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

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

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

**BOB BAKER MEML**
- **IAN (PAIK)**
- **1 N UTC–9(–8DT)**
- **N66°58.57’ W160°26.32’**

179 B  NOTAM FILE IAN

**RWY 07–25:** 4000X75 (GRVL) MIRL 0.8% up W

**RWY 25:** REIL. PAPI(P4R)—QA 3.0º TCH 29’. Brush.

**SERVICE:** LGT ACTVT REIL Rwy 25; PAPI Rwy 25; MIRL Rwy 07–25 and rot bcn—CTAF.

**AIRPORT REMARKS:** Unattended. Cold temperature airport. Altitude correction required at or below −29C. Rwy condition not monitored; recommend visual inspection prior to landing. Rwy 07–25 marked with lights and plastic markers. Rwy plowed in winter. Rwy slopes down from 07 to 25, grade 1%.

**AIRPORT MANAGER:** 907-442-3147

**WEATHER DATA SOURCES:** AWOS–3P 119.025 (907) 475–2004. (WX CAM)

**COMMUNICATIONS:** CTAF 122.7

**ANCHORAGE CENTER APP/DEP CON** 119.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE WLK.

**SELAWIK** (H) (H) VOR/DME 114.2  WLK Chan 89 N66º35.97’ W159º59.45’ 319º 25.1 NM to fld. 11/16E.

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

**KING COVE**
- **KVC (PAVC)**
- **4 NE UTC–9(–8DT)**
- **N55º06.98’ W162º15.99’**

149 B  NOTAM FILE KVC

**RWY 08–26:** 3500X115 (GRVL) MIRL

**RWY 08:** REIL. PAPI(P4L)—QA 4.0º TCH 33’. Road.

**RWY 26:** REIL. PAPI(P4L)—QA 3.0º TCH 25’. Hill.

**SERVICE:** LGT ACTVT REIL Rwy 08, 26; PAPI Rwy 08, 26; MIRL Rwy 08–26—CTAF. Rwy 08 PAPI unusable byd 5º left and right centerline. Apt bcn opr SS–SR.

**AIRPORT REMARKS:** Unattended. Rwy cond not monitored; rcmd visual inspection prior to using. Rwy 08–26 soft during spring breakup and after hvy rain. 16+ kts winds in NE, E, NW quads. Wind funnels down canyon west of Rwy 08. FBO service phone 907–497–2683. Cold temperature airport. Altitude correction required at or below −9C.

**AIRPORT MANAGER:** 907-532-5000

**WEATHER DATA SOURCES:** AWOS–3P 118.325 (907) 497–4279. (WX CAM)

**COMMUNICATIONS:** CTAF 122.9

**ANCHORAGE CENTER APP/DEP CON** 118.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDB.

**COLD BAY**

**COLD BAY** (H) (H) VORTAC 112.6 CDB Chan 73 N55º16.04’ W162º46.44’ 107º 19.7 NM to fld. 350º–360º 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.
KING SALMON  
(Alaska) Pakn) P (AF) O SE UTC–9 (–8DT) N58º40.59´ W156º38.92´

73 B ARFF Index—See Remarks NOTAM FILE AKN

RWY 12–30: H8901X150 (Asph–Grvd) S–67, D–90, 2S–175, 2D–175, 2D/2D–335 PCN 67 F/B/X/T HIIRL

RWY 12: SSALR. PAPI(P4L)—GA 3.0º TCH 66´. RVR–T

RWY 30: PAPI(P4L) — GA 3.0º 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

ARRESTING GEAR/SYSTEM

RWY 12 BAK–12 1190 FT FM THR; RWY 12 BAK–12 REQ 30 MIN NOTICE 950 FT RUNOUT.

BAK–12 1340 FT FM THR; BAK–12 REQ 30 MIN NOTICE 1200 FT RUNOUT. RWY 30

Service: S4 Fuel: 100LL, Jet A LGT When ATCT clsd ACTVT SSLAR Wy 12; PAPI Rwy 12 and 30; MIRL Rwy 18–36; HIIRL Rwy 12–30—CTAF.

Airport Remarks:

Attended 1600–0200Z‡. TSA reg arpt; See 49 CFR 1542. All gates and doors rmn secure at all times. Tst or unfamiliar pilots–AMGR for info. Class I, ARFF Index B. Clsd to acp ops with more than 30 pxn seats exc PPR in writing–AMGR PO Box 65, King Salmon, AK 99613. Rwy 12–30 ndd in ETOPS with 30 min notice. GA apron pavement crumbling, psbl fod haz. Jet acft be alert durg run up to avoid jet wash dmg. Arpt hazard reporting only performed for 30 pxn seat acft. Snow/ice removal and arpt haz cond rprtd durg hr. 600` safety area AER 12. Flocks of large migratory birds in vicinity during season. Locked wheel turn Na all sfcs. Off pavement ops by acft and hel Na at Acf Apron. Lndg, tskf or prkg fm dirt or grass Na. No Idg, parking or lndg permitted from dirt or grass. Twy P clsd. Apron slots 4–7 N of mil hangar clsd exc prop acft. Civ tsnt prkg on SE section of E Ramp–AMGR for info. No cfts avbl. USAF tac opd with lfd support; Call 24 hr prior to arr for ops hr; Mil confirm fuel rqs 24–48 hr prior. Mil fighter/emerg dvrsn ctc Warrior/Elmendorf SOF 395.15; Non fighter/emerg ctc King Salmon Ops. 24 hr point mnts CTAF during ops hr. Fighter acft exp rdcd sepn; similar apch charcs and dalgt 3000`; dissimilar apch charcs and ngt 6000`; ahd/bhnd frmr lndg 6000`. RWY 12 touchdown RVR avbl Aug 1–Jun 14 1700–0500Z‡ 15 Jun–31 Jul 1700–0700Z‡. RCR durg 11th AF Ftl fr fpwy window. Coord RCR checks with King Salmon Ops 907–439–3001/907–439–6000. Ops rstrd to low apch apch/FSL only. Flgts orig outside AK refer to USAF FCG; cstms not avbl. NWS bln launch fac on arpt; see inside back cover for ops detail.

Airport Manager:

907–246–3325

Weather Data Sources: ASOS 128.8 (907) 246–7506. (WX CAM)

Communications: CTAF 352.05 121.9 UNICOM 128.8

RCO 122.2 121.9 Freq 121.9 avbl when twr clsd. (KENAI FSS)

Anchorage Center APP/DEP CON 354.0 124.8

Tower: 279.5 118.3 (1 Aug–14 Jun 1700–0500Z‡, 15 Jun–31 Jul 1700–0700Z‡).

GDN CON 121.9

PDT 372.2

Airspace: Class D svc 1700–0500Z‡ Aug 1–Jun 14, 1700–0700Z‡ Jun 15–Jul 31; other times CLASS E.

Radio Aids to Navigation:

(T) H Vortac 112.8 AKN Chan 75 N58º43.48´ W156º45.14´ 116º 4.4 NM to fld. 95/16/E.

TACAN antenna offset 150` se

TACAN azimuth unusable: 130º–140º byd 13 NM b/o 4000` 130º–140º byd 3000` 332º–348º byd 19 NM b/o 5000` DME unusable: 332º–348º byd 19 NM b/o 5000`

Chinook Ndb (HW) 355 AUB N58º44.23´ W156º46.70´ 121º 5.5 NM to fld. 66/11/E.

Ils/Dme 110.3 L–AkN Chan 40 Rwy 12. Class I/E. 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 20º 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 lg birds invof durg season. 100LL and Jet A avbl at seaplane base fm fuel truck or UNICOM 122.95. Rwy NW–SE also used by boats.
KIPNUK (IIK)(PAKI)  0 SE  UTC–9(–8DT)  N59º55.90′ W164º01.69′
20  NOTAM FILE IIK
RWY 17–35: 3200X60 (GRVL)  MIRL
RWY 35: Rgt tfc.
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 twr. 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
RADIO AIDS TO NAVIGATION:  NOTAM FILE BET.
BETHEL (H) (H) VORTACW  114.1  BET  Chan 88  N60º47.09′ W161º49.46′  219º 83.4 NM to fld. 105/14E.

KITOI BAY SPB (KKB)  0 NE  UTC–9(–8DT)  N58º11.46′ W152º22.23′
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  N57º46.49′ W152º19.48′  343º 25.1 NM to fld. 24/14E.

KIVALINA (KVL)(PAVL)  0 NW  UTC–9(–8DT)  N67º44.17′ W164º33.81′
18  B  NOTAM FILE KVL
RWY 12–30: 3000X60 (GRVL)  MIRL
SERVICE:  LGT ACTIVATE MIRL Rwy 12–30 and rotating bcn—122.8.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: ASOS 135.8 (907) 645–2160. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM
KIVALINA RCO 122.55 (KOTZEBUE RADIO) (1600–0900Z‡) other times ctc Fairbanks FSS.
ANCHORAGE CENTER APP/DEP CON 119.2  263.0
RADIO AIDS TO NAVIGATION:  NOTAM FILE OTZ.
KOTZEBUE (H) (H) VORW/DME  115.7  OTZ  Chan 104  N66º53.14′ W162º32.40′  303º 60.5 NM to fld. 121/15E.
KLAWSOCK (AKW) 2 NE UTC–9(–8DT) N55º34.75´ W133º04.56´
80 B NOTAM FILE AKW
RWY 02–20: H5000X100 (ASPH–GRVD) D–100 MIRL 0.8% up NE
RWY 02: REIL PAPI(P4L)—GA 3.0º TCH 34´. Road.
RWY 20: REIL PAPI(P4L)—GA 4.0º TCH 40´. Road. Rgt tfc.
SERVICE: LGT ACTVT PAPI Rwys 02 and 20, MIRL Rwys 02–20,
windsock, apron lgts—122.25. ACTVT rotating bcn—CTAF. Rwy 20
PAPI unusbl byd 3 degs left of cntrln.
AIRPORT REMARKS: Unattended. Birds and wildlife on and invof arpt. Rpt
bird act to Amgr or FSS. High trrn all quads. Exp downdraft and
turb invof Rwy 02 TDZ. Irregular wind conditions. CLOSED to act over
12500 lbs GWT, exc PPR—Amgr. CLOSED to acrs more than 30
pax seats. Cond unmnt, maint ireg, rcmd visual insp bfr use. PAJA on
rwy, twy and parking apron NA. Rwy 20 700 ft hll 2 mi NE of thr.
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)
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/DME 116.5 LVD Chan 112 N56º28.06´ W133º04.99´ 160º 53.4 NM to fld. 98/20E.
VOR unusable:
020º–050º byd 37 NM 270º–30º byd 25 NM bld 10,000´
301º–321º byd 25 NM bld 7,000´
wx cam avbl at https://weathercams.faa.gov
DME unusable:
020º–050º byd 25 NM bld 11,000´
020º–050º byd 37 NM 105º–120º byd 29 NM bld 10,000´
121º–135º byd 35 NM bld 7,000´
270º–300º byd 25 NM bld 10,000´
301º–321º byd 25 NM bld 7,000´
345º–350º byd 36 NM bld 8,000´
COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial
789–7380.

KOBUK (OBU) 0 N UTC–9(–8DT) N66º54.74´ W156º53.84´
142 B NOTAM FILE OTOZ
RWY 09–27: 4020X75 (GRVL) MIRL
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
Altitude correction required at or below –38C.
AIRPORT MANAGER: 907-442-3314
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 N66º53.14´ W162º32.40´ 072º 133.4 NM to fld. 121/15E.
AMBLER NDB (HW) 403 AMF N67º06.31´ W157º51.61´ 102º 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 (ADQ/PADQ) P (CG) 4 SW UTC—9 (—8DT) N57º44.99´ W152º29.64´

Rwy 08—26: H7534X150 (ASPH—GRVD) S—53, D—110, 2D—150
   PCN 70 F/B/Y/T HIRL 0.8% up W
   Rwy 08: Thld dsplcd 1138´. Hill.

Rwy 26: VASIs(V2L)—GA 2.05º TCH 54´. Rgt tfc.

Rwy 11—29: H5400X150 (ASPH—GRVD) S—53, D—110, 2D—150
   PCN 44 F/B/Y/T HIRL


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. VASIs(V2L)—GA 3.75º TCH 57´. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
   Rwy 08: TORA–7534 TODA–7534 ASDA–7534 LDA–6396
   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 LST ACTVT REIL Rwy 01 and 26; VASI Rwy 01, 26, 29; HIRL Rwy 01–19, 08–26, 11–29; twy lghts—CTAF. 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.

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. Crescent to runway 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 1830–0500Z. Deer, numerous seabirds and migratory waterfowl on and inof arpt. First 3000´ Rwy 08 and first 2000´ Rwy 01, and associated twys not visible from twr. Portions of all twys not visible from twr 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 lndg Rwy 08 or Rwy 11 not recommended drg hrs of darkness or when mtn peaks are obsc.

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 acft ops with over 30 pax seats installed unless 24 hr written notice to arpt mgr and prior apvl received. All tran mil acft 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 arn acft ctc 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 122.85 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 commercial 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 taking off 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

CONTINUED ON NEXT PAGE
ALASKA

CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS D svc 1530–0500Z† 1 Oct–31 Mar, 1600–0700Z† 1 Apr–30 Sep; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

(H) (H) VOR/DME 117.1 ODK Chan 118 N57°46.50’ W152°20.39’ 239° 5.2 NM to fld. 133/14E.

VOR usable:
190°–310° byd 15 NM blo 12,000’

DME usable:
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°46.50’ W152°19.48’ 241° 5.6 NM to fld. 24/14E.

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’

WATERWAY NE–SW: 2100X250 (WATER)

SEAPLANE REMARKS: Unattended. Arpt clsd at ngt. Arpt CLOSED
High/Low wing except 49’ and under. Ctc Kodiak Twr 119.8.
Windshear 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.


KODIAK MUNI (KDK)(PAKD) 2 NE UTC–9(–8DT) N57°48.36’ W152°22.43’

Rwy 02–20: H2475X10 (ASPH–TRTD)


COMMUNICATIONS: CTAF 119.8 UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

(H) (H) VOR/DME 117.1 ODK Chan 118 N57°46.50’ W152°20.39’ 306° 2.2 NM to fld. 133/14E.

VOR usable:
190°–310° byd 15 NM blo 12,000’

DME usable:
154°–265° byd 15 NM blo 12,000’
266°–305°
306°–341° byd 15 NM blo 12,000’

TRIDENT BASIN SPB (T44) 0 N UTC–9(–8DT) N57º46.85´ W152º23.48´

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 inv of ldg basin. Boats occasionally use spb waterlane. Pilots arriving/departing Trident Basin must ctc Kodiak twr for tfc advisories and/or special VFR clearance. When twr clsd pilots will self announce on CTAF.

AIRPORT MANAGER: 907-486-8060
COMMUNICATIONS: CTAF 119.8 UNICOM 122.8

KOKHANOK (9K2)(PFKK) 2 SW UTC–9(–8DT) N59º26.00´ W154º48.16´ 115 B NOTAM FILE ILI

RWY 07–25: 3300X75 (GRVL) MIRL
RWY 07: REIL, PAPI(P4L)—GA 3.0º TCH 20´. Brush.
RWY 25: REIL, PAPI(P4L)—GA 4.0º TCH 23´. Brush.
SERVICE: LGT ACTIVATE PAPI and REIL Rwy 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 inv of 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) (H) VORTAC W 112.8 AKN Chan 75 N58º43.48´ W156º45.14´ 038º 73.9 NM to fld. 95/16E.
TACAN antenna offset 150´ se
TACAN AZIMUTH unusable:
130º–140º byd 13 NM blo 4,000’
130º–140º byd 30 NM
332º–348º byd 19 NM blo 5,000’
DME unusable:
332º–348º byd 19 NM blo 5,000’


KOLIGANEK (JZZ)(PAJZ) 1 E UTC–9(–8DT) N59º43.61´ W157º15.62´ 272 B NOTAM FILE JZZ

RWY 09–27: 3300X75 (GRVL) MIRL 1.0% up E
RWY 09: PAPI(P4R)—GA 3.5º TCH 39´. Brush.
RWY 27: PAPI(P4L)—GA 3.5º TCH 27´. Brush.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–3300 ASDA–3300 LDA–3300
RWY 27: TORA–3300 ASDA–3300 LDA–3300

SERVICE: LGT ACTVT MIRL Rwy 09–27; PAPI Rwy 09 and 27—CTAF.
Actvt rotg bcn—CTAF

AIRPORT REMARKS: Unattended. Rwy cond unmt; rcmd visual insp prior to use. Rwy 09–27 heaves and humps; rwy sloughing off into tundra. Rwy slopes down toward W end. Rwy 09 and 27 thr mkd with lgts.

AIRPORT MANAGER: 907-842-5511
WEATHER DATA SOURCES: AWOS–3P 118.525 (907) 596–3302. (WX CAM)
COMMUNICATIONS: CTAF 122.9

KEMUK MOUNTAIN RCO 122.5 DILLINGHAM RADIO Opr 1645–0845Z‡, other times ctc Kenai FSS.
ANCHORAGE CENTER APP/DEP CON 282.35 132.75
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VOR/DME 116.4 DLG Chan 111 N58º59.65´ W158º33.13´ 026º 59.3 NM to fld. 81/15E.


AK, 21 MAR 2024 to 16 MAY 2024
KONGIGANAK (DUY)(PADDY) 1 NE UTC–9(–8DT) N59º57.70´ W162º52.84´

33 B NOTAM FILE ENA

RWY 01–19: 2400X75 (GRVL–DIRT)  MIRL

SERVICE:  LGT ACTIVATE MIRL Rwy 01–19 and rotating bcn—CTAF.


AIRPORT MANAGER: (907) 543-2498

COMMUNICATIONS: CTAF 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) (H) VORTAC 114.1  BET Chan 88  N60º47.09´ W161º49.46´  199º 58.7 NM to fld. 105/14E.


KOTLIK (2A9)(PFKO) 1 W UTC–9(–8DT) N63º01.84´ W163º31.96´

14 B NOTAM FILE ENA

RWY 02–20: 4400X100 (GRVL)  MIRL

SERVICE:  LGT ACTVT rotg bcn—CTAF. ACTVT MIRL Rwy 02–20—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to lndg.

AIRPORT MANAGER: (907) 625-1025

WEATHER DATA SOURCES: AWOS–3PT 118.1 (907) 269–2701. (WX CAM)

COMMUNICATIONS: CTAF 122.9

® ANCHORAGE CENTER APP/DEP CON 124.5

RADIO AIDS TO NAVIGATION: NOTAM FILE ENM.

EMMONAK (H) (H) VOR/DME 117.8  ENM Chan 125  N62º47.08´ W164º29.25´  046º 30.1 NM to fld. 17/14E.

KOTZEBUE

RALPH WIEN MEML (OTZ)(PAOT) 1 S UTC–9(–8DT) N66°53.09’ W162°35.89’

15  B ARFF Index—See Remarks NOTAM FILE OTZ
  Rwy 09: REIL. PAPI(4R)—GA 3.0º TCH 43’. RVR–T Thld dsplcd 400’. Road.
  Rwy 27: REIL. PAPI(4L)—GA 3.3º TCH 46’. RVR–R Hill.
RWY 18–36: 3876X90 (GRVL) MIRL
  Rwy 18: Road.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–6300 TODA–6300 ASDA–6300 LDA–5900

SERVICE: S2 FUEL—100, JET A
LGT ACTVT REIL Rwy 09 & 27—CTAF. HIRL Rwy 09–27; MIRL Rwy 18–36 on 1600–0900Z‡; otr time—CTAF. PAPI Rwy 09 & 27 on consly.


AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: ASOS 135.45 (907) 442–2279. (WX CAM)
COMMUNICATIONS: CTAF 123.6 AFIS 135.45 (1600–0900Z‡; OT Fairbanks FSS) UNICOM 122.8
  FSS OTZ (KOTZEBUE RCO) 1600–0900Z‡; OT ctc Fairbanks FSS.
KOTZEBUE RADIO 120.3 121.5 122.2 123.6 (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON 119.2 263.0

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.
KOTZEBUE (H) (H) VOR/DME 115.7 OTZ Chan 104 N66°53.14’ W162°32.40’ 253º 1.4 NM to fld. 121/15E.
HOTHAM NDB (HW) 356 HHM N66°54.08’ W162°33.86’ 208º 1.3 NM to fld. 11/11E.
ILS/DME 110.7 I–OTZ Chan 44 Rwy 09.


KOTZEBUE N66°53.14’ W162°32.40’ NOTAM FILE OTZ.
(H) (H) VOR/DME 115.7 OTZ Chan 104 253º 1.4 NM to Ralph Wien Meml. 121/15E.
RCO 120.3 122.2 123.6 (FAIRBANKS RADIO)

AK, 21 MAR 2024 to 16 MAY 2024
KOYUK ALFRED ADAMS (KKA)(PAKK) 0 NE UTC–9(–8DT) N64º56.37’ W161º09.26’ NOME L–3C, 4I

RWY 01–19: 3002X60 (GRVL) MIRL
RWY 01: VASI(V4L)—GA 3.0º TCH 25’. Brush.
RWY 19: VASI(V4R)—GA 4.0º TCH 32’. Brush.

SERVICE: LGT ACTVT MIRL Rwy 01–19—CTAF. VASI Rwy 01 and 19 on consly.

AIRPORT REMARKS: Unattended. Turb on apch when wind fm NW. Rwy cond unmnt; rcmd visual insp prior to lndg. Rwy 01 NSTD markings, lgts, cones and thr panels. Rwy 19 NSTD markings, lgts, cones and thr panels.

AIRPORT MANAGER: (907) 625-1025

WEATHER DATA SOURCES: AWOS–3P (907) 963–4000. (WX CAM)

COMMUNICATIONS: CTAF

KOYUK RCO 122.35 (NOME RADIO)

ANCHORAGE CENTER APP/DEP CON 135.7 335.5

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

MOSES POINT (L) (L) VORW/DME 116.3 MOS Chan 110
N64º41.79’ W162º04.28’ 042º 27.7 NM to fld. 15/16E.

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

VOR unusable:
280º–325º byd 32 NM blo 8,000’


KOYUKUK (KYU)(PFKU) 0 W UTC–9(–8DT) N64º52.55’ W157º43.83’ FAIRBANKS H–1A, L–3C, 4I

RWY 07–25: 4000X75 (GRVL) MIRL
RWY 07: REIL. PAPI(P4L)—GA 4.0º TCH 29’. Trees.
RWY 25: Trees.

SERVICE: LGT ACTVT PAPI Rwy 07; REIL Rwy 07; MIRL Rwy 07–25 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond unmon; rcmd visual insp prior to lndg. Rwy 07–25 soft when wet, ruts and grass entire len. Snow removal ops mnt CTAF. Cold temperature airport. Altitude correction required at or below –48C.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF

GALENA RCO 122.2 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 127.0 290.2

RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.

GALENA (H) VORW/DME 114.8 GAL Chan 95 N64º44.29’ W156º46.63’ 277º 25.8 NM to fld. 183/12E.

VOR/DME unusable:
090º–110º byd 30 NM blo 5,000’
110º–140º byd 14 NM blo 8,000’
140º–180º byd 14 NM blo 11,500’
180º–225º byd 20 NM blo 8,500’


KRUZOF N57º17.00’ W135º43.76’ JUNEAU L–1B

RCO 122.05 (SITKA RADIO)

KUIU N56º36.98’ W134º03.11’ JUNEAU L–1C

RCO 121.3 (SITKA RADIO)

KUKULIAK N63º41.54’ W170º28.19’ NOTAM FILE SVA. BETHEL L–3B, 4H

(H) VORW/DME 117.3 ULL Chan 120 at Savoonga. 42/10E.

VOR/DME unusable:
090º–110º byd 30 NM blo 5,000’
110º–140º byd 14 NM blo 8,000’
140º–180º byd 14 NM blo 11,500’
180º–225º byd 20 NM blo 8,500’
KULIK LAKE  (LKK)(PAKL)  1 S UTC–9(–8DT)  N58°57.90´ W155°05.74´  717 NOTAM FILE ILI
RWY 07–25: 4400X110 (GRVL–DIRT)  0.3% up E
RWY 07: Brush.
RWY 25: Brush.
AIRPORT MANAGER: 907-246-3305
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.
KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75  N58º43.48´ W156º45.14´  058º 53.6 NM to fld. 95/16E.
TACAN antenna offset 150’ SE TACAN AZIMUTH unusable:
130º–140º byd 13 NM blo 4,000’
130º–140º byd 30 NM
332º–348º byd 19 NM blo 5,000’
DME unusable:
332º–348º byd 19 NM blo 5,000’
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´ W149º35.88´  75 B NOTAM FILE SCC
RWY 06–24: H6551X150 (ASPH) HI RL CL
RWY 06: MALSR. TDZL. PAPI(P4L)—GA 3.0º TCH 45’. RVR–TR
RWY 24: MALSR. TDZL. PAPI(P4L)—GA 3.0º 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) (H) VORW/DME 113.9 SCC Chan B6  N70º11.95´ W148º24.97´  272º 25.3 NM to fld. 54/17E.
DME unusable:
143º–190º blo 2,300’
143º–190º byd 16 NM
VOR unusable:
145º–158º blo 3,000’
145º–158º byd 15 NM blo 4,000’
145º–158º byd 20 NM blo 5,000’
145º–158º byd 25 NM blo 6,000’
145º–158º 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.
**KWETHLUK**

(KWT)(PFWK) 1 SSW UTC–9(–8DT) N60°47.42’ W161°26.62’

25  B  NOTAM FILE KWT

RWY 18–36: 3199X75 (GRVL) MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0º TCH 27’. Brush.

RWY 36: REIL. PAPI(P4L)—GA 3.2º TCH 28’. Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 18–36, PAPI and REIL Rwy 18 and Rwy 36 and rotating bcn—CTAF.


AIRPORT MANAGER: (907) 543-2498

WEATHER DATA SOURCES: AWOS–3P 120.000 (907) 868–7313. (WX CAM)

COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 125.2

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) (H) VORTACW 114.1  BET Chan 88 N60°47.09’ W161°49.46’ 074º 11.2 NM to fld. 105/14E.


**KWIGILLINGOK**

(GGV)(PAGG) 0 S UTC–9(–8DT) N59°52.54’ W163°10.09’

21  NOTAM FILE ENA

RWY 15–33: 1835X40 (GRVL–DIRT)


AIRPORT MANAGER: (907) 543-2498

COMMUNICATIONS: CTAF 122.7

ANCHORAGE CENTER APP/DEP CON 125.2

LADD AAF (FBK/PAFB) A 2 E UTC–9(–8DT) N64°50.26’ W147°36.87’
449 B TPA—See Remarks NOTAM FILE PAFB
Rwy 07–25: H8S75X150 (ASPH–CONC) D–38 HIRL

Rwy 07: ALSF1, REIL, PAPI(P4L)–GA 3.0º TCH 67’. Trees road. Rgt tcf.
Rwy 25: ALSF1, REIL, PAPI(P4L)–GA 3.3º TCH 67’. Trees/road.


Airport Manager: 907-353-7022

Communications: CTAF 125.0 ATIS 134.25 907–353–5233 (TIE–IN FSS FAIRBANKS FAI–DL–NOTAM PAFB)

FAIRBANKS Radio 122.2 (E) 122.6

FAIRBANKS APP CON 125.35 363.2 (180º–359º) 127.1 263.15

FAIRBANKS DEP CON 125.35 363.2 327.1

BASE OPS 139.3 (Mon–Fri 1700–0200Z‡)

PMSV METRO 142.1381.375

Airspace: Class D svc 1700–0800Z‡ Mon–Fri exc hols; otr times by NOTAM; otr times Class G.

Radio Aids to Navigation: NOTAM FILE FAI.

FAIRBANKS (H) (H) VORTAC 108.6 F3I Chan 23 N64°48.00’ W148°00.72’ 056º 10.4 NM to fld. 1526/21E.

TACAN AZIMUTH unusable: 065º–100º byd 30 NM 270º–330º byd 100 NM

CHENA NDB (HW) 257 CUN N64°50.32’ W147°29.70’ 252º 3.1 NM to fld. 462/17E.


Helipad H1: H5OXS0 (ASPH–CONC)
Helipad H4: H5OXS0 (ASPH–CONC)
Helipad H5: H5OXS0 (ASPH–CONC)
Helipad H6: H5OXS0 (ASPH–CONC)
Helipad H7: H5OXS0 (ASPH–CONC)

Heliport Remarks: H1 designated: Helipad S.
LAKE BROOKS SPB  (See KATMAI NATIONAL PARK on page 141)

LAKE CLARK PASS EAST  N60°51.43´ W152°38.63´
RCO 121.1 (KENAI RADIO)  McGrath L–3D

LAKE CLARK PASS WEST  N60°07.49´ W154°44.72´
RCO 121.2 (KENAI RADIO)

LAKE HOOD  (See ANCHORAGE on page 44)

LAKE LOUISE

LAKE LOUISE  (Z55)  1 NE  UTC–9(–8DT)  N62°17.50´ W146°34.64´
2480  NOTAM FILE ENA
RWY 13–31: 2900X60 (GRVL)
RWY 31: Trees.
AIRPORT MANAGER: 907-822-3222
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VOR/DME 115.6  GKN Chan 103  N62°09.23´
W145°26.84´  268º 32.8 NM to fld. 1549/17E.

LAKE LOUISE SPB  (13S)  0 E  UTC–9(–8DT)  N62°16.97´ W146°31.13´
2362  NOTAM FILE ENA
WATERWAY ALL–WAY: 5000X4000 (WATER)
SERVICE: FUEL MOGAS
SEAPLANE REMARKS: Attended daylight hours summer. No winter maint.
Fuel 100LL avbl for emerg use.
AIRPORT MANAGER: 907-822-3250
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VOR/DME 115.6  GKN Chan 103  N62°09.23´
W145°26.84´  268º 31.1 NM to fld. 1549/17E.

LAKE LUCILLE SPB  (See WASILLA on page 256)

LAKEWOOD  (See NORTH POLE on page 183)

LAKEWOOD AIRSTRIP  (See STERLING on page 230)

LAKLOEY AIR PARK  (See FAIRBANKS on page 108)
LARSEN BAY  
(2A3)(PALB)  0 SE  UTC–9(–8DT)  N57º32.11´ W153º58.60´

87  B  NOTAM FILE ENA

RWY 04–22: 2690X75 (GRVL)  MIRL  0.5% up SW

RWY 04: Brush.

RWY 22: Brush.

SERVICE: LGT ACTIVATE MIRL Rwy 04–22 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Loose 3’ to 6´ rocks on Southeast rwy edge full length. Rwy 04 ovrn soft with deep ruts. Rwy 04–22 slopes down toward midpoint. Rwy 04 and Rwy 22 thld marked with lgts, plastic reflectors and thld panels.

AIRPORT MANAGER: 907-487-4952

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) (H) VOR/W/DME 117.1  ODK  Chan 118  N57º46.50´ W152º20.39´  241º 54.7 NM to fld. 133/14E.

VOR unusable:
190º–310º byd 15 NM blo 12,000´

DME unusable:
154º–265º byd 15 NM blo 12,000´
266º–305º
306º–341º byd 15 NM blo 12,000´


LAWING  
(9Z9)  1 N  UTC–9(–8DT)  N60º24.71´ W149º22.16´

484  NOTAM FILE ENA

RWY 15–33: 2355X60 (GRVL)  0.6% up NW

RWY 15: Trees.

RWY 33: Tree.


AIRPORT MANAGER: 907-288-2428

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

KENAI (H) (H) VOR/W/DME 117.6  ENA  Chan 123  N60º36.88´ W151º11.71´  083º 55.5 NM to fld. 115/19E.

VOR unusable:
348º–015º byd 20 NM

DME unusable:
355º–041º byd 35 NM blo 2,000´


LAWRENCE AIRSTRIP  (See WASILLA on page 256)

AK, 21 MAR 2024 to 16 MAY 2024
LAZY BAY
ALITAK SPB (ALZ) O S UTC–9(–8DT) N56º53.97´ W154º14.87´
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) (H) VOR/DME 117.1 ODK Chan 118 N57º46.50´ W152º20.39´ 216º 81.4 NM to fld. 133/14E.
VOR unusable: 190º–310º byd 15 NM blo 12,000´
DME unusable: 154º–265º byd 15 NM blo 12,000´
266º–305º 306º–341º byd 15 NM blo 12,000´
LEVEL ISLAND N56º28.06´ W133º04.99´ NOTAM FILE SIT.
(H) (H) VOR/DME 116.5 LVD Chan 112 229º 19.3 NM to Point Baker. 98/20E.
VOR unusable: 020º–050º byd 37 NM
270º–300º byd 25 NM blo 10,000´
301º–321º byd 25 NM blo 7,000´
wx cam avbl at https://weathercams.faa.gov
DME unusable:
020º–050º byd 25 NM blo 11,000´
020º–050º byd 37 NM
105º–120º byd 29 NM blo 10,000´
121º–135º byd 35 NM blo 7,000´
270º–300º byd 25 NM blo 10,000´
301º–321º byd 25 NM blo 7,000´
345º–350º byd 36 NM blo 8,000´
RCD 122.3 (SITKA RADIO)
LEVELOCK (9Z8) 1 NNW UTC–9(–8DT) N59º07.63´ W156º51.59´
56 B NOTAM FILE ENA
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. Windsocks 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) (H) VORTAC 112.8 AKN Chan 75 N58º43.48´ W156º45.14´ 336º 24.4 NM to fld. 95/16E.
TACAN antenna offset 150´ se
TACAN AZIMUTH unusable:
130º–140º byd 13 NM blo 4,000´
130º–140º byd 30 NM
332º–348º byd 19 NM blo 5,000´
DME unusable:
332º–348º byd 19 NM blo 5,000´
LIME VILLAGE (2AK) 0 N UTC–9(–8DT) N61°21.55’ W155°26.42’

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. Windscock unreliable.

AIRPORT MANAGER: 907-524-3241

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SWV.

SPARREVOHN (H) (H) VOR/DME 117.2 SQA Chan 119 N61°05.91’ W155°38.07’ 002º 16.7 NM to fld. 2501/18E.

VOR & DME unusable:
009º–019º
029º–039º byd 25 NM blo 12,500’

DME portion unusable:
019º–028º byd 16 NM

VOR portion unusable:
019º–029º byd 16 NM

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

LIVENGOOD CAMP (4AK) 0 E UTC–9(–8DT) N65°28.04’ W148°39.22’

428 NOTAM FILE FAI

RWY 15–33: 3000X50 (GRVL) 0.3% up NW

RWY 15: Trees.
RWY 33: Trees.

AIRPORT REMARKS: Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to landing. Rwy 15 and Rwy 33 NSTD markings, rwy edges marked with cones. Be alert: Watch for frequent helicopter tfc from adjacent work camp.

AIRPORT MANAGER: 907-451-2207

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.

FAIRBANKS (H) (H) VORTACW 108.6 FAI Chan 23 N64°48.00’ W148°00.72’ 317º 43.3 NM to fld. 1526/21E.

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


LLOYD R ROUTDTREE SEAPLANE FACILITY SPB (See PETERSBURG on page 194)

LONELY AS (AK71) AF 0 N UTC–9(–8DT) N70°54.64’ W153°14.53’

17 NOTAM FILE BRW

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. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.

AIRPORT MANAGER: 907-552-4400

COMMUNICATIONS: CTAF 126.2

COMM/NAV/WEATHER REMARKS: Local call to Barrow FSS dial 852–2511.
ALASKA 163

LORING SPB (13Z) 0 S UTC–9(–8DT) N55°36.08´ W131°38.20´
00 NOTAM FILE KTN
WATERWAY E–W: 10000X2000 (WATER)
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 226)

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
RWY 18: Road.
RWY 36: Brush.
SERVICE: S2 LGT ACTIVATE MIRL Rwy 18–36 and windsock—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Maintained winter for wheel acft. Ski strip parallel and west of Rwy 18–36 clsd, not usable. Rwy treated with dust palliative. Cold temperature airport. Altitude correction required at or below –22C.
AIRPORT MANAGER: 907-451-2207
COMMUNICATIONS: CTAF/UNICOM 122.8
TANANA RCO 122.65 (FAIRBANKS RADIO)
MURPHY DOME RCO 122.3 (FAIRBANKS RADIO)
ANCHORAGE CENTER APP/DEP CON 120.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TAL.
TANANA (H) (H) VORW/DME 116.6 TAL Chan 113 N65°10.63´ W152°10.65´ 087º 40.5 NM to fld. 394/19E.

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
RWY 03: Tree.
RWY 21: Tree.
SERVICE: LGT ACTIVATE MIRL Rwy 03–21, rotating bcn and windsock lgt—CTAF.
AIRPORT REMARKS: Unattended. Recommend visual inspection prior to use. Increased wildlife activity on or around arpt. 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: AWO5–3P 120.625 (907) 289–2018. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VORW/DME 116.4 DLG Chan 111 N58°59.65´ W158°33.13´ 236º 11.5 NM to fld. 81/15E.
MARSHALL DON HUNTER SR (MDM)(PADM) 2 SE UTC–9(–8DT) N61°51.85´ W162°01.57´
   NOTAM FILE MDM
   RWY 07–25: 3200X100 (GRVL) MIRL
   RWY 07: REIL. Brush.
   RWY 25: Brush.
   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´ 096º 37.5 NM to fld. 343/12E.
   COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

MAY CREEK (MYK) 1 S UTC–9(–8DT) N61°20.17´ W142°41.15´
   NOTAM FILE ENA
   RWY 13–31: 2700X100 (TURF–GRVL)
   RWY 13: Trees.
   RWY 31: Trees.
   AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend
   visual inspection prior to landing. Rwy 13–31 slopes up from Rwy 13
   end to Rwy 31 end. Rwy 31 thld about 100´ higher. Grass up to 1´
   high during summer months. Rwy 13 and Rwy 31 NSTD markings,
   thlds marked with cones and panels, panels faded. Road adjacent and
   on East side of rwy. Rwy 13 mountain 3 miles from threshold.
   AIRPORT MANAGER: 907-822-3222
   COMMUNICATIONS: CTAF 122.9
   RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
   GULKANA (H) (H) VOR/DME 115.6 GKN Chan 103 N62°09.23´ W145°26.84´ 104º 92.9 NM to fld. 1549/17E.
   COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial
MC GRATH

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 3.0º TCH 38’. Thld dsplcd 546’. Tree.

RWY 34: REIL. VASI(V4L)—GA 3.0º TCH 33’. Thld dsplcd 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 ACTVT REIL Rwy 16 and Rwy 34; VASI Rwy 16 and Rwy 34; MIRL Rwy 05–23 and Rwy 16–34—CTAF.


AIRPORT MANAGER: 907-524-3241

WEATHER DATA SOURCES: ASOS 135.65 (907) 524–3850. (WX CAM)

COMMUNICATIONS: CTAF 123.6

FSS MCG (MCGRATH) 15 Jun–30 Sep, 1800–0345Z‡; OT ctc Kenai FSS.

MCGRATH RADIO 121.5 122.2 122.65 123.6 (LAA 123.6)

MCGRATH RCO 121.5 122.2 122.65 123.6 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 128.1 353.8

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.

LOC/DME 108.5 1–MCG Chan 22 Rwy 16. LOC unusable byd 25º right of course; byd 25º left of course. DME unusable byd 25º left of course.


MC GRATH SPB (16Z) 0 E UTC–9(–8DT) N62°57.48´ W155°35.59´

325 NOTAM FILE MCG

WATERWAY N–S 4000X350 (WATER)

SERVICE: S2 FUEL 100

SEAPLANE REMARKS: Unattended. Fuel avbl Mon–Sat 1700–0300Z‡. Ldg and beaching area not marked. Be alert when ldg due to seasonal changes in sandbar locations. Large rocks and debris submerged in river along landing and beaching area.

COMMUNICATIONS: CTAF 123.6


AK, 21 MAR 2024 to 16 MAY 2024
NIXON FORK MINE (AK40) PVT  28 NE UTC–9(–8DT)  N63°13.75´ W154°45.62´
1510 NOTAM FILE Not insp.
RWY 16–34: 4200X100 (GRVL)
RWY 16: Rgt tfc.
RWY 34: Rgt tfc.
AIRPORT REMARKS: Attended continuously. Rwys 16–34 marked with fluorescent cones marking end and approach.
AIRPORT MANAGER: 907-267-1246

MC KINLEY NTL PARK (See MCKINLEY PARK on page 167)

MCCARTHY

JAKES BAR (AK0)  13 SE UTC–9(–8DT)  N61°13.13´ W142°53.47´
1074 NOTAM FILE ENA
RWY 10–28: 1000X25 (GRVL) 0.7% up SE
RWY 10: Tree.
RWY 28: Tree.
AIRPORT REMARKS: Unattended. Rwys suitable only for conventional geared acft. Rwys condition not monitored, recommend visual inspection prior to landing. Rwys is an unimproved river gravel bar. Subject to turbulence in any wind. Rwys surface very rough. Rocks up to 15” in diameter. Grass up to 12” over entire surface.
AIRPORT MANAGER: 907-822-7240
COMMUNICATIONS: CTAFF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VOR/DME 115.6 GKN Chan 103 N62°09.23´ W145°26.84´ 109° 92.2 NM to fld. 1549/17E.

MCCARTHY (15Z) PAMX  1 NE UTC–9(–8DT)  N61°26.27´ W142°54.15´
1533 NOTAM FILE MXY
RWY 01–19: 3501X60 (GRVL–DIRT) 0.3% up $
RWY 01: Brush.
RWY 19: Brush.
AIRPORT MANAGER: 907-822-3222
COMMUNICATIONS: CTAFF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VOR/DME 115.6 GKN Chan 103 N62°09.23´ W145°26.84´ 103° 84.3 NM to fld. 1549/17E.

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 $ approximately 1/2 mile.
AIRPORT MANAGER: 907-521-0178

AK, 21 MAR 2024 to 16 MAY 2024
MCKINLEY PARK

2050 NOTAM FILE FAI
RWY 12–30: 4000X50 (GRVL)
AIRPORT REMARKS: Unattended. CLOSED to the public. All tfc patterns to the West. Windy pass tfc should be alert for high volume of tfc from May 15 to Sep 15. Phone is primary contact method. Email for auxiliary contact.
AIRPORT MANAGER: 907-748-2800

RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.
NENANA (H) (H) VORTAC 115.8 ENN Chan 105 N64º35.40´ W149º04.37´ 152º 57.6 NM to fld. 1601/21E.
VOR unusable:
086º–096º byd 34 NM blo 5,000´
097º–105º
310º–335º byd 33 NM blo 5,000´
336º–360º byd 33 NM blo 4,000´
TAC AZM unusable:
097º–105º
DME unusable:
097º–105º


MC KINLEY NTL PARK

1720 NOTAM FILE INR
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 cncl. 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
MCKINLEY PARK RCO 122.1 (FAIRBANKS RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.
NENANA (H) (H) VORTAC 115.8 ENN Chan 105 N64º35.40´ W149º04.37´ 154º 51.8 NM from Nenana "ENN" VORTAC
VOR unusable:
086º–096º byd 34 NM blo 5,000´
097º–105º
310º–335º byd 33 NM blo 5,000´
336º–360º byd 33 NM blo 4,000´
TAC AZM unusable:
097º–105º
DME unusable:
097º–105º

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

53  B  NOTAM FILE MYU

RWY 06–24: 3001X75 (GRVL)  MIRL

RWY 06: VASI(V4L)—GA 3.0º TCH 28˚. Road.

RWY 24: VASI(V4R)—GA 3.0º TCH 29˚. Road.

SERVICE:  LGT ACTVT VASI Rwy 06 and 24; MIRL Rwy 06–24—CTAF.


AIRPORT MANAGER: (907) 543-2498

WEATHER DATA SOURCES: AWOS–3P

COMMUNICATIONS: CTAF 122.9

RCO 122.0 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 124.5


MERTARVIK

EWU(PAEW)

BETHEL

346  B  NOTAM FILE ENA

RWY 12–30: 3300X75 (GRVL)  MIRL  0.3% up NW

SERVICE:  LGT ACTVT rotg bcn—CTAF. ACTVT MIRL Rwy 12–30—CTAF.


AIRPORT MANAGER: (907) 543-2498

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HPB.

HOOPER BAY (H) (H) VOR/DME 115.2  HPB  Chan 99  N61º30.86˚ W166º08.07˚  118º 63.7 NM to fld. 15/13E.

VOR unusable: 358º–013º byd 22 NM bio 3,500˚

DME unusable:

358º–013º byd 22 NM bio 3,500˚

METLAKATLA SPB (MTM)(PAMM) 0 N UTC–9(–8DT) N55º07.86´ W131º34.68´

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) (H) VORW/DME 117.1  ANN  Chan 11B
N55º03.62´ W131º34.70´ 339° 4.2 NM to fld. 184/21E.
VOR unusable:
000º–100º byd 11 NM blo 12,000´
000º–100º byd 15 NM
000º–100º byd 9 NM blo 6,500´
120º–130º byd 37 NM blo 6,000´
290º–320º byd 32 NM blo 7,000´
290º–320º byd 37 NM blo 9,000´
345º–000º byd 20 NM

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

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

METRO FLD (See FAIRBANKS on page 108)

MEYERS CHUCK SPB (84K) 0 W UTC–9(–8DT) N55º44.38´ W132º16.30´

WATERWAY NW–SE: 7000X200 (WATER)
AIRPORT MANAGER: (907) 874-3736
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE KTN.
CLAM COVE NDB (HW) 396 CMJ N55º20.53´ W131º41.45´ 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)

<table>
<thead>
<tr>
<th>RWY 02–20: 3158X115 (GRVL)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 02: Road.</td>
</tr>
<tr>
<td>RWY 20: Road.</td>
</tr>
<tr>
<td>RWY 13–31: 1500X125 (TURF–DIRT)</td>
</tr>
<tr>
<td>RWY 13: Road.</td>
</tr>
<tr>
<td>RWY 31: Road.</td>
</tr>
</tbody>
</table>


**Airport Manager:** 907-283-4526

**Weather Data Sources:** AWOS–3P 135.725 (907) 424–7635. (WX CAM)

**Communications:** CTAF 122.9

**Radio Aids to Navigation:** NOTAM FILE MDO.

**Comm/Nav/Weather Remarks:** For a toll free call to Juneau FSS dial 1–866–297–2236.

### Minchumina (MHM)(PAMH)

| RWY 03–21: 4184X100 (GRVL) MIRL |
| RWY 03: PAPI(P4L)—GA 3.0º TCH 35’. Trees. |
| RWY 21: Trees. |

**Service:** LGT ACTVT PAPI Rwy 03; MIRL Rwy 03–21—CTAF.

**Airport Remarks:** Unattended. Rwy cond not mnt; rcmd vsb insp prior to lndg. Cold temperature airport. Altitude correction required at or below –37C. Wind indicator: inaccurate; surrounded by trees. Alert: clsd cross rwy with faded markings W of Rwy 03 thr. Snow removal ops—CTAF. BLM fire fighting equip & acft opr durg summer months.

**Airport Manager:** (907) 451-5280

**Weather Data Sources:** AWOS–3P 135.55 (907) 674–3315. (WX CAM)

**Communications:** CTAF 122.9

**Radio Aids to Navigation:** NOTAM FILE MHM.

**Comm/Nav/Weather Remarks:** For a toll free call to Fairbanks FSS dial 1–866–248–6516.

### Mineral Creek

**NDB (MHW) 524 MNL 060º 3.2 NM to Valdez Pioneer Fld. 21/19E.**

**NDB unusable:** 320º–010º byd 15 NM

**Anchorage** L–1A, 3E, 4H

**IAP**
MINITO AL WRIGHT  (51Z)  1 E  UTC–9(–8DT)  N65º08.89’ W149º22.12’
MINTO AL WRIGHT  (51Z)  1 E  UTC–9(–8DT)  N65º08.89’ W149º22.12’
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) (H) VORTACW 115.8  ENN Chan 105  N64º35.40’
W149º04.37’  326º 34.4 NM to fld. 1601/21E.
VOR unusable:
  086º–096º byd 34 NM blo 5,000’
  097º–105º
  310º–335º byd 33 NM blo 5,000’
  336º–360º byd 33 NM blo 4,000’
TAC AZM unusable:
  097º–105º
DMF unusable:
  097º–105º

MINUTEMAN LAKE SPB (See WILLOW on page 261)

Moose Pass

SUMMIT LAKE SPB  (52Z)  10 NW  UTC–9(–8DT)  N60º38.46’ W149º29.83’
1300  NOTAM FILE ENA
WATERWAY N–S: 5000X1000 (WATER)
SEAPLANE REMARKS: Attended daylight hrs. Seaplane base adj to Summit
Lake Lodge. No dock, floatplanes heel-up on beach.
AIRPORT MANAGER: 907-244-2031
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VOR/DME 113.15  TED Chan 78(Y)
N61º10.07’ W149º57.61’  139º 34.5 NM to fld. 92/18E.
VOR unusable:
  041º–091º byd 25 NM blo 15,000’
  091º–096º byd 20 NM blo 15,000’
  096º–121º byd 25 NM blo 12,500’
  121º–146º byd 25 NM blo 9,000’
DMF unusable:
  041º–091º byd 25 NM blo 15,000’
  091º–096º byd 20 NM blo 15,000’
  096º–121º byd 25 NM blo 12,500’
  121º–146º byd 25 NM blo 9,000’
  196º–206º byd 25 NM blo 3,500’
  206º–211º byd 25 NM blo 4,000’
  211º–221º byd 25 NM blo 3,500’
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737

MORVRO LAKE SPB (See HOUSTON on page 127)
MOSER BAY SPB (KMY) 0E UTC–9(–8DT) N57º01.54’ W154º08.76’

WATERWAY N–S: 10000X1000 (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 in/of ldg area

AIRPORT MANAGER: 907-258-0604

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) VOR/DME 117.1 ODK Chan 118 N57º46.50’ W152º20.39’ 219º 73.9 NM to fld. 133/14E.

VOR unusable:
190º–310º byd 15 NM blo 12,000’
DME unusable:
154º–265º byd 15 NM blo 12,000’
266º–341º byd 15 NM blo 12,000’


MOSES POINT (See ELIM on page 102)

MOUNT EDGEcombe N57º02.84’ W135º21.95’ NOTAM FILE SIT.

NDB (MHW) 414 IME at Sitka Rocky Gutierrez. 19/20E.

NDB unusable:
320º–140º byd 15 NM blo 6,000’

MOUNT EYAK N60º32.99’ W145º44.50’

RCO 122.5 (JUNEAU RADIO)

DME channel 087x is paired with vhf freq 114.0

DME unusable:
080º–105º byd 27 NM
105º–115º
115º–155º byd 27 NM
155º–225º
225º–290º byd 27 NM
290º–340º
340º–055º byd 20 NM

AK, 21 MAR 2024 to 16 MAY 2024
MOUNTAIN VILLAGE  (MOU)(PAMO)  2 NE UTC–9(–8DT)  N62º05.69´ W163º40.97´

339  B  NOTAM FILE MOU

RWY 02–20: 3501X75 (GRVL–DIRT)  MIRL  1.2% up N
RWY 02:  REIL. PAPI(P4L)—GA 3.0º TCH 25’.
RWY 20:  REIL. PAPI(P4L)—GA 3.0º 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
528

MURPHYS PULLOUT SPB  (See KETCHIKAN on page 145)

NABESNA  N62º56.96´ W141º54.59´  NOTAM FILE ORT.

RADIO AIDS TO NAVIGATION:
NOTAM FILE KSM.

NDB (HW)  390  AES at Northway. 1715/20E.

NAKEEN  (762)  0 NE UTC–9(–8DT)  N58º55.66´ W157º02.83´

50  NOTAM FILE ENA

RWY 04–22:  800X30 (DIRT)
RWY 04:  Trees.
RWY 22:  Tree.

AIRPORT REMARKS:  Unattended. Rwy has 10º dogleg, actual heading 04–21. Smokestack NE. Recommended ldg Rwy 04, tkt 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


NABESNA  N62º56.96´ W141º54.59´  NOTAM FILE ORT.

RADIO AIDS TO NAVIGATION:
NOTAM FILE KSM.
NAKNEK  (5NK)  1 N  UTC–9(–8DT)  N58º44.08´  W157º01.51´

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. Windsock unreliable. A/c on east side of Rw 14–32 tied down in safety area. Road parallel to and 45´ east of Rw 32 centerline. Uncontrolled vehicular tfc on rwys. No line of sight between rwys or waterways. Float a/cft departing northwest lake to East, cross arpt at low alt. A/c not visible until airborne. Rw 08–26 rocks exceeding 2” diameter and ruts 6”. Rw 08 slopes downhill to east. Rw 14–32 rocks exceeding 2”–3” in diameter and 3” ruts. First 200´ Rw 32 soft when wet. First 400´ Rw 32 slopes downhill.

AIRPORT MANAGER: 907-246-3325

COMMUNICATIONS: CTAF 122.9


TIBBETTS  (4AK9)  0 SE  UTC–9(–8DT)  N58º44.06´  W157º00.43´

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 Rw 34. Hump midway Rw 16–34. Rw 34 soft during Spring thaw.

AIRPORT MANAGER: (907) 439-3853

COMMUNICATIONS: CTAF 122.9


NANCY LAKE SPB  (78Z)  0 NW  UTC–9(–8DT)  N61º42.20´  W150º00.43´

214  NOTAM FILE ENA
WATERWAY N–S: 6000X600 (WATER)
SEAPLANE REMARKS: Unattended. No a/cft 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

NANWALEK (KEB) 0 SW UTC–9(–8DT) N59º21.13´ W151º55.51´
27 NOTAM FILE HOM
RWY 01–19: 1850X50 (GRVL)
RWY 01: Brush.
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 010º on one end of the rwy and a heading of 190º 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) (H) VOR/DME 114.6 HOM Chan 93 N59º42.57´ W151º27.40´ 199º 25.8 NM to fld. 1626/15E.

NAPAKIAK (WNA)(PANA) 0 W UTC–9(–8DT) N60º41.42´ W161º58.71´
17 B NOTAM FILE WNA
RWY 16–34: 3248X60 (GRVL) MIRL
RWY 34: REIL. PAPI(P4L)—GA 3.0º TCH 25´. Brush.
SERVICE: LGT ACTVT rotg bcn—CTAF. ACTVT REIL Rwy 16 & Rwy 34; PAPI Rwy 16 & Rwy 34; MIRL Rwy 16–34—CTAF. Rwy 16–34 rwy lgts obsb by brush.
AIRPORT MANAGER: (907) 543-2498
WEATHER DATA SOURCES: AWOS–3P 121.425 (907) 868–7317. (WX CAM)
COMMUNICATIONS: CTAF 122.9
ANCHORAGE CENTER APP/DEP CON 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTAC 114.1 BET Chan 88 N60º47.09´ W161º49.46´ 205º 7.3 NM to fld. 105/14E.
NAPASKIAK  (PKA)(PAPK)  1 SW UTC–9(–8DT)  N60º42.17´ W161º46.70´  BETHEL  L–3C  IAP
11  B  NOTAM FILE ENA
RWY 02–20: 3000X60 (GRVL)  MIRL
RWY 02: Brush.
RWY 20: Brush.
SERVICE: LGT ACTVT MIRL Rwy 02–20—CTAF.
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  N60º47.09´ W161º49.46´  151º 5.1 NM to fld. 105/14E.

NAUKATI BAY SPB  (See TUXEKAN ISLAND on page 247)

NELSON LAGOON  (OUL)(PAOU)  2 E UTC–9(–8DT)  N56º00.45´ W161º09.62´  KODIAK  H–2I  L–2I  IAP
14  B  NOTAM FILE OUL
RWY 08–26: 4003X75 (GRVL–DIRT)  MIRL
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  N55º16.04´ W162º46.44´  040º 70.6 NM to fld. 99/10E.
VOR unusable:
094º–129º byd 30 NM bbo 9,000´
164º–199º byd 20 NM bbo 14,000´
164º–199º byd 35 NM
349º–009º bbo 10,000´
349º–009º bbo 15 NM
TACAN AZIMUTH unusable:
094º–129º byd 30 NM bbo 9,000´
164º–199º byd 20 NM bbo 14,000´
164º–199º byd 35 NM
269º–279º byd 20 NM
DME unusable:
094º–129º byd 30 NM bbo 9,000´
164º–199º byd 20 NM bbo 14,000´
164º–199º byd 35 NM
269º–279º byd 20 NM
AK, 21 MAR 2024 to 16 MAY 2024

NENANA MUNI (ENN)(PANN) 1 S UTC–9(–8DT) N64°32.84’ W149°04.44’

368 B NOTAM FILE ENN
RWY 04L–22R: H4600X100 (ASPH) S–160 MIRL
RWY 22R: REIL. PAPI(P4L)—GA 3.0º TCH 35’. Trees.
RWY 04R–22L: 1980X80 (TURF) MIRL
RWY 04R: Trees. Rgt tfc.
RWY 22L: Trees.
SERVICE: FUEL 100LL, JET A LGT
AIRPORT REMARKS: Unattended. Self-svc fuel avbl 24/7 via card lock. Rwy 04R–22L in summer full length may not be avbl, due to being soft; avbl for ski use when frozen. Rwy cond not monitored; rcmd visual inspection prior to use. Shallow water near float pond ramp area.
AIRPORT MANAGER: 907-888-9065
WEATHER DATA SOURCES: ASOS 125.2 (907) 832–5689. (WX CAM)
COMMUNICATIONS: CTAF 122.1
FAIRBANKS APP/DEP CON 125.35 363.2

NEW STUYAHOK (KNW)(PANW) 1 W UTC–9(–8DT) N59°27.09’ W157°22.39’

371 B NOTAM FILE KNW
RWY 14–32: 3281X75 (GRVL) MIRL 1.3% up NW
RWY 14: REIL. PAPI(P4L)—GA 3.0º TCH 25º.
RWY 32: REIL. PAPI(P4L)—GA 3.0º TCH 25º.
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 MANAGER: 907-842-5511
WEATHER DATA SOURCES: AWOS–3P 120.275 (907) 693–3086. (WX CAM)
COMMUNICATIONS: CTAF 122.9
ANCHORAGE CENTER APP/DEP CON 132.75 282.35
RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.
DILLINGHAM (H) (H) VOR/DME 116.4 DLG Chan 111
NEWTOK SPB (WWT) 0 S UTC–9(–8DT) N60°55.42´ W164°39.37´

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

NEWTON PEAK N64°33.39´ W165°19.16´

RCO 122.5 (NOME RADIO)

NICHOLS N55°04.25´ W131°36.30´ NOTAM FILE ANN.

NDB (H/W) 266 ICK 128° 2.1 NM to Annette Island. 119/18E.

RADIO AIDS TO NAVIGATION:

NOTAM FILE BET.

BETHEL BET (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09´ W161°49.46´ 245º 87.2 NM to fld. 105/14E.


NIKISHKA N60°43.18´ W151°21.99´

RCO 122.0 (KENAI RADIO)

NIKLASON LAKE SPB (See WASILLA on page 256)

NIKOLAI (FSP)/(PAFS) 1 NE UTC–9(–8DT) N63°01.11´ W154°21.51´

447 B NOTAM FILE FSP

RWY 05–23: 4001X75 (GRVL–DIRT) MIRL


SERVICE. LGT Actvt MIRL Rwy 03–21, and rotating beacon—CTAF.

AIRPORT REMARKS: Unattended. Bird activity invof arpt. Rwy condition not monitored, recommend visual inspection prior to using. Windsdor unstable. Rwy 03–21 NSTD markings, rwy marked with reflective cones and flexible markers. Rwy 03–21 dips in rwy sfc; irregular sfc full length. Rwy surface is soft gravel, caution surface can be very soft when wet. Loose gravel along rwy edge can be very soft.

AIRPORT MANAGER: (907) 543-2498

COMMUNICATIONS: CTAF 122.9

AIRPORT AID TO NAVIGATION: NOTAM FILE FSP.

MC GRATH H–1B, 2K, L–3D

WEATHER DATA SOURCES: AWOS–3P 118.325 (907) 293–2002. (WX CAM)

COMMUNICATIONS: CTAF 122.8

ANCHORAGE CENTER APP/DEP CON 128.1


NIKOLAI CREEK (See TYONEK on page 247)
NIKOLSKI AS (IKO) (PAKO) 0 NE UTC–9(–8DT) N52°56.49′ W168°50.94′

RWY 08–26: 3512X135 (GRVL)

AIRPORT REMARKS: Unattended. Winds in excess of 10 kts from 330–045 deg may produce severe turbulence. Field rolling, act at one end of rwy cannot see acft at other end. Rwy 08–26 not maintained. Runway may be very soft with ponding during heavy precipitation.

AIRPORT MANAGER: 907-576-2203

COMMUNICATIONS: CTAF 122.9


NINILCHIK (NIN) 3 SE UTC–9(–8DT) N60°01.21′ W151°35.37′

RWY 10–28: 2400X60 (GRVL)


AIRPORT MANAGER: 907-262-1187

COMMUNICATIONS: CTAF 122.9


NIXON FORK MINE (See MC GRATH on page 166)

NOATAK (WTK) (PAWN) 1 SW UTC–9(–8DT) N67°33.67′ W162°58.83′

RWY 01–19: 3992X60 (GRVL) MIRL

RYW 01: PAPI(P4L)—GA 3.0º TCH 30′.

SERVICE: LST ACTVT PAPI Rwy 01; MIRL 01–19—CTAF. Rwy 01 PAPI unusl byd 5 degs left of cntrln.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: AWOS–3P 135.75 (907) 485–2203. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 122.8

NAME

NOME (OME/PAOM) 2 W UTC–9(–8DT) N64º30.75´ W165º26.66´

RWY 03–21: H6176X150 (ASPH–GRVD) D–150 PCN 95 F/A/X/T
MIRL 0.4% up NE

RWY 03: REIL. PAPI(P4L)—GA 3.0º TCH 29´. Thld dsplcd 600´. Road.


HIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 38´. RVR–R Hill.

RWY 28: MALS.R. PAPI(P4L)—GA 3.0º TCH 51´. RVR–T Hill.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA–6176 TODA–6176 ASDA–6176 LDA–5576
RWY 10: TORA–6009 TODA–6009 ASDA–6009 LDA–6009
RWY 28: TORA–6009 TODA–6009 ASDA–6009 LDA–6009

ARRESTING GEAR/SYSTEM

RWY 28: EMAS

SERVICE: S2 FUEL 100LL, JET A, A1+ LGT Actvt MALSR Rwy 28;
REIL Rwy 03 and 10; PAPI Rwy 03, 10, and 28; HIRL Rwy 10–28;
MIRL Rwy 21–28—CTAF. Rwy 21 PAPI opr consly. PAPI unusbl byd
2 NM fm thr due to rapidly rising terrain. Rwy 03–21 and Rwy 10–28
edge ints rwy lghts 30 in abv gnd.

ops only; acr ops more than 30 px seats PPR in writing– AMGR PO Box 1048, Nome AK 99762. Numerous wind turbine
twrs 820´ MSL (130´ AGL) 4 NM NNW lghtd. Rwy 21 and 28 maintain TPA until final. 100LL hrs vrb–aft hr AMGR.

AIRPORT MANAGER: 907-443-2500

WEATHER DATA SOURCES: ASOS 119.925 (907) 443–4818. (WX CAM)

COMMUNICATIONS: CTAF 121.5 122.2 122.45 123.6 243.0  (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON 133.3  290.4

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

(H) (H) VOR/DME 115.0 OME Chan 97 N64º29.11´ W165º15.19´ 278º 5.2 NM to fld. 95/11E.

FORT DAVIS NDB (HH) 529 FDV N64º29.68´ W165º18.91´ 277º 3.5 NM to fld. 117/11E.

ILS/DME 108.7 –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 operd by OME FSS when open, OT
Fairbanks FSS.
ALASKA

NOME CITY FLD  (94Z)  1 N UTC–9(–8DT)  N64°30.69' W165°23.41'  
NOM – 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 act transitioning to Nome. Use of CTAF strongly recommended. Remain north of final for Rwy 28 at Nome arpt. Rwy 03–21 nstd markings, marked with cones and thld panels.

AIRPORT MANAGER:  907-443-2500

COMMUNICATIONS:  CTAF 123.6

RADIO AIDS TO NAVIGATION:  NOTAM FILE OME.
(H) (H) (H) VOR/DME 115.0 OME Chan 97  N64°29.11’ W165°15.19’  283° 3.9 NM to fld. 95/11E.


NONDALTON  (5NN)(PANO)  1 NNE UTC–9(–8DT)  N59°58.81’ W154°50.35’

314  B  NOTAM FILE ILI

RWY 02–20: 2800X75 (GRVL)  MIRL  0.3% up NE
RWY 02:  REIL. PAPI(P4L)—GA 3.5º TCH 30’. Brush. Rgt tfc.
RWY 20:  REIL. PAPI(P4L)—GA 3.5º TCH 28’. Brush.

SERVICE:  LGT  ACTIVATE MIRL Rwy 02–20, PAPI and REIL Rwy 02 and Rwy 20, rotating bcn, and windsock lghts—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. Thld 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’

NOORVIK

ROBERT/BOB/CURTIS MEML (D76) (PFNO) 1 SE UTC–9(–8DT) N66º49.05´ W161º01.34´ NOTAM FILE D76

RWY 06–24: 4000X100 (GRVL–DIRT) MIRL

RWY 06: PAPI(PAR)—GA 3.0º TCH 25˚

SERVICE: LGT ACTVT PAPI Rwy 06; MIRL Rwy 06–24—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond unmntd; rcmd visual insp bfr lndg. Rwy 06–24 mkd with lgts and plastic mkrs. Winter snow removal—mnt CTAF. Cold temperature airport. Altitude correction required at or below –23C.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: AWOS–3P 120.00 (907) 636–2010.

COMMUNICATIONS: CTAF 122.7

ANCHORAGE CENTER APP/DEP CON 119.2

RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.

KOTZEBUE (H) (H) VOR/DME 115.7 OTZ Chan 104 N66º53.14´ W162º32.40´ 081º 36.2 NM to fld. 12/1/15E.


NORTH POLE

AIRWAY (5AK3) PVT 2 NE UTC–9(–8DT) N64º46.39´ W147º20.03´ NOTAM FILE FAI

RWY 15–33: 2550X45 (GRVL) 480 NOTAM FILE

RWY 15: Road.

RWY 33: Trees.

AIRPORT REMARKS: Unattended. Rwy not maintained or monitored, recommend visual inspection prior to use. No facilities. Ski equipped actf 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


BRADLEY SKY–RANCH (95Z) 1 NW UTC–9(–8DT) N64º45.55´ W147º23.26´ NOTAM FILE FAI

RWY 15–33: 4100X60 (GRVL–DIRT) 483 NOTAM FILE FAI

RWY 15: Road.

RWY 33: Road. Rgt tnc.

NOISE: For noise abatement owner requests pilots maintain maximum feasible altitude when landing on Rwy 15.


AIRPORT MANAGER: 907-488-9792

COMMUNICATIONS: CTAFA/UNICOM 122.8

SUAIS 125.3 126.3 (1800–758–8723).

RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.

FAIRBANKS (H) (H) VORTAC 108.6 FAI Chan 23 N64º48.00´ W148º00.72´ 077º 16.2 NM to fld. 1526/21E.

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


AK, 21 MAR 2024 to 16 MAY 2024
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 MANAGER: 907-488-1593

LAKEWOOD  (78AA) PVT  5 E UTC–9(–8DT)  N64°46.31’ W147°14.80’  FAIRBANKS

540  NOTAM FILE  Not insp.
RWY 06–24: 1600X100 (TURF)
RWY 06: Trees.
RWY 24: Trees.
AIRPORT REMARKS: Unattended. Please limit tkofs to the hours of 1600–0800Z‡. All acft comply with assigned tfc pattern. Private rwy for PPR write to Lakewood Loop amgr, 3978 Lakewood Loop, Northpole, AK 99705 or call 276–698–5787. Frequent pets and wildlife on rwy, request overflt of afld prior to ldg. Expect turbulence with xwinds. Road crosses rwy east end, use caution for vehicles. Windsocks unreliable.
AIRPORT MANAGER: (276) 698-5787
COMMUNICATIONS: CTAF 122.8

SCOTTS  (0AK0) 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 displcd 250’. Trees.
AIRPORT REMARKS: Unattended. Rwy not monitored, recom 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 inv of 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 8º–10º uphill grade and 2º right to left sideslope. Rwy 26 end marked by four cones and flags.
AIRPORT MANAGER: (907) 488-9228

NORTH RIVER  N63°54.46´ W160°48.71´ NOTAM FILE UNK.  MC GRATH
NDB (HW)  382  JNR  153º 1.2 NM to Unalakleet. 14/11E.

NORTHSTAR HELIPORT  (See PRUDHOE BAY/DEADHORSE on page 206)

AK, 21 MAR 2024 to 16 MAY 2024
NORTHWAY (ORT/PAOR) O S UTC–9(–8DT) N62º57.67´ W141º55.69´
1720 B LRA NOTAM FILE ORT
RWY 05–23: H5100X100 (ASPH–GRVD) MIRL
  RWY 05: PAPI(P4L)—GA 3.0º TCH 39´. Trees.
SERVICE: LGT ACTVT REIL Rwy 23; PAPI Rwy 05 and 23; MIRL Rwy 05–23—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmn; rcmd visual insp prior to lndg. Foreign arr ORT/PAOR or Yarger Lake +2 hr PPR; nmlly 1800Z–0000Z—U.S. Customs 907–774–2242/2252. Elec filed EAPIS manifest req prior to dep. Floatplane cust svc avbl Yarger Lake 8 NM E. Cold temperature airport. Altitude correction required at or below –38C. Winter snow removal ops—CTAF. Rwy 05–23 fqt vrb strong crosswind. Rwy 23 ski strip parl and adj thr NW side.
AIRPORT MANAGER: 907-883-5128
WEATHER DATA SOURCES: ASOS 135.4 (907) 778–2282. (WX CAM)
COMMUNICATIONS: CTAF 123.6
  FSS ORT (NORTHWAY) Jun 15–Sep 30 1715–0245Z‡; OT ctc Fairbanks FSS.
  NORTHWAY RADIO 121.5 122.2 122.65 123.6 243.0 (LAA 123.6)
  SUAIS 125.3 126.3 (1–800–758–8723)
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
  (H) (H) VORTACW 116.3 ORT Chan 110 N62º56.83´ W141º54.76´ at fld. 1779/24E.
TACAN AZIMUTH unusable:
  335º–030º byd 30 NM bio 10,500´
DME unusable:
  335º–030º byd 30 NM bio 10,500´
  NABESNA NDB (HW) 390 AES N62º56.96´ W141º54.59´ at fld. 1715/20E.
COMM/NAV/WEATHER REMARKS:

NORTON BAY N64º41.73´ W162º03.82´ NOTAM FILE OME.
NDB (HW) 263 QAY at Moses Point. 13E.
NDB unusable:
  Byd 35 NM

NUGGET BENCH (33AK) PVT 1 SE UTC–9(–8DT) N62º31.04´ W150º56.72´
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) (H) VOR/DME 116.2 TKA Chan 109 N62º17.90´ W150º06.32´ 281º 26.9 NM to fld. 568/19E.
VOR unusable:
  277º–297º byd 30 NM bio 12,000´
DME unusable:
  057º–087º byd 30 NM bio 13,000´
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–800–864–1737.

ANCHORAGE
281º 26.9 NM From Talkeetna "TKA" VOR/DME

AK, 21 MAR 2024 to 16 MAY 2024
NUIQSUT

ALPINE AIRSTRIP (AK15)(PALP) PVT 8 N □ UTC–9(–8DT) N70°20.66′ W150°56.69′

21 NOTAM FILE FDC. Not insp.

RWY 04–22: 5005X100 (GRVL) MIRL

RWY 04: ODALS. REIL. PAPI(P4L)—GA 3.15° TCH 50′. Tower.

RWY 22: ODALS. REIL. PAPI(P4L)—GA 3.16° TCH 50′.

SERVICE: LGT ACTVT ODAL Rwy 04 and Rwy 22; MIRL Rwy 04 and Rwy 22—CTAF. REIL Rwy 04 and Rwy 22; PAPI Rwy 04 and Rwy 22 by req.

AIRPORT REMARKS: Arpt unattended. Status, cond and grd ops—907–670–4005. 24 hr PPR bfr lndg—907–670–4002. Rwy 04–22 40 x 80 ft runup pad 153 ft fm thr both ends. Rwy ops PPR; rwy used as rcs rd; psbl PAEW on rwy. Cold temperature airport. Altitude correction required at or below –33C.

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. Lcl wx use AQI ASOS.

---

POINT BARROW

---

NUIQSUT (AQI)(PAQT) 0 S □ UTC–9(–8DT) N70°12.59′ W151°00.39′

45 NOTAM FILE AQI

RWY 05–23: 4589X100 (GRVL) MIRL

RWY 05: MALSF. PAPI(P2L)—GA 3.0° TCH 33′. Rgt tfc.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 33°.

SERVICE: LGT ACTVT MALSF Rwy 05, REIL Rwy 23; PAPI Rwy 05, 23; MIRL Rwy 05–23—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to lndg. Birds and caribou on and inv of arpt. Rwy 23, 100 ft lgtd twr 847 ft N of thr.

AIRPORT MANAGER: 907-852-0489

WEATHER DATA SOURCES: ASOS 135.35 (907) 480–5577. (WX CAM)

COMMUNICATIONS: CTAF 122.8

NUIQSUT RCO 122.5 (DEADHORSE RADIO)

ANCHORAGE CENTER APP/DEP CON 119.4 134.4 370.9

RADIO AIDS TO NAVIGATION: NOTAM FILE AQI.

NDB (HW) 241 UQS N70°12.73′ W151°00.05′ at fld. 38/19E.

NDB unusable:

045°–165° byd 35 NM


---

NUIQSUT VILLAGE N70°12.73′ W151°00.05′ NOTAM FILE AQI.

NDB (HW) 241 UQS at Nuiqsut. 38/19E.

NDB unusable:

045°–165° byd 35 NM
**NULATO (NUL)(PANU) 1 NE UTC–9(–8DT) N64º43.76´ W158º04.45´**

406 B NOTAM FILE FAI

RWY 03–21: 4011X100 (GRVL) MIRL 1.1% up NE

RWY 03: Brush.

RWY 21: Brush.

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

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

AIRPORT MANAGER: (907) 451-5280

WEATHER DATA SOURCES: AWOS–3PT 118.0 (907) 269–2774. (WX CAM)

COMMUNICATIONS: CTAF 122.9

GALENA RCO 121.5 122.2 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 127.0 290.2

RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.

GALENA (H) (H) VORW/DME 114.8 GAL Chan 95 N64º44.29´ W156º46.63´ 258º 33.4 NM to fld. 183/12E.


**NUNAM IQUA (SXP) 0 S UTC–9(–8DT) N62º31.22´ W164º50.86´**

18 B NOTAM FILE ENA

RWY 02–20: 3016X60 (GRVL) MIRL

RWY 02: Brush.

RWY 20: Brush.

SERVICE: LGT ACTVT MIRL Rwy 02–20—CTAF. Rotating bcn oprs 24 hrs.

AIRPORT REMARKS: Unattended. Rwy 02–20 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) (H) VORW/DME 117.8 ENM Chan 125 N62º47.08´ W164º29.25´  198º 18.8 NM to fld. 17/14E.


WATERWAY 18W–36W: 15000X2000 (WATER)

WATERWAY 09W–27W: 15000X2000 (WATER)

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 AK DOT and PF. SPB elevation 00´ MSL.

**BETHEL L–38**

**H–1A, 21, L–3C, 4I**

**IAP**

**H–1A, 21, L–3C, 4I**

**IAP**

**H–1A, 21, L–3C, 4I**

**IAP**

**H–1A, 21, L–3C, 4I**

**IAP**

**H–1A, 21, L–3C, 4I**

**IAP**

**H–1A, 21, L–3C, 4I**

**IAP**

**H–1A, 21, L–3C, 4I**

**IAP**

**H–1A, 21, L–3C, 4I**

**IAP**

**H–1A, 21, L–3C, 4I**

**IAP**

**H–1A, 21, L–3C, 4I**

**IAP**

**H–1A, 21, L–3C, 4I**

**IAP**
NUNAPITCHUK (16A)(PPI)  1 NE  UTC–9(–8DT)  N60º54.36´ W162º26.44´  BETHEL
22  B  NOTAM FILE 16A
RWY 18–36: 2420X75 (GRVL–DIRT)  MIRL
RWY 18:  REIL. PAPI(PL4)–GA 3.0º TCH 19˚.
RWY 36:  REIL. PAPI(PL4)–GA 3.0º TCH 20˚.
SERVICE:  LGT ACTVT REIL Rwy 18 & 36; PAPI Rwy 18 & 36; MIRL Rwy 18–36—CTAF. Rwy 36 PAPI unusbl byd 6 degs left & right of cntrln.
AIRPORT MANAGER: (907) 543-2498
WEATHER DATA SOURCES: AWOS–3P
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION:

BETHEL  (H)  VORTACW
114.1  BET Chan 88  N60º47.09´ W161º49.46´  278º 19.5 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–800–866–1737.

NUSHAGAK  (See DILLINGHAM on page 95)

OCEAN CAPE  N59º32.62´ W139º43.69´  NOTAM FILE YAK.
NDB (HW) 385  OCC  119º 3.2 NM to Yakutat. 20E.

OLD HARBOR  (6R7)  2 NNE  UTC–9(–8DT)  N57º13.10´ W153º16.19´  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 mkrs. Rwy 03–21 safety area 3230 ft by 120 ft.
AIRPORT MANAGER: 907-487-4952
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION:

KODIAK  (H)  VORW/DME
117.1  ODK Chan 118  N57º46.50´ W152º20.39´  208º 45.0 NM to fld. 133/14E.
VOR unusable:
190º–310º byd 15 NM bло 12,000´
DME unusable:
154º–265º byd 15 NM bло 12,000´
266º–305º
306º–341º byd 15 NM bло 12,000´

OLGA BAY SPB  (KOY)  0 S  UTC–9(–8DT)  N57º09.69´ W154º13.79´  KODIAK
00  NOTAM FILE ADQ
WATERWAY ALL–WAY: 10000X1000 (WATER)
AIRPORT REMARKS: Unattended. Bay occupied dur summer months; beach sfc smooth sand and gravel. Be alert, set–nets invof float plane beaching area; underwater reefs marked with bouys in front of beach. Recommended ldg West side of beach. Water fowl invof arpt. Docks and facilities are falling apart, debris in water creating navigational hazard, especially at low tide.
AIRPORT MANAGER: 907- 258 0604
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION:

KODIAK  (H)  VORW/DME
117.1  ODK Chan 118  N57º46.50´ W152º20.39´  226º 71.5 NM to fld. 133/14E.
VOR unusable:
190º–310º byd 15 NM bло 12,000´
DME unusable:
154º–265º byd 15 NM bло 12,000´
266º–305º
306º–341º byd 15 NM bло 12,000´
**OPHIR**

Rwy 11–29: 1940x60 (GRVL–DIRT)  0.4% up E

**AIRPORT REMARKS:** Unattended. Rwy not maintained on a regular schedule; rcmd inspection prior to use. Windsock missing – west end. Sharp rocks 2 in x 6 in on rwy sfc. Ridges, ruts, & equip tracks on rwy sfc, 2 in x 4 in deep. Standing water on rwy sfc after rain. Safety areas on rwy edges very rough. West 500 ft of rwy under water due to flooding. Puddles, trees, & shrubs on rwy. First 300 ft of west end flooded.

**AIRPORT MANAGER:** 907-524-3241

**COMMUNICATIONS:** CTAF 122.9

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

---

**ORCA BAY**

NDB (HW) 233  ALJ 070° 33.0 NM to Merle K (Mudhole) Smith. 31/18E.

**NDB unusable:**

- 321°–341° byd 40NM blo 7,400’

---

**OSCARVILLE**

NDB (HW) 251  OSE 115° 1.3 NM to Bethel. 155/11E.

---

**OUZINKIE**

Rwy 08–26: 3300x60 (GRVL) MIRL

**AIRPORT REMARKS:** Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Birds invof rwy.

**COMMUNICATIONS:** CTAF 122.8

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

---

**PALMER**

Rwy 07–25: 1000X40 (GRVL)

**AIRPORT REMARKS:** Attended continuously. Rwy 25 has a road that crosses AER 730′ from thld.

**COMMUNICATIONS:** CTAF 123.6

**COMM/NAV/WEATHER REMARKS:** For a local call to Palmer FSS dial 745–2495. For a toll free call to Kenai FSS dial 1–866–864–1737.
BUTTE MUNI (AK1) 5 SE UTC–9(–8DT) N61º31.82´ W149º01.06´
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 windsock; 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) (H) VORTACW 112.5 BGQ Chan 72 N61º34.17´ W149º58.03´ 076º 27.4 NM to fld. 179/19E.
TACAN AZIMUTH unusable: 230º–245º byd 38 blo 8,000´
DME unusable: 230º–245º byd 38 blo 8,000´

FINGER LAKE SPB (99Z) 5 W UTC–9(–8DT) N61º36.55´ W149º15.81´
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 acft. 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) (H) VOR/DME 113.15 TED Chan 78(Y) N61º10.07´ W149º57.61´ 019º 33.3 NM to fld. 92/18E.
VOR unusable:
041º–091º byd 25 NM blo 15,000´
091º–096º byd 20 NM blo 15,000´
096º–121º byd 25 NM blo 12,500´
121º–146º byd 25 NM blo 9,000´
DME unusable:
041º–091º byd 25 NM blo 15,000´
091º–096º byd 20 NM blo 15,000´
096º–121º byd 25 NM blo 12,500´
121º–146º byd 25 NM blo 9,000´
156º–191º byd 25 NM blo 3,500´
206º–211º byd 25 NM blo 4,000´
211º–221º byd 25 NM blo 3,500´

GOODING LAKE SPB (2D3) 4 W UTC–9(–8DT) N61º37.66´ W149º14.34´
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.
COMMUNICATIONS: CTAF
122.8

AK, 21 MAR 2024 to 16 MAY 2024
**GROUSE RIDGE**  (AK93)  PVT  6 NW  UTC–9(–8DT)  N61°39.31´ W149°16.41´

535  NOTAM FILE  Not insp.

RWY 02–20:  1600X35 (GRVL)

AIRPORT REMARKS:  Unattended.

AIRPORT MANAGER:  907-885-7947

COMMUNICATIONS:  CTAF 122.8


---

**SKY RANCH AT PIONEER PEAK**  (AK58)  PVT  3 SE  UTC–9(–8DT)  N61°33.28´ W149°08.49´

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


---

**WARREN "BUD" WOODS PALMER MUNI**  (PAQ)  PAAQ  1 SE  UTC–9(–8DT)  N61°35.70´ W149°05.32´

249 B  NOTAM FILE PAQ

RWY 16–34:  H6006X100  (ASPH)  S–180  PCN  34  F/B/X/U  MIRL

0.5% up N

RWY 16:  REIL  PAPI(P4L)—GA 3.0º TCH 43´. Thld dsplcd 503´. Trees.

RWY 34:  REIL  PAPI(P4L)—GA 3.0º TCH 52´. Hill.

RWY 10–28:  H3616X75  (ASPH)  PCN  7  R/B/X/U  MIRL

RWY 10:  PAPI(P2L)—GA 3.0º TCH 27 ´. Trees.


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  LGT  When FSS clsd acvty REIL Rwy 16 and 34; PAPI Rwy 10, 28, 16 and 34; MIRL Rwy 16–34 and Rwy 10–28—CTAF. PAPI Rwy 28 unusbl byd 3.0 NM; does not prvd obstn cnc byd 3 NM fm thr. PAPI Rwy 34 unusbl byd 5.4 NM; does not prvd obstn cnc byd 5.4 NM fm thr.


AIRPORT MANAGER:  907-761-1334

WEATHER DATA SOURCES:  ASOS  134.75 (907) 746–6675. (WX CAM)

COMMUNICATIONS:  CTAF 123.6  AFIS 134.75

FSS PAQ (PALMER) 134.75  1700–0300Z‡ OT ctc Kenai FSS.

ANCHORAGE APP/DEP CON 118.6 290.5

ANCHORAGE

RADIO AIDS TO NAVIGATION:  NOTAM FILE ENA.

BIG LAKE (H) VORTAC 112.5  BQG  Chan 72  N61°34.17´ W149°58.03´  067° 25.2 NM to fld. 179/19E.

TACAN AZMUTH unusbl:

230º–245º byd 38 blo 8,000´

DME unusbl:

230º–245º byd 38 blo 8,000´

COMM/NAV/WEATHER REMARKS:  For a local call to Palmer FSS dial 745–2495. AFIS avbl on 134.75. AFIS operd by Palmer FSS when open.

HELIPAD H1:  H50X50 (ASPH)
WASILLA CREEK AIRPARK (05AK) PVT 5 NW UTC–9(–8DT) N61º40.12´ W149º11.24´ ANCHORAGE
645 NOTAM FILE Not insp.
RWY 01–19: 2000X100 (TURF–GRVL)
RWY 01: Trees.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-841-4072
COMMUNICATIONS: CTAF 122.8

WOLF LAKE (4AK6) PVT 6 W UTC–9(–8DT) N61º38.36´ W149º17.04´ ANCHORAGE
540 B NOTAM FILE Not insp.
RWY 08–26: H3800X40 (ASPH) MIRL
RWY 08: Trees. Rgt tfc.
RWY 18–36: 2600X100 (GRVL)
RWY 18: Rgt tfc.
SERVICE: LGT ACTVT MIRL Rwy 08–26—123.025.
AIRPORT REMARKS: Unattended. Snow removal durg winter.
AIRPORT MANAGER: 907-746-1880
COMMUNICATIONS: CTAF 122.8

PAXSON (PKX)(PAXK) 0 S UTC–9(–8DT) N63º01.47´ W145º30.03´ 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)
SUAS 125.3 126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VOR/DME 115.6 GKN Chan 103 N62º09.23´ W145º26.84´ 341º 52.4 NM to fld. 1549/17E.
PEDRO BAY (4K8) 1 W UTC–9(–8DT)  N59º47.82´ W154º07.80´
84  B  NOTAM FILE ILI
RWY 09–27: 3002X60 (GRVL–DIRT)  MIRL  0.6% up W
RWY 09: Brush. Rgt tfc.
RWY 27: Brush.
SERVICE  LGT ACTIVATE MIRL Rwy 09–27, rotating bcn, and windsock light—CTAF.
AIRPORT REMARKS: Unattended. High mountainous terrain N of arpt. Strong winds create severe turbulence and possible wind shear at arpt. Rwy soft during break–up and freeze–up, also after rainy periods. Rwy 09–27 marked with reflective cones and thld panels, some panels damaged.
AIRPORT MANAGER: 907-571-1261
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ILI.
ILIAMNA NDB/DME (HW) 411 I LI Chan 91  N59º44.88´ W154º54.58´ 069º 23.8 NM to fld. 168/14E.
DME unusable:
010º–020º byd 20 NM blo 12,000´
020º–050º byd 25 NM blo 13,000´
270º–300º byd 25 NM blo 7,000´
300º–320º byd 25 NM blo 8,000´

PELICAN SPB  (PEC) 0 S UTC–9(–8DT)  N57º57.31´ W136º14.18´
00  NOTAM FILE JNU
WATERWAY NW–SE: 10000X2000 (WATER)
AIRPORT MANAGER: 907-735-2212
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
SISTERS ISLAND  (H) (H) VORTACW 114.0 SSR Chan 87  N58º10.66´ W135º15.53´ 227º 33.9 NM to fld. 40/20E.
VOR unusable:
050º–070º byd 12 NM blo 10,000´
115º–130º byd 32 NM blo 8,000´
131º–175º byd 25 NM blo 13,000´
176º–189º byd 35 NM blo 14,000´
190º–245º byd 30 NM blo 12,000´
246º–260º byd 18 NM blo 7,000´
306º–360º byd 21 NM
TAC AZM unusable:
050º–070º blo 12 NM blo 10,000´
115º–130º blo 32 NM blo 8,000´
131º–175º blo 25 NM blo 13,000´
176º–189º blo 28 NM blo 14,000´
190º–245º blo 30 NM blo 12,000´
246º–260º blo 18 NM blo 7,000´
306º–360º blo 21 NM
DME unusable:
050º–070º blo 12 NM blo 10,000´
115º–130º blo 32 NM blo 8,000´
131º–175º blo 25 NM blo 13,000´
176º–189º blo 28 NM blo 14,000´
190º–245º blo 30 NM blo 12,000´
246º–260º blo 18 NM blo 7,000´
306º–360º blo 21 NM

AK, 21 MAR 2024 to 16 MAY 2024
PERRY ISLAND SPB (PYL) 0 S UTC–9(–8DT) N60º41.12´ W147º55.12´

WATERWAY N–S: 10000X2000 (WATER)

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

JOHNSTONE POINT (H) (H) VOR/W/DME 116.7 JOH Chan 114 N60º28.86´ W146º35.96´ 270º 40.9 NM to fld.

wx cam
VOR unusable:
090º–124º byd 23 NM blo 8,000´
125º–188º byd 10 NM
DME unusable:
090º–124º byd 23 NM blo 12,000´
125º–191º byd 10 NM

PERRYVILLE (PEV)(PAPE) 1 SSW UTC–9(–8DT) N55º54.40´ W159º09.65´

RWY 02–20: 3300X75 (GRVL) MIRL

RWY 02: REIL, PAPI(P4L)—GA 3.4º TCH 28´. Hill.

RWY 20: Hill.

SERVICE: LGT ACTVT REIL Rwy 02; PAPI Rwy 02; MIRL Rwy 02–20 and rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond not monitored; rcmd visual inspection prior to using. Rwy 02–20 several ruts.

AIRPORT MANAGER: 907-246-3325

WEATHER DATA SOURCES: AWOS–3PT 118.1 (907) 269–2843. (WX CAM)

COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE SDP.

BORLAND NDB/DME (HW) 390 HBT Chan 79 N55º18.94´ W160º31.10´ 041º 58.3 NM to fld. 130/11E.

NDB unusable:
304º–354º byd 16NM
DME unusable:
034º–134º byd 6NM
184º–264º byd 27 NM blo 14,000´
184º–264º byd 6 NM blo 10,000´
354º–034º byd 22 NM blo 18,000´
354º–034º byd 27NM
354º–034º byd 6 NM blo 10,000´


AK, 21 MAR 2024 to 16 MAY 2024
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) VOR/DME 116.5  LVD  Chan 112
N56°28.06’ W133°04.99’ 351° 21.1 NM to fld. 98/20E.
VOR unusable:
020°–050° byd 37 NM
270°–300° byd 25 NM bio 10,000’
301°–321° byd 25 NM bio 7,000’
wx cam avbl at https://weathercams.faa.gov
DME unusable:
020°–050° byd 25 NM bio 11,000’
020°–050° byd 37 NM
105°–120° byd 29 NM bio 10,000’
121°–135° byd 35 NM bio 7,000’
270°–300° byd 25 NM bio 10,000’
301°–321° byd 25 NM bio 7,000’
345°–350° byd 36 NM bio 9,000’
COMM/NAV/WEATHER REMARKS: For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.
PETERSBURG JAMES A JOHNSON (PSG)(PAPG)  I SE UTC–9(–8DT)  N56º48.09´ W132º56.77´  JUNEAU

113  B  ARFF Index—See Remarks  NOTAM FILE PSG  

RWY 05–23: H6400X150 (ASPH–GRVD)  S–75, D–160  

PCN 65 F/B/X/T  HIRL  

RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 45°.  


RUNWAY DECLARED DISTANCE INFORMATION  

RWY 05: TORA–6400 TODA–6400 ASDA–6000 LDA–6000  

RWY 23: TORA–6400 TODA–6400 ASDA–6400 LDA–6000  

SERVICE:  S2  FUEL  100, JET A  LGT  ACTVT MALSF Rwy 23; REIL Rwy 05; PAPI Rwy 05 and 23; HIRL Rwy 05–23—CTAF.  

RWY 05 PAPI does not prvd obstn clnc byd 2 NM fm thld.  

AIRPORT REMARKS:  


AIRPORT MANAGER:  907-772-4624  

WEATHER DATA SOURCES:  AWOS–3P 125.8 (907) 772–4504. (WX CAM)  

COMMUNICATIONS:  CTAF  122.5  

RCD  122.35 (SITKA RADIO)  

ANCHORAGE CENTER APP/DEP CON  118.0  

RADIO AIDS TO NAVIGATION:  NOTAM FILE SIT.  

LEVEL ISLAND (H) (H) VOR/DME 116.5  LVD  Chan 112  N56º28.06´ W133º04.99´ 353º 20.6 NM to fld. 98/20E.  

VOR unusable:  

020º–050º byd 37 NM  

270º–300º byd 25 NM blo 10,000’  

301º–321º byd 25 NM blo 7,000’  

wx cam avbl at https://weathercams.faa.gov  

DME unusable:  

020º–050º byd 25 NM blo 11,000’  

020º–050º byd 37 NM  

105º–120º byd 29 NM blo 10,000’  

121º–135º byd 35 NM blo 7,000’  

270º–300º byd 25 NM blo 10,000’  

301º–321º byd 25 NM blo 7,000’  

345º–350º byd 36 NM blo 8,000’  

LDA/DME 110.5 I–PSG  Chan 42  Rwy 23. LOC unusable byd 25º left of course; byd 20º right of course.  

PILOT POINT

(PNP)(PAPN) 0 NNE UTC–9(–8D) N57º34.82´ W157º34.32´

57  B  NOTAM FILE PNP
RWY 07–25: 3280X75 (GRVL) MIRL 0.6% up E
RWY 25: PAPI(P4L)—GA 3.0º TCH 25´.

SERVICE: LGT ACTVT PAPI Rwy 25; MIRL Rwy 07–25—CTAF.

AIRPORT REMARKS: Unattended. Rwy conditions not monitored. Recommend visual inspection prior to use.

AIRPORT MANAGER: 907-246-3325

WEATHER DATA SOURCES: AWOS–3P 118.375 (907) 797–2296. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

KING SALMON  (H)  (H) VORTAC

112.8  AKN Chan 75  N58º43.48´ W156º45.14´  185º 73.6 NM to fld. 95/16E.

TACAN antenna offset 150´ se

TACAN AZIMUTH unusable:

130º–140º byd 13 NM blo 4,000´

130º–140º byd 30 NM

332º–348º byd 19 NM blo 5,000´

DME unusable:

332º–348º byd 19 NM blo 5,000´


UGASHIK BAY

(UGB) 10 SSW UTC–9(–8D) N57º25.52´ W157º44.39´

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  N56º57.26´ W158º38.85´  030º 41.0 NM to fld. 56/16E.

DME unusable:

050º–110º byd 32 NM blo 6,500´

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 800–478–6300.
PILOT STATION (QAK) 3 NW UTC–9(–8DT) N61°57.69' W162°56.54'

473 B NOTAM FILE ENA
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.

PIPER LANDING (See WASILLA on page 256)

PLATINUM (PTU)(PAPM) 0 W UTC–9(–8DT) N59°01.07' W161°49.63'
18 B NOTAM FILE PTU
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 122.5 (KENAI RADIO)
IAP

AK, 21 MAR 2024 to 16 MAY 2024
NOTAM FILE SIT
WATERWAY N–S: 4000X250 (WATER)
SEAPLANE REMARKS: Attended daylt. Narrow and congested opr area, small islands both entrances to core. Boats tied to SPB/helicopter float/ramp. Seaplane float designed to support 22,000 lbs maximum GWT helicopters. Float deteriorated, be alert when loading near capacity.
AIRPORT MANAGER: (907) 465-4512
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SIT
LEVEL ISLAND (H) VOR/DME 116.5 LVD Chan 112
N56º28.06´ W133º04.99´ 229º 19.3 NM to fld. 98/20E.
VOR unusable:
020º–050º byd 37 NM
270º–300º byd 25 NM blo 10,000´
301º–321º byd 25 NM blo 7,000´
w x cm avbl at https://weathercams.faa.gov
DME unusable:
020º–050º byd 25 NM blo 11,000´
020º–050º byd 37 NM
105º–120º byd 29 NM blo 10,000´
121º–135º byd 35 NM blo 7,000´
270º–300º byd 25 NM blo 10,000´
301º–321º byd 25 NM blo 7,000´
345º–350º byd 36 NM blo 8,000´

NOTAM FILE PHO
RWY 01–19: H3992X75 (ASPH) MIRL
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.
NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: AWOS–3P
COMMUNICATIONS: CTAF 122.8
POINT HOPE RCO 122.25 (KOTZEBUE RADIO)
ANCHORAGE CENTER APP/DEP CON 119.65 363.25
RADIO AIDS TO NAVIGATION: NOTAM FILE LUR
CAPE LISBURNE NDB/DME (HH) 385 LUR Chan 20(Y) N68º52.28´ W166º04.56´ 200º 35.3 NM to fld. 61/7E.
NDB has no standby transmitter, May be shutdown without prior notice
NDB unusable:
141º–169º byd 20 NM
DME unusable:
004º–129º byd 20 NM
129º–291º byd 5 NM blo 9,000´
ALASKA 199

POINT LAY LRRS (PIZ)(PIZ) P (AF) 1 S UTC–9(–8DT) N69°43.97´ W163°00.32´

29 B NOTAM FILE PIZ
RWY 05–23: 4500X100 (GRVL) MIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0º TCH 35´. Road.
RWY 23: REIL. PAPI(P4L)—GA 3.0º TCH 35´.
SERVICE: LGT ACTVT Rwy 05 and Rwy 23, PAPI Rwy 05 and Rwy 23; MIRL Rwy 05–23—CTAF. ACTVT rotg bcn—CTAF.
AIRPORT REMARKS: Unattended. Cold temperature airport. Altitude correction required at or below –33C. NOTE; See Notices—Drone Activity at Coastal Airport Launch Sites.
AIRPORT MANAGER: (907) 852-0489
WEATHER DATA SOURCES: AWOS–3P 135.65 (907) 833–3112. (WX CAM)
COMMUNICATIONS: CTAF 122.8
POINT LAY RCO 122.4 (BARROW RADIO)
ANCHORAGE CENTER APP/DEP CON 119.65 363.25
RADIO AIDS TO NAVIGATION: NOTAM FILE PIZ.
NDB (HW) 362 PIZ N69º44.19´ W162º59.78´ at fld. 14/15E.

PORT ALEXANDER SPB (AHP)(PAAP) 0 NE UTC–9(–8DT) N56º14.81´ W134º38.89´

00 NOTAM FILE AHP
WATERWAY N–S: 3000X300 (WATER).
SEAPLANE REMARKS: Unattended. Boats may be tied to SPB float. Watch for logs in landing area.
AIRPORT MANAGER: (907) 465-4512
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.
BIORKA ISLAND (H) (H) VORTACW 113.8 BKA Chan 85 N56º51.56´ W135º33.08´ 120º 47.5 NM to fld. 260/20E.
VOR unusable:
010º–085º byd 30 NM blo 12,000´
133º–175º blo 9,000´
133º–175º byd 10 NM
210º–245º blo 2,000´
210º–245º byd 15 NM blo 5,000´
210º–245º byd 25 NM blo 7,000´
210º–245º byd 30 NM blo 9,000´
210º–245º byd 35 NM
300º–330º byd 36 NM blo 9,000´
TACAN AZIMUTH unusable:
010º–085º byd 30 NM blo 12,000´
133º–175º blo 9,000´
133º–175º byd 10 NM
210º–245º blo 2,000´
210º–245º byd 15 NM blo 5,000´
210º–245º byd 25 NM blo 7,000´
210º–245º byd 30 NM blo 9,000´
210º–245º byd 35 NM
300º–329º byd 36 NM blo 10,000´
330º–335º byd 27 NM blo 8,000´
DME unusable:
010º–085º byd 30 NM blo 12,000´
133º–175º blo 9,000´
133º–175º byd 10 NM
210º–245º blo 2,000´
210º–245º byd 15 NM blo 5,000´
210º–245º byd 25 NM blo 7,000´
210º–245º byd 30 NM blo 9,000´
210º–245º byd 35 NM
330º–335º byd 27 NM blo 8,000´
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´
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) (H) VOR/DME 116.5  LVD  Chan 112
N56°28.06´  W133°04.99´  183º 44.5 NM to fld. 98/20E.
VOR unusable:
020º–050º byd 37 NM
270º–300º byd 25 NM bio 10,000´
301º–321º byd 25 NM bio 7,000´
wx cam avbl at https://weathercams.faa.gov
DME unusable:
020º–050º byd 25 NM bio 11,000´
020º–050º byd 37 NM
105º–120º byd 29 NM bio 10,000´
121º–135º byd 35 NM bio 7,000´
270º–300º byd 25 NM bio 10,000´
301º–321º byd 25 NM bio 7,000´
345º–350º byd 36 NM bio 8,000´
COMM/NAV/WEATHER REMARKS: For a LC to Juneau FSS dial 789–7380.

PORT ALSWORTH
WILDER RUNWAY  (Ø5K)(PAKX)  0 N  UTC–9(–8DT)  N60°11.91´  W154º19.38´
288  NOTAM FILE
RWY 06R–24L: 3849X100 (GRVL)  0.4% up SW
RWY 06R: Trees. Rgt tfc.
RWY 24L: Trees.
SERVICE: FUEL  100LL, JET A
AIRPORT REMARKS: Unattended. Rwy soft during spring breakup. Rwy unattended—recommend visual inspection prior to landing. 3000 ft dirt–grvl rwy owned by a separate operator is located 1/4 mile N of and parallel to Rwy 06R–24L. Minimal winter maintenance. Vehicle traffic crosses approach end of Rwy 24L, not visible from other end of rwy. Rwy 06R–24L outlined on one side only with reflective cones, rwy ends are not marked. Rwy 06R–24L surface: gravel–dirt. All operations announce on CTAF. Cold temperature airport. Altitude correction required at below –19C.
AIRPORT MANAGER: 907-781-2228
WEATHER DATA SOURCES: AWOS–3P 118.025 (336) 837–4290. (WX CAM)
COMMUNICATIONS: CTAF 122.9
©ANCHORAGE CENTER APP/DEP CON 118.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ILI.
ILIAMNA IHD/DME (HW)  411  ILI  Chan 91  N59°44.88´  W154°54.58´  019º 32.4 NM to fld. 168/14E.
DME unusable:
010º–020º byd 20 NM bio 12,000´
020º–050º byd 25 NM bio 13,000´
270º–300º byd 25 NM bio 7,000´
300º–320º byd 25 NM bio 8,000´
PORT BAILEY SPB (KPY) 0 NE UTC–9(–8DT) N57°55.81’ W153°02.43’

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 in and off area.

AIRPORT MANAGER: 808-264-8265

COMMUNICATIONS: CTAF

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) (H) VOR/DME 117.1 ODK Chan 118 N57°46.50’ W152°20.39’

279º 24.3 NM to fld. 133/14E.

VOR unusable:

190º–310º byd 15 NM blo 12,000’

DME unusable:

154º–265º byd 15 NM blo 12,000’

266º–305º

306º–341º byd 15 NM blo 12,000’


PORT CLARENCE CGS (KPC)(PAPC) CG 1 NE UTC–9(–8DT) N65°15.21’ W166°51.46’

10 NOTAM FILE Not insp.

RWY 16–34: H4497X120 (ASPH) S–48, D–96, 2D–155 MIRL

RWY 34: REIL. VASI(V2L)—GA 3.0º. 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

RADIO AIDS TO NAVIGATION: NOTAM FILE TNC.

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

W167°55.49’ 114º 32.6 NM to fld. 248/10E.

NDB unusable:

200º–240º byd 20 NM

240º–330º byd 10 NM

DME unusable:

040º–050º byd 20 NM blo 6,000’

050º–080º byd 20 NM blo 9,000’

080º–090º byd 20 NM blo 8,500’

090º–095º byd 20 NM blo 5,500’

095º–110º byd 20 NM blo 4,400’

200º–240º byd 20 NM

240º–290º byd 5 NM

290º–320º byd 10 NM

320º–340º byd 20 NM

PORT GRAHAM (PGM)  0 W  UTC–9(–8DT)  N59º20.91´ W151º49.82´
93  NOTAM FILE HOM
RWY 12–30: 1975X45 (GRVL–DIRT)
RWY 12: Brush.
RWY 30: Brush.
AIRPORT MANAGER: 907-235-5217
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) (H) VOR/DME 114.6 HOM Chan 93 N59º42.57´ W151º27.40´ 193º 24.5 NM to fld. 1626/15E.

PORT HEIDEN (PTH)(PAPH)  6 NE  UTC–9(–8DT)  N56º57.55´ W158º38.00´
95  B  NOTAM FILE PTH
RWY 06–24: 5000X100 (GRVL) MIRL
RWY 06: VASI(V4L)—GA 3.0º TCH 31´.
RWY 24: VASI(V4L)—GA 3.0º TCH 40´.
RWY 14–32: 4000X100 (GRVL) MIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0º TCH 28´.
RWY 32: PAPI(P4L)—GA 3.0º TCH 39´.
SERVICE: FUEL 100LL LGT ACTVT REIL Rwy 14; PAPI Rwy 14 and 32; VASI Rwy 06 and 24; MIRL Rwy 06–24 and Rwy 14–32—CTAF.
AIRPORT REMARKS: Unattended. Maint duty hr 1700–0200Z‡. Caribou invof arpt durg winter. Rwy soft when wet spcly durg spring. Safety areas and twys prone to rutting during runoff aft rain.
AIRPORT MANAGER: 907-246-3325
WEATHER DATA SOURCES: AWOS–3P 135.4 (907) 837–2406. (WX CAM)
COMMUNICATIONS: CTAF 122.8
RCO 122.0 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 132.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.
NDB/DME (HW) 371 PDN Chan 32 N56º57.26´ W158º38.85´ at fld. 56/16E.
DME unusable: 050º–110º byd 32 NM blo 6,500´
PORT LIONS (ORI)  2 NNE  UTC–9(–8DT)  N57°53.10´ W152º50.85´

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 lghts, 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) (H) VORW/DME  117.1  ODK  Chan 118  N57º46.50´ W152º20.39´  278º 17.6 NM to fld. 133/14E.
VOR unusable:
  190º–310º byd 15 NM blo 12,000´
DME unusable:
  154º–265º byd 15 NM blo 12,000´
  266º–305º
  306º–341º byd 15 NM blo 12,000´

PORT MOLLER (See COLD BAY on page 86)

PORT PROTECTION SPB (19P)  0 E  UTC–9(–8DT)  N56º19.73´ W133º36.61´

00 NOTAM FILE SIT
WATERWAY NW–SE: 4000X1000 (WATER)
SEAPLANE REMARKS: Unattended. Crab pot buoys in opsr areas. Ops area Wooden Wheel Cove. Pull up on beach or store float.
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) 0 N UTC–9(–8DT) N56º22.86´ W134º39.06´

00 NOTAM FILE SIT
WATERWAY NE–SW: 3000X400 (WATER)

AIRPORT MANAGER: 907-723-4457

COMMUNICATIONS: CTAF

BIORKA ISLAND (H) (H) VORTACW 113.8 BKA Chan 85 N56º51.56´ W135º33.08´ 114º 41.4 NM to fld. 260/20E.

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

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

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

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) 0 S UTC–9(–8DT) N58º29.41´ W152º34.93´

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 inf of ldg area.

AIRPORT MANAGER: 907-688-7623

COMMUNICATIONS: CTAF 122.8

WOODY ISLAND NDB (HW) 394 RWO N57º46.49´ W152º19.48´ 335º 43.8 NM to fld. 24/14E.
PORTAGE CREEK (A14)(PAOC)  0 E  UTC–9(–8DT)  N58º54.39´ W157º42.67´
129  NOTAM FILE DLG
RWY 10–28: 1920X60 (GRVL–DIRT)  1.5% up E
RWY 10:  Brush.
RWY 28:  Brush.
RWY 01–19: 1470X60 (GRVL–DIRT)  1.4% up N
RWY 01:  Trees.
RWY 19:  Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using; no maint on arpt. No snow removal Rwy 10–28. Rwy 01–19 sfc ruts 4” to 6” deep, 300’ from thld Rwy 01 where acft turn around for tkf. Rwy 10–28 very soft with deep loose grvl. First 200’ of Rwy 28 CLOSED with brush growing on edges. Brush and trees encroaching on all rwy sfcs. Rwys very soft, deep ruts may develop when sfc wet. Rwy 01–19 marked with reflective orange cones. Rwy 10 marked with reflective orange cones. Slopes up to E end 1.5%. No line of sight btn rwy ends. Rwy 10 and Rwy 01 safety areas soft, may be unusable. Rwy 28 safety area eroding near bluff.

AIRPORT MANAGER: 907-842-5511
COMMUNICATIONS: CTAF 122.9

PORTAGE GLACIER – PORTAGE VISITOR CENTER  POR  N60º47.07´ W148º50.47´

PROSPECT CREEK (PPC)(PAPR)  3 NE  UTC–9(–8DT)  N66º48.84´ W150º38.62´
1095  NOTAM FILE PPC
RWY 01–19: 4968X150 (GRVL)  MIRL
RWY 01:  REIL. PAPI(P2L)—GA 3.0º TCH 39’. Brush.
RWY 19:  REIL. PAPI(P2L)—GA 3.0º TCH 40’.

SERVICE: LGT ACTVT REIL Rwy 01 and Rwy 19, MIRL Rwy 01–19, CTAF. Bcn lctd on Alyeska Flt Adzy bldg: On when manned.

AIRPORT REMARKS: Unattended. Rwy cond unmnt, rcmd visual insp prior to use. Ltd snow removal. Cold temperature airport. Altitude correction required at or below –27C.

AIRPORT MANAGER: 907-787-8959
COMMUNICATIONS: CTAF 122.9

PROVIDENCE HOSPITAL HELIPORT  (See ANCHORAGE on page 46)
PROVIDENCE SEWARD MEDICAL CENTER HELIPORT  (See SEWARD on page 217)

PRUDHOE BAY/DEADHORSE  (90AK) PVT  22 NW  UTC–9(–8DT)  N70º29.53´  W148º42.22´

HELIPAD H1:  56X56 (WOOD)

HELIPORT REMARKS:  Attended continuously.

AIRPORT MANAGER:  (907) 685-1200


PURKEYPILE  (01A)  10 SW  UTC–9(–8DT)  N62º56.45´  W152º16.18´

RWY 05–23:  1176X50 (GRVL)

RWY 05:  Brush.

RWY 23:  Trees.

AIRPORT REMARKS:  Attended May–Sep daylight only. Rwy 05–23 not maintained. 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


PUT RIVER  N70º13.36´  W148º24.97´  NOTAM FILE SCC.

NDB (HW)  376  PVQ  194º  2.0 NM to Deadhorse. 51/17E.

FAIRBANKS  (H) (H) VORTACW  108.6  FAI Chan 23  N64º48.00´  W148º00.72´  287º  55.6 NM to fld. 1526/21E.

TACAN AZIMUTH unusable:

065º–100º byd 30 NM

270º–330º byd 30 NM


QUAIL CREEK  (28K)  1 S  UTC–9(–8DT)  N65º21.28´  W149º45.68´

RWY 16–34:  1650X30 (TURF–GRVL)  0.7% up S

RWY 16:  Trees.

RWY 34:  Trees.

AIRPORT REMARKS:  Unattended. Rwy not maintained recommend visual inspection prior to ldg. Rwy 16–34 located in mountain ravine, expect turbulent winds. steep turning approach required either direction. Rwy 16–34 soft when wet; trees up to 60”, brush and 36” grass on entire sfc. Rwy suitable only for high wing, conventional geared acft, due to brush encroachment. No line of sight between rwy ends. 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) (H) VORTACW  108.6  FAI Chan 23  N64º48.00´  W148º00.72´  287º  55.6 NM to fld. 1526/21E.

TACAN AZIMUTH unusable:

065º–100º byd 30 NM

270º–330º byd 30 NM


QUARTZ CREEK  (See COOPER LANDING on page 87)
QUARTZ CREEK / KOUGAROK (5QC) 2 S UTC–9(–8DT) N65º24.36´ W164º39.34´

416 NOTAM FILE OME

RWY 12–30: 2960X64 (GRVL–DIRT)

RWY 12: Brush.

RWY 30: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Washouts 350 ft from Rwy 12 thld N half of rwy has humps and dips with rocks to 4 inches, N 1000 ft grown over with grass to 12 inches, rwy not maintained. Rwy 12–30 edge and thld marked by 30´ orange cones. Thld panels broken and faded. No line of sight between ends of rwy. Rwy 12–30 has several heaves and swales along the full length of rwy. Has loose gravel and rocks up to 7 in diameter on the rwy surface.

AIRPORT MANAGER: 907-443-2500

COMMUNICATIONS: CTAF

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

NOME (H) (H) VOR/DME 115.0 OME Chan 97 N64º29.11´ W165º15.19´ 004º 57.5 NM to fld. 95/11E.


QUINHAGAK (AQH)(PAQH) 2 E UTC–9(–8DT) N59º45.31´ W161º50.72´

43 B NOTAM FILE AQH

RWY 12–30: 4000X75 (GRVL) MIRL

SERVICE: LGT ACTVT MIRL Rwy 12–30—CTAF. ACTVT rotating beacon—CTAF.

AIRPORT REMARKS: Unattended. Rwy 12–30 lg swells acrs rwy and extgd alg the majority of rwy len; heaves and dips entire len. For landing fees contact the Village Airport Manager at 907–556–2375.

AIRPORT MANAGER: 907-556-2375

WEATHER DATA SOURCES: AWOS–3P 121.575 (907) 868–7321. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM

QUINHAGAK RCO 122.1 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 125.2 372.0

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) (H) VORTAC 114.1 BET Chan 88 N60º47.09´ W161º49.46´ 167º 62.0 NM to fld. 105/14E.

RAINY PASS LODGE (6AK) 208  UTC–9 (–8DT)  N62°05.05′ W152°43.05′
1900 NOTAM FILE ENA
RWY 11–29: 2100X25 (DIRT)
RWY 11: Tree.
RWY 29: Tree. Rgt tcf.
AIRPORT REMARKS: Attended May–Sep dalgt only. Recommend visual inspection prior to use. Pilots are rqrd 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 ltd 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 invol on rwy.
AIRPORT MANAGER: 907-248-7599
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.
TALKEETNA (H) (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 bio 12,000′
DME unusable: 057°–087° byd 30 NM bio 13,000′

RALPH M CALHOUN MEML (See TANANA on page 235)

RALPH WIEI MEML (See KOTZEBUE on page 154)

RAMPART (RMP) (PFMP) 307 B UTC–9 (–8DT)  N65°30.47′ W150°08.45′
RWY 11–29: 3520X75 (GRVL) MIRL 0.8% up SE
RWY 11: REIL, PAPI(4L)—GA 3.0º 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: Attended. Rwy condition not monitored; recommend visual inspection prior to landing. Frequent crosswinds and turbulence fm each rwy end. Rwy slopes gradually uphill from river. Snow removal ops during winter—monitor CTAF.
AIRPORT MANAGER: (907) 451-5280
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION: NOTAM FILE TAL.
TANANA (H) (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 bio 9,000′

RATZ MOUNTAIN N55°48.97′ W132°41.17′
RCO 122.15 (KETCHIKAN RADIO)
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.
Rwy condition not monitored, recommend visual inspection prior to using. Sleetmute Airstrip 8 miles SE. Large wildlife and birds on rwy and inft 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 lghts.
AIRPORT MANAGER: 907-675-4345
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SVW.
SPARREVOHN (H) (H) VOR/DME 117.2 SQA Chan 119 N61°05.91´ W155°38.07´ 293º 64.5 NM to fld. 2501/18E.
VOR & DME unusable:
009º–019º
029º–039º byd 25 NM blo 12,500´
DME portion unusable:
019º–028º byd 16 NM
VOR portion unusable:
019º–029º byd 16 NM

RED DOG (DGG)(PADG) PVT 1 S UTC–9(–8DT) N68°01.93´ W162°53.95´
969 B ARFF Index—See Remarks NOTAM FILE OTZ
RWY 03–21: H6312X100 (ASPH–GRVD) HIWL
RWY 03: REIL. PAPI(P2R)—GA 3.25º TCH 44´. Thld dsplcd 279´.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–6312 TODA–6312 ASDA–6033 LDA–5754
RWY 21: TORA–6312 TODA–6312 ASDA–6033 LDA–5754
SERVICE: LGT ACTVT PAPI Rwy 03 and 21; HIWL Rwy 03–21—123.0 ACTVT rotg bcn—123.0. Rwy 21 PAPI offset 12.5 degs.
AIRPORT REMARKS: Attended irregularly. 279 ft safety area N end and 279 ft safety area S end. Class IV, ARFF Index B. ARFF Index B ops supported. Cstd to acr ops with more than 30 pax seats excp PPR—AMGR. Cold temperature airport. Altitude correction required at or below –15C.
AIRPORT MANAGER: 907-754-5445
WEATHER DATA SOURCES: AWOS–3P 131.05 (907) 754–5000. (WX CAM)
COMMUNICATIONS: UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE WTK.
NOATAK NDB/DME (MHW) 414 OQK Chan 39 N67°34.21´ W162°58.36´ 352º 27.9 NM to fld. 85/11E.

ROBE LAKE SPB (See VALDEZ on page 251)

ROBERT/BOB/CURTIS MEML (See NOORVIK on page 182)

ROCKING T RANCH (See DELTA JUNCTION on page 94)

ROLAND NORTON MEML AIRSTRIP (See SELAWIK on page 215)
RUSSIAN MISSION

RUSSIAN MISSION  (RSH)(PARS)  O SE UTC–9(–8DT)  N61º46.49´ W161º19.16´  IAP  
58 B NOTAM FILE RSH 
Rwy 18:  REIL. Trees.  
SERVICE:  LGT ACTIVATE REIL Rwy 18 and Rwy 36; MIRL Rwy 18–36, rotating bcn and windsock—CTAF. Rwy 36 PAPI unusbl byd 9º rgt of cntrln.  
AIRPORT REMARKS:  Unattended. Rwy condition not monitored—recommend visual inspection prior to ldg. Cold temperature airport. Altitude correction required at or below –31C.  
AIRPORT MANAGER:  907-438-2416  
WEATHER DATA SOURCES:  AHOS–3P 118.375 (907) 584–5521. (WX CAM)  
COMMUNICATIONS:  CTAF 122.9  
RADIO AIDS TO NAVIGATION:  NOTAM FILE BET.  
BETHEL (H) (H) VORTAC 114.1 BET Chan 88 N60º47.09´ W161º49.46´ 360º 61.3 NM to fld. 105/14E.  
••••••••••••••••••
WATERWAY 18W–36W:  3000X500 (WATER)  
SAGINAW SPB (A23)  0 NE UTC–9(–8DT)  N56º53.18´ W134º09.50´

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

LEVEL ISLAND (H) (H) VOR/W/DME 116.5  LVD Chan 112
N56º28.06´ W133º04.99´  286º 43.6 NM to fld. 98/20E.

VOR unusable:
020º–050º byd 37 NM
270º–300º byd 25 NM blo 10,000´
301º–321º byd 25 NM blo 7,000´

wx cam avbl at https://weathercams.faa.gov

DME unusable:
020º–050º byd 25 NM blo 11,000´
020º–050º byd 37 NM
105º–120º byd 29 NM blo 10,000´
121º–135º byd 35 NM blo 7,000´
270º–300º byd 25 NM blo 10,000´
301º–321º byd 25 NM blo 7,000´
345º–350º byd 36 NM blo 8,000´

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

ST GEORGE (PBV)(PAPB)  4 SW UTC–9(–8DT)  N56º34.64´ W169º39.82´

RWY 11–29: H4982X150 (ASPH–GRVD)  HIRL

RWY 11: MALSF. PAPI(P4L)—GA 3.6º TCH 56´. Road. Rgt tfc.

RWY 29: REIL. Hill.

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 flts 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 RCI 122.5 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 119.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

ILS 110.1  I–PBV  Rwy 11.  Class IT. LOC unusable byd 15º left of course. Glideslope unusable byd 7 NM.

ST MARY’S (KSM)(PASM) 4 W UTC–9(–8DT) N62º03.65´ W163º18.11´

314 B NOTAM FILE KSM

RWY 17–35: 6008X150 (GRVL) HIRL 0.3% up S

RWY 17: MALSR. VASI(V4L)—GA 3.0º TCH 51´.

RWY 35: REIL. VASI(V4L)—GA 3.0º TCH 37´.

RWY 06–24: 1520X60 (GRVL) MIRL 0.4% up W

RWY 06: Hill.

RWY 24: Hill.

SERVICE: LGT ACTVT REIL Rwy 35; VASI Rwy 17 and 35; HIRL Rwy 17–35; MIRL Rwy 06–24—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:

ST MARYS NDB (HW) 230 SMA N62º03.56´ W163º16.91´ at fld. 343/12E.

LOC/DME 109.1 I–SMA Chan 28 Rwy 17.


ST MICHAEL (SMK)(PAMK) 2 W UTC–9(–8DT) N63º29.40´ W162º06.62´

98 B NOTAM FILE OME

RWY 02–20: 4001X75 (GRVL) MIRL 0.8% up SW

SERVICE: LGT Actvt MIRL Rwy 02–20 —CTAF.

AIRPORT REMARKS: Unattended. Condition not monitored, recommend visual inspection prior to use. Reindeer herds invof arpt Jun–Oct. Rwy 02–20 slopes up 32 ft NE to SW.

AIRPORT MANAGER: (907) 625-1025

WEATHER DATA SOURCES: AWOS–3P 119.275 (907) 923–6480. (WX CAM)

COMMUNICATIONS: CTAF 122.8

UNALAKLEET RCO 122.3 (NOME RADIO)

ANCHORAGE CENTER APP/DEP CON 135.7

RADIO AIDS TO NAVIGATION:

UNALAKLEET (H) (H) VOR/DME 116.9 UNK Chan 116 N63º53.52´ W160º41.06´ 223° 45.1 NM to fld. 436/15E.

ST PAUL ISLAND (SNP)(PASN)  3 NE UTC–9(–8DT)  N57º09.98´ W170º13.35´

96 B   NOTAM FILE SNP

RWY 18–36: H6500X150 (ASPH–GRVD)  HIRL
RWY 18: MALSF. PAP(P4R)—GA 3.0º TCH 46´. Road.
RWY 36: MALSF. PAP(P4L)—GA 3.0º 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´ lgt twr one mile southwest. 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. (WX CAM)

COMMUNICATIONS: CTAF 122.3

ANCHORAGE CENTER APP/DEP CON 119.1 339.8

RADIO AIDS TO NAVIGATION:

NDB/DME (HW) 314  CYW  Chan 36  N57º09.42´ W170º13.98´

range 150 mi

DMR portion unusable:
015º–035º byd 15 NM b/l 9,000´
215º–280º byd 25 NM b/l 8,000´ and 280–015 byd 20 NM b/l 9,000´

ILS 109.9—I–PAU  Rwy 36. Class IE. LOC Rwy 36 unusable byd 25º left and right of course.


AK, 21 MAR 2024 to 16 MAY 2024
SAND POINT (SDP)(PASD) 2 SW UTC–9(–8DT) N55°18.82′ W160°31.29′

RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–4637 TODA–5213 ASDA–4637 LDA–4099

RUNWAY distances:
RWY 14:
TORA–4637 TODA–5213 ASDA–4637 LDA–4099

SERVICE: FUEL
JET A
LGT
ACTIVATE MIRL Rwy 14–32—CTAF. VASI Rwy 14 and Rwy 32; MIRL Rwy 14–32 and rotg bcn—CTAF.

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 cntrl and extd 2,500′ southwest. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.

AIRPORT MANAGER: 907-443-2500

SAVOONGA (SVA)(PASA) 1 SW UTC–9(–8DT) N63°41.18′ W170°29.59′

RUNWAY distances:
RWY 05:
TORA–4400 TODA–5213 ASDA–4400 LDA–3862

SERVICE: FUEL
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 NW of midpoint Rwy 05–23. Rwy 05–23 nstd markings, rwy has old orange drums generally aligned with rwy cntrl and extd 2,500′ southwest. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.

AIRPORT MANAGER: 907-443-2500


COMMUNICATIONS: CTAF 122.3
ANCHORAGE CENTER APP/DEP CON 123.35 CLNC DEL 122.3

RADIO AIDS TO NAVIGATION:
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:
**SCAMMON BAY** (SCM) (PACM) 0 N UTC–9(–8DT) N61º50.67´ W165º34.43´

**RWY 10–28:** 3001X75 (DIRT) MIRL

**RWY 28:** Brush; Rgt tfc.

**SERVICE:** LGT ACTVT 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 airport. Altitude correction required at or below −21C. Rwy 10–28 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 ft usable. Rwy 10–28 soft durg spring breakup, after rains and durg extreme high tides. Wind indicators unreliable. Rwy 10–28 mkd with cones and reflective thr panels. Rwy 10 thr panels damaged or missing.

**AIRPORT MANAGER:** (907) 543-2498

**WEATHER DATA SOURCES:** AWOS–3P 118.425 (907) 558–5501. (WX CAM)

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HPB.

**HOOPER BAY (H) (H) VOR/DME** 115.2 HPB Chan 99 N61º30.86´ W166º08.07´ 020º 25.5 NM to fld. 15/13E.

VOR unusable:

- 358º–013º byd 22 NM blo 3,500´

DME unusable:

- 358º–013º byd 22 NM blo 3,500´

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

---

**SCOOTERS LANDING STRIP** (See STERLING on page 230)

**SCOTTS** (See NORTH POLE on page 183)

**SECLUDED LAKE** (See TALKEETNA on page 233)

**SELAWIK**

**ROLAND NORTON MEML AIRSTRIP** (8AK3) PVT 12 S UTC–9(–8DT) N66º45.96´ W160º09.17´

**RWY 02–20:** 3000X70 (GRVL)

**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.

**COMMUNICATIONS:** CTA 122.7

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

RWY 04–22: 3002X60 (GRVL) MIRL
- RWY 22: Brush.

RWY 09–27: 265X60 (GRVL) MIRL
- RWY 09: Brush.

SERVICE:
- LGT ACTVT VASI Rwy 04; PAPI Rwy 27; MIRL Rwy 09–27 and Rwy 04–22, and rot bcn—CTAF.

AIRPORT REMARKS:
- Unattended. Rwy cond unmnt; rcmdd visual insp prior to use.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES:
- AWOS–3P 135.65 (907) 484–2107. (WX CAM)
- COMM/NAV/WEATHER REMARKS:
  - For LC to Kotzebue FSS dial 907–442–3310.

NOTAM FILE SOV

RWY 16–34: 1845X80 (GRVL)
- RWY 16: Hill. Rgt tfc.
- RWY 34: Hill.

AIRPORT REMARKS:

AIRPORT MANAGER: 907-234-7818

WEATHER DATA SOURCES:
- ASOS 135.4 (907) 234–7407.
- COMM/NAV/WEATHER REMARKS:
  - For a local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–248–6516.
SELDOVIA SPB (A27) 0 S UTC–9(–8DT) N59º26.05’ W151º42.46’ 0O NOTAM FILE HOM
WATERWAY E–W: 2000X1000 (WATER)
AIRPORT MANAGER: 907-234-7886
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) (H) VORW/DME 114.6 HOM Chan 93 N59º42.57’ W151º27.40’ 190º 18.2 NM to fld. 1626/15E.

SEWARD PROVIDENCE SEWARD MEDICAL CENTER HELIPORT (Ø1AK) PVT 1 SW UTC–9(–8DT) N60º06.35’ ANCHORAGE
W149º26.78’
120 NOTAM FILE Not insp.
HELPAD H1: H4X4X0 (CONC) PERIMETER LGTS
HELIPORT REMARKS: Attended continuously. Rwy H1 has 30´ trees 60´ east and 5000´ mountains 300´ west of helipad.
AIRPORT MANAGER: 907-224-5205

SEWARD (SWD)(PAWD) 2 NE UTC–9(–8DT) N60º07.79’ W149º25.00’ H–1B, 2K, 1–1A, 3D, 4G
RWY 13–31: H4249X100 (ASPH) MIRL
RWY 13: Bridge.
RWY 31: VASI(V4L)—GA 3.0º TCH 26’ Brush.
RWY 16–34: H2289X75 (ASPH) 0.3% up N
RWY 16: Trees.
SERVICE: FUEL 100LL, JET A LGT ACTVT VASI Rwy 31; MIRL Rwy 13–31—CTAF. Rwy 31 VASI unsusb byd 5 deg right of cntrln; offset 5 deg clwks fm cntrln. Rwy 31 VASI unsusb byd 3 NM; obsnt cncl byd 3 NM NA.
AIRPORT REMARKS: Unattended. Rcmd visual insp prior to tkoff or lndg; mntnd on irreg basis. Birds wi 10 NM Spring–Fall. Fixed wing ops ovr 12,500 lb NA. Rwy 16–34 durg winter 4 in dip 15 in wide fm north thr. Hvy acft rcd 1 N twhl and N 400 ft of apron. Rcmd proc in efct 1 May–15 Sep to avoid seasonal use heli 1 NM SSW. TPA—fixed wing 1000 ft AGL. Rwys 31 and 34 arrivals maintain at least 800 ft AGL until turning final. Rwys 13 and 16 departures climb straight ahead to at least 800 ft AGL before turning westbound. Cold temperature airport. Altitude correction required at or below –4C.
AIRPORT MANAGER: 907-262-1187
WEATHER DATA SOURCES: ASOS 135.2 (907) 224–2440. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.6 (KENAI RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) (H) VORW/DME 114.6 HOM Chan 93 N59º42.57’ W151º27.40’ 052º 66.6 NM to fld. 1626/15E.

SEYMOUR LAKE SPB (See WASILLA on page 257)
SHAGELUK  (SHX)(PAHX)  1 N  UTC–9(–8DT)  N62º41.54´ W159º34.15´  79  B  NOTAM FILE SHX
RWY 16–34: 3400X75 (GRVL–DIRT)  MIRL
RWY 16: Trees.
RWY 34: REIL. PAPI(P4L)—GA 3.0º TCH 25´. Brush.
SERVICE: LGT ACTIVATE REIL Rwy 34; PAPI Rwy 34; MIRL Rwy 16–34—CTAF.
AIRPORT REMARKS: Unattended. 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) 868–7346. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
ANCHORAGE CENTER APP/DEP CON 135.7
RADIO AIDS TO NAVIGATION: NOTAM FILE ANV.
ANCHIK NDB (HW) 365  ANV  N62º38.49´ W160º11.12´ 065º 17.3 NM to fld. 318/15E.
WATERWAY 18W–36W: 5000X1000 (WATER)
SEAPLANE REMARKS: Unattended. Seaplane base operating in Innoko River adjacent to village.

SHAKTOOLIK  (2C7)(PFSH)  1 NW  UTC–9(–8DT)  N64º22.27´ W161º13.44´  24  B  NOTAM FILE 2C7
RWY 15–33: 4001X75 (GRVL)  MIRL
RWY 33: REIL. PAPI(P4L)—GA 3.0º 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. Rwy 15–33 water ponding and sfc, slippery when wet. Rwy 15–33 marked with lghts and cones.
AIRPORT MANAGER: (907) 625-1025
WEATHER DATA SOURCES: AWOS–3P 124.175 (907) 955–3896. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
ANCHORAGE CENTER APP/DEP CON 135.7
UNALAKLEEET RCO 122.30 (NOME RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.
UNALAKLEEET (H) (H) VOR/DME 116.9  UNK Chan 116  N63º53.52´ W160º41.06´ 319º 32.1 NM to fld. 436/15E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial 1–800–478–8400. For a lcl call to Nome FSS dial 443–2291. CTAF 122.8 monitored by local airline agents during daylight hours, no response to non-scheduled aircraft.

SHANNONS POND (SPB)  (See DILLINGHAM on page 95)
SHOEP MOUNTAIN (SMU)(PASP)  0 W   UTC–9(–8DT) N61°48.68′ W147°30.54′

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) (H) VOR/W/DME 115.6  GKN Chan 103  N62°09.23′ W145°26.84′ 234° 61.9 NM to fld. 1549/17E.


SHEMYA N52°43.32′ E174°03.62′ NOTAM FILE SYA.

NDB (HW) 403 SYA 60/3E. SHUTDOWN.

SHISHMAREF (SHH)(PASH)  1 S   UTC–9(–8DT) N66°14.98′ W166°05.36′

14 B NOTAM FILE SHH

RWY 05–23; H4997X73 (ASPH) S–12.5 MIRL

RWY 05: VASI(V4L)—GA 3.00′ TCH 25′.

RWY 23: VASI(V4L)—GA 3.00′ TCH 25′. Antenna.

SERVICE: LGT ACTVT MIRL Rwy 05–23—CTAF. VASI Rwy 05 and 23; on consly.


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′


AK, 21 MAR 2024 to 16 MAY 2024
SHUNGNAK

RWY 10–28: 4001X60 (GRVL)  MIRL
RWY 10: PAPI(PAR)—GA 3.0º TCH 35´. Brush.
RWY 28: Brush.

SERVICE: LGT ACTIVATE PAPI Rwy 10; MIRL Rwy 10–28—CTAF.

AIRPORT REMARKS: Unattended. Cold temperature airport. 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 lghts and plastic markers.

AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: AWOS–3P 118.525 (907) 437–2024. (WX CAM)

COMMUNICATIONS: CTAF 122.7

ANCHORAGE CENTER APP/DEP CON 119.2

RADIO AIDS TO NAVIGATION:

KOTZEBUE  (H) (H) VOR/DME 115.7  OTZ Chan 104 N66º53.14´ W162º32.40´ 072º 127.2 NM to fld. 121/15E.

AMBLER NDB (HW) 403 AMF N67º06.31´ W157º51.61´ 113º 21.0 NM to fld. 258/15E. NOTAM FILE AFM.


SISTERS ISLAND

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

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

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

SITKA

SITKA SPB (A29) 0 NW UTC–9(–8DT) N57º03.13´ W135º20.77´

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 in and of SPB. One ramp avbl for tran tie–down. One stall avbl for transient parking; all others leased; contact arpt mgr for info. Boats may be tied to SPB dock/floating ramp.

AIRPORT MANAGER: 907-747-3439

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION:

BIORKA ISLAND (H) (H) VORTAC 113.8 BKA Chan 85 N56º51.56´ W135º33.08´ 010º 13.4 NM to fld. 260/20E.

VOR unusable:

010º–085º byd 30 NM blo 12,000´
133º–175º blo 9,000´
210º–245º blo 2,000´
210º–245º byd 15 NM blo 5,000´
210º–245º byd 25 NM blo 7,000´
210º–245º byd 30 NM blo 9,000´
210º–245º byd 35 NM
300º–330º byd 36 NM blo 9,000´

TACAN AZIMUTH unusable:

010º–085º byd 30 NM blo 12,000´
133º–175º blo 9,000´
210º–245º blo 2,000´
210º–245º byd 15 NM blo 5,000´
210º–245º byd 25 NM blo 7,000´
210º–245º byd 30 NM blo 9,000´
210º–245º byd 35 NM
300º–329º byd 36 NM blo 10,000´
330º–335º byd 27 NM blo 8,000´

DME unusable:

010º–085º byd 30 NM blo 12,000´
133º–175º blo 9,000´
210º–245º blo 2,000´
210º–245º byd 15 NM blo 5,000´
210º–245º byd 25 NM blo 7,000´
210º–245º byd 30 NM blo 9,000´
210º–245º byd 35 NM
330º–329º byd 27 NM blo 8,000´

SITKA ROCKY GUTIERREZ (SIT)(PAS) P (CG) 0 W UTC—9(–8DT) N57º02.81´ W135º21.66´ JUNEAU H–1C, L–1C IAP

AIRSPACE: CLASS E.

CONTINUED ON NEXT PAGE
ALASKA
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.
BIORKA ISLAND (H) (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
  300°–330° byd 36 NM blo 9,000’
TACAN AZIMUTH unusable:
  010°–085° byd 30 NM blo 12,000’
  133°–175° blo 9,000’
  133°–175° byd 10 NM
  210°–245° blo 2,000’
  210°–245° byd 15 NM blo 5,000’
  210°–245° byd 25 NM blo 7,000’
  210°–245° byd 30 NM blo 9,000’
  210°–245° byd 35 NM
  300°–329° byd 36 NM blo 10,000’
  330°–335° byd 27 NM blo 8,000’
DME unusable:
  010°–085° byd 30 NM blo 12,000’
  133°–175° blo 9,000’
  133°–175° byd 10 NM
  210°–245° blo 2,000’
  210°–245° byd 15 NM blo 5,000’
  210°–245° byd 25 NM blo 7,000’
  210°–245° byd 30 NM blo 9,000’
  210°–245° byd 35 NM
  330°–335° byd 27 NM blo 8,000’
MOUNT EDGECUMBE 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 0700–1500Z‡—966–2913 or 122.45. AFIS operated by Sitka FSS when open.

SITUK (See YAKUTAT on page 266)

SIXMILE LAKE (See ANCHORAGE on page 46)
SKAGWAY (SGY)(PAGY) 0 NW UTC–9(–8DT) N59º27.61´ W135º19.01´

Rwy 02–20: H3550X75 (ASPH) MIRL 0.8% N
Rwy 02: REIL. Trees.

Service: Fuel 100LL LGT ACTIVATE REIL Rwy 02 and Rwy 20, MIRL Rwy 02–20—CTAF. Rwy 02–20 REIL NSTD omnidirectional.


Airport Manager: 907-983-2323

Weather Data Sources: ASOS 135.8 (907) 983–3194. (WX CAM)

Communications: CTAF 122.9

Radio Aids to Navigation: NOTAM FILE HNS.

Haines NDB (HW) 245 HNS N59º12.73´ W135º25.85´ MIRL
NDB unusable:
330º–355º byd 30 NM
356º–120º byd 30 NM


SKWENTNA (SKW)(PASW) 1 NE UTC–9(–8DT) N61º57.97´ W151º11.72´

Rwy 10–28: 3400X75 (GRVL) MIRL
Rwy 10: Brush.
Rwy 28: Brush.

Service: LGT ACTVT rotg bcn—CTAF. ACTVT MIRL Rwy 10–28; windsock—CTAF.

Airport Remarks: Unattended. Rwy condition unmonitored. Recommend visual inspection prior to landing. ATV road crosses Rwy 10,900 ft fm thr. Soft during Spring thaw; two 100 ft twrs 1.5 NM west. NSTD mkgs Rwy 10 and 28 mkd with reflective cones. Thrs marked with reflective panels.

Airport Manager: (907) 745-2159

Communications: CTAF 122.9

Radio Aids to Navigation: NOTAM FILE ENA.

Big Lake (H) (H) VORTACW 112.5 BGQ Chan 72 N61º34.17´ W149º58.03´ MIRL 0.8% N
TACAN AZIMUTH unusable:
230º–245º byd 38 blo 8,000´
DME unusable:
230º–245º byd 38 blo 8,000´

SKY RANCH AT PIONEER PEAK  (See PALMER on page 190)

SLANA

**DUFFYS TAVERN**  (DDT)  PVT  2 NE  UTC–9(–8DT)  N62°43.48´ W143°55.23´

**AIRPORT MANAGER:**  907-822-4653

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

**AIRPORT REMARKS:** Unattended. Both apchs subject to turbulent winds from south and southeast, rwy rolling, and soft in spring.

**AIRPORT MANAGER:**  907-822-4653

**COMMUNICATIONS:** CTAF/UNICOM

**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´

**AIRPORT MANAGER:**  907-675-4345

**WEATHER DATA SOURCES:** AWOS–3P 134.85 (907) 449–4226. (WX CAM)

**COMMUNICATIONS:** CTAF/UNICOM

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

**AIRPORT REMARKS:** Unattended. Fuel avbl—CTAF or 907–449–4227. Rwy condition not monitored, recommend visual inspection prior to using.

**AIRPORT MANAGER:**  907-675-4345

**COMMUNICATIONS:** CTAF/UNICOM

**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´

**AIRPORT REMARKS:** Unattended.

**AIRPORT MANAGER:**  907-227-2149

**COMMUNICATIONS:** CTAF

**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´

**NOTAM FILE ENA**

**WATERWAY N–S:**  3000x1000 (WATER)

**SEAPLANE REMARKS:** Unattended. Lake SW corner pink buoys mkd underwater obstns. Mlt pvt docks on lake. Tsnt tie-down areas NA.

**COMMUNICATIONS:** CTA 122.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ENA.

**KENAI (H) (H) VORW/DME**  117.6  ENA  Chan 123  N60°36.88´  W151°11.71´  110º 7.7 NM to fld. 115/19E.

VOR unusable:
- 348º–015º byd 20 NM

DME unusable:
- 355º–041º byd 35 NM bio 2,000´


---

**SOLDOTNA**  (SXQ/PASX)  1 SE  UTC–9(–8DT)  N60°28.51´  W151°02.38´

**NOTAM FILE SXQ**

**RWY 07–25:** H5001X130 (ASPH)  S–12  MIRL  0.3% up E

**RWY 01:** PAPI(P4R)—GA 3.0º TCH 45´. Trees. Rgt tfc.

**RWY 25:** PAPI(P4R)—GA 3.0º TCH 43´. Trees.

**RWY 07S–25S:** 2300X60 (GRVL–DIRT)

**SERVICE:** S4  FUEL  100LL, JET A  LGT  ACTVT PAPI Rwys 07 and 25; MIRL Rwy 07–25; windsocks—CTAF.


**AIRPORT MANAGER:** 907-398-1440

**WEATHER DATA SOURCES:** AWOS–3P  135.45 (907) 262–8431. (WX CAM)

**COMMUNICATIONS:** CTA 122.5

**RCO** 122.35 (KENAI RADIO)

**ANCHORAGE CENTER APP/DEP CON** 125.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ENA.

**KENAI (H) (H) VORW/DME**  117.6  ENA  Chan 123  N60°36.88´  W151°11.71´  132º 9.6 NM to fld. 115/19E.

VOR unusable:
- 348º–015º byd 20 NM

DME unusable:
- 355º–041º byd 35 NM bio 2,000´

**NDB/DME (MHW)**  546  OLT  Chan 106  N60°28.49´  W150°52.73´  255º 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. Communications prvdd by Kenai on freq 122.35.

---

AK, 21 MAR 2024 to 16 MAY 2024
SOLDOTNA HOSPITAL HELIPORT (SD1) 1 NW UTC–9(–8DT) N60°29.56´ W151°04.74´

99 NOTAM FILE ENA
HELIPAD H1: H80X80 (ASPH) PERIMETER LGTS
SERVICE: LGT Helipad H1 perimeter lgts.
HELIPORT REMARKS: Attended continuously. Ops ovr hospital na.
AIRPORT MANAGER: 907-714-4404
COMMUNICATIONS: CTAF 122.5
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

KENAI (H) (H) VOR/DME 117.6 ENA Chan 123 N60°36.88´ W151°11.71´ 136º 8.1 NM to fld. 115/19E.
VOR unusable: 348º–015º byd 20 NM
DME unusable: 355º–041º byd 35 NM blo 2,000´


SOLOY STRIP (See WASILLA on page 257)

SONGLO VISTA (See TALKEETNA on page 233)

SOUTH NAKNEK NR 2 (WSN)(PFWS) 1 SSW UTC–9(–8DT) N58°42.13´ W157°00.16´

162 B NOTAM FILE WSN
RWY 13–31: 3314X60 (GRVL–DIRT) HIRL
RWY 05–23: 2264X60 (GRVL–DIRT) HIRL 1.5% up SW
RWY 05: Brush.
RWY 23: Brush.
SERVICE: LGT ACTVT VASI Rwy 13; HIRL Rwy 05–23 and 13–31—CTAF.
AIRPORT MANAGER: 907-246-3325
WEATHER DATA SOURCES: AWOS–3P 121.575 (907) 868–7348. (WX CAM)
COMMUNICATIONS: CTAF 122.9
© ANCHORAGE CENTER APP/DEP CON 124.8
RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75 N58°43.48´ W156°45.14´ 244º 7.9 NM to fld. 95/16E.
TACAN antenna offset 150´ se TACAN AZIMUTH unusable:
130º–140º byd 13 NM blo 4,000´
130º–140º byd 30 NM
332º–348º byd 19 NM blo 5,000´
DME unusable:
332º–348º byd 19 NM blo 5,000´
SPARREVOHN LRRS (SVW)(PASV) AF 0 S UTC–9(–8DT) N61º05.83´ W155º34.49´

1565 NOTAM FILE PASV Not insp.

RWY 16–34: 4200X150 (GRVL) 4.8% up N

RWY 16: Hill.

RWY 34: REIL. PAPI(P2R)—GA 4.0º TCH 52´. Hill.

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

DIAP Attended Mon–Fri 1700–0200Z‡. CLOSED wkends and hol. All mil, govt and civ acft opr shall obtain a PPR ctrl 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 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) 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.

AIRPORT MANAGER: 907-552-4400


COMMUNICATIONS: CTAF 122.2

ANCHORAGE CENTER APP/DEP CON 134.3 351.8

RADIO AIDS TO NAVIGATION: NOTAM FILE SWW.

(H) (H) VOR/DME 117.2 SQA Chan 119 N61º05.91´ W155º38.07´ 075º 1.7 NM to fld. 2501/11E.

VOR & DME unusable: 009º–019º 029º–039º byd 25 NM blo 12,500´

DME portion unusable: 019º–028º byd 16 NM

VOR portion unusable: 019º–029º byd 16 NM

CAIRN MOUNTAIN NDB (HW) 281 CRN N61º06.11´ W155º34.12´ at fld. 1737/15E.

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


SQUAW HARBOR SPB (36H) 0 S UTC–9(–8DT) N55º14.00´ W160º33.12´

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 N55º18.94´ W160º31.10´ 182º 5.1 NM to fld. 130/11E.

NDB unusable: 304º–354º byd 16NM

DME unusable: 034º–134º byd 6NM

184º–264º byd 27 NM blo 14,000´

184º–264º byd 6 NM blo 10,000´

354º–034º byd 22 NM blo 18,000´

354º–034º byd 27NM

354º–034º byd 6 NM blo 10,000´

**STEAMBOAT BAY SPB** (WSB)(POWS) 0 NE UTC-9(-8DT)  N55º31.78´ W133º38.50´

**KETCHIKAN**

00

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 squirrelly winds. No facilities. Large ocean swells common in bay, exposed to north wind.

AIRPORT MANAGER: 253-225-4256

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VOR/DME 116.5  LVD Chan 112  N56º28.06´ W133º04.99´  179º 59.5 NM to fld. 98/20E.

VOR unusable:

020º–050º byd 37 NM
270º–300º byd 25 NM blo 10,000´
301º–321º byd 25 NM blo 7,000´

wx cam avbl at https://weathercams.faa.gov

DME unusable:

020º–050º byd 25 NM blo 11,000´
020º–050º byd 37 NM
105º–120º byd 29 NM blo 10,000´
121º–135º byd 35 NM blo 7,000´
270º–300º byd 25 NM blo 10,000´
301º–321º byd 25 NM blo 7,000´
345º–350º byd 36 NM blo 8,000´

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

**STEBBINS** (WBB) 0 NW UTC–9(-8DT)  N63º30.96´ W162º16.68´

**BETHEL** L–3C

19 B NOTAM FILE DME

RWY 05–23: 2999X60 (GRVL) MIRL

RWY 05: Hill. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. Rwy 05–23 floods during breakup.

MILITARY REMARKS: LGT Actvt MIRL Rwy 05–23—CTAF.

AIRPORT MANAGER: (907) 625-1025

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.

UNALAKLEET (H) (H) VOR/DME 116.9  UNK Chan 116  N63º53.52´ W160º41.06´  228º 48.2 NM to fld. 436/15E.


**STERLING**

(BREEDEN) (AKØ5) PVT 6 E UTC–9(-8DT)  N60º32.46´ W150º35.95´

ANCHORAGE

365 NOTAM FILE Not insp.

RWY 17–35: 800X50 (GRVL)

RWY 35: Rgt tfc.

AIRPORT REMARKS: Irregular attendance, PPR—Amgr. 250 ft twr 0.5 NM NW. 250 ft twr 1 NM SE, 200 ft twr 1 NM W. All ops mnt CTAF.

AIRPORT MANAGER: 907-260-2658

COMMUNICATIONS: CTAF 122.5

DUTCH LANDING STRIP (88AK) PVT 0 N UTC–9(–8DT) N60°32.42´ W150°52.08´ ANCHORAGE

300 NOTAM FILE Not insp.

RWY 07–25: 1300X100 (GRVL)

RWY 07: Trees.


AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 907-398-8999

COMMUNICATIONS: CTAF 122.5


LAKESIDE AIRSTRIP (53AK) PVT 5 NE UTC–9(–8DT) N60°32.03´ W150°51.39´ ANCHORAGE

299 NOTAM FILE Not insp.

RWY 02–20: 1200X60 (GRVL)

RWY 02: Trees. Rgt tfc.


AIRPORT MANAGER: 907-262-1552

COMMUNICATIONS: CTAF 122.5


SCOOTERS LANDING STRIP (AK84) PVT 2 W UTC–9(–8DT) N60°31.77´ W150°49.85´ ANCHORAGE

259 NOTAM FILE Not insp.

RWY 08–26: 2400X80 (GRVL)


AIRPORT MANAGER: 907-398-9849

COMMUNICATIONS: CTAF 122.5


STEVENS VILLAGE (SVS)(PSV) PVT 1 NNE UTC–9(–8DT) N66°01.03´ W149º03.26´ FAIRBANKS

328 B NOTAM FILE FAI

RWY 05–23: 4000X75 (GRVL–DIRT) MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0º 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 MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9


FAIRBANKS H–1B, L–4J

RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.

FAIRBANKS (H) (L) VORTACW 108.6 FAI Chan 23 N64°48.00´ W148º00.72´ 320º 77.8 NM to fld. 1526/21E.

TACAN AZIMUTH unusable:

065º–100º byd 30 NM
270º–330º byd 10 NM blo 10,000’
270º–330º byd 30 NM

STONY RIVER 2 (SRV)  O N  UTC–9(–8DT)  N61°47.39’ W156°35.31’
230  NOTAM FILE ENA
RWY 18–36: 2601X40 (GRVL–DIRT)
RWY 18: Trees.
RWY 36: Trees.
AIRPORT MANAGER: 907-675-4345
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SVW.
SPARREVOHN (H) (H) VOR/DME 117.2  SQA  Chn 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

STUCK
N61°46.98’ W145°15.13’
RCO 122.1 (KENAI RADIO)
SUMMIT (UMMI)(PAST)  O N  UTC–9(–8DT)  N63°19.86’ W149°07.73’
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) (H) VOR/DME 116.2  TKA  Chn 109  N62°17.90’ W150°06.32’ 004° 67.7 NM to fld. 568/19E.
VOR unusable:
277°–297° byd 30 NM blo 12,000’
DME unusable:
057°–087° byd 30 NM blo 13,000’
COMM/NAV/WEATHER REMARKS: VHF communication unreliable 15 NM north at MEA due to terrain. For a toll free call to Kenai FSS dial 1–866–864–1737.

SUMMIT LAKE SPB  (See MOOSE PASS on page 171)
SUMNER STRAIT  N56°27.87’ W133°05.84’ NOTAM FILE SIT.
NDB (HW) 529  SQM  23/20E.
SUNNY HAY MOUNTAIN  N55°27.73’ W133°04.85’
RCO 120.9 (KETCHIKAN RADIO)
SWIFT CREEK  (See MCCARTHY on page 166)
TAHNETA PASS  N61°49.95’ W147°19.67’
RCO 122.4 (KENAI RADIO)
TAKOTNA (TCT)(PPCT) 1 E  UTC–9(–8DT)  N62°59.58´ W156°01.78´

423  B  NOTAM FILE ENA

RWY 04–22: 3300X60 (GRVL)  MIRL

SERVICE: LGT ACTIVATE MIRL Rwy 04–22 and rotating bcn—CTAF.


AIRPORT MANAGER: 907-524-3241

COMMUNICATIONS: CTAF


TAKU HARBOR SPB (A43) 0 N  UTC–9(–8DT)  N58°04.15´ W134°00.92´

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


TAKU LODGE SPB (TKL)(PFTK) 0 E  UTC–9(–8DT)  N58°29.38´ W133°56.61´

00  NOTAM FILE JNU

WATERWAY NE–SW: 5000X500 (WATER)

SEAPLANE REMARKS: Attended summer months dalg hrs. Otters 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 oprs only.

AIRPORT MANAGER: (907) 586-6275

COMMUNICATIONS: CTAF/UNICOM 123.05


TALKEETNA

BIRCH CREEK LANDING (51AK) PVT 6 SSE  UTC–9(–8DT)  N62°14.54´ W150°03.95´

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 tgts simultaneously. SPB ops on fish lake 1/2 mile N of rwy.

AIRPORT MANAGER: 907-355-4808

COMMUNICATIONS: CTAF 123.6

**CHRISTIANSEN LAKE SPB** (AK8) 1 SE UTC–9(–8DT) N62°18.80’ W150°04.16’

---

**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) (H) VORW/DME 116.2 TKA Chan 109 N62º17.90’ W150º06.32’ 029º 1.4 NM to fld. 568/19E.

**VOR unusable:** 277º–297º byd 30 NM blo 12,000’

**DME unusable:** 057º–087º 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) N62º01.47’ W149º58.63’

---

**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) N62º33.83’ W150º13.23’

---

**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 inv of 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 (–8 DT) N62°19.28´ W150º05.56´

365 B NOTAM FILE TKA

RWY 01–19: H3500X75 (CONC) MIRL

RWY 01: VASI(V4R)—GA 3.0º TCH 23´. Trees.


SERVICE: S4 FUEL 100LL, JET A, A+ LGT ACTIVATE MIRL Rwy 01–19—CTAF. VASI Rwy 01 and Rwy 19 opr continuously.


AIRPORT MANAGER: 907-733-2278

WEATHER DATA SOURCES: ASOS 135.2 (907) 733–1637. (WX CAM)

COMMUNICATIONS: CTAF 123.6 AFIS 135.2 (Sep 15–Apr 14 1700–0245Z‡; Apr 15–Sep 14 1700–0500Z‡; OT ctc Kenai FSS)

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.

(V) VOR/DME 116.2 TKA Chan 109 N62º17.90´ W150º06.32´ 355º 1.4 NM to fid. 568/19E.

COMM/NAV/WEATHER REMARKS: Talkeetna FSS telephone 733–2277. AFIS operd by TKA FSS, OT Kenai FSS.

TAMGAS HARBOR SPB (See ANNETTE on page 52)
TANACROSS (TSG) 1 S UTC–9(–8DT) N63º22.44´ W143º19.74´
1559 NOTAM FILE ORT
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 MANAGER: (907) 474-2320
COMMUNICATIONS: CTAF
SUAIS 125.3 126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTAC 116.3 ORT Chan 110-62º56.83´ W141º54.76´ 280º 46.3 NM to fld. 1779/24E.
TACAN AZIMUTH unusable: 335º–030º byd 30 NM blo 10,500´
DME unusable: 335º–030º byd 30 NM blo 10,500´

TANANA
RALPH M CALHOUN MEML (TAL)(PATA) 1 WNW UTC–9(–8DT) N65º10.46´ W152º06.49´
242 B NOTAM FILE TAL
RWY 07–25: 4400X100 (GRVL) MIRL 0.3% up E
    RWY 25: Brush.
SERVICE: LGT ACTIVATE MIRL Rwy 07–25 and VASI Rwy 07—CTAF.
AIRPORT MANAGER: (907) 451-5280
WEATHER DATA SOURCES: ASOS 135.1 (907) 366–7266. (WX CAM)
COMMUNICATIONS: CTAF 122.9
TANANA RCO 122.65 (FAIRBANKS RADIO)
ANCHORAGE CENTER APP/DEP CON 120.9 285.4
AIRSPACE: CLASS E svc 1500–0630Z; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TAL.
TANANA (H) (H) VOR/DME 116.6 TAL Chan 113 N65º10.63´ W152º10.65´ 076º 1.8 NM to fld. 394/19E.
VOR AZIMUTH & DME portion unusable: 280º–050º byd 20 NM blo 9,000´
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 N65º10.63´ W152º10.65´ NOTAM FILE TAL.
(H) (H) VOR/DME 116.6 TAL Chan 113 076º 1.8 NM to Ralph M Calhoun Meml. 394/19E.
VOR AZIMUTH & DME portion unusable: 280º–050º byd 20 NM blo 9,000´
RCO 122.65 (FAIRBANKS RADIO)

TANIS MESA (See YAKUTAT on page 266)

AK, 21 MAR 2024 to 16 MAY 2024
TATITALINA LRRS (TJ(L)(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 5.0º TCH 52´, Hill.
Rwy 35: REIL. PAPI(P2L)—GA 3.0º TCH 40´.
SERVICE. MILITARY—LGT PAPI Rwy 17 baffled and unusable byd 5º right of centerline.


AIRPORT MANAGER: 907-552-4400
WEATHER DATA SOURCES: AWOS–3 (907) 552–1106 (WX CAM)
COMMUNICATIONS: CTAF 126.2
RCO 122.3 (KENAI RADIO)

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 Actvt MIRL Rwy 13–31—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond not mntd; rcmd visual insp prior to lndg. High trrn NW–SE. Rwy 31 sfc slopes up. Rwy 13 thr 45 ft hyr. Rwy 13–31, safety area 150 by 4300 ft; all sides rough with pot holes and lrg rocks. Segmented circles overgrown.

AIRPORT MANAGER: 907-835-5658
COMMUNICATIONS: CTAF 122.7
VALDEZ RCO 122.2 (JUNEAU RADIO)
ANCHORAGE CENTER APP/DEP CON 119.3
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

JOHNSTONE POINT (H) (H) VOR/DME 116.7 JOH Chan 114
N60°28.86´ W146°35.96´ 335º 23.7 NM to fld. 48/18E.
w x cam
VOR unusable:
090º–124º byd 23 NM bfr 8,000´
125º–188º byd 10 NM
DME unusable:
090º–124º byd 23 NM bfr 12,000´
125º–191º byd 10 NM


WATERWAY 13W–31W: 8000X4000 (WATER)
SEAPLANE REMARKS: Unattended. Waterway condition not monitored, recommend visual inspection prior to using. Be alert: rocks in water area low tide.

AK, 21 MAR 2024 to 16 MAY 2024
TATITNA (8KA) 1 S UTC–9(–8DT) N62º17.60´ W153º21.72´
1490 NOTAM FILE ENA
RWY 06–24: 1200X12 (TURF–GRVL)
RWY 06: Trees.
RWY 24: Trees.
AIRPORT MANAGER: 907-267-1246
COMMUNICATIONS: CTAF 122.9

TAYLOR (AK49) PVT 3 SE UTC–9(–8DT) N65º40.76´ W164º47.93´
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 windshear. Mine use only. Rwy 16–34 length and condition varies yearly. Narrows in some places, large rocks.
COMMUNICATIONS: CTAF 122.9

TAYLOR MOUNTAIN (ATM)(PATM) 0 N UTC–9(–8DT) N60º52.07´ W157º23.52´
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 SVW.
SPARREVOHN (H) (H) VOR/DME 117.2 SQA Chan 119 N61º05.91´ W155º38.07´ 238º 53.2 NM to fld. 2501/18E.
VOR & DME unusable:
009º–019º
029º–039º byd 25 NM blo 12,500´
DME portion unusable:
019º–028º byd 16 NM
VOR portion unusable:
019º–029º byd 16 NM
TAZLINA

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) (H) VOR/DME 115.6 GKN Chan 103 N62º09.23' W145º26.84' 243º 29.1 NM to fld. 1549/17E.

TED STEVENS ANCHORAGE INTL (See ANCHORAGE on page 47)
TELIDA (2K5)  O S UTC–9(–8DT)  N63º22.74´ W153º17.05´
650 NOTAM FILE ENA
RWY 02–20: 1900X40 (TURF–DIRT)  0.5% up NE
RWY 02: Trees.
RWY 20: Trees.
AIRPORT REMARKS: Unattended. Large wildlife may be on the rwy.
Windsock is missing. Rwy cond not monitored; recommend visual inspection prior to Indg. Caution, rwy can be very soft and unstable due soft and shifting sand along the rwy surface. Dust blows along runway surface in high winds. Rwy 02–20 irregular, rutted surface varies b/n turf, dirt, and sand. Rwy 02–20 southwest end of rwy is unusbl due to brush, small trees, dips, humps, and sand dunes greater than 2 ft. Northeast 900 ft of rwy is often unusbl but very soft. First 150 ft of apch end of Rwy 20 is unusbl. Rwy 02–20 sfc is dominated by soft sand; sfc irres & rutted. Rwy 02–20 center 18 ft of rwy becoming depressed from use.
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION: NOTAM FILE MHM.
MINCHUMINA NDB (HW) 227 MHM N63º53.03´ W152º18.97´ 204º 39.9 NM to fld. 713/17E.
NDB unusable:
230º–240º
345º–350º byd 25 NM

TELLER (TER)(PATE)  2 S UTC–9(–8DT)  N65º14.42´ W166º20.36´
299 B NOTAM FILE TER
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. Cold temperature airport. Altitude correction required at or below ~36C.
AIRPORT MANAGER: 907-443-3431
WEATHER DATA SOURCES: AWOS–3P 118.375 (907) 642–2301. (WX CAM)
COMMUNICATIONS: CTAF
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/W/DME 115.0 OME Chan 97 N64º29.11´ W165º15.19´ 318º 53.3 NM to fld. 95/11E.
TENAKEE SPB  (TKE)  0 N  UTC–9(–8DT)  N57°46.78´ W135°13.11´
00   NOTAM FILE JNU
WATERWAY E–W: 10000X7000 (WATER)
SEAPLANE REMARKS: Attended daylight. Prevailing wind from east, float is not
protected and subject to large swells. Boats may be tied to SPB
float/ramp. One ramp available on float.
AIRPORT MANAGER: (907) 465-4512
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
SISTERS ISLAND (H) (H) VORTACW 114.0  SSR  Chan 87  N58°10.66´
W135°15.53´  157° 24.0 NM to fld. 40/20E.
VOR unusable:
050º–070º byd 12 NM bIo 10,000´
115º–130º byd 32 NM bIo 8,000´
131º–175º byd 25 NM bIo 13,000´
176º–189º byd 35 NM bIo 14,000´
190º–245º byd 30 NM bIo 12,000´
246º–260º byd 18 NM bIo 7,000´
306º–360º byd 21 NM
TAC AZM unusable:
050º–070º byd 12 NM bIo 10,000´
115º–130º byd 32 NM bIo 8,000´
131º–175º byd 25 NM bIo 13,000´
176º–189º byd 28 NM bIo 14,000´
190º–245º byd 30 NM bIo 12,000´
246º–260º byd 18 NM bIo 7,000´
306º–360º byd 21 NM
DME unusable:
050º–070º byd 12 NM bIo 10,000´
115º–130º byd 32 NM bIo 8,000´
131º–175º byd 25 NM bIo 13,000´
176º–189º byd 28 NM bIo 14,000´
190º–245º byd 30 NM bIo 12,000´
246º–260º byd 18 NM bIo 7,000´
306º–360º byd 21 NM

TETLIN  (3T4)  1 S  UTC–9(–8DT)  N63°07.48´ W142°31.11´
1671  B  NOTAM FILE ORT
RWY 08–26: 3300X75 (GRVL)  MIRL
RWY 08: Brush.
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) (H) VORTACW 116.3  ORT  Chan 110  N62°56.83´
W141°54.76´  279° 19.7 NM to fld. 1779/24E.
TACAN AZIMUTH unusable:
335º–030º byd 30 NM bIo 10,500´
DME unusable:
335º–030º byd 30 NM bIo 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 251)
ALASKA

THORNE BAY SPB (KTB) 0 NW UTC–9(–8DT) N55°41.28’ W132°32.20’
00 NOTAM FILE KTN
WATERWAY NW–SE: 5000X2000 (WATER)
AIRPORT REMARKS: Unattended. Opr area in Thorne Bay. Be alert: sea otters
also use SPB ramp/tie-down area.
AIRPORT MANAGER: 907-204-0815
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.
ANNETTE ISLAND (H) (H) VOR/W/DME 117.1 ANN Chan 118
N55º03.62’ W131º34.70’ 298º 50.0 NM to fld. 184/21E.
VOR unusable:
000º–100º byd 11 NM bld 12,000’
000º–100º byd 15 NM
000º–100º byd 9 NM bld 6,500’
120º–130º byd 37 NM bld 6,000’
290º–320º byd 32 NM bld 7,000’
290º–320º byd 37 NM bld 9,000’
345º–000º byd 20 NM
DME unusable:
000º–100º byd 11 NM bld 12,000’
000º–100º byd 15 NM
000º–100º byd 9 NM bld 6,500’
120º–130º byd 37 NM bld 6,000’
290º–320º byd 32 NM bld 7,000’
290º–320º byd 37 NM bld 9,000’
345º–000º byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 1–800–478–3500. For a LC to Juneau FSS dial
789–7380.
TIBBETTS (See NAKNEK on page 174)
TIN CITY LRRS (TNC)(PATC) AF 1 E UTC–9(–8DT) N65º33.84’ W167º55.35’
273 NOTAM FILE PATC Not insp.
RWY 16–34: 4702X100 (GRVL) 0.3% up N
RWY 16: REIL. PAPI(P2L)—GA 4.0º TCH 51’.
RWY 34: REIL. PAPI(P2L)—GA 3.0º TCH 40’.
SERVICE: LGT Rwy 16 PAPI unusbl byd 5º rgt of cntrln.
MILITARY REMARKS: CLOSED to the public. OFFICIAL BUSINESS ONLY.
Attended Mon–Fri 1700–0200Z, CLOSED weekends and holidays. All mil, gov and civ actv 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
Par 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 actv oprs rqr civ
actv 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 lctd at:
Manager 10471 20th Street Suite 231 Elmendorf AFD AK 99506. Turbulence on apch, radome winds not always avbl.
Dalgt ops only. CAUTION: Winds in excess of 20 kts may produce severe turbulence. BE ALERT: Increased threat to actv
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 actv at Tin City arpt. Diligence by all personnel is
recommended throughout the season. Fld 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)
CONTINUED ON NEXT PAGE

AK, 21 MAR 2024 to 16 MAY 2024
COMMUNICATIONS: CTAF 126.2
TIKT CITY RCO 122.6 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 133.3 290.4
RADIO AIDS TO NAVIGATION: NOTAM FILE TNC.

NDB/DME (HW) 347 TNC Chan 119(Y) N65º33.70´ W167º55.49´ at fld. 248/10E.

NDB unusable:
200º–240º byd 20 NM
240º–330º byd 10 NM

DME unusable:
040º–050º byd 20 NM blo 6,000´
050º–080º byd 20 NM blo 9,000´
080º–090º byd 20 NM blo 8,500´
090º–095º byd 20 NM blo 5,500´
095º–110º byd 20 NM blo 4,400´
200º–240º byd 20 NM
240º–290º byd 5 NM
290º–320º byd 10 NM
320º–340º byd 20 NM


TIN CREEK  (See FAREWELL LAKE on page 111)

TISCHNER AIR  (See ANDERSON on page 48)

TOGIAK  (TOG/PATG) 0 SW UTC–9(–8DT) N59º03.21´ W160º23.81´

19 B NOTAM FILE TOG
RWY 03–21: 4400X100 (GRVL–DIRT) MIRL
RWY 03: PAPI(P4L)—GA 3.0º TCH 25´. Road.
RWY 21: PAPI(P4L)—GA 3.0º TCH 31´.
RWY 10–28: 982X59 (GRVL)
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 inovf 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 N59º03.83´ W160º22.54´ at fld. 11/11E.

DME unusable:
225º–270º byd 32 NM blo 5,700´
271º–359º byd 32 NM blo 6,700´


TOK  (8AK9) PVT 2 S UTC–9(–8DT) N63º18.00´ W143º01.40´

1630 NOTAM FILE
RWY 10–28: 2035X80 (GRVL)
RWY 10: Trees.
RWY 28: Trees.

COMMUNICATIONS: CTAF 122.8
SUISA 125.3 126.3 (1–800–758–8723)
TOK JUNCTION (6K8)/(PFTO) 1 E UTC–9(–8DT) N63°19.77′ W142°57.22′

1643 B NOTAM FILE ORT
Rwy 08–26: H2509X50 (ASPH) MIRL
Rwy 08: Trees.
Rwy 26: Trees.


Airport Manager: 907-883-5128

Weather Data Sources: AWOS–3PT 118.1 (907) 269–2706. (WX CAM)

Communications: CTAF/UNICOM 122.8
TOK RCO 122.4 (NORTHWAY RADIO)
ANCHORAGE CENTER APP/DEP CON 126.55
SUAIS 125.3 126.3 (1–800–758–8723).

Radio Aids to Navigation: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTAC 116.3 ORT Chan 110 N62°56.83′ W141°54.76′ 286° 36.5 NM to fld. 1779/24E.
TACAN AZIMUTH unusable:
335°–030° byd 30 NM blo 10,500′
DME unusable:
335°–030° byd 30 NM blo 10,500′


TOKEEN SPB (57A) 0 W UTC–9(–8DT) N55°56.23′ W133°19.60′

00 NOTAM FILE KTN
Waterway NE–SW: 6000X400 (WATER)

Airport Manager: 907-247-1201

Communications: CTAF 122.9

Radio Aids to Navigation: NOTAM FILE SIT.
LEVEL ISLAND (H) (H) VOR/DME 116.5 LVD Chan 112 N56°28.06′ W133°04.99′ 174° 32.9 NM to fld. 98/20E.

VOR unusable:
020°–050° byd 37 NM
270°–300° byd 25 NM blo 10,000′
301°–321° byd 25 NM blo 7,000′
wx cam avbl at https://weathercams.faa.gov

DME unusable:
020°–050° byd 25 NM blo 11,000′
020°–050° byd 37 NM
105°–120° byd 29 NM blo 10,000′
121°–135° byd 35 NM blo 7,000′
270°–300° byd 25 NM blo 10,000′
301°–321° byd 25 NM blo 7,000′
345°–350° byd 36 NM blo 8,000′

Comm/Nv/Wx 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´
71  B  NOTAM FILE OOK
RWY 16–34: 3200X75 (GRVL–DIRT)  MIRL  0.7% up N
RWY 16: REIL. PAPI(P4L)—GA 4.0º TCH 37´;
RWY 34: REIL. PAPI(P4R)—GA 3.0º TCH 30´.
SERVICE. LGT ACTVT REIL Rwy 16 and Rwy 34; PAPI Rwy 16 and Rwy 34; MIRL Rwy 16–34, and rotating bcn—CTAF. Rwy 16 PAPI unusbl byd 9 deg left of cntrln.
AIRPORT MANAGER: (907) 543-2498
WEATHER DATA SOURCES: AWOS–3P 119.275 (907) 427–7004. (WX CAM)
COMMUNICATIONS: CTAF 122.9
® ANCHORAGE CENTER APP/DEP CON 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL  (H) (H) VORTACW 114.1 BET Chan 88 N60º47.09´ W161º49.46´ 249º 97.4 NM to fld. 105/14E.

TOLSONA LAKE SPB  (58A)  0 N  UTC–9(–8DT)  N62°06.80´ W146º02.46´
2000  NOTAM FILE ENA
WATERWAY NW–SE: 4000X1500 (WATER)
SERVICE: S4
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) (H) VOR/DME 115.6 GKN Chan 103 N62º09.23´ W145º26.84´ 245º 16.9 NM to fld. 1549/17E.
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.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.
NENANA (H) (H) VORTACW 115.8 ENN Chan 105 N64°35.40´ W149°04.37´ 136º 36.9 NM to fld. 1601/21E.
VOR unusable:
086º–096º byd 34 NM blo 5,000´
097º–105º
310º–335º byd 33 NM blo 5,000´
336º–360º byd 33 NM blo 4,000´
TAC AZM unusable:
097º–105º
DME unusable:
097º–105º

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

TREASURE CHEST (See KENAI on page 143)

TRIDENT BASIN SPB (See KODIAK on page 152)

TRIPOD (See ALEKNAGIK on page 39)
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 ruy up to 120’. Birds on and invof ruy. Windsock may be unreliable.

AIRPORT MANAGER: (907) 543-2498

COMMUNICATIONS: CTAF 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09´ W161°49.46´ 210° 35.9 NM to fld. 105/14E.


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) (H) VORTACW 114.1 BET Chan 88 N60°47.09´ W161°49.46´ 209° 36.5 NM to fld. 105/14E.


TUNUNAK (4KA)(POKA) 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. Birds and wildlife on and in vicinity of arpt. Rwy condition not monitored; recommend visual inspection prior to using. Heaves and dips full length of rwy.

AIRPORT MANAGER: 907-543-2495

WEATHER DATA SOURCES: AWOS–3PT 118.25 (907) 269–2788.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09´ W161°49.46´ 250° 101.8 NM to fld. 105/14E.

**TUXEKAN ISLAND**

NAUKATI BAY SPB (AK62) PVT 0 N UTC–9(–8DT) N55º50.98´ W133º13.67´

00 NOTAM FILE KTN

WATERWAY N–S: 10000X1000 (WATER)

WATERWAY NE–SW: 10000X300 (WATER)


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.

---

**TWIN HILLS**

(A63) 0 E UTC–9(–8DT) N59º04.47´ W160º16.50´

02 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 N59º03.83´ W160º22.54´ 067º 3.2 NM to fld. 11/11E.

DME unusable:

225º–270º byd 32 NM blo 5,700´

271º–359º byd 32 NM blo 6,700´


---

**TYONEK**

NIKOLAI CREEK (9AK3) PVT 10 SW UTC–9(–8DT) N61º00.83´ W151º26.93´

30 NOTAM FILE

RWY 06–24: 4100X75 (GRVL)

RWY 06: Wind cone.

RWY 24: Trees.

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: (907) 269-8658

COMMUNICATIONS: CTAF 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) (H) VOR/DME 113.15 TED Chan 78(Y) N61º10.07´ W149º57.61´ 241º 44.3 NM to fld. 92/18E.

VOR unusable:

041º–091º byd 25 NM blo 15,000´

091º–096º byd 20 NM blo 15,000´

096º–121º byd 25 NM blo 12,500´

121º–146º byd 25 NM blo 9,000´

DME unusable:

041º–091º byd 25 NM blo 15,000´

091º–096º byd 20 NM blo 15,000´

096º–121º byd 25 NM blo 12,500´

121º–146º byd 25 NM blo 9,000´

196º–206º byd 25 NM blo 3,500´

206º–211º byd 25 NM blo 4,000´

211º–221º byd 25 NM blo 3,500´

TYONEK (TYE) PVT 1 NE UTC–9(–8DT) N61°04.60’ W151°08.28’

110 NOTAM FILE
RWY 18–36: 3000X90 (GRVL) LIRL
RWY 18: Trees.


AIRPORT MANAGER: 907-583-2201

COMMUNICATIONS: CTAF 122.7 UNICOM 122.8


UGASHIK (9A8) 1 N UTC–9(–8DT) N57°31.41’ W157°23.76’

44 NOTAM FILE ENA
RWY 06–24: 3100X60 (GRVL) 0.6% up NE
RWY 06: Brush.
RWY 24: Brush. Rgt tfc.

AIRPORT REMARKS: Unattended. Be alert: pvt rwy aprx 2,500’ SSE of public apt 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 thld 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’ 033º 53.3 NM to fld. 56/16E.

DME unusable:
050º–110º byd 32 NM blo 6,500’


UGASHIK BAY (See PILOT POINT on page 196)

UGNU–KUPARUK (See KUPARUK on page 156)

UMIAT (UMT)(PAUM) 0 N UTC–9(–8DT) N69°22.27’ W152°08.10’

268 B NOTAM FILE FAI
RWY 06–24: 5583X100 (GRVL–DIRT)
RWY 06: Brush.
RWY 24: Brush.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to ldg. No winter maintenance or snow removal. Wildlife and birds on and invof rwy. Mountain ridges North and South. Rwy 06–24 grass and weeds growing on rwy sfc with ruts up to 4”, rwy soft when wet.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.
DEADHORSE (H) (H) VOR/DME 113.9 SCC Chan 86 N70°11.95’ W148°24.97’ 222º 92.1 NM to fld. 54/17E.

DME unusable:
143º–190º blo 2,300’
143º–190º byd 16 NM

VOR unusable:
145º–158º blo 3,000’
146º–158º byd 15 NM blo 4,000’
145º–158º byd 20 NM blo 5,000’
145º–158º byd 25 NM blo 6,000’
145º–158º 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)  N63º53.31´ W160º47.95´
27  B  NOTAM FILE UNK
RWY 15–33:  H5900X150 (ASPH–GRVD)  HIRL
RWY 09–27:  H1900X75 (ASPH–GRVD)  PCN 59 F/B/X TMI RLY
RWY 27:  Bridge.
SERVICE:  FUEL  100LL, JET A  LGT
AIRPORT REMARKS: Attended Mon–Fri 1700–0100Z‡. Snow removal and de–icing NA 0100–1700Z. Rwy cond unmnt; rcmd visual insp prior to lndg. Airframe rprs emerg only. Pwr plant rprs emerg only. Tsnt prkg near DOT maint bldg and Rwy 27 thr. Rwy 15 100 ft unlgt tcf 0.4 NM N of thr.
AIRPORT MANAGER:  907-625-1025
WEATHER DATA SOURCES:  AWOS–3P 132.25 (907) 624–3051. (WX CAM)
COMMUNICATIONS:  CTAF 122.3 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 135.7 335.5
AIRSPACE:  CLASS E svc 1500–0400Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION:  NOTAM FILE UNK.
(H) (H) VOR/W/DME 116.9  UNK Chan 116  N63º53.52´ W160º41.06´  251º 3.1 NM to fld. 436/15E.
NORTH RIVER NDB  (HW) 382  JNR  N63º54.46´ W160º48.71´  153º 1.2 NM to fld. 14/11E.
LOC/DME 111.3 1–UNK Chan 50 Rwy 15.

UNALASKA  (DUT)(PADU)  1 N UTC–9(–8DT)  N53º53.94´ W166º32.70´
23  B  TPA—2101(2078)  LRA  ARFF Index—See Remarks  NOTAM FILE DUT
RWY 13–31:  H4500X100 (ASPH–GRVD)  S–60, 2D–210
PCN 86 F/B/X TMI RLY
RUNWAY DECLARED DISTANCE INFORMATION
RWY 31:  TORA–4500 TODA–4500 ASDA–4200 LDA–3900
SERVICE:  FUEL  JET A LGT For Reil Rwy 13 and 31; MIRL Rwy 13–31—stop lgt for veh tcf crossing Rwy 31 thr; key 122.6—7 times for on; 3 times for stop lgt and REIL off. VASI Rwy 13 and 31 oper continuously. VASI Rwy 31 usable distance is 1.4 miles due to mountain. VASI right side of rwy skewed 5 deg 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 attendance duty hours and for over 30 passenger seat acft. Snow removal and deicing of rwy, tcf and ramps only performed during attendance duty hrs. Tcf pattern around mountain. Tran actf must park on Ramp B. Be Alert: Vessel traffic within 1500 ft fm Rwy 13. Be Alert: Vessel fueling dock within 1300 ft 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 equipment may be working on the rwy at any time. Jet blast area AER 31 clsd to taxiing acft exc when road vehicle and pedestrian tcf is cltd by oprs 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 tcf procedure.
AIRPORT MANAGER:  907-581-1786
WEATHER DATA SOURCES:  AWOS–3P 125.8 (907) 581–2803. (WX CAM)
COMMUNICATIONS:  CTAF 122.6

CONTINUED ON NEXT PAGE
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 N53º54.31’ W166º32.87’ at fd. 272/9E.
DME portion unusable:
005º–080º
081º–330º byd 13 NM
331º–004º byd 15 NM

UPPER WASILLA LAKE SPB (See WASILLA on page 257)

UTOPIA CREEK  N65º59.71’ W153º41.63’ NOTAM FILE UTO.
NDB/DME (HW) 272 UTO Chan 22(Y) 264º 14.2 NM to Hughes. 983/17E.
NDB unusable:
210º–240º
340º–355º
NDB/DME unusable:
45–105 byd 25 NM
105–45

UTQIAGVIK WILEY POST—WILL ROGERS MEML (BRW)(PABR) 0 SE UTC-9(-8DT) N71º17.09’ W156º46.12’ POINT BARROW N–IA, L–4I
FAIRBANKS L–4I
49 B ARFF Index—See Remarks NOTAM FILE BRW
RWY 08–26: H7100X150 (ASPH–GRVD) S–75, D–160, 2D–300
PCN 43 F/A/X/U HIRL
RWY 08: MALS R. PAPI(P4R)—GA 3.0º TCH 51’ RVR–T Thld dsplcd 600’. Rgt tlc.
RWY 26: REIL. PAPI(P4L)—GA 3.0º TCH 50’ RVR–R Thld dsplcd 600’. Antenna.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–7100 TODA–7100 ASDA–6500 LDA–5900
RWY 26: TORA–7100 TODA–7100 ASDA–6500 LDA–5900

SERVICE: S2 FUEL 100LL, JET A1 LGT ACTVT MALS Rwy 08; REIL Rwy 26—CTAF. HIRL Rwy 08–26 preset low intst—incr intst BRW FSS 1500–0700Z‡; aft hr—CTAF. PAPI Rwy 08 & 26 on consly. Rotg bcn on consly.

AIRPORT REMARKS: Attended 1500–0530Z‡. Waterfowl invof arpt Spring–Fall. Class I, ARFF Index B. Cld to acr ops more than 30 pxn seats excp PPR in writing – Airport Manager P. O. Box 367 Barrow, AK 99723. Rcnd lrgr acft use elephant ear to turn around. Main ramp bl non std wingtip clnc; rwy back taxi when lrgr acft prkd on main ramp. Snow removal, wildlife cttl, cond rtpg & arpt maint svc avbl durg duty hr 1500–0530Z‡; aft hr—AMGR. Arpt sand lrgr gradation than FAA rcmd/see AC150/5200–30. TSA reg arpt; See 49 CFR 1542. Gates & doors must be secured at all times. Tsnt – AMGR or BRW FSS for info. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.

AIRPORT MANAGER: 907-852-5851

WEATHER DATA SOURCES: ASOS 132.150 (907) 852–3112. (WX CAM)
COMUNICATIONS: CTAF 123.6 AFIS 132.15 (1500–0700Z‡; OT ctc Fairbanks FSS)
FSS BRW (BARROW) 1500–0700Z‡; OT ctc Fairbanks FSS.
BARROW RADIO 121.5 122.2 122.6 123.6 (LAA 123.6)
ANCHORAGE CENTER APP/DEP CON 135.3
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE UTO.
ILS/DME 110.5 I–BRW Chan 42 Rwy 08. Class IE. Localizer backcourse unusable 2.2 DME abv 2,050’ and at 1.0 DME abv 1,050’. Autopilot coupled apchs not applicable blw 290’ MSL.

AK, 21 MAR 2024 to 16 MAY 2024
VALDEZ

ROBE LAKE SPB (L93) 6 W UTC–9(–8DT) N61°05.23´ W146º08.64´

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

THOMPSON PASS (K55) 17 E UTC–9(–8DT) N61º10.64´ W145º41.31´

2080 NOTAM FILE JNU
RWY 05–23: 2530X9 (TURF–GRVL)
RWY 05: Brush.
RWY 23: Brush.
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 N61º07.45´ W146º21.13´ 061º 19.6 NM to fld. 21/19E.
NDB unusable: 320º–010º byd 15 NM
VALDEZ PIONEER FLD (VDZ)(PAVD)  3E  UTC–9(–8DT)  N61°08.05′ W146°14.69′
PCN 54/F/B/X/T  HIRL  1.1% up E
RWY 24: REIL. Trees.

AIRPORT REMARKS:

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

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

VENETIE (VEE)(PAVE)  1E  UTC–9(–8DT)  N67°00.52′ W146°21.98′
RWY 04–22: 4000X75 (GRVL)  MIRL
RWY 04: Road.
RWY 22: Trees.

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 (HI) VORTACW 114.4  FYU Chan 91 N66°34.46′ W145°16.60′  296° 36.8 NM to fld. 449/20E.
VOR unusable:
001°–360° byd 15 NM
249°–259° byd 10 NM blw 4,900′
TACAN AZIMUTH unusable:
280°–300° byd 35 NM blw 2,500′
DME unusable:
280°–300° byd 35 NM blw 2,500′

WAINWRIGHT

WAINWRIGHT (AWI)(PAWI) 1 SE UTC–9(–8DT) N70º38.28´ W159º59.69´

RYW 06–24: 4494X110 (GRVL) MIRL
RYW 06: REIL. PAPI(P4L)—GA 3.0º TCH 31´. Antenna.
RYW 24: REIL. PAPI(P4R)—GA 3.0º TCH 30´.

SERVICE: LGT ACTVT REIL Rwy 06 and Rwy 24, PAPI Rwy 06 and Rwy 24, MIRL Rwy 06–24—CTAF.

AIRPORT MANAGER: 907-852-0489
WEATHER DATA SOURCES: ASOS 132.25 (907) 763–8881. (WX CAM)
COMMUNICATIONS: CTAF

WAINWRIGHT AS (AK03)(PAWT) PVT 0 N UTC–9(–8DT) N70º36.80´ W159º51.62´

RYW 03–21: 3000X100 (GRVL) MIRL
RYW 03: REIL. Rgt tfc.
RYW 21: REIL.

SERVICE: LGT Bcn on consly.
AIRPORT REMARKS: CLOSED to public; Bureau of Land Management (BLM) facility. Caution: Rwy not mntnd; rcmd visual insp prior to ldg. Mult soft spots; dirt & grvl on rwy.

AIRPORT MANAGER: (907) 382-4199
COMMUNICATIONS: CTAF

WAINWRIGHT VILLAGE N70º38.26´ W160º00.56´ NOTAM FILE AWI.

NDB (HW) 338 UKK at Wainwright. 38/12E.
**Wales (IWK)/(PAIW)** 1 NW UTC–9(–8DT) N65°37.35´ W168°05.70´

**RWY 18–36: 3990X75 (GRVL) MIRL**

**RWY 18:** REIL. PAPI(P4L)—GA 3.0º TCH 26’. Road.

**RWY 36:** REIL. PAPI(P4R)—GA 3.0º TCH 26’. Road.

**SERVICE:** LGT ACTIVATE MIRL Rwy 18–36, PAPI and REIL Rwy 18 and Rwy 36—CTAF. Several rwy lights broken. Windsock lighting inoperative, wind sock may be missing.

**AIRPORT REMARKS:** Unattended. Cold temperature airport. Altitude correction required at or below –27C. Easterly winds may cause severe turbulence inv of rwy. Rwy conditions not monitored, recommend visual inspection prior to ldg. High terrain southeast thru east. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.

**AIRPORT MANAGER:** 907-443-3431

**WEATHER DATA SOURCES:** AWOS–3P 118.525 (907) 664–3907. (WX CAM)

**COMMUNICATIONS:** CTAF 123.0

**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 190)**

---

**Wasilla**

**Anderson Lake (0AK1) PVT** 4 NE UTC–9(–8DT) N61°37.01´ W149°19.29´

**RWY 08–26: 1800X40 (GRVL)**

**RWY 08:** Thld dsplcd 300´. Road.

**RWY 26:** Tree.

**SERVICE:** S4

**AIRPORT REMARKS:** Unattended. Be alert: floatplane ops on Anderson Lake, overlapping flt patterns. Be alert: Wolflake (4AK6) 2 miles NE. Be alert: Cottonwood Lake Seaplane ops, 1 mile SE. Touch and go or stop and go ldgs not authorized. Snow removal ops during winter months. Public road inv of Rwy 08. Trees and chain link fence inv of Rwy 26.

**AIRPORT MANAGER:** 907-373-4640

**COMMUNICATIONS:** CTAF 122.8

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

---

**Bloedgett Lake SPB (D75)** 8 W UTC–9(–8DT) N61°34.56´ W149°40.53´

**NOTAM FILE ENA**

**WATERWAY ALL-WAY:** 3800X3800 (WATER)

**SEAPLANE REMARKS:** Unattended. No public access to shoreline. No facilities of any type avbl to transient acft. All property on lake is pvt/non-commercial. Trees surround lake.

**AIRPORT MANAGER:** 907-269-8508

**COMMUNICATIONS:** CTAF 122.8

**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1–866–864–1737.
BLUFF PARK FARM  (71AK) PVT  4 NE  UTC–9(–8DT)  N61°31.66´ W149°29.78´  ANCHORAGE
110  NOTAM FILE  Not insp.
RWY 03–21: 2000X100 (TURF)
RWY 03: Thld dsplcd 250´. Rgt tfc.
AIRPORT REMARKS: Unattended. Operations NW of arpt are prohibited. Aircraft are to remain well clear of Snowshoe Elementary School at all times. Arrivals/departures to remain south of Fairview Loop Road until well clear of the Jackfish Landing Airstrip traffic pattern.
AIRPORT MANAGER: 907-357-4257
COMMUNICATIONS: CTAF 122.8

COTTONWOOD LAKE SPB  (3H3)  3 E  UTC–9(–8DT)  N61°35.86´ W149°18.98´  ANCHORAGE
300  NOTAM FILE ENA
WATERWAY 06W–24W: 4000X800 (WATER)
WATERWAY 06W: Trees.
WATERWAY 24W: Trees.
SEAPLANE REMARKS: Unattended. Trees on all sides of landing area 50´ on waterway 06–24. Recommend visual inspection prior to landing. Landing area not maintained. No svc of any type avbl to tran acft. Public access on North shore of lake, beaching area only, no dock. All other property on lake is private/non–commercial. Watercraft and swimmers use lake.
AIRPORT MANAGER: 907-373-0300
COMMUNICATIONS: CTAF 122.8

GANNON’S LANDING  (AK83) PVT  6 W  UTC–9(–8DT)  N61°37.64´ W149°36.56´  ANCHORAGE
380  NOTAM FILE  Not insp.
RWY 18–36: 2100X175 (TURF)
RWY 18: Thld dsplcd 900´.
RWY 36: Thld dsplcd 300´. Rgt tfc.
AIRPORT MANAGER: 907-376-8069
COMMUNICATIONS: CTAF 122.8

GATTIS STRIP  (16AK) PVT  3 NE  UTC–9(–8DT)  N61°35.95´ W149°20.82´  ANCHORAGE
320  NOTAM FILE  Not insp.
RWY 04–22: H1200X60 (ASPH)
RWY 04: Hill. Rgt tfc.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-841-0507
COMMUNICATIONS: CTAF 122.8

GREEN’S STRIP  (AK65) PVT  3 NE  UTC–9(–8DT)  N61°35.88´ W149°21.03´  ANCHORAGE
300  NOTAM FILE  Not insp.
RWY 05–23: 1500X100 (TURF)
RWY 05: Trees.
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: (907) 671-8885
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
BIG LAKE (H) (H) VORTAC 112.5  BGQ  Chan 72  N61°34.17´ W149°58.03´ 065º 17.8 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230º–245º byd 38 bl 8,000´
DME unusable:
230º–245º byd 38 bl 8,000´
<table>
<thead>
<tr>
<th>Airport Name</th>
<th>Code</th>
<th>Type</th>
<th>Time Zone</th>
<th>Lang</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Airport</th>
<th>Communications</th>
<th>Airport Manager</th>
<th>Communications</th>
<th>NOTAM File</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>HUNT STRIP</td>
<td>10AK</td>
<td>PVT</td>
<td>-9(–8DT)</td>
<td>AL</td>
<td>N61°35.51´</td>
<td>W149°40.67´</td>
<td>Not insp.</td>
<td>122.8</td>
<td>907-373-3062</td>
<td>CTAF</td>
<td>Not insp.</td>
<td>Unattended. Approaches shall be made over the lake. Left or right hand patterns okay.</td>
</tr>
<tr>
<td>ISLAND LAKE SPB</td>
<td>29A</td>
<td>PVT</td>
<td>-9(–8DT)</td>
<td>AL</td>
<td>N61°37.73´</td>
<td>W149°37.07´</td>
<td>370</td>
<td>122.8</td>
<td>907-376-8069</td>
<td>CTAF</td>
<td>ENA</td>
<td>Unattended. Rwy frozen in winter. Be alert for island at south end. 100’ twr approximately 1 NM northwest of lake.</td>
</tr>
<tr>
<td>LAKE LUCILLE SPB</td>
<td>4A3</td>
<td>PVT</td>
<td>-9(–8DT)</td>
<td>AL</td>
<td>N61°34.50´</td>
<td>W149°28.54´</td>
<td>300</td>
<td>122.8</td>
<td>907-269-8400</td>
<td>CTAF</td>
<td>ENA</td>
<td>Unattended. Rwy 16–34 slopes up to the middle of the fld from both ends. Rwy 16–34 soft when wet.</td>
</tr>
<tr>
<td>LINCOLN VILLAGE AIRPARK</td>
<td>89A</td>
<td>PVT</td>
<td>-9(–8DT)</td>
<td>AL</td>
<td>N61°33.56´</td>
<td>W149°42.33´</td>
<td>250</td>
<td>122.8</td>
<td>(907) 841-4933</td>
<td>CTAF</td>
<td>ENA</td>
<td>Unattended. Rwy 16–34 slopes up to the middle of the fld from both ends. Rwy 16–34 soft when wet.</td>
</tr>
<tr>
<td>NIKLASON LAKE SPB</td>
<td>4AK0</td>
<td>PVT</td>
<td>-9(–8DT)</td>
<td>AL</td>
<td>N61°37.75´</td>
<td>W149°16.26´</td>
<td>380</td>
<td>122.8</td>
<td>907-230-7943</td>
<td>CTAF</td>
<td>ENA</td>
<td>Unattended. No service of any type avbl to tran acft. 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 pub dock. Caution, northwest end of lake has recreational activity all year round.</td>
</tr>
<tr>
<td>PIPER LANDING</td>
<td>AK25</td>
<td>PVT</td>
<td>-9(–8DT)</td>
<td>AL</td>
<td>N61°37.05´</td>
<td>W149°36.88´</td>
<td>350</td>
<td>122.8</td>
<td>907-250-9767</td>
<td>CTAF</td>
<td>Not insp.</td>
<td>Unattended. Approaches shall be made over the lake. Left or right hand patterns okay.</td>
</tr>
</tbody>
</table>

**NOTAM FILE**

- **256 ALASKA**
- **ANCHORAGE**

**AK, 21 MAR 2024 to 16 MAY 2024**
SEYMOUR LAKE SPB (3A3)  6 NW UTC–9(–8DT)  N61°36.81´ W149°39.93´

320  NOTAM FILE ENA
WATERWAY N–S: 6000X400 (WATER)
SERVICE:  S4
NOISE:  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.
SEAPLANE REMARKS: Unattended. Public access on west side of lake. Not recommended for seaplane use due to sharp rocks and trees in immediate vicinity.
AIRPORT MANAGER:  907-841-4069
COMMUNICATIONS:  CTAF  122.8

SOLOY STRIP (87AK) PVT  10 NE UTC–9(–8DT)  N61°39.09´ W149°17.31´

545  NOTAM FILE Not insp.
RWY 07–25:  1100X50 (GRVL)
RWY 07:  Trees.
AIRPORT REMARKS:  Attended Mon–Fri 1700–0200Z‡.
AIRPORT MANAGER:  (907) 315-5300
COMMUNICATIONS:  CTAF  122.8

UPPER WASILLA LAKE SPB (3K9)  2 E UTC–9(–8DT)  N61°35.33´ W149°23.10´

330  NOTAM FILE ENA
WATERWAY NE–SW:  5500X800 (WATER)
AIRPORT MANAGER:  907-376-2118
COMMUNICATIONS:  CTAF  122.8

VALLEY FLYING CROWN (AK27) PVT  5 NW UTC–9(–8DT)  N61°38.55´ W149°37.47´

400  NOTAM FILE Not insp.
RWY 06–24:  1800X30 (GRVL)
RWY 24:  Rgt tfc.
AIRPORT MANAGER:  907-232-3930
COMMUNICATIONS:  CTAF  122.8

VISNAW LAKE SPB (T66)  7 NW UTC–9(–8DT)  N61°37.14´ W149°40.71´

300  NOTAM FILE ENA
WATERWAY N–S:  4000X200 (WATER)
AIRPORT MANAGER:  907-947-4052
COMMUNICATIONS:  CTAF  122.8
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 22: REIL. Trees.

RWY 04S–22S: 1690X60 (TURF–GRVL) 0.4% up NE

RWY 04S: Hill.

SERVICE: S4 FUEL 100LL, JET A LGT ACTIVATE REIL Rwy 04 and Rwy 22, PAPI Rwy 04, MIRL Rwy 04–22—CTAF.


AIRPORT 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) VORTAC 112.5 BQG Chan 72 N61°34.17′ W149°58.03′ 070° 12.3 NM to fld. 179/19E.

TACAN AZIMUTH unusable:

230°–245° byd 38 blo 8,000′

DME unusable:

230°–245° byd 38 blo 8,000′


WASILLA LAKE SPB (5L6) 1 E UTC–9(–8DT) N61°35.18′ W149°24.45′

330 NOTAM FILE ENA

WATERWAY NE–SW: 4000X1000 (WATER)

SEAPLANE REMARKS: Unattended. CAUTION: Swimming and watercraft invof.

Tsnt svc na. Dock NE shore.

AIRPORT MANAGER: 478-461-6736

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

BIG LAKE (H) VORTAC 112.5 BQG Chan 72 N61°34.17′ W149°58.03′ 067° 16.1 NM to fld. 179/19E.

TACAN AZIMUTH unusable:

230°–245° byd 38 blo 8,000′

DME unusable:

230°–245° byd 38 blo 8,000′


WASILLA CREEK AIRPARK (See PALMER on page 191)
**WATERFALL SPB** (KWF) (POKW) 0 SW UTC-9 (–8DT) N55°17.78’ W133°14.60’

- NOTAM FILE KTN
- WATERWAY NW–SE: 10000X1000 (WATER)
- AIRPORT MANAGER: 907-265-9650
- COMMUNICATIONS: CTAF 122.9
- RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.
- ANNETTE ISLAND (H) (H) VOR/DME 117.1 ANN Chan 118
  - N55°03.62’ W131°34.70’ 264° 59.0 NM to fld. 184/21E.
  - VOR unusable:
    - 000°–100° byd 11 NM blo 12,000’
    - 000°–100° byd 15 NM
    - 000°–100° byd 9 NM blo 6,500’
    - 120°–130° byd 37 NM blo 6,000’
    - 290°–320° byd 32 NM blo 7,000’
    - 290°–320° byd 37 NM blo 9,000’
    - 345°–000° byd 20 NM
  - DME unusable:
    - 000°–100° byd 11 NM blo 12,000’
    - 000°–100° byd 15 NM
    - 000°–100° byd 9 NM blo 6,500’
    - 120°–130° byd 37 NM blo 6,000’
    - 290°–320° byd 32 NM blo 7,000’
    - 290°–320° byd 37 NM blo 9,000’
    - 345°–000° byd 20 NM

---

**WEST POINT VILLAGE SPB** (KWP) 0 E UTC-9 (–8DT) N57°46.21’ W153°32.94’

- NOTAM FILE ENA
- WATERWAY E–W: 10000X500 (WATER)
- SEAPLANE REMARKS: Unattended. Waterfowl and fishing nets involg ldg area. Subject to strong downdrafts during NW winds, north–south winds cause heavy swells. Operating area in Uganik Bay, rocky islands near beach where seaplanes heel–up.
- COMMUNICATIONS: CTAF 122.8
- RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
- KODIAK (H) (H) 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’

---

**WHALE PASS SEAPLANE FLOAT HARBOR FACILITY SPB** (96Z) 1 SSE UTC-9 (–8DT) N56°06.98’

- NOTAM FILE SIT
- WATERWAY NW–SE: 10000X1000 (WATER)
- SEAPLANE REMARKS: Unattended. Logs in landing area, use caution. Be alert, congestion between boat and seaplane tfc 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.
ALASKA

WHITE MOUNTAIN (WMO)(PAWM) 1 N UTC–9(–8DT) N64°41.35´ W163°24.77´

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
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.

WHITTIER (IEM)(PAWR) 1 NW UTC–9(–8DT) N60°46.63´ W148°43.18´

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 inovf arpt. Apch to Rwy 22 over water, distance from water to thld panels 205´. For tfk use Rwy 04 only first 130´ of Rwy 04 unusable. Pile of large rocks lctd apch end Rwy 04. For ldgs use Rwy 22 only, go around unlikely. Wind indicator may be unreliable. Rwy 22 slopes up 2% from water. 30´ trees, 45´ each side of rwy cntrln, full length.
AIRPORT MANAGER: 907-783-2232
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) VOR/DME 113.15 TED Chan 78(Y) N61°10.07´ W149°57.61´ 104° 43.2 NM to fld. 92/18E.
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´

WILDER RUNWAY (See PORT ALSWORTH on page 200)

WILEY POST–WILL ROGERS MEML (See UTQIAGVIK on page 250)

WILLIAMS MOUNTAIN N58°09.13´ W134°02.02´
RCO 122.55 (JUNEAU RADIO)
**HONEYBEE LAKE AERO PARK** (25AK) PVT 1 N UTC–9(–8DT) N61º42.73′ W150º03.80′

- 200 NOTAM FILE Not insp.
- RWY 04–22: 2000X30 (GRVL)
- RWY 04: Rgt tfc.
- RWY 15–33: 1200X30 (GRVL)
- RWY 33: Rgt tfc.

**AIRPORT REMARKS:** Unattended. Traffic pattern shall remain west of the parks highway.

**AIRPORT MANAGER:** 937-776-0458

**COMMUNICATIONS:** CTAF/UNICOM 122.8

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

---

**KASHWITNA LAKE SPB** (AK34) PVT 6 N UTC–9(–8DT) N61º50.12′ W150º04.78′

- 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) N61º43.28′ W150º02.81′

- 295 NOTAM FILE ENA

- WATERWAY 07W–25W: 1500X50 (WATER)

**SEAPLANE REMARKS:** Unattended. No svc of any type avbl to tran acft. Seaplane base condition not monitored, recommend visual inspection prior to use. Caution for trees on east end of lake.

**AIRPORT MANAGER:** 907-355-5310

**COMMUNICATIONS:** CTAF/UNICOM 122.8

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

---

**WILLOW** (UUO)(PAUO) 1 NW UTC–9(–8DT) N61º45.25′ W150º03.10′

- 215 B NOTAM FILE ENA

- RWY 13–31: 4400X75 (GRVL) MIRL 0.3% up SE


**SERVICE:** 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, dsplcd thld marked with reflective flexible markers and cones, twy markings thru dsplcd 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) (H) VORTACW 112.5 BGQ Chan 72 N61º34.17′ W149º58.03′ 329º 11.4 NM to fld. 179/19E.

**TACAN AZIMUTH unusable:**

- 230º–245º byd 38 blo 8,000′
- DME unusable:

**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) N61º44.61´ W150º03.58´

200 NOTAM FILE ENA

SERVICE: S7

SEAPLANE REMARKS: Unattended. Acft run–up area at the NE end of lake is marked by buoys seasonally. No public dock avbl. Grvl public ramp lctd on NE shore of lake. No public parking avbl. Major power plant repairs avbl. No winter maintenance be alert during ldg/tkf. A buoy has been placed aprx 200´ from the most southern point of land on the southeast end of the lake. Acft opr are not allowed inside the 200´ marker unless taxiing to or from the shore, or taxiing to the acft run–up area. Pilots should be aware of watercraft and recreational activities on the lake. A visual inspection prior to ldg is recommended. Wind indicator avbl at Willow Arpt across the road. Buoys are removed from lake prior to freeze–up and replaced when lake thaws. It is recommended that all acft tkf toward the south, weather conditions permitting. No east/west tkf or ldg are permitted.

AIRPORT MANAGER: 907-495-6286

COMMUNICATIONS: CTAF/UNICOM 122.8


WINGSONG ESTATES (See DELTA JUNCTION on page 94)

WISEMAN (WSM) 1 SSW UTC–9(–8DT) N67º24.31´ W150º07.25´

1195 NOTAM FILE FAI

RWY 02–20: 2000X30 (TURF–DIRT) 0.7% up NE
RWY 02: Thld dsplcd 500´. Trees.

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. Windsock 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 N67º30.14´ W148º28.16´ 240º 38.6 NM to fld. 1875/22E. NDB unmonitored.


WOLF LAKE (See PALMER on page 191)

WOOD RIVER N58º59.98´ W158º32.90´ NOTAM FILE DLG.

NDB (MHW) 429 BTS 011º 3.0 NM to Dillingham. 134/15E.

WOODY ISLAND N57º46.49´ W152º19.48´ NOTAM FILE ADQ.

NDB (PW) 394 RWO 241º 5.6 NM to Kodiak. 24/14E.

RCO 122.2 (KENAI RADIO)
WRANGELL (WRG)(PAWG) 1 NE UTC–9(–8DT) N56º29.06´ W132º22.19´

44 B AOE ARFF Index—See Remarks NOTAM FILE WRG

RWY 10–28: H6000X150 (ASPH–GRVD) S–75, D–175, 2D–175
PCN 49 F/B/X/T HIRL 0.3% up SE
RWY 10: REIL: VASI(V4L)—GA 3.0º TCH 52´. Hill.
RWY 28: REIL: VASI(V4L)—GA 3.0º TCH 52´. Rgt tfc.

SERVICE: S2 FUEL 100LL, JET A LGT ACTVT REIL Rwy 10 and Rwy 28, VASI Rwy 10 and Rwy 28; HIRL Rwy 10–28—CTAF. Rwy 10 VASI unusable byd 2.5 NM, does not provide obstruction clearance byd 2.5 NM.

AIRPORT REMARKS: Attended 1500–0200Z‡. Fuel avbl—907–874–3276. Class I, ARFF Index B. ARFF svc avbl durg sked acr ops only. High terrain immediately S of rwy. Solid waste processing 2000 ft SW of Rwy 10 thr. Wildlife on and inovf arpt. PAEW on rwy. Rcmd visual insp bfr use. Ctc FSS for NOTAMs. PAJA on rwy, twy and prkg apron NA. Snow removal, wildlife ctl, cond rprtg and maint svc avbl durg duty hr; Aft hr or req—Amgr. CLOSED to ops more than 30 pax seats exc PPR. 24 hour PPR req for cargo ops over 100k—Amgr. 24 hr PPR for seaplane aces gate entry durg attd hr. Twy B under 12500 lbs max gross tkl weight. Cold temperature arpt. Altitude correction required at or below –5C. Rwy 10 calm wind rwy. Arpt sand lggr gradation than FAA rcmdd/see AC150/5200–30.

AIRPORT MANAGER: 907-874-3107

WEATHER DATA SOURCES: AWOS–3P 128.5 (907) 874–2458. (WX CAM)

COMMUNICATIONS: CTAF 122.6

RCO 122.45 (SITKA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VOR/W/DME 116.5 LVD Chan 112 N56º28.06´ W133º04.99´ 067º 23.8 NM to fld. 98/20E.

VOR unusable:
020º–050º byd 37 NM
270º–300º byd 25 NM blo 10,000’
301º–321º byd 25 NM blo 7,000’
wx cam avbl at https://weathercams.faa.gov

DME unusable:
020º–050º byd 25 NM blo 11,000’
105º–120º byd 29 NM blo 10,000’
121º–135º byd 35 NM blo 7,000’
270º–300º byd 25 NM blo 10,000’
301º–321º byd 25 NM blo 7,000’
345º–350º byd 36 NM blo 8,000’

LDA/DME 108.5 I–RGL Chan 22 Rwy 10.

COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 1–800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. AWOS–3 wind may be unrepresentative of rwy wind conditions because of local topography.
WRANGELL SPB (68A) 0 S UTC–9(–8DT) N56º27.98’ W132º22.80’
00 AOE NOTAM FILE WRG
WATERWAY NW–SE: 9000X360 (WATER)
SERVICE: S2 FUEL 100LL
AIRPORT MANAGER: 907-874-3736
COMMUNICATIONS: CTAF 122.6
RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.
LEVEL ISLAND (H) (H) VOR/DME 116.5 LVD Chan 112 N56º28.06’ W133º04.99’ 070º 23.4 NM to fld. 98/20E.
VOR unusable:
020º–050º byd 37 NM
270º–300º byd 25 NM b/o 10,000’
301º–321º byd 25 NM b/o 7,000’
wx cam avlb at https://weathercams.faa.gov
DME unusable:
020º–050º byd 25 NM b/o 11,000’
020º–050º byd 37 NM
105º–120º byd 29 NM b/o 10,000’
121º–135º byd 35 NM b/o 7,000’
270º–300º byd 25 NM b/o 10,000’
301º–321º byd 25 NM b/o 7,000’
345º–350º byd 36 NM b/o 8,000’

YAKATAGA (0AA1) PVT 0 S UTC–9(–8DT) N60º04.85’ W142º29.73’
16 NOTAM FILE
RWY 08–26: 4350X75 (TURF)
RWY 08: Tree. Rgt tfc.
RWY 26: Tree.
AIRPORT REMARKS: Unattended. Mtns N thru NE to ESE; 2258 ft hill 3 NM E. Rwy 08–26 extremely soft when wet. Puddles 3 in deep midfield NW side 25 ft x 5 ft wide. 3 in ruts length of ry. Grass on ry sfc up to 12 in tall. Rwy 08–26 extremely soft went wet. Longitudinal ruts to 3 in for several 100 ft near midfield. Prior written permission required to use runway. Use of acft over 5600 lbs gross and non high flotation type tires equipped acft prohibited from Aug 15 to May 15. Erratic winds on final apch fm ocean and mountains. Eagles congregate at streams on both thlds. Rwy 08–26 markings NSTD, rwy has dilapidated thld panels. Windsock located on twr N of parking ramp. May be unreliable due to trees.
AIRPORT MANAGER: 907-424-3252
COMMUNICATIONS: CTAF 122.9
RCO 122.5 (JUNEAU RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
NDB (HW) 209 CYT N60º05.17’ W142º29.33’ at fld. 12/19E.
**YAKUTAT**

**ALSEK RIVER** (A57)  44 SE  UTC–9(–8DT)  N59°11.95´  W138°26.75´

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 tkf. 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) (H) VOR/W/DME:** 113.3  YAK  Chan 80  N59°30.65´  W139°38.89´  096º 41.4 NM to fld. 41/20E.

VOR unusable:

124º–261º byd 22 NM blo 10,000´

DME unusable:

124º–261º 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´

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. Windsock 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´

39  NOTAM FILE JNU

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´. Windsock 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) (H) VOR/W/DME:** 113.3  YAK  Chan 80  N59°30.65´  W139°38.89´  101º 44.6 NM to fld. 41/20E.

VOR unusable:

124º–261º byd 22 NM blo 10,000´

DME unusable:

124º–261º 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)  N59º24.86´ W139º02.02´

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. Rwys 05–23 sfc, turf 3” to 6”. Rwys 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) (H) VOR/W/DME** 113.3  YAK Chan 80  N59º30.65´  W139º38.89´  087º 19.7 NM to fld. 41/20E.

VOR unusable:

124º–261º byd 22 NM bio 10,000´

DME unusable:

124º–261º byd 22 NM bio 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)  N59º33.17´ W139º30.61´

60  NOTAM FILE YAK

**RWY 13–31:** 2150X10 (TURF)

RWY 13:  Tree.

RWY 31:  Tree.

**AIRPORT REMARKS:** Unattended. Numerous Bald Eagles fish and mate abv rwy. Trees between 50´–120´ border airstrip safety area. Rwy safety area 75´ wide full length with ground rising and falling over 12”. Maintain centerline clt. 7´ level along each side of rwy centerline. Remainder 4' higher, soft and uneven. Some ruts over 12”, standing water after rain. Rwy 13–31 20’ usable 10’ either side of centerline, remainder either side soft. Rwy 13–31 NSTD markings, thld marked with yellow plastic pipes.

**AIRPORT MANAGER:** 907-784-3359

**COMMUNICATIONS:** CTAF 123.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE YAK.

**YAKUTAT (H) (H) VOR/W/DME** 113.3  YAK Chan 80  N59º30.65´  W139º38.89´  039º 4.9 NM to fld. 41/20E.

VOR unusable:

124º–261º byd 22 NM bio 10,000´

DME unusable:

124º–261º byd 22 NM bio 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)  N59º14.98´ W138º30.25´

183  NOTAM FILE YAK

**RWY 12–30:** 1900X10  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) (H) VOR/W/DME** 113.3  YAK Chan 80  N59º30.65´  W139º38.89´  094º 38.5 NM to fld. 41/20E.

VOR unusable:

124º–261º byd 22 NM bio 10,000´

DME unusable:

124º–261º byd 22 NM bio 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) N59º30.20’ W139º39.62’
40  B  ARFF Index—See Remarks  NOTAM FILE YAK
PCN 53 F/B/X/T  HIRL
RWY 11: MALSRS. PAPI(P4L)—GA 3.0º TCH 56’. RVR–T
RWY 02–20: H6475X150 (CONC) S–38, D–107, 2D–200
PCN 59 R/C/X/T  HIRL
RWY 20: REIL. PAPI(P4L)—GA 3.0º TCH 29’. Brush.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–6475 TODA–6475 ASDA–6475 LDA–5087
SERVICE: FUEL 100, JET A1+
AIRPORT REMARKS: Attended 1530–0230Z‡. 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 1 Oct–1 May. Class I, ARFF Index B. ARFF Index B svc avbl during air carrier oprs only. CLOSED to air carrier oprs with more than 30 px seats exc 24 hrs PPR in writing to Arpt Manager P.O. Box 186 Yakutat AK 99689. 24 hr PPR for cargo oprs over 100,000 lbs call 907–784–3476. Rwy 02–20 not avbl for scheduled or unschedulced acr oprs with more than 30 psgr seats. Snow removal, wildlife ct, cond reporting, and otr afld maint services only avbl and valid drg arpt maint duty hrs. Ctc arpt mgmt for after hrs reqs for afld services. Arpt maint duty hrs 1530–0230Z dly. Twy C and Twy A1 clsd during air carrier oprs until 15 minutes after due to jet blast. Numerous birds, bear, moose on & inv of rwy. Para jumping onto arpt, rwy, twy & acft parking apron prohibited. Road angles 100˚ to 230˚ from Rwy 02 thld. Snow removal, ice ct and arpt hazardous conditions reported only during arpt maint duty hrs. Rwy 02–20 not maintained or monitored 1 Oct–1 May. Rwy cond reports reflect conds during arpt maint duty hrs only. Arpt maint personnel & equip may be on rwy at any time; recommend visual inspn prior to use; ctc nearest FSS for current NOTAM. Twy A1, Twy D & Apron B clsd to acft 12,500 lbs & ovr. Twy B, Twy C, & Twy D not maintained or monitored 1 Oct–1 May. 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) 784–3116. (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) (H) VOR/DME 113.3 YAK Chan 80 N59º30.65’ W139º38.89’ at fl. 41/20E.
VOR unusable: 124º–261º byd 22 NM blo 10,000’
DME unusable: 124º–261º byd 22 NM blo 10,000’
OCEAN CAPE NDB (HW) 385 OCC N59º32.62’ W139º43.69’ 119º 3.2 NM to fld. 20E.
ILS 111.1 I–YAK Rwy 11. Class IB. LOC unusable fm .2 NM to thld.
YAKUTAT SPB (2Y3)  1 NW  UTC-9(−8DT)  N59º34.66´ W139º45.00´
00   NOTAM FILE JNU
WATERWAY NE–SW: 7500X2000 (WATER)
WATERWAY NW–SE: 7500X2000 (WATER)
AIRPORT MANAGER: 907-784-3323
COMMUNICATIONS: CTAF 123.6
RADIO AIDS TO NAVIGATION: NOTAM FILE YAK.
(H) (H) VOR/DME 113.3  YAK Chan 80  N59º30.65´ W139º38.89´ 302º 5.1 NM to fld. 41/20E.
VOR unusable:
124º–261º byd 22 NM blo 10,000´
DME unusable:
124º–261º byd 22 NM blo 10,000´

YANKEE CREEK 2 (A77)  1 S  UTC-9(−8DT)  N63º00.11´ W156º22.04´
1120   NOTAM FILE ENA
RWY 13–31: 1560X16 (TURF–DIRT)
RWY 13: Trees.
AIRPORT REMARKS: Unattended. Sharp right turn rrd aft downhill dep due to mountain immediately NW of rwy. Be alert: avoid using rwy’s especially in windy conditions. Rwy 13–31 width narrows to 7 ft due to trees and brush encroachment. Rwy 13–31 narrow, soft spongy, rutted and not maintained. Brush up to 6 ft high growing along the full length and width of rwy. No visual sight btn rwy ends because of 10 deg dogleg. Rwy slopes downhill fm SE to NW at a 15:1 slope.
AIRPORT MANAGER: 907-524-3640
COMMUNICATIONS: CTAF 122.9

YES BAY LODGE SPB (78K)  0 N  UTC-9(−8DT)  N55º54.98´ W131º48.07´
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 acct 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**  
(L20)  
1 W  
UTC–9(–8DT)  
N65°18.69´ W143°08.05´  
867  
NOTAM FILE FAI  
RWY 01–19:  
3900X80 (GRVL)  
0.3% up S  
RWY 01:  
Road.  
RWY 19:  
Road.  

**AIRPORT REMARKS:** Unattended. Rwys 01–19 not maintained during winter and early spring. Rwy condition not monitored. Recommend visual inspection prior to using. Rwys 01–19 sfc very rough, rocks up to 6 inch. Rwys 01–19 is a dredged creek bottom sloping uphill north to south. 8 ft high dredge tailings on both sides full length of Rwys 01–19. Rwys 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 Rwys 01–19. Rwys 01–19 thld marked with cones and damaged reflective panels. Limited acft parking along west side near south end of Rwys 01–19. Large rocks in ramp and parking area, up to 18 inches.  

**AIRPORT MANAGER:** 907-455-0646  
**COMMUNICATIONS:** CTAF 122.8  
SUAIS 125.3  
126.3 (1–800–758–8723).  

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

### YUKON RIVER BRIDGE

**RCO**  
122.15 (FAIRBANKS RADIO)  

**FAIRBANKS**

**L–4J**

---

**AK, 21 MAR 2024 to 16 MAY 2024**
ABBOTSFORD  BC  (CYXX)  2 SW  UTC–8(–7DT)  N49º01.52´  W122º21.60´  SEATTLE  H–1B, L–1E
194  B  AOE  NOTAM FILE CYXX  Not insp.
Rwy 07–25:  H9597X200 (ASPH)  HIRL
Rwy 07:  SSSLR. REIL. Rgt tcf.
Rwy 25:  ODALS. REIL. PAPI(P4L)—GA 3.0º. Thld dsplcd 295´.
Rwy 01–19:  H5328X200 (ASPH)  MIRL
Rwy 01:  REIL. PAPI(P4L)—GA 3.0º. Rgt tcf.
Rwy 19:  REIL. PAPI(P4L)—GA 3.0º.
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
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 rgt trng as authorized by arpt mgr. Parachute area aprx 5 NM NE of arpt. Prior rct rqr for csts (1600–0800Z‡) call 888–226–7277. IFR trng flts PPR ctc 604–775–9674. Helicopter trng on infld. Numerous obst in helicopter trng areas. Heli trng areas day use only. Ops ltd winter maintenance 1430–0700Z‡. Other times 2 hrs prior rct rqr, call out charge. PPR dur winter maintenance exc scheduled ops, alternate or emerg, CRF, PLR/PCN. Turf rwy csld exc with prior permission and agreement plan with arpt mgr. Tall vehicles on road south of thld Rwy 01. Ltd parking and deicing dur winter ops, all wide body acft 24 hr prior rct ctc ops 604–864–5544. Transit parking rstd to Apron 1. All other parking PPR ctc ops. Arpt 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. Turf rwy 31 down 0.59%. Ldg fees for coml acft.

ACTIVE PASS  BC  N48º52.43´  W123º17.40´  SEATTLE  L–1D
NDB(MHJ)  378  AP 186º  14.6 NM to Victoria Intl./16E.
ANAHIM LAKE  BC  (CAJ4)  1 S  UTC–8(–7DT)  N52º27.08´  W125º18.22´  L–1D
3639  NOTAM FILE CYWL  Not insp.
Rwy 13–31:  H4642X75 (ASPH)
RUNWAY DECLARED DISTANCE INFORMATION
Rwy 31:  TORA–4642  TODA–4839  ASDA–4642  LDA–4642
SERVICE:  S4  FUEL  100LL, JET A
AIRPORT REMARKS:  Attended 1800–2200Z† (DT 1700–2100Z‡) Mon, Wed, Fri 03 hr PN. For attendance schedule call 250–742–2364. For fuel self–serve credit card. Exp moderate to extreme turbulence when winds from west. Extv float plane activity at Nimpo Lake, 9 NM SE of A/D. Possible presence of large animals within arpt perimeter. Rwy 31 down 0.59%. Ldg fees for coml acft.
AIRPORT MANAGER:  250-742-2364
COMMUNICATIONS:  UNICOM  122.8
COMM/NV/WX REMARKS:  Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). WxCam. Altimeter ltd hrs.
ATLIN  BC (CYSQ)  1 NE  UTC–8(–7DT)  N59°34.58´ W133°40.28´
2351  B  AOE  NOTAM FILE CYSQ  Not insp.
 Rwy 01–19: 3949x75 (GRVL)  MIRL
  Rwy 01:  REIL. PAPI(P2L)—GA 4.5º.
  Rwy 19:  REIL. PAPI(P2L)—GA 4.5º. Rgt tgt.
 Runway Declared Distance Information
  Rwy 01: TORA–3949  TODA–3949  ASDA–3949  LDA–3949
 Service: LGT
 Activate MIRL Rwy 01–19—123.2. REIL on high setting only.
 Communications:
 RCD 123.55 (WHITEHORSE RADIO)
 C/N/WtR Remarks: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). WxCam.

BEAVER CREEK  YT (CYXQ)  1 NW  YUKON GOVT  UTC–8(–7DT)  N62°24.64´ W140º52.14´
2131  B  AOE  NOTAM FILE CYXQ  Not insp.
 Rwy 14–32: 3745x100 (GRVL)  LIRL
  Rwy 14:  REIL. VASI—GA 3.0º. Rgt tgt.
  Rwy 32:  REIL. VASI—GA 3.0º. Thld dsplcd 341´.
 Runway Declared Distance Information
  Rwy 14: TORA–3600  TODA–3600  ASDA–3745  LDA–3745
  Rwy 32: TORA–3745  TODA–3745  ASDA–3745  LDA–3404
 Service: LGT
 Activate LIRL Rwy 14–32, VASI Rwy 14 and Rwy 32—CTAF.
 Communications:
 RC 122.1 (1600–2200Z‡)
 RCD 123.475 (WHITEHORSE RADIO)
 C/N/WtR Remarks: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). METAR dur CARS hrs. OT LWIS.

BELLA BELLA  BC  N52°11.12´ W128°06.82´
 NDB(MHI) 325  YJQ  250º 1.5 NM to Campbell Island /19E.

BELLA BELLA  Campbell Island  BC (CBCB)  1 NW  UTC–8(–7DT)  N52°11.11´ W128°09.24´
141  NOTAM FILE CYZT  Not insp.
 Rwy 13–31: H3702X75 (ASPH)
 Runway Declared Distance Information
  Rwy 13: TORA–3702  TODA–4686  ASDA–3702  LDA–3702
  Rwy 31: TORA–3702  TODA–4686  ASDA–3702  LDA–3702
 Service: FUEL
  100LL, JET A
 Airport Remarks: Attended intermittently. For attendance schedule call 250–957–2868. For fuel service call 250-957-2645, 778-913-0558 1700-0000Z‡ (DT 1600-0000Z‡), OT call out charge. Rwy condition report: Ltd winter maint. Rock outcropping approx. 120’ northeast of rwy. High trees on rising ground NW and SE of arpt. Rwy 31 first 1500´ up 0.37%, remainder up 1.53%. Heli arr/dep Rwy 13-31 taxi via Twy B to/from helipad.
 Communications:
 RCD 123.475 (PACIFIC RADIO)
 C/N/WtR Remarks: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). METAR AUTO H24. WxCam.
<table>
<thead>
<tr>
<th>Location</th>
<th>Coordinates</th>
<th>Notes</th>
<th>Remarks</th>
<th>Service</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bella Coola</strong></td>
<td>N52°23.25´ W126°35.75´</td>
<td>117</td>
<td>Not insp. Rwy 05–23: H4200X100 (ASPH) Rwy 23: Thld dsplcd 206´.</td>
<td>Fuel</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Service: Fuel 100LL, JET A</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Communications: RCO: 126.7 (PACIFIC RADIO)</td>
<td></td>
</tr>
<tr>
<td><strong>Boundary Bay</strong></td>
<td></td>
<td></td>
<td>Regulations provided.</td>
<td>Fuel</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Service: Fuel 100LL, JET A</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Communications: VANCOUVER CENTER APP/DEP CON 123.875 132.525</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>RCO 123.375 (PACIFIC RADIO) 123.875 126.7 (PACIFIC RADIO)</td>
<td></td>
</tr>
<tr>
<td><strong>Burwash</strong></td>
<td>N61°22.24´ W139°02.39´</td>
<td>2645</td>
<td>Not insp. Rwy 11–29: 5006X100 (GRVL) LIRL</td>
<td>Fuel</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Runway Declared Distance Information</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Rwy 11: TORA–5006 TODA–5023 ASDA–5006 LDA–5006</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Rwy 29: TORA–5006 TODA–5023 ASDA–5006 LDA–5006</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Service: LGT Activate LIRL Rwy 11–29, PAPI Rwy 11 and Rwy 29—CTAF.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>PAPI may require 3-5 min to activate via ARCAL in cold temperatures.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>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. Compacted snow/grvl mix during winter conds. Sfc may be soft during freeze and thaw periods.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Weather Data Sources: AWOS 128.7 (not avbl dur CARS hrs ops)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>RCO: East 123.375 West 123.475 (WHITEHORSE RADIO) (Both may not be receivable on ground)</td>
<td></td>
</tr>
</tbody>
</table>
CAMPBELL RIVER

B (CYBL)  4.5 S  UTC-8(-7DT)  N49º57.12´ W125º16.38´  H–10, 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 3.0º.  Rgt tfc.  RVR
Rwy 30:  SSALR.  REIL.  PAPI(P2L)—GA 3.0º.  RVR

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 30:  TORA–6499  TODA–7483  ASDA–6499  LDA–6499

SERVICE:  S2  FUEL  100LL,  JET A-1

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 apx 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 ct on all twys.  Cstms avbl 1630–0030Z‡ OT 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.

COMM/NV/WEATHER REMARKS:  Kamloops 866–WXBRIEF  (Toll free within Canada) or 866–541–4101  (Toll free within Canada & USA).  Edmonton IFR:  888-358-7526.  WxCam.
**CANADA**

**CHAPMAN**

YT (CEZ2) 0 W YUKON GOVT UTC-8 (-7DT) N64°54.21’ W138°16.64’

3110 NOTAM FILE CYXY. Not insp.

**RWF 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. CAUTION: Tundra tires recommended.

**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**

BC (CYQQ) 2.5 NNE DND(PVT) UTC–8(–7DT) N49º42.67´ W124º53.20´

84 B AOE NOTAM FILE CYQQ Not insp.


**RWF 12:** SSALR(NSTD). REIL. PAPI(P2L)—GA 3.0º. TCH 61’

**RWF 30:** SSALR(NSTD). REIL. PAPI(P2L)—GA 3.0º. TCH 55’ Thld dsplcd 295´. Rgt tfc.

**RWF 18–36:** H4970X200 (ASPH) PCN 67 F/A/X/T HIRL

**RWF 18:** REIL.

**RWF 36:** REIL. Rgt tfc.

**LAND AND HOLD–SHORT OPERATIONS**

**LDG RWF** HOLD–SHORT POINT AVBL LDG DIST

| RWF 30 | 18–36 | 7450 |
| RWF 36 | 12–30 | 3150 |

**RUNWAY DECLARED DISTANCE INFORMATION**

| RWF 12 | TORA–9960 TODA–9960 ASDA–9960 LDA–9960 |
| RWF 18 | TORA–4970 TODA–4970 ASDA–4970 LDA–4970 |
| RWF 30 | TORA–9960 TODA–9960 ASDA–9960 LDA–9960 |
| RWF 36 | TORA–4970 TODA–4970 ASDA–4970 LDA–4970 |

**ARRIVING GEAR/SYSTEM**

**RWF 12** BAK–12 BAK–14 (1697’). BAK–12 BAK–14 (1495’). RWF 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 arpt 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 acct PPR at all times exc MEDEVAC. Base Ops 250–339–8231. For MEDEVAC btn 0700–1400Z‡ call WG ops 250–339–8288. PPR not rqrd. Lda overngt 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. LDA for land and hold short operations.

**COMMUNICATIONS:**

**ATIS**

282.2

**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.

**ILS Z** 111.7 I–IQX Rwy 12.

**ILS 109.75 I–ICX Rwy 30.**

**COMM/NAV/WEATHER REMARKS:** Kamloops B66–WXBRIEF (Toll free within Canada) or B66–541–4101 (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  
COMM/NAV/WEATHER REMARKS: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA).

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 3.0º. 0.2% down.  
RWY 21: PAPI(P2L)—GA 4.0º. Rgt tfc.  
RUNWAY DECLARED DISTANCE INFORMATION  
RWY 03: TORA–5003  TODA–5203  ASDA–5003  LDA–5003  
SERVICE: FUEL  
100LL, JET A  
AIRPORT REMARKS: Arpt use rstd to dlgt hrs only, exc MEDEVAC and emergencies. Arpt maint avbl 1400-2300Z‡ ctc 867–993–7719. All non-sked act with wing span over 60 ft require PN ctc 867–993–2909 or 867–634–2046. Fuel avbl 1500–2200Z‡ Mon–Fri May 1–Sept 30, OT call out chg 867–393–4359, 867–335–5825. 24 hr PN. Call out charges may be levied for one or more svc. Fuel storage by permit only, ctc opr. High ground penetrates lft/apch slope aprx 2 NM from Rw 03 thld and 1 NM from Rw 21 thld. Hangliding and paragliding activity near Dawson City townsite. Cstms PPR ctc 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 03–21: H6003X100 (ASPH)  
RWY 03: REIL. PAPI(P2R)—GA 4.0º. Thld dsplcd 402′.  
RWY 21: REIL. PAPI(P2L)—GA 4.0º. Rgt tfc.  
RUNWAY DECLARED DISTANCE INFORMATION  
RWY 03: TORA–6003  TODA–6003  ASDA–6003  LDA–6003  
SERVICE: FUEL  
100LL, JET A (F.SII avbl) TNDC 250–617–1482 or 250–771–5911.  
AIRPORT REMARKS: For attendance schedule call opr 250–617–1482 or 250–771–5911. For fuel PPR. Only pilots familiar with lct 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). TNDC 250–617–1482 or 250–771–5911. First 1600’ Rw 03 up 1.5%. Parking available only at the main apron with plug-in facilities.

COMMUNICATIONS:  
RCO: 123.55 (WHITEHORSE RADIO)  
RADAR AIDS TO NAVIGATION  
NDB(HW) 214  DA  N64°01.73′ W139°10.06′ 034º 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.

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
HAINES JUNCTION   YT (CYHT)  2 NW  YUKON GOVT  UTC–8(–7DT)  N60°47.37’ W137°32.71’  WHITEHORSE  H–1C, L–1B
2150  NOTAM FILE CYHT  Not insp.
RWY 05–23:  5002X100 (GRVL)  LIRL
RWY 05:  REIL. PAPI(P2L)  Rgt tfc.
RWY 23:  REIL. PAPI(P2L)
COMMUNICATIONS:
RCO  123.375 (WHITEHORSE RADIO)
COMM/NAV/WEATHER REMARKS : Kamloops B66–WXBRIEF (Toll free within Canada) or B66–541–4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526. WxCam.

HOUSTON  BC  N54°27.14’ W126°39.03’  VOR/DME  114.7  YYD  Chan 94 304º 29.1 NM to Smithers./17E.

KITIMAT  BC  N54°03.25’ W128°40.21’  NDB(HZ)  203  ZKI  348º 25.1 NM to Terrace./19E.

MASSET  BC (CZMT)  1.5 SW  UTC–8(–7DT)  N54°01.63’ W132°07.50’
19  B  AOE  NOTAM FILE CZMT  Not insp.
RWY 13–31:  H4924X100 (ASPH)  MIRL
RWY 13:  SSALR. REIL. PAPI(P2L)—GA 3.0º.
RWY 31:  ODALS. REIL. PAPI(P2L)—GA 3.5º. Thld dsplcd 250´. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
SERVICE: FUEL  JET A1  LGT  ACTIVATE MIRL Rwy 13–31, PAPI and REIL Rwys 13 and 31—122.7. REIL avbl hi inst only. Twy B ungld.
COMMUNICATIONS: UNICOM ltd hrs OT tfc 122.7.
COMM/NAV/WEATHER REMARKS : Kamloops B66–WXBRIEF (Toll free within Canada) or B66–541–4101 (Toll free within Canada & USA). METAR 1500-0200Z‡ Oct 1–Apr 30, 1300–0000Z‡ May 1–Sep 30. OT LWIS.

HELIPAD H1:  H69X69 (CONC)
HELIPAD H2:  H69X69 (CONC)
HELIPORT REMARKS: Arr/dep on rwy, hover taxi to prkg pads.
MAYO YT (CYMA) Not insp.

RWY 07–25: 4843X100 (GRVL) MIRL

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA–4843 TORA–5040 ASDA–4843 LDA–4843

SERVICE: FUEL
100LL, JET A, Fuel avbl 1500–2200Z‡ Mon–Fri May 1–Sep 30, O/T call out chg 867-393-4359, 867-335-5825 24 hr PN. 

LGT
Lgt avbl to non-sked acft only.

AIRPORT REMARKS: Attended Mon–Fri. Fuel storage by permit only ctc opr. Call out charge may be levied for one or more svc. Rwy 07 down 0.34%. A/D maint avbl 1400–2230Z‡ Mon–Fri ctc 867-383-0004. All non sked acft with wingspan over 60 FT require min 3 days PN. Ctc opr. CAUTION: Powerlines invof Rwy 07 apch. Compacted snow/grvl mix during winter conds. Sfc may be soft during freeze and thaw periods.

COMMUNICATIONS:

RADIO
122.1

rado aids to navigation
NDB(BH) 365 MA N63º37.67´ W135º53.71´ 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 (N48º40.26´ W123º32.21´)

RWY 16–34: H6602X150 (ASPH) HIRL

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA–6602 TORA–7094 ASDA–6602 LDA–6405
RWY 34: TORA–6602 TORA–7192 ASDA–6602 LDA–5600

SERVICE: FUEL
100LL, JET A1

After 0530Z‡ ACTIVATE HIRL Rwy 16–34, Rwys 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 250-924-3639; 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. Ngt ops are not recommended unless the PAPI and all five hazard beacons are opr. ARRF services: 6 1330-0800Z (DT 1230-0700Z) for sked acft 20 seats and abv, OT 2hr PN cost recovery. Customs avbl phone 888–226–7277. Rwy 34 rgt hand circuts. Maintain 1200 ASL til over Ladysmith Harbour. Rwy 16 climb to a safe altitude. Left turn heading 142º til over Ladysmith Harbour. Climb over Harbour to 1000 ASL before proceeding on course. Avoid flgt over built up areas below 1000´ ASL. Extv bird activity. Deer invof rwy. 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. Altn prkg avbl on Apron III ctc 604-227-9274.


RADIO 122.1 291.8 1330–0530Z1 (emerg only 250–245–4032)"

GND ADV 122.6 1330–0530Z1 (DT 1230–0430Z1) (emerg only 250–245–4032) (PTC avbl)"

VICTORIA TRML 120.8

VICTORIA APP/DEP CON 121.075 252.3

RADIOS AIDS TO NAVIGATION
NDB(BH) 251 YCD N49º07.67´ W123º52.30´ 163º 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.
PITT MEADOWS

BC (CYPK)

1 SW

UTC–8(–7DT)

N49°12.97´ W122°42.80´

11 B

T PA—See Remarks

AOE

NOTAM FILE CYVR.

Not insp.

RWY 08R–26L:

H5003X100 (ASPH)

MIRL

RWY 08R:

ODALS.

PAPI (P2) Thld dsplcd 198´.

Rgt tfc.

RWY 26L:

ODALS.

PAPI (P2) Thld dsplcd 222´.

RWY 08L–26R:

H2485X75 (ASPH)

RWY 26R:

Rgt tfc.

RWY 18–36:

H2484X75 (ASPH)

MIRL

RWY 18:

Rgl Rtfc.

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–2482 TODA–2584 ASDA–2484 LDA–2484

RWY 26R:

TORA–2485 TODA–2584 ASDA–2484 LDA–2484

RWY 36:

TORA–2484 TODA–2584 ASDA–2484 LDA–2484

SERVICE: FUEL

S4

MIRL Rwy 08R–26L and Rwy 18–36 preset low intst 0600–1400Z‡ after 1400Z‡ ACTIVATE 126.3 key mike 3 times within 5 minutes 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:


CAUTION:

Quarry blasting ops within 0.5 NM radius N49º17´14” W122º39´33” (aprx 4.7 NM north of aerodrome) to 300 AGL. Coyotes inofwys. 160´ lgtd 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 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 flt 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 flt 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. Due to reduced wingtip clearance, acft total wingspan exceeding 60´ are recommended to use Twy A when taxiing to/fr Apron I. CAUTION: Industrial complex S of Rwy 26L apch, do not mistake bldg floodlights for rwy edge lights during low vis conds. Twy L2 (rapid exit) Dsign speed in wet conditions in wet conditions is 50 kt (95km/h). Twy Q Follow me required below RVR 1200, ctc Aprt Ops.

CONTINUED ON NEXT PAGE
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


HELIPORT REMARKS: All Turbine Heli: Continuous circuits prohibited unless approved by airport manager. Arr/dep: Avoid low flt over built-up areas, unless directed by ATC. All Apron I arr/dep rqrd to use marked Apron I heli parking pads 1, 2 and 3 unless prior permission received fr APM.

PORT HARDY
BC (CYZT)  5.2 SE UTC–8(–7DT) N50º40.84´ W127º22.00´
71  B AOE NOTAM FILE CYZT Not insp.
RWY 11–29: H4999X150 (ASPH–GRVD) MIRL
RWY 11: ODALS. REIL.
RWY 29: ODALS. REIL. PAPI(P2L) Rgt tlc.
RWY 08–26: H4000X150 (ASPH) MIRL
RWY 08: REIL.
RWY 26: REIL. PAPI(P2L) Rgt tlc.
RWY 16–34: H3984X150 (ASPH) HIRL
RWY 34: Thld dspcld 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


COMMUNICATIONS: HARDY RADIO 122.2 PTC avbl.
RCO 123.375 126.7(broadcast) (PACIFIC RADIO)
RCO 123.25 (RAAS) 1330–0530Z (DT 1230–0430Z)

AIRSPACE: CLASS D svc continuous.

RADIO AIDS TO NAVIGATION:
VOR/DME 112.0 YZT Chan 57X N50º41.07´ W127º21.96´ At Fld./16E.
ILS/DME 109.5 I–IZT Chan 32 Rwy 11. LOC reliable only within 10º 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)  N49º50.05´  W124º30.02´

414  B  NOTAM FILE CYBL  Not insp.

Rwy 09–27:  H3623X148 (ASPH)  MIRL
  Rwy 09:  REIL. PAPI(P2L)—GA 3.0º.  Rgt tfc.
  Rwy 27:  REIL. PAPI(P2L)—GA 4.0º.

RUNWAY DECLARED DISTANCE INFORMATION
  Rwy 09:  TORA–3623  TODA–4328  ASDA–3797  LDA–3623
  Rwy 27:  TORA–3623  TODA–3968  ASDA–3731  LDA–3623

SERVICE: 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.

SERVICE: FUEL  OT 100LL avbl 2 hrs PN, call out chg will be levied 604-414-5494.


COMMUNICATIONS:
  RCO 123.55  126.7(broadcast) (PACIFIC RADIO)
  COMOX TERMINAL CONTROL 123.7   227.6

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)  N54º17.15´  W130º26.68´

116  B  AOE  NOTAM FILE CYPR  Not insp.

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.


WEATHER DATA SOURCES: AWOS

COMMUNICATIONS:
  MANDATORY FREQ
  RCO 122.5  (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).  METAR AUTO H24.

PUNTZI MOUNTAIN  BC (CYPU)  17 W  UTC–8(–7DT)  N52º06.77´  W124º08.69´

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
  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).
ROSS RIVER  YT (CYDM)  1 S  YUKON GOV’T  UTC–8(–7DT)  N61º58.23′ W132º25.33′
2359  NOTAM FILE CYDM  Not insp.
RWY 07–25: 5113×100 (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.
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)  N53º15.26′ W131º48.83′
21 B  NOTAM FILE CYZP  Not insp.
RWY 13–31: H5112X150 (ASPH)  HIRL
RWY 13: REIL. Rgt tfc.
RWY 31: REIL. PAPI(P2L)—GA 3.0º.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 31: TORA–5112 TODA–5112 ASDA–5112 LDA–5112
SERVICE: FUEL  JET A1 (FSII avbl), SP, HPR
WEATHER DATA SOURCES: AWOS 128.75
COMMUNICATIONS:
RCO 123.275 (PACIFIC RADIO) May not be receivable on the ground.  PTC avbl.
RCO 296.2 122.3 (TERRACE RADIO)  PTC avbl.
VANCOUVER CENTER APP/DEP CON 227.2
AIRSPACE: CLASS E  svc continuous.
RADAR AIDS TO NAVIGATION:
VOR/DME 114.1 YZP  Chan B8  N53º15.13′ W131º48.43′  At Fld.46/19E.
COMM/NAV/WEATHER REMARKS: Kamloops B66–WXBRIEF (Toll free within Canada) or B66–541–4101 (Toll free within Canada & USA). METAR AUTO H24. TAF H24, issue times: 01, 07, 13. 19Z.  WxCam.

SHINGLE POINT  N68º55.37′ W137º15.75′
RCO—364.2 126.7 (ARCTIC RADIO)

SILVER CITY  YT (CFQ5)  YUKON GOV’T  UTC–8(–7DT)  N61º01.73′ W138º24.45′
2570  NOTAM FILE CFQ5  Not insp.
RWY 01–19: 3000×75 (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 B66–WXBRIEF (Toll free within Canada) or B66–541–4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526.
### SMITHERS  
**BC (CYYD) 2 N UTC–8(–7DT) N54°49.52′ W127°10.97′**

1716 B NOTAM FILE CYYD Not insp.

#### RWY 15–33: H7545X150 (ASPH) MIRL
- **RWY 15**: ODALS. REIL. PAPI(P2L) Thld dsplcd 259′.
- **RWY 33**: ODALS. REIL. PAPI(P2L) Thld dsplcd 262′. Rgt tfc.

#### RUNWAY DECLARED DISTANCE INFORMATION
- **RWY 15**: TORA–7545 TODA–8300 ASDA–7545 LDA–7286
- **RWY 33**: TORA–7545 TODA–8165 ASDA–7545 LDA–7283

#### SERVICE:
- **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:

#### 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) PTC avbl.
- **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 bnt 180° and 270° byd 20 NM bnt 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′**

24 NOTAM FILE CYPR Not insp.

#### 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.

---

**AK, 21 MAR 2024 to 16 MAY 2024**
TERRACE  BC (CYXT)  3 S  UTC–8(–7DT)  N54º28.11´ W128º34.70´  H–10, L–10
713  B  NOTAM FILE CYXT  Not insp.
Rwy 15–33: H4797X148 (ASPH)  HIRL
Rwy 15: ODALS. REIL. PAPI(P2R)—GA 3.5º.  RVR
Rwy 33: SSALR. REIL. PAPI(P2L)—GA 3.5º.  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: Attended 13-08Z (DT 12-07Z). Gliders opr off rwy to SW of arpt by NOTAM. Ngt ops not recommended unless all hazard bncs are opr. Recommend that only pilots familiar with the lcl area use the arpt during hrs of darkness. Twy A and B AGN IIIb. Twy B unctld first 2000´ from apron. Fuel avbl 1230–0400Z (DT1130–0300Z) etc 250–638–1564, OT call out charge. ARFF services: Participating CAT 5 1745–0325Z (DT 1645–0225Z) for sked pax flt, other acct 2 hr PN 250–615–7636. Call out chg. Designated CAT 6 1330–0740Z (DT1230–0640Z) for scheduled commercial. Tran actf 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 aprt opr. Corporate itinerant prkg available. Win maint 16–04Z (DT 15–03Z). No win maint Rwy 03–21. Ltd hrs CRFI, PLR/PCN. Rwy 03 slope 0.69% up. All stands PPR.
COMMUNICATIONS:
RADIO 122.0 (E)  PTC avbl.
RCO 123.375 (PACIFIC RADIO)
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)  N60º10.37´ W132º44.64´  H–1C
2303  B  AOE  NOTAM FILE CYZW  Not insp.
Rwy 09–27: 5028X100 (GRVL)  HIRL
Rwy 09: REIL. PAPI(P2L)—GA 3.0º.  Rgt tfc.
Rwy 27: REIL. PAPI(P2L)—GA 4.0º.
RUNWAY DECLARED DISTANCE INFORMATION
Rwy 09: TORA–5028  TODA–5193  ASDA–5028  LDA–5028
Rwy 27: TORA–5028  TODA–5193  ASDA–5028  LDA–5028
SERVICE: LGT  ACTIVATE LIRL Rwy 09–27 and rot bcn—122.1. PAPI may require 3–5 min to activate via ARCAL in cold temperatures.
AIRPORT REMARKS: Ltd winter maintenance. Rwy sfc soft in spring and when wet. Fuel storage by permit only ctc opr. Rwy 27 slope down 0.50%. Compacted snow/grvl mix during winter condns. Sfc may be soft during freeze and thaw periods.
COMMUNICATIONS:
RADIO 122.1 (W) (1300–0100Z‡ Jun 1–Sep 30; 1600–0000Z‡ Oct 1–May 31)
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: PAPI(P1)—GA 3.0º. Thld dsplcd 500’.
RWY 29: PAPI(P1)—GA 3.0º.

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 28: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 34: TORA–5000 TODA–5000 ASDA–5000 LDA–4113

SERVICE: FUEL 100LL, JET A1, 24 hr emerg phone 250-266-1449


COMMUNICATIONS:

RCO 123.25 (HARDY RADIO) (1330–0530Z‡) PTC avbl.

VANCOUVER CENTER APP/DEP CON 127.925 132.9 254.9

AIRSPACE: CLASS E svc continuous.

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 310º–060º. 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—132.775 133.775
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
Punzal—135.05 135.05
Sandspit—227.2 227.2 133.4 133.4
Terrace—263.1 269.1 128.4 128.4
Tofino—254.9 254.9 132.9 132.9
VANCOUVER

BOUNDARY BAY  BC (CZBB)  8.5 SSE  UTC-8(-7)  N49º04.41´ W123º00.50´  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 13–31: H5605X100 (ASPH)  MIRL
RWY 13: ALS(NSTD)  REIL.
RWY 31: REIL. PAPI(P2L) Rgt tfc.

LAND AND HOLD–SHORT OPERATIONS

<table>
<thead>
<tr>
<th>RWY</th>
<th>HOLD–SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>13–31</td>
<td>4582</td>
</tr>
<tr>
<td>31</td>
<td>07–25</td>
<td>4505</td>
</tr>
</tbody>
</table>

RUNWAY DECLARED DISTANCE INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>TORA</th>
<th>TODA</th>
<th>ASDA</th>
<th>LDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>07</td>
<td>5606</td>
<td>5606</td>
<td>5606</td>
<td>5606</td>
</tr>
<tr>
<td>13</td>
<td>5605</td>
<td>5605</td>
<td>5605</td>
<td>4949</td>
</tr>
<tr>
<td>25</td>
<td>5606</td>
<td>6590</td>
<td>5606</td>
<td>5605</td>
</tr>
<tr>
<td>31</td>
<td>5605</td>
<td>5933</td>
<td>5605</td>
<td>5605</td>
</tr>
</tbody>
</table>

SERVICE: FUEL 100LL(truck or H24 cardlock), JET A–1 LGT

ACTIVE MIRL Rwy 07–25 and Rwy 13–31—118.1. Rwy 07 REIL on high setting only.

FLUID LHOX

AIRPORT REMARKS:
Opn 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 ABMTM 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 put use only. Twy F rstd to acft with wingspans 50´ or less. APRN III put parking only no itinerant acft. CSTS avbl 1800–0200Z‡ 1 hr PN rcd. No circuits Rwy 07-25 23-07 lct. Avoid over-flying noise sensitive area unless unable due to crosswinds limitations or other safety considerations or as directed by ATC. An/Dep: No turns rwy headings blw 400’. After dep Rwy 25 turn crosswinds as required to remain east of railway tracks. An 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 act and act over 12500 lbs GTOW. Ctc OPR for advsy info.

COMMUNICATIONS: ATIS 125.5 1–877–517–2847 1500–0700Z‡


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 refuelling 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)  N49º11.68´ W123º10.95´

13  B  AOE  NOTAM FILE CYVR  Not insp.

RWY 08R–26L: H10803X200 (ASPH–CONC)  HIRL  CL
  RWY 08R: ALSF–2.  REIL.  TDZL  PAPI(P4L)  Rgt tfc.  RVR
  RWY 26L: ALSF–2.  REIL.  TDZL  PAPI(P4L)  RVR

RWY 08L–26R: H9941X200 (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: 11417  ASDA–9941  LDA–9941
RWY 08R: 12484  ASDA–11500  LDA–10803
RWY 13: 7300  ASDA–7300  LDA–7300
RWY 26L: 17250  ASDA–11500  LDA–10803
RWY 26R: 14911  ASDA–9941  LDA–9941
RWY 31: 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


CONTINUED ON NEXT PAGE

AK, 21 MAR 2024 to 16 MAY 2024
CONTINUED FROM PREceding PAGE

AIRPORT REMARKS
Oper H24. Oct-Apr migratory birds invof arpt; resident Snow Goose population, significant hazard at and blo 400' AGL west of the thld of Rwy 08R and Rwy 08L out to 1.9 NM. Freq VFR float act activity on river south side of arpt. ARFF svc avbl. Rwy 13 dep not authorized for A340–600/B777–300/A350–900/A350–1000/B787–10 and larger. Rwy 08L arr, reverse turns to exit rwy not authorized for A340–600/B777–300/A350–900/A350–1000/B787–10 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 rwy M4 or byd. Actf rolling long, planning to use Twy H, see Standard Taxi Arrival Procedures CFS. Rwy 26L arr, turns onto Rwy 31 not authorized without cncf. Acft exiting onto Twy H, hold-short of Twy D. Do not stop in rwy area. APRR for all engine airstarts or crossbleed starts & aprons I, II, III, IV, V, VI, VII. Apron I rstd to CRJ–900/SD34 and smaller. Pavement byd twy is non load bearing. Apron I, II, III, IV, V, VI, VIII, PRR Airport Ops is required. Apron IV rstd to B757 & smaller, btlwv Twy DW and FedEx not auth for taxi below RVR 1200, follow me rqr, ctc Aprt Ops. Acft stand taxilane east of DW rstd to Convair CV–580 & smaller. Apron VI (Twy F), B767 and larger, travelling eastbound, prohibited exiting rwy T. 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. Let 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. Apron VIII rstd to B767/A310 & smaller. Uncld twys: Twy C (south of Twy F), Twy F, Twy J (btw Twy L and Twy K), Twy Q, Twy DR, Twy DS, Twy DT, Twy DU, Twy DV and Twy DW. Uncld vehicle crossings: DS, DT, DU, DV, DY, F, H (north of H4), J, JA, JB, JC, K, N7, P, Q, R, S, T, V. Twy H, Twy A2 rstd to Lear 60/98–300 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/B787–10 and smaller. Twy C (South of Twy F) rstd to B737/A321 and smaller, follow me rqr below RVR 1200, ctc Aprt Ops. Twy C (North of Twy F) rstd to B767/A310 and smaller. Twy D (Eastbound) no left turn 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 act larger than B767/A310. Right hand turns onto Twy DR–Discretionary oversteer require. Twy D2 rstd to CRJ–900 and smaller. Twy D7 no right turns onto D. Twy F (West of Twy C) rstd to B767/A310 and smaller. Twy E (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. No left turns onto D1. 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 acct B767/A300 and larger. Twy J (Southbound): B747/A340 not auth S of Twy K. All actf use min thrust when turning due to jet blast. Twy J (Northbound), no left turn onto Twy K by B767/A310 and larger. Twy L4 (Northbound) A330/B787 and larger cannot hold short of L while exiting Rwy 08R/26L due to acft tail height. Twy L entry and exit at apron VI rstd to B767/A321 and smaller. No right turns onto Twy V. Twy M4, no left or right turns onto M for A340–600/B777–300/A350–900–1000/B787–10 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 D3 design speed in wet conditions is 50 kt (95 km/h). Twy P: Right turns onto Twys M rstd to B767/A310 and smaller. Twy Q: Uncontrolled vehicle crossings. Twy S rstd to B767/A310 and smaller. Twy V no left turn onto L. Wide Body Actf A380/B747–8/AN124 avbl twys, Twy D, Twy D3, Twy D5, Twy D7, Twy D9, Twy DT, Twy D, Twy H (north of Rwy 08R–26L), Twy J (north of Twy K), Twy JA, Twy K (west of Twy R), Twy L (west of Rwy 13–31), Twy M, Twy M5, Twy M6, Twy M7, Twy M9, Twy M10, Twy R, and Twy V. Discretionary oversteer is required at every intersection. When A380 is on Twy M between Twy J and Twy T, the taxilane between Gate 66 & Twy T is restricted to B757 & smaller (& vice versa). Wide Body Actf A340–600/B777–300/A350–900–1000/B787–10 avbl twys Twy D, Twy D3, Twy D5, Twy D7, Twy D9, Twy DT, Twy DY, 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, & Twy V. Discretionary oversteer is required at every intersection. Twy M3 not avbl to A340–600/B777–300/A350–900–1000/B787–10 and larger. Twy DW rstd to B757 and smaller. Twy H2 avbl to B767/A310 and smaller. Twy J AGN VI north of parking position W2. Twy J AGN V south of parking position W2. Twy K AGN VI west of Twy R. Twy K AGN V east of Twy R. Actf pushing back from gates 40 thru 43 ctc 127.15 (North). VNAP A or B rqr for all rews. Advise ATC cncl del if using VNAP B. Follow assigned SID 3000 BPOC. Apron III, jets towed in and out. For water aerodrome info refer to CWAS. 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 maneuvering areas. CAC are available for free on the NAV CANADA website. Multilateration: Pilots must keep their transponder on at all times when maneuvering on the airport (turn on prior to contacting Ground Control for pushback and on arrival, remain on until final engine shutdown). Pilots that do not have transponder code issued by ATC squawk 1000 when taxiing, APU SHUTDOWN PROCEDURE: Actf Auxiliary Power Unit (APU) use shall be limited to 15 min or less in total between on-block time and departure of actf from stands supplied with Ground Power unit (GPU) and/or preconditioned air, for environmental reasons, if the outside air temperature is between 0 degrees and 20 degrees Celsius. Actf shall not need to comply with above limitations on stands not equipped with serviceable GPU and/or preconditioned air or if there are overriding health and safety considerations. Narrow-body aircraft will use positions W1, W3, W4, W6, W7, W9, W17 and W19, indicated by yellow inset guidance lights.

CONTINUED ON NEXT PAGE
COMMUNICATIONS: 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 FREQUENCIES 127.3

RADIO AIDS TO NAVIGATION

(H/VOR/DME) 115.9 YVR Channel 106 N49°04.64’ W123°08.94’ 332º 7.2 NM to Fld. 16/17E.
ILS/DME 110.7 I–IFZ Channel 44 Rwy 26L.
ILS/DME 109.5 I–IVR Channel 32 Rwy 08R.
ILS/DME 111.1 I–IKM Channel 48 Rwy 13. LOC reliable only within 20º either side of centerline.
ILS/DME 110.55 I–ITL Channel 42(Y) Rwy 08L. LOC reliable only within 15º either side of centerline.
ILS/DME 111.95 I–IRD Channel 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) 0 SW UTC–8(–7DT) N49º11.70’ W123º10.92’ H–1D, L–1D, 1E

00 B AOE NOTAM FILE CYVR Not insp.

SERVICE: FUEL 100LL, JET A


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 NW  UTC–8(–7DT)  N48º38.83´  W123º25.55´

64  B  AOE  NOTAM FILE CYYJ  Not insp.

RWY 09–27: H6998X200 (ASPH–GRVD)  MIRL
RWY 09: SSALR. REIL. PAPI(P4R)  RVR
RWY 27: SSALR. REIL. PAPI. RVR

RWY 03–21: H5027X200 (ASPH)  MIRL
RWY 21: SSALR. REIL. PAPI. RVR

LAND AND HOLD–SHORT OPERATIONS

LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
RWY 09 03–21  03–21  3169
RWY 27 03–21  3039
RWY 27 14–32  4459

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:
TORA–4141  TODA–4141  ASDA–5027  LDA–3622

RWY 09:
TORA–6998  TODA–7982  ASDA–6998  LDA–6998

RWY 14:
TORA–5001  TODA–5001  ASDA–5001  LDA–4574

RWY 21:
TORA–3622  TODA–3622  ASDA–5027  LDA–4141

RWY 27:
TORA–6998  TODA–7982  ASDA–6998  LDA–6998

RWY 32:
TORA–4574  TODA–4574  ASDA–5001  LDA–5001

SERVICE:
S4  FUEL
100LL, JB, F-34, JET A-1 (FSII avbl), HPR

LGT
Arpt lgts 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


AIRPORT REMARKS:
Attended 24 hrs. Services: MIL CON FBO 250–655–5346 1300-0200Z (DT 1200-0100Z). Proximity of mountain rqrs caution at ngt or in poor visibility. Customs avbl ctc 888–226–7277. Rwy Condition Report: Twr 250-655-2866 1330-0730Z (DT 1230-0630Z) Apr 1-Oct 31, 1230-0730Z (DT 1130-0630Z) Nov 1-Mar 31. IFR trng flts PPR ctc 604–775–9674. ARFF Designated CAT 7 1330-0800Z (DT 1230-0700Z) O/T call out chg. NSTD dashed yellow twy lines from Twy P to Rwy 09–27 for use by wide bodied act. 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 abv 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 act in Victoria tml airspace. Declared distances for intersection departures: TORA Rwy 09 int G 5500´, int K 4500´. TORA Rwy 21 int W 5700´, int S/N 4900´. TORA Rwy 14 int E 3200´. TORA Rwy 27 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. Ldg fees.

COMMUNICATIONS:
ATIS 118.8 (0800–1400Z†)
RCO 122.375 (PACIFIC RADIO)
VICTORIA TRML APP 125.45 120.8
DEP CON 126.4 (1400–0800Z†)
TOWER 239.6 119.1
GND CON 361.4 121.9
CLNC DEL 126.4 (1400–0800Z†)

COMMUNICATIONS/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.
WHITEHORSE/ERIK NIELSEN INTL  YT (CYXY)  O SE  YUKON GOV’T  UTC–(7–DT)  N60º42.57´

VOR/DME 114.9  YQH  Chan 96  at Watson Lake/25E.

VOR/DME 114.9  YQH  Chan 96  at Watson Lake/25E.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA–1798  TODA–1798  ASDA–1798  LDA not usable
RWY 14L: TORA–6597  TODA–9877  ASDA–6597  LDA–6597
RWY 14R: TORA–9500  TODA–10484  ASDA–9500  LDA–8657
RWY 20: TORA not usable  TODA not usable  ASDA not usable  LDA–1798
RWY 32L: TORA–9500  TODA–10484  ASDA–9500  LDA–8098
RWY 32R: TORA–6597  TODA–6597  ASDA–6597  LDA–6597

SERVICE: S2  FUEL  100LL, JET A, JET A1, (FSII avbl)  FLUID  D & A-ice


COMMUNICATIONS: ATIS 125.25
RCO 123.275 (WHITEHORSE RADIO)
EDMONTON CENTER APP/DEP CON 132.1 134.15
TOWER 236.6 118.3 (1400–0400Z‡)  GND CON 121.9 (1400–0400Z‡)

AIRSPACE: CLASS D svc effective 1500–0500Z‡.

RADIO AIDS TO NAVIGATION

VOR/DME 116.6  XXY  Chan 113  N60º37.11´ W135º08.42´  360º 5.8 NM to Flg.5285/21E.
NDB(HW) 302  XY  N60º46.37´ W135º06.32´  139º 4.0 NM to Flg./25E.
ILS 109.5  I–IXY  Rwy 32L  LOC reliable only within 10º 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  N49º00.20´ W122º45.02´
NDB(MHW) 332  WC  069º 15.5 NM to Abbotsford/16E.

WOODOCK  BC  (CBQ8)  3.8 NE  UTC–(7–DT)  N55º04.00´ W128º14.00´


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).
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 waterlines. Exercise caution and transit at no greater than slow taxi.
- Do not take-off, land or step taxi between buoys and the shoreline. Exercise caution for potential opposite taxiing aircraft and clear to the right IAW 14CFR91.115.

Departure Procedures

- Aircraft may come up on step for takeoffs only in the designated departure areas and waterlanes.
- A pilot must taxi out of the canals and be on the lake prior to asking ATCT for departure clearance.

The Spenard Lake extended departure procedure

- All westbound departures that commence from the uncontrolled departure area must advise the ATCT that they will be departing from the uncontrolled departure area. It is the pilot’s responsibility to ensure separation from other aircraft while in the uncontrolled departure.
- The extended departure may commence no closer than 300 feet south of the North Shore.

Note: All areas on Lake Hood and Spenard Lake are uncontrolled except for the designated water lanes. Use caution when taxiing. Aircraft may use the uncontrolled area designated “uncontrolled departure area” to come up on the step for takeoffs to the west. Use extreme caution in this area. ATCT separation services are only provided in the controlled water lanes.

Preferential Water Lane Use

- Preferential water lanes for departures are to the north, west, northwest, or south. Departures to the east should be requested only when required by strong wind or sun conditions and designated by the ATCT as the active waterlane.
- During nighttime hours, pilots are encouraged to avoid departures to and arrivals from east and southeast. Nighttime procedures are in effect from 9:00 PM to 7:00 AM. The ATCT will provide noise sensitive advisory notices to all pilots requesting an east departure during nighttime hours.
- Do not takeoff or land in the North Pothole due to congestion and wake.

Note: The identified preferential departure and arrival water lanes for departures and arrivals are advisory. Under FAA regulations (FAR 91.3) the pilot in command is solely responsible for aircraft safety and the final decision on runway selection. However, voluntary compliance will significantly reduce noise complaints and public pressure to formalize more stringent polices.

INTERTIE POWER LINE

Caution advised between Kashwitna River 61° 50´N/150º 02´W and Cantwell 63° 22´N/148º 50´W along the Intertie Power Line. They are not marked with the international orange marker balls.

TERRACE, BC, CANADA

CAUTION: Kitimat area —Hydrogen burn–off area 54º02´ N 128º41´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.
The CARTEE Airspace is sanitized airspace within the Merrill Field Class D surface area that can be released to Elmendorf AFB for Runway 16/34 operations. Upon release, Elmendorf has approval for control purposes of this area. The CARTEE Airspace begins at the surface and extends to 2,500 feet MSL. Its lateral dimensions are defined by Points 1, 2, 3, and 4 below. When given clearance for the CARTEE Airspace crews should use caution to not fly east of the Tikahtnu Commons parking lot (Point 1), south of the middle of Cheney Lake (on the line defined by Point 2 and Point 3), and west of the extended centerline for Elmendorf Runway 16/34. Expect extensive civil aircraft activity operating into Merrill Field west of Runway 16/34 extended centerline. CARTEE procedures and protections are only available during the hours Merrill tower is manned and controlling their Class D airspace. After MRI tower operating hours, CARTEE operations and protections cease and are unavailable for request, as MRI reverts to Class E airspace. See Merrill Airfield Remarks in Chart Sup AK for daily hours.

See Anchorage/Merrill Field notices section of this supplement for additional CARTEE information.

Point 1: N 61° 13' 38.95" W 149° 44' 41.28"
Point 2: N 61° 12' 09.24" W 149° 44' 41.58"
Point 3: N 61° 12' 09.19" W 149° 47' 42.74"
Point 4: N 61° 13' 34.57" W 149° 47' 42.98"

ALASKAMILITARYAIRSPACE@us.af.mil
HOONAH, ALASKA
ICY STRAIT “ZIP LINE”
6 CABLES; 5,330' IN LENGTH
TOP: LAT. 58° 07' 42"N; LON. 135° 26' 00"W
BOTTOM: LAT. 58° 07' 51"; LON. 135° 27' 58"

AK, 21 MAR 2024 to 16 MAY 2024
REPORTABLE AVIATION ACCIDENTS OR INCIDENTS

The National Transportation Safety Board (NTSB) is the federal agency charged with investigating all civil and most government aviation accidents. If you are involved in an aviation accident, or reportable incident, you may fulfill your immediate reporting obligation by calling the NTSB field office in Anchorage. This office is responsible for investigating all aviation accidents that occur in Alaska. Their daytime telephone number is: (907) 271–5001. After normal duty hours, please call (907) 271–5936, and ask to speak with an NTSB investigator. Should questions arise regarding what constitutes an accident or incident, or if you have any other questions about the NTSB, please call the NTSB.

Alaska State Statute 02.35.110. Emergency rations and equipment.

(a) An airman may not make a flight inside the state with an aircraft unless emergency equipment is carried as follows:

1. the following minimum equipment must be carried during the summer months:
   A. rations for each occupant sufficient to sustain life for one week;
   B. one axe or hatchet;
   C. one first aid kit;
   D. an assortment of tackle such as hooks, flies, lines, and sinkers;
   E. one knife;
   F. fire starter;
   G. one mosquito head net for each occupant;
   H. two small signalling devices such as colored smoke bombs, railroad fuses, or Very pistol shells, in sealed metal containers;

2. in addition to the equipment required under (1) of this subsection, the following must be carried as minimum equipment from
   October 15 to April 1 of each year:
   A. one pair of snowshoes;
   B. one sleeping bag;
   C. one wool blanket or equivalent for each occupant over four.

(b) Notwithstanding (a) of this section, operators of multi–engine aircraft licensed to carry more than 15 passengers need carry only
   the food, mosquito nets, and signalling equipment at all times other than the period from October 15 to April 1 of each year,
   when two sleeping bags, and one blanket for every two passengers shall also be carried.

(c) All of the above requirements as to emergency rations and equipment are considered to be minimum requirements which are to
   remain in full force and effect, except as further safety measures may be from time to time imposed by the department.

OPR: Alaskan Region Flight Standards

CIVIL USE OF MILITARY FIELDS

LANDING AT AIR FORCE AIRFIELDS —Except for emergencies prior permission is required for use of Air Force airfields. Information relevant to the submission of the requests, insurance requirements, landing fees, etc. may be obtained from Headquarters, 611th Air Support Squadron, 10471 20th St, Suite 201, Elmendorf AFB, AK 99506, telephone 907–552–1448, email: AKLandingPermits@us.af.mil. Civil aircraft landing permit applications for Air Force airfields in Alaska must be submitted to the above address a minimum of 15 days prior to first intended landing to ensure timely return of the landing permit if approved (permit must be on board aircraft for presentation upon landing). Civil aircraft landing applications for Air Force airfields outside the state of Alaska must be submitted to HQ USAF/XOO–CA, 1480 Airforce Pentagon RM 4D1010, Washington, DC 20330–1480, telephone 703–697–5967, fax 703–695–7004 a minimum of 30 days prior to first intended landing. Civil aircraft landing without prior authorization may experience extensive delays in departure and will be assessed special landing fees.

LANDING AT U.S. ARMY AIRFIELDS —Except for emergencies, prior permission is required and should be requested from the installation commander via the operations officer of the airfield concerned.

For Navy and Marine Corps Installations, prior permission should be requested at least 30 days prior to first intended landing, either from the Chief of Naval Operations (OP–513E) or the Commanding Officer of the field concerned (who has the authority to approve landing rights for certain categories of civil aircraft). An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.
PARACHUTE JUMPS ONTO AIRPORTS
Pilots of jump aircraft and parachutists are reminded that Federal Aviation Regulations, Part 105, requires prior approval from airport management to parachute jump onto airports. Written approval to jump onto state–owned airports must be obtained 72 hours in advance from the Director, Division of Aviation, 4111 Aviation Ave. Anchorage, Alaska 99502.

MAGNETIC COMPASS DEVIATIONS
Extreme variations in compass deviations may be experienced due to magnetic storms at geographic latitudes greater than 60º N. The variations may have duration of several minutes to several hours and cause compass swings of 5–10º. The National Oceanic and Atmospheric Administration’s Environmental Research Lab high latitude monitoring station at Elmendorf AFB provides present and forecast conditions daily. This information summary may be obtained by calling 566–1819.

RADIATION AREAS
Aircraft should avoid the following areas:
Radiation hazard area from SFC to 16,000´ MSL for aircraft out to 3 NM with externally mounted electro explosive devices (EED). Possible interference with electronic equipment for aircraft above 200 feet MSL out to 3 NM (military) or 62 NM (civilian) from a phased array antenna on NW corner of Shemya Island (52º44´N 174º05´E) on a bearing of 250º thru 028ºT. These are parameters for information only.
RF radiation area from 100 feet AGL to 5000 feet MSL within a 5000 feet radius of Clear BMEW radar site.
Clear, Alaska

Possible damage and/or interference to airborne electrical systems due to high level radio energy in the vicinity of R-2206. Monitor frequency 133.25 MHz for status of restricted area. An Aircraft Operating Zone (R-2206 Segments D, E, F; depicted below) is established within 3 NM of Clear Airport at and below 1,500' AGL, but does not include the airspace within R-2206A. Navigable airspace is available within 1/2 NM east and west along Parks Highway below 2,600' AGL when Segment F is not active.

A beacon will provide visual (flashing white during daytime, flashing white/red alternating at night) warnings when the AOZ airspace is unsafe for aircraft operations. The beacon is located 2.45 NM southwest of Clear airport (64° 17' 13"N/149° 11' 16"W), mounted on a building rooftop (location depicted below). The light beacon is baffled and only visible on radials 345CW200 from its location, or is visible, day and night, while flying southbound from PANN airport between 1,000 feet and 2,600 feet AGL and along the Parks Highway. The light beacon is not visible from Clear Airport ramps or other surfaces; monitor frequency 133.25 MHz for current status. Severe weather will affect the visibility of the beacon; use extreme caution during periods of low visibility.
Clear, Alaska

Warning Beacon Location

Beacon Location

Office of Primary Responsibility (OPR): Operations Support Group, Western Service Area
Contact Information: (206) 231-2241
Original: April 2023

AK, 21 MAR 2024 to 16 MAY 2024
San Francisco Radio using Pacific common air/ground ATC frequency networks shared with other ground stations are listed below. The frequencies in use will depend on the time and conditions which affect radio propagation. International flights on the ground at ANC or within VHF range of the SEA—ANC network that are entering the NOPAC Route System within Anchorage Centers FIR boundary should contact San Francisco Radio on VHF 129.4 to obtain primary/secondary HF frequencies and verify SELCAL before entering NOPAC. If unable 129.4, primary/secondary HF frequencies may be obtained from Anchorage ARTCC, but no SELCAL is available.

NORTH PACIFIC (NP) NETWORK FREQUENCIES
San Francisco
MWARA —5628, 6655, 8951, 10048, 13339, 17946 and 21925 kHz
LDOCF  — 3494, 6640, 8933, 11342, 13348, 17925 and 21964 kHz

CENTRAL EAST PACIFIC (CEP) NETWORK FREQUENCIES
San Francisco
Extended Range VHF  —131.95
MWARA —2869, 3413, 3452, 5547, 5574, 6673, 8843, 8915, 10057, 11282, 13288, 13354 kHz
LDOCF  —3494, 6640, 8933, 11342, 13348, 17925, and 21964 kHz
Seattle
Pre–flight checks  —129.4 (SEA–ANC) 131.80 (North West)/131.95 (Central, CA)/128.9 (Southern, CA)

SSB capability available on all HF freqs.  © Extended Range VHF Coverage 131.95 includes area within approximately 200 NM of the Hawaiian Islands and along the Hawaii–Mainland US tracks extending outward approximately 250 NM from the HNL, SFO and LAX areas.  © Call ARINC on VHF to arrange HF checks: 129.40 available for enroute communications on SEA—ANC routes. 131.80 available SEA/MFR.  © Users are reminded that all transmissions on the San Francisco Radio HF SSB LDOCF must be in the single side and mode (upper sideband only). Phone patch service will be available as a normal part of the service. Communications are limited to aircraft operational control matters. Public correspondence (personal messages) to/from crew or passengers cannot be accepted. Refer questions to San Francisco Radio operations at 1–800–621–0140.

Aircraft operating in the Anchorage Arctic CTA/FIR beyond line of sight range of remote control VHF air/ground facilities operated from the Anchorage ARTCC, shall maintain communications with Gander Radio and a listening or SELCAL watch on HF frequencies of the North Atlantic D (NAT D) network (2971 kHz, 4675 kHz, 8891 kHz and 11279 kHz). Additionally, Gander Radio can provide Anchorage and Fairbanks surface observations and terminal forecasts to flight crews on request.

SATCOM VOICE AVAILABLE AS ALTERNATIVE COMMUNICATIONS MEDIUM:
San Francisco Radio has operational use of SATCOM Voice as an acceptable alternative communications medium for oceanic long range ATC communications. It is intended that SATCOM Voice will augment HF radio, in that HF will remain primary for all air communications between San Francisco Radio Communications Center and enroute oceanic aircraft. Aircraft desiring to air–ground–contact San Francisco Radio Communications Center should use the following SATCOM Short Code Number:

<table>
<thead>
<tr>
<th>Oceanic Area</th>
<th>Center</th>
<th>SATCOM Short Code Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pacific</td>
<td>SFO</td>
<td>436625</td>
</tr>
</tbody>
</table>

San Francisco Radio will also utilize SATCOM Voice as a normal operational backup to HF to initiate communications from ground–to–air on the rare occasion when HF communications cannot be established in a timely manner. SATCOM Voice may be used for either ATC or AOCC (Aeronautical Operation Control) Communications.

Direct SATCOM Voice communications is available with Anchorage Center for distress and urgency situations only. Information regarding SATCOM Voice is contained in Communications and Position Reporting, below.

Office of Primary Responsibility (OPR): Anchorage Center – FAA/AJE-ZAN-IAP
Contact Information: 907-269-1801; email: AJE-EW-ZAN-Airspace-Staff@faa.gov
Amended: June 2023
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 traffic is heavy between 1200Z and 1900Z, and between 2200Z and 0700Z. When the NOPAC Route System is selected as the preferred routing due to winds aloft, route saturation can occur. The most critical altitudes are flight levels 310 through 390.

II. NOPAC SYSTEM
The NOPAC Route System is comprised of four Air Traffic Service (ATS) routes between Alaska and Japan. The two northern routes are used for Southeast bound traffic. The two southern routes are used for Northeast bound traffic.

III. ROUTES
R220: One-Way Southwest bound, FL180 - FL400 or FL410 and above, FL340 - FL400 require aircraft have approvals for Required Communications Performance 240 (RCP240), Required Surveillance Performance 180 (RSP180) and Required Navigation Performance 4 (RNP4).

MS23: One-Way Southwest bound, FL340-FL400 only, for those aircraft equipped with RCP240, RSP180, and RNP4.

R580: One-Way Northeast bound, FL180-FL330 or FL410 and above, FL340-FL400 require aircraft have approvals for RCP240, RSP180, and RNP4.

A590: One-Way Northeast bound, Odd Altitudes FL190 to FL410, also FL300, FL320, FL340, and FL450

NOTE: Radial/DME cross checks are available as follows:
  for NATES on R220: SYA 329R/152DME
  for ONEIL on R580: SYA 329R/102DME
  for PINSO on A590: SYA 329R/052DME
  for CHIPT on G344: SYA 148R/100DME

IV. TRANSITION ROUTES
Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System. Within the Anchorage FIR, certain ATS routes are used for the same purpose. These routes include: G583, B757, R341, G469, A342, G215, R330, R336 and G349 (For westbound use only).

V. NOPAC REROUTES
Air traffic cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce both coordination time and coordination errors, JCAB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC ATC route to another NOPAC ATC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit. Example 1: Aircraft ABC101 is routed via M523 to RUTT but can not be accommodated on M523. The aircraft may be re-cleared as follows: “ABC101 cleared to NANC via R220, expect further clearance from ATM after NANC.”

VI. SEPARATION STANDARDS

VERTICAL – Reduced Vertical Separation Minima (RVSM) is applied from FL290 to FL410 inclusive in the Anchorage Domestic, Oceanic and Arctic FIRs. RVSM aircraft are separated by 1000 feet vertical spacing within this stratum. Non-RVSM aircraft are separated from all other aircraft, both RVSM and Non-RVSM, by 2000 feet within this stratum.

LATERAL – Between FL340-FL400 the primary form of lateral separation within the NOPAC Route System is 23 NM for aircraft equipped with RCP240, RSP180 and RNP4. Between FL180 to FL330, or FL410 and above, on R220 and R580, the lateral separation is 50 NM for aircraft equipped with RNP4 or RNP10 (RNAV10). (See FAA AC 90-105A for the aircraft RNP-10 approval equipped with RCP240, RSP180, and RNP4.

A combination of 50 NM lateral, based on RNP-10, and standard oceanic separation may be also be applied between aircraft pairs where one aircraft has RNP-10 approval and the other does not. The minimum lateral separation between aircraft on adjacent flight paths in this case is 75 NM-one half the lateral protected airspace for each aircraft. Additionally within the Anchorage Oceanic and Domestic FIRs, Anchorage ARTCC applies Automatic Dependent Surveillance - Contact (ADS-C) 30 NM lateral separation for suitably equipped aircraft.

As noted above, standard oceanic separation will be applied between non-RNP 10 aircraft at any altitude and may be applied between all aircraft operating below FL180 unless radar service is being provided or the aircraft is within domestic control areas, as in Control 1234.

LONGITUDINAL – Within the Anchorage Oceanic and Domestic FIRs, Anchorage ARTCC applies Automatic Dependent Surveillance - Contract (ADS-C) 50 NM and 30 NM longitudinal separation for suitably equipped aircraft. ADS-C 50 is accomplished with a 14 minute aircraft reporting rate. ADS-C 30 is accomplished with a 9.6-minute aircraft reporting rate. Aircraft not equipped/certified for ADS-C separation will be provided standard oceanic longitudinal separation, i.e. 15 minutes “in trail.” This standard separation may be reduced to 5 minutes when the ICAO recognized “MACH Number Technique” is utilized. Additionally, Anchorage ARTCC has been authorized to conduct a trial of the “10 minute longitudinal standard” within its Oceanic FIR. This last standard is applied regardless of the application of MACH Number Technique. Within the Anchorage Domestic FIR, which includes Control Areas 1234H, 1487H and the Norton Sound High Control Area, Anchorage Center utilizes the standard domestic separation minima of 10 minutes between aircraft. This separation may be reduced via other standard or special procedures. For example, with the ADS-C Climb Descent Procedure CDP and ADS-B in Trail Procedure (ITP), aircraft may be climbed or descended through the altitude of another aircraft with 15 NM Longitudinal separation. Anchorage ARTCC has been authorized to utilize reduced DME/RNAV longitudinal separation for brief periods when aircraft are beyond normal VHF coverage. This procedure permits the separation of aircraft by 30 DME or 40 RNAV miles for periods beyond VHF coverage (i.e. beyond direct pilot/controller communications) for 90 minutes or less.
FLIGHT PLANS and PREFERRED ROUTES

I. Flight Plans

All operators planning IFR flight operations in the Anchorage Oceanic and Domestic Flight Information Regions west of 165º west longitude and south of 63º north latitude must file flight plans with both PAZAZQZX and PAZNQZX. Failure to file with both systems may result in delay of ATC services.

Operators shall enter “W” in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM operations, in accordance with ICAO Doc 4444. Aircraft not approved for RVSM operations shall not enter “W” in item 10.

Operators shall enter “R” in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP operations in accordance with ICAO Doc 4444 for the route of flight. Aircraft not approved for RNP operations shall not enter “R” in item 10.

All aircraft flight planned to cross the Anchorage/Fukuoka FIR on or north of waypoints PARSRO shall be established on a NOPAC route at or prior to the FIR. Aircraft operating beneath the NOPAC (at or below 17,000 MSL) may flight plan via random routes. To provide Control Centers with information on intended route of flight, all operators are requested to include the following data in the route definition portion of random flight plans involving flight in the Pacific Flight Information Regions under the jurisdiction of the U.S. Federal Aviation Administration.

A. Names, where applicable, or coordinates of points associated with transition from oceanic control areas to airways or areas where national procedures apply
B. Names of airways or descriptions of routes within such national airspace
C. Coordinates for each 5º or 10º of latitude, or for each 5º or 10º of longitude, depending on the predominant direction of flight.

10º increments should only be used when the speed of the aircraft is such that 10º will be traversed within 1 hour 20 minutes.

Operators in the NOPAC Route System are reminded that flight plans must be filed in accordance with ICAO procedures and formats. This will allow for automatic flight data processing at oceanic control centers and oceanic radio stations along the route.

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.

Flights originating outside of Anchorage or Fukuoka FIRs and entering oceanic airspace without intermediate stops should submit flight plans as early as possible.

In addition to the normal requirement of addressing the flight plan to all control centers en route, associated oceanic radio stations should also be addressed. This will provide those stations with information such as flight identification, SELCAL, aircraft registration, destination, and ETA, which is necessary to handle the traffic. A properly addressed flight plan, formulated in accordance with ICAO standards, will be processed automatically by oceanic centers.

When flight planning via transition tracks and/or ATS routes, list the point of entry, followed by the route designator, and finally the point of exit, e.g., KATCH – B757 – NULUK – R220 – NANAC.

To minimize flight crew and controller workload, information should be carried for routes other than the one being flown. This material should include route data, reporting points, fuel burn, winds aloft, time enroute, etc., for those routes compatible with the direction of flight. Data for routes Carrying this information will avoid unnecessary delays in the event a route or flight level other than that filed in the original flight plan is assigned by ATC. Readily available material will facilitate timely crew decisions as to their preference of alternate routes or altitudes.

II. Preferred Routes

Anchorage ARTCC will periodically issue International NOTAMs specifying the preferential routes to be flown within the Anchorage FIR. Each NOTAM will individually denote, during specified time periods, either the westbound or eastbound tracks. Flights filed contrary to these NOTAM’s or preferred routes may expect reroutes, sequencing delays, and/or severe altitude restrictions for same direction, crossing, or opposite direction traffic. Aircraft must have RVSM and RNP 10 (RNAV 10) or RNP 4 approval from the appropriate State authority to operate in the NOPAC between FL290 and FL410 inclusive. Additionally, aircraft operating on ATS Routes R220, M523 and R580 from FL340 through FL400 must have RCP240, RSP180 and RNP4 approval from the appropriate State authority. Operators who do not have approval should see section E, “Exceptions,” below.

A. SOUTHWEST BOUND

1. Aircraft entering the NOPAC Route System may use:
   a. R220 at all times utilizing even cardinal altitudes from FL180 to FL400 and FL330, FL350, FL370, FL390, FL410, and FL430 with the following guidelines:
      (1) Flights departing PANC or PAED shall flight plan NODLE thence R220.
      (2) Flights departing from all airports within the Anchorage FIR and flights crossing the Edmonton/Anchorage, Vancouver/Anchorage, or Oakland/Anchorage FIR boundary shall flight plan via the current daily Westbound PACOTS track message or via the current Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM and Fukuoka UPR Guidance Material.
   b. M523 at all times utilizing even cardinal altitudes from FL340 to FL400 flight planned via the current Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM Fukuoka UPR Guidance Material.

2. Due to route crossing in a non-radar environment, westbound arrivals destined for RJCC (Sapporo/New Chitose), RJCH (Kakodate), or RJSM (Misawa), as well as other westbound aircraft leaving the NOPAC Route System via V51, must file via R220.

B. NORTHEAST BOUND

1. Aircraft transitioning the NOPAC Route System eastbound to North America or Europe may use:
   a. A580 at all times utilizing odd cardinal altitudes from FL180 to FL400 and FL330, FL360, FL380 and FL400 with the following guidelines:
      (1) Flights crossing the Fukuoka/Anchorage FIR boundary shall flight plan via the current daily Eastbound PACOTS track message or the current Fukuoka UPR Guidance material and Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM.
   b. A590 at all times utilizing odd cardinal altitudes from FL190 to FL410 and FL320 and FL340. Above FL410, altitudes are assigned as per ICAO Annex 2, Appendix 3b.
   c. Flights south of A590 shall flight plan via daily Eastbound PACOTS track message or the current Fukuoka UPR Guidance material and Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM.
C. ACCOMMODATION OF NON-RVSM AIRCRAFT

1. Subject to approval and clearance, the following categories of non-RVSM aircraft may operate in domestic U.S. RVSM airspace provided they have an operational transponder:
   a) Active air ambulance flights using a "MEDEVAC" call sign.
   b) Aircraft climbing/descending through RVSM flight levels (without intermediate level off).
   c) State Aircraft. (military (DOD), customs, police service, etc.).
   Note: State Aircraft may also flight plan at RVSM flight levels in oceanic and offshore airspace of the Anchorage FIRs without prior coordination. State aircraft should include the statement "STS/Military NON-RVSM" in field 18 of the ICAO flight plan.

2. The following non-RVSM civil aircraft may be accommodated when operating within the Anchorage oceanic and offshore airspace:
   a. Aircraft being initially delivered to the State of Registry or Operator.
   b. Aircraft that were formerly RVSM-approved but have experienced an equipment failure and are being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval.
   c. Aircraft being utilized for mercy or humanitarian purposes.
   d. Aircraft transporting a spare engine mounted under the wing.
   e. When requesting and of these accommodations operators shall:
      (1) if departing within the Anchorage FIR, or if Anchorage ARTCC is the first Oceanic control facility along the route of flight, obtain approval from Anchorage ARTCC Traffic Management Unit (TMU) normally not more than 12 hours and not less than 4 hours prior to the intended departure time; or
      (2) if entering the Anchorage FIR from another Oceanic FIR, notify the Anchorage ARTCC TMU after approval is received from the first affected Oceanic Center and prior to departure (Note: Filing the flight plan is not appropriate notification) and
      (3) include the remarks "APVD non-RVSM" in Field 18 of the ICAO Flight Plan.

Contact details for approval request or notification are as follows:
Anchorage ARTCC TMU
Tel: 1–907–269–1108
Fax: 1–907–269–1343
AFTN: PAZAZQZX

3. Operators of Non-RVSM aircraft shall not file "W" in item 10 of the flight plan.

D. NON-RVSM VOICE PROCEDURES

1. During operations in, or vertical transit through, reduced vertical separation minimum (RVSM) airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status as follows:
   a. at initial call on any channel within RVSM airspace;
   b. in all requests for level changes; and
   c. in all readbacks of level clearances

E. ACCOMMODATION OF NON-RNP10 AIRCRAFT

1. Aircraft not approved for RNP10 (RNAV 10) operations are restricted to flight planning one of the following NOPAC routings:
   a) Southwest bound at least 75 NM south of A590 at all times;
   b) Northeast bound on A590 at all times;

The altitudes available on the above routes are at or below FL280 and at or above FL430. ATC may reroute non–RNP 10 aircraft to other than the above routes due to traffic.
I. General

ICAO Annex 6 Part II contains standards and recommended practices adopted as the minimum standards for all airplanes engaged in general aviation international air navigation. It requires that those airplanes, operated in accordance with Instrument Flight Rules, on a controlled VFR flight plan, or at night, have installed and approved radio stations and monitor such frequencies as may be prescribed by the appropriate authority.

II. High Frequency (HF) Communications

Most North Pacific area communications are conducted on HF single sideband. Pilots communicate with control centers via oceanic radio stations. Aircraft reports, requests, and messages are relayed by the station to the appropriate air traffic control center by interphone, computer display, or teletype message. The relay function, coupled with the need for intercenter coordination, may cause delays in the handling of routine aircraft requests. There are priority message handling procedures for processing urgent messages which reduce any time lag; however, flight crews should take possible delays into consideration when requesting step climbs, reroutes, or other routine requests requiring ATC action. Delays can be reduced through advanced planning of such requests.

Due to the inherent “line of sight” limitations of VHF radio equipment when used for communications in international oceanic airspace, those aircraft operating on an IFR or VFR controlled flight plan beyond the communications capability of VHF will be required as per ICAO Annex 2, to maintain a continuous listening watch and communications capability on the assigned HF frequencies. An operable SELCAL unit or similar automatic signaling device fulfills this requirement. The applicable HF frequencies are listed earlier in this Supplement as part of the general purpose communication facilities operated by San Francisco Radio. These facilities will be responsible for the relay of position reports and other pertinent information between the aircraft and Air Traffic Control or their respective operators.

Aircraft should establish communications with the appropriate oceanic radio station upon entering the FIR. The station will advise the aircraft of the primary and secondary HF channels in use. If possible, aircraft should monitor both of these frequencies. If the aircraft has only single HF capability, the primary should be guarded with the secondary being the first frequency checked in the event of lost communications. If the SELCAL unit is working at the time of the initial contact, the aircraft may maintain a SELCAL watch on the appropriate frequency(ies). If the SELCAL unit is inoperative or if the radio station has a malfunctioning SELCAL transmitter, the aircraft shall maintain a listening watch on the appropriate North Pacific frequency.

III. Guard Station

Pilots are reminded that there is a need to continuously guard the VHF emergency frequency 121.5 MHz when on long over–water flights, except when communications on other VHF channels, equipment limitations, or cockpit duties prevent simultaneous guarding of two channels. Guarding of 121.5 MHz is particularly critical when operating in proximity to FIR boundaries, (route R220 between Anchorage and Fukuoka, for example) since it serves to facilitate communications with regard to aircraft which may experience inflight emergencies, communications, or navigation difficulties.

The oceanic radio station guarding for flight operations will normally be the station associated with the air traffic control center responsible for the FIR, i.e., San Francisco Radio for the Anchorage FIR and Tokyo Radio for the Fukuoka FIR. At the FIR boundary the responsibility for the guard will, under normal signal conditions, be changed to the station associated with each new FIR. The flight crew must ensure that they have established communications with the new guard facility.

Normally, each oceanic radio station continuously monitors all assigned frequencies. If en route HF communications fail, every effort should be made by the flight crew to relay progress reports through other aircraft. The VHF frequency 123.45 MHz is for exclusive use as an air–to–air communications channel (see paragraph IV.B. below). In emergencies, however, initial contact for such relays may be established on 121.5 MHz (the emergency frequency guarded by all aircraft operating in the oceanic airspace) and transferred as necessary to 123.45. In normal HF propagation conditions, appropriate overdue action procedures will be taken by ATC in the absence of position reports or relays. In case of communications failure in the Anchorage Oceanic FIR, the pilot should follow the oceanic lost communication procedures published in ICAO Doc 7030 Pacific Regional Supplementary Procedures.
IV. VHF Communications

A. Air–to–ground:
Oceanic radio stations will normally have VHF capability within 200 nautical miles of their geographic location. The frequency is listed in the appropriate publications. This frequency may be used prior to departure from the adjacent international airport to establish communications with the radio station, or for aircraft operating within range, to relay progress reports or other messages to their company's operations.

B. Air–to–air:
Frequency 123.45 MHz has been designated for use in air–to–air communications between aircraft operating in the Pacific area out of range of VHF ground stations to exchange operational information and facilitate resolution of operational problems. (See paragraph III. above.)

C. The normal VHF (119.1 MHz) initial contact points with Anchorage ARTCC for eastbound flights established in the NOPAC are:
1. On A590, 150NM west of PINSO.
2. South of A590, 150NM west of Shemya (SYA) or 150NM west of waypoint CHIPT.

   NOTE: Initial contact may be attempted on 128.2 MHz as a backup to 119.1.

D. Westbound PACOTS flights will be advised of the appropriate Anchorage ARTCC VHF frequency by San Francisco ARINC.

V. Satellite Voice System

Satellite Voice System (SATVOICE) is available at Anchorage Center via either INMARSAT or Iridium. Direct SATVOICE contact between the flight crew and Anchorage Center shall be limited to distress and urgency situations, or other exceptional circumstances. Routine communications will be conducted via VHF (when available) or via relay through San Francisco Radio by either HF or SATVOICE. (Consult the section on San Francisco Radio for further information about SATVOICE with them.)

Flight crews should ensure their aircraft SATVOICE capability is enabled and ready to receive calls from ATC when operating in the Oakland and Anchorage FIRs. FAA procedures for the use of SATVOICE are contained in the US AIP ENR 7.1

The Anchorage Center SATVOICE SHORT CODE Number is 436602.

Direct SATVOICE calls to ATC should have one of the following ICAO priority levels:
1. Highest, distress or urgent situations.
2. Second highest, flight safety situations.

All other levels should be conducted through San Francisco Radio.

VI. Controller/Pilot Data Link Communications

Controller/Pilot Data Link Communications (CPDLC) is operational throughout the Anchorage Oceanic, Domestic and Arctic Flight Information Regions (FIRs). Anchorage ARTCC utilizes two separate En Route automation systems each having a different CPDLC (FANS) logon address. Use logon address PAZN for all CPDLC communications in the Anchorage Oceanic FIR and in the Anchorage Arctic FIR between the North Pole and 73N. Also use PAZN for all CPDLC communications in the Anchorage Domestic FIR west of 165W and south of 63N. Use logon address PAZA for all CPDLC communications in the Anchorage Domestic and Arctic FIRs south of 73N and east of 165W. Aircraft entering Anchorage FIR airspace from the Magadan Edmonton, Vancouver, Oakland or Fukuoka FIRs should be provided automatic FANS addressing forwarding by the ATSU ground system. Aircraft departing Alaskan airports are requested to logon after departure, but before leaving Flight Level 180. Flight crews are reminded that use of CPDLC does not remove requirements to monitor VHF/HF frequencies. Aircraft within VHF coverage may make position reports via CPDLC. West of 165W, all requests to ATC may be made via CPDLC. East of 165W, requests to ATC should be made via VHF if within VHF coverage. After logon, Anchorage ARTCC automation will provide automatic FANS address forwarding for flights entering the Magadan, Edmonton, Vancouver, Oakland, and Fukuoka FIRs.
VII. 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 Item 15 of the ICAO flight plan (route field) must be reported as a standard position report.
   2. Within this airspace position reports are to be made via ADS, CPDLC or voice communication in that order of preference.
   3. In the event of VHF/HF or CPDLC position reporting, position reports are to be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

D. Anchorage cannot accept position reports containing latitude and longitude (Lat/Long) in the ARINC 424 format, which is limited to five characters (e.g. 40N50). Position reports in the PAZN CPDLC service area containing Lat/Long waypoints will be accepted in complete latitude and longitude format only. Flights unable to send position reports in complete latitude and longitude format must accomplish position reporting via HF voice communications.

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.”
   3. Reporting point name or, if not named:
      a. Latitude, in degrees and minutes, and
      b. Longitude, in degrees and minutes.
   4. Time over reporting point in four digits.
   5. Altitude (flight level at which the aircraft is currently operating, plus the assigned altitude if other than the present altitude).
   6. Mach number being flown if assigned by ATC.

B. “Estimated Next Position” shall include:
   1. Name of the next compulsory reporting point or, if not named, latitude and longitude (as in A.above) and,
   2. Estimated time over the next reporting point. If the estimated time at the next point is found to be in error by 3 minutes or more from that notified to ATC, a revised estimate should be forwarded to Fukuoka or Anchorage Center, as applicable, as soon as possible.

C. “Next Subsequent Position” shall include the name (only) of the ensuing significant point along the route of flight after the “estimated next position” whether compulsory or not, or, if not named, latitude and longitude (as in A.above).

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 SHEMYA (SYA) and 150NM west of CHIPT, depending on the route of flight (see Section 3, paragraph IV.C.). If no discrete code is assigned, transponders should be set to Code 2000. For westbounds, Anchorage ARTCC will normally assign the Mode 3/A Code 2000 at the Anchorage/Fukuoka FIR boundary. If the pilot has not been given a position at which to squawk 2000, the transponder should be changed to 2000 when crossing 164E longitude.

In general, transponders should be set to Mode 3/A Code 2000 when operating between 145E and 170E when eastbound, and between 164E and 145E when westbound. This requirement is to prevent target swapping, upon entry into the new FIR's radar coverage, of discrete beacon codes with aircraft assigned the same codes.
MACH NUMBER TECHNIQUE

I. General
The term “MACH number technique” is used to describe the technique of clearing turbojet aircraft operating along the same route to maintain specified MACH numbers in order to maintain adequate longitudinal separation between successive aircraft at, climbing to, or descending to, the same flight level.

Information on the planned MACH number must be included in the flight plan by pilots intending to operate turbojet aircraft in oceanic airspace. For all flights, the planned true MACH number shall be specified in item 15 of ICAO flight plans (Example, M084).

II. Background
The principle objective of the use of MACH number technique is to achieve improved utilization of the airspace, generally through reduced longitudinal standards. On certain long oceanic route segments ATC has no means, other than position reports, of ensuring that the longitudinal separation between successive aircraft is not reduced below the established minima. Practical experience has shown that two or more turbojet aircraft, operating along the same route at the same flight level, and flying the same MACH number, are more likely to maintain a constant time interval between each other than when using other methods. This is due to the fact that the aircraft concerned are normally subject to approximately the same wind and air temperature conditions and minor variations in speed, which might increase or decrease the spacing between them, tend to be neutralized over long periods of flight.

III. Application Procedures
When Mach number technique is applied, the normal requirement for ATC to calculate estimated times for the passage of significant points by the aircraft along its track still remains. This is necessary for both the provision of longitudinal separation between aircraft and for coordination with adjacent ATC units. ATC must be provided with the necessary data to complete this task. Thereafter, intervention by ATC should normally not be necessary unless position reports indicate that longitudinal spacing may be deteriorating to the extent that it threatens the minimum being applied, or there is conflicting traffic.

In the application of MACH Number Technique, it is imperative that pilots adhere strictly to their assigned cruise MACH number at all times, including during any climbs and descents; unless a specific reclearance is obtained from the appropriate ATC unit. If an immediate temporary change in the MACH number is essential before a revised clearance can be obtained, due to turbulence, e.g., ATC must be notified as soon as possible that a change has been made.

RVSM

I. PROCEDURES WITHIN RVSM AIRSPACE.
A. Before entering RVSM airspace, the pilot should review the status of required equipment. (See Appendix B of FAA AC 91-85B)
   The following equipment should be operating normally:
   1. two primary altimetry systems;
   2. one automatic altitude-keeping device; and
   3. one altitude-alerting device.

B. The pilot must notify ATC whenever the aircraft is no longer able to comply with RVSM requirements
   (See Aeronautical Information Manual (AIM) Chapter 4, Section 6. Operational Policy/Procedures for RVSM in the Domestic U.S., Alaska, Offshore Airspace and San Juan FIR, for contingency procedures in RVSM airspace)

C. During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 ft (45 m).

D. Pilot Level Call. Except in an ADS or radar environment, pilots shall report reaching any assigned altitude within RVSM airspace.

II. SUSPENSION OF RVSM
Air traffic services will consider suspending RVSM procedures within affected areas of the Anchorage FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2000 ft.
NAVIGATION PERFORMANCE

Any operation which is conducted in international oceanic airspace on an IFR flight plan, a VFR controlled flight plan, or at night, and is continued beyond the published range of normal airways navigation facilities (VOR/DME, NDB) is considered to be a long range navigation operation. Long-range navigation in controlled airspace (CTA) requires the aircraft to be navigated within the degree of accuracy required for air traffic control (ATC), meaning the aircraft must make every effort to follow the centerline of the assigned route, the assigned altitude, as well as the speed filed or assigned. Accurate navigational performance is required to support the separation minima ATC units apply. To sustain or refine the separation minima, adherence to the cleared route must be demonstrated. The best available measurement of such adherence is obtained by radar observation of each aircraft's proximity to centerline prior to its coming into coverage of short range navigation aids at the end of the oceanic navigated portion of the flight. If an observation indicates that an aircraft was not reasonably within the airspace normally protected, the reasons for apparent deviation from centerline must be determined and steps taken to prevent recurrence and to improve overall navigation performance. When radar is available to monitor organized oceanic route systems, Mandatory Occurrence Reports (MOR) will be recorded on observed lateral deviations, which will be investigated to determine casual factors. Pilots should understand that these reports are intended to provide data for analytically detecting any significant changes in navigational environment which may require corrective action.

The above-mentioned separation standards can be found in the International Civil Aviation Organization (ICAO) Regional Supplementary Procedures Document 7030. For flight conducted in international airspace under the jurisdiction of the United States, Air Traffic Control Handbook Chapter 8 (FAA Order 7110.65) provides a simplified version of these separation minima. Federal Aviation Regulation (FAR) 91.703 requires that civil aircraft must comply with ICAO Annex 2 when operating over the high seas. Annex 2 states that "Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route being flown." In addition, ICAO Annex 6, Part II, stipulates that an aircraft operated in international airspace be provided with the navigation equipment which will enable it to proceed in accordance with its operational flight plan; with prescribed RNP types; and with the requirements of air traffic services. This means that the navigation equipment, installed and approved, should be capable of providing the pilot with the ability to navigate the aircraft with the required accuracy. Annex 2 further requires that an aircraft adhere to the current flight plan unless a request for a change has been made and clearance obtained from the appropriate ATC facility. Annex 2 also mandates that unless otherwise authorized and directed by the appropriate ATC unit, controlled flights shall, insofar as practicable: a) when on an established ATS route, operate along the centerline of that route, or b) when on any other route, operate directly between the navigation facilities and/or points defining that route. The exception is that aircraft may utilize SLOP to offset the flown route up to 2 NM to the right where SLOP is authorized. All of the aforementioned requirements contained in Annex 2 (as supplemented by Regional Supplementary Procedures Document 7030 and Annex 6) are incorporated in Section 91.1 and 91.703 of the FARs for those aircraft operating under United States civil certification in international oceanic airspace.

For questions about or update suggestions to this notice contact:
phone number 202-267-8806 or e-mail: 9-AWA-AVS-AFS410@faa.gov
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 position is reached. 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. DISTIME 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 the use of 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 caution 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 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 be considered counter-productive as a normal routine. Even so there may be circumstances, e.g., when the flight is down to one system only, justifying the procedure. The navigation system not being used to steer the aircraft should display cross track distance (XTK) and track angle error (TKE). These should be monitored with XTK being displayed on the HSI where feasible.

Where there is a discrepancy between the information provided by two navigation systems, the procedures detailed in paragraph XXIV below should be applied.

XV. Use of Radar

Aircraft equipped with airborne weather radar capable of ground mapping should use it to observe any land masses as an aid in assessing the accuracy of their navigation.

NOTE: Aircraft conducting NOPAC operations under U.S. civil certification are required to be equipped with functioning weather radar approved for day and night operation and their flight crews must use it on a full time basis for monitoring navigation system accuracy.

XVI. Approaching Landfall

When the aircraft is approaching the first landfall navaid, it should acquire the appropriate inbound radial as soon as the flight crew is confident that the landfall navaid is providing reliable navigation information. The aircraft should then be flown to track, by means of radio navigation, overhead the facility, which thus becomes the primary navigational guidance after leaving the oceanic area, e.g., for direct clearance over land. Consideration should be given to updating the navigation system overhead the landfall fix, utilizing the appropriate procedures from the checklist.

XVII. Navigation System Accuracy Check

At the end of each flight, an evaluation of accuracy of the aircraft's navigation systems should be carried out in order to facilitate correction of out-of-tolerance performance. One such accuracy check, carried out when the aircraft has reached its parking position, is to remove any update s which may have been made during the flight and then determine the radial error at the ramp position. Radial errors in excess of 2NM per hour are generally considered excessive. Records should be kept of aircraft navigation systems performance.

XVIII. Monitoring During Distractions from Routine

Training and drills should ensure that minor emergencies or interruptions to normal routine are not allowed to distract the crew to the extent that the navigation system is mishandled. If during flight the autopilot is disconnected (because of turbulence, e.g.), care must be taken when it is reengaged to ensure that the correct procedure is followed (if the system in use sets a specific value on the boundary of automatic capture, the across-track indications should be monitored to ensure recapture of the programmed flight path). It is important to remember that there are a number of ways in which the autopilot may unobtrusively become disconnected from the command mode.

XIX. Avoiding Confusion Between Magnetic and True

To cover all navigation requirements, some airlines now produce flight plans giving both magnetic and/or true tracks (courses). If crews are changing to a new system, however, there is a risk that at some stage (e.g., partial system failure, reclearances, etc.), confusion may arise in selecting the correct values. Operators should therefore devise drills which will reduce this risk, as well as ensuring that the subject is covered during training.

Crews who decide to check or update their long range navigation systems by reference to VOR's located in the Canadian Northern Control Area should remember that they are not aligned with reference to magnetic north.
XX. Navigation in the Area of Compass Unreliability

NOTE: Full coverage of this subject, including, for example, the possible provision of runway headings in grid is beyond the scope of this section. The following should therefore be considered as general guidance only.

In an area of compass unreliability, basic INS operation requires no special procedures, but most operators feel it is desirable to retain an independent heading reference in case INS failure occurs. There are various possible ways of doing this, dependent on the instrument fit.

XXI. Deliberate Deviation from Route
Deliberate temporary deviations from route centline 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 magnetic compass indications. To the mean of the INS readings, apply the local variation value to give magnetic heading.

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 for assistance is not available, the wind speed and direction for the DR position of the aircraft may be extracted from the

AK, 21 MAR 2024 to 16 MAY 2024
NOTICES 315

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

<table>
<thead>
<tr>
<th>#1 INS</th>
<th>#2 INS</th>
<th>#1 Comp</th>
<th>#2 Comp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heading</td>
<td>285.7º</td>
<td>286.1º</td>
<td>290º</td>
</tr>
<tr>
<td>Mean True Heading (nearest degree)</td>
<td>286º</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Variation (E–)</td>
<td>6ºW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dev'n (nearest degree)</td>
<td>292º</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Variation (W+)</td>
<td>1ºW</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

If INS performance check required later in flight

<table>
<thead>
<tr>
<th>#1 INS</th>
<th>#2 INS</th>
<th>#1 Comp</th>
<th>#2 Comp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heading</td>
<td>254º</td>
<td>259º</td>
<td>265º</td>
</tr>
<tr>
<td>Deviation (E+)</td>
<td>2ºE</td>
<td>2ºE &amp; 65</td>
<td></td>
</tr>
<tr>
<td>Variation (W–)</td>
<td>255º</td>
<td>253º</td>
<td></td>
</tr>
<tr>
<td>Mean TH</td>
<td>254º</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The above indicates that the navigation information provided by #1 INS is likely to be more accurate.

XXV. What to do if the Faulty System Cannot be Identified

Despite application of the methods in paragraph XXIV. above, the occasion may still arise when distance or across track differences develop between two INS systems, but the crew cannot determine which system is at fault. The majority of airlines feel that the procedure most likely to limit gross tracking errors under such circumstances is to fly the aircraft halfway between the cross track differences as long as uncertainty exists. In such instances, ATC must be advised that the flight is experiencing navigation difficulties so that appropriate clearance(s) can be issued as necessary.

XXVI. Guidance on what Constitutes a Failed System

Crews also require guidelines on how to decide when an INS should be considered to have failed, e.g., failure of INS may be indicated by the red warning light, or by self–diagnosis indications, or by an error over a known position exceeding the value agreed between an operator and its certifying authority. In general, if there is a difference greater than 15NM between the two aircraft's navigation systems (or between the three systems if it is possible to detect which are the more reliable) it is advisable to split the difference between the readings when determining the aircraft's position. If, however, the disparity exceeds 20NM, one or more of the navigation systems should be regarded as having failed, in which case ATC must be notified.

XXVII. Partial or Complete Loss of Navigation Capability

There are two navigational requirements for aircraft planning to fly through NOPAC oceanic airspace. One refers to the navigation performance which should be achieved and the other to the need to carry standby equipment with comparable performance characteristics (as stipulated in ICAO Annex 6, Part 1, Chapter 7).

Some aircraft carry triplex equipment (e.g., 3 INS) and if one system fails even before takeoff, the two basic requirements may still be satisfied and the flight can proceed normally. For aircraft with only two operational systems the following guidance is offered in respect of these general areas of failure:

A. If one system fails before takeoff, the pilot should consider delaying departure if timely repair is possible or obtaining a clearance below FL280, if practicable.

B. If one system fails before the oceanic boundary is reached, the pilot will have to consider landing at a suitable airport before the boundary, returning to the airport of departure, or obtaining a re-clearance below FL280.

C. If one system fails after the aircraft has entered oceanic airspace, the pilot should normally continue to operate the aircraft in accordance with the oceanic clearance already received, appreciating that the reliability of the total navigation system has been significantly reduced. The pilot should also, however, take the following action:

1. Assess the prevailing circumstances (e.g., performance of the second system);
2. Prepare a proposal to ATC with respect to the prevailing circumstances (e.g., request clearance below FL280, turnback);
3. Consult with ATC as to the most suitable action; and
4. Obtain appropriate ATC re-clearance 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 re-clearance by ATC.
C. The autopilot was inadvertently left in the heading OR decoupled position after avoiding clouds or left in the VOR position after leaving the last domestic airspace VOR. In some cases, the mistake arose during distraction caused by SELCAL or by some flight deck warning indication.
D. The controller and the crew had different understandings of the clearance. The pilot read back not what was said, but what he wanted to hear, and the controller failed to catch the discrepancy.

II. Rare Causes of Errors

Following are examples of some rare faults which have actually occurred:
A. The lat/long coordinates displayed near the gate position at one international airport were wrong.
B. Because of a defective chip in one of the INS systems on an aircraft, although the correct forward latitude was inserted by the crew, it subsequently “jumped” by one degree.
C. The aircraft was equipped with an advanced system with all the coordinates of the waypoints on the intended route already on tape; the crew assumed that these coordinates were correct, but one was not.
D. The flight crew had available to them the correct coordinates for their cleared route, but unfortunately the data which they inserted into the navigation computer was from the company flight plan, in which an error had been made.

III. Lessons to be Learned

A. Never relax or be casual regarding the cross-check procedure, this is especially important towards the end of a long night flight.
B. Avoid casual radiotelephony procedures. Errors have resulted from a misunderstanding between pilot and controller as to the cleared route. Adhere strictly to proper phraseology and do not be tempted to clip or abbreviate details of waypoint coordinates.
C. Make an independent check on the gate position. Do not assume that the gate coordinates are correct without cross-checking with an authoritative source. Normally, coordinates are to the nearest tenth of a minute, but make sure that your display is not to the nearest hundredth, or in minutes and seconds. And, if you are near 180º longitude, remember the risk of confusing east and west.
D. Before entering oceanic airspace make a careful check the INS System position at or near to the last radio facility or the next to last one.
E. Do not assume that you are at a waypoint merely because the alert annunciator indicates it. Cross-check by reading present position.
F. Flight deck drills. Some tasks on a flight deck can safely be delegated to one member of the crew, but navigation, using automated systems, is emphatically not one of them. The Captain should participate in all navigation cross-check procedures.
G. Initialization errors. Always return to the ramp and reinitialize INS if the aircraft is moved before the INS NAV mode is selected. If, after getting airborne, it is found that during initialization a longitude insertion error has been made, unless you thoroughly understand drills on how to achieve the objective, you should probably turn back or make an en route stop if practicable.
H. Waypoint loading. Before departure, check to see that the computer flight plan and ICAO flight plan agree. In flight, involve two different sources in the cross-checking if possible. Do not be so hurried in loading waypoints that mistakes become likely and always check waypoints against the current ATC clearance.
I. Use a Pilot–Chart on the flight deck. Make periodic plots of position on a suitable chart and compare with waypoints on chart. 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?
2. Do you have a reliable timepiece aboard for reference and have you had a recent accurate time check?
3. Are you sure of the serviceability of your long range navigational system?
4. Are you familiar with the MACH number technique?
5. Did you conduct a check of your airborne weather radar, if so equipped?
6. Have you preplanned your actions in case one of your long-range navigational systems fails?
7. After departure, did you conduct an HF communications check and pass your departure time to aeronautical radio?
8. Did you give ATC your climb times?
9. If eastbound between 145°E and 170°E, or westbound between 164°E and 145°E, did you set your transponder on Mode A Code 2000? If east of 170°E or west of 145°E, is your transponder set on the discrete code assigned by ATC?
ANCHORAGE ARCTIC FIR

I. DESCRIPTION
The Anchorage Arctic FIR generally consists of that airspace lying between 141º west longitude and 168º 58.38´ west longitude south of the geographic North Pole running approximately to 72º north latitude. The material which follows also incorporates that portion of the Anchorage Domestic FIR which overlies the north coast of the Alaskan land mass.

Traffic flows in this airspace consist of: 1. a generally east/west flow for flights transiting between North American and Asian airports via the Russian Polar airspace (commonly referred to as “Cross Polar” flights) and, 2. an east/west flow of flights transiting between northern European and Alaskan airports (commonly referred to as “Trans Polar” flights). In the Anchorage Arctic FIR, airspace users can expect to receive ATC services associated with the following types of airspace areas and associated altitudes: Class G – below FL12; Class E – FL12 to but not including FL180; Class A - FL180 to FL600 inclusive; Class E – above FL600.

II. SEPARATION STANDARDS

VERTICAL – Reduced Vertical Separation Minima (RVSM) is applied from FL290 to FL410 inclusive in all of the Anchorage FIRs, i.e. Anchorage Domestic, Oceanic and Arctic Flight Information Regions. RVSM aircraft are separated by 1000 foot vertical spacing within this stratum. Non–RVSM aircraft are separated from all other aircraft, both RVSM and Non–RVSM, by 2000 feet within this stratum. Aircraft within the Edmonton, Murmansk and Magadan FIRs are also separated via RVSM procedures and minima.

LATERAL – Anchorage ARTCC utilizes the RNP–10 minima (25 miles either side of centerline) for aircraft with RNP–10 approval. Other aircraft are separated with a 90 nautical mile separation standard (90 NM between tracks). RNP–10 is also used in the Edmonton FIR and separation in the Murmansk and Magadan FIRs is accomplished using a 60 kilometer lateral separation standard.

LONGITUDINAL – Within the Anchorage Arctic FIR the longitudinal separation standard between turbo jet aircraft is 15 minutes. This minima may be reduced thru application of the ICAO recognized MACH Number Technique. This standard, and MACH Technique, is also applied in the Edmonton, Murmansk and Magadan FIRs.

III. FLIGHT PLANS and PREFERRED ROUTES

A. Flight Plans
All operators planning IFR flight operations in the Anchorage Arctic and Domestic Flight Information Regions north of 70º north latitude must file flight plans with both PAZAZQZX and PAZNZQZX. Failure to file with both system addresses may result in delay of ATC services.

B. Cross Polar
All flight planned routes must conform to the requirements of the current Anchorage (PAZA) Arctic FIR NOTAM.

C. Trans Polar
1. Operators shall flight plan through the Anchorage Arctic and Domestic FIRs via the following KARLL-COALL, ARBEZ-JESRU, or HARVZ-TAYTA. This requirement applies to both westbound and eastbound flights.
2. Flights filing between FYU and 141º west longitude shall flight plan via ADREW J160 or POTAT J167.
3. Preferred routes connecting with the PANC terminal area are as follows:

Northbound:
TED J115 FAI direct KARLL direct COALL
TED J115 FAI direct ARBEZ direct JESRU
TED J115 FAI direct HARVZ direct TAYTA
TED J115 FAI J120 FYU J160 ADREW
TED J115 FAI J120 FYU J167 POTAT

Southbound:
COALL direct KARLL direct TKA J125 TED
JESRU direct ARBEZ direct ENN J125 TED
TAYTA direct HARVZ direct ENN J125 TED
ADREW J160 FYU J120 FAI direct ENN J125 TED
POTAT J167 FYU J120 FAI direct ENN J125 TED

AK, 21 MAR 2024 to 16 MAY 2024
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 80º 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.
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
   Glacier Bay National Park and Preserve 907–697–2230
   Katmai National Park and Preserve (includes) 907–246–3305
   includes Aniakchak National Monument
   Kenai Fjords National Park 907–224–2132
   Klondike Gold Rush National Historic Park 907–983–2921
   Tongass National Forest (includes) 907–228–6202

   Western Arctic National Parklands: (includes) 907–442–8300
   includes Noatak National Preserve, Cape Krusenstern National Monument, Kobuk Valley National Park, and Bering Land Bridge National Preserve.

   Wrangler—St. Elias National Park and Preserve 907–822–5234

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/cartto/AKPAA.html

AK, 21 MAR 2024 to 16 MAY 2024
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**
- Pepper Lake, Gene Lake, and Swanson Lake are ONLY open for sport ice fishing.

**Andy Simons Unit**
- Upper Russian Lake, Twin Lakes, Emerald Lake, High Lake, Lower Russian Lake, Iceburg Lake, Green Lake, Kolomin Lake, Pothole Lake, Harvey Lake, Martin Lake, Windy Lake, Dinglestad Glacier terminus lake, Wusnesenski Glacier terminus lake, Tustumena Lake, all wilderness lakes within one mile from the shoreline of Tustumena Lake and all unmanned lakes in sections 1 & 2, T.1S., R.10W, and section 4, 5, 8, & 9, T.1S., R.9W, Seward Mountain, AK.

**Mystery Creek Unit**
- All unmanned lakes in section 11, T.6N, R.5W., Seward Mountain, AK.
   (b) Airplanes my operate on all lakes outside of the Kenai Wilderness, except those lakes with recreational developments, including, but not limited to, campgrounds, campsites, and public hiking trails connected to road waysides. The non–wilderness lakes CLOSED to aircraft operations are as follows:

**North Sterling Highway**

**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 Bottennintnim Lake, which is open year–round and Hidden Lake, which is open only for sport ice fishing.

**South Sterling Highway**
- Headquarters Lake is restricted to administrative use only.

2. Notwithstanding any other provision of these regulations, the operation of aircraft is prohibited between May 1 and September 30, inclusive, on any lake where nesting trumpeter swans and/or their broods are present, except Windy and Lonesome Lakes where the closure is between May 1 and September 10, inclusive.

3. The operation of wheeled aircraft, at the pilot's own risk, is only authorized on the unmaintained Big Indian Creek Airstrip, on gravel areas with 1/2 mile of Wusnesenski Glacier terminus lake, and within the SE 1/4, section 16 and SW 1/4, section 15, T.4S., R.8W., Seward Mountain.

4. Airplanes may operate only within designated areas on the Chickaloon Flats, as depicted on a map available from the refuge manager, (907) 262–7021.

5. Airplane operation is permitted on the Kasilof River, the Chickaloon River outlet, and the Kenai River below Skilak Lake from June 15 through March 14. All other rivers on the NWR are closed to aircraft.


AK, 21 MAR 2024 to 16 MAY 2024
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
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, Duke Creek Critical Habitat Area, Egegik Critical Habitat Area, Fox River Flats Critical Habitat Area, Homer Airport Critical Habitat Area, Kalgin Island Critical Habitat Area, Kachemak Bay Critical Habitat Area, Pilot Point Critical Habitat Area, Port Heiden Critical Habitat Area, Port Moller Critical Habitat Area, Redoubt Bay Critical Habitat Area, Tugidak Island Critical Habitat Area, and Willow Mountain Critical Habitat Area

Walrus Islands Sanctuary—Pilots are requested to maintain a minimum altitude of 5,000 feet above ground level within a 3 mile radius of Round Island (58º36’N, 159º58’W.). Access to Round Island or adjacent waters requires written permission from ADF&G. Flight less than 2,000 feet above ground level and than 1 mile may violate the Marine Mammal Protection Act and/or the Federal Airborne Hunting Act, regardless of their level of impact on wildlife.

McNeil River Sanctuary—Pilots are requested to maintain a minimum altitude of 1,000 feet above ground level within a 2 mile radius of McNeil River Falls located 1 mile upstream from the mouth of McNeil River in order to minimize disturbance to concentrations of brown bears during the period June 15 through September 15. The State has established a permit program which regulates human activities in the sanctuary and limits the number of persons allowed at the Falls each day.

Region 3—Northern and Interior Alaska, (907) 459-7279 phone, (907) 456-2259 fax
- Creamer’s Field Refuge and Minto Flats Refuge

AK, 21 MAR 2024 to 16 MAY 2024
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) Ardwak 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) Skeezna Lake.

LANDING AT MOUTH OF THE DESHKA RIVER
Extensive Use May 15 to July 15
CTAF Frequency 122.8

Civil/Military

This area is located at approximately 61º40´N 150º19´W (Big Lake VORTAC 275º11.6NM). It is a very high use seasonal recreation area which is reached by float plane, wheel planes and boats. A large portion of these recreation area users are boaters. There are frequent conflicts between aircraft and boats within this area. The conflict occurs when aircraft utilize the river to drop off and pick up users.

OPR: AAL-200       Date: 3/9/15

SCIENTIFIC LASER OPERATIONS
Chatanika, AK

Aug thru Apr. Laser research will be conducted intermittently within 4 NM of 65° 07’ 00”N, 147° 27’ 50” W, Poker Flat Research Range at an angle of 70° to 90°, from the sfc, projecting up to unlimited. The beam will be terminated if act enter the affected area. This beam is injurious to pilots/aircrews and passengers’ eyes. Cockpit illumination-flash blindness may occur beyond these distances. Anchorage/ZAN/ARTCC facility (907-269-1103) is the FAA coordination facility.

Contact AJV-W23   Date: 10/27/2020

Barrow, AK

Civil/Military

Scientific laser lgt ops near the Barrow Arpt, Barrow, AK, within an area defined as 71° 19’ 22” N 156° 36’ 57” W or the Barrow/BRW/VOR 029° radial at 4.5 NM. Sfc -5220’. Anchorage Center/ZAN/ARTCC telephone number 907-269-1108 is the FAA CDN facility.
DENALI FLIGHT ADVISORY

1. The Denali National Park/Wilderness/National Preserve areas are divided into two sectors, North and South, for Common Traffic Advisory Frequency (CTAF) deconfliction. The South area will use 123.65 and the North Area will use 122.725. The surrounding airports will use CTAF 122.9. A detailed map, Denali Flight Advisory, depicts the local checkpoints and is available through the National Park Service, PO Box 9, Denali National Park, AK 99755 or call 683–2294.

2. The NPS chart depicts the reporting points. When making a position report, give location, altitude, destination and/or direction of flight. Example: “Mountain Traffic, Cessna 1234, Ruth Icefall, 8000 feet, up glacier for the Amphitheater.”

3. ALL AIRCRAFT SHOULD FLY WITH THEIR LIGHTS ON.

4. BE ALERT! Climb early, stay high, especially over areas where landings and departures take place. Be sure your aircraft has the performance capability to operate in a high altitude mountainous environment. Stay to the right in the valleys and canyons. All turns should be to the left if possible. Obtain a current altimeter setting from the nearest facility.

5. Remember, Mt. McKinley makes its own weather. If the weather begins to deteriorate, leave immediately.

6. Your 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.

<table>
<thead>
<tr>
<th>WAYPOINTS</th>
<th>LAT</th>
<th>LONG</th>
<th>WAYPOINTS</th>
<th>LAT</th>
<th>LONG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alder Gap</td>
<td>62.46</td>
<td>150.31</td>
<td>North Hunter Pass</td>
<td>62.57</td>
<td>151.05</td>
</tr>
<tr>
<td>Alder Point</td>
<td>62.44</td>
<td>150.23</td>
<td>North Peters Hills</td>
<td>62.34</td>
<td>150.42</td>
</tr>
<tr>
<td>Anderson Pass</td>
<td>63.17</td>
<td>150.14</td>
<td>One Shot Gap</td>
<td>62.48</td>
<td>151.07</td>
</tr>
<tr>
<td>Backside Lake</td>
<td>63.51</td>
<td>150.41</td>
<td>Peters Basin</td>
<td>63.06</td>
<td>151.11</td>
</tr>
<tr>
<td>Base Camp</td>
<td>62.58</td>
<td>151.09</td>
<td>Peters Gap</td>
<td>62.31</td>
<td>150.48</td>
</tr>
<tr>
<td>Bend of the Muldrow</td>
<td>63.17</td>
<td>150.21</td>
<td>Pika Glacier/Little Switzerland</td>
<td>62.42</td>
<td>151.11</td>
</tr>
<tr>
<td>Bend of the Peters</td>
<td>63.12</td>
<td>150.57</td>
<td>Polychrome Glaciers</td>
<td>63.30</td>
<td>149.56</td>
</tr>
<tr>
<td>Between the Rivers</td>
<td>62.26</td>
<td>150.11</td>
<td>Polychrome Pass</td>
<td>63.30</td>
<td>149.56</td>
</tr>
<tr>
<td>Big Bend, Kahiltna</td>
<td>62.40</td>
<td>151.23</td>
<td>Refuge Valley</td>
<td>63.30</td>
<td>149.20</td>
</tr>
<tr>
<td>Big Bend of the Ruth</td>
<td>62.46</td>
<td>150.38</td>
<td>Round Top</td>
<td>63.31</td>
<td>149.39</td>
</tr>
<tr>
<td>Bunco Bump</td>
<td>62.31</td>
<td>150.26</td>
<td>Ruth Amphitheater</td>
<td>62.59</td>
<td>150.42</td>
</tr>
<tr>
<td>Bunco Lake</td>
<td>62.32</td>
<td>150.30</td>
<td>Icefall</td>
<td>62.52</td>
<td>150.36</td>
</tr>
<tr>
<td>Byers Lake</td>
<td>62.44</td>
<td>150.06</td>
<td>Sponge, Tokosinata/Ruth</td>
<td>62.46</td>
<td>150.43</td>
</tr>
<tr>
<td>Cathedral Mountain</td>
<td>63.34</td>
<td>149.34</td>
<td>Safari Lake</td>
<td>62.27</td>
<td>150.34</td>
</tr>
<tr>
<td>Chelatna Lake</td>
<td>62.29</td>
<td>151.27</td>
<td>Scott Peak</td>
<td>63.20</td>
<td>150.73</td>
</tr>
<tr>
<td>Denai Creek</td>
<td>62.37</td>
<td>149.06</td>
<td>South Hunter Pass</td>
<td>62.51</td>
<td>150.06</td>
</tr>
<tr>
<td>Divide Mountain</td>
<td>63.29</td>
<td>150.00</td>
<td>South Peters Hills</td>
<td>62.26</td>
<td>150.56</td>
</tr>
<tr>
<td>Easy Pass</td>
<td>63.22</td>
<td>149.43</td>
<td>Spink Lake</td>
<td>62.46</td>
<td>150.14</td>
</tr>
<tr>
<td>Era Chulitna Heliport</td>
<td>62.34</td>
<td>150.14</td>
<td>Swan Lake</td>
<td>62.31</td>
<td>150.23</td>
</tr>
<tr>
<td>Foggy Pass</td>
<td>63.24</td>
<td>149.14</td>
<td>Tiuna Icefall</td>
<td>63.08</td>
<td>151.07</td>
</tr>
<tr>
<td>Golden Zone Mine</td>
<td>63.13</td>
<td>149.38</td>
<td>Toe of the Eldridge</td>
<td>62.55</td>
<td>149.56</td>
</tr>
<tr>
<td>Gunsight Pass</td>
<td>63.12</td>
<td>150.51</td>
<td>Toe of the Kahiltna</td>
<td>62.28</td>
<td>151.11</td>
</tr>
<tr>
<td>Highway Camp</td>
<td>62.24</td>
<td>150.15</td>
<td>Toe of the Muldrow</td>
<td>62.43</td>
<td>150.32</td>
</tr>
<tr>
<td>Hillside</td>
<td>62.38</td>
<td>150.31</td>
<td>Toe of the Peters</td>
<td>63.15</td>
<td>150.00</td>
</tr>
<tr>
<td>Home Lake</td>
<td>62.37</td>
<td>150.37</td>
<td>Toe of the Ruth</td>
<td>62.40</td>
<td>150.25</td>
</tr>
<tr>
<td>Igloo</td>
<td>63.11</td>
<td>149.20</td>
<td>Toe of the Tokosinata</td>
<td>62.40</td>
<td>150.45</td>
</tr>
<tr>
<td>Kahiltna Ice Falls</td>
<td>62.54</td>
<td>151.13</td>
<td>Tokosha Mountains</td>
<td>62.42</td>
<td>150.37</td>
</tr>
<tr>
<td>Kahiltna Pass</td>
<td>61.04</td>
<td>151.10</td>
<td>Trealik Col</td>
<td>63.03</td>
<td>150.46</td>
</tr>
<tr>
<td>Lower Tokat</td>
<td>63.38</td>
<td>150.65</td>
<td>Triple Crown</td>
<td>62.45</td>
<td>151.08</td>
</tr>
<tr>
<td>Moose Meadows</td>
<td>62.35</td>
<td>150.30</td>
<td>Triple Lakes</td>
<td>63.39</td>
<td>148.52</td>
</tr>
<tr>
<td>Moose's Tooth</td>
<td>62.58</td>
<td>150.36</td>
<td>Upper Riley</td>
<td>63.31</td>
<td>149.12</td>
</tr>
<tr>
<td>Mountain House</td>
<td>62.58</td>
<td>150.48</td>
<td>West Ridge of Hunter</td>
<td>62.56</td>
<td>151.11</td>
</tr>
<tr>
<td>Myrtle Pass</td>
<td>63.34</td>
<td>150.37</td>
<td>Wickershams Wall</td>
<td>63.06</td>
<td>151.03</td>
</tr>
</tbody>
</table>
Denali Flight Advisory

Common Traffic Advisory Frequencies

North Denali: 122.725
South Denali: 123.65
Airport: 122.900

Not For Navigation
For Information Only

Legend

Mountain
Spot Location
Airport

North/South Areas

AK, 21 MAR 2024 to 16 MAY 2024
WHITE MOUNTAIN FLIGHT ADVISORY

The graphic depicts the routes that are flown by flightseeing 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.

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. 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.

<table>
<thead>
<tr>
<th>Waypoints</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Elevation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairbanks</td>
<td>64°48´49&quot;</td>
<td>147°51´35&quot;</td>
<td>434</td>
</tr>
<tr>
<td>Lime Peak</td>
<td>65°38´00&quot;</td>
<td>146°46´00”</td>
<td>5,062</td>
</tr>
<tr>
<td>Fort Yukon</td>
<td>66°34´17”</td>
<td>145°15´02”</td>
<td>433</td>
</tr>
<tr>
<td>Big Bend</td>
<td>65°25´30”</td>
<td>147°43´00”</td>
<td>3,012</td>
</tr>
<tr>
<td>Mt. Schwatka</td>
<td>65°53´30”</td>
<td>147°14´30”</td>
<td>4,177</td>
</tr>
<tr>
<td>Arctic Circle</td>
<td>66°33´38.6&quot;</td>
<td>147°15´00”</td>
<td></td>
</tr>
<tr>
<td>Livengood</td>
<td>65°28´36”</td>
<td>148°40´15”</td>
<td>425</td>
</tr>
<tr>
<td>Fox NDB</td>
<td>64°58´14”</td>
<td>147°34´08”</td>
<td>730</td>
</tr>
</tbody>
</table>

AK, 21 MAR 2024 to 16 MAY 2024
Preferred Arrival and Departure Routes into St. George and St. Paul Islands

The National Marine Fisheries Service and the U.S. Fish and Wildlife Service requests pilots maintain a minimum altitude of 1,000 feet above ground level (AGL) within a 1 mile radius of any of the coastline of the Pribilof Islands (St. Paul, St. George, Sea Lion Rock, Walrus, and Otter Islands) from 14 May until 14 December. Flights less than 1,000 feet AGL and less than 1 mile seaward or ½ mile 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 ½ mile and 1 mile from the end of the runway to heading 060°T or 240°T. During approach and takeoff from St. Paul follow aircraft advisory corridors to the north and south. Inter-island flights along heading 138°T or 318°T should avoid the aircraft advisory zones if less than 1,000’ AGL and within 1 mile of any coastline except as recommended above.
National Marine Fisheries Service point of contact:
(907) 271-3024
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 wheeled-equipped aircraft.

When arriving Iliamna Runways 17 and S or departing Runways 35 and N caution is advised for occasional, float and wheeled-equipped, operations in the vicinity of Eastwind Lake.

It is strongly recommended that all aircraft utilize the CTAF on 123.6
AK, 21 MAR 2024 to 16 MAY 2024

For Information Only
Not for Navigation
AK, 21 MAR 2024 to 16 MAY 2024
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
Kachemak Bay
Flight Advisory Area

Sixty Foot Rock
Reporting Point
Used by Scheduled Service Carrier
Frequency change over 123.6 / 122.9

Barabara Point
Reporting Point
Used by Schedule Service Carrier

Dangerous Cape
Reporting Point
Used by Scheduled Service Carrier

Notes:
1) The area within the dashed lines is the corridor where numerous daily scheduled service flights to Seldovia, Port Graham and Nanwalek are conducted.
2) Heaviest traffic tends to be along the coast.
3) Use extreme vigilance around 60 Foot Rock which is used as the frequency changeover point between 123.6 / 122.9
4) Pilots will be off CTAF picking up AFIS/ASOS – just because you transmitted your position/intentions does not mean you were heard!

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.

<table>
<thead>
<tr>
<th>ANCHORAGE APP CON</th>
<th>ANCHORAGE ATIS</th>
<th>LAKE HOOD ATIS</th>
<th>MERRIL ATIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.1</td>
<td>135.5</td>
<td>125.6</td>
<td>124.25</td>
</tr>
<tr>
<td>TOWER 118.3</td>
<td>TOWER 126.8</td>
<td>TOWER 126.0</td>
<td></td>
</tr>
</tbody>
</table>

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.

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

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

ROUTE PURPOSE:
The EASTSIDE OVERFLIGHT provides an orderly route for transiting the Anchorage bowl while avoiding Class C/D airspace and reducing potential conflict with aircraft using established routes to and from adjacent airports.

ENA FSS | ANCHORAGE APP CON | ANCHORAGE APP CON
122.3 | 119.1 (NORTH) | 126.4 (SOUTH)

ROUTE INSTRUCTIONS:

NORTH TO SOUTH: Fly southbound along the Glenn Highway to the Eagle River Bridge, then direct Moose Run Golf Course, direct Potter, maintain 2,500 MSL.

SOUTH TO NORTH: Proceed from Potter direct to Moose Run Golf Course, direct Eagle River Bridge, then northbound along the Glenn Highway, maintain 3,500 MSL.
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.

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.
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.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>CLNC DEL</th>
<th>ANC GROUND</th>
<th>ANCHORAGE TOWER</th>
<th>ANCHORAGE DEP</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.5</td>
<td>119.4</td>
<td>121.9</td>
<td>118.3</td>
<td>119.1</td>
</tr>
</tbody>
</table>

ROUTE INSTRUCTIONS:

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.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023
ANCHORAGE, ALASKA | VFR DEPARTURE PROCEDURE | CHICKALOON DEPARTURE TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

ROUTE PURPOSE:
The CHICKALOON DEPARTURE will be issued to aircraft departing to the south of Anchorage. Contact Anchorage Clearance Delivery and advise of destination and request the CHICKALOON DEPARTURE.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>CLNC DEL</th>
<th>ANCHORAGE GROUND</th>
<th>ANCHORAGE TOWER</th>
<th>ANCHORAGE DEPARTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.5</td>
<td>119.4</td>
<td>121.9</td>
<td>118.3</td>
<td>126.4</td>
</tr>
</tbody>
</table>

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.
ANCHORAGE, ALASKA | VFR DEPARTURE PROCEDURE | LITTLE SU DEPARTURE
TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

ROUTE PURPOSE:
The LITTLE SU DEPARTURE may be issued to westbound aircraft. Contact Anchorage Clearance Delivery on 119.4 / 128.65 and request the LITTLE SU DEPARTURE.

ATIS | CLNC DEL | ANC GND | ANCHORAGE TOWER | ANCHORAGE DEPARTURE
135.5 | 119.4 / 128.65 | 121.9 | 118.3 | 119.1

ROUTE INSTRUCTIONS:
Depart the traffic pattern as assigned by ATC. Proceed direct to the mouth of the Little Susitna River. Maintain at or below 600’ MSL.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023
ANCHORAGE, ALASKA | VFR ARRIVAL PROEDURE
---|---
MACKENZIE ARRIVAL
TED STEVENS ANCHORAGE INTL
CAMPBELL LAKE
SAND LAKE

ROUTE PURPOSE:
The MACKENZIE ARRIVAL will be issued to aircraft arriving from the north of Anchorage. Contact Anchorage Approach Control at least 15 miles north of the airport. On initial contact request MACKENZIE ARRIVAL.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>ANCHORAGE APPROACH</th>
<th>ANCHORAGE TOWER</th>
<th>ANCHORAGE GROUND</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.5</td>
<td>119.1</td>
<td>118.3</td>
<td>121.9</td>
</tr>
</tbody>
</table>

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.
**NOTICES**

**ANCHORAGE, ALASKA**

<table>
<thead>
<tr>
<th>VFR ARRIVAL PROCEDURE</th>
<th>MIDTOWN ARRIVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ROUTE PURPOSE:</strong></td>
<td>TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT</td>
</tr>
<tr>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ATIS</th>
<th>ANCHORAGE APP CON</th>
<th>ANCHORAGE TOWER</th>
<th>GND CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.5</td>
<td>119.1 (NORTH)</td>
<td>118.3</td>
<td>121.9</td>
</tr>
<tr>
<td></td>
<td>126.4 (SOUTH)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**VFR PROCEDURE ONLY**

**CHART NOT TO SCALE – NOT TO BE USED FOR NAVIGATION**

**MODE C TRANSPONDER REQUIRED**

**ROUTE INSTRUCTIONS:**

**EAST ARRIVALS:** Proceed from the corner of Tudor and Muldoon direct to the Tudor and New Seward Overpass at 1,800’ MSL, direct to the Post Office, cross Runway 33 at midfield, then as assigned by ATC.

**SOUTH ARRIVALS:** Proceed from Rabbit Creek Interchange to the corner of Tudor and Muldoon, then direct to the Tudor and New Seward Overpass at 1,800’ MSL, direct to the to the Post Office, cross Runway 33 at midfield, then as assigned by ATC.

---

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

AK, 21 MAR 2024 to 16 MAY 2024
**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.

<table>
<thead>
<tr>
<th>LAKE HOOD ATIS</th>
<th>LAKE HOOD TOWER</th>
<th>ANCHORAGE APP CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.6</td>
<td>126.8</td>
<td>119.1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VFR PROCEDURE ONLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION</td>
</tr>
</tbody>
</table>

**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.
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", i.e. landing and departing the East, South or Southeast waterlanes and Runway 14.

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.
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.

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.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>CLNC DEL</th>
<th>LAKE HOOD TOWER</th>
<th>ANCHORAGE TOWER</th>
<th>ANCHORAGE DEP CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.6</td>
<td>119.4</td>
<td>126.8</td>
<td>118.3</td>
<td>126.4</td>
</tr>
</tbody>
</table>

FORMER KULIS ANG

SAND LK.
SUNDI LK

JEWEL LK

CAMPBELL LK

2500

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.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

AK, 21 MAR 2024 to 16 MAY 2024
Anchorage, Alaska

VFR Departure Procedure

Little Su Departure
Lake Hood Seaplane Base
Lake Hood Strip

Route Purpose:
The Little Su Departure may be issued to westbound aircraft. Contact Anchorage Clearance Delivery on 119.4/128.65 and request the Little Su Departure.

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.

ATIS 125.6
CLNC DEL 119.4/128.65
Lake Hood Tower 126.8
ANC Tower 118.3
Anchorage Dep Con 119.1

VFR procedure only
Chart not to scale - not to be used for navigation
Mode C transponder required

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

AK, 21 Mar 2024 to 16 May 2024
**ANCHORAGE, ALASKA**  |  **VFR ARRIVAL ROUTE**  |  **GRAVEL PIT ARRIVAL**  
---|---|---
|  |  | LAKE HOOD SEAPLANE BASE  
|  |  | LAKE HOOD STRIP  

**ROUTE PURPOSE:**  
The GRAVEL PIT ARRIVAL will provide direct routing to Lake Hood from the south for Class C participating aircraft. Pilots may expect this route except during times when Ted Stevens Anchorage International Airport is departing Runway 15. Contact Anchorage Approach Control at least 15 miles from Lake Hood and request the GRAVEL PIT ARRIVAL.

**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.
ANCHORAGE, ALASKA

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GROUND CONTROL</th>
<th>MERRILL TOWER</th>
<th>DEPARTURE CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>121.7</td>
<td>126.0</td>
<td>Northwest/ East 119.1 South 126.4</td>
</tr>
</tbody>
</table>

**REPORTING POINTS**

**MERRILL FIELD**

- **ATIS**: 124.25
- **Ground Control**: 121.7
- **Merrill Tower**: 126.0
- **Departure Control**: Northwest/ East 119.1 South 126.4

**Traffic Patterns**

- **Merrill Field**
  - **ATIS**: 124.25
  - **Ground Control**: 121.7
  - **Merrill Tower**: 126.0
  - **Departure Control**: Northwest/ East 119.1 South 126.4

**VFR PROCEDURE ONLY**

**Chart Not to Scale** — Not to be used for navigation.

**Clark Junior High** 61°13'21"N 149°48'41"W Providence Hospital 61°11'19"N 149°49'11"W

**Costco** 61°12'40"N 149°48'18"W Safety Building 61°10'47"N 149°46'33"W

**Mouth of Ship Creek** 61°13'37"N 149°54'08"W Totem Theater 61°11'32"N 149°43'50"W

**Muldoon Interchange** 61°13'37"N 149°44'00"W Tudor Bus Barn 61°10'45"N 149°48'38"W

**Polaris School** 61°09'53"N 149°51'15"W UAA Campus 61°11'26"N 149°49'17"W

**West High** 61°12'04"N 149°54'59"W

**ALL AIRCRAFT**: Use these reporting points to reference common geographic locations routinely referenced in the Merrill Field vicinity. Fly traffic patterns as depicted to reduce noise complaints.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures

Contact Information: AJT-TWAN-SM-Airspace@faa.gov

Amended: October 2023

AK, 21 MAR 2024 to 16 MAY 2024
COMMON PATTERN ENTRY
RUNWAYS 25, 34 & 5/23
MERRILL FIELD

ANCHORAGE, ALASKA
VFR INBOUND PROCEDURE

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GROUND CONTROL</th>
<th>MERRILL TOWER</th>
<th>DEPARTURE CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>121.7</td>
<td>126.0</td>
<td>Northwest/East 119.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>South 126.4</td>
</tr>
</tbody>
</table>

MERRILL FIELD

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.

## Anchorage, Alaska

<table>
<thead>
<tr>
<th>Runway 7</th>
<th>Runway 16</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A)</strong> “Make straight in.” Be established on final over the downtown shoreline.</td>
<td><strong>A)</strong> “Make straight in.” Be established on final over the downtown shoreline.</td>
</tr>
<tr>
<td><strong>B)</strong> “Make left traffic.” Be established on downwind leg at Muldoon.</td>
<td><strong>B)</strong> “Make right traffic.” From the Safety Building, enter a midfield downwind.</td>
</tr>
<tr>
<td><strong>C)</strong> “Make right traffic.” From the Safety Building, enter a midfield downwind.</td>
<td><strong>D)</strong> “Enter right base.” Fly to the Mouth of Ship Creek before turning base.</td>
</tr>
<tr>
<td><strong>E)</strong> “Enter left base.” Be established on left base at Muldoon.</td>
<td><strong>E)</strong> “Enter left base.” Be established on left base at Muldoon.</td>
</tr>
<tr>
<td><strong>F)</strong> “Make left traffic.” From the Safety Building, enter a midfield downwind.</td>
<td><strong>F)</strong> “Make left traffic.” From the Safety Building, enter a midfield downwind.</td>
</tr>
</tbody>
</table>

### VFR Inbound Procedure

**Runway 7/16: Merrill Field**

- **ATIS:** 124.25
- **Ground Control:** 121.7
- **Merrill Tower:** 126.0
- **Departure Control:**
  - Northwest/East: 119.1
  - South: 126.4

**Common Pattern Entry Instructions:**

**Runway 7:**

A) “Make straight in.” Be established on final over the downtown shoreline.
B) “Make left traffic.” Be established on downwind leg at Muldoon.
C) “Make right traffic.” From the Safety Building, enter a midfield downwind.

**Runway 16:**

D) “Enter right base.” Fly to the Mouth of Ship Creek before turning base.
E) “Enter left base.” Be established on left base at Muldoon.
F) “Make left traffic.” From the Safety Building, enter a midfield downwind.

**Chart Not to Scale -- Not to Be Used for Navigation**
**NOTICES**

**ANCHORAGE, ALASKA**

<table>
<thead>
<tr>
<th></th>
<th><strong>VFR TRAFFIC PATTERN</strong></th>
<th><strong>TRAFFIC PATTERN ENTRY</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td><strong>RUNWAYS 5/23</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>MERRILL FIELD</strong></td>
</tr>
<tr>
<td><strong>ATIS</strong></td>
<td>124.25</td>
<td></td>
</tr>
<tr>
<td><strong>GROUND CONTROL</strong></td>
<td>121.7</td>
<td></td>
</tr>
<tr>
<td><strong>MERRILL TOWER</strong></td>
<td>126.0</td>
<td></td>
</tr>
<tr>
<td><strong>DEPARTURE CONTROL</strong></td>
<td></td>
<td><strong>EAST/WEST 119.1</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>SOUTH 126.4</strong></td>
</tr>
</tbody>
</table>

**ANCHORAGE, ALASKA**

VFR TRAFFIC PATTERN

- **ATIS**: 124.25
- **GROUND CONTROL**: 121.7
- **MERRILL TOWER**: 126.0
- **DEPARTURE CONTROL**: EAST/WEST 119.1, SOUTH 126.4

**TRAFFIC PATTERN ENTRY**

**RUNWAYS 5/23**

**MERRILL FIELD**

**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.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures

Contact Information: AJT-TWAN-SM-Airspace@faa.gov

Amended: October 2023

AK, 21 MAR 2024 to 16 MAY 2024
### CARTEE AIRSPACE

**ANCHORAGE, ALASKA**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GROUND CONTROL</th>
<th>MERRILL TOWER</th>
<th>DEPARTURE CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>121.7</td>
<td>126.0</td>
<td>EAST/WEST 119.1 SOUTH 126.4</td>
</tr>
</tbody>
</table>

#### 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 add'l CARTEE information.

#### NE Point:
N 61° 13' 38.95" W 149° 44' 41.28"  
IVO Tikahtnu Commons parking lot

#### SE Point:
N 61° 12' 09.24" W 149° 44' 41.58"  
IVO E. 20th Ave at South Fork of Chester Creek

#### SW Point:
N 61° 12' 09.19" W 149° 47' 42.74"  
IVO E. 20th Ave at Russian Jack Elementary

#### NW Point:
N 61° 13' 34.57" W 149° 47' 42.98"  
IVO Mountain View/Bliss Street intersection

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures  
Contact Information: AJT-TWAN-SM-Airspace@faa.gov  
Amended: October 2023
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.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GROUND CONTROL</th>
<th>MERRILL TOWER</th>
<th>DEPARTURE CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>121.7</td>
<td>126.0</td>
<td>119.1</td>
</tr>
</tbody>
</table>

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
ANCHORAGE, ALASKA

VFR DEPARTURE PROCEDURE

SHORELINE DEPARTURE
RUNWAY 25
MERRILL FIELD

ROUTE PURPOSE:
The SHORELINE DEPARTURE is for aircraft departing Merrill Field to the west and northwest at or above 2000’ from runway 25.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GROUND CONTROL</th>
<th>MERRILL TOWER</th>
<th>DEPARTURE CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>121.7</td>
<td>126.0</td>
<td>119.1</td>
</tr>
</tbody>
</table>

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

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

AK, 21 MAR 2024 to 16 MAY 2024
ANCHORAGE, ALASKA | VFR DEPARTURE PROCEDURE | CITY HIGH DEPARTURE RUNWAY 34 MERRILL FIELD

ROUTE PURPOSE:
The City High Departure is for aircraft departing Merrill Field to the west and northwest at or above 2000'.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GROUND CONTROL</th>
<th>MERRILL TOWER</th>
<th>DEPARTURE CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>121.7</td>
<td>126.0</td>
<td>119.1</td>
</tr>
</tbody>
</table>

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
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’.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GROUND CONTROL</th>
<th>MERRILL TOWER</th>
<th>DEPARTURE CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>121.7</td>
<td>126.0</td>
<td>119.1</td>
</tr>
</tbody>
</table>

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’.
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.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GROUND CONTROL</th>
<th>MERRILL TOWER</th>
<th>DEPARTURE CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>121.7</td>
<td>126.0</td>
<td>119.1</td>
</tr>
</tbody>
</table>

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

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

AK, 21 MAR 2024 to 16 MAY 2024
ANCHORAGE, ALASKA  |  VFR ARRIVAL / DEPARTURE PROCEDURE  |  CAMPBELL ARRIVAL/DEPARTURE MERRILL FIELD

ROUTE PURPOSE:
The Campbell Departure is for aircraft inbound from / departing to the south. This route significantly reduces the potential for wake turbulence encounters from large and heavy aircraft using the east/west runways at Ted Stevens Anchorage International Airport.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GROUND CONTROL</th>
<th>MERRILL TOWER</th>
<th>DEPARTURE CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>121.7</td>
<td>126.0</td>
<td>126.4</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>ATIS</th>
<th>MERRILL TOWER</th>
<th>DEPARTURE CONTROL</th>
<th>DEPARTURE CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>126.0</td>
<td>NORTHWEST/EAST 119.1</td>
<td>SOUTH 126.4</td>
</tr>
</tbody>
</table>

**VFR PROCEDURE ONLY**

**CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION**

**ROUTE INSTRUCTIONS:**

**ALL HELICOPTERS:** Westbound helicopters cross Knik Arm in accordance with 14 CFR Part 93. Remain below fixed wing traffic pattern altitude until clear of the traffic pattern. Arrival routings are the reverse of the departure routings.

**Departing South of Runway 7/25:**

- **Ship Creek South:** Remain north of Runway 5/23. Cross Runway 7/25 midfield at 600’ then proceed westbound along Ship Creek.

- **Golf Course:** Proceed direct to Russian Jack Golf Course, maintain below 600’ west of Boniface Parkway, then east to Muldoon Road.

**Departing North of Runway 7/25:**

- **Ship Creek:** Proceed north to then west along Ship Creek.

- **Highway:** Proceed eastbound along the Glenn Highway, maintain below 600’ west of Boniface Parkway, then east to Muldoon Road.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

AK, 21 MAR 2024 to 16 MAY 2024
ANCHORAGE, ALASKA  
VFR DEPARTURE PROCEDURE  
SHIP CREEK DEPARTURE  
MERRILL FIELD

ROUTE PURPOSE:
The SHIP CREEK DEPARTURE is for aircraft departing Merrill Field to the west and northwest.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GROUND CONTROL</th>
<th>MERRILL TOWER</th>
<th>DEPARTURE CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>121.7</td>
<td>126.0</td>
<td>119.1</td>
</tr>
</tbody>
</table>

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

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures  
Contact Information: AJT-TWAN-SM-Airspace@faa.gov  
Amended: October 2023

AK, 21 MAR 2024 to 16 MAY 2024
**ANCHORAGE, ALASKA**  
**SVFR ARRIVAL/DEPARTURE PROCEDURE**  
**MULDOON SVFR ARRIVAL / DEPARTURE**  
**MERRILL FIELD**

**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.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GROUND CONTROL</th>
<th>MERRILL TOWER</th>
<th>DEPARTURE CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>121.7</td>
<td>126.0</td>
<td>119.1</td>
</tr>
</tbody>
</table>

**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.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures  
Contact Information: AJT-TWAN-SM-Airspace@faa.gov  
Amended: October 2023
ANCHORAGE, ALASKA
SVFR ARRIVAL/DEPARTURE
PROCEDURE

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.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GROUND CONTROL</th>
<th>MERRILL TOWER</th>
<th>DEPARTURE CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.25</td>
<td>121.7</td>
<td>126.0</td>
<td>119.1</td>
</tr>
</tbody>
</table>

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.
Fairbanks Terminal Radar Service Area (TRSA) & VFR Checkpoints

See Fairbanks IFR Terminal Area Chart

Note: Numerous Military Operations Areas East of Eielson AFB not depicted

Birch Hill 64°52'07"N 147°38'48"W
City Dump 64°48'26"N 147°41'54"W
Clear AFS 64°19'21"N 149°10'41"W
Clear Creek Buttes 64°37'47"N 147°49'16"W
College 64°51'40"N 147°50'25"W
Ester 64°51'08"N 148°00'15"W
Experimental Farm 64°51'58"N 147°52'40"W
Fairbanks VORTAC 64°48'00"N 148°00'43"W
Fox NDB 64°58'08"N 147°34'48"W
Gold King Creek 64°12'01"N 147°55'39"W
Granite Tors 64°51'16"N 146°13'18"W
Harding Lake 64°25'53"N 146°51'29"W
KFAR Tower 64°53'03"N 147°48'01"W
Murphy Dome Rd. 64°59'39"N 147°46'47"W
Poker Flats Range 65°08'03"N 147°28'08"W
SALLY (Fighters) 64°33'20"N 147°05'30"W
Wood River Buttes 64°28'24"N 148°05'45"W
Notes for the Fairbanks Area

Fairbanks General Guidelines
1. Each person operating an aircraft within the Fairbanks Terminal Radar Service Area (TRSA) should operate that aircraft according to the rules set forth in this section unless otherwise authorized or required by ATC.
2. Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.
3. All aircraft while in the Fairbanks Surface Area should fly with their lights on at all times.
4. Arriving aircraft should contact Fairbanks Approach at least 20 miles from the airport of arrival destination. Arriving traffic northeast through east through southeast of Fairbanks International Airport should contact Fairbanks Approach on 127.1. All other arrivals should contact Fairbanks Approach on 125.35.
5. All aircraft arriving Fairbanks International Airport on downwind from the north or south remain at least 1 mile east or west of the extended runway centerlines for Fairbanks International RWYs 2/20.

Fairbanks Traffic Pattern Altitudes
Aircraft arrival/departure altitudes may vary from these listed:

- Single engine reciprocating: 1,500 MSL
- Multi-, large and turbine powered aircraft: 2,000 MSL

Chena Marina procedures
1. Arrival/departure/pattern traffic for Chena Marina contact Fairbanks Tower on 118.3.
2. Chena Marina traffic will observe a ceiling of 1,200 MSL while in the pattern.
3. Traffic patterns will be to the west of the Chena Marina runway and float pond with Chena Ridge being the western boundary.
4. All Chena Marina traffic will remain west of Chena Pump Road at or below 1200 MSL and will advise Fairbanks Tower prior to crossing Chena Pump Road eastbound.
5. Departure traffic remains west of Fairbanks International Airport at all times unless otherwise authorized or required by ATC.
6. In the interest of safety, please utilize Fairbanks Radar Services whenever departing Chena Marina.

TRSA Services
A. Standard TRSA departure instructions
Departing aircraft should monitor the ATIS, then contact Fairbanks Clearance Delivery on the appropriate frequency being broadcast on the ATIS prior to taxi. Pilots are expected to inform the controller of an intended destination and/or initial heading and desired cruising altitude. All departing aircraft will be given TRSA services unless the pilot states "negative TRSA service" or makes a similar comment.

B. TRSA departure (VFR departing aircraft)
The standard TRSA departure for Fairbanks International Airport will be to fly runway heading for the runway assigned, departure frequency on 125.35. This will be referred to as the "TRSA departure". Fairbanks Clearance Delivery will issue to each aircraft: "TRSA departure, squawk (code)".

C. TRSA service from Float Pond
Clearance Delivery frequency stated on ATIS. Aircraft departing the Float Pond at Fairbanks International Airport should monitor the ATIS, then contact Fairbanks Clearance Delivery for services. Those departing aircraft should then contact Fairbanks Tower 118.3 directly for taxi clearance.

D. TRSA service from satellite airports
Clearance Delivery frequency stated on ATIS. Aircraft departing satellite airports, inside the Fairbanks Class D surface area, such as Chena Marina, Chena River, Metro Field, and Peger Pond, and requesting TRSA services should monitor the ATIS, then contact Fairbanks Clearance Delivery for TRSA services. Those departing aircraft should then contact Fairbanks Tower directly on 118.3.

Owner: FAI ATCT, (907)474-0050  EFFECTIVE DATE: 5AUG22-5AUG24
FLIGHT SAFETY ADVISORY
FORT GREELY MISSILE
DEFENSE AREA

CONTACT ALLEN ARMY AIRFIELD
OPERATIONS ON 122.9.

AVOID CIRCLING OR LOITERING ABOVE OR IN THE
VICINITY OF THE MISSILE DEFENSE AREA WHILE
FLYING ALONG THE RICHARDSON AND ALASKA
HIGHWAYS NEXT TO FORT GREELY AND UP TO 7 NM
SOUTHEAST OF BIG. REQUEST PILOTS REMAIN
OVER OR WITHIN 200 FEET NORTH OF THE
ALASKA HIGHWAY OR WEST OF THE RICHARDSON
HIGHWAY. INTERCEPTER MISSILES MAY BE LAUNCHED
WITHOUT NOTICE.
Flight Advisory for Pacific Walrus

Bristol Bay and the Chukchi Sea Coast

The U.S. Fish and Wildlife Service seeks your support and cooperation in minimizing disturbances to walrus herds resting in Bristol Bay and along the Chukchi Sea coast of Alaska.

HAULOUT LOCATIONS

Bristol Bay
Regularly used walrus haulout locations in Bristol Bay include Cape Newenham, Cape Peirce, Cape Greig, Cape Senievain, Hagemeister Island, and Round Island. Intermittently used haulout locations include Izembek Lagoon (Cape Glaznap and Neuman Island), Amak Island, and Cape Sarichef and Oksenof Point on Unimak Island. Walruses may be sporadically encountered anywhere along the Alaska Peninsula. See graphics on the following pages.

Chukchi Sea Coast
Walruses are known to congregate on isolated beaches and barrier islands along Alaska’s Chukchi Sea coast in late summer and early fall (July – October) when concentrations of sea-ice are low. Known haulout areas include: Cape Lisburne, Point Lay barrier islands, and Icy Cape. See graphics depicted on following pages. Walrus may be sporadically encountered anywhere along the coast between Cape Lisburne and Icy Cape including Corwin Bluff. See graphics on the following pages.

THESE ARE IMPORTANT RESTING AREAS FOR PACIFIC WALRUSES

Each summer, thousands of male walruses migrate into Bristol Bay to feed on rich beds of clams and other marine organisms. Between feeding cycles, they come to shore to rest at isolated resting areas (haulouts) distributed throughout Bristol Bay.

With the loss of summer sea ice over the continental shelf observed in recent years walruses are being forced to use land based haulouts rather than sea ice which is their preferred habitat. Between feeding cycles, they come to shore to rest at isolated resting areas (haulouts) distributed along the Chukchi Sea coast.

WALRUSES ARE SENSITIVE TO HUMAN DISTURBANCES

Although responses to human activities are variable, walruses will often flee haulouts in response to the sight, sound, or odor of humans or their machines. Trampling deaths associated with haulout disturbance is one of the largest known sources of natural mortality for walrus. Frequent or prolonged disturbances may even result in haulout abandonment.

HARASSING OR DISTURBING WALRUSES IS AGAINST THE LAW

Any human activity, including operating an aircraft, vehicle, or boat, or approaching on foot, in a manner which results in harassing walruses is prohibited under provisions of the Marine Mammal Protection Act of 1972. Harassment includes any act which has the potential to injure or disturb walruses and includes acts which disrupt behavioral patterns including, but not limited to migration, breathing, nursing, breeding, feeding, or sheltering.
YOU CAN HELP MINIMIZE DISTURBANCE TO RESTING WALRUSES Walrus are particularly sensitive to changes in engine noise and are more likely to stampede off beaches when planes turn or fly low overhead. Aerial photography and/or circling aircraft within the vicinity of a walrus haulout pose a high potential for disturbance and is specifically discouraged. In an effort to prevent disturbances, please follow these general guidelines when operating aircraft near walrus herds.

Pilots of single engine aircraft should not knowingly fly over or fly within 1/2 mile of walruses hauled out on land or ice to avoid causing a disturbance. If weather or aircraft safety require flight operations within 1/2 mile of walruses, small single engine aircraft should maintain a 2000’ minimum altitude.

Pilots of helicopters and multi-engine aircraft should not knowingly fly over or fly within 1 mile of walruses hauled out on land or ice to avoid causing a disturbance. If aircraft safety requires flight operations within 1 mile of walruses, helicopters and multi-engine aircraft should maintain a 3000’ minimum altitude.

If aircraft safety requires flight operations below these recommended altitudes, please pass inland or seaward (within safe gliding distance to shore) of the haulout site at the greatest lateral distance manageable for safe operation of the aircraft (1 mile if possible).

Please be aware that some locations (such as Round Island within the Walrus Islands State Game Sanctuary, in Bristol Bay) have more strict recommendations. Pilots are requested to maintain a minimum altitude of 5,000 feet above ground level within a 3 mile radius of Round Island (58° 36' N. 159° 58' W.). Access to Round Island or adjacent waters requires written permission from the Alaska Department of Fish and Game. Please check with ADF&G for additional restrictions.

Please note these are only guidelines, and may not prevent disturbances in all situations. You are responsible for operating your aircraft in a manner which does not cause disturbance or violate the Marine Mammal Protection Act.

THANK YOU FOR YOUR HELP AND COOPERATION

To report incidences of disturbance or harassment please contact:

U.S. Fish and Wildlife Service
Division of Law Enforcement:
1011 E. Tudor Road
Anchorage Alaska 99503-6199
Toll free: 1-800-858-7621

For questions about walruses please contact:

U.S. Fish and Wildlife Service
Marine Mammals Management Field Office
1011 E. Tudor Road
Anchorage Alaska 99503-6199
Toll free: 1-800-362-5148
http://www.fws.gov/alaska/fisheries/mmm/
Wildlife Sensitive Area: Icy Cape Walrus Haulout

See Preceding Advisory for Details

Walrus may be encountered in this area from July to October

Icy Cape

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

Prepared By
U.S. Fish and Wildlife Service
April 2018

Note: Maps not to be used for navigation purposes

Walrus Haulout Location

Location Map
Icy Cape, Alaska
Wildlife Sensitive Area: Point Lay Walrus Haulout

Walrus may be encountered in this area
From July - October

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

Location Map
Point Lay, Alaska

Note: Maps not to be used for navigation purposes

See Preceding Flight Advisory for Details
Wildlife Sensitive Area: Cape Lisburne Walrus Haulout

Walrus may be encountered in this area from July - October

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

Prepared By
U.S. Fish and Wildlife Service
April 2018

Note: Maps not to be used for navigation purposes

See Preceding Flight Advisory for Details

Location Map
Cape Lisburne, Alaska

0 0.5 1 2 Miles
Wildlife Sensitive Area: Cape Newenham Walrus Haulout

See Preceding Flight Advisory for Details

Walrus may be encountered in this area

Point of Contact:
U.S. Fish and Wildlife Service
Togiak Nat’l Wildlife Refuge
6 Main Street
Kangiugutaq 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

Location Map
Cape Newenham
Alaska
Kuskokwim Bay
Southwest Alaska

AK 21 MAR 2024 to 15 MAY 2024
Wildlife Sensitive Area: Cape Peirce Walrus Haulouts

See Preceding Flight Advisory for Details

Walrus may be encountered in this area

Point of Contact:
U.S. Fish and Wildlife Service
Togiak Nat’l Wildlife Refuge
Kangiqutaq Building
6 Main Street
P.O. Box 270 MS 569
Dillingham, Alaska 99576
Toll Free: 1-800-817-2538

Prepared By
U.S. Fish and Wildlife Service
April 2018

Note: Maps not to be used for navigation purposes

AC 21 MAR 2014 to 15 MAY 2014
Wildlife Sensitive Area: Hagemeister Island  Walrus Haulout

See Preceding Flight Advisory for Details

Walrus may be encountered in this area

Hagemeister Island

Walrus Haulout Location

Note: Maps not to be used for navigation purposes

Prepared By
U.S. Fish and Wildlife Service
April 2018

Point of Contact:
U.S. Fish and Wildlife Service
Togiak Nat’l Wildlife Refuge
6 Main Street
Kangiqutaq Building
P.O. Box 270 MS 569
Dillingham, Alaska 99576
Toll Free: 1-800-817-2538

AK 2 MAR 2024 to 15 MAY 2024
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 may be encountered anywhere in the Walrus Island State Game Sanctuary

Note: Maps not to be used for navigation purposes
Wildlife Sensitive Area: Cape Greig Walrus Haulout

See Preceding Flight Advisory for Details

Bristol Bay
Cape Greig
Ugashik Bay
Pacific Ocean

Walrus may be encountered in this area

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

Prepared By
U.S. Fish and Wildlife Service
April 2018

Note: Maps not to be used for navigation purposes

Walrus Haulout Location

AK 21 APR 204 to 15 MAY 204
Wildlife Sensitive Area: Cape Seniavin Walrus Haulout

Prepared By
U.S. Fish and Wildlife Service
April 2018

Note: Maps not to be used for navigation purposes

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

Wildlife Sensitive Area: Cape Seniavin Walrus Haulout

See Preceding Flight Advisory for Details

Walrus may be encountered in this area

Cape Seniavin

Port Moller

Port Heiden

Alaska Peninsula

Port Heiden

Note: Maps not to be used for navigation purposes

Prepared By
U.S. Fish and Wildlife Service
April 2018

Walrus Haulout Location

Location Map
Cape Seniavin, Alaska

Bristol Bay

Kodiak Island
Wildlife Sensitive Area: Amak Island Walrus Haulout

See Preceding Flight Advisory for Details

Amak

Walrus may be encountered in this area

Izembek Lagoon

Bechevin Bay

Cold Bay

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

Prepared By
U.S. Fish and Wildlife Service
April 2018

Note: Maps not to be used for navigation purposes

AK 21 MAR 2024 to 15 MAY 2024
Wildlife Sensitive Area: Cape Sarichef and Oksenof Point Walrus Haulouts

Cape Sarichef and Oksenof Point
Unimak Island, Alaska

Walrus may be encountered in these locations

Note: Maps not to be used for navigation purposes

See Preceding Flight Advisory for Details

Contact Information: 1-800-362-5148, or FW7_MMM@fws.gov
Amended: July 2023

AK, 21 MAR 2024 to 16 MAY 2024
<table>
<thead>
<tr>
<th>Juneau Visual Check Points</th>
<th>Latitude (NAD 83)</th>
<th>Longitude (NAD 83)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annex Power</td>
<td>N 58° 19' 03&quot;</td>
<td>W 134° 06' 01&quot;</td>
</tr>
<tr>
<td>Arden Point</td>
<td>N 58° 09' 30&quot;</td>
<td>W 134° 10' 37&quot;</td>
</tr>
<tr>
<td>Barlow Cove</td>
<td>N 58° 13' 38&quot;</td>
<td>W 134° 53' 26&quot;</td>
</tr>
<tr>
<td>Battleship Island</td>
<td>N 58° 21' 34&quot;</td>
<td>W 134° 39' 53&quot;</td>
</tr>
<tr>
<td>Bullion Mine</td>
<td>N 58° 15' 08.05&quot;</td>
<td>W 134° 21' 30.32&quot;</td>
</tr>
<tr>
<td>Camp 17</td>
<td>N 58° 22' 03&quot;</td>
<td>W 134° 21' 56&quot;</td>
</tr>
<tr>
<td>Coghlan Island</td>
<td>N 58° 23' 13&quot;</td>
<td>W 134° 42' 04&quot;</td>
</tr>
<tr>
<td>Cooper Point</td>
<td>N 58° 14' 09&quot;</td>
<td>W 134° 06' 12&quot;</td>
</tr>
<tr>
<td>Douglas Heliport</td>
<td>N 58° 19' 56&quot;</td>
<td>W 134° 29' 50&quot;</td>
</tr>
<tr>
<td>Dupont Dock</td>
<td>N 58° 13' 40.67&quot;</td>
<td>W 134° 15' 59.24&quot;</td>
</tr>
<tr>
<td>Eagle Beach</td>
<td>N 38° 31' 40&quot;</td>
<td>W 134° 49' 35&quot;</td>
</tr>
<tr>
<td>Eaglecrest</td>
<td>N 58° 16' 27&quot;</td>
<td>W 134° 30' 46&quot;</td>
</tr>
<tr>
<td>Flat Point</td>
<td>N 58° 20' 10&quot;</td>
<td>W 134° 03' 23&quot;</td>
</tr>
<tr>
<td>Funter Pass</td>
<td>N 58° 16' 24.25&quot;</td>
<td>W 134° 51' 34.85&quot;</td>
</tr>
<tr>
<td>George Rock</td>
<td>N 58° 18' 54&quot;</td>
<td>W 134° 42' 04&quot;</td>
</tr>
<tr>
<td>Glory Hole</td>
<td>N 58° 16' 04.45&quot;</td>
<td>W 134° 22' 54.81&quot;</td>
</tr>
<tr>
<td>Grizzly Bar</td>
<td>N 58° 23' 28&quot;</td>
<td>W 134° 03' 43&quot;</td>
</tr>
<tr>
<td>Hawk Inlet</td>
<td>N 58° 09' 13&quot;</td>
<td>W 134° 45' 59&quot;</td>
</tr>
<tr>
<td>Horse and Colt Islands</td>
<td>N 58° 15' 45&quot;</td>
<td>W 134° 43' 56&quot;</td>
</tr>
<tr>
<td>Douglas Bridge</td>
<td>N 58° 17' 56&quot;</td>
<td>W 134° 25' 46&quot;</td>
</tr>
<tr>
<td>Jaw Point</td>
<td>N 58° 16' 48&quot;</td>
<td>W 134° 04' 52&quot;</td>
</tr>
<tr>
<td>Lemon Creek</td>
<td>N 58° 22' 17.35&quot;</td>
<td>W 134° 28' 05.90&quot;</td>
</tr>
<tr>
<td>Lower H&amp;M Pass</td>
<td>N 58° 32' 21.55&quot;</td>
<td>W 134° 34' 34.49&quot;</td>
</tr>
<tr>
<td>Lucky Me</td>
<td>N 58° 13' 28.05&quot;</td>
<td>W 134° 17' 40.07&quot;</td>
</tr>
<tr>
<td>Marmion Island</td>
<td>N 58° 11' 55&quot;</td>
<td>W 134° 15' 25&quot;</td>
</tr>
<tr>
<td>Mayflower</td>
<td>N 58° 16' 35.00&quot;</td>
<td>W 134° 23' 04.24&quot;</td>
</tr>
<tr>
<td>Mendenhall Lake</td>
<td>N 58° 25' 22&quot;</td>
<td>W 134° 33' 57&quot;</td>
</tr>
<tr>
<td>Middle Point</td>
<td>N 58° 14' 54.13&quot;</td>
<td>W 134° 37' 43.35&quot;</td>
</tr>
<tr>
<td>North Branch</td>
<td>N 58° 32' 45.76&quot;</td>
<td>W 134° 28' 07.40&quot;</td>
</tr>
<tr>
<td>Nugget Valley</td>
<td>N 58° 25' 28.81&quot;</td>
<td>W 134° 29' 56.39&quot;</td>
</tr>
<tr>
<td>Outer Point</td>
<td>N 58° 18' 07&quot;</td>
<td>W 134° 41' 18&quot;</td>
</tr>
<tr>
<td>Pederson Hill</td>
<td>N 58° 22' 25&quot;</td>
<td>W 134° 38' 00&quot;</td>
</tr>
<tr>
<td>Point Bishop</td>
<td>N 58° 12' 03&quot;</td>
<td>W 134° 09' 00&quot;</td>
</tr>
<tr>
<td>Point Couverden</td>
<td>N 58° 11' 26&quot;</td>
<td>W 135° 03' 20&quot;</td>
</tr>
<tr>
<td>Point Hilda</td>
<td>N 58° 13' 02.34&quot;</td>
<td>W 134° 30' 04.93&quot;</td>
</tr>
<tr>
<td>Point Howard</td>
<td>N 58° 17' 22&quot;</td>
<td>W 135° 03' 20&quot;</td>
</tr>
<tr>
<td>Point Lena</td>
<td>N 58° 23' 45&quot;</td>
<td>W 134° 46' 39&quot;</td>
</tr>
<tr>
<td>Point Retreat</td>
<td>N 58° 24' 41&quot;</td>
<td>W 134° 57' 18&quot;</td>
</tr>
<tr>
<td>Portland Island</td>
<td>N 58° 21' 07&quot;</td>
<td>W 134° 45' 31&quot;</td>
</tr>
<tr>
<td>Rabbit Ears</td>
<td>N 58° 32' 21.45&quot;</td>
<td>W 134° 30' 13.21&quot;</td>
</tr>
<tr>
<td>Rifle Range</td>
<td>N 58° 24' 54&quot;</td>
<td>W 134° 36' 23&quot;</td>
</tr>
<tr>
<td>Rock Dump</td>
<td>N 58° 17' 14.05&quot;</td>
<td>W 134° 23' 32.71&quot;</td>
</tr>
<tr>
<td>Salisbury Point</td>
<td>N 58° 12' 18.28&quot;</td>
<td>W 134° 13' 06.43&quot;</td>
</tr>
<tr>
<td>Salmon Creek</td>
<td>N 58° 19' 49&quot;</td>
<td>W 134° 28' 28&quot;</td>
</tr>
<tr>
<td>Sharks Fin</td>
<td>N 58° 28' 41.49&quot;</td>
<td>W 134° 29' 31.17&quot;</td>
</tr>
<tr>
<td>Sheep Creek</td>
<td>N 58° 15' 36.77&quot;</td>
<td>W 134° 19' 49.44&quot;</td>
</tr>
<tr>
<td>South Shelter Island</td>
<td>N 58° 22' 30&quot;</td>
<td>W 134° 48' 31&quot;</td>
</tr>
<tr>
<td>South Tip</td>
<td>N 58° 20' 30&quot;</td>
<td>W 134° 37' 51&quot;</td>
</tr>
<tr>
<td>Spaulding Meadows</td>
<td>N 58° 25' 13.67&quot;</td>
<td>W 134° 42' 30.71&quot;</td>
</tr>
<tr>
<td>Spencer Pass</td>
<td>N 58° 29' 05.27&quot;</td>
<td>W 134° 26' 01.64&quot;</td>
</tr>
<tr>
<td>Spuhm Island</td>
<td>N 58° 20' 05&quot;</td>
<td>W 134° 39' 37&quot;</td>
</tr>
<tr>
<td>Suicide Ice Falls</td>
<td>N 58° 27' 51&quot;</td>
<td>W 134° 29' 02&quot;</td>
</tr>
<tr>
<td>Sunny Cove</td>
<td>N 58° 18' 12&quot;</td>
<td>W 134° 08' 25&quot;</td>
</tr>
<tr>
<td>Thunder Bowl</td>
<td>N 58° 23' 40.25&quot;</td>
<td>W 134° 31' 05.90&quot;</td>
</tr>
<tr>
<td>Upper H&amp;M Pass</td>
<td>N 58° 34' 22&quot;</td>
<td>W 134° 32' 02&quot;</td>
</tr>
<tr>
<td>West Juneau</td>
<td>N 58° 17' 27.73&quot;</td>
<td>W 134° 26' 56.09&quot;</td>
</tr>
<tr>
<td>Windfall Lake</td>
<td>N 58° 30' 22.25&quot;</td>
<td>W 134° 43' 32.00&quot;</td>
</tr>
</tbody>
</table>

**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

Note: Observe Right Hand Traffic Rule in the Channel

Gastineau Channel
Legend

- Float Landing Areas
- Creeks
- Roads
- Red/Green Markers
- Traffic Route, Westbound
- Traffic Route, Eastbound

1,500' Outbound
1,000' Inbound
2,000' Inbound

Paragliders may cross below 1,000'

Helicopter Crossing @ 2,200

AK, 21 MAR 2024 to 16 MAY 2024
Fixed wing aircraft arriving from the North and from Lena Pt. expect the Super Bear Arrival. From Lena Pt. follow shoreline at or below 1,500 ft. until the Mendenhall Peninsula. All aircraft maintain 1,000 ft. until south of runway. Cross over the Mendenhall Mall and the airport’s north ramp as a mid-field crosswind. Then enter downwind south of the runway for either RWY 8 or 26. Use Caution for helicopter traffic at 500 ft. in the pattern, and various altitudes inbound from the West and down the Mendenhall River. Expect outbound traffic crossing mid-field at or above 1,500 ft.
This graphic depicts typical VFR helicopter routing in the Juneau area. Helicopters use a traffic pattern just north of the runway. Use caution, high intensity flight activity occurs during the summer months. Flights of multiple helicopters in trail are common. See other pages in this section for additional Juneau information.
En Route
Common Traffic
Advisory Frequencies
See Airport/Facility
Directory for Airport CTAF
Note: Juneau CTAF
118.7 when Tower
is closed.

AK, 21 MAR 2024 to 16 MAY 2024
Ralph Wien Memorial Airport
Kotzebue, Alaska
Vehicle Control
Procedures for
Aircraft landing on Runway 9
Effective
November 24, 2009

****CAUTION**** A road with frequent commercial vehicle traffic crosses the extended centerline of Runway 9 just west of the approach end. The State of Alaska has installed crossing control gates that are pilot activated to block vehicle access while aircraft are on final approach to Runway 9.

GATE OPERATING PROCEDURES:

Drivers of vehicles activate gate opening by driving through a sensor that opens 2 gates on either side of the approach end of Runway 9 for 15 seconds. After 15 seconds, gates close again.

Pilots are able to lock gates for 10 minutes by 7 mike clicks on CTAF 123.6 Mhz. Pilots may unlock gates prior to 10 minutes with 5 mike clicks on CTAF 122.65 Mhz.

PILOT REQUIREMENTS:

For ILS, LNAV/VNAV, and LPV RWY 9 Standard Instrument Approach Procedure (SIAP): Pilots are required to lock the vehicle access gates not later than the final approach fix (FAF) inbound.

For other SIAPs to Rwy 9, all VFR operations and Rwy 27 departures: It is recommended that pilots lock the vehicle access gates in sufficient time to block vehicle access to the runway prior to aircraft operations on Rwy 09-27.
Kotzebue
Ralph Wien Memorial Airport

Aircraft Controlled Vehicle Access Gates
To Activate Lock: Click Mike 7 Times on CTAF 123.6
To Deactivate Lock: Click Mike 5 Times on 122.65
(Gates will Automatically Deactivate After 10 Minutes)

For ILS, LNAV/VNAV, and LPV RWY 9 Instrument Approaches, Pilots are Required to Lock the Gates at Final Approach Fix Inbound.
For other RWY 9 Approach Procedures, VFR Operations and RWY 27 Departures, it is Recommended that Pilots Lock the Gates in Sufficient Time to Block Vehicle Access to the Runway Prior to Aircraft Operations on RWY 9/27.

Vehicle Access Gates
Manual Pushbutton Mounted at Each Gate to Allow Trapped Vehicles to Escape

EFFECTIVE
November 24, 2009
**Procedures for Operations at Unalaska Airport**

****DANGER**** There is a road crossing the approach of RWY 30. Warning System and Gates must be activated. The gates are controlled by Pilot Controlled Lighting (PCL) on frequency 122.6 (CTAF). This frequency controls the REILS, MIRLS, and the gates.

TWO WAY RADIO COMMUNICATIONS ARE STRONGLY RECOMMENDED FOR ALL AIRCRAFT OPERATING AT UNALASKA AIRPORT.

For all departures and arrivals the pilot can turn on the runway lighting with 7 'clicks' on the microphone on frequency 122.6. This action will 1) Turn on the flashing red stop lights on either side of the runway 30 approach, 2) Turn on the MIRLS at high level, 3) Activate the REILS, and 4) Lower the three gates depicted on the adjoining graphic. **Warning:** Once the system is on, 3 'clicks' on the microphone will deactivate it. So, do not lower the intensity of the runway lights, unless safety of flight dictates.

****If the REILS are not flashing, the gates and warning system are not active.****

Prior to arrival, pilots are recommended to contact a company that performs ground handling operations at the airport. **When the service is available, these companies will have a 'Mobile One' operator designated to physically place a vehicle and driver with an aircraft radio close to the approach end of RWY 30. 'Mobile One' will monitor CTAF and advise the aircraft that the gates have lowered, that there are no vehicles on the road inside the gates, and that it is safe to land.**

Once you land or depart, please turn off the REILS and open the gates by 3 'clicks' of the mic on 122.6. Using 3 'clicks' on the microphone will deactivate the warning system.

**WARNING:** If vehicular traffic is on the road at the approach end of RWY 30, flying the VASI does NOT ensure vehicle clearance as you pass over the road.

Comments about these operations may be directed to:

Unalaska Airport Manager
P.O. Box 920565
Dutch Harbor, AK 99692
(907) 581-1786
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.
NOTE:
All airports within the depicted boundaries utilize the Designated CTAFArea. Not For Navigation.

ADVISORY
Does not depict 14 CFR Part 93 Special Air Traffic Rules area or Anchorage Class C Airspace. Refer to Anchorage Class C Airspace or 14 CFR Part 93 sections in the Alaska Supplement or other appropriate publications.
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.


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

CTAF 122.8

Information Only - Not for Navigation

AK, 21 MAR 2024 to 16 MAY 2024
North Slope Oilfield Aviation Operations
Alpine - Kuparuk Corridor
CTAF 122.8

Tam North: 70° 23.1' N, 150° 56.5' W
Pad 2: 70° 20.3' N, 151° 02.7' W
Pipe Bend: 70° 19.5' N, 150° 59.0' W
Sak South: 70° 19.7' N, 150° 52.8' W
HDD West: 70° 14.7' N, 150° 51.6' W
KCS: 70° 20.7' N, 149° 44.0' W
DS 1H: 70° 21.3' N, 149° 36.0' W
DS 1F: 70° 17.9' N, 149° 40.9' W
DS 1D: 70° 17.9' N, 149° 30.8' W
2L Pad: 70° 12.8' N, 150° 19.1' W
2N Pad: 70° 10.2' N, 150° 19.1' W
Meltwater: 70° 03.2' N, 150° 26.8' W
W-220
Oliktok, AK
Anchorage ARTCC
Low Areas - Surface up to 2,000 MSL
High Areas - 2,000 MSL up to 10,000 MSL

AK, 21 MAR 2024 to 16 MAY 2024
NOTE:

All landing areas within the depicted boundaries utilize the Designated CTAf Area. Not For Navigation.
I. General rule: All segments.

(a) Each person operating an aircraft to within the Anchorage, Alaska, Terminal Area shall operate that aircraft according to the rules set forth in this section and the International, Lake Hood, Merrill, Elmendorf, Bryant, or Seward segments unless otherwise authorized or required by ATC.

(b) Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.

(c) Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.

(d) Except as provided in Elmendorf segment (d) and (e), Bryant segment (b), and Seward segment (a), (b) and (c), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.

(e) Except as provided in Merrill segment (d) and Bryant segment (b), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.

II. General rules: International segment.

(a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,600 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.

III. General rules: Lake Hood segment.

(a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 600 feet MSL until maneuvering for a safe landing requires further descent.

IV. General rules: Merrill segment.

(a) No person may operate an aircraft at an altitude between 600 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane at a speed of more than 105 knots within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at last 900 feet MSL until maneuvering for a safe landing requires further descent.

(d) Whenever the Merrill ATCT is not operating, each person operating an aircraft either in that portion of the Merrill segment north of midchannel of Knik Arm, or in the Seward Highway segment at or below 1200 feet MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.

V. General rules: Elmendorf segment.

(a) Each person operating a turbine-powered aircraft within this segment shall operate that aircraft at an altitude of at least 1,700 feet MSL until maneuvering for a safe landing requires further descent.

(b) Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within this segment shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane (other than turbine-powered aircraft) at a speed of 105 knots or less within the segment shall operate that airplane at an altitude of at least 800 feet MSL until maneuvering for a safe landing requires further descent.

(d) A person landing or departing from Elmendorf AFB, may operate that aircraft at an altitude between 1,500 feet MSL and 1,700 feet MSL within that portion of the International and Lake Hood segments lying north of the midchannel of Knik Arm.

(e) A person landing or departing from Elmendorf AFB, may operate that aircraft at an altitude between 900 feet MSL and 1,700 feet MSL within that portion of the Merrill segment lying north of the midchannel of Knik Arm.

(f) A person operating in VFR conditions, at or below 600 feet MSL, north of a line beginning at the intersection of Farrell Road and the long. 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.
14 CFR PART 93

ANKORAGE SEGMENT
2000

LAKE HOOD SEGMENT
2000

EDF FINAL APPCH CRS ALT 1600

EDF TRAFFIC 1500 to 1700 ONLY

1200

VERTICAL AIRSPACE RESERVATION

POINT Mackenzie (looking southeast)

ELMENDORF SEGMENT

DO NOT FLY BETWEEN
ANCHORAGE, LAKE HOOD,
ELMENDORF TRAFFIC
FLY 900' TO 1700' ONLY

MERRILL SEGMENT
2000

MERRILL TRAFFIC DO NOT
FLY BETWEEN
600' AND 2000'

AK, 21 MAR 2024 to 16 MAY 2024
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

<table>
<thead>
<tr>
<th>Code</th>
<th>Checkpoint</th>
<th>NAD 83</th>
<th>Code</th>
<th>Checkpoint</th>
<th>NAD 83</th>
</tr>
</thead>
<tbody>
<tr>
<td>BL</td>
<td>Blank Inlet</td>
<td>N 55°16’45”W 131°40’02”</td>
<td>MP</td>
<td>Mountain Point</td>
<td>N 55°17’03”W 131°32’23”</td>
</tr>
<tr>
<td>BK</td>
<td>Base KTN USC</td>
<td>N 55°19’54”W 131°37’32”</td>
<td>PH</td>
<td>Point Higgins</td>
<td>N 55°27’26”W 131°50’39”</td>
</tr>
<tr>
<td>BL</td>
<td>Bostwick Lake</td>
<td>N 55°19’30”W 131°44’40”</td>
<td>VP</td>
<td>Vallenar Point</td>
<td>N 55°25’34”W 131°51’06”</td>
</tr>
<tr>
<td>GI</td>
<td>Guard Island</td>
<td>N 55°26’46”W 131°52’54”</td>
<td>WC</td>
<td>Ward Cove</td>
<td>N 55°23’45”W 131°44’21”</td>
</tr>
<tr>
<td>GP</td>
<td>Gravina Point</td>
<td>N 55°17’10”W 131°37’06”</td>
<td>WR</td>
<td>Walden Rocks</td>
<td>N 55°16’13”W 131°36’32”</td>
</tr>
</tbody>
</table>

Office of Primary Responsibility (OPR): Air Traffic Organization, Mission Support Services, Policy, Airspace Rules and Regulations
Contact Information: (202)267-8783
Amended: August 2023
Runway 11 Favored and Southeast Routes in Use:

- Wheel Planes (and other aircraft to runway/ramp) – Right Traffic Runway 11 – 900 MSL
- Float Planes – Right Traffic for landing Southeast in water – 800 MSL
- Helicopters – Left Traffic for landing Southeast on city side of channel – 1,000 MSL

134.45 AFIS / 123.6 KTN Radio for Traffic Advisories (Required per SFAR)

Alaska Flight Service
Updated on 12/19/2021
Runway 29 Favored and West Routes in Use:

- Wheel Planes (and other aircraft to runway/ramp) – Left Traffic Runway 29 – 900 MSL
- Float Planes – Left Traffic for landing West in water – 800 MSL
- Helicopters – Right Traffic for landing West on city side of channel – 1,000 MSL

134.45 AFIS / 123.6 KTN Radio for Traffic Advisories (Required per SFAR)

Alaska Flight Service
Updated on 12/19/2021
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

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

<table>
<thead>
<tr>
<th>ARTCC NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
<th>**CLEARANCE DELIVERY TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albuquerque</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>505–856–4300</td>
<td>505–856–4561</td>
</tr>
<tr>
<td>Anchorage</td>
<td>907–271–5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907–269–1137</td>
<td></td>
</tr>
<tr>
<td>Atlanta</td>
<td>404–305–5180</td>
<td>7:30 a.m.–5:00 p.m.</td>
<td>770–210–7601</td>
<td>770–210–7692</td>
</tr>
<tr>
<td>Boston</td>
<td>404–305–5156</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>603–879–6633</td>
<td>603–879–6859</td>
</tr>
<tr>
<td>Chicago</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>630–906–8221</td>
<td>630–906–8921</td>
</tr>
<tr>
<td>Cleveland</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>440–774–0310</td>
<td>440–774–0490</td>
</tr>
<tr>
<td>Denver</td>
<td>425–227–1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–651–4100</td>
<td>303–651–4257</td>
</tr>
<tr>
<td>Ft. Worth</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>817–858–7500</td>
<td>817–858–7584</td>
</tr>
<tr>
<td>Honolulu</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>808–840–6100</td>
<td>808–840–6201</td>
</tr>
<tr>
<td>Houston</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281–230–5300</td>
<td>281–230–5622</td>
</tr>
<tr>
<td>Indianapolis</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>317–247–2231</td>
<td>317–247–2411</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>404–305–5180</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>904–549–1501</td>
<td>904–845–1592</td>
</tr>
<tr>
<td>Kansas City</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>913–254–8500</td>
<td>913–254–8508</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>661–265–8200</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>661–265–8200</td>
<td>661–575–2079</td>
</tr>
<tr>
<td>Memphis</td>
<td>404–305–5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>901–368–8103</td>
<td>901–368–8453</td>
</tr>
<tr>
<td>Miami</td>
<td>404–305–5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>305–716–1500</td>
<td>305–716–1731</td>
</tr>
<tr>
<td>Minneapolis</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>651–463–5580</td>
<td>651–463–5588</td>
</tr>
<tr>
<td>New York</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:40 p.m.</td>
<td>631–468–1001</td>
<td>631–468–1425</td>
</tr>
<tr>
<td>Oakland</td>
<td>310–725–3300</td>
<td>6:30 a.m.–3:00 p.m.</td>
<td>510–745–3331</td>
<td></td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>425–227–1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>801–320–2500</td>
<td>801–320–2568</td>
</tr>
<tr>
<td>San Juan</td>
<td>404–305–5180</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>787–253–8663</td>
<td>787–253–8664</td>
</tr>
<tr>
<td>Seattle</td>
<td>425–227–1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>253–351–3500</td>
<td>253–351–3694</td>
</tr>
<tr>
<td>Washington</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>703–771–3401</td>
<td>703–771–3587</td>
</tr>
</tbody>
</table>

*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)

<table>
<thead>
<tr>
<th>TRACON NAME</th>
<th>*24 HR RGNL DUTY OFFICE TELEPHONE #</th>
<th>BUSINESS HOURS</th>
<th>BUSINESS TELEPHONE #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta</td>
<td>404–305–5180</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>404–669–1200</td>
</tr>
<tr>
<td>Chicago</td>
<td>817–222–5006</td>
<td>8:00 a.m.–4:00 p.m.</td>
<td>847–608–5509</td>
</tr>
<tr>
<td>Dallas–Ft. Worth</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>972–615–2500</td>
</tr>
<tr>
<td>Denver</td>
<td>425–227–1389</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>303–342–1500</td>
</tr>
<tr>
<td>Houston</td>
<td>817–222–5006</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>281–230–8400</td>
</tr>
<tr>
<td>New York</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>516–683–2901</td>
</tr>
<tr>
<td>Northern CA</td>
<td>310–725–3300</td>
<td>7:00 a.m.–3:30 p.m.</td>
<td>916–366–4001</td>
</tr>
<tr>
<td>Potomac</td>
<td>718–995–5426</td>
<td>8:00 a.m.–4:30 p.m.</td>
<td>540–349–7500</td>
</tr>
<tr>
<td>Southern CA</td>
<td>310–725–3300</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>858–537–5800</td>
</tr>
</tbody>
</table>

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.
416

FAA TELEPHONE NUMBERS
KEY AIR TRAFFIC FACILITIES
DAILY NAS REPORTABLE AIRPORTS

AIRPORT
NAME
Albuquerque Intl Sunport, NM
Andrews AFB, MD
Baltimore/Washington
Intl Thurgood Marshall, MD
Boston Logan Intl, MA
Bradley Intl, CT
Burbank/Bob Hope, CA
Charlotte Douglas Intl, NC
Chicago Midway, IL
Chicago O’Hare Intl, IL
Cleveland Hopkins Intl, OH
Covington/Cincinnati, OH
Dallas–Ft. Worth Intl, TX
Dayton Cox Intl, OH
Denver Intl, CO
Detroit Metro, MI
Fairbanks Intl, AK
Fort Lauderdale Intl, FL
George Bush
Intercontinental/Houston, TX
Hartsfield–Jackson Atlanta Intl, GA
Honolulu Intl, HI
Houston Hobby, TX
Indianapolis Intl, IN
Kahului/Maui, HI
Kansas City Intl, MO
Las Vegas McCarran, NV
Los Angeles Intl, CA
Louis Armstrong New Orleans Intl, LA
Memphis Intl, TN
Miami Intl, FL
Minneapolis/St. Paul, MN
Nashville Intl, TN
New York Kennedy Intl, NY
New York La Guardia, NY
Newark Liberty Intl, NJ
Norman Y. Mineta San Jose Intl, CA
Ontario Intl, CA
Orlando Intl, FL
Philadelphia Intl, PA
Phoenix Sky Harbor Intl, AZ
Pittsburgh Intl, PA
Portland Intl, OR
Raleigh–Durham, NC
Ronald Reagan Washington
National, DC
Salt Lake City, UT
San Antonio Intl, TX
San Diego Lindbergh Intl, CA
San Francisco Intl, CA
San Juan Intl, PR
Seattle–Tacoma Intl, WA
St. Louis Lambert, MO
Tampa Intl, FL
Ted Stevens Anchorage Intl, AK
Teterboro, NJ
Washington Dulles Intl, DC
West Palm Beach, FL
Westchester Co, NY

*24 HR RGNL
DUTY OFFICE
TELEPHONE #
817–222–5006
718–995–5426

BUSINESS
HOURS
8:00 a.m.–5:00 p.m.
8:00 a.m.–4:30 p.m.

BUSINESS
TELEPHONE #
505–842–4366
301–735–2380

718–995–5426
404–305–5156
404–305–5156
310–725–3300
404–305–5180
817–222–5006
817–222–5006
817–222–5006
708–294–7401
817–222–5006
817–222–5006
206–231–2099
817–222–5006
907–271–5936
404–305–5180

8:00 a.m.–4:30
7:30 a.m.–4:00
7:30 a.m.–4:00
7:00 a.m.–5:30
8:00 a.m.–4:30
8:00 a.m.–4:00
8:00 a.m.–4:00
8:00 a.m.–4:00
8:00 a.m.–4:30
8:30 a.m.–5:00
7:30 a.m.–4:00
7:30 a.m.–4:00
8:00 a.m.–4:00
7:30 a.m.–4:00
7:00 a.m.–3:30

p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.

410–962–3555
617–455–3100
203–627–3428
818–567–4806
704–344–6487
773–884–3670
773–601–7600
216–352–2000
606–767–1006
972–615–2531
937–454–7300
303–651–4257
734–955–5000
907–474–0050
305–356–7932

817–222–5006
404–305–5180
310–725–3300
817–222–5006
817–222–5006
310–725–3300
817–222–5006
310–725–3300
310–725–3300
817–222–5006
404–305–5180
404–305–5180
817–222–5006
404–305–5180
718–995–5426
718–995–5426
718–995–5426
310–725–3300
310–725–3300
404–305–5180
718–995–5426
310–725–3300
718–995–5426
425–227–1389
404–305–5180

7:30 a.m.–4:00 p.m.
7:00 a.m.–3:30 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–5:00 p.m.
8:00 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:00 a.m.–3:30 p.m.
7:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
7:00 a.m.–4:00 p.m.
8:00 a.m.–4:00p.m.
7:00 a.m.–3:30 p.m.
8:00 a.m.–4:30 p.m.
8:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–4:00 p.m.
7:30 a.m.–5:00 p.m.
8:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–4:30 p.m.
7:30 a.m.–4:00 p.m.
8:00 a.m.–4:30 p.m.

713–230–8400
404–669–1200
808–840–6100
713–847–1400
317–484–6600
808–877–0725
816–329–2700
702–262–5978
310–342–4900
504–471–4300
901–322–3350
305–869–5400
612–713–4000
615–781–5460
718–656–0335
718–335–5461
973–565–5000
408–982–0750
909–983–7518
407–850–7000
215–492–4100
602–379–4226
412–269–9237
503–493–7500
919–380–3125

718–995–5426
206–231–2099
817–222–5006
310–725–3300
310–725–3300
404–305–5180
206–231–2099
817–222–5006
404–305–5180
907–271–5936
718–995–5426
718–995–5426
404–305–5180
718–995–5426

8:00
7:30
8:00
8:00
7:00
7:30
7:30
7:30
7:30
7:30
8:00
8:00
8:00
8:00

703–413–0330
801–325–9600
210–805–5507
619–299–0677
650–876–2883
787–253–8663
206–768–2900
314–890–1000
813–371–7700
907–271–2700
201–288–1889
571–323–6375
561–683–1867
914–948–6520

*Facilities can be contacted through the Rgnl Duty Officer during non–business hours.
AK, 21 MAR 2024 to 16 MAY 2024

a.m.–4:30
a.m.–4:00
a.m.–4:30
a.m.–4:30
a.m.–3:30
a.m.–5:00
a.m.–4:00
a.m.–4:00
a.m.–4:00
a.m.–4:00
a.m.–4:30
a.m.–4:30
a.m.–4:30
a.m.–4:30

p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.
p.m.


**WEATHER**

**FAA PILOT WEATHER BRIEFING NUMBERS**

<table>
<thead>
<tr>
<th>STATION</th>
<th>AREA CODE</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cold Bay</td>
<td>FSS</td>
<td>532–2454</td>
</tr>
<tr>
<td>Dillingham</td>
<td>FSS</td>
<td>842–5275</td>
</tr>
<tr>
<td>Fairbanks</td>
<td>FSS</td>
<td>474–0137 or 1–866–248–6516</td>
</tr>
<tr>
<td>Barrow</td>
<td>FSS</td>
<td>852–2511</td>
</tr>
<tr>
<td>Deadhorse</td>
<td>FSS</td>
<td>659–2401</td>
</tr>
<tr>
<td>Homer</td>
<td>FSS</td>
<td>235–8588</td>
</tr>
<tr>
<td>Juneau</td>
<td>FSS</td>
<td>789–7380 or 1–800–WX–BRIEF</td>
</tr>
<tr>
<td>Kenai</td>
<td>FSS</td>
<td>283–7211 or 1–866–864–1737</td>
</tr>
<tr>
<td>Ketchikan</td>
<td>FSS</td>
<td>225–9481</td>
</tr>
<tr>
<td>Iliamna</td>
<td>FSS</td>
<td>571–1240</td>
</tr>
<tr>
<td>Kotzebue</td>
<td>FSS</td>
<td>442–3310</td>
</tr>
<tr>
<td>McGrath</td>
<td>FSS</td>
<td>524–3611</td>
</tr>
<tr>
<td>Nome</td>
<td>FSS</td>
<td>443–2291</td>
</tr>
<tr>
<td>Northway</td>
<td>FSS</td>
<td>778–2219</td>
</tr>
<tr>
<td>Palmer</td>
<td>FSS</td>
<td>745–2495</td>
</tr>
<tr>
<td>Sitka</td>
<td>FSS</td>
<td>966–2221</td>
</tr>
<tr>
<td>Talkeetna</td>
<td>FSS</td>
<td>733–2277</td>
</tr>
</tbody>
</table>

**DOD AUTOMATED WEATHER OBSERVING SYSTEM**

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>IDENT</th>
<th>FREQUENCY</th>
<th>TELEPHONE NUMBER</th>
<th>EXTENSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adak NAF</td>
<td>ADK</td>
<td>N/A</td>
<td>907/592–8062</td>
<td>229</td>
</tr>
<tr>
<td>Allen AAF</td>
<td>BIG</td>
<td>135.65</td>
<td>907/869–3480</td>
<td></td>
</tr>
<tr>
<td>Cape Lisburne</td>
<td>LUR</td>
<td>N/A</td>
<td>907/552–9730/9637</td>
<td>229</td>
</tr>
<tr>
<td>Cape Newenham</td>
<td>EHM</td>
<td>N/A</td>
<td>907/552–9419/9370</td>
<td>8</td>
</tr>
<tr>
<td>Cape Romanzof</td>
<td>CZF</td>
<td>N/A</td>
<td>907/552–2869/2372</td>
<td>229</td>
</tr>
<tr>
<td>Indian Mountain</td>
<td>UTO</td>
<td>N/A</td>
<td>907/552–3211/4310</td>
<td>229</td>
</tr>
<tr>
<td>Ladd AAF ①</td>
<td>FBK</td>
<td>119.275</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ladd AAF ②</td>
<td>FBK</td>
<td>118.525</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sparrevohn</td>
<td>SVW</td>
<td>N/A</td>
<td>907/731–900</td>
<td>229</td>
</tr>
<tr>
<td>Tatalina</td>
<td>TLJ</td>
<td>N/A</td>
<td>907/552–1106/1040</td>
<td>229</td>
</tr>
<tr>
<td>Tin City</td>
<td>TNC</td>
<td>N/A</td>
<td>907/552–4466/9283</td>
<td>229</td>
</tr>
</tbody>
</table>

①ASOS is associated with R–2205 Yukon Test Range.
②ASOS is associated with R–2211 Blair Lake Range.

**NOTE:** When the Air Force observer is on duty, the DOD AWOS unit will be disconnected. The telephone number will connect you with the Air Force weather observer.

**FAA AUTOMATED WEATHER OBSERVING SYSTEM (AWOS/ASOS)**

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>IDENT</th>
<th>FREQUENCY</th>
<th>TELEPHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adak Island</td>
<td>ADK</td>
<td>134.5</td>
<td>907/592–8207</td>
</tr>
<tr>
<td>AJ Eisenberg</td>
<td>OKH</td>
<td>132.775</td>
<td>360/675–8431</td>
</tr>
<tr>
<td>Akhiok</td>
<td>AKK</td>
<td>118.325</td>
<td>907/836–2207</td>
</tr>
<tr>
<td>Akiachak</td>
<td>Z13</td>
<td>118.0</td>
<td>907/269–2870</td>
</tr>
<tr>
<td>Akutan</td>
<td>7AK</td>
<td>129.05</td>
<td>907/302–3081</td>
</tr>
<tr>
<td>Ambler</td>
<td>AFM</td>
<td>132.1</td>
<td>907/445–2146</td>
</tr>
<tr>
<td>Anaktuvuk Pass</td>
<td>AKP</td>
<td>135.75</td>
<td>907/661–3020</td>
</tr>
<tr>
<td>Angoon</td>
<td>AGN</td>
<td>118.325</td>
<td>907/788–3120</td>
</tr>
<tr>
<td>A Nikola</td>
<td>ANI</td>
<td>124.3</td>
<td>907/675–4282</td>
</tr>
<tr>
<td>Anvik</td>
<td>ANV</td>
<td>133.55</td>
<td>907/663–6353</td>
</tr>
<tr>
<td>Arctic Village</td>
<td>ARC</td>
<td>135.75</td>
<td>907/587–5654</td>
</tr>
<tr>
<td>Arlington Muni, WA</td>
<td>AWO</td>
<td>135.625</td>
<td>360/435–8045</td>
</tr>
<tr>
<td>Astoria Rgnl, OR</td>
<td>AST</td>
<td>135.375</td>
<td>503/861–1371</td>
</tr>
<tr>
<td>Atka</td>
<td>AKA</td>
<td>135.55</td>
<td>907/839–2292</td>
</tr>
<tr>
<td>Atqasuk</td>
<td>ATK</td>
<td>119.925</td>
<td>907/633–2012</td>
</tr>
<tr>
<td>Aurora State, OR</td>
<td>UAO</td>
<td>118.525</td>
<td>503/678–3011</td>
</tr>
<tr>
<td>Barter Island</td>
<td>BTL</td>
<td>121.450</td>
<td>907/640–2124</td>
</tr>
<tr>
<td>Bellingham Intl, WA</td>
<td>BLI</td>
<td>—</td>
<td>360/671–8688</td>
</tr>
<tr>
<td>Bend Muni, OR</td>
<td>BDN</td>
<td>134.425</td>
<td>541/382–1477</td>
</tr>
<tr>
<td>STATION NAME</td>
<td>IDENT</td>
<td>FREQUENCY</td>
<td>TELEPHONE NUMBER</td>
</tr>
<tr>
<td>-------------------------</td>
<td>-------</td>
<td>-----------</td>
<td>------------------</td>
</tr>
<tr>
<td>Bethel</td>
<td>BET</td>
<td>135.45</td>
<td>907/543–5475</td>
</tr>
<tr>
<td>Bettles</td>
<td>BTT</td>
<td>135.45</td>
<td>907/692–5900</td>
</tr>
<tr>
<td>Birchwood</td>
<td>BCV</td>
<td>135.55</td>
<td>907/688–0826</td>
</tr>
<tr>
<td>Boeing Field/King County Intl, WA</td>
<td>BFI</td>
<td>—</td>
<td>260/763–6904</td>
</tr>
<tr>
<td>Bowerman, WA</td>
<td>HQM</td>
<td>135.775</td>
<td>360/538–7021</td>
</tr>
<tr>
<td>Bowers Fld, WA</td>
<td>ELN</td>
<td>118.375</td>
<td>509/925–2040</td>
</tr>
<tr>
<td>Bremerton National, WA</td>
<td>PWT</td>
<td>121.2</td>
<td>360/674–2811</td>
</tr>
<tr>
<td>Brevig Mission</td>
<td>KTS</td>
<td>121.55</td>
<td>907/642–2166</td>
</tr>
<tr>
<td>Bryant AAF</td>
<td>FRN</td>
<td>134.25</td>
<td>—</td>
</tr>
<tr>
<td>Buckland</td>
<td>BVK</td>
<td>135.15</td>
<td>907/494–2180</td>
</tr>
<tr>
<td>Burwash, CN</td>
<td>CYBD</td>
<td>128.7</td>
<td>—</td>
</tr>
<tr>
<td>Chehalis–Centralia, WA</td>
<td>CLS</td>
<td>118.025</td>
<td>360/740–5164</td>
</tr>
<tr>
<td>Chevak</td>
<td>VAK</td>
<td>120.625</td>
<td>907/858–7600</td>
</tr>
<tr>
<td>Chignik</td>
<td>AJC</td>
<td>135.75</td>
<td>907/749–2402</td>
</tr>
<tr>
<td>Clarks Point</td>
<td>CLP</td>
<td>121.45</td>
<td>907/868–7311</td>
</tr>
<tr>
<td>Cold Bay</td>
<td>CDB</td>
<td>135.75</td>
<td>907/532–2639</td>
</tr>
<tr>
<td>Coldfoot</td>
<td>CXF</td>
<td>118.0</td>
<td>907/269–2771</td>
</tr>
<tr>
<td>Columbia Gorge Rgnl/ The Dalles Muni, OR</td>
<td>DLS</td>
<td>135.175</td>
<td>509/767–1726</td>
</tr>
<tr>
<td>Cordova</td>
<td>CDV</td>
<td>134.8</td>
<td>907/424–5900</td>
</tr>
<tr>
<td>Corvallis Muni, OR</td>
<td>CVO</td>
<td>135.775</td>
<td>541/754–0081</td>
</tr>
<tr>
<td>Crooked Creek</td>
<td>CJX</td>
<td>118.4</td>
<td>907/269–2726</td>
</tr>
<tr>
<td>Deadhorse</td>
<td>SCC</td>
<td>118.4</td>
<td>907/659–2591</td>
</tr>
<tr>
<td>Deadhorse</td>
<td>PTZ</td>
<td>125.125</td>
<td>907/685–3590</td>
</tr>
<tr>
<td>Deering</td>
<td>DEE</td>
<td>135.5</td>
<td>907/363–2102</td>
</tr>
<tr>
<td>Dillingham</td>
<td>DLG</td>
<td>125.0</td>
<td>907/842–2137</td>
</tr>
<tr>
<td>Eagle</td>
<td>EAA</td>
<td>135.55</td>
<td>907/547–2351</td>
</tr>
<tr>
<td>Edward G Pitka Sr</td>
<td>GAL</td>
<td>132.525</td>
<td>907/446–3835</td>
</tr>
<tr>
<td>Egegik</td>
<td>EI</td>
<td>135.65</td>
<td>907/233–2288</td>
</tr>
<tr>
<td>Elim</td>
<td>ELI</td>
<td>121.425</td>
<td>907/890–2014</td>
</tr>
<tr>
<td>Emmonak</td>
<td>ENM</td>
<td>135.35</td>
<td>907/949–1014</td>
</tr>
<tr>
<td>Eureka</td>
<td>AZK</td>
<td>134.95</td>
<td>907/822–3011</td>
</tr>
<tr>
<td>Fairbanks Intl</td>
<td>FAI</td>
<td>124.4</td>
<td>907/474–8036</td>
</tr>
<tr>
<td>Florence Muni, OR</td>
<td>6S2</td>
<td>118.225</td>
<td>541/997–8664</td>
</tr>
<tr>
<td>Fort Yukon</td>
<td>FYU</td>
<td>125.8</td>
<td>907/662–2337</td>
</tr>
<tr>
<td>Friday Harbor, WA</td>
<td>FHR</td>
<td>135.675</td>
<td>360/378–8491</td>
</tr>
<tr>
<td>Gambell</td>
<td>GAM</td>
<td>125.9</td>
<td>907/985–5733</td>
</tr>
<tr>
<td>Golovin</td>
<td>GLV</td>
<td>135.75</td>
<td>907/779–2228</td>
</tr>
<tr>
<td>Gulkana</td>
<td>GKN</td>
<td>134.85</td>
<td>907/822–3707</td>
</tr>
<tr>
<td>Gustavus</td>
<td>GST</td>
<td>125.9</td>
<td>907/697–2447</td>
</tr>
<tr>
<td>Haines</td>
<td>HNS</td>
<td>135.7</td>
<td>907/766–2519</td>
</tr>
<tr>
<td>Holy Cross</td>
<td>HCA</td>
<td>118.325</td>
<td>907/476–7231</td>
</tr>
<tr>
<td>Homer</td>
<td>HOM</td>
<td>135.65</td>
<td>907/235–3603</td>
</tr>
<tr>
<td>Hoonah</td>
<td>HNH</td>
<td>132.05</td>
<td>907/945–3687</td>
</tr>
<tr>
<td>Hooper Bay</td>
<td>HPB</td>
<td>135.1</td>
<td>907/758–4211</td>
</tr>
<tr>
<td>Huslia</td>
<td>HLA</td>
<td>135.75</td>
<td>907/829–2282</td>
</tr>
<tr>
<td>Hydaburg</td>
<td>HYG</td>
<td>135.65</td>
<td>907/285–3888</td>
</tr>
<tr>
<td>Igiugig</td>
<td>IGG</td>
<td>119.925</td>
<td>907/533–3350</td>
</tr>
<tr>
<td>Illiamna</td>
<td>ILI</td>
<td>134.95</td>
<td>907/571–1483</td>
</tr>
<tr>
<td>Juneau</td>
<td>JNU</td>
<td>—</td>
<td>907/789–1243</td>
</tr>
<tr>
<td>Kake</td>
<td>AFE</td>
<td>135.25</td>
<td>907/785–3124</td>
</tr>
<tr>
<td>Kalskag</td>
<td>KLG</td>
<td>119.025</td>
<td>907/471–2434</td>
</tr>
<tr>
<td>Kaltag</td>
<td>Kal</td>
<td>135.25</td>
<td>907/534–2272</td>
</tr>
<tr>
<td>Ken Jerstedt Airfield, OR</td>
<td>4S2</td>
<td>134.375</td>
<td>541/386–2386</td>
</tr>
<tr>
<td>Kenai Muni</td>
<td>ENA</td>
<td>133.35</td>
<td>907/283–6513</td>
</tr>
<tr>
<td>Ketchikan Intl</td>
<td>KTN</td>
<td>134.45</td>
<td>907/247–8801</td>
</tr>
<tr>
<td>Kiana</td>
<td>IAN</td>
<td>119.025</td>
<td>907/475–2004</td>
</tr>
<tr>
<td>King Cove</td>
<td>KVC</td>
<td>118.325</td>
<td>907/497–4279</td>
</tr>
<tr>
<td>King Salmon</td>
<td>AKN</td>
<td>128.8</td>
<td>907/246–7506</td>
</tr>
<tr>
<td>STATION NAME</td>
<td>IDENT</td>
<td>FREQUENCY</td>
<td>TELEPHONE NUMBER</td>
</tr>
<tr>
<td>------------------------------</td>
<td>--------</td>
<td>-----------</td>
<td>------------------</td>
</tr>
<tr>
<td>Kipnuk</td>
<td>IIK</td>
<td>118.325</td>
<td>907/869–5510</td>
</tr>
<tr>
<td>Kivalina</td>
<td>KVL</td>
<td>135.8</td>
<td>907/645–2160</td>
</tr>
<tr>
<td>Klawock</td>
<td>AKW</td>
<td>135.45</td>
<td>907/755–2641</td>
</tr>
<tr>
<td>Kodiak</td>
<td>ADQ</td>
<td>—</td>
<td>907/487–2442</td>
</tr>
<tr>
<td>Koliganek</td>
<td>JZZ</td>
<td>118.525</td>
<td>907/596–3302</td>
</tr>
<tr>
<td>Kotlik</td>
<td>2A9</td>
<td>118.1</td>
<td>907/269–2701</td>
</tr>
<tr>
<td>Koyuk Alfred Adams</td>
<td>KKA</td>
<td>134.95</td>
<td>907/963–4000</td>
</tr>
<tr>
<td>Kwethluk</td>
<td>KWT</td>
<td>120.000</td>
<td>907/868–7313</td>
</tr>
<tr>
<td>Lake Hood</td>
<td>LHD</td>
<td>—</td>
<td>907/245–5432</td>
</tr>
<tr>
<td>Lexington, OR</td>
<td>9S9</td>
<td>134.475</td>
<td>541/989–8557</td>
</tr>
<tr>
<td>Mahlon Sweet Fld, OR</td>
<td>EUG</td>
<td>—</td>
<td>541/461–3114</td>
</tr>
<tr>
<td>Manokotak</td>
<td>MBA</td>
<td>120.625</td>
<td>907/289–2018</td>
</tr>
<tr>
<td>Marshall Don Hunter Sr.</td>
<td>MDM</td>
<td>119.675</td>
<td>907/679–6500</td>
</tr>
<tr>
<td>Mc Grath</td>
<td>MCG</td>
<td>135.65</td>
<td>907/524–3850</td>
</tr>
<tr>
<td>McKinley National Park</td>
<td>INR</td>
<td>135.75</td>
<td>907/683–1673</td>
</tr>
<tr>
<td>McMinnville Muni, OR</td>
<td>MMV</td>
<td>135.675</td>
<td>503/434–9153</td>
</tr>
<tr>
<td>McNary Fld, OR</td>
<td>SLE</td>
<td>—</td>
<td>503/371–1062</td>
</tr>
<tr>
<td>Mekoryuk</td>
<td>MYU</td>
<td>123.9</td>
<td>907/827–8135</td>
</tr>
<tr>
<td>Merrill Fld</td>
<td>MRI</td>
<td>124.25</td>
<td>907/271–5277</td>
</tr>
<tr>
<td>Metlakatka</td>
<td>MTM</td>
<td>135.55</td>
<td>907/886–7989</td>
</tr>
<tr>
<td>Middleton Island</td>
<td>MDO</td>
<td>135.725</td>
<td>907/424–7635</td>
</tr>
<tr>
<td>Minchumina</td>
<td>MFM</td>
<td>135.56</td>
<td>907/674–3315</td>
</tr>
<tr>
<td>Mountain Village</td>
<td>MOU</td>
<td>118.350</td>
<td>907/591–2511</td>
</tr>
<tr>
<td>Napakiak</td>
<td>WNA</td>
<td>121.425</td>
<td>907/868–7317</td>
</tr>
<tr>
<td>Nelson Lagoon</td>
<td>OUL</td>
<td>119.025</td>
<td>907/989–2227</td>
</tr>
<tr>
<td>Nenana</td>
<td>ENN</td>
<td>125.2</td>
<td>907/832–5689</td>
</tr>
<tr>
<td>New Stuyahok</td>
<td>KNW</td>
<td>120.275</td>
<td>907/693–3086</td>
</tr>
<tr>
<td>Newport Muni, OR</td>
<td>ONP</td>
<td>133.9</td>
<td>541/867–4175</td>
</tr>
<tr>
<td>Nikolai</td>
<td>FSP</td>
<td>118.325</td>
<td>907/293–2002</td>
</tr>
<tr>
<td>Noatak</td>
<td>WTK</td>
<td>135.75</td>
<td>907/485–2203</td>
</tr>
<tr>
<td>Nome</td>
<td>OME</td>
<td>119.925</td>
<td>907/443–4818</td>
</tr>
<tr>
<td>Noorvik</td>
<td>D76</td>
<td>120.0</td>
<td>907/636–2010</td>
</tr>
<tr>
<td>North Bend Muni, OR</td>
<td>OTH</td>
<td>135.075</td>
<td>541/756–0135</td>
</tr>
<tr>
<td>North Slope</td>
<td>SXO</td>
<td>118.65</td>
<td>281/560–8580</td>
</tr>
<tr>
<td>Northway</td>
<td>ORT</td>
<td>135.4</td>
<td>907/778–2282</td>
</tr>
<tr>
<td>Nuucput</td>
<td>AQT</td>
<td>135.35</td>
<td>907/480–5577</td>
</tr>
<tr>
<td>Nulato</td>
<td>NUL</td>
<td>118.0</td>
<td>907/269–2774</td>
</tr>
<tr>
<td>Nunapitchuk</td>
<td>16A</td>
<td>121.550</td>
<td>907/868–7319</td>
</tr>
<tr>
<td>Olympia Rgnl, WA</td>
<td>OLM</td>
<td>135.725</td>
<td>360/943–1278</td>
</tr>
<tr>
<td>Orcas Island, WA</td>
<td>ORS</td>
<td>135.425</td>
<td>360/376–6045</td>
</tr>
<tr>
<td>Palmer Muni</td>
<td>PAQ</td>
<td>134.75</td>
<td>907/746–6675</td>
</tr>
<tr>
<td>Pearson Fld, WA</td>
<td>VUO</td>
<td>135.125</td>
<td>360/696–1280</td>
</tr>
<tr>
<td>Perryville</td>
<td>PEV</td>
<td>118.1</td>
<td>907/269–2843</td>
</tr>
<tr>
<td>Petersburg</td>
<td>PSG</td>
<td>125.8</td>
<td>907/772–4504</td>
</tr>
<tr>
<td>Pilot Point</td>
<td>PNP</td>
<td>118.375</td>
<td>907/837–2406</td>
</tr>
<tr>
<td>Platinum</td>
<td>PTU</td>
<td>118.375</td>
<td>907/979–8800</td>
</tr>
<tr>
<td>Point Hope</td>
<td>PHO</td>
<td>118.325</td>
<td>907/368–2128</td>
</tr>
<tr>
<td>Point Lay LRRS</td>
<td>PIZ</td>
<td>135.65</td>
<td>907/833–3112</td>
</tr>
<tr>
<td>Portage Visitor Center</td>
<td>POR</td>
<td>135.45</td>
<td>907/783–2626</td>
</tr>
<tr>
<td>Port Angeles CGAS, WA</td>
<td>NOW</td>
<td>118.325</td>
<td>360/457–7529</td>
</tr>
<tr>
<td>Port Heiden</td>
<td>PTH</td>
<td>135.4</td>
<td>907/837–2406</td>
</tr>
<tr>
<td>Port Townsend, WA</td>
<td>OS9</td>
<td>119.025</td>
<td>360/379–1199</td>
</tr>
<tr>
<td>Portland–Hillsboro, OR</td>
<td>HIO</td>
<td>—</td>
<td>503/640–2984</td>
</tr>
<tr>
<td>Portland Intl, OR</td>
<td>PDX</td>
<td>—</td>
<td>503/284–6771</td>
</tr>
<tr>
<td>Portland–Troutdale, OR</td>
<td>TTD</td>
<td>135.625</td>
<td>503/492–7634</td>
</tr>
<tr>
<td>Quillayute, WA</td>
<td>UIL</td>
<td>135.225</td>
<td>360/374–9731</td>
</tr>
<tr>
<td>Quinhagak</td>
<td>AQH</td>
<td>121.575</td>
<td>907/868–7321</td>
</tr>
<tr>
<td>Ralph M Calhoun Mem</td>
<td>TAL</td>
<td>135.1</td>
<td>907/366–7266</td>
</tr>
<tr>
<td>Ralph Wien Mem</td>
<td>OTZ</td>
<td>135.45</td>
<td>907/442–2279</td>
</tr>
<tr>
<td>STATION NAME</td>
<td>IDENT</td>
<td>FREQUENCY</td>
<td>TELEPHONE NUMBER</td>
</tr>
<tr>
<td>---------------------------</td>
<td>---------</td>
<td>-----------</td>
<td>------------------</td>
</tr>
<tr>
<td>Red Dog</td>
<td>DGG</td>
<td>131.05</td>
<td>907/754-5000</td>
</tr>
<tr>
<td>Renton Muni, WA</td>
<td>RNT</td>
<td>—</td>
<td>425/255-6080</td>
</tr>
<tr>
<td>Robert (Bob) Curtus Mem</td>
<td>D76</td>
<td>120.0</td>
<td>907/636-2010</td>
</tr>
<tr>
<td>Roberts Fld, OR</td>
<td>RDM</td>
<td>119.025</td>
<td>541/504-8743</td>
</tr>
<tr>
<td>Roseburg Rgnl, OR</td>
<td>RBG</td>
<td>119.025</td>
<td>541/673-1483</td>
</tr>
<tr>
<td>Ruby</td>
<td>RBY</td>
<td>118.25</td>
<td>907/468-4605</td>
</tr>
<tr>
<td>Russian Mission</td>
<td>RSH</td>
<td>118.375</td>
<td>907/584-5521</td>
</tr>
<tr>
<td>St George</td>
<td>PBV</td>
<td>135.45</td>
<td>907/859-2700</td>
</tr>
<tr>
<td>St. Mary’s</td>
<td>KSM</td>
<td>128.7</td>
<td>907/438-2135</td>
</tr>
<tr>
<td>St Michael</td>
<td>SMK</td>
<td>119.275</td>
<td>907/923-6480</td>
</tr>
<tr>
<td>St Paul Island</td>
<td>SNP</td>
<td>135.75</td>
<td>907/546-2324</td>
</tr>
<tr>
<td>Sand Point</td>
<td>SDP</td>
<td>134.85</td>
<td>907/383-5387</td>
</tr>
<tr>
<td>Sanderson Fld, WA</td>
<td>SHN</td>
<td>119.275</td>
<td>360/427-3835</td>
</tr>
<tr>
<td>Savoonga</td>
<td>SVA</td>
<td>121.3</td>
<td>907/984-6429</td>
</tr>
<tr>
<td>Selawik</td>
<td>WLK</td>
<td>135.65</td>
<td>907/484-2107</td>
</tr>
<tr>
<td>Scammon Bay</td>
<td>SCM</td>
<td>118.425</td>
<td>907/558-5501</td>
</tr>
<tr>
<td>Scappoose Industrial</td>
<td>SPB</td>
<td>135.875</td>
<td>503/543-6401</td>
</tr>
<tr>
<td>Airpark, OR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seattle–Tacoma Intl, WA</td>
<td>SEA</td>
<td>—</td>
<td>206/431–2834</td>
</tr>
<tr>
<td>Seldovia</td>
<td>SOV</td>
<td>135.4</td>
<td>907/234–7407</td>
</tr>
<tr>
<td>Seward</td>
<td>SWD</td>
<td>135.2</td>
<td>907/224–2440</td>
</tr>
<tr>
<td>Shageluk</td>
<td>SHX</td>
<td>121.575</td>
<td>907/868-7346</td>
</tr>
<tr>
<td>Shaktolik</td>
<td>2C7</td>
<td>124.175</td>
<td>907/955–3896</td>
</tr>
<tr>
<td>Shishmaref/New</td>
<td>SHH</td>
<td>121.1</td>
<td>907/649–4011</td>
</tr>
<tr>
<td>Shungnak</td>
<td>SHG</td>
<td>118.25</td>
<td>907/437–2024</td>
</tr>
<tr>
<td>Sitka</td>
<td>ST</td>
<td>135.9</td>
<td>907/966-2209</td>
</tr>
<tr>
<td>Skagit Rgnl, WA</td>
<td>BVS</td>
<td>121.125</td>
<td>360/757–7767</td>
</tr>
<tr>
<td>Skagway</td>
<td>SGY</td>
<td>135.8</td>
<td>907/983–3194</td>
</tr>
<tr>
<td>Sleetmute</td>
<td>SLQ</td>
<td>134.85</td>
<td>907/449–4226</td>
</tr>
<tr>
<td>Snohomish Co (Paine Fld), WA</td>
<td>PAE</td>
<td>—</td>
<td>425/355–6192</td>
</tr>
<tr>
<td>Soldotna</td>
<td>SXQ</td>
<td>135.45</td>
<td>907/262–8431</td>
</tr>
<tr>
<td>South Nanknek</td>
<td>WSN</td>
<td>121.575</td>
<td>907/868–7348</td>
</tr>
<tr>
<td>SW Washington Rgnl, WA</td>
<td>KLS</td>
<td>135.075</td>
<td>360/577–1964</td>
</tr>
<tr>
<td>Stampede Pass, WA</td>
<td>SMP</td>
<td>135.275</td>
<td>360/886–2758</td>
</tr>
<tr>
<td>Tacoma Narrows, WA</td>
<td>TIW</td>
<td>—</td>
<td>253/858–6507</td>
</tr>
<tr>
<td>Talkeetna</td>
<td>TKA</td>
<td>135.2</td>
<td>907/733–1637</td>
</tr>
<tr>
<td>Ted Stevens Anchorage Intl</td>
<td>ANC</td>
<td>—</td>
<td>907/271–5278</td>
</tr>
<tr>
<td>Tellier</td>
<td>TER</td>
<td>118.375</td>
<td>907/642–2301</td>
</tr>
<tr>
<td>Tillamook, OR</td>
<td>TMK</td>
<td>120</td>
<td>503/842–8792</td>
</tr>
<tr>
<td>Togiak</td>
<td>TOG</td>
<td>119.3</td>
<td>907/493–5326</td>
</tr>
<tr>
<td>Tok Junction</td>
<td>6KB</td>
<td>118.1</td>
<td>907/269–2706</td>
</tr>
<tr>
<td>Toksook Bay</td>
<td>OOK</td>
<td>119.275</td>
<td>907/427–7004</td>
</tr>
<tr>
<td>Tununak</td>
<td>4KA</td>
<td>118.25</td>
<td>907/269–2788</td>
</tr>
<tr>
<td>Unalakleet</td>
<td>UNK</td>
<td>132.25</td>
<td>907/624–3051</td>
</tr>
<tr>
<td>Unalaska</td>
<td>DUT</td>
<td>125.8</td>
<td>907/581–2803</td>
</tr>
<tr>
<td>Valdez Pioneer Field</td>
<td>VDZ</td>
<td>118.8</td>
<td>907/835–5578</td>
</tr>
<tr>
<td>Wainwright</td>
<td>AWI</td>
<td>132.25</td>
<td>907/763–8881</td>
</tr>
<tr>
<td>Wales</td>
<td>IWK</td>
<td>118.525</td>
<td>907/664–3907</td>
</tr>
<tr>
<td>Wasilla</td>
<td>IYS</td>
<td>135.25</td>
<td>907/373–3801</td>
</tr>
<tr>
<td>White Mountain</td>
<td>WMO</td>
<td>121.45</td>
<td>907/638–2103</td>
</tr>
<tr>
<td>Wilder Runway LLC</td>
<td>05K</td>
<td>118.025</td>
<td>336/837–4290</td>
</tr>
<tr>
<td>Wiley Post/Will Rogers Mem</td>
<td>BRW</td>
<td>132.150</td>
<td>907/852–3112</td>
</tr>
<tr>
<td>William R Fairchild Intl, WA</td>
<td>CLM</td>
<td>135.175</td>
<td>360/457–1070</td>
</tr>
<tr>
<td>Wrangell</td>
<td>WRG</td>
<td>128.5</td>
<td>907/874–2458</td>
</tr>
<tr>
<td>Yakima Air Terminal/</td>
<td></td>
<td>—</td>
<td>509/248–1502</td>
</tr>
<tr>
<td>MC Allister Fld, WA</td>
<td>YKM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yakutat</td>
<td>YAK</td>
<td>135.75</td>
<td>907/784–3116</td>
</tr>
</tbody>
</table>
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:

<table>
<thead>
<tr>
<th>NAME:</th>
<th>IDENT</th>
<th>FREQUENCY</th>
<th>TELEPHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nikaitchuq Ops</td>
<td>AA38</td>
<td>121.275</td>
<td>907/685–1481</td>
</tr>
<tr>
<td>Spy Island</td>
<td>AA51</td>
<td>121.325</td>
<td>907/685–1482</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>CAMERA SITE NAME (in bold type)</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akhiok</td>
<td>56º56.471´N, 154º10.728´W</td>
</tr>
<tr>
<td>Akhiok Seaplane</td>
<td></td>
</tr>
<tr>
<td>Akhiok</td>
<td></td>
</tr>
<tr>
<td>Akun Island</td>
<td>54º08.817´N, 165º36.310´W</td>
</tr>
<tr>
<td>Allakaket</td>
<td>66º32.965´N, 152º37.779´W</td>
</tr>
<tr>
<td>Ambler</td>
<td>67º05.193´N, 157º51.436´W</td>
</tr>
<tr>
<td>Anaktuvuk Pass</td>
<td>68º08.479´N, 151º43.895´W</td>
</tr>
<tr>
<td>Anaktuvuk Pass</td>
<td></td>
</tr>
<tr>
<td>Anchorage</td>
<td>61º12.922´N, 149º53.078´W</td>
</tr>
<tr>
<td>Anchorage Ted Stevens Anchorage Intl</td>
<td></td>
</tr>
<tr>
<td>Anchorage Alaska Regional Hospital Heliport</td>
<td></td>
</tr>
<tr>
<td>Anchorage Campbell Airstrip</td>
<td></td>
</tr>
<tr>
<td>Anchorage Campbell Lake Seaplane</td>
<td></td>
</tr>
<tr>
<td>Anchorage Flying Crown</td>
<td></td>
</tr>
<tr>
<td>Anchorage Lake Hood Seaplane</td>
<td></td>
</tr>
<tr>
<td>Anchorage Merrill Field</td>
<td></td>
</tr>
<tr>
<td>Anchorage Providence Hospital Heliport</td>
<td></td>
</tr>
<tr>
<td>Anchor Point</td>
<td>59º45.323´N, 151º46.407´W</td>
</tr>
<tr>
<td>Anchor River Airpark</td>
<td></td>
</tr>
<tr>
<td>Anchorage Nilinichik</td>
<td></td>
</tr>
<tr>
<td>Aniqak</td>
<td>61º34.123´N, 159º32.611´W</td>
</tr>
<tr>
<td>Aniqak Seaplane</td>
<td></td>
</tr>
<tr>
<td>Anvik</td>
<td>62º38.905´N, 160º11.073´W</td>
</tr>
<tr>
<td>Arctic Village</td>
<td>68º07.098´N, 145º33.960´W</td>
</tr>
<tr>
<td>Arctic Village</td>
<td></td>
</tr>
<tr>
<td>Arctic Village</td>
<td></td>
</tr>
<tr>
<td>Atqasuk</td>
<td>70º28.190´N, 157º25.808´W</td>
</tr>
<tr>
<td>Atqasuk Edward Burrell Sr Mem</td>
<td></td>
</tr>
<tr>
<td>Barrow</td>
<td>71º17.256´N, 156º47.138´W</td>
</tr>
<tr>
<td>Barrow Wiley Post/Will Rogers Mem</td>
<td></td>
</tr>
<tr>
<td>Beaver</td>
<td>66º21.583´N, 147º24.751´W</td>
</tr>
<tr>
<td>Beaver</td>
<td></td>
</tr>
<tr>
<td>Beluga</td>
<td>61º11.130´N, 151º02.074´W</td>
</tr>
<tr>
<td>Beluga</td>
<td></td>
</tr>
<tr>
<td>Tyonek</td>
<td></td>
</tr>
<tr>
<td>Nikola Creek</td>
<td></td>
</tr>
<tr>
<td>Berners Bay en route–Berners Bay</td>
<td>58º40.798´N, 134º56.427´W</td>
</tr>
<tr>
<td>CAMERA SITE NAME (in bold type)</td>
<td>LOCATION</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Bethel</td>
<td>60°46.879′ N, 161°53.071′ W</td>
</tr>
<tr>
<td>Bethel Seaplane</td>
<td></td>
</tr>
<tr>
<td>Hangar Lake Seaplane</td>
<td></td>
</tr>
<tr>
<td>Akiak</td>
<td></td>
</tr>
<tr>
<td>Akiachak Seaplane</td>
<td></td>
</tr>
<tr>
<td>Napaskiak</td>
<td></td>
</tr>
<tr>
<td>Napaskiak Seaplane</td>
<td></td>
</tr>
<tr>
<td>Napakiak</td>
<td></td>
</tr>
<tr>
<td>Atmautluak</td>
<td></td>
</tr>
<tr>
<td>Nunapitchuk</td>
<td></td>
</tr>
<tr>
<td>Nunapitchuk Seaplane</td>
<td></td>
</tr>
<tr>
<td>Kwethluk</td>
<td></td>
</tr>
<tr>
<td>Bettles</td>
<td>66°55.024′ N, 151°30.955′ W</td>
</tr>
<tr>
<td>VOR Lake Waterplane Seaplane</td>
<td></td>
</tr>
<tr>
<td>Birchwood</td>
<td>61°24.978′ N, 149°30.732′ W</td>
</tr>
<tr>
<td>Birchwood VOR</td>
<td></td>
</tr>
<tr>
<td>Big Lake</td>
<td></td>
</tr>
<tr>
<td>Black Rapids</td>
<td>63°29.924′ N, 145°51.027′ W</td>
</tr>
<tr>
<td>Black Rapids</td>
<td></td>
</tr>
<tr>
<td>Bradley Lake</td>
<td>59°46.63′ N, 150°58.344′ W</td>
</tr>
<tr>
<td>en route–Bradley Lake</td>
<td></td>
</tr>
<tr>
<td>Buckland</td>
<td>65°58.646′ N, 161°07.752′ W</td>
</tr>
<tr>
<td>Buckland VOR</td>
<td></td>
</tr>
<tr>
<td>Candle 2</td>
<td></td>
</tr>
<tr>
<td>Cape Fanshaw</td>
<td>57°11.126′ N, 133°34.417′ W</td>
</tr>
<tr>
<td>Cape Spencer</td>
<td>58°11.916′ N, 136°38.370′ W</td>
</tr>
<tr>
<td>Chalkyitsik</td>
<td>66°38.968′ N, 143°43.646′ W</td>
</tr>
<tr>
<td>Chalkyitsik VOR</td>
<td></td>
</tr>
<tr>
<td>Chandalar Shelf</td>
<td>68°04.590′ N, 149°35.148′ W</td>
</tr>
<tr>
<td>Chandalar Shelf VOR</td>
<td></td>
</tr>
<tr>
<td>Chevak</td>
<td>61°31.797′ N, 165°34.886′ W</td>
</tr>
<tr>
<td>Chevak VOR</td>
<td></td>
</tr>
<tr>
<td>Chickaloon</td>
<td>61°48.435′ N, 148°19.954′ W</td>
</tr>
<tr>
<td>en route–Chickaloon</td>
<td></td>
</tr>
<tr>
<td>Chignik Bay</td>
<td>56°18.564′ N, 158°22.595′ W</td>
</tr>
<tr>
<td>Chignik Lake</td>
<td>56°18.605′ N, 158°32.344′ W</td>
</tr>
<tr>
<td>Chignik Lake VOR</td>
<td></td>
</tr>
<tr>
<td>Chignik Lagoon</td>
<td>56°15.303′ N, 158°46.019′ W</td>
</tr>
<tr>
<td>Chignik Lagoon VOR</td>
<td></td>
</tr>
<tr>
<td>Chilkat</td>
<td>59°26.324′ N, 136°16.361′ W</td>
</tr>
<tr>
<td>Chistochina</td>
<td>62°35.678′ N, 144°38.946′ W</td>
</tr>
<tr>
<td>Chitina</td>
<td>61°34.996′ N, 144°26.003′ W</td>
</tr>
<tr>
<td>Clarks Point</td>
<td>58°50.206′ N, 158°31.456′ W</td>
</tr>
<tr>
<td>Coffman Cove</td>
<td>56°09.371′ N, 132°48.900′ W</td>
</tr>
<tr>
<td>Cold Bay</td>
<td>55°12.201′ N, 162°42.707′ W</td>
</tr>
<tr>
<td>Cold Bay VOR</td>
<td></td>
</tr>
<tr>
<td>Coldfoot</td>
<td>67°15.351′ N, 150°11.649′ W</td>
</tr>
<tr>
<td>Cooper Landing</td>
<td>60°28.909′ N, 149°43.595′ W</td>
</tr>
<tr>
<td>Cordova</td>
<td>60°29.623′ N, 145°28.226′ W</td>
</tr>
<tr>
<td>Cordova VOR</td>
<td></td>
</tr>
<tr>
<td>Craig</td>
<td>55°28.443′ N, 133°08.242′ W</td>
</tr>
<tr>
<td>AK, 21 MAR 2024 to 16 MAY 2024</td>
<td></td>
</tr>
<tr>
<td>CAMERA SITE NAME (in bold type)</td>
<td>LOCATION</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Craig Seaplane</td>
<td>61°52.018' N, 158°07.888' W</td>
</tr>
<tr>
<td>Crooked Creek</td>
<td>70°14.072' N, 148°22.594' W</td>
</tr>
<tr>
<td>Deadhorse</td>
<td>66°04.604' N, 162°43.759' W</td>
</tr>
<tr>
<td>Delta Junction</td>
<td>64°03.393' N, 145°43.942' W</td>
</tr>
<tr>
<td>Delta Daves</td>
<td>59°02.643' N, 158°30.710' W</td>
</tr>
<tr>
<td>Dillingham</td>
<td>53°55.135' N, 166°30.547' W</td>
</tr>
<tr>
<td>Dillingham</td>
<td>53°52.542' N, 166°32.526' W</td>
</tr>
<tr>
<td>Dutch Ballyhoo</td>
<td>64°46.569' N, 141°09.816' W</td>
</tr>
<tr>
<td>Dutch Haystack</td>
<td>53°54.330' N, 166°32.880' W</td>
</tr>
<tr>
<td>Dutch NDB</td>
<td>60°12.952' N, 162°00.730' W</td>
</tr>
<tr>
<td>Eagle</td>
<td>58°15.665' N, 134°30.690' W</td>
</tr>
<tr>
<td>Eaglecrest</td>
<td>55°56.813' N, 133°40.342' W</td>
</tr>
<tr>
<td>Edna Bay</td>
<td>62°46.678' N, 164°32.141' W</td>
</tr>
<tr>
<td>Egegik</td>
<td>64°52.552' N, 148°04.073' W</td>
</tr>
<tr>
<td>Eldred Rock</td>
<td>53°52.274' N, 135°12.247' W</td>
</tr>
<tr>
<td>Elim</td>
<td>64°37.145' N, 162°16.210' W</td>
</tr>
<tr>
<td>Emmonak</td>
<td>64°44.490' N, 156°56.967' W</td>
</tr>
<tr>
<td>False Pass</td>
<td>63°46.529' N, 171°43.799' W</td>
</tr>
<tr>
<td>Fort Yukon</td>
<td>64°32.653' N, 163°02.04' W</td>
</tr>
<tr>
<td>Galena</td>
<td>59°07.134' N, 161°35.322' W</td>
</tr>
<tr>
<td>Grave Point</td>
<td>58°03.735' N, 134°03.058' W</td>
</tr>
<tr>
<td>Camera Site Name (in bold type)</td>
<td>Location</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Grayling</td>
<td>62°54.392’N, 160°03.800’W</td>
</tr>
<tr>
<td>Guikana</td>
<td>62°09.323’N, 145°27.579’W</td>
</tr>
<tr>
<td>Gustavus</td>
<td>58°25.515’N, 135°42.386’W</td>
</tr>
<tr>
<td>Gustavus Dock</td>
<td>58°23.404’N, 135°43.783’W</td>
</tr>
<tr>
<td>Haines</td>
<td>59°13.095’N, 135°25.974’W</td>
</tr>
<tr>
<td>Harris River Pass</td>
<td>55°27.514’N, 132°50.621’W</td>
</tr>
<tr>
<td>Hawk Inlet</td>
<td>58°07.488’N, 134°45.341’W</td>
</tr>
<tr>
<td>Holy Cross</td>
<td>62°11.431’N, 159°46.484’W</td>
</tr>
<tr>
<td>Homer</td>
<td>59°38.855’N, 151°31.728’W</td>
</tr>
<tr>
<td>Honolulu</td>
<td>63°05.843’N, 149°30.151’W</td>
</tr>
<tr>
<td>Hoonah</td>
<td>58°05.825’N, 135°24.869’W</td>
</tr>
<tr>
<td>Hooper Bay</td>
<td>61°31.661’N, 166°06.79’W</td>
</tr>
<tr>
<td>Huslia</td>
<td>65°41.925’N, 156°21.218’W</td>
</tr>
<tr>
<td>Hydaburg</td>
<td>55°12.145’N, 132°49.495’W</td>
</tr>
<tr>
<td>Hyder</td>
<td>55°54.708’N, 130°01.125’W</td>
</tr>
<tr>
<td>Igziugig</td>
<td>59°19.552’N, 155°53.823’W</td>
</tr>
<tr>
<td>Iliamna</td>
<td>59°45.294’N, 154°54.448’W</td>
</tr>
<tr>
<td>Isabel Pass</td>
<td>63°24.907’N, 145°45.485’W</td>
</tr>
<tr>
<td>Isabel Pass South</td>
<td>63°02.012’N, 145°29.858’W</td>
</tr>
<tr>
<td>Johnstone Point</td>
<td>60°28.933’N, 146°34.593’W</td>
</tr>
<tr>
<td>Johnstone Point VOR</td>
<td>60°28.842’N, 146°35.970’W</td>
</tr>
<tr>
<td>Kake</td>
<td>56°58.356’N, 133°56.719’W</td>
</tr>
<tr>
<td>Kalskag</td>
<td>61°32.265’N, 160°19.962’W</td>
</tr>
<tr>
<td>Kaltag</td>
<td>64°19.247’N, 158°43.944’W</td>
</tr>
<tr>
<td>Karluk</td>
<td>57°33.749’N, 154°26.189’W</td>
</tr>
<tr>
<td>Kasaan Seaplane</td>
<td>59°32.372’N, 132°24.217’W</td>
</tr>
<tr>
<td>Kasigluk</td>
<td>60°52.365’N, 162°30.653’W</td>
</tr>
<tr>
<td>Camera Site Name</td>
<td>Location</td>
</tr>
<tr>
<td>--------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Ketchikan</td>
<td>55°21.411'N, 131°42.562'W</td>
</tr>
<tr>
<td>Ketchikan Harbor Seaplane</td>
<td></td>
</tr>
<tr>
<td>Murphys Pullout Seaplane</td>
<td></td>
</tr>
<tr>
<td>Peninsula Point Pullout Seaplane</td>
<td></td>
</tr>
<tr>
<td>Kiana</td>
<td>66°58.41'N, 160°25.759'W</td>
</tr>
<tr>
<td>King Cove</td>
<td>55°06.870'N, 162°16.248'W</td>
</tr>
<tr>
<td>King Salmon</td>
<td>58°39.89'N, 156°31.46'W</td>
</tr>
<tr>
<td>King Salmon Seaplane</td>
<td></td>
</tr>
<tr>
<td>Kvlchak (Diamond J)</td>
<td></td>
</tr>
<tr>
<td>Naknek</td>
<td></td>
</tr>
<tr>
<td>Naknek Seaplane</td>
<td></td>
</tr>
<tr>
<td>South Naknek</td>
<td></td>
</tr>
<tr>
<td>Kipnuk</td>
<td>59°56.105'N, 164°01.983'W</td>
</tr>
<tr>
<td>Kodiak</td>
<td>57°44.827'N, 152°29.556'W</td>
</tr>
<tr>
<td>Kodiak (Lilly Lake) Seaplane</td>
<td></td>
</tr>
<tr>
<td>Kodiak Muni</td>
<td></td>
</tr>
<tr>
<td>Trident Basin Seaplane</td>
<td></td>
</tr>
<tr>
<td>Kokhanok</td>
<td>59°26.371'N, 154°45.389'W</td>
</tr>
<tr>
<td>Koliganek</td>
<td>59°43.578'N, 157°16.013'W</td>
</tr>
<tr>
<td>New Stuyahok</td>
<td></td>
</tr>
<tr>
<td>Ekwok</td>
<td></td>
</tr>
<tr>
<td>Kotlik</td>
<td>63°02.130'N, 163°31.933'W</td>
</tr>
<tr>
<td>Kotzebue</td>
<td>66°53.488'N, 162°36.370'W</td>
</tr>
<tr>
<td>Koyuk</td>
<td>64°56.132'N, 161°09.767'W</td>
</tr>
<tr>
<td>Koyuk Alfred Adams</td>
<td></td>
</tr>
<tr>
<td>Kwethluk</td>
<td>60°47.567'N, 161°26.333'W</td>
</tr>
<tr>
<td>Kwigillingok</td>
<td>59°52.206'N, 163°08.899'W</td>
</tr>
<tr>
<td>Kwigillingok Seaplane</td>
<td></td>
</tr>
<tr>
<td>Kongsiganak</td>
<td></td>
</tr>
<tr>
<td>Lake Clark Pass East</td>
<td>60°45.816'N, 152°24.714'W</td>
</tr>
<tr>
<td>Lake Clark Pass RCO</td>
<td>60°51.332'N, 152°38.352'W</td>
</tr>
<tr>
<td>Lake Clark Pass West</td>
<td>60°22.422'N, 153°53.400'W</td>
</tr>
<tr>
<td>Wilder Runway LLC</td>
<td></td>
</tr>
<tr>
<td>Larsen Bay</td>
<td>57°32.244'N, 153°58.846'W</td>
</tr>
<tr>
<td>Lena Point</td>
<td>58°23.294'N, 134°45.711'W</td>
</tr>
<tr>
<td>Level Island</td>
<td>56°28.046'N, 133°04.982'W</td>
</tr>
<tr>
<td>Lime Village</td>
<td>61°21.293'N, 155°26.144'W</td>
</tr>
</tbody>
</table>

**WEATHER**

AK, 21 MAR 2024 to 16 MAY 2024
WEATHER

CAMERA SITE NAME (in bold type) LOCATION
Livengood 65°28.361′ N, 148°39.817′ W
Livengood Camp
Manokotak 58°56.017′ N, 158°54.173′ W
Clarke Point
Ekuk
Dillingham
Marshall 61°52.023′ N, 162°01.999′ W
Marshall Don Hunter SR
McGrath 62°57.378′ N, 155°36.030′ W
McGrath
McGrath Seaplane
Talalina LRRS
Tokatna
McKinley North 63°25.882′ N, 150°18.646′ W
en route–McKinley North
McKinley Park 63°43.922′ N, 148°54.755′ W
Denali
McKinley National Park
McKinley South 62°24.35′ N, 150°15.722′ W
Songlo Vista
Mekoryuk 60°23.193′ N, 166°11.478′ W
Mekoryuk
Mentasta 62°54.174′ N, 143°40.157′ W
en route–Mentasta
Merrill Pass High 61°11.178′ N, 153°19.566′ W
en route–Merrill Pass
Merrill Pass Low 61°12.000′ N, 153°17.868′ W
en route–Merrill Pass
Metlakatla 55°07.694′ N, 131°34.608′ W
Metlakatla Seaplane
Annette Island
Tangas Harbor Seaplane
Meyers Chuck 55°44.239′ N, 132°15.559′ W
Meyers Chuck Seaplane
Middleton Island 59°27.000′ N, 146°18.528′ W
Middleton Island
Minchumina 63°53.004′ N, 152°18.642′ W
Minchumina
Minto 65°08.916′ N, 149°21.281′ W
Minto Al Wright
Minx Island 55°22.982′ N, 131°15.984′ W
Misty Fjords
en route – Misty Fjords
Moose Pass 60°29.188′ N, 149°22.055′ W
Lawing
Mountain Village 62°05.688′ N, 163°41.172′ W
Mountain Village
St. Mary’s
Nanwalek 59°21.268′ N, 151°55.247′ W
Napakiak 60°41.567′ N, 161°58.616′ W
Nelson Lagoon 56°00.468′ N, 161°10.243′ W
Nelson Lagoon
Nenana 64°32.983′ N, 149°05.007′ W
Clear
Clear Sky Lodge
New Stuyahok 59°27.372′ N, 157°22.140′ W
New Stuyahok
Ekwok
Nushagak
Newtok 60°56.302′ N, 164°37.884′ W
Newtok
Newtok Seaplane
Nikiski 60°46.727′ N, 151°07.754′ W
Kenai Muni
Kenai Muni Seaplane
Island Lake Seaplane
### WEATHER

**CAMERA SITE NAME** (in bold type)  
**LOCATION**

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Longitude/Latitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nikolai</td>
<td>63°00.929’N, 154°22.014’W</td>
</tr>
<tr>
<td>Noatak</td>
<td>67°34.304’N, 162°58.289’W</td>
</tr>
<tr>
<td>Nome</td>
<td>64°30.402’N, 165°26.775’W</td>
</tr>
<tr>
<td>Nondalton</td>
<td>59°58.407°N 154°51.149’W</td>
</tr>
<tr>
<td>North Slope</td>
<td>70°24.806’N, 150°00.848’W</td>
</tr>
<tr>
<td>Northway</td>
<td>62°57.706’N, 141°56.155’W</td>
</tr>
<tr>
<td>Nuiqut</td>
<td>70°12.815’N, 151°00.072’W</td>
</tr>
<tr>
<td>Nulato</td>
<td>64°43.901’N, 158°04.364’W</td>
</tr>
<tr>
<td>Nunapitchik</td>
<td>60°54.281’N, 162°26.563’W</td>
</tr>
<tr>
<td>Nyac</td>
<td>60°58.703’N, 160°00.127’W</td>
</tr>
<tr>
<td>Old Harbor</td>
<td>57°12.071’N 153°18.302’W</td>
</tr>
<tr>
<td>Ouzinkie</td>
<td>57°56.483’N, 152°28.336’W</td>
</tr>
<tr>
<td>Palmer</td>
<td>61°36.204’N, 149°05.682’W</td>
</tr>
<tr>
<td>Pedro Bay</td>
<td>59°47.315’N, 154°06.052’W</td>
</tr>
<tr>
<td>Pelican</td>
<td>57°57.454’N, 136°13.605’W</td>
</tr>
<tr>
<td>Perryville</td>
<td>55°54.625’N, 159°08.675’W</td>
</tr>
<tr>
<td>Petersburg</td>
<td>56°48.481’N, 132°56.299’W</td>
</tr>
<tr>
<td>Pilot Point</td>
<td>57°34.719’N, 157°34.115’W</td>
</tr>
<tr>
<td>Point Higgins</td>
<td>55°27.635’N, 131°48.608’W</td>
</tr>
<tr>
<td>Point Hope</td>
<td>68°20.786’N, 166°43.715’W</td>
</tr>
<tr>
<td>Point Lay</td>
<td>69°44.123’N, 163°00.155’W</td>
</tr>
<tr>
<td>Portage Creek</td>
<td>58°54.363’N, 157°42.933’W</td>
</tr>
<tr>
<td>Portage Glacier</td>
<td>60°47.080’N, 148°50.489’°W</td>
</tr>
<tr>
<td>Port Alexander</td>
<td>56°14.801’N, 134°38.866’W</td>
</tr>
<tr>
<td>Port Heiden</td>
<td>56°55.386’N, 158°39.742’W</td>
</tr>
<tr>
<td>Port Lions</td>
<td>57°53.033’N, 152°51.086’W</td>
</tr>
<tr>
<td>Potato Point</td>
<td>61°03.399’N, 146°41.854’W</td>
</tr>
<tr>
<td>Potato Point RCO</td>
<td>62°05.871’N, 152°44.035’W</td>
</tr>
<tr>
<td>CAMERA SITE NAME (in bold type)</td>
<td>LOCATION</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Quinhagak</td>
<td>59°43.73’N, 161°54.397’W</td>
</tr>
<tr>
<td>Quinhagak</td>
<td>68°01.747’N, 162°54.699’W</td>
</tr>
<tr>
<td>Red Dog</td>
<td>62°17.532’N, 153°22.398’W</td>
</tr>
<tr>
<td>Red Dog</td>
<td>64°44.059’N, 155°27.651’W</td>
</tr>
<tr>
<td>Rohn</td>
<td>64°43.852’N, 155°27.752’W</td>
</tr>
<tr>
<td>Tatitna</td>
<td>61°46.800’N, 161°19.354’W</td>
</tr>
<tr>
<td>Ruby</td>
<td>62°03.131’N, 163°15.709’W</td>
</tr>
<tr>
<td>Ruby</td>
<td>63°29.137’N, 162°06.762’W</td>
</tr>
<tr>
<td>Russian Mission</td>
<td>57°09.621’N, 170°13.592’W</td>
</tr>
<tr>
<td>Russian Mission</td>
<td>63°41.336’N, 170°29.499’W</td>
</tr>
<tr>
<td>Russian Mission Seaplane</td>
<td>61°50.675’N, 165°34.843’W</td>
</tr>
<tr>
<td>St. Mary’s</td>
<td>66°36.179’N, 160°00.116’W</td>
</tr>
<tr>
<td>Pilot Station</td>
<td>60°08.083’N, 149°25.433’08”W</td>
</tr>
<tr>
<td>St. Michael</td>
<td>62°41.288’N, 159°33.989’W</td>
</tr>
<tr>
<td>St. Michael Stebbins</td>
<td>64°20.935’N, 161°11.066’W</td>
</tr>
<tr>
<td>St. Paul</td>
<td>61°47.292’N, 147°40.461’W</td>
</tr>
<tr>
<td>St. Paul Island</td>
<td>66°15.257’N, 166°04.475’W</td>
</tr>
<tr>
<td>Savoonga</td>
<td>66°53.361’N, 157°08.303’W</td>
</tr>
<tr>
<td>Savoonga</td>
<td>58°10.654’N, 139°15.465’W</td>
</tr>
<tr>
<td>Scammon Bay</td>
<td>57°03.097’N, 135°21.804’W</td>
</tr>
<tr>
<td>Scammon Bay Seaplane</td>
<td>59°27.228’N, 135°19.653’W</td>
</tr>
<tr>
<td>Selawik</td>
<td>61°57.971’N, 151°12.031’W</td>
</tr>
<tr>
<td>Selawik</td>
<td>61°42.127’N, 157°10.129’W</td>
</tr>
<tr>
<td>Shageluk</td>
<td>60°27.836’N, 151°04.888’W</td>
</tr>
<tr>
<td>Shageluk</td>
<td>58°42.300’N, 157°00.342’W</td>
</tr>
<tr>
<td>Shaktoolik</td>
<td>63°19.680’N, 149°07.842’W</td>
</tr>
<tr>
<td>Shaktoolik</td>
<td>61°49.972’N, 147°19.649’W</td>
</tr>
<tr>
<td>Sheep Mountain</td>
<td>62°59.669’N, 156°01.829’W</td>
</tr>
<tr>
<td>Sheep Mountain</td>
<td>58°19.053’N, 134°06.053’W</td>
</tr>
<tr>
<td>Shishmaref</td>
<td>66°36.179’N, 160°00.116’W</td>
</tr>
<tr>
<td>Shishmaref</td>
<td>60°08.083’N, 149°25.433’08”W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>62°41.288’N, 159°33.989’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>64°20.935’N, 161°11.066’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>61°47.292’N, 147°40.461’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>66°15.257’N, 166°04.475’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>66°53.361’N, 157°08.303’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>58°10.654’N, 139°15.465’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>57°03.097’N, 135°21.804’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>59°27.228’N, 135°19.653’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>61°57.971’N, 151°12.031’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>61°42.127’N, 157°10.129’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>60°27.836’N, 151°04.888’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>58°42.300’N, 157°00.342’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>63°19.680’N, 149°07.842’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>61°49.972’N, 147°19.649’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>62°59.669’N, 156°01.829’W</td>
</tr>
<tr>
<td>Shungnak</td>
<td>58°19.053’N, 134°06.053’W</td>
</tr>
</tbody>
</table>
WEATHER

CAMERA SITE NAME (in bold type) LOCATION

Talkeetna
Talkeetna 62°19.444’N, 150°05.862’W
Talkeetna Heliport
Bald Mountain
Christiansen Lake Seaplane
Birch Creek Landing
Secluded Lake
Songlo Vista

Tanana
Ralph M Calhoun Memorial 65°10.391´N, 152°06.576´W

Tazlina–Tolsona
Tazlina 62°06.238´N, 146°10.471´W
Tazlina/Smokey Lake Seaplane
Lake Louise
Lake Louise Seaplane

Teller
Brevig Mission 65°14.531´N, 166°19.934´W

Tenakee Springs
Tenakee Springs 57°46.755´N, 135°13.156´W

Thompson Pass
Kassan 61°07.737´N, 145°46.501´W
Togiak
Twin Hills 59°03.707´N, 160°22.58´W

Tok
Tok Junction 63°19.227´N, 142°47.789´W
Tanacross

Toksook Bay
Toksook Bay 60°32.203´N, 165°05.346´W

Trading Bay
Trading Bay 60°43.549´N, 151°45.033´W

Tuluksak
Tuluksak 61°05.922´N, 160°57.46´W

Tuntutuliak
Tuntutuliak 60°20.392´N, 162°40.000´W
Tuntutuliak Seaplane

Twin Island
SanJuan Seaplane 55°08.565´N, 131°13.026´W
West Point Village

Unalakleet
Unalakleet 63°53.083´N, 160°47.481´W

Valdez
Valdez Pioneer Field 61°07.943´N, 146°15.036´W
Robe Lake Seaplane

Wainwright
Wainwright 70°38.171´N, 160°01.842´W

Wales
Wales 65°36.965´N, 168°05.657´W
Tin City LRRS

Wasilla
Wasilla 61°34.286´N, 149°32.937´W
Wasilla Lake Seaplane
Upper Wasilla Lake Seaplane
Cottonwood Lake Seaplane

White Mountain
White Mountain 64°41.138´N, 163°24.436´W

Whittier
Whittier 60°46.517´N, 148°43.589´W

AK, 21 MAR 2024 to 16 MAY 2024
CAMERA SITE NAME (in bold type) LOCATION
Willow
  Willow
  Willow Seaplane
  Kashwitna Lake Seaplane
  61°45.859´ N, 150°01.323´ W
Wrangell
  Wrangell
  Wrangell Seaplane
  56°29.199´ N, 132°23.229´ W
Yakutat
  Yakutat
  Yakutat Seaplane
  Dangerous River
  Harlequin Lake
  59°30.119´ N, 139°41.305´ W
Yukon River Bridge
  En route – Yukon River Bridge
  Five Mile
  65°56.399´ N, 149°51.149´ W
A-PAIRED and MAWS Weather Observation Locations

An A-Paid Observer is a person certified by the National Weather Service (NWS) to provide weather information under the terms of a “per-observation” agreement.

Although the service does not meet the requirements for a basic weather watch, the FAA does provide the telecommunications capability necessary to make the information available to pilots through Flight Service Stations.

The number of daily A-Paid observations taken changes seasonally, no special observations are performed and the hourly reports may be intermittent.

The Mini Automatic Weather System (MAWS) is an electronic observing platform that disseminates an observation every 30 minutes. The MAWS currently deployed are configured to report altimeter, sky condition, present weather, visibility, wind, temperature and dew point.

The NWS initiated these programs to assist them in developing and validating forecasts and neither the A-Paid observers nor the MAWS are located on airports. For more information contact the NWS at (907) 271-5119.

A-Paid:
- Chulitna River (PAEC)
- Elfin Cove (PAEL)
- Port Alsworth (PALJ)
- Puntilla Lake (PAPT)

MAWS:
- Central (CENA2)
- Healy (HEAA2)
- Skwentna (SKMA2)
- Valdez City (VWSA2)
- Whittier (WHMA2)

Data current 10/26/2018
NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATIONS

LEGEND

- STATIONS—BALOON RELEASES AROUND 1100 UTC AND 2300 UTC DAILY.
- OTHER NEW UPPER AIR STATIONS—BALOON 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.

<table>
<thead>
<tr>
<th>Center</th>
<th>High Altitude Freqs</th>
<th>Low Altitude Freqs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchorage Center</td>
<td>121.5 121.5 132.3 132.3 243.0 243.0 306.2 306.2</td>
<td>(KZAN)</td>
</tr>
<tr>
<td>Adak</td>
<td>126.4 254.3</td>
<td></td>
</tr>
<tr>
<td>Aniak</td>
<td>118.15 251.05</td>
<td></td>
</tr>
<tr>
<td>Annette Island</td>
<td>127.3 118.5 284.6 256.7</td>
<td></td>
</tr>
<tr>
<td>Barrow</td>
<td>135.3 135.3 239.25 239.25</td>
<td></td>
</tr>
<tr>
<td>Barter Island</td>
<td>120.6 120.6</td>
<td></td>
</tr>
<tr>
<td>Bethel</td>
<td>127.5 125.2 372.0 351.85</td>
<td></td>
</tr>
<tr>
<td>Bettles</td>
<td>124.6 124.6 352.0 352.0</td>
<td></td>
</tr>
<tr>
<td>Big Delta</td>
<td>135.3 322.5</td>
<td></td>
</tr>
<tr>
<td>Big Lake</td>
<td>133.7 133.7 279.6 279.6</td>
<td></td>
</tr>
<tr>
<td>Bionia Island</td>
<td>126.1 120.55 335.5 323.25</td>
<td></td>
</tr>
<tr>
<td>Cape Lisburne</td>
<td>119.65 119.65 363.25 363.25</td>
<td></td>
</tr>
<tr>
<td>Cape Newenham</td>
<td>127.6 124.2 273.6 251.1</td>
<td></td>
</tr>
<tr>
<td>Cape Romanzof</td>
<td>132.5 124.5 124.5 266.8</td>
<td></td>
</tr>
<tr>
<td>Cold Bay</td>
<td>125.45 118.5 322.4 278.3</td>
<td></td>
</tr>
<tr>
<td>Deadhorse</td>
<td>134.4 134.4 370.9 370.9</td>
<td></td>
</tr>
<tr>
<td>Dillingham</td>
<td>132.75 (KING SALMON RCAG IS BACKUP WHEN DILLINGHAM RCAG OTS.) 282.35 (KING SALMON RCAG IS BACKUP WHEN DILLINGHAM RCAG OTS.)</td>
<td></td>
</tr>
<tr>
<td>Dutch Harbor</td>
<td>132.15 121.4 268.7</td>
<td></td>
</tr>
<tr>
<td>Fort Yukon</td>
<td>135.0 135.0 132.7 284.7 225.4 225.4</td>
<td></td>
</tr>
<tr>
<td>Galbraith</td>
<td>134.6</td>
<td></td>
</tr>
<tr>
<td>Galena</td>
<td>134.55 127.0 290.2 278.8</td>
<td></td>
</tr>
<tr>
<td>Gambell</td>
<td>132.2 132.2 281.4 281.4</td>
<td></td>
</tr>
<tr>
<td>Gulkana</td>
<td>127.9 127.9 119.5 119.5 360.8 360.8 317.5 317.5</td>
<td></td>
</tr>
<tr>
<td>Gunnnuk Mountain</td>
<td>132.175 132.175 285.5 285.5</td>
<td></td>
</tr>
<tr>
<td>Gustavus</td>
<td>132.2 133.2 360.65 360.65</td>
<td></td>
</tr>
<tr>
<td>Hill 3265</td>
<td>135.6 135.6 233.7 233.7</td>
<td></td>
</tr>
<tr>
<td>Homer</td>
<td>133.8 125.9 316.1 270.3</td>
<td></td>
</tr>
<tr>
<td>Iliamna</td>
<td>118.8</td>
<td></td>
</tr>
<tr>
<td>Johnstone Point</td>
<td>119.3 119.3</td>
<td></td>
</tr>
<tr>
<td>Kenai</td>
<td>125.7 125.7 123.9 123.9 119.7 119.7 379.1 379.1 273.45 273.45 269.0 269.0</td>
<td></td>
</tr>
<tr>
<td>King Salmon</td>
<td>132.85 124.8 (DILLINGHAM RCAG IS BACKUP WHEN KING SALMON RCAG OTS.) 354.0</td>
<td></td>
</tr>
<tr>
<td>(DILLINGHAM RCAG IS BACKUP WHEN KING SALMON RCAG OTS.)</td>
<td>322.35</td>
<td></td>
</tr>
<tr>
<td>Kodiak</td>
<td>132.65 125.1 281.4 273.55</td>
<td></td>
</tr>
<tr>
<td>Kotzebue</td>
<td>132.35 119.2 281.5 263.0</td>
<td></td>
</tr>
<tr>
<td>Level Island</td>
<td>118.0</td>
<td></td>
</tr>
<tr>
<td>Mc Grath</td>
<td>133.05 128.1 353.8 319.15</td>
<td></td>
</tr>
<tr>
<td>Middleton Island</td>
<td>133.6 124.05 279.55 269.4</td>
<td></td>
</tr>
<tr>
<td>Mount Robert Barron</td>
<td>133.9 133.9</td>
<td></td>
</tr>
<tr>
<td>Murphy Dome</td>
<td>133.1 133.1 120.9 120.9 319.2 319.2 285.4 285.4</td>
<td></td>
</tr>
<tr>
<td>Nikolski</td>
<td>118.0 118.0</td>
<td></td>
</tr>
<tr>
<td>Nome</td>
<td>133.3 125.95 290.4 269.2</td>
<td></td>
</tr>
<tr>
<td>Northway</td>
<td>126.55 126.55 323.0 323.0</td>
<td></td>
</tr>
<tr>
<td>Nuiqsut</td>
<td>119.4</td>
<td></td>
</tr>
<tr>
<td>Port Heiden</td>
<td>132.9 132.9 288.3 288.3</td>
<td></td>
</tr>
<tr>
<td>Saint Marys</td>
<td>124.0</td>
<td></td>
</tr>
<tr>
<td>Saint Paul Island</td>
<td>128.2 128.2 119.1 119.1 339.8 339.8 338.3 338.3</td>
<td></td>
</tr>
<tr>
<td>Sand Point</td>
<td>125.35 346.3</td>
<td></td>
</tr>
<tr>
<td>Shemya</td>
<td>128.2 128.2 119.1 119.1 339.8 339.8 338.3 338.3</td>
<td></td>
</tr>
<tr>
<td>Sparrevoehn</td>
<td>134.3 128.5 379.9 351.8</td>
<td></td>
</tr>
<tr>
<td>Talkeetna</td>
<td>125.55 125.55 254.3 254.3</td>
<td></td>
</tr>
<tr>
<td>Unalakleet</td>
<td>135.7 135.7 335.5 335.5</td>
<td></td>
</tr>
<tr>
<td>Yakutat</td>
<td>119.0 119.0 263.1 263.1</td>
<td></td>
</tr>
</tbody>
</table>


AK, 21 MAR 2024 TO 16 MAY 2024
VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. 'T' indicates transmit only and 'R' indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

<table>
<thead>
<tr>
<th>Flight Service Station</th>
<th>Frequencies</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>BARROW RADIO</td>
<td>121.5 122.2 122.6 123.6 (LAA) (0600–2200; OT CTC FAIRBANKS FSS.)</td>
<td>POINT LAY RCO 122.4  WAINWRIGHT RCO 122.5</td>
</tr>
<tr>
<td>COLD BAY RADIO</td>
<td>121.5 122.2 123.6 (LAA) (0800–1745; OT CTC KENAI FSS.)</td>
<td>KING COVE RCO 122.25  NELSON LAGOON RCO 122.4  SAND POINT RCO 122.3  UNALASKA RCO 122.6</td>
</tr>
<tr>
<td>DEADHORSE RADIO</td>
<td>121.5 122.2 123.6 (LAA) (0600–2130)</td>
<td>BARTER ISLAND RCO 122.0  NUIQSUT RCO 122.5</td>
</tr>
<tr>
<td>DILLINGHAM RADIO</td>
<td>121.5 122.3 123.6 (LAA) (0745–2145; OT CTC KENAI FSS.)(LAA PRVDD ON FREQ 123.6.)</td>
<td>KEMUK MOUNTAIN RCO 122.55 (122.55 MONITORED BY ENA FSS WHEN DLG FSS CLSD.)</td>
</tr>
<tr>
<td>FAIRBANKS RADIO</td>
<td>121.5 122.2 124.1 132.65 243.0</td>
<td>ANAKTUVUK PASS RCO 122.15  ATIGUN RCO 122.6  BARROW RCO 121.5 122.2 122.6 123.6 (OPN HRS BARROW FSS CLSD.)  BETTLES RCO 121.5 122.2  BIG DELTA VORTAC 121.5 122.2 243.0  BLACK RAPIDS RCO 122.4  COLDFOOT RCO 122.0  DEADHORSE RCO 121.5 122.2 123.6 (OPN HRS DEADHORSE FSS CLSD.)  FISH RCO 122.1  FORT YUKON RCO 122.05  FRANKLIN BLUFFS RCO 122.1  FROZEN CALF RCO 121.1  GALENA RCO 121.5 122.2  HEALY RCO 122.4  HUSLIA VOR/DME 122.4  INDIAN MOUNTAIN RCO 122.6  KAARUK RCO 122.4  KOTZEBUE RCO 120.3 121.5 122.2 123.6 (OPN HRS KOTZEBUE FSS CLSD)  MCKINLEY PARK RCO 122.1  MINCHUMINA NDB 122.2  MURPHY DOME RCO 122.3  NENANA VORTAC 121.5 122.5  NOME RCO 121.5 122.2 122.45 123.6 243.0 (OPN HRS NOME FSS CLSD.)  NORTHWAY RCO 121.5 122.2 122.65 123.6 243.0 (OPN HRS NORTHWAY FSS CLSD)  RUBY RCO 122.25  TANANA RCO 121.5 122.65  YUKON RIVER BRIDGE RCO 122.15</td>
</tr>
<tr>
<td>HOMER RADIO</td>
<td>121.5 122.2 123.6 (LAA) 243.0 (0600–2130; OT CTC KENAI FSS.)</td>
<td></td>
</tr>
<tr>
<td>ILIAMNA RADIO</td>
<td>121.5 122.2 123.6 (1 JUN – 30 SEPTEMBER, 0545–2145; OT CTC KENAI FSS.)(LAA PRVDD ON FREQ 123.6.)</td>
<td></td>
</tr>
</tbody>
</table>
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
JUNEAU DOWNTOWN RCO 122.15
KETCHIKAN RCO 121.5 122.2 123.6 243.0 (OPN HRS KETCHIKAN FSS CLSD.)
LENA POINT RCO 122.25 (WX CAM)
MIDDLETON ISLAND RCO 121.5 122.05 243.0
MOUNT EYAK RCO 122.5 (FREQ 122.5 ALSO AVBL AT CORDOVA MUNI & CORDOVA MUNI SEAPLANE.)
NAKED ISLAND RCO 133.15
POTATO POINT RCO 122.4 (WX CAM)
ROBERT BARRON RCO 121.1
SITKA RCO 121.5 122.2 123.6 243.0 (OPN HRS SITKA FSS CLSD.)
SKAGWAY RCO 122.4
THOMPSON PASS RCO 122.55
VALDEZ RCO 121.5 122.2
WILLIAMS MOUNTAIN RCO 122.55
YAKATAGA RCO 122.5
YAKUTAT VOR/DME 121.5 122.2 123.6 243.0

AK, 21 MAR 2024 to 16 MAY 2024
<table>
<thead>
<tr>
<th>KENAI RADIO</th>
<th>121.5 122.65 243.0 (LAA WHEN ATCT CLSD.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AKHIOK RCO</td>
<td>122.6</td>
</tr>
<tr>
<td>ANCHORAGE RCO</td>
<td>122.2</td>
</tr>
<tr>
<td>ANCHORAGE RCO</td>
<td>121.5 122.3 122.55</td>
</tr>
<tr>
<td>ANIAK RCO</td>
<td>121.5 122.45 243.0</td>
</tr>
<tr>
<td>ANVIK RCO</td>
<td>122.4</td>
</tr>
<tr>
<td>BETHEL RCO</td>
<td>118.7 121.5 122.2 243.0</td>
</tr>
<tr>
<td>CANTWELL RCO</td>
<td>122.5</td>
</tr>
<tr>
<td>CAPE NEWENHAM RCO</td>
<td>122.3</td>
</tr>
<tr>
<td>CAPE ROMANZOF RCO</td>
<td>122.1</td>
</tr>
<tr>
<td>CHIGNIK RCO</td>
<td>122.05</td>
</tr>
<tr>
<td>COLD BAY RCO</td>
<td>121.5 122.2 123.6 (OPN HRS COLD BAY FSS CLSD.)</td>
</tr>
<tr>
<td>DILLINGHAM RCO</td>
<td>121.5 122.3 123.6 (OPN HRS DILLINGHAM FSS CLSD.)</td>
</tr>
<tr>
<td>EMMONAK VOR/DME</td>
<td>122.55</td>
</tr>
<tr>
<td>FAREWELL RCO</td>
<td>122.1</td>
</tr>
<tr>
<td>GIRDWOOD RCO</td>
<td>122.15</td>
</tr>
<tr>
<td>GULKANA VOR/DME</td>
<td>121.5 122.2</td>
</tr>
<tr>
<td>HOMER VOR/DME</td>
<td>121.5 122.2 123.6 243.0 (OPERS HRS HOM FSS CLSD.)</td>
</tr>
<tr>
<td>HOOPER BAY VOR/DME</td>
<td>122.4</td>
</tr>
<tr>
<td>ILIAMNA NDB/DME</td>
<td>121.5 122.2 123.6 (OPN HRS I LIAMNA FSS CLSD.)</td>
</tr>
<tr>
<td>KING SALMON RCO</td>
<td>121.5 121.9 122.2 243.0 (FREQ 121.9 AVBL WHEN ATCT CLSD.)</td>
</tr>
<tr>
<td>KIPNUK RCO</td>
<td>122.6</td>
</tr>
<tr>
<td>KODIAK RCO</td>
<td>119.8 AVBL WHEN ATCT CLSD.</td>
</tr>
<tr>
<td>LAKE CLARK PASS EAST RCO</td>
<td>121.1 (WX CAM.)</td>
</tr>
<tr>
<td>LAKE CLARK PASS WEST RCO</td>
<td>121.2</td>
</tr>
<tr>
<td>MCGRAITH RCO</td>
<td>121.5 122.2 122.65 123.6 (OPN HRS MCGRAITH FSS*)</td>
</tr>
<tr>
<td>MEKORYUK RCO</td>
<td>122.0</td>
</tr>
<tr>
<td>NIKISHKA RCO</td>
<td>122.0</td>
</tr>
<tr>
<td>OLD HARBOR RCO</td>
<td>122.5</td>
</tr>
<tr>
<td>PALMER RCO</td>
<td>122.4 123.6 (OPERS HRS FSS CLSD)</td>
</tr>
<tr>
<td>PAXSON RCO</td>
<td>122.3</td>
</tr>
<tr>
<td>PILLAR MOUNTAIN RCO</td>
<td>122.1</td>
</tr>
<tr>
<td>PLATINUM RCO</td>
<td>122.5</td>
</tr>
<tr>
<td>PORT HEIDEN RCO</td>
<td>122.0</td>
</tr>
<tr>
<td>PRIBILOF RCO</td>
<td>122.5</td>
</tr>
<tr>
<td>QUINHAGAK RCO</td>
<td>122.1</td>
</tr>
<tr>
<td>SEWARD RCO</td>
<td>122.6</td>
</tr>
<tr>
<td>SOLDOTNA RCO</td>
<td>122.35</td>
</tr>
<tr>
<td>SPARREVOHN RCO</td>
<td>122.5</td>
</tr>
<tr>
<td>ST MARYS NDB</td>
<td>122.35</td>
</tr>
<tr>
<td>ST PAUL ISLAND NDB/DME</td>
<td>122.45</td>
</tr>
<tr>
<td>STUCK RCO</td>
<td>122.1</td>
</tr>
<tr>
<td>TAHNETA PASS RCO</td>
<td>122.4</td>
</tr>
<tr>
<td>TALKEETNA RCO</td>
<td>121.5 122.2 123.6 (WHEN TKA FSS CLSD)</td>
</tr>
<tr>
<td>TATALINA RCO</td>
<td>122.3</td>
</tr>
<tr>
<td>TOGI AK NDB/DME</td>
<td>122.25</td>
</tr>
<tr>
<td>WOODY ISLAND RCO</td>
<td>121.5 122.2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>KETCHIKAN RADIO</th>
<th>121.5 122.2 123.6 243.0 (0615–2115; OT CTC JUNEAU FSS)(123.6 PRVD 24 HR LAA.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANNETTE ISLAND RCO</td>
<td>122.4</td>
</tr>
<tr>
<td>BOCA DE QUADRA RCO</td>
<td>119.3</td>
</tr>
<tr>
<td>HIGH MOUNTAIN RCO</td>
<td>121.2 121.5 243.0</td>
</tr>
<tr>
<td>KLA WOCK RCO</td>
<td>122.25</td>
</tr>
<tr>
<td>RATZ MOUNTAIN RCO</td>
<td>122.15</td>
</tr>
<tr>
<td>SUNNY HAY MOUNTAIN RCO</td>
<td>120.9</td>
</tr>
</tbody>
</table>
FLIGHT SERVICE STATION COMMUNICATION FREQUENCIES

KOTZEBUGE RADIO 120.3 121.5 122.2 123.6 (LAA) (0700–0000; OT CTC FAIRBANKS FSS.)
AMBLER RCO 122.0
BUCKLAND RCO 122.3
CAPE LISBURN RCO 122.3
DEERING RCO 122.25
KIVALINA RCO 122.55 (0700–0000 OT CTC FAIRBANKS FSS.)
NOATAK NDB/DME 122.4
POINT HOPE RCO 122.25
SELAWIK VOR/DME 122.5

MCGRATH RADIO 121.5 122.2 122.65 123.6 (LAA) (15 JUNE – 30 SEPTEMBER, 0900–1845; OT CTC KENAI FSS.)

NOME RADIO 121.5 122.2 122.45 123.6 (LAA) 243.0 (0715–2245; OT CTC FAIRBANKS FSS.)
BREVIK 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
SHISMIAREF 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 (0815–1745 1 MAY – 30 SEP; OT CTC FAIRBANKS FSS)

PALMER RADIO 122.4 123.6 (LAA) 134.75 (0800–1800; OT CTC KENAI FSS.)
CHICKALOON RCO 126.45

SITKA RADIO 121.5 122.2 123.6 (LAA) 243.0 (0600–2145 OT CTC JUNEAU FSS)
ANGOON RCO 122.4
BIORKA ISLAND VORTAC 122.3
FINGER MOUNTAIN RCO 120.4
GUNNUK MOUNTAIN RCO 122.175
KAKE RCO 122.65 (0600–2145 OTR HRS C*)
KRUIZOF RCO 122.05
KUIJI RCO 121.3
LEVEL ISLAND VOR/DME 122.3
PETERSBURG RCO 122.35
WRANGELL RCO 122.45

TALKEETNA RADIO 121.5 122.2 123.6 (LAA) (15 SEP–14 APR 0800–1745; 15 APR–14 SEP 0800–2000; OT CTC KENAI FSS)
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 +4º be indicated through use of the ground check, or +6º 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

<table>
<thead>
<tr>
<th>Station</th>
<th>Radial</th>
<th>Distance</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eareckson AS</td>
<td>096º</td>
<td>1.8 NM</td>
<td>Twy in front of twr.</td>
</tr>
<tr>
<td>Ladd AAF</td>
<td>058º</td>
<td>10.8 NM</td>
<td>South ramp adj to Rwy 25 touchdown.</td>
</tr>
</tbody>
</table>

#### GROUND RECEIVER CHECKPOINTS

- 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

### VOR TEST FACILITIES (VOT)

<table>
<thead>
<tr>
<th>City/Facility Name (Ident)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchorage/Anchorage (ANC)</td>
<td>108.4</td>
<td>G</td>
<td>Unusbl east of Twy K South of Twy M to Twy R.</td>
</tr>
<tr>
<td>Anchorage/Merrill (MRI)</td>
<td>111.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Juneau/Juneau (JNU)</td>
<td>111.0</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Ketchikan/Ketchikan (ECH)</td>
<td>111.0</td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchorage</td>
<td>14.4 NM; 034º Anchorage</td>
<td>12,500</td>
<td>SR–SS; weekends. Jumps over Pippel Field.</td>
</tr>
<tr>
<td>Anchorage, Campbell Airstrip</td>
<td>4.8 NM; 077º Anchorage</td>
<td>2,000</td>
<td>SR–SS; Unscheduled. Ted Stevens Anchorage Intl Twr 126.4.</td>
</tr>
<tr>
<td>(c) Anchorage, Girdwood</td>
<td>27.8 NM; 098º Anchorage</td>
<td>12,500</td>
<td>1 NM radius. Fri–Sun. Ted Stevens Anchorage Intl Twr 126.4.</td>
</tr>
<tr>
<td>Anchorage, Malemute</td>
<td>14.1 NM; 021º Anchorage</td>
<td>5,000</td>
<td>USAF.</td>
</tr>
<tr>
<td>Fairbanks, Birch Hill</td>
<td>10 NM; 042º Fairbanks</td>
<td>6,000</td>
<td>3 NM radius. Apr 1–Oct 31 SR–SS.</td>
</tr>
<tr>
<td>Fairbanks, Chena Lake Flood Plain</td>
<td>20 NM; 070º Fairbanks</td>
<td>5,000</td>
<td>5 NM radius. SR–SS Apr 1–Oct 31.</td>
</tr>
<tr>
<td>Fairbanks, Firebird</td>
<td>36 NM; 079º Fairbanks</td>
<td>3,000</td>
<td>Unscheduled.</td>
</tr>
<tr>
<td>(c) Fairbanks, Husky Drop Zone</td>
<td>27 NM; 067º Fairbanks</td>
<td>3,500</td>
<td>Continuous. Active Army &amp; USAF. Fairbanks Intl Twr 126.5.</td>
</tr>
<tr>
<td>Fairbanks, Leslie’s Field</td>
<td>13 NM; 039º Fairbanks</td>
<td>5,000</td>
<td>Unscheduled.</td>
</tr>
<tr>
<td>Fairbanks, Nordale Jumpspot/Little Chewa Bridge</td>
<td>15 NM; 056º Fairbanks</td>
<td>5,000</td>
<td>5 NM radius. Apr 1–Oct 31 SR–SS.</td>
</tr>
<tr>
<td>Fairbanks, Quartz Creek/Nome Creek Road</td>
<td>47 NM; 020º Fairbanks</td>
<td>6,000</td>
<td>5 NM radius. Apr 1–Oct 31 SR–SS.</td>
</tr>
<tr>
<td>McGrath</td>
<td>0 NM; 341º McGrath</td>
<td>5,000</td>
<td>Jun–Sep; Irregular hrs. Jumping over McGrath VORTAC.</td>
</tr>
<tr>
<td>(c) Palmer</td>
<td>61-35-41.7000 N; 149-05-19.4000 W</td>
<td>10,000</td>
<td>2 NM radius. Apr-Oct SR–SS. CTAF 123.6. Anchorage Apch Ctrl TRACON 118.6.</td>
</tr>
<tr>
<td>Palmer, Fairgrounds</td>
<td>25 NM; 067º Big Delta</td>
<td>12,500</td>
<td>SR–SS; During State Fair.</td>
</tr>
<tr>
<td>(c) Wasille/Adventure</td>
<td>17 NM; 067º Big Lake</td>
<td>14,000</td>
<td>1 NM radius. Apr–Dec SR–SS. Ted Stevens Anchorage Intl Twr 118.6.</td>
</tr>
<tr>
<td>IDENT</td>
<td>NAME</td>
<td>IDENT</td>
<td>NAME</td>
</tr>
<tr>
<td>-------</td>
<td>--------------------------</td>
<td>-------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>ACE</td>
<td>Kachemak (NDB)</td>
<td>HNS</td>
<td>Haines (NDB)</td>
</tr>
<tr>
<td>ADK</td>
<td>Mount Moffet (NDB/DME)</td>
<td>HOM</td>
<td>Homer (VOR/DME)</td>
</tr>
<tr>
<td>AES</td>
<td>Nabesna (NDB)</td>
<td>HPB</td>
<td>Hooper Bay (VOR/DME)</td>
</tr>
<tr>
<td>AFE</td>
<td>Kake (NDB)</td>
<td>HQM</td>
<td>Hoquiam, WA (VORTAC)</td>
</tr>
<tr>
<td>AKN</td>
<td>King Salmon (VORTAC)</td>
<td>HSL</td>
<td>Huslia (VOR/DME)</td>
</tr>
<tr>
<td>ALJ</td>
<td>Orca Bay (NDB)</td>
<td>HUH</td>
<td>Whatcom, WA (VORTAC)</td>
</tr>
<tr>
<td>AMF</td>
<td>Ambler (NDB)</td>
<td>ICK</td>
<td>Nichols (NDB)</td>
</tr>
<tr>
<td>ANI</td>
<td>Aniak (NDB)</td>
<td>ICW</td>
<td>Ice Pool (NDB)</td>
</tr>
<tr>
<td>ANN</td>
<td>Annette Island (VOR/DME)</td>
<td>ILI</td>
<td>Iliamna (NDB/DME)</td>
</tr>
<tr>
<td>ANV</td>
<td>Anvik (NDB/DME)</td>
<td>IME</td>
<td>Mount Edgecumbe (NDB)</td>
</tr>
<tr>
<td>AP</td>
<td>Active Pass, Canada, BC (NDB)</td>
<td>JNR</td>
<td>North River (NDB)</td>
</tr>
<tr>
<td>AUB</td>
<td>Chinook (NDB)</td>
<td>JOH</td>
<td>Johnstone Point (VOR/DME)</td>
</tr>
<tr>
<td>AW</td>
<td>Waton (Arlington), WA (NDB)</td>
<td>LAC</td>
<td>Lacomas, WA (NDB)</td>
</tr>
<tr>
<td>BET</td>
<td>Bethel (VORTAC)</td>
<td>LTJ</td>
<td>Klickitat, WA (VOR/DME)</td>
</tr>
<tr>
<td>BGQ</td>
<td>Big Lake (VORTAC)</td>
<td>LUR</td>
<td>Cape Lisburne (NDB)</td>
</tr>
<tr>
<td>BIG</td>
<td>Big Delta (VORTAC)</td>
<td>LVD</td>
<td>Level Island (VOR/DME)</td>
</tr>
<tr>
<td>BKA</td>
<td>Bionka Island (VORTAC)</td>
<td>MA</td>
<td>Mayo, Canada, YT (NDB)</td>
</tr>
<tr>
<td>BRW</td>
<td>Barrow (VOR/DME)</td>
<td>MB</td>
<td>Mill Bay, Canada, BC (NDB)</td>
</tr>
<tr>
<td>BTG</td>
<td>Battleground, WA (VOR/DME)</td>
<td>MCG</td>
<td>McGrath (VORTAC)</td>
</tr>
<tr>
<td>BTS</td>
<td>Wood River (NDB)</td>
<td>MDO</td>
<td>Middleton Island (VOR/DME)</td>
</tr>
<tr>
<td>BTT</td>
<td>Bettles (VOR/DME)</td>
<td>MHH</td>
<td>Minchumina (NDB)</td>
</tr>
<tr>
<td>BVS</td>
<td>Skagit/Bay View (NDB)</td>
<td>MNC</td>
<td>Mason Co, WA (NDB)</td>
</tr>
<tr>
<td>CDB</td>
<td>Cold Bay (VORTAC)</td>
<td>MNL</td>
<td>Mineral Creek (NDB)</td>
</tr>
<tr>
<td>CGL</td>
<td>Coghlan Island (NDB)</td>
<td>MOS</td>
<td>Moses Point (VOR/DME)</td>
</tr>
<tr>
<td>CHE</td>
<td>Iwha, WA (NDB/LOM)</td>
<td>NUW</td>
<td>Whidbey Is NAS, WA (TACAN)</td>
</tr>
<tr>
<td>CMJ</td>
<td>Clam Cove (NDB)</td>
<td>OAY</td>
<td>Norton Bay (NDB)</td>
</tr>
<tr>
<td>CQR</td>
<td>Chandalar Lake (NDB)</td>
<td>OCK</td>
<td>Ocean Cape (NDB)</td>
</tr>
<tr>
<td>CRN</td>
<td>Cairn Mountain (NDB)</td>
<td>ODK</td>
<td>Kodiak (VOR/DME)</td>
</tr>
<tr>
<td>CUN</td>
<td>Chena (NDB)</td>
<td>OLM</td>
<td>Olympia, WA (VORTAC)</td>
</tr>
<tr>
<td>CVV</td>
<td>Penn Cove, WA (VOR/DME)</td>
<td>OLW</td>
<td>Soldotna (NDB/DME)</td>
</tr>
<tr>
<td>CYT</td>
<td>Yakataga (NDB)</td>
<td>OME</td>
<td>Nome (VOR/DME)</td>
</tr>
<tr>
<td>CZF</td>
<td>Cape Romanzof (NDB)</td>
<td>ONP</td>
<td>Newport, OR (VORTAC)</td>
</tr>
<tr>
<td>DA</td>
<td>Dawson, Canada, YT (NDB)</td>
<td>OQK</td>
<td>Noatak (NDB/DME)</td>
</tr>
<tr>
<td>DJN</td>
<td>Delta Junction (NDB)</td>
<td>ORT</td>
<td>Northway (VORTAC)</td>
</tr>
<tr>
<td>DLG</td>
<td>Dillingham (VOR/DME)</td>
<td>OSE</td>
<td>Oscarville (NDB)</td>
</tr>
<tr>
<td>DLS</td>
<td>The Dalles, OR (VORTAC)</td>
<td>OTH</td>
<td>North Bend, OR (VOR/DME)</td>
</tr>
<tr>
<td>DSD</td>
<td>Deschutes, OR (VORTAC)</td>
<td>OTZ</td>
<td>Kotzebue (VOR/DME)</td>
</tr>
<tr>
<td>DUT</td>
<td>Dutch Harbor (NDB/DME)</td>
<td>PAE</td>
<td>Paine, WA (VOR/DME)</td>
</tr>
<tr>
<td>EAV</td>
<td>Evansville (NDB)</td>
<td>PDN</td>
<td>Port Heiden (NDB/DME)</td>
</tr>
<tr>
<td>EDF</td>
<td>Elmendorf AFB (TACAN)</td>
<td>PIZ</td>
<td>Point Lay (NDB)</td>
</tr>
<tr>
<td>EEF</td>
<td>Elephant (NDB)</td>
<td>PR</td>
<td>Prince Rupert, Canada, BC (NDB)</td>
</tr>
<tr>
<td>EGY</td>
<td>English Bay (NDB)</td>
<td>PVQ</td>
<td>Put River (NDB)</td>
</tr>
<tr>
<td>EHM</td>
<td>Cape Newenham (NDB)</td>
<td>RBG</td>
<td>Roseburg, OR (VOR/DME)</td>
</tr>
<tr>
<td>EIL</td>
<td>Eielson AFB (TACAN)</td>
<td>RNT</td>
<td>Renton, WA (NDB)</td>
</tr>
<tr>
<td>ELF</td>
<td>Effee (NDB)</td>
<td>RWQ</td>
<td>Woody Island (NDB)</td>
</tr>
<tr>
<td>ELN</td>
<td>Ellensburg, WA (VOR/DME)</td>
<td>SCC</td>
<td>Deadhorse (VOR/DME)</td>
</tr>
<tr>
<td>ENA</td>
<td>Kenai (VOR/DME)</td>
<td>SEA</td>
<td>Seattle, WA (VORTAC)</td>
</tr>
<tr>
<td>ENM</td>
<td>Emmonak (VOR/DME)</td>
<td>SHH</td>
<td>Shishmaref (NDB)</td>
</tr>
<tr>
<td>ENN</td>
<td>Nenana (VORTAC)</td>
<td>SIT</td>
<td>Sitka (NDB)</td>
</tr>
<tr>
<td>EUG</td>
<td>Eugene, OR (VORTAC)</td>
<td>SK</td>
<td>Inlet, (Sandspit) Canada, BC (NDB)</td>
</tr>
<tr>
<td>FAF</td>
<td>Fairbanks (VORTAC)</td>
<td>SMA</td>
<td>St. Marys (NDB)</td>
</tr>
<tr>
<td>FDV</td>
<td>Fort Davis (NDB)</td>
<td>SPR</td>
<td>Saint Paul Island (NDB/DME)</td>
</tr>
<tr>
<td>FHR</td>
<td>Friday Harbor (NDB)</td>
<td>SQA</td>
<td>Sparrevohn (VOR/DME)</td>
</tr>
<tr>
<td>FYU</td>
<td>Fort Yukon (VORTAC)</td>
<td>SQM</td>
<td>Summer Strait (NDB)</td>
</tr>
<tr>
<td>GAL</td>
<td>Galena (VOR/DME)</td>
<td>SRI</td>
<td>Pribilof (NDB)</td>
</tr>
<tr>
<td>GAM</td>
<td>Gambell (NDB/DME)</td>
<td>SSR</td>
<td>Sisters Island (VORTAC)</td>
</tr>
<tr>
<td>GCR</td>
<td>Glacier River (NDB)</td>
<td>SYA</td>
<td>Shemya AFB (VORTAC) (NDB)</td>
</tr>
<tr>
<td>GKN</td>
<td>Gulkana (VOR/DME)</td>
<td>TAL</td>
<td>Tanana (VOR/DME)</td>
</tr>
<tr>
<td>GSF</td>
<td>Graye (Tacoma), WA (NDB)</td>
<td>TCM</td>
<td>McChord, WA (VORTAC)</td>
</tr>
<tr>
<td>HBT</td>
<td>Borland (NDB/DME)</td>
<td>TED</td>
<td>Anchorage (VOR/DME)</td>
</tr>
<tr>
<td>HHM</td>
<td>Hotham (NDB)</td>
<td>TKA</td>
<td>Talkeetna (VOR/DME)</td>
</tr>
</tbody>
</table>
## RADIO NAVIGATION AIDS BY IDENT

<table>
<thead>
<tr>
<th>IDENT</th>
<th>NAME</th>
<th>IDENT</th>
<th>NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>TNC</td>
<td>Tin City (NDB)</td>
<td>YAK</td>
<td>Yakutat (VOR/DME)</td>
</tr>
<tr>
<td>TOG</td>
<td>Togiak (NDB/DME)</td>
<td>YBL</td>
<td>Campbell River, Canada, B.C. (NDB)</td>
</tr>
<tr>
<td>TOU</td>
<td>Tatoosh (Neah Bay), WA (VORTAC)</td>
<td>YCD</td>
<td>Nanaimo, Canada, BC (NDB)</td>
</tr>
<tr>
<td>UBG</td>
<td>Newberg, OR (VOR/DME)</td>
<td>YJQ</td>
<td>Bella Bella, WA (NDB)</td>
</tr>
<tr>
<td>UKK</td>
<td>Wainwright Village (NDB)</td>
<td>YK</td>
<td>Donny, WA (NDB/LOM)</td>
</tr>
<tr>
<td>ULL</td>
<td>Kukulkan (VOR/DME)</td>
<td>YKM</td>
<td>Yakima, WA (VORTAC)</td>
</tr>
<tr>
<td>UNK</td>
<td>Unalakleet (VOR/DME)</td>
<td>YOC</td>
<td>Old Crow, Canada, YT (NDB)</td>
</tr>
<tr>
<td>UQQ</td>
<td>Comox, Canada, BC (TACAN)</td>
<td>YPK</td>
<td>Pitt Meadows, Canada BC (VOR)</td>
</tr>
<tr>
<td>UQS</td>
<td>Nuiqsut Village (NDB)</td>
<td>YQH</td>
<td>Watson Lake, Canada, YT (VOR/DME)</td>
</tr>
<tr>
<td>UTO</td>
<td>Utopia Creek (NDB/DME)</td>
<td>YVR</td>
<td>Vancouver, Canada, BC (VOR/DME)</td>
</tr>
<tr>
<td>UZP</td>
<td>Sandspit, Canada, BC (TACAN)</td>
<td>YXY</td>
<td>Whitehorse, Canada, YT (NDB)</td>
</tr>
<tr>
<td>VIR</td>
<td>Browerville (NDB)</td>
<td>YYD</td>
<td>Smithers, Canada, BC (VOR/DME)</td>
</tr>
<tr>
<td>VTR</td>
<td>Takotna River (NDB)</td>
<td>YYJ</td>
<td>Victoria, Canada, BC (VOR/DME)</td>
</tr>
<tr>
<td>WLK</td>
<td>Selawik (VOR/DME)</td>
<td>YZP</td>
<td>Sandspit, Canada, BC (VOR/DME)</td>
</tr>
<tr>
<td>XPW</td>
<td>Powell River, Canada, BC (NDB)</td>
<td>YZT</td>
<td>Port Hardy, Canada, BC (VOR/DME)</td>
</tr>
<tr>
<td>XT</td>
<td>Terrace, Canada, BC (NDB)</td>
<td>ZKI</td>
<td>Kitimat, Canada, BC (NDB)</td>
</tr>
<tr>
<td>XXT</td>
<td>Terrace, Canada, BC (ILS/DME)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>XY</td>
<td>Whitehorse, Canada, YT (NDB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IDENT</td>
<td>NAME</td>
<td>IDENT</td>
<td>NAME</td>
</tr>
<tr>
<td>-------</td>
<td>---------------------------</td>
<td>-------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>PAAK</td>
<td>ATKA</td>
<td>PAGY</td>
<td>SKAGWAY</td>
</tr>
<tr>
<td>PAAL</td>
<td>PORT MOLLER</td>
<td>PAGZ</td>
<td>GRANITE MOUNTAIN AS</td>
</tr>
<tr>
<td>PAAN</td>
<td>GOLD KING CREEK</td>
<td>PAHC</td>
<td>HOLY CROSS</td>
</tr>
<tr>
<td>PAAP</td>
<td>PORT ALEXANDER SEAPLANE</td>
<td>PAHL</td>
<td>HUSLIA</td>
</tr>
<tr>
<td>PAAQ</td>
<td>PALMER MUNI</td>
<td>PAHN</td>
<td>HAINES</td>
</tr>
<tr>
<td>PAAT</td>
<td>CASCO COVE CGS</td>
<td>PAHO</td>
<td>HOMER</td>
</tr>
<tr>
<td>PABA</td>
<td>BARTER ISLAND</td>
<td>PAHP</td>
<td>HOOPER BAY</td>
</tr>
<tr>
<td>PABE</td>
<td>BETHEL</td>
<td>PAHU</td>
<td>HUGHES</td>
</tr>
<tr>
<td>PABG</td>
<td>BELUGA</td>
<td>PAHV</td>
<td>HEALY RIVER</td>
</tr>
<tr>
<td>PABI</td>
<td>ALLEN AAF</td>
<td>PAHX</td>
<td>SHAGELUK</td>
</tr>
<tr>
<td>PABL</td>
<td>BUCKLAND</td>
<td>PAHY</td>
<td>HYDABURG SEAPLANE</td>
</tr>
<tr>
<td>PABM</td>
<td>BIG MOUNTAIN</td>
<td>PAIG</td>
<td>IGUIGI</td>
</tr>
<tr>
<td>PABP</td>
<td>BADAMI</td>
<td>PAI</td>
<td>EGEGIK</td>
</tr>
<tr>
<td>PABR</td>
<td>WILEY POST/WILL ROGERS MEM</td>
<td>PAIK</td>
<td>BOB BAKER MEM</td>
</tr>
<tr>
<td>PABT</td>
<td>BETTLES</td>
<td>PAI</td>
<td>IJAMMA</td>
</tr>
<tr>
<td>PABU</td>
<td>BULLEN POINT AIR FORCE STATION</td>
<td>PAIM</td>
<td>INDIAN MOUNTAIN LRRS</td>
</tr>
<tr>
<td>PABV</td>
<td>BIRCHWOOD</td>
<td>PAIW</td>
<td>WALES</td>
</tr>
<tr>
<td>PACD</td>
<td>COLD BAY</td>
<td>PAJC</td>
<td>CHIGNIK</td>
</tr>
<tr>
<td>PACE</td>
<td>CENTRAL</td>
<td>PAJN</td>
<td>JUNEAU INTL</td>
</tr>
<tr>
<td>PACH</td>
<td>CHUATHBALUK</td>
<td>PAJZ</td>
<td>KOLIGANEK</td>
</tr>
<tr>
<td>PACI</td>
<td>CHALKYITSIK</td>
<td>PAKA</td>
<td>TATITLEK</td>
</tr>
<tr>
<td>PACK</td>
<td>CHEFORNAK</td>
<td>PAKD</td>
<td>KODIAK MUNI</td>
</tr>
<tr>
<td>PACL</td>
<td>CLEAR</td>
<td>PAKF</td>
<td>FALSE PASS</td>
</tr>
<tr>
<td>PACM</td>
<td>SCAMMON BAY</td>
<td>PAKH</td>
<td>AKHIOK</td>
</tr>
<tr>
<td>PACR</td>
<td>CIRCLE CITY</td>
<td>PAKI</td>
<td>KIPNUK</td>
</tr>
<tr>
<td>PACS</td>
<td>CAPE SARICHEF</td>
<td>PAKK</td>
<td>KOYUK ALFRED ADAMS</td>
</tr>
<tr>
<td>PACV</td>
<td>MERLE K (MUDHOLE) SMITH</td>
<td>PAKL</td>
<td>KULIK LAKE</td>
</tr>
<tr>
<td>PACX</td>
<td>COLDFOOT</td>
<td>PAKN</td>
<td>KING SALMON</td>
</tr>
<tr>
<td>PACZ</td>
<td>CAPE ROMANZOF LRRS</td>
<td>PAKP</td>
<td>ANAKTUVUK PASS</td>
</tr>
<tr>
<td>PADE</td>
<td>DEERING</td>
<td>PAKT</td>
<td>KETCHIKAN INTL</td>
</tr>
<tr>
<td>PADK</td>
<td>ADAK</td>
<td>PAKU</td>
<td>UGNU-KUPARUK</td>
</tr>
<tr>
<td>PADM</td>
<td>MARSHALL DON HUNTER SR</td>
<td>PAKV</td>
<td>KALTAG</td>
</tr>
<tr>
<td>PADQ</td>
<td>KODIAK</td>
<td>PAKW</td>
<td>KLAWOCK</td>
</tr>
<tr>
<td>PADU</td>
<td>UNALASKA</td>
<td>PALB</td>
<td>LARSEN BAY</td>
</tr>
<tr>
<td>PADY</td>
<td>KONGIGANAK</td>
<td>PALY</td>
<td>KARLUK</td>
</tr>
<tr>
<td>PAED</td>
<td>ELMENDORF AFB</td>
<td>PALG</td>
<td>KALSKAG</td>
</tr>
<tr>
<td>PAEE</td>
<td>EEK</td>
<td>PALH</td>
<td>LAKE HOOD SEAPLANE</td>
</tr>
<tr>
<td>PAEG</td>
<td>EAGLE</td>
<td>PALP</td>
<td>ALPINE AIRSTRIP</td>
</tr>
<tr>
<td>PAEH</td>
<td>CAPE NEWENHAM LRRS</td>
<td>PALR</td>
<td>CHANDALAR LAKE</td>
</tr>
<tr>
<td>PAEI</td>
<td>EIELSON AFB</td>
<td>PALU</td>
<td>CAPE LISBURNE LRRS</td>
</tr>
<tr>
<td>PAEL</td>
<td>ELFIN COVE SEAPLANE</td>
<td>PAMB</td>
<td>MANOKOTAK</td>
</tr>
<tr>
<td>PAEM</td>
<td>EMMONAK</td>
<td>PAMC</td>
<td>MC GRATH</td>
</tr>
<tr>
<td>PAEN</td>
<td>KENAI MUNI</td>
<td>PAMD</td>
<td>MIDDLETON ISLAND</td>
</tr>
<tr>
<td>PAEW</td>
<td>MERTARVIK</td>
<td>PAHM</td>
<td>MINCHUMINA</td>
</tr>
<tr>
<td>PAFA</td>
<td>FAIRBANKS INTL</td>
<td>PAMK</td>
<td>ST MICHAEL</td>
</tr>
<tr>
<td>PAFB</td>
<td>LADD AAF</td>
<td>PAML</td>
<td>MANLEY HOT SPRINGS</td>
</tr>
<tr>
<td>PAFE</td>
<td>KAKE</td>
<td>PAMM</td>
<td>METLAKATLA SEAPLANE</td>
</tr>
<tr>
<td>PAFL</td>
<td>TIN CREEK</td>
<td>PAMO</td>
<td>MOUNTAIN VILLAGE</td>
</tr>
<tr>
<td>PAFM</td>
<td>AMBLER</td>
<td>PARM</td>
<td>MERRILL FLD</td>
</tr>
<tr>
<td>PAFR</td>
<td>BRYANT AAF</td>
<td>PAMX</td>
<td>MC CARTHY</td>
</tr>
<tr>
<td>PAFS</td>
<td>NIKOLAI</td>
<td>PAMY</td>
<td>MEKORYUK</td>
</tr>
<tr>
<td>PAFW</td>
<td>FAREWELL</td>
<td>PANA</td>
<td>NAPAKIAK</td>
</tr>
<tr>
<td>PAGA</td>
<td>EDWARD G PITKA SR</td>
<td>PANC</td>
<td>TED STEVENS ANCHORAGE INTL</td>
</tr>
<tr>
<td>PAGB</td>
<td>GALBRAITH LAKE</td>
<td>PANI</td>
<td>ANIAK</td>
</tr>
<tr>
<td>PAGG</td>
<td>KWIGILLINGOK</td>
<td>PANN</td>
<td>NENANA MUNI</td>
</tr>
<tr>
<td>PAGH</td>
<td>SHUNGNAK</td>
<td>PANO</td>
<td>NONDALTON</td>
</tr>
<tr>
<td>PAGK</td>
<td>GULKANA</td>
<td>PANR</td>
<td>FUNTER BAY SEAPLANE</td>
</tr>
<tr>
<td>PAGL</td>
<td>GOLOVIN</td>
<td>PANT</td>
<td>ANNETTE ISLAND</td>
</tr>
<tr>
<td>PAGM</td>
<td>GAMBEU</td>
<td>PANU</td>
<td>NULATO</td>
</tr>
<tr>
<td>PAGN</td>
<td>ANGOON SEAPLANE</td>
<td>PANV</td>
<td>ANVIK</td>
</tr>
<tr>
<td>PAGO</td>
<td>BIG LAKE</td>
<td>PANW</td>
<td>NEW STUYAHOK</td>
</tr>
<tr>
<td>PAGS</td>
<td>GUSTAVUS</td>
<td>PAOB</td>
<td>KOBUK</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PAOC</td>
<td>PORTAGE CREEK</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PAOH</td>
<td>HOONAH</td>
</tr>
</tbody>
</table>
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 radio beacons superimpose the characteristic on a carrier which is on continuously during the period of transmission. This extends the usefulness of marine radio beacons to aircraft employing automatic radio direction finders.

**ASSOCIATED DATA**

**AIRPORTS BY ICAO LOCATION INDICATOR**

<table>
<thead>
<tr>
<th>IDENT</th>
<th>NAME</th>
<th>IDENT</th>
<th>NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAOM</td>
<td>NOME</td>
<td>PATL</td>
<td>TATALINA LRRS</td>
</tr>
<tr>
<td>PAOO</td>
<td>TOKSOOK BAY</td>
<td>PATQ</td>
<td>ATQASUK EDWARD BURNELL SR MEM</td>
</tr>
<tr>
<td>PAOR</td>
<td>NORTHWAY</td>
<td>PATW</td>
<td>CANTWELL</td>
</tr>
<tr>
<td>PAOT</td>
<td>RALPH WIEN MEM</td>
<td>PAUK</td>
<td>ALAKANUK</td>
</tr>
<tr>
<td>PAOU</td>
<td>NELSON LAGOON</td>
<td>PAUM</td>
<td>UMIAT</td>
</tr>
<tr>
<td>PAPB</td>
<td>ST GEORGE</td>
<td>PAUN</td>
<td>UNALAKLEET</td>
</tr>
<tr>
<td>PAPC</td>
<td>PORT CLARENCE CGS</td>
<td>PAUO</td>
<td>WILLOW</td>
</tr>
<tr>
<td>PAPG</td>
<td>PERRYVILLE</td>
<td>PAVA</td>
<td>CHEVAK</td>
</tr>
<tr>
<td>PAPG</td>
<td>PETERSBURG JAMES A. JOHNSON</td>
<td>PAVC</td>
<td>KING COVE</td>
</tr>
<tr>
<td>PAPH</td>
<td>PORT HEIDEN</td>
<td>PAVD</td>
<td>VALDEZ PIONEER FIELD</td>
</tr>
<tr>
<td>PAPK</td>
<td>NAPASKIAK</td>
<td>PAVE</td>
<td>VENETIE</td>
</tr>
<tr>
<td>PAPM</td>
<td>PLATINUM</td>
<td>PAVL</td>
<td>KIVALINA</td>
</tr>
<tr>
<td>PAPN</td>
<td>PILOT POINT</td>
<td>PAWB</td>
<td>BEAVER</td>
</tr>
<tr>
<td>PAPO</td>
<td>POINT HOPE</td>
<td>PAWD</td>
<td>SEWARD</td>
</tr>
<tr>
<td>PAAP</td>
<td>PROSPECT CREEK</td>
<td>PAWG</td>
<td>WRANGELL</td>
</tr>
<tr>
<td>PAQH</td>
<td>QUINHAGAK</td>
<td>PAWI</td>
<td>WAINWRIGHT</td>
</tr>
<tr>
<td>PAQT</td>
<td>NUIGSUT</td>
<td>PAWM</td>
<td>WHITE MOUNTAIN</td>
</tr>
<tr>
<td>PARC</td>
<td>ARCTIC VILLAGE</td>
<td>PAWN</td>
<td>NOATAK</td>
</tr>
<tr>
<td>PARS</td>
<td>RUSSIAN MISSION</td>
<td>PAWR</td>
<td>WHITTIER</td>
</tr>
<tr>
<td>PARY</td>
<td>RUBY</td>
<td>PAWS</td>
<td>WASILLA</td>
</tr>
<tr>
<td>PASA</td>
<td>SAVOONGA</td>
<td>PAWT</td>
<td>WAINWRIGHT AS</td>
</tr>
<tr>
<td>PASC</td>
<td>DEADHORSE</td>
<td>PAXK</td>
<td>PAXSON</td>
</tr>
<tr>
<td>PASH</td>
<td>SHISHMARF</td>
<td>PAYA</td>
<td>YAKUTAT</td>
</tr>
<tr>
<td>PASI</td>
<td>SITKA ROCKY GUTIERREZ</td>
<td>PAZA</td>
<td>ANCHORAGE CENTER</td>
</tr>
<tr>
<td>PAKT</td>
<td>SELAWIK</td>
<td>PFAK</td>
<td>AKIAK</td>
</tr>
<tr>
<td>PASL</td>
<td>SLEETMUTE</td>
<td>PFAL</td>
<td>ALLAKAKET</td>
</tr>
<tr>
<td>PASM</td>
<td>ST MARY’S</td>
<td>PFCB</td>
<td>CHENEGA BAY</td>
</tr>
<tr>
<td>PASN</td>
<td>ST PAUL ISLAND</td>
<td>PFCL</td>
<td>CLARKS POINT</td>
</tr>
<tr>
<td>PASO</td>
<td>SELDOVIA</td>
<td>PFEL</td>
<td>ELIM</td>
</tr>
<tr>
<td>PAST</td>
<td>SUMMIT</td>
<td>PFKA</td>
<td>KASIGLUK</td>
</tr>
<tr>
<td>PAVG</td>
<td>SHEEP MOUNTAIN</td>
<td>PFKK</td>
<td>KOKHANOK</td>
</tr>
<tr>
<td>PAUX</td>
<td>SPARREVOHN LRRS</td>
<td>PFKO</td>
<td>KOTLIK</td>
</tr>
<tr>
<td>PAVW</td>
<td>SKWENTNA</td>
<td>PFKT</td>
<td>BREVIG MISSION</td>
</tr>
<tr>
<td>PAXW</td>
<td>SOLDOTNA</td>
<td>PFKU</td>
<td>KOYUKUK</td>
</tr>
<tr>
<td>PAXX</td>
<td>EARECKSON AS</td>
<td>PFKW</td>
<td>KWETHLUK</td>
</tr>
<tr>
<td>PAXY</td>
<td>EARECKSON AS</td>
<td>PFNO</td>
<td>ROBERT/BOB/CURTIS MEM</td>
</tr>
<tr>
<td>PAXZ</td>
<td>EARECKSON AS</td>
<td>PFSA</td>
<td>SHAKTOOLIK</td>
</tr>
<tr>
<td>PaxZ</td>
<td>EARECKSON AS</td>
<td>PFTO</td>
<td>TOK JUNCTION</td>
</tr>
<tr>
<td>PAXZ</td>
<td>EARECKSON AS</td>
<td>PFXU</td>
<td>FORT YUKON</td>
</tr>
<tr>
<td>PAXZ</td>
<td>EARECKSON AS</td>
<td>PFWA</td>
<td>SOUTH NAKNEK NR 2</td>
</tr>
<tr>
<td>PAXZ</td>
<td>EARECKSON AS</td>
<td>PPIT</td>
<td>NUNAPITCHUK</td>
</tr>
<tr>
<td>PAXZ</td>
<td>EARECKSON AS</td>
<td>PPIZ</td>
<td>POINT LAY LRRS</td>
</tr>
</tbody>
</table>

AK, 21 MAR 2024 to 16 MAY 2024
**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](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/alaska/esrsak/index.cfm)

**Military Training Routes**

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.
Special Use Airspace Information Service (SUAIS)

SUAIS is a system operated by the United States Air Force (USAF) under agreement with the Federal Aviation Administration (FAA) Alaskan Region to assist pilots with flight planning and situational awareness while operating in or near certain Military Operations Areas (MOA) and Restricted Areas in interior Alaska. SUAIS provides a means for civil pilots to obtain “near real-time” flight information regarding military training flight activity and USAF pilots to obtain civilian pilots location and route of flight. Additionally, SUAIS provides information on Army artillery firing and known helicopter operations. SUAIS is available on VHF frequency 125.3 & 126.3 MHz east of Fairbanks and near Delta Junction in the Yukon 1, 2 & 3 MOAs, as well as in Birch, Buffalo, Eielson, Fox 3 Low, Paxon Low and Delta MOAs. Additionally, the USAF provides service to anyone within radio range operating near or within R2202, R2205, R2211, and the military training routes (MTR) in this geographic area.

SUAIS is available 24 hours a day. Direct communication with SUAIS personnel can be made by telephone or VHF radio whenever scheduled USAF aircraft are operating in active MOAs or Restricted Areas. The USAF flying window varies between 0700-0000 hours local time, and information regarding daily activation times is available in advance by contacting Eielson Range Control (ERC) at 1-800-758-8723, 1-907-372-6913 or on VHF frequencies 125.3 & 126.3 MHz. Recorded SUAIS information is provided on these frequencies and phone numbers when ERC SUAIS personnel are not on duty.

SUAIS/ERC cannot provide Air Traffic Control (ATC) services: i.e. It cannot provide IFR service or file flight plans. SUAIS is limited to providing information regarding MOA, MTR and Restricted Area airspace activation status and scheduling information. SUAIS/ERC can also provide the approximate positions of civil and military aircraft operating within the MOAs and Restricted Areas identified earlier. Eielson Range Control has radar sites located near Taylor Mountain and R2205. The radar picture from these sites is available to augment SUAIS radio coverage and, subject to radar line of sight limitations, provides radar coverage from Fairbanks to south of Delta Junction in the areas of the Alaska and Richardson Highways. However, the ability to see small aircraft without transponders is limited.

The service is provided as a supplement, and is not intended to replace ATC services provided by the FAA. Detailed information including specific frequency locations may be obtained from the USAF internet site in the form of a “Special Use Airspace Information Service (SUAIS) Pamphlet” at: https://www.jber.jb.mil/Info/Alaskan-Airspace-Info/

Pilots should contact the nearest Flight Service Station for the latest NOTAM information concerning SUA and MTR use. Comments regarding this service may be directed to:

354th Range Squadron
Airspace Management Office
354 Broadway Ave, Ste 288
Eielson AFB, AK 99702
(907) 377-5921/5922
alaskamilitaryairspace@us.af.mil
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.jber.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

**Viper A/B MOAs**  
A: 500’ AGL – 9,999’ MSL  
B: 10,000’ – 17,999’ MSL

**R-2205**  
SFC – FL 310

**R-2211**  
SFC – FL 310

**R-2211 MOA**  
100’ AGL – 17,999’ MSL

**Eielson MOA**  
100’ AGL – 17,999’ MSL

**Delta 2 MOA**  
5,000’ AGL – 17,999’ MSL

**Delta 3 MOA**  
14,000’ MSL – 17,999’ MSL

**Delta 4 MOA**  
500’ AGL – 13,999’ MSL

**Delta 5 MOA**  
Only active during MFEs  
500’ AGL – 17,999’ MSL

**Yukon 1 MOA**  
100’ AGL – 17,999’ MSL

**Yukon 2 MOA**  
100’ AGL – 17,999’ MSL

**Yukon 3 MOA**  
Only active during Major Flying Exercises (MFEs)  
5,000’ AGL – 17,999’ MSL

**Yukon 4 MOA**  
100’ AGL – 17,999’ MSL

**Yukon 3 High/3A Low MOA**  
3 High: 10,000’ – 17,999’ MSL  
3A Low: 100’ AGL – 9,999’ MSL

**Yukon 3B**  
Only active during MFEs  
2,000’ AGL – 17,999’ MSL

*Delta 2 & 4 MOA airspace is above Birch and Buffalo MOAs, respectively. Fox 2 MOA is above Buffalo MOA west of the Richardson Hwy.*
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.emb.mil/Info/Alaskan Airspace Info for additional information on flying in Alaska.

Office of Primary Responsibility (OPR): 354th Range Squadron Airspace Management Office
Contact Information: ALASKAMILITARYAIRSPACE@US.AF.MIL
Amended: August 2023

AK, 21 MAR 2024 to 16 MAY 2024
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

<table>
<thead>
<tr>
<th>Route</th>
<th>Galena One</th>
<th>Kenai One</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Talkeetna One</td>
<td>GAL 125/15-150</td>
<td>ENA 200/50-100</td>
</tr>
<tr>
<td>TKA 197/15-90</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Galena Two</td>
<td>Nenana One</td>
<td>King Salmon One</td>
</tr>
<tr>
<td>GAL 360/15-90</td>
<td>ENN 200/15-90</td>
<td>AKN 180/15-90</td>
</tr>
<tr>
<td>King Salmon Two</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AKN 360/15-90</td>
<td>*Talkeetna One Route will be utilized on a regular weekly basis between 1000-1500 and 1800-2300 hours local time on Monday through Friday.</td>
<td></td>
</tr>
</tbody>
</table>
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.
### DISTANCES

<table>
<thead>
<tr>
<th>METERS/FEET</th>
<th>NAUTICAL MILES TO</th>
<th>NAUTICAL MILES TO</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>KM</td>
<td>NM</td>
</tr>
<tr>
<td>MTRS FT/MTRS FT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0.305 1</td>
<td>0.185</td>
<td>0.1</td>
</tr>
<tr>
<td>0.610 2</td>
<td>0.370</td>
<td>0.2</td>
</tr>
<tr>
<td>0.914 3</td>
<td>0.556</td>
<td>0.3</td>
</tr>
<tr>
<td>1.219 4</td>
<td>0.741</td>
<td>0.4</td>
</tr>
<tr>
<td>1.524 5</td>
<td>0.926</td>
<td>0.5</td>
</tr>
<tr>
<td>1.829 6</td>
<td>1.111</td>
<td>0.6</td>
</tr>
<tr>
<td>2.134 7</td>
<td>1.296</td>
<td>0.7</td>
</tr>
<tr>
<td>2.438 8</td>
<td>1.482</td>
<td>0.8</td>
</tr>
<tr>
<td>2.743 9</td>
<td>1.667</td>
<td>0.9</td>
</tr>
<tr>
<td>3.048 10</td>
<td>1.85</td>
<td>1</td>
</tr>
<tr>
<td>6.096 20</td>
<td>3.70</td>
<td>2</td>
</tr>
<tr>
<td>9.144 30</td>
<td>5.56</td>
<td>3</td>
</tr>
<tr>
<td>12.192 40</td>
<td>7.41</td>
<td>4</td>
</tr>
<tr>
<td>15.240 50</td>
<td>9.26</td>
<td>5</td>
</tr>
<tr>
<td>18.288 60</td>
<td>11.11</td>
<td>6</td>
</tr>
<tr>
<td>21.336 70</td>
<td>12.96</td>
<td>7</td>
</tr>
<tr>
<td>24.384 80</td>
<td>14.82</td>
<td>8</td>
</tr>
<tr>
<td>27.432 90</td>
<td>16.67</td>
<td>9</td>
</tr>
<tr>
<td>30.480 100</td>
<td>18.52</td>
<td>10</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MTRS</th>
<th>NM</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>0.054</td>
</tr>
<tr>
<td>500</td>
<td>0.270</td>
</tr>
<tr>
<td>1000</td>
<td>0.540</td>
</tr>
<tr>
<td>2000</td>
<td>1.080</td>
</tr>
<tr>
<td>3000</td>
<td>1.620</td>
</tr>
<tr>
<td>4000</td>
<td>2.160</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MTRS</th>
<th>NM</th>
</tr>
</thead>
<tbody>
<tr>
<td>5000</td>
<td>2.700</td>
</tr>
<tr>
<td>6000</td>
<td>3.240</td>
</tr>
<tr>
<td>7000</td>
<td>3.780</td>
</tr>
<tr>
<td>8000</td>
<td>4.320</td>
</tr>
<tr>
<td>9000</td>
<td>4.860</td>
</tr>
<tr>
<td>10000</td>
<td>5.399</td>
</tr>
</tbody>
</table>
## ASSOCIATED DATA

### MILLIBARS TO INCHES

<table>
<thead>
<tr>
<th>mb</th>
<th>0</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
</tr>
</thead>
<tbody>
<tr>
<td>940</td>
<td>27.76</td>
<td>27.79</td>
<td>27.82</td>
<td>27.85</td>
<td>27.88</td>
<td>27.91</td>
<td>27.94</td>
<td>27.96</td>
<td>27.99</td>
<td>28.02</td>
</tr>
<tr>
<td>980</td>
<td>28.94</td>
<td>28.97</td>
<td>29.00</td>
<td>29.03</td>
<td>29.06</td>
<td>29.09</td>
<td>29.12</td>
<td>29.15</td>
<td>29.18</td>
<td>29.21</td>
</tr>
<tr>
<td>990</td>
<td>29.23</td>
<td>29.26</td>
<td>29.29</td>
<td>29.32</td>
<td>29.35</td>
<td>29.38</td>
<td>29.41</td>
<td>29.44</td>
<td>29.47</td>
<td>29.50</td>
</tr>
<tr>
<td>1000</td>
<td>29.53</td>
<td>29.56</td>
<td>29.59</td>
<td>29.62</td>
<td>29.65</td>
<td>29.68</td>
<td>29.71</td>
<td>29.74</td>
<td>29.77</td>
<td>29.80</td>
</tr>
<tr>
<td>1010</td>
<td>29.83</td>
<td>29.85</td>
<td>29.88</td>
<td>29.91</td>
<td>29.94</td>
<td>29.97</td>
<td>30.00</td>
<td>30.03</td>
<td>30.06</td>
<td>30.09</td>
</tr>
<tr>
<td>1020</td>
<td>30.12</td>
<td>30.15</td>
<td>30.18</td>
<td>30.21</td>
<td>30.24</td>
<td>30.27</td>
<td>30.30</td>
<td>30.33</td>
<td>30.36</td>
<td>30.39</td>
</tr>
<tr>
<td>1030</td>
<td>30.42</td>
<td>30.45</td>
<td>30.47</td>
<td>30.50</td>
<td>30.53</td>
<td>30.56</td>
<td>30.59</td>
<td>30.62</td>
<td>30.65</td>
<td>30.68</td>
</tr>
<tr>
<td>1040</td>
<td>30.71</td>
<td>30.74</td>
<td>30.77</td>
<td>30.80</td>
<td>30.83</td>
<td>30.86</td>
<td>30.89</td>
<td>30.92</td>
<td>30.95</td>
<td>30.98</td>
</tr>
<tr>
<td>1050</td>
<td>31.01</td>
<td>31.04</td>
<td>31.07</td>
<td>31.10</td>
<td>31.12</td>
<td>31.15</td>
<td>31.18</td>
<td>31.21</td>
<td>31.24</td>
<td>31.27</td>
</tr>
</tbody>
</table>

### 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

<table>
<thead>
<tr>
<th>Minutes</th>
<th>Tenths of an Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>or</td>
</tr>
<tr>
<td>3 thru</td>
<td>8</td>
</tr>
<tr>
<td>9 thru</td>
<td>14</td>
</tr>
<tr>
<td>15 thru</td>
<td>20</td>
</tr>
<tr>
<td>21 thru</td>
<td>26</td>
</tr>
<tr>
<td>27 thru</td>
<td>33</td>
</tr>
<tr>
<td>34 thru</td>
<td>39</td>
</tr>
<tr>
<td>40 thru</td>
<td>45</td>
</tr>
<tr>
<td>46 thru</td>
<td>51</td>
</tr>
<tr>
<td>52 thru</td>
<td>57</td>
</tr>
<tr>
<td>58 thru</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>Next Whole Hour</td>
</tr>
<tr>
<td>Letter</td>
<td>Code</td>
</tr>
<tr>
<td>--------</td>
<td>------</td>
</tr>
<tr>
<td>A</td>
<td>· –</td>
</tr>
<tr>
<td>B</td>
<td>– · ·</td>
</tr>
<tr>
<td>C</td>
<td>– · ·</td>
</tr>
<tr>
<td>D</td>
<td>– · ·</td>
</tr>
<tr>
<td>E</td>
<td>·</td>
</tr>
<tr>
<td>F</td>
<td>· · ·</td>
</tr>
<tr>
<td>G</td>
<td>– · ·</td>
</tr>
<tr>
<td>H</td>
<td>· · · ·</td>
</tr>
<tr>
<td>I</td>
<td>· · ·</td>
</tr>
<tr>
<td>J</td>
<td>· – – –</td>
</tr>
<tr>
<td>K</td>
<td>– – –</td>
</tr>
<tr>
<td>L</td>
<td>– – · ·</td>
</tr>
<tr>
<td>M</td>
<td>– – –</td>
</tr>
<tr>
<td>N</td>
<td>– – –</td>
</tr>
<tr>
<td>O</td>
<td>– – –</td>
</tr>
<tr>
<td>P</td>
<td>– – – ·</td>
</tr>
<tr>
<td>Q</td>
<td>– – – –</td>
</tr>
<tr>
<td>R</td>
<td>· – –</td>
</tr>
<tr>
<td>S</td>
<td>· · ·</td>
</tr>
<tr>
<td>T</td>
<td>– –</td>
</tr>
<tr>
<td>U</td>
<td>· – –</td>
</tr>
<tr>
<td>V</td>
<td>· – –</td>
</tr>
<tr>
<td>W</td>
<td>– – –</td>
</tr>
<tr>
<td>X</td>
<td>– – · ·</td>
</tr>
<tr>
<td>Y</td>
<td>– · – –</td>
</tr>
<tr>
<td>Z</td>
<td>– – – ·</td>
</tr>
<tr>
<td>1</td>
<td>· – – – –</td>
</tr>
<tr>
<td>2</td>
<td>· – – – –</td>
</tr>
<tr>
<td>3</td>
<td>· · – – –</td>
</tr>
<tr>
<td>4</td>
<td>· – – · ·</td>
</tr>
<tr>
<td>5</td>
<td>· – · · ·</td>
</tr>
<tr>
<td>6</td>
<td>· – · · ·</td>
</tr>
<tr>
<td>7</td>
<td>– – – – ·</td>
</tr>
<tr>
<td>8</td>
<td>– – – – ·</td>
</tr>
<tr>
<td>9</td>
<td>– – – – ·</td>
</tr>
<tr>
<td>0</td>
<td>– – – – –</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>NAME</th>
<th>TAKE-OFF MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BIG LAKE, AK</td>
<td>.................................................. Rwy 6, 24, 200–1</td>
</tr>
<tr>
<td>FAIRBANKS INTL, AK</td>
<td></td>
</tr>
</tbody>
</table>

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.:
   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 ARTCC 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).)
1. CIRVIS (pronounced SUR VEES) reports are reports of information of vital importance to the security of the United States and Canada and their forces, which in opinion of the observer, require very urgent defensive and/or investigative action by the U.S. and/or Canadian Armed Forces.

2. CIRVIS reports should be transmitted in plain language, as soon as possible, to any available U.S. or Canadian military or civil air/ground communications facility. Reporting procedures will be similar to those used when transmitting position reports except the call will be preceded by the word CIRVIS spoken three times to clear the frequency(ies) over all other communications, except DISTRESS and URGENCY. If this fails to clear the frequency(ies), the International Urgency Signal “XXX” transmitted three time or “PAN” spoken three time will be employed.

3. Additional CIRVIS reports should be made if more information on the sighting becomes available. These should contain a reference to the original report.

4. A CANCELLATION report should be made in the event a previously reported sighting is positively identified as friendly or that it has been erroneously reported.

5. REPORT IMMEDIATELY BY RADIO:
   a. Hostile or unidentified single aircraft or formations of aircraft which appear to be directed against the United States, Canada or their forces.
   b. Missiles.
   c. Unidentified flying objects.
   d. Hostile or unidentified group(s) of military surface vessels.
   e. Hostile or unidentified submarines.
   f. Individual surface vessels, submarines, or aircraft of unconventional design, or engaged in suspicious activity or observed in an unusual location or on a course which may be interpreted as constituting a threat to the United States, Canada, or their forces.
   g. Any unexplained or unusual activity which may indicate a possible attack against or through the United States or Canada, including the presence of any unidentified or suspicious ground parties in the Polar region or other remote or sparsely populated areas.

6. UPON LANDING:
   a. Reports which for any reason could not be transmitted while airborne.
   b. Unlisted airfields, facilities, weather stations or air navigation aids.
   c. Post landing reports (to include as many photographs as are obtained).

7. DO NOT REPORT craft or aircraft in normal passage or known U.S. or Canadian military or government vessels (including submarines) and aircraft.

**MEACONING — INTRUSION — JAMMING AND INTERFERENCE (MIJI) PROCEDURES**

1. Each operator of electromagnetic equipment is responsible for reporting MIJI incidents. The following perishable information should be recorded at the time of the incident:
   a. True course, ground speed and altitude (MSL).
   b. Weather conditions.
   c. Date/Time (Z)/Coordinates MIJI began.
   d. Date/Time (Z)/Coordinates MIJI most effective.
   e. Date/Time (Z)/Coordinates MIJI ended.
   f. Bearing(s) to MIJI source with corresponding times (Z) and victim coordinates.
   g. Frequency(ies) affected.
   h. Call signs/audio characteristics/scope presentations, etc noted.

2. MIJI reports may be transmitted in flight if a secure communications mode is available; otherwise, report should be delayed until it can be transmitted via secure means. Refer to “FLIP” General Planning (GP) Chapter (2) and (5) for additional information.

**TRAFFIC ADVISORIES AT NON–TOWER AIRPORTS**

The current frequency for obtaining traffic advisory information at non–tower airports in Alaska is listed as the Common Traffic Advisory Frequency (CTAF) under the name of each airport in the Airport/Facility Directory section of the Alaska Supplement. Procedures for obtaining traffic information on the CTAF are as follows:

1. **AIRPORT ADVISORY SERVICE AIRPORTS.**
   Flight Service Stations located at airports where there are no control towers in operation provide advisory information to arriving and departing aircraft on the CTAF. Traffic control is not provided. Airport advisories provide: wind direction (magnetic) and velocity, favored or designated runway, altimeter setting, known traffic (CAUTION: all aircraft in the airport vicinity may not be communicating with the FSS), notices to airmen, airport taxi routes, airport traffic patterns, and instrument approach procedures. Pilots using other than the favored or designated runways should advise the FSS immediately.

   **DEPARTING:** When ready to taxi, the pilot should notify the station of the aircraft identification and type, location, type of flight planned (VFR or IFR), and destination. Report departure time as soon as practicable.

   **ARRIVING:** When operating VFR, the pilot should transmit position and altitude information to the FSS when 15 miles from the airport. When operating IFR, provide this information when the controller advises. “Contact (location name) radio on (frequency)”. Notify the FSS when leaving the runway.
2. NON-FSS AIRPORTS WHERE THE UNICOM OPERATOR OR MILITARY UNIT PROVIDES ADVISORY INFORMATION ON THE CTAF FREQUENCY.

DEPARTING: Monitor the CTAF as appropriate while taxiing and report on the CTAF before taking the runway for takeoff. The UNICOM/MILITARY operator normally provides runway, wind and at his discretion, traffic information.

ARRIVING: Call for runway in use, on the appropriate CTAF, when approximately 10 miles from the airport. If IFR, change to the CTAF when the controller advises "change to advisory frequency approved". Listen for other aircraft on the frequency. When entering downwind and final, inform the UNICOM/MILITARY operator of your position, altitude and intentions.

3. BLIND BROADCASTS OF POSITION OR INTENTIONS.

If there is no operating tower, operating FSS, or UNICOM/MILITARY, or when unable to communicate with an FSS on the CTAF or UNICOM/MILITARY operator:

a. Blind—broadcast your intentions and position using the appropriate CTAF within 10 miles of the airport. b. Listen for other aircraft who may be broadcasting in the blind. (CAUTION: all aircraft may not be complying with the recommended blind—broadcast procedures).

a. Recommended Blind Broadcast Phraseologies—

(1) Inbound
Example: STRAWN TRAFFIC, APACHE TWO TWO FIVE ZULU, ENTERING DOWNWIND FOR RUNWAY ONE SEVEN STRAWN.

(2) Outbound
Example: STRAWN TRAFFIC, QUEENAIRE SEVEN ONE FIVE BRAVO DEPARTING RUNWAY TWO SIX STRAWN.

4. AERONAUTICAL ADVISORY STATIONS (UNICOM)

a. UNICOM is a nongovernment air/ground radio communication facility which may provide airport advisory services at certain airports. Locations and frequencies of UNICOMs are shown on aeronautical charts and publications.

b. On pilot request UNICOM stations located at no tower/no FSS airports may provide pilots with weather information, wind direction, the runway the wind favors, and other necessary information.

c. In communicating with a UNICOM station the following practices will help reduce frequency congestion, facilitate a better understanding of pilot intentions and location in the traffic pattern and enhance safety of flight:

1. Select the correct UNICOM frequency.
2. Call for runway in use approximately 10 miles from the airport. Listen on the frequency prior to transmitting since you may be able to pick up the runway in use and eliminate the need to make a transmission.
3. State the identification of the UNICOM station you are calling in each transmission.
4. Make sure you receive a response from the station being called since many stations and aircraft at other airports transmit on the same UNICOM frequency.
5. Speak slowly and distinctly.
6. To the extent practicable, confine your conversation to operational matters.
7. UNICOM frequencies assigned to uncontrolled airports should not be used for air-to-air communications.

d. Recommended UNICOM Phraseologies:

(1) Inbound
Example: FREDERICK UNICOM CESSNA 123 REQUEST AIRPORT ADVISORY.
FREDERICK UNICOM CESSNA 123 ENTERING DOWNWIND/FINAL FOR RUNWAY ONE NINE.

(2) Outbound
Example: FREDERICK UNICOM CESSNA 123 DEPARTING RUNWAY ONE NINE.

AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

ATIS frequencies are incorporated on individual FLIP Terminal Instrument Approach Procedures, Enroute Charts and airport listings in the Enroute Supplement. Where this service is available, listing will be found on the WEATHER DATA SOURCES line, e.g., (ATIS 108.5). Pilots will be expected to listen to ATIS broadcasts where in operation to obtain essential, but routine, terminal information. The following procedures apply:

A. ATIS broadcasts are recorded and the pilot should notify controllers that he has received the broadcast by repeating the alphabetical code word appended to the broadcast. Example: "INFORMATION ECHO RECEIVED".

B. When the pilot acknowledges that he has received the ATIS broadcast, controllers may omit those items contained on the broadcast if they are current. Rapidly changing conditions will be issued by Air Traffic Control and the ATIS will contain words as follows:

"LATEST CEILING/VISIBILITY/ALTIMETER/WIND/(OTHER CONDITIONS)
WILL BE ISSUED BY APPROACH CONTROL/TOWER."

C. The absence of a sky condition and/or visibility on ATIS indicates a ceiling of 5000 feet or above and visibility of 5 miles or more. A remark may be made on the broadcast, "The weather is better than 5000 and 5," or the existing weather may be broadcast.

D. Controllers will automatically issue pertinent information to pilots who do not acknowledge receipt of the ATIS broadcast or who acknowledge receipt of a broadcast which is not current.
ALTIMETER SETTINGS

1. The cruising altitude or flight level of aircraft shall be maintained by reference to an altimeter which shall be set:
   a. Below 18,000 MSL — to the current reported altimeter setting along the route of flight or, in the case of an aircraft having no radio, to the altimeter setting of the airport of departure.
   b. At or above 18,000 MSL (FL 180) — 29.92 Hg (standard setting).

VFR pilots will add an adjustment factor to their Flight Level*, as a safety measure for terrain clearance, when lower altimeter settings are reported:

<table>
<thead>
<tr>
<th>ALTIMETER SETTING</th>
<th>LOWEST USABLE FLIGHT LEVEL</th>
<th>ADJUSTMENT FACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Current Reported)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>29.92 or higher</td>
<td>180</td>
<td>None</td>
</tr>
<tr>
<td>29.91 to 29.42</td>
<td>185</td>
<td>500 feet</td>
</tr>
<tr>
<td>29.41 to 28.92</td>
<td>190</td>
<td>1000 feet</td>
</tr>
<tr>
<td>28.91 to 28.42</td>
<td>195</td>
<td>1500 feet</td>
</tr>
<tr>
<td>28.41 to 27.92</td>
<td>200</td>
<td>2000 feet</td>
</tr>
<tr>
<td>27.91 to 27.42</td>
<td>205</td>
<td>2500 feet</td>
</tr>
<tr>
<td>27.41 to 26.92</td>
<td>210</td>
<td>3000 feet</td>
</tr>
</tbody>
</table>

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°30N, 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 fits 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).
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 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 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.
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 TRANSPOUNDER 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 TRANSPOUNDER 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.

i. 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.

j. 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.

k. 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.

l. 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.

m. 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.

n. 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.

o. 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.

p. 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.

q. 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.

r. 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.

s. 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.

t. 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.

u. 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.
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       | Meaning                                      | Transponder Setting |
            |-------------------|----------------------------------------------|---------------------|
            | TRANSPONDER SEVEN | Am being hijacked/forced to a new destination| 3/A, Code 7500.     |
            | FIVE ZERO ZERO    |                                              |                     |

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.
HIJACK PROCEDURES—RECOMMENDED PROCEDURES FOR U.S. PASSENGER AIRCRAFT HIJACKED TO THE COMMONWEALTH OF INDEPENDENT STATES, PEOPLE’S REPUBLIC OF CHINA, AND NORTH KOREA.—If it is possible to do so without jeopardizing the safety of the flight, the pilot of a hijacked U.S. passenger aircraft after departing from the cleared routing over which the aircraft was operating will attempt to do one or more of the following things insofar as circumstances may permit: (A) maintain a true airspeed of no more than 400 knots, and preferably an altitude of between 10,000 and 25,000 feet. (B) fly a course toward the destination which the hijacker has announced, (C) at appropriate intervals fly the international pattern for lost communication (left hand triangles), and (D) transmit the international distress signal, MAY DAY, on any of the international distress frequencies available to him (243.0 MHz, 121.5 MHz, 2182 KHz). If these procedures result in either radio contact or air intercept, the pilot will attempt to comply with any instructions received which may direct him to an appropriate landing field. Additionally, if the aircraft is equipped with an operational transponder, the pilot may use transponder Mode A (Military Mode 3) Code 7500 to indicate his aircraft has been hijacked or Code 7700 to indicate his aircraft is in distress.

7. RADIO FAILURE

Should the pilot of an aircraft equipped with a coded radar beacon transponder experience a loss of two-way radio capability he should adjust his transponder to reply on Mode A/3, Code 7600.

Pilots should understand that they may not be in an area of radar coverage. Also, many radar facilities are not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on Code 7700 first increases the probability of early detection of a radio failure condition.

8. RADAR BEACON PHRASEOLOGY

Air traffic controllers, both civil and military, will use the following phraseology when referring to operation of the Air Traffic Control Radar Beacon System (ATCRBS). Instructions by air traffic control refer only to Mode A/3 or Mode C operation and do not affect the operation of the transponder on other Modes.

SQUAWK (number) — Operate radar beacon transponder on designated code in Mode A/3.
IDENT — Engage the “IDENT” feature (military I/P of the transponder).
SQUAWK (number) AND IDENT — Operate transponder on specified code in Mode A/3 and engage the “IDENT” (military I/P) feature.
SQUAWK STANDBY — Switch transponder to standby position.
SQUAWK LOW/NORMAL — Operate transponder on low or normal sensitivity as specified. Transponder is operated in “NORMAL” position unless ATC specified “LOW” (“ON” is used instead of “NORMAL” as a master control label on some types of transponders.)
SQUAWK ALTITUDE — Activate MODE C with automatic altitude reporting.
STOP ALTITUDE SQUAWK — Turn off altitude reporting switch and continue transmitting Mode C framing pulses. If your equipment does not have this capability, turn off MODE C.
STOP SQUAWK (mode in use) — Switch off specified mode. (Use for military aircraft when the controller is unaware if a military service requires the aircraft to continue operating on another MODE.)
STOP SQUAWK — Switch off transponder.
SQUAWK MAYDAY on 7700 — Operate transponder in the emergency position. (Mode A Code 7700 for Civil Transponder. Mode 3 Code 7700 and emergency feature for Military Transponder.)
SQUAWK VFR — Meaning, operate transponder on code 1200 regardless of altitude.
MILITARY PROCEDURES
AIR TRAFFIC CONTROL PROCEDURES
Recording and Monitoring

Calls to air traffic control (ATC) facilities (ARTCCs, Towers, FSSs, Central Flow, and Communications Control Centers) over radio and ATC operational telephone lines (lines used for operational purposes such as controller instructions, briefings, opening and closing flight plans, issuance of IFR clearances and amendments, counter hijacking activities, etc.) may be monitored and recorded for operational uses such as accident investigations, accident prevention, search and rescue purposes, specialist training and evaluation, and technical evaluation and repair of control and communications systems.

PILOT PROCEDURES WITH FAA FLIGHT SERVICE (MILITARY)

I. FLIGHTS DEPARTING "P" FIELDS
File flight plan with FAA Flight Service. If IFR within control zone or area get ARTC clearance before take-off. For those airports not within local calling distance of a FSS, leased telephone services are provided to the nearest station. One such service, Foreign Exchange (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is interphone, which is a private line extension to the nearest FSS. If neither of these services is available, call the nearest FSS by long distance collect.

NOTE: Flights departing within or proposing penetration of an ADIZ will file flight plan in writing or by telephone with an appropriate aeronautical facility prior to take-off.

II. FILING OF FLIGHT PLAN
Pilots filing flight plans or arrival reports with FAA Flight Service Station will do so by visiting or calling a FAA station. Such messages WILL NOT be filed with FAA control towers except when no other means of communication is available.

The following information is required for clearance from non-military airports:

1. Type of Flight Plan.
3. Type of aircraft/TD Code.
4. Estimated True Air Speed.
5. Departure time.
6. Cruising altitude.
7. Point of departure.
8. Route of flight.
9. Destination
10. Estimated time enroute.
11. Fuel on board.
14. Pilot's name.
15. Aircraft home base.
16. Number of persons aboard

NOTE: The appropriate TD Code listed below will be suffixed to the aircraft designation on DD Form 175 or FAA Form 7233-1, and/or when filing a flight plan inflight.

NO DME
/X— No transponder
/T— Transponder with no Mode C
/U— Transponder with Mode C

DME
/D— No transponder
/B— Transponder with no Mode C
/A— Transponder with Mode C

TACAN ONLY
/M— No transponder
/N— Transponder with no Mode C
/P— Transponder with Mode C

AREA NAVIGATION (RNAV)
/Y— LORAN, VOR/DME, or INS with no transponder
/C— LORAN, VOR/DME, or INS, transponder with no Mode C
/N— 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:
(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.)

AK, 21 MAR 2024 to 16 MAY 2024
II. FILING OF AND ADHERENCE TO FLIGHT PLAN

A. FILING OF FLIGHT PLAN
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 a 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 therefore to an appropriate aeronautical facility as soon as practicable.

U.S. NAVY/U.S. ARMY USE OF RUNWAY CONDITION READINGS (RCR)

Runway condition braking action at USAF bases and certain U.S. Navy and U.S. Army Airfields is determined by the use of decelerometers. Runway condition at USAF bases is reported by ATC facilities in terms of runway condition readings (RCR). By comparing the RCR to a table in the applicable aircraft flight manual USAF pilots can determine predicted landing ground roll distances. However, similar tables are not available in the NATOPS Manuals for Naval aircraft or in Army aircraft handbooks. Accordingly, a table of equivalent is furnished to provide a convenient method of converting RCR to comparable braking action and predicted landing ground roll distances for use by Navy and Army pilots. Runway condition at U.S. Navy and U.S. Army airfields will be reported by air traffic controllers in terms of equivalent braking action as delineated in the following table.

NOTE: Joint USAF/NASA tests have proven RCR measurements invalid where the only form of moisture affecting the runway is water. Reading taken during such conditions will be reported as wet runway (WR). Measurements taken when water or slush is present on an ice covered rwy will be reported as RCR 12 or the measured decelerometer reading whichever is lower.

Runway 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)

%A, 21 MAR 2024 to 16 MAY 2024%

*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 IROSP/WET
- Loose snow on runway; decelerometer reading of 20 LSR20
- Ice on runway; decelerometer reading of 05. Condition patchy, runway sanded IROSP 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.
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.

Deviations to this schedule are approved. Submit deviations via appropriate FLIP correction addresssee 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.
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.

AK, 21 MAR 2024 to 16 MAY 2024
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 Sparrevoth (SQA) and landing at Ted Stevens Anchorage International Airport or Elmendorf Air Force Base should file the following STAR’s: from over MCG, file the TAGER arrival; from over SQA, file the AMOTT arrival. If unable to fly the STAR, advise ATC prior to reaching MCG or SQA for alternate instructions.

FLIGHT PLAN — VFR

Pilots are encouraged to give their departure times directly to the flight service station with which the flight plan was filed. This will ensure more efficient flight plan service and permit the FSS to advise you of significant changes in aeronautical facilities or meteorological conditions. The following procedures are in effect: when a VFR flight plan if filed, it will be held until two hours after the proposed departure time and then canceled unless:

1. The actual departure time is received.
2. A revised proposed departure time is received.
3. At a time of filing, the FSS is informed that the proposed departure time will be met, but actual time cannot be given because of inadequate communications.

CLOSING FLIGHT PLANS

VFR, and DVFR flight plans must be closed upon landing. If an arrival report is not received within a reasonable period of time after ETA, a communications search for you will be conducted. If this search fails to locate your aircraft, a Rescue Coordination Center will be advised and an extensive costly physical search for your aircraft will be inaugurated.

AK, 21 MAR 2024 to 16 MAY 2024
FLIGHT PLAN—ELEMENTS OF A FLIGHT PLAN

The following is a listing of the order of Flight Plan elements as found on FAA Form 7233-4, International Flight Plan:

1. Blocks 1-3: For use by Flight Service only
2. Block 7 Aircraft Identification: up to seven alpha-numerics
3. Block 8
   b. Type of Flight: S - Scheduled Air Carrier; N - Non-scheduled Air Carrier; G - General aviation; M - Military; X - Other
4. Block 9
   a. Number of Aircraft: two-digit number
   b. Type of Aircraft: up to four alpha-numerics (see FAA Order 7360.1, Aircraft Type Designators)
   c. Wake Turbulence Category: H - Heavy (300,000 lbs. or more); M - less than 300,000 lbs and more than 15,500 lbs; L - less than 15,500 lbs.
5. Block 10 Equipment: - see Aeronautical information Manual for Nav/comm and transponder codes
6. Block 13
   a. Departure Aerodrome: ICAO identifier (four-character alphabetic code)
   b. Departure Time: four-digit time UTC
7. Block 15
   a. Cruising Speed: N - followed by four-digit Knots; M - followed by three-digit Mach number; K - followed by four-digit Kilometers per hour
   b. Cruising Level: A - followed by three-digit Altitude below 18,000 ft.; F - followed by three-digit Flight Level
   c. Route of Flight: Fixes, 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.
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.

AK, 21 MAR 2024 to 16 MAY 2024
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.
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.
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 ADIZ Points

1. 50 00N 170 00E
2. 53 00N 170 00E
3. 60 00N 180 00
4. 65 00N 169 00W
5. 75 00N 169 00W
6. 75 00N 141 00W
7. 69 50N 141 00W
8. 71 18N 156 44W
9. 68 40N 167 10W
10. 67 00N 165 00W
11. 65 40N 168 15W
12. 63 45N 165 30W
13. 61 20N 166 40W
14. 59 00N 163 00W
15. 54 00N 163 00W
16. 56 30N 154 00W
17. 59 20N 146 00W
18. 59 30N 140 00W
19. 57 00N 136 00W
20. 54 35N 133 00W
21. 54 00N 136 00W
22. 56 57N 144 00W
23. 57 00N 145 00W
24. 53 00N 158 00W
25. 50 00N 169 00W
26. 50 00N 180 00

Updated: Jan 1, 2009
## INTERCEPTION SIGNALS

### ICAO STANDARD

**Signals Initiated by Intercepting Aircraft and Responses by Intercepted Aircraft**

<table>
<thead>
<tr>
<th>SERIES</th>
<th>INTERCEPTING AIRCRAFT SIGNALS</th>
<th>MEANING</th>
<th>INTERCEPTED AIRCRAFT RESPONSE</th>
<th>MEANING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>AIRPLANES</strong>:&lt;br&gt;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.&lt;br&gt;NIGHT–Same and, in addition, flashing navigational lights at irregular intervals.</td>
<td>You have been intercepted. Follow me.</td>
<td><strong>AIRPLANES</strong>:&lt;br&gt;DAY–Rocking wings and following.</td>
<td>Understood, will comply.</td>
</tr>
<tr>
<td></td>
<td><strong>NOTE 1.</strong>–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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>NOTE 2.</strong>–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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>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.</td>
<td>You may proceed.</td>
<td><strong>AIRPLANES</strong>:&lt;br&gt;DAY or NIGHT–Rocking wings.</td>
<td>Understood, will comply.</td>
</tr>
<tr>
<td></td>
<td><strong>HELCOPTERS</strong>:&lt;br&gt;DAY or NIGHT–Rocking aircraft.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>DAY–Circling aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. NIGHT–Same and, in addition, showing steady landing lights.</td>
<td>Land at this aerodrome.</td>
<td><strong>AIRPLANES</strong>:&lt;br&gt;DAY–Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land.</td>
<td>Understood, will comply.</td>
</tr>
<tr>
<td></td>
<td><strong>HELCOPTERS</strong>:&lt;br&gt;DAY or NIGHT–Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**AK, 21 MAR 2024 to 16 MAY 2024**
EMERGENCY PROCEDURES
INTERCEPTION SIGNALS
ICAO STANDARD

SIGNALS INITIATED BY INTERCEPTING AIRCRAFT AND RESPONSES BY INTERCEPTED AIRCRAFT

<table>
<thead>
<tr>
<th>SERIES</th>
<th>INTERCEPTING AIRCRAFT SIGNALS</th>
<th>MEANING</th>
<th>INTERCEPTED AIRCRAFT RESPONSE</th>
<th>MEANING</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>AIRPLANES:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>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.</td>
<td>Aerodrome you have designated is inadequate.</td>
<td>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.</td>
<td>Understood, follow me.</td>
</tr>
<tr>
<td></td>
<td>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.</td>
<td></td>
<td>If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.</td>
<td>Understood, you may proceed.</td>
</tr>
<tr>
<td>5</td>
<td>AIRPLANES:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>DAY or NIGHT–Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.</td>
<td>Cannot comply.</td>
<td>DAY or NIGHT–Use Series 2 signals prescribed for intercepting aircraft.</td>
<td>Understood.</td>
</tr>
<tr>
<td>6</td>
<td>AIRPLANES:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>DAY or NIGHT–Irregular flashing of all available lights.</td>
<td>In distress.</td>
<td>DAY or NIGHT–Use Series 2 signals prescribed for intercepting aircraft.</td>
<td>Understood.</td>
</tr>
<tr>
<td></td>
<td>HELICOPTERS:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Day or Night–Irregular flashing of all available lights.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

DISTRESS INTERCEPTION SIGNALS

<table>
<thead>
<tr>
<th>SIGNAL BY INTERCEPTED AIRCRAFT</th>
<th>MEANING</th>
<th>RESPONSE BY INTERCEPTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>DAY–Porpoising</td>
<td>In Distress</td>
<td>DAY OR NIGHT–Use appropriate interception signals as shown above.</td>
</tr>
<tr>
<td>NIGHT–Switching on landing lights and holding steady beam.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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.
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.
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.
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.
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.
EMERGENCY PROCEDURES

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.
   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.
EMERGENCY PROCEDURES

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.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Call</th>
<th>Answering Freq</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adak</td>
<td>NOX</td>
<td>8465</td>
</tr>
<tr>
<td>Ketchikan</td>
<td>NMJ</td>
<td>8728</td>
</tr>
<tr>
<td>San Francisco</td>
<td>NMC</td>
<td>8465</td>
</tr>
</tbody>
</table>

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.
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 —

MESSAGE RECEIVED AND NOT UNDERSTOOD: Aircraft will indicate that ground signals have been seen but not understood by —

DUSK OR MOONLIGHT: Rocking from side to side.

NIGHT: Making green flashes with signal lamp.

DUSK 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.

[Diagram of body signals]

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
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.
EMERGENCY PROCEDURES

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.

NOTES:
(1) It is preferable to use the International Ground Air Emergency Code. The symbols can be made larger and hence more recognizable from the air.
(2) Paulins should be folded to form the signals shown on this page. A paulin is an extremely valuable shelter, poncho, floor cloth, sleeping bag cover, sunshade, or rain collector.

VII. IN-FLIGHT TECHNICAL ASSISTANCE

A. ANY US MILITARY AIRCRAFT requiring inflight technical assistance may use the communications and/or command and control facilities listed below.

B. Air National Guard (ANG) Operations center at Andrews AFB may be contacted by phone patch through any Global HF System Station (See DOD Enroute Flight Information handbook (FIH) Section B). Request the ANG Operations Center (call sign MINUTEMAN) DSN 858–6001 or 1–800–237–9744.

C. Air Mobility Command (AMC) Operations Centers may be contacted as described in Global HF System Stations (FIH, Section B).

D. Air Combat Command (ACC) Command Posts may be contacted by calling "GOLDEN" on 381.3 MHz. An ACC Post will answer with its respective call sign. In addition, ACC Posts may be contacted by phone patch through any Global HF System Station (FIH, Section B) or the Western Space and Missile Center (WSMC) HF net. The WSMC HF net (call sign "ABNORMAL ONE ZERO") located at Vandenburg AFB, CA or call sign "ABNORMAL TWO ZERO" located at Wheeler AFB, HI) may be contacted on USB frequencies 5700 and 13218 KHz. HQ ACC Post can be contacted at DSN 574–7771/2224.

VIII. RECOMMENDED PROCEDURES FOR ANY EMERGENCY PHASE

(UNCERTAINTY — ALERT — DISTRESS — LOST)

A. If flying at low altitude climb if possible to increase chance of radio or radar contact. (Permitted in emergency only if IFR in controlled airspace.)

B. If equipped with "IFF", switch to "EMERGENCY". If equipped with SIF, set master code control to "EMERGENCY", Mode 3 switch in, Mode 3 dial code 77 (new code 7700). NOTE: The pilot should understand that he may not be within a radar coverage area and that, even if he is, certain radar facilities are not yet equipped to automatically recognize "EMERGENCY" and Code 7700 as emergency signals. Therefore, he should establish radio communication with an air traffic control facility as soon as possible.
C. If time permits, contact controlling agency and give nature of distress and pilot's intentions.
D. If unable to contact controlling agency, transmit following distress message to any agency on assigned or any of the frequencies listed.

<table>
<thead>
<tr>
<th>UHF/VOICE</th>
<th>VHF/VOICE</th>
<th>MF/VOICE</th>
<th>HF/CW</th>
<th>MF/CW</th>
</tr>
</thead>
<tbody>
<tr>
<td>243.0 MHz</td>
<td>121.5 MHz</td>
<td>2182 kHz</td>
<td>*8364 kHz</td>
<td>500 kHz</td>
</tr>
</tbody>
</table>

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 "●" 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 ●, ○, ◯

<table>
<thead>
<tr>
<th>KEY MIKE</th>
<th>FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL-off)</td>
</tr>
</tbody>
</table>

**CHART CURRENCY INFORMATION**

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number Orig 31DEC09 Procedure Amendment Amendment 28 12MAR09 Effective Date

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

**MISCELLANEOUS**

* Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/ bearings/ headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underline not-to-scale distance depictions or symbols.
AIRPORT DIAGRAMS

INSTRUMENT APPROACH PROCEDURES (CHARTS)

Runways
- Hard Surface
- Other Than Hard Surface
- Stopways, Taxiways, Parking Areas
- Metal Surface
- Closed Runway
- Closed Surface
- Non-Movement Under Construction
- Water Runway

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional bi-directional Jet Barrier

ARRESTING SYSTEM [ ] (EMAS)

REFERENCE FEATURES
- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Obstructions
- Airport Beacon
- Runway Radar Reflectors
- Bridges
- Control Tower

Wind Cone
Landing Tee
Tetrahedron

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

# See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., Rwy 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.

NOTE: Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation: TDZE 123

Runway Slope: 0.3% Down — 0.8% Up (shown when rounded runway slope is ≥ 0.3%)”

NOTE: Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) *OLS* location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram.

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE: All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be comparable with local coordinates published in DoD FLP.

[Foreign Only]

The airport sketch box includes the final approach course or final approach course extended.

Scope

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxway 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

AK, 21 MAR 2024 to 16 MAY 2024
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.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANCHORAGE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ELMENDORF AFB (EDF)</td>
<td>HS 1</td>
<td>Int of Rwy 06–24 and Rwy 16–34 is high rwy incursion lctn; possibility of unauthd vehicular tfc.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Int of Rwy 06–24 and Twy D is high rwy incursion lctn; possibility of unauthd vehicular tfc.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Int of Rwy 06–24 and Twy F is high rwy incursion lctn; possibility of unauthd vehicular tfc.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Int of Rwy 16–34 and Twy M is high rwy incursion lctn; possibility of unauthd vehicular tfc.</td>
</tr>
<tr>
<td>ANCHORAGE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TED STEVENS ANCHORAGE INTL (ANC)</td>
<td>HS 1</td>
<td>Acft taxiing via Twy E to Twy G to 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.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Acft taxiing to Twy K via Twy E and Twy F may confuse hold short instructions for Rwy 07R–25L and 07L–25R. Twy D signage may not be visible from Twy E and Twy F hold positions.</td>
</tr>
<tr>
<td>BETHHEL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BETHHEL (BET)</td>
<td>HS 1</td>
<td>Acft ldg Rwy 01L sometimes turn onto Rwy 30 instead of Twy G.</td>
</tr>
<tr>
<td>KENAI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>KENAI MUNI (ENA)</td>
<td>HS 1</td>
<td>Acft taxiing via Twy E to prk sometimes turn on Twy A instead of apn Twy J.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy A, Twy F, Twy H, and Twy G complex int, sometimes causing confusion.</td>
</tr>
</tbody>
</table>

AK, 21 MAR 2024 to 16 MAY 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

MERRILL FLD (MRT)(PAMR)
ANCHORAGE, ALASKA

AK, 21 MAR 2024 to 16 MAY 2024
AIRPORT DIAGRAM

JUNEAU INTL (JNU) (PAJN)

JUNEAU, ALASKA

ATIS
135.2
JUNEAU TOWER*
118.7 278.3
GND CON
121.9
CLNC DEL
121.9

JANUARY 2020
ANNUAL RATE OF CHANGE
0.2° W

TERMINAL & TWR
FIRE STATION

RWY 08-26
PCN 89 F/C/X/T
S-120, D-250, 2D-550

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AK, 21 MAR 2024 to 16 MAY 2024
ATIS 128.8
KING SALMON TOWER 118.3 279.5
GND CON 121.9

USAF AREA

MILITARY RAMP

ELEV 60

CIVIL RAMP

BAK-12

TRANSIENT GENERAL AVIATION RAMP/FBO RAMP/GA TENANT RAMP

TWR 125

ELEV 60

EAST RAMP

BAK-12

FIELD ELEV 73

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
INTENTIONALLY LEFT BLANK
Submitting Pilot Weather Reports (PIREPs)

1. **UA - Routine PIREP / UUA - Urgent PIREP**

2. **/OV - Location:** Use Airport or NAVAID identifiers only.
   - Location can be reported as a single fix, radial DME, or a route segment (Fix-Fix)
   - Example: /OV LAX, /OV LAX-SL120005, /OV PDZ-PSP.

3. **/TM – Time:** When conditions occurred or were encountered.
   - Use 4 digits in UTC.
   - Example: /TM 1645, /TM 0915

4. **/FL - Altitude/Flight Level**
   - Use 3 digits for hundreds of feet. If not known, use UNKN.
   - Example: /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, FV05SM
   - Unrestricted visibility use FV995M.
   - 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

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. **UA** UUA

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

AK, 21 MAR 2024 to 16 MAY 2024
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/ID 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.
AK

21 MAR 2024 TO 16 MAY 2024