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GENERAL INFORMATION

This Chart Supplement is a joint Civil/Military Flight Information Publication (FLIP), updated every 8 weeks by the U.S. Department of Transportation, Federal Aviation Administration, Aeronautical Information Services, http://www.faa.gov/go/ais.

It is designed for use with the Flight Information Publication Enroute Charts, Alaska Terminal, USAF TACAN Charts covering Alaska and portions of Southwest and Northwest Canada, and Sectional Aeronautical Charts.

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

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

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

CIVIL

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

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

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.

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

FOR PROCUREMENT:

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MILITARY

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


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, 11 JUL 2024 to 5 SEP 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.

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

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AK, 11 JUL 2024 to 5 SEP 2024
### 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 —Constructions.

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AK, 11 JUL 2024 to 5 SEP 2024
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INTENTIONALLY
LEFT
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# AIRPORT/FACILITY DIRECTORY LEGEND

## SAMPLE

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<thead>
<tr>
<th>CITY NAME</th>
<th>AIRPORT NAME</th>
<th>ALTERNATE NAME</th>
<th>LTS(KLTS)</th>
<th>CIV/MIL.</th>
<th>3 N UTC(-6,-5DT)</th>
<th>N34°41'93&quot; W99°20'20&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>200 B</td>
<td>TPA—(1000(800)</td>
<td>AOE</td>
<td>LRA</td>
<td>Class IV, ARFF Index A</td>
<td>NOTAM FILE ORL Not insp. MON Airport</td>
</tr>
</tbody>
</table>

## 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

## SERVICE

### Fuel
- 100LL, Jet A, Ox, 1, 3 Lgt Activate MALS Rwy 29, Reil Rwy 11, VASI Rwy 11, HIRL Rwy 11–29, PAPI Rwy 17 and Rwy 35, MIIR Rwy 17–35–CIF. MILITARY—A GEAR E–5 connected on dep end, disconnected on apch end.

### Fluid
- WSP Presair Lox, OIL 0–128 MAINT S1 Mon–Fri 1000–2200Z

### Trans Alert
- Avbl 1300–0200Z svc limited weekends.

## AIRPORT MANAGER
- (580) 481–5739

## WEATHER DATA SOURCES: AWOS—1 120.3 (200) 426–8000, LAWRS.

## COMMUNICATIONS: SFA CTAF 122.8 UNICOM 122.95 ATIS 127.25 273.5 (200) 426–8003 PTD 372.2

## NAME FSO (ORL) or apt. 123.65 122.65 122.2

## NAME RCO 112.2T 112.1R (NAME RADIO)

## TOWER 119.65 255.6 (1200–0400Z) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55 CPDLC D–HWRX, D–TAXI, DCLG (LOGON KMEM)

## NAME COM POST (GERONIMO) 311.0 321.4 6761 PM5S METRO 239.8 NAME OPS 257.5

## AIRSPACE
- CLASS B See VFR Terminal Area Chart.

## VOR TEST FACILITY (VOT): 116.7

## RADIO AIDS TO NAVIGATION: NOTAM FILE ORL VHF/DF etc FSS.

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

## WATERWAY 15–35 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 required to comply the twr.

---

*All bearings and radials are magnetic unless otherwise specified. All mileages are nautical unless otherwise noted.*

*All times are Coordinated Universal Time (UTC) except as noted. All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.*

*The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).*

AK, 11 JUL 2024 to 5 SEP 2024
AIRPORT/FACILITY DIRECTORY LEGEND

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 Stopways

MICROBASE AND CULTURAL FEATURES
- Buildings
- Power Lines
- Towers
- Wind Turbine
- Tanks
- Oil Well
- Smoke Stack
- Obstruction
- Controlling Obstruction
- Trees
- Populated Places
- Cuts and Fill
- Cliffs and Depressions
- Ditch
- Hill

RADIO AIDS TO NAVIGATION
- VORTAC
- VOR
- VOR/DME
- NDB
- TACAN
- NDB/DME
- DME

MICROBASE AND CULTURAL FEATURES
- Airport Beacon
- Wind Cone
- Landing Tee
- Tetrahedron
- Control Tower

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

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

Runway Centerline Lighting

- A Approach Lighting System ALSF-2
- A Approach Lighting System ALSF-1
- SALS/SALSF
- Simplified Short Approach Lighting System (SALS) with RAIL
- Medium Intensity Approach Lighting System (MALS and MALS/ISSALS and SSALS)
- Medium Intensity Approach Lighting System (MALS/R) and RAIL
- Omnidirectional Approach Lighting System (ODALS)
- Navy Parallel Row and Cross Bar
- Air Force Overrun
- Visual Approach Slope Indicator with Standard Threshold Clearance provided
- Pulsating Visual Approach Slope Indicator (PVASI)
- Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft
- Tri-color Visual Approach Slope Indicator (TRCV)
- 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 operations. 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 "0".

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

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

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

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

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

8. **CHARTS**

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

9. **INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS**

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

10. **AIRPORT SKETCH**

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

11. **ELEVATION**

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

12. **ROTATING LIGHT BEACON**

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

13. **TRAFFIC PATTERN ALTITUDE**

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

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

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

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

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

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCS) 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**

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

- **Type of Air Carrier Operation**
  - **Class I**
  - **Class II**
  - **Class III**
  - **Class IV**

### AIRPORT CLASSIFICATIONS

<table>
<thead>
<tr>
<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>&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>≥90’, &lt;126’</td>
<td>≥5</td>
<td>Index A + 1500 gal H₂O</td>
</tr>
<tr>
<td></td>
<td>≥126’, &lt;159’</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>≥159’, &lt;200’</td>
<td>&lt;5</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>≥126’, &lt;159’</td>
<td>≥5</td>
<td>Index A + 3000 gal H₂O</td>
</tr>
<tr>
<td></td>
<td>≥159’, &lt;200’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>≥159’, &lt;200’</td>
<td></td>
<td>Index A + 4000 gal H₂O</td>
</tr>
<tr>
<td></td>
<td>≥200’</td>
<td>&lt;5</td>
<td></td>
</tr>
<tr>
<td>E</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.nas.faa.gov](https://pilotweb.nas.faa.gov). Military NOTAMs are available using the Defense Internet NOTAM Service (DINS) at [https://www.notams.faa.gov](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 insp. 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 runways.
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
(APHL)—Asphalt
(CONC)—Concrete
(DIRT)—Dirt
(GRVL)—Gravel, or cinders
(MATS)—Pierced steel planking, landing mats, membranes
(PFCS)—Porous friction courses
(PSP)—Pierced steel plank coat
(RFSC)—Rubberized friction seal coat
(SAND)—Sand
(TURF)—Turf
(TRMD)—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=Dual, D=Triple and Q=Quadruple:

CURRENT | NEW | NEW DESCRIPTION
---|---|---
S | S | Single wheel type landing gear (DC3), (C47), (F15), etc.
D | D | Dual wheel type landing gear (BE1900), (B737), (A319), etc.
T | D | Dual wheel type landing gear (P3, C9).
ST | 2S | Two single wheels in tandem type landing gear (C130).
TRT | 2T | Two triple wheels in tandem type landing gear (C17), etc.
DT | 2D | Two dual wheels in tandem type landing gear (B707), etc.
TT | 2D | Two dual wheels in tandem type landing gear (B757, KC135).
SBTT | 2D/1 | Two dual wheels in tandem/dual wheel body type landing gear (KC10).
None | 2D/2D | Two dual wheels in tandem/two dual wheels in tandem body type landing gear (A340-600).
DDT | 2D/2D2 | Two dual wheels in tandem/two dual wheels in double tandem body type landing gear (B747, E4).
TTT | 3D | Three dual wheels in tandem type landing gear (B777), etc.
TT | D2 | Dual wheel gear two struts per side main gear type landing gear (B52).
TDT | C5 | Complex dual wheel and quadruple wheel combination landing gear (C5).

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

Omission of weight bearing capacity indicates information unknown.

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

Details of the coded format are as follows:

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

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

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

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

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

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

RUNWAY LIGHTING

Lights are in operation sunrise to sunset. 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.
HIRL — High Intensity Runway Lights.
RAIL — Runway Alignment Indicator Lights.
REIL — Runway End Identifier Lights.
CL — Centerline Lights.
TDZL — Touchdown Zone Lights.
ODALS — Omni Directional Approach Lighting System.
AF OVRN — Air Force Overrun 1000’ Standard Approach Lighting System.
MALS — Medium Intensity Approach Lighting System.
MALSFL — Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
MALSFLR — 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.
SSALSF — Simplified Short Approach Lighting System with Sequenced Flashing Lights.
SSALSR — Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
ALSFL — High Intensity Approach Lighting System with Sequenced Flashing Lights.
ALSF1 — High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
ALSF2 — High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
SF — Sequenced Flashing Lights.
OLS — Optical Landing System.
WAVE-OFF.

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

VISUAL GLIDESLOPE INDICATORS

AP — 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 — Pulsering/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, 11 JUL 2024 to 5 SEP 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

VASI—Visual Approach Slope Indicator

V2L 2-box VASI on left side of runway
V2R 2-box VASI on right side of runway
V4L 4-box VASI on left side of runway
V4R 4-box VASI on right side of runway

V6L 6-box VASI on left side of runway
V6R 6-box VASI on right side of runway
V12 12-box VASI on both sides of runway
V16 16-box VASI on both sides of runway

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

PILOT CONTROL OF AIRPORT LIGHTING

<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: Pol. Rgt tcf. 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 tcf”—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 other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet. Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold–short operations and markings.

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–DIRECTONAL 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, 1/4 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

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

FOREIGN CABLE

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>44B–3H</td>
<td>Rotary Hydraulic (Water Brake)</td>
</tr>
<tr>
<td>CHAG</td>
<td>Chain</td>
</tr>
</tbody>
</table>

UNI–DIRECTIONAL BARRIER

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MA–1A</td>
<td>Web barrier between stanchions attached to a chain energy absorber.</td>
</tr>
<tr>
<td>BAK–15</td>
<td>Web barrier between stanchions attached to an energy absorber (water</td>
</tr>
<tr>
<td></td>
<td>squeezer, rotary friction, chain). Designed for wing engagement.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System, located beyond the departure end of</td>
</tr>
<tr>
<td></td>
<td>the runway, consisting of high energy absorbing materials which will crush</td>
</tr>
<tr>
<td></td>
<td>under the weight of an aircraft.</td>
</tr>
</tbody>
</table>

23 SERVICE

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.

<table>
<thead>
<tr>
<th>CODE</th>
<th>FUEL</th>
<th>FUEL</th>
<th>CODE</th>
<th>FUEL</th>
<th>FUEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Grade 100 gasoline (Green)</td>
<td>J5 (JP5)</td>
<td></td>
<td>(JP–5 military specification) Kerosene</td>
<td></td>
</tr>
<tr>
<td>100LL</td>
<td>100LL gasoline (low lead) (Blue)</td>
<td>(JP–8 military specification) Jet A–1, Kerosene</td>
<td></td>
<td>with FS–II*, Cl/LI#, SDA##, FP** minus 47°C.</td>
<td></td>
</tr>
<tr>
<td>A++100</td>
<td>Jet A, Kerosene, with FS–II*, Cl/LI#, SDA##, FP** minus 40°C, with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.</td>
<td>J (Jet Fuel Type Unknown)</td>
<td></td>
<td>with +100 fuel additive that improves thermal stability characteristics of kerosene jet fuels.</td>
<td></td>
</tr>
<tr>
<td>A1</td>
<td>Jet A–1, Kerosene, without FS–II*, FP** minus 47°C.</td>
<td>MOGAS (Automobile gasoline which is to be used as aircraft fuel.</td>
<td>UL91</td>
<td>Unleaded Grade 91 gasoline</td>
<td></td>
</tr>
<tr>
<td>A1+</td>
<td>Jet A–1, Kerosene with FS–II*, FP** minus 47°C.</td>
<td></td>
<td>UL94</td>
<td>Unleaded Grade 94 gasoline</td>
<td></td>
</tr>
<tr>
<td></td>
<td>*(Fuel System Icing Inhibitor) **(Freeze Point)     # (Corrosion Inhibitors/Lubricity Improvers) ## (Static Dissipator Additive)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

**OXGEN—CIVIL**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>OX 1</td>
<td>High Pressure</td>
</tr>
<tr>
<td>OX 2</td>
<td>Low Pressure—Replacement Bottles</td>
</tr>
<tr>
<td>OX 3</td>
<td>High 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>Type</th>
<th>AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire</th>
<th>DC: 28v, 1500 amp, 72 kw (with TR pack)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/M32A–66</td>
<td>AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire</td>
<td>DC: 28v, 500 amp, 14 kw</td>
</tr>
<tr>
<td>MC–1A</td>
<td>AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>DC: 28v, 1500 amp, 45 kw, split bus</td>
</tr>
<tr>
<td>MD–3A</td>
<td>AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>DC: 28v, 1500 amp, 45 kw, split bus</td>
</tr>
<tr>
<td>MD–3M</td>
<td>AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire</td>
<td>DC: 28v, 500 amp, 15 kw</td>
</tr>
<tr>
<td>MD–4</td>
<td>AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, “WYE” neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, “DELTA” 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire</td>
<td></td>
</tr>
</tbody>
</table>

**AIR STARTING UNITS**

<table>
<thead>
<tr>
<th>Type</th>
<th>AC: 115/200v, 400 cycle, 3 phase, 30 kw gen</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>Type</th>
<th>AC: 115/200v, 400 cycle, 3 phase, 30 kw gen</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGPU</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>AM32A–60A</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>AM32A–60B*</td>
<td>AIR: 150 +/− 5 lb/min (2055 +/− 68 cfm at 51 +/− 2 psia</td>
</tr>
<tr>
<td>AM32A–60CA</td>
<td>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire</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.*

AK, 11 JUL 2024 to 5 SEP 2024
AIRPORT/FACILITY DIRECTORY LEGEND

USN JASU

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

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

COMBINED AIR AND ELECTRICAL STARTING UNITS:
NCPP–105/RCPT
180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.

ARMY JASU
5982–1B
28v, 7.5 kw, 280 amp.

OTHER JASU

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

AIR STARTING UNITS (DND):
CA2
ASA 45.5 psig, 116.4 lb/min

COMBINED AIR AND ELECTRICAL STARTING UNITS (DND):
CEA1
AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp
AIR 112.5 lb/min, 47 psig

ELECTRICAL STARTING UNITS (OTHER)
C-26
28v 45kw 115–200v 15kw 380–800 Hz 1 phase 2 wire
C-26–B, C-26–C
28v 45kw: Split Bus: 115–200v 15kw 380–800 Hz 1 phase 2 wire
E3
DC 28v/10kw

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

CARTRIDGE:
MXU–4A
USAF

FUEL—MILITARY

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

SUPPORTING FLUIDS AND SYSTEMS—MILITARY

CODE
ADI
Anti–Detonation Injection Fluid—Reciprocating Engine Aircraft.
W
Water Thrust Augmentation—Jet Aircraft.
WAI
Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP
Single Point Refueling.
PRESAIR
Air Compressors rated 3,000 PSI or more.
De–Ice
OXYGEN:
LPOX  Low pressure oxygen servicing.
HPOX  High pressure oxygen servicing.
LHOX  Low and high pressure oxygen servicing.
LOX   Liquid oxygen servicing.
OXRB  Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)
OX   Indicates oxygen servicing when type of servicing is unknown.

NOTE: Combinations of above items is used to indicate complete oxygen servicing available;
LHOXOXRB  Low and high pressure oxygen servicing and replacement bottles;
LOXOXRB  Low pressure oxygen replacement bottles only, etc.

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

NITROGEN:
LPNIT — Low pressure nitrogen servicing.
HPNIT — High pressure nitrogen servicing.
LHNIT — Low and high pressure nitrogen servicing.

OIL—MILITARY
US AVIATION OILS (MIL SPECS):

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

TRANSENT ALERT (TRAN ALERT)—MILITARY
Tran Alert service is considered to include all services required for normal aircraft turn-arounds, 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.
26  AIRPORT/FACILITY DIRECTORY LEGEND

26 MILITARY REMARKS
Joint Civil/Military airports contain both Airport Remarks and Military Remarks. Military Remarks published for these airports are applicable only to the military. Military and joint Military/Civil airports contain only Military Remarks. Remarks contained in this section may not be applicable to civil users. When both sets of remarks exist, the first set is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.
Type of restrictions:
CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.
OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.
AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.
PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJL 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 (SAR) 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.
27 AIRPORT MANAGER
The phone number of the airport manager.
28 WEATHER DATA SOURCES
Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.
ASOS—Automated Surface Observing System. Reports the same as an AWOS–3 plus precipitation identification and intensity, and freezing rain occurrence;
AWOS—Automated Weather Observing System
AWOS-A—reports altimeter setting (all other information is advisory only).
AWOS-AV—reports altimeter and visibility.
AWOS-1—reports altimeter setting, wind data and usually temperature, dew point and density altitude.
AWOS-2—reports the same as AWOS–1 plus visibility.
AWOS-3—reports the same as AWOS–1 plus visibility and cloud/ceiling data.
AWOS-3P reports the same as the AWOS–3 system, plus a precipitation identification sensor.
AWOS-3PT reports the same as the AWOS–3 system, plus precipitation identification sensor and a thunderstorm/lightning reporting capability.
AWOS-3T reports the same as AWOS–3 system and includes a thunderstorm/lightning reporting capability.
See AIM, Basic Flight Information and ATC Procedures for detailed description of Weather Data Sources.
AWOS-4—reports same as AWOS–3 system, plus precipitation occurrence, type and accumulation, freezing rain, thunderstorm and runway surface sensors.
LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.
LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.
SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.
SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.
TDWR—indicates airports that have Terminal Doppler Weather Radar.
WSP—indicates airports that have Weather System Processor.
When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVID 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 aprt.” Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available. FSS’s provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS’s for select non–tower airports or airports where the tower is not in operation.

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

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

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

DEP CON—Departure Control. The symbol ¤ indicates radar departure control.
CLNC DEL—Clearance Delivery.
CPDLC—Controller Pilot Data Link Communication. FANS ATC data communication capability from the aircraft to the ATC Data Link system.
PDC—Pre–Departure Clearance. ACARS-based clearance delivery capability from tower to gate printer or aircraft.
PRE TAXI CLNC—Pre taxi clearance.
VFR ADV SY SVC—VFR Advisory Service. Service provided by Non–Radar Approach Control.
Advisory Service for VFR aircraft (upon a workload basis) etc. APP CON.
COMD POST—Command Post followed by the operator call sign in parenthesis.
PMSV—Pilot-to-Metro Service call sign, frequency and hours of operation, when full service is other than continuous. PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as “WX obsn svc 1900–0000Z” or “other times” may be used when no specific time is given. PMSV facilities manned by forecasters are considered “Full Service”. PMSV facilities manned by weather observers are listed as “Limited Service”.

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

CON
RANGE
FLT FLW—Flight Following
MEDIAC

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” svc 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” svc 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 referenced remarks in the VOR Receiver Check section in the back of this publication.
AIRPORT/FACILITY DIRECTORY LEGEND

29 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 NAVIDAD 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 NAVIDAIs 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 NAVIDAID 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 NAVIDAIDs.

NAVIDAID information is tabulated as indicated in the following sample:

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

| NAME (L) VORW | 117.55 | ABE | N40º43.60’ W75º27.30’ | 180º 4.1 NM to fld. | 1110/8E |

NAVIDAID 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.

| NAME (VL) (L) ABVORTAC | 117.55 | ABE | 122(Y) | N40º43.60’ W75º27.30’ | 180º 4.1 NM to fld. | 1110/8E |

RESTRICTION:

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>1000º 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 NAVIDAID 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 “Y” 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>Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.</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 autorudder 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**  I–ORL Chan 22  Rwy 18  Class IIE  LOM HERNY NDB

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#### FREQUENCY PAIRING TABLE

<table>
<thead>
<tr>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</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>
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</thead>
<tbody>
<tr>
<td>108.10</td>
<td>18X</td>
<td>108.55</td>
<td>22Y</td>
<td>111.05</td>
<td>47Y</td>
<td>114.85</td>
<td>95Y</td>
</tr>
<tr>
<td>108.30</td>
<td>20X</td>
<td>108.65</td>
<td>23Y</td>
<td>111.15</td>
<td>48Y</td>
<td>114.95</td>
<td>96Y</td>
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<tr>
<td>108.50</td>
<td>22X</td>
<td>108.75</td>
<td>24Y</td>
<td>111.25</td>
<td>49Y</td>
<td>115.05</td>
<td>97Y</td>
</tr>
<tr>
<td>108.70</td>
<td>24X</td>
<td>108.85</td>
<td>25Y</td>
<td>111.35</td>
<td>50Y</td>
<td>115.15</td>
<td>98Y</td>
</tr>
<tr>
<td>108.90</td>
<td>26X</td>
<td>108.95</td>
<td>26Y</td>
<td>111.45</td>
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<td>115.25</td>
<td>99Y</td>
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<td>109.10</td>
<td>28X</td>
<td>109.05</td>
<td>27Y</td>
<td>111.55</td>
<td>52Y</td>
<td>115.35</td>
<td>100Y</td>
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<td>109.30</td>
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<td>101Y</td>
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<td>111.75</td>
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<td>115.55</td>
<td>102Y</td>
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<td>30Y</td>
<td>111.85</td>
<td>55Y</td>
<td>115.65</td>
<td>103Y</td>
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<td>109.90</td>
<td>36X</td>
<td>109.45</td>
<td>31Y</td>
<td>111.95</td>
<td>56Y</td>
<td>115.75</td>
<td>104Y</td>
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<td>110.10</td>
<td>38X</td>
<td>109.55</td>
<td>32Y</td>
<td>113.35</td>
<td>80Y</td>
<td>115.85</td>
<td>105Y</td>
</tr>
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<td>110.30</td>
<td>40X</td>
<td>109.65</td>
<td>33Y</td>
<td>113.45</td>
<td>81Y</td>
<td>115.95</td>
<td>106Y</td>
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<td>110.50</td>
<td>42X</td>
<td>109.75</td>
<td>34Y</td>
<td>113.55</td>
<td>82Y</td>
<td>116.05</td>
<td>107Y</td>
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<td>110.70</td>
<td>44X</td>
<td>109.85</td>
<td>35Y</td>
<td>113.65</td>
<td>83Y</td>
<td>116.15</td>
<td>108Y</td>
</tr>
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<td>110.90</td>
<td>46X</td>
<td>109.95</td>
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<td>113.75</td>
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<td>85Y</td>
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<td>113.95</td>
<td>86Y</td>
<td>116.45</td>
<td>111Y</td>
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<td>111.50</td>
<td>52X</td>
<td>110.25</td>
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<td>114.05</td>
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<td>111.90</td>
<td>56X</td>
<td>110.45</td>
<td>41Y</td>
<td>114.25</td>
<td>89Y</td>
<td>116.75</td>
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AIRPORT/FACILITY DIRECTORY LEGEND
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AK, 11 JUL 2024 to 5 SEP 2024


INTENTIONALLY
LEFT
BLANK
ADAK (ADK)(PADK)  O W  UTC–10(–9DT)  N51º53.01´ W176º38.55´

20  B  ARFF Index—See Remarks  NOTAM FILE ADK.

RWY 23: MALS. REIL. PAPI(P4R)—GA 3.5º TCH 53´. RVR–T

RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–7790 TODA–7790 ASDA–6790 LDA–6190

SERVICE: FUEL
JET A1
LGT
ACTVT MALS Rwy 23, REIL Rwy 23, PAPI Rwy 23, HIRL Rwy 05–23—CTAF. Rwy 23 PAPI unusbl byd 7 deg right of cntrln. Rwy 23 MALS nonstd len 600 ft.

Class I, ARFF Index B. ACR ops more than 30 pax seats PPR in writing—Amgr P.O. Box 1952, Adak AK 99546. Volcano 5710 ft MSL 22.3 NM bg 059 degs. Lock brake turns na. 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

RADIO AIDS TO NAVIGATION: NOTAM FILE ADK.

MOUNT MOFFETT ND/B/DME (HW) 530 ADK Chan 87 N51º52.31´ W176º40.56´  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
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 unusbl byd 20º left and 25º right of course. Autopilot coupled apch NA blw 365´ MSL.

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 inf of 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
RCD 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´


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; rcvt visual inspection prior to use. Rwy 01 and 19 lgts, reflective cones and thld markings. Rwy 01–19 heaves and dips full len.

AIRPORT MANAGER: (907) 543-2498
WEATHER DATA SOURCES: AWOS–3P 118.0 (907) 269–2870. (WX CAM)
COMMUNICATIONS: CTAF 122.9

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)  N60°54.47˝ W161°26.10˝
WATERWAY E–W:  5000X300 (WATER)
WATERWAY NW–SE:  5000X500 (WATER)
SEAPLANE REMARKS:  Unattended. No services or dock. Beaching area
adjacent to village. Seaplanes land NW–SE in lagoon, takeoff E–W in
river. 60´ trees at either end of the water landing area. Shoaling in the
landing area. Be aware of possible shallow water. Be alert of arpt tfc NW
of waterway area. River has tidal influence. Be alert of tidal flats involv
landing and beach area. Inspect before landing.
COMMUNICATIONS:  CTAF  122.9
RADIO AIDS TO NAVIGATION:  NOTAM FILE BET.
BETHEL (H) VORTACW  114.1 BET  Chan 88  N60°47.09´
W161°49.46´   043° 13.6 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS:  For a toll free call to Kenai FSS dial

AKIAK  (AKI)(PFAK)  0 SW UTC–9(–8DT)  N60°54.17´ W161°13.84´
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 involv 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) VORTACW  114.1 BET  Chan 88  N60°47.09´
W161°49.46´   054° 18.8 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS:  For a toll free call to Kenai FSS dial
AKUTAN

(7AK)(PAUT) 6 E UTC–9(–8DT) N54º08.68´ W165º36.25´

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)

DUTCH HARBOR NDB/DME (HW) 283 DUT Chan 66 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.

Pilots must ensure visibility of ramp at all times. Important 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/W/DME 117.8 ENM Chan 125 N62º47.08´ W164º29.25´ 213º 8.9 NM to fld. 17/14E.

ALEKNAGIK SPB (Z33) 0 NW UTC–9(–8DT) N59°16.44’ W158°37.42’ 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 N58°59.65’ W158°33.13’ 338° 17.0 NM to fld. 81/15E.

ALEKNAGIK /NEW (5A8) 1 E UTC–9(–8DT) N59°16.95’ W158°37.07’ 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 N58°59.65’ W158°33.13’ 338° 17.5 NM to fld. 81/15E.
ALEKNA GIK MISSION STRIP  (4AK7) PVT  1 NE  UTC–9(–8DT)  N59º16.86´ W158º35.83´

N59º16.86´ W158º35.83´

150  NOTAM FILE
RWY 09–27: 1500X35 (GRVL)
  RWY 09: Tree/bushes.
  RWY 27: Tree/bushes.
RWY 03–21: 1400X25 (GRVL–DIRT)
  RWY 21: Hill.
AIRPORT REMARKS: Unattended. No maintenance, unusable during winter months. Climb out from rwy very steep.
AIRPORT MANAGER: 907-242-4173
COMMUNICATIONS: CTAF 122.9

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

25  NOTAM FILE DLG
RWY 11–29: 1250X50 (TURF–GRVL)
  RWY 11: Trees.
  RWY 29: Trees.
RWY 18–36: 850X40 (GRVL–DIRT)
  RWY 18: Trees.
  RWY 36: Trees.
AIRPORT REMARKS: Unatndd. Rwys not maintained; recommend prior inspection before use. Rwy 18–36 has 7´ trees growing in the center of the rwy midfield. Rwy unusable for fixed wing actt. Rwy 11 forest with 32´ trees 0´ from threshold. Rwy 36 forest across entire apch up to 0´ of threshold. No rwy markings either rwy. Rwy 11–29 is very rough and overgrown with brush and trees. Rwy 11–29 sfc consists of a narrow ATV trail and undulating tundra which slopes downhill towards north. Rwy 18–36 surface is very uneven and occasionally very soft. Rwy 18–36 used as an ATV camping site. Rwy 18–36 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 (6A8)(PFAL) 1 SSE UTC–9(–8DT) N66°33.11’ W152°37.33’

FAIRBANKS
H–1A, L–4I
IAP

441 B 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. Rot bcn may not be observed from northern quadrants at low altitudes.

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 124.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.

BETTLES (H) (H) VOR/DME 116.0 BTT Chan 107 N66°54.30’ W151°32.15’ 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) N63°59.71’ W145°43.20’

ANCHORAGE
H–1B, L–3B, 3E
DIAP

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(PAL)—GA 3.0º TCH 76’.

RWY 28: REIL. PAPI(PAL)—GA 3.0º TCH 74’.

RWY 07–25: H4057X88 (ASPH) PCN 42 F/A/W/T MIRL

RWY 25: Rgt tlc.

SERVICE: FUEL, J8 FUEL J8: Civ fuel na.

LGT ACTVT PAPI Rwy 01, 19, 10 and 28; HIRL Rwy 01–19 and 10–28; MIRL Rwy 07–25—CTAF.

JASU CE 13, CA 1


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 hols; other times CLASS E

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE BIG.

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

VOR unusable:
055°–080° byd 15 NM blo 7,000′
260°–279° byd 10 NM

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

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


ALPINE AIRSTRIP (See NUIQSUT on page 185)

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

ALSEK RIVER (See YAKUTAT on page 266)

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(PAR)—GA 3.0′ TCH 25′. Trees.
RWY 19: Trees.
RWY 10–28: 2400X60 (GRVL–DIRT) MIRL 1.1% up W
SERVICE: LGT ACTIVATE PAPI Rwy 01; MIRL Rwy 01–19 and Rwy 10–28; windsock lghts—CTAF. ACTIVATE rotating bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy conditions not monitored, recommend visual inspection prior to using. Caribou invof rwns. 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 surface has crowns in center and no line of sight between rwy ends. Rwy 10–28 slopes uphill east to west approximately 80′.

AIRPORT MANAGER: 907-442-3147

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

COMMUNICATIONS: CTAF 122.7

ANCHORAGE CENTER APP/DEP CON 119.2

RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.

KOTZEBU (H) (H) VOR/DME 115.7 OTZ Chan 104 N66°53.14′
W162°32.40′ 066° 111.1 NM to fld. 121/15E.

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


AMERICAN CREEK (ØA) O N UTC–9(–8DT) N65°06.24′ W151°10.63′

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 invof rwy, recommend flyby before ldg. No line of sight between rwy ends. Rocks up to 6″ in diameter.

COMMUNICATIONS: CTAF 122.9
ANAKTUUVUK PASS  (AKPK)(AKP)  0 SE  UTC—9(–8DT)  N68º08.02´ 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 Rwys 02 and 20, and rotating bcn—CTAF.
AIRPORT REMARKS: Attended continuously. Rwy 02–20 ALERT: Lctd in valley, high trrn all quads, exp turb wind, rcmd visual insp prior to use.
Cold temperature airport. Altitude correction required at or below –2C.
AIRPORT MANAGER: (907) 852-0489
WEATHER DATA SOURCES: AWOS–3P 135.75 (907) 661–3020. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
ANCHAKTUUVUK PASS RCO 122.15 (FAIRBANKS RADIO)
® ANCHORAGE CENTER APP/DEP CON 124.6 352.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.
BETTLES (H) (H) VORW/DME 116.0  BTT Chan 107  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) VORW/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
ALASKA

BOLD (A13)  30 ENE  UTC–9(–8DT)  N61°20.48´  W148°59.93´
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) VORTACW  112.5  BGQ  Chan 72  N61°34.17´
W149°58.03´  097º 31.1 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230º–245º byd 38 blo 8,000´
DME unusable:
230º–245º byd 38 blo 8,000´


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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 tflc.
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´  O78º 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´


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CAMPBELL LAKE SPB (A11)  3 SW  UTC–9(–8DT)  N61°07.98´  W149°56.51´
20  NOTAM FILE A11
WATERWAY 06W–24W: 4000X200 (WATER)

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

AK, 11 JUL 2024 to 5 SEP 2024
FLYING CROWN (AK12) PVT 6 S UTC–9(–8DT) N61°06.40´ W149°51.86´

150 NOTAM FILE Not insp.
R WY 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 rcmd 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/DME 113.15 TED Chan 78(Y)
  N61°10.07´ W149°57.61´ 125º 4.6 NM to fld. 92/18E.

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

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


LAKE HOOD (LHD) PALH (ANG) 3 SW UTC–9(–8DT) N61°11.20´ W149°57.92´

79 TPA—See Remarks NOTAM FILE LHD
R WY 14–32: 2200X75 (GRVL–DIRT) MIRL
  R WY 14: Tree.
  R WY 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
  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 tfc 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. Tfty 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
  Spenard from Canal eastward 1500´ not visible from twr, Twy V PCL
  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)

® ANCHORAGE APP/DEP CON 119.1 363.2
  TOWER 126.8 (907–245–5432)
  CLNC DEL 119.4

AIRSPACE: CLASS D.

CONTINUED ON NEXT PAGE
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE (H) (H) VOR/DME 113.15 TED Chan 78(Y) N61°10.07´ W149°57.61´ 334° 1.1 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.

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. VASIS(V2L)—GA 3.75° TCH 43´. Pole. Rgt tfc.

Rwy 16–34:  H2640X75 (ASPH)  S–20  MIRL  0.3% up N

Rwy 05–23:  H2000X60 (ASPH–GRVL)
  Rwy 05:  Tree.
  Rwy 23:  Road.

Service:  S4  fuel  100, JET A  OX  2, 4  LGT Actvl 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 bfn 0700–1600Z‡.

Airport Remarks:  Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended Mon–Fri 0700–1630Z‡. Rwy 05–23 paved first 60 ft remaining sfc composition is gravel and used seasonally as a snow runway. Recommended ski equip act to minimize wheel rutting. Helipad locid 2OK. Rwy 05 paved first 60 ft. 1–8 ft snow berms adj to rwys and twys durg winter. Birds & seagulls on & inv of arpt. Act if in nonmovement area must ctc gnd ctln prior to taxi. All rwy and twy lgs nrstd height. Portions of Twy C bfn Twy S and Twy N, and portions of Twy Q not vis fm twr. Twy B south of Twy M, Twy G bfn Twy N and Rwy 05–23, Twy Q east of Twy C and all scs south of Rwy 05–23 uncontrolled. PPR for act on 14kt or less 3,500 ft MSL, act if greater than 105 kts 1,200’ MSL. Compass rose avbl with prior cnf Merrill Field ATCT. Overflight of arpt bdgs, fuel pumps, personnel, and/or parked act is prohibited blw 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:  CTA  126.0  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/DME  113.15  TED Chan 78(Y)  N61º10.07´ W149º57.61´  033° 4.3 NM to fld. 92/18E.
VOR unusable:
  041°–091° byd 25 NM bfo 15,000’
  091°–096° byd 20 NM bfo 15,000’
  096°–121° byd 25 NM bfo 12,500’
  121°–146° byd 25 NM bfo 9,000’
DME unusable:
  041°–091° byd 25 NM bfo 15,000’
  091°–096° byd 20 NM bfo 15,000’
  096°–121° byd 25 NM bfo 12,500’
  121°–146° byd 25 NM bfo 9,000’
  196°–206° byd 25 NM bfo 3,500’
  206°–211° byd 25 NM bfo 4,000’
  211°–221° byd 25 NM bfo 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) N61º11.34´ W149º49.31´

140 NOTAM FILE Not insp.

HELIPAD H1: H60X60 (ASPH) MIRL

SERVICE: LGT H1 flood lights.

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

AIRPORT MANAGER: 907-212-2350

COMMUNICATIONS: CTAF 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) VOR/DME 113.15 TED Chan 78(Y)
N61º10.07´ W149º57.61´ 054º 4.2 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´


SIXMILE LAKE (AA06) PVT 2 NE UTC–9(–8DT) N61º17.38´ W149º48.37´

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)  N61º10.45´  ANCHORAGE
W149º59.89´

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/2D2–1300
PCN 81 F/A/W/T  HIRL  CL

RWY 07R: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 72’. RVR–TM Rgt tfc.

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

RWY 15–33: H10865X200 (ASPH–GRVD)  S–75, D–175, 2S–175, 2D–175, 2D–400, 2D/2D2–1300
PCN 81 F/A/W/T  HIRL  CL

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

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

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–10800  LDA–10000


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

SERVICE: S4

FUEL

100, 100LL, JET A, A1

OX

1, 2, 3, 4

NOISE:

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

AIRPORT REMARKS:

Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended continuously. Birds inov arpt
Spring–Fall. ASSC in use; opr parrot with all rprtg mode and ADS–B if equipped enabled on arpt scfs. Non–radio night ops NA; Non–parrot ops 1 hr PPR; Non–radio ops PPR; must prvd ETA and remain wi 15 min–ATCT 907–271–2800 wkdays 1630–0100Z‡; aft hr and hol–FAA 907–271–5936. No nighttime non–radio actv ops permitted. Tsnt ml PPR. NOTE:

Twy K is north of and parallel to Rwy 07L–25L. Use caution to avoid ldg on twy. When Rwy 07R–25L or Rwy 15–33 are CLOSED, Rwy 07L–25R open to all acft.

NOTE: Twy K is north of and parallel to Rwy 07R–25R/L. Use caution to avoid ldg on twy. When Rwy 07R–25L or Rwy 15–33 are CLOSED, Rwy 07L–25R open to all acft. FAA ramp PPR with ANC FIFO Mon–Fri 1500–2330Z‡—135.85 or 907–271–2414 or AVN 405–954–9780. R turn out of ramp prkg R–2 thru R–4 NA. General aviation ops be alert, jet blast all twys and parking ramp. Rwy 07R: back taxi fm Twy J for dep NA. Compass clbr pad N/A. 489’ unlgtd twr 2.5 mi NE. Ptns of Twy K btn Twy H and Twy J not vis fm ATCT. Twy V, svc ctc APP

CONTINUED ON NEXT PAGE
CONTINUED FROM PRECEDING PAGE

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) N61º10.07’ W149º57.61’ 271º 1.2 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’

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

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

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


ANCHORAGE N61º10.07’ W149º57.61’ NOTAM FILE ANC.

(H) (H) VOR/W/DME 113.15 TED Chan 78(Y) 334º 1.1 NM to Lake Hood. 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’

RCO 122.3 122.55 (KENAI RADIO)

RCO 122.2 (KENAI RADIO)

ANDERSON

TISCHNER AIR (2AN) 6 S UTC–9(/–8DT) N64º15.27’ W149º11.52’ FAIRBANKS

647 NOTAM FILE Not insp.

R WY 02–20: 1520X70 (DIRT)

R WY 02: Rgt tfc.

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

AIRPORT MANAGER: 907-354-4120

COMMUNICATIONS: CTAF 122.9


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

00 NOTAM FILE AGN
WATERWAY NW–SE: 10000X900 (WATER)
SEAPLANE REMARKS: Unattended. Exposed rocks in ldg area at low tide.
Boats use seaplane float. Small boat traffic in landing area. Damaged and unreliable wind sock.
AIRPORT MANAGER: 907-465-4512
WEATHER DATA SOURCES: AWOS–3P (907) 788–3120. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RCO 122.4 (SITKA RADIO)
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.

CONTINUED ON NEXT PAGE
WEATHER DATA SOURCES: AWOS–3P 124.3 (907) 675–4282. (WX CAM)
COMMUNICATIONS: CTAF 122.1
RCO 122.45 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 251.05 118.15
CLNC DEL 118.15

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

RADIO AIDS TO NAVIGATION: NOTAM FILE ANI.

NDB (HW) 359  ANI  N61º35.41´ W159º35.87´ 095º 1.6 NM to fld. 88/14E.
ILS/DME 109.7 I–ANI Chan 34 Rwy 11. Class IA.

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

ANNETTE

ANNETTE ISLAND  (ANN)(PANT) PVT  0 N UTC–9(–8DT)  N55º02.54´ W131º34.25´

119  NOTAM FILE ANN

RWY 12–30: H7493X150 (ASPH)

RWY 12: Rgt tfc.

RWY 02–20: 5709X150 (GRVL)

RWY 02: Trees brush. Rgt tfc.

RWY 20: Trees brush.

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

AIRPORT MANAGER: 907-886-4441

COMMUNICATIONS: CTAF 122.9

RCO 122.4 (KETCHIKAN RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

(V) (H) VOR/DME 117.1  ANN Chan 118  N55º03.62´ W131º34.70´ 146º 1.1 NM to fld. 184/21E.

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

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

NICHOLS NDB  (HW) 266  ICK  N55º04.24´ W131º36.30´ 128º 2.1 NM to fld. 119/18E.

COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.
TAMGAS HARBOR SPB (Z43) 2 NE UTC–9(–8DT) N55°04.08´ W131°33.42´

WATERWAY NW–SE: 10560X1500 (WATER)

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

AIRPORT MANAGER: (907) 886-4011

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

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

VOR unusable:
- 00º–100º byd 11 NM blo 12,000´
- 00º–100º byd 15 NM
- 00º–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:
- 00º–100º byd 11 NM blo 12,000´
- 00º–100º byd 15 NM
- 00º–100º byd 9 NM blo 6,500´
- 120º–130º byd 37 NM blo 6,000´
- 290º–320º byd 32 NM blo 7,000´
- 290º–320º byd 37 NM blo 9,000´
- 345º–000º byd 20 NM

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

ANVIK

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

297 B NOTAM FILE ANV

Rwy 17–35: 4000X75 (GRVL) MIRL


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 N62°38.49´ W160°11.12´ at fid. 31B/15E.

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

52 NOTAM FILE ANV

WATERWAY E–W: 2000X500 (WATER)

SEAPLANE REMARKS: Unattended. No services or dock. Boats park in beaching area. Operating area in Anvik River.

COMMUNICATIONS: CTAF 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ANV.

NDB (HW) 365 ANV N62°38.49´ W160°11.12´ 313° 1.0 NM to fld. 318/15E.


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

2092 B NOTAM FILE ARC

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

RWY 20: REIL. PAPI(P4L)–GA 3.0º 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 122.9

FORT YUKON RCO 122.05 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 135.0 225.4

RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.

FORT YUKON (H) (H) VORTAC 114.4 FYU Chan 91 N66°34.46´ W145°16.60´ 336° 93.0 NM to fld. 449/20E.

VOR unusable:

001°–360° byd 15 NM

249°–259° byd 10 NM bld 4,900´

TACAN AZIMUTH unusable:

280°–300° byd 35 NM bld 2,500´

DME unusable:

280°–300° byd 35 NM bld 2,500´


ATIGUN N68°09.01´ W149°24.39´

RCO 122.6 (FAIRBANKS RADIO)

POINT BARROW H–1B, L–4I

IAP
ATKA (AKA/PAAK) 2 N UTC–10(–9DT) N52º13.24´ W174º12.37´

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 N51º52.31´ W176º40.56´ 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
115º–155º byd 27 NM
155º–225º
225º–290º byd 27 NM
290º–340º
340º–055º byd 20 NM


ATMAUTLUAK (4A2) 0 NE UTC–9(–8DT) N60º52.07´ W162º16.46´

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) VORTAC 114.1 BET Chan 88 N60º47.09´ W161º49.46´ 277º 14.1 NM to fld. 105/14E.

ATQASUK EDWARD BURNELL SR MEML (ATQ)(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 30º.
RWY 25: REIL. PAPI(P2L)—GA 3.0º TCH 30º.
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/DME 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)

BARANOF WARM SPRINGS FLOAT AND SEAPLANE FLOAT SPB (BNF) 0 SE UTC–9(–8DT) N57°05.33’ JUNEAU
W134°49.99’
00 NOTAM FILE SIT
WATERWAY E–W: 10000X1000 (WATER)
SEAPLANE REMARKS: Unattended. Dock. High terrain surrounding landing zone. Occasional turbulent wind and wind shear at low elevation. Opr area in Warm Springs Bay. Strong current from waterfall shoves planes into vessel float, very dangerous at certain tides. Boats may be tied to SPB dock/float ramp.
AIRPORT MANAGER: (907) 747-3439
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.
MOUNT EDGECUMBE NDB (MHV) 414 IME N57º02.84’
W135°21.95’ 062º 17.6 NM to fld. 19/20E.
NDB unusable:
320º–140º byd 15 NM blo 6,000’
COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS call 1–907–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

BARROW N71°16.41’ W156°47.29’ NOTAM FILE BRW.
(H) (H) VOR/DME 116.2 BRW Chan 109 57/10E.
RCO 122.2 122.6 123.6 (FAIRBANKS RADIO)
BARTER ISLAND (BTI)(PABA) 1 NNE UTC–9(–8DT) N70°06.79′ W143°39.22′

55  B  NOTAM FILE BTI
RWY 07–25: 4500X100 (GRVL) MIRL
    RWY 07: REIL. PAPI(P2L)—GA 3.0º TCH 31´. Road.
    RWY 25: REIL. PAPI(P2L)—GA 3.0º TCH 30´.
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
WEATHER DATA SOURCES: AWOS–3P
COMMUNICATIONS: CTAF 123.8
BARTER ISLAND RCO 122.0 (DEADHORSE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.
DEADHORSE (H) (H) VORW/DME 113.9 SCC Chan 86 N70°11.95′ W148°24.97′ 074º 97.6 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′

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

00  NOTAM FILE JNU
WATERWAY NW–SE: 10000X4000 (WATER)
SEAPLANE REMARKS: Unattended. 1 May–16 Sept, 3 hr docking limit, 17 Sept–30 Apr, 10 day docking limit. Wind indicator located on ferry terminal. Seaplane float exposed to westerly seas.
AIRPORT MANAGER: 907-697-2230
COMMUNICATIONS: CTAF 122.5

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

143  NOTAM FILE OME
RWY 16–34: 2000X60 (GRVL–DIRT) 0.3% up N
    RWY 16: Brush.
    RWY 34: Brush.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy soft during rainy season. Tall grass on rwy.
AIRPORT MANAGER: 907-443-2586
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.
NOME (H) (H) VORW/DME 115.0 OME Chan 97 N64°29.11′ W165°15.19′ 343º 11.7 NM to fld. 95/11E.
**BEAR CREEK 3** (Z48)  3 W UTC–9(–8DT)  N63°34.30´ W156°08.64´

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 invol 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 5ε. Land Rwy 15, takeoff Rwy 33. Additional 17ε on either side low brush and softer ground.

**COMMUNICATIONS:** CTAF 122.9

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

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**BEAR LAKE**

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

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

**AIRPORT MANAGER:** 907-283-4117

**COMMUNICATIONS:** CTAF 122.9

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

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

VOR unusable:

094ε–129ε byd 30 NM blo 9,000´

164ε–199ε byd 20 NM blo 14,000´

164ε–199ε byd 35 NM

349ε–009ε blo 10,000´

349ε–009ε blo 15 NM

TACAN AZIMUTH unusable:

094ε–129ε byd 30 NM blo 9,000´

164ε–199ε byd 20 NM blo 14,000´

164ε–199ε byd 35 NM

269ε–279ε byd 20 NM

DME unusable:

094ε–129ε byd 30 NM blo 9,000´

164ε–199ε byd 20 NM blo 14,000´

164ε–199ε byd 35 NM

269ε–279ε byd 20 NM

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

#### BEAVER (WBQ/PAWB)  0 N UTC–9(–8DT)  N66º21.73´ W147º24.39´

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

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

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

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

**COMMUNICATIONS:** CTAF 122.9

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

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#### 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.

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#### BELL ISLAND HOT SPRINGS SPB (KBE) PVT  0 SW UTC–9(–8DT)  N55º55.74´ W131º34.30´

| WATERWAY NE–SW: | 10600X2600 (WATER) |

**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.
ALASKA

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 ACTVT MIRL Rwy 01–19 and Rwy 09–27—CTAF.

AIRPORT MANAGER: 907-777-8300
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.

ANCHORAGE (H) VORW/DME ANCHORAGE (H) (H) VORW/DME 113.15 TED Chan 78(Y)
N61°10.07´ W149°57.61´ 253° 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)
BETHEL

**BETHEL (BET/PABE) 3 SW UTC–9(–8DT) N60°46.71´ W161°50.23´**

129  B  ARFF Index—See Remarks  NOTAM FILE BET

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

PCN 31 F/C/Y/T HIRL  0.4% up SW

RWY 01L: MALSR. VASI(4VL)—GA 3.0º TCH 39´. RVR–T

RWY 19R: MALSR. VASI(4VL)—GA 3.0º TCH 52´. RVR–T

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

RWY 01R: REIL. PAPI(4L)—GA 3.0º TCH 31´.

RWY 19L: REIL. PAPI(4L)—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**

When ATCT clsd ACTVT

HIRL Rwy 01L–19R, 01R–19L; twy lights—CTAF. ACTVT

MALSR Rwy 01L and 19R; REIL Rwy 01R and 19L; VASI Rwy 01L and 19R; PAPI Rwy 01R and 19L—CTAF.

**AIRPORT REMARKS:**


bl durg maint duty hr. Aft hr svc 

PPR in writing—amgr. Rwy 12–30 495 ft asph Rwy 30 end; rmng grvl. Psnl and eqpt may be on the rwy any time. 

Self–serv fuel NA; fuel svc charge aft 0300Z‡.

Class I, ARFF Index B. Clsd to acr ops with more than 30 pax seats unless 

PPR approved in writing by amgr—Box 505, Bethel, AK 99559. Rwy 01R–19L sked and unskd acr ops with more than 30 pax seats NA. 

W 1200 ft clsd to acft over 12500 lbs GWT Apr–Nov. Arpt sand smaller gradation than FAA rcmnd/See AC150/5200–30. Tsnt prkg W end of the S 

ramp mrkd by green cones. Rwy 01L and Rwy 19R touchdown RVR avbl 1600–0500Z‡ 1 Nov–30 Mar; 1 Apr–31 Oct 

1600–0700Z‡. NWS bln launch fac on arpt—see inside back cvr for ops dtls. Lock wheel turns NA all sfcs.

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

**WEATHER DATA SOURCES:** ASOS 139.45 (907) 543–5475. (WX CAM)

**COMMUNICATIONS:** CTAF 118.7 ATIS 119.8

RCO 118.7 122.2 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 125.2

TOWER 118.7  (1600–0700Z‡ 1 Apr–31 Oct; 1600–0500Z‡ 1 Nov–31 Mar)

GND CON 121.7

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

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

(H) (H) VORTAC 114.1 BET Chan 88  N60°47.09´ W161°49.46´ at fld. 105/14E.

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

ILS/DME 111.5 I–BET Chan 52  Rwy 19R. Class I E.

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

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**BETHEL SPB (Z59) 0 S UTC–9(–8DT) N60°46.92´ W161°44.59´**

15  NOTAM FILE ENA

**WATERWAY NE–SW: 3000X500 (WATER)**

**SERVICE:**

S2  FUEL  100, 100LL

**SEAPLANE REMARKS:** Unattended. Fuel located at Bethel arpt


**COMMUNICATIONS:** CTAF 118.7

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

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

**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1–866–864–1737.
HANGAR LAKE SPB (Z58)  1 NE UTC–9(–8DT)  N60°48.27´ W161°43.24´

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

BETTLES (BTT)(PABT)  0 N UTC–9(–8DT)  N66°54.84´ W151°31.74´
647  B  NOTAM FILE BTT
RWY 02–20: 5190X150 (GRLV)  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 A1+ LGT
LGT ACTVT MALS Rwy 02; VASI
Rwy 02 and 20; MIRL Rwy 02–20; CTAF. ACTVT bcn SR–SS—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior
to lndg. Float plane ops 2 mi SE. Winter snow removal—CTAF. Fuel
port. Altitude correction
required at or below –45C.
AIRPORT MANAGER: (907) 451-5280
WEATHER DATA SOURCES: ASOS
COMMUNICATIONS: CTAF 122.9
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE BTT.
(H) (H) VOR/DME 116.0  BTT Chan 107  N66°54.30´  W151°32.15´  at fld. 637/20E.
VOR AZIMUTH & DME unusable:
047°–077° byd 24 NM
EVANSVILLE NDB (HW) 391  EAV  N66°53.59´ W151°33.82´  013° 1.5 NM to fld. 20E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516. Wx obs avbl–Bettles wx on CTAF or
907–692–5533.

WATERWAY 14W–32W: 4100X200 (WATER)

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

BEAVER LAKE SPB (D71)  4 NE UTC–9(–8DT)  N61°34.51′ W149°50.86′  ANCHORAGE
150  NOTAM FILE ENA
WATERWAY 01W–19W: 5000X400 (WATER)
SEAPLANE REMARKS: Unattended. Public access to SW lake shore and ltd public access to NE lake shore. No svc of any type avbl to tran acft. Watch for personal watercraft.
AIRPORT MANAGER: 907-892-7575
COMMUNICATIONS: CTAF/UNICOM 122.8

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

BROCKER LAKE SPB (6A7)  3 SE UTC–9(–8DT)  N61°28.91′ W149°46.39′  ANCHORAGE
100  NOTAM FILE ENA
WATERWAY ALL–WAY: 1200X100 (WATER)
SEAPLANE REMARKS: Unattended. 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′  ANCHORAGE
180  NOTAM FILE ENA
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 BGO Chan 72  N61°34.17′ W149°58.03′ 119° 1.2 NM to fld. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000’
DME unusable:
230°–245° byd 38 blo 8,000’
BIG LAKE
N61°34.17’ W149°58.03’ NOTAM FILE ENA.
(H) (H) VORTACW 112.5 BGQ Chan 72 119° 1.2 NM to Jones Landing. 179/19E.
TACAN AZIMUTH unusable:
230°–245° byd 38 blo 8,000’
DME unusable:
230°–245° byd 38 blo 8,000’

BIG MOUNTAIN
(37AK)(PABM) AF 3 SW UTC–9(–8DT) N59°21.67’ W155°15.53’
663 NOTAM FILE ILO Not insp.
RWY 07–25: 4200X145 (GRVL)
AIRPORT REMARKS:
AIRPORT MANAGER:
907–552–8757

BIORKA ISLAND
N56°51.56’ W135°33.08’ NOTAM FILE SIT.
(H) (H) VORTACW 113.8 BKA Chan 85 009° 12.9 NM to Sitka Rocky Gutierrez. 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’
RCO 122.3 (SITKA RADIO)
BIRCH CREEK (Z91) 1 NNW UTC–9(–8DT) N66º16.47´ W145º49.09´
440 B NOTAM FILE FAI
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) VORTAC N114.4 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´
83 B NOTAM FILE BCV
RWY 02L–20R: H4012X100 (ASPH) MIRL 0.4% up S
   RWY 02L: Trees.
   RWY 02R–20L: H1802X50 (ASPH–GRVL) 0.3% up S
   RWY 20L: Rgt tflc.
SERVICE: S4 FUEL 100LL LGT ACTIVATE VASI Rwy 20R, MIRL Rwy 02L–20R—CTAF. Rwy 20R key mike 7 times for VASI.
AIRPORT REMARKS: Unattended. Runway condition not monitored, recommend visual inspection prior to landing. Tundra tires/ski strip is not maintained in the winter months. Beware of possible humps, bumps, and nuts. Mid 1500´ of Twy A designated as rwy for ultralight and ski/tundra tire equipped actf, no parallel ops allowed—sequence on CTAF. Rgt tlc pattern Rwy 20L and Rwy 20R except ultralight actf use left pattern east away from all rwy. Helicopters avoid fixed wing and ultralight tflc pattern. Arpt has designated transient actf 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) VORTAC N112.5 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´
BLAK RAPIDS  (5BK)  0 N  UTC–9(–8DT)  N63º32.11´ W145º51.65´

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 114.9  BIG Chan 96  N64º00.27´ 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 255)

BLUFF PARK FARM  (See WASILLA on page 255)

BOB BAKER MEML  (See KIANA on page 145)

BOLD  (See ANCHORAGE on page 43)

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 usable:
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 dsplcd 200´, Brush.

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

AIRPORT MANAGER: 907-883-5128

COMMUNICATIONS: CTAF 122.9

SUAIS 125.3 126.3 (1–800–758–8723).


BREDDEN (See STERLING on page 229)

BREDDEN (See STERLING on page 229)

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

38 B NOTAM FILE KTS

RWY 12–30: 2990X100 (GRVL) MIRL

RWY 30: Pole.

RWY 05–23: 2110X75 (GRVL) MIRL

RWY 23: Hill.

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

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

AIRPORT MANAGER: 907-443-2500


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 N64°29.11´ W165°15.19´ 318° 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  
SERVICE: LGT  
RWY 36: PAPI does not provide OBST clearance beyond 2 NM from thld, due to mountainous terrain east of cntlrn.  
AIRPORT MANAGER: 907-428-6561  
WEATHER DATA SOURCES: ASOS 134.25.  
COMMUNICATIONS: CTAF 125.0  
ATIS 134.25  
ANCHORAGE APP/DEP CON 290.5 118.6  
TOWER 125.0 254.35 (1500–0700Z‡ Mon–Fri except fed hols)  
GND CON 121.25 239.25  
PMSV METRO 346.6  
AIRSPACE: CLASS D svc Mon–Fri 1500–0700Z‡ except fed hols or as NOTAM; other times CLASS G.  
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.  
ANCHORAGE (H) (H) VOR/DME 113.15  
TED Chan 78(Y) N61º10.07´ W149º57.61´  
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: NOTAM FILE TNC.  
TIN CITY NDB/DME (HW) 347  
TNC Chan 119(Y) N65º33.70´ W167º55.49´  
057º 11.9 NM to fld. 248/10E.  
NDB usable: 200º–240º byd 20 NM  
240º–330º byd 10 NM  
DME usable: 040º–090º byd 20 NM blo 6,000´  
090º–110º byd 20 NM blo 4,000´  
090º–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  
BUCKLAND (BVK)(PABL) 1 SW UTC–9(–8DT) N65°58.89’ W161°08.95’

RWY 11–29: 3200X75 (GRVL) MIRL
RWY 11: VASI(V4R)—GA 3.0º TCH 25’. Brush.
RWY 29: VASI(V4L)—GA 3.5º TCH 29’. Antenna.


AIRPORT REMARKS: Unattended. Rwy cond not monitored, recommend visual inspection prior to ldg. Rwy subj to turbulent crosswinds in summer months. Migratory waterfowl inflow 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) VOR/DME 114.2 WLK Chan 89 N66°35.97’ W159°59.45’ 202º 46.6 NM to fld. 11/16E.


BULLEN POINT AIR FORCE STATION (BUL)(PABU) AF 64 E UTC–9(–8DT) N70°10.37’

RWY 15–33: 3520X100 (GRVL)

MILITARY REMARKS: Unattended. OFFICIAL USE ONLY, CLOSED TO PUBLIC. All actn oprs shall obtain a PPR number at least 24 hrs prior to intended ldg. US Air Force installation. All civ actn oprs 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 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 99506. Civil Aircraft Landing Permit (CALP) contact numbers 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 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–4400 or COM: (907) 552–4400, e-mail: aklandingpermits@us.af.mil. CAUTION: Rwy and helipad not maintained, condition unknown. Recommend visual inspection prior to ldg.

AIRPORT MANAGER: 907-552-4400


HELIPAD H1: 160X150 (GRVL) PERIMETER LGTS

BUTTE MUNI (See PALMER on page 189)

CAIRN MOUNTAIN N61°06.11’ W155°34.12’ NOTAM FILE SWV.

MC GRATH
NDB (HWR) 281 CRN 1737/15E.

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

CAMPBELL AIRSTRIP (See ANCHORAGE on page 43)

CAMPBELL LAKE SPB (See ANCHORAGE on page 43)
CANDLE 2 (AK75) PVT 0 NE UTC–9(–8DT) N65º54.46´ W161º55.58´

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


AIRPORT MANAGER: 801-455-5200

RADIO AIDS TO NAVIGATION: NOTAM FILE WLK.

SELAWIK (H) (H) VORW/DME 114.2 WLK Chan 89 N66º35.97´ W159º59.45´ 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 Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–800–248–6516

CANTWELL (TTW)(PATW) 0 N UTC–9(–8DT) N63º23.47´ W148º57.34´

2190 NOTAM FILE TTW
RWY 04–22: 2080X30 (TURF–DIRT) 2% up N
RWY 04: Trees. Rgt tflc.
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. Rw 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. Rw 04 edges and thld marked with orange reflective cones. Rw 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) VORW/DME 116.2 TKA Chan 109 N62º17.90´ W150º06.32´ 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.

006º 73.0 NM From Talkeetna *TKA* NDB

024º 19.6 NM From Buckland "BVK" NDB/DME
CAPE LISBURNE LRRS (LUR)(PALU) AF 0 N UTC–9(–8DT) N68º52.51´ W166º06.66´

14 B 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.pdf) at least 30 days prior to first intended ldg. Failure to obtain and have onboard apvd CALP will result in fines levied against violators and reports forwarded to the FAA FSDO and U.S. Attorney’s Office IAW 32 CFR 855 and USAF Operating Instructions. Ctc 611 ASUS/LRAM at DSN: 317–552–1448/4176 or COM: 907–552–1448/4176 for CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager 10471 20th Street Suite 231, JBER, AK 99506. Civil Aircraft Landing Permit (CALP) contact numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e-mail: alandingpermit@us.af.mil. Establish radio ctc as soon as possible prior to ldg. CAUTION: Rwy ltd 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 invol arpt.

AIRPORT MANAGER: 907-552-9730

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

COMMUNICATIONS: CTAF 126.2

CAPE LISBURNE RCO 122.3 (KOTZEBUE RADIO)

ANCHORAGE CENTER APP/DEP CON 119.65 363.25

RADIO AIDS TO NAVIGATION: NOTAM FILE LUR.

NDB/DME (HW) 385 LUR Chan 20(Y) 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/NV/WEATHER REMARKS: For a LC call to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial 1–800–478–7460. For a toll free call to Fairbanks FSS dial 1–800–248–6516. NDB has no standby transmitter, may be shutdown without PN. DME channel 20(Y) paired with VHF freq 108.35.
CAPE NEWENHAM LRRS (EHM)/(PAEH) AF 1 SE UTC–9(–8DT) N58°38.89´ W162°03.83´

531 NOTAM FILE PAEH Not insp.

Rwy 15–33: 3945X150 (GRVL) 7.7% up SE

Rwy 15: Reil. PAPI(P2L)—GA 3.0º TCH 44´.

Rwy 33: Mtn.

SERVICE: LGT Radio req on 126.2.

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

Attended dalgt hrs. Normally attended 1700–0200 wdays. Afd 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 Actt Landing Permit (CALP) before a PPR can be issued. IAW Air Force Instruction 10–1001

(http://static.e–Publishing.af.mil/production/1/af_a3_5/publication/afi10–1001/afi10–1001.pdf) at least 30 days prior to first intended ldg. Failure to obtain and have onboard apvd CALP will result in fines levied against violators and reports forwarded to the FAA FSDo and U.S. Attorney’s Office IAW 32 CFR 855 and USAF Operating Instructions.

Civil aircraft landing permit—D317–552–1448/4176/C907–552–1448/4176; Mail Attn: 11 AF AMGR 10471 20th Street Suite 231, JBER, AK 99506. Civil Aircraft Ldg Permit (CALP) ctc numbers DSN: 317–552–1448/4176 or COM: (907) 552–1448/4176, e–mail:aklandingpermits@us.af.mil. CTN: Rwy lctd on slope of 2305´ mt. Apch fm NW, land Rwy 15; tkof Rwy 33. High terrain both sides and S end. Successful go–around improbable. Rwy and parking apron on 7.9% grade. Establish radio ctc as soon as possible prior to landing. After initial contact on 126.2 or 121.5 exp a 30 min delay for current airstrip cond. Rwy 15 last 200´ may have prkd acft.

AIRPORT MANAGER: 907-552-5105

COMMUNICATIONS: CTAF 126.2

RCD 122.3 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 124.2 251.1

RADIO AIDS TO NAVIGATION: NOTAM FILE EHM.

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

NDB has no standby transmitter

DME portion unusable:

050º–169º byd 10 NM blo 7,000´
170º–224º
225º–293º byd 10 NM blo 7,000´
294º–320º byd 30 NM

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

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

00 NOTAM FILE SIT

WATERWAY NW–SE: 10000X500 (WATER)

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

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VOR/W/DM 116.5 LVD Chan 112

N56°28.06´ W133°04.99´ 199º 38.5 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 toll free call to Juneau FSS dial 1–800–WX–BRIEF.
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: Offil bus only; CLOSED to public. Attended Mon–Fri 1700–0200Z‡. CLOSED wkends & 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 opreq instrn. CALP 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; Ind 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 svr 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 exp 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

RADIO AIDS TO NAVIGATION: NOTAM FILE CZF.

(D) 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 1.1 NM to fld. 1434/8E.
NDB unusable:
065º–095º byd 35 NM bio 4,000´

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. Freq 116.75 is paired with DME Chan 114(Y). Wx measuring equip apch end Rw 02 R side. Mkrs 250 ft apart full len.
CAPE SARICHEF  (26AK)(PACS) PVT  0 N UTC–9(–8DT) N54º34.95´ W164º54.87´
291 NOTAM FILE CDB  Not insp.
RWY 16–34: 3500X120 (GRVL)
RWY 16: Rgt tfc.
RWY 06–24: 1900X90 (GRVL)
RWY 24: Mtn.
AIRPORT REMARKS: Unattended. Rwy not maintained, recommend visual inspection prior to using. Rwy 06–24 east 1100´ of rwy closed and unusable.
AIRPORT MANAGER: 907-532-2445
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.
COLD BAY (H) (H) VORTACW 112.6 CDB Chan 73 N55º16.04´ W162º46.44´ 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

CAPE SPENCER  N58º11.98´ W136º38.41´
RCO 122.6 (JUNEAU RADIO)
RWO 02–20: H5998X150 (ASPH) S–32, D–110, 2S–140, 2D–150
0.6% up N
RWY 02: REIL. Hill.
RWY 20: Hill.
SERVICE: LGT For REIL Rwy 02 call 907–292–3315.
MILITARY REMARKS: CLOSED TO THE PUBLIC. OFFICIAL BUSINESS ONLY.
625´ twr 0.5 NM NNE of int of rwys. Authorization for use outside of emerg is obtained from CCGD 17 Juneau Alaska Vice COMNAVSTA Adak or CNAB17ND. No tran svc or maint avbl. Regular snow removal performed for scheduled flts only, 24 hr ntc rqrd for other than scheduled flts.
AIRPORT MANAGER: 907-463-2970
COMMUNICATIONS: CTA 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SYA.
SHEMYA (H) (H) VORTACW 109.0 SYA Chan 27 N52º43.10´ E174º03.73´ 075º 33.0 NM to fld. 67/3E. VORTAC unmonitored 0001–1400‡ dly/continuous wknd–hol.
TACAN AZIMUTH unusable:
289º–029º
VOR unusable:
289º–029º
DME unusable:
035º–045º
057º–085º byd 35 NM
289º–029º
SHEMYA NDB (HW) 403 SYA N52º43.32´ E174º03.62´ 075º 32.9 NM to fld. 60/3E. SHUTDOWN.
CASTLE MOUNTAIN AIRSTRIP (See CHICKALOON on page 78)

CENTRAL  (CEM)(PACE)  0 NNE  UTC–9(–8DT)  N65º34.44´ W144º46.85´
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 N66º34.46´ W145º16.60´ 148º 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)  0 SW  UTC–9(–8DT)  N66º38.70´ W143º44.39´
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 N66º34.46´ W145º16.60´ 063º 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 (SCD) 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 REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Bear on and inof rwy. Arpt lctd in mountain valley high terrain in all quads causing turbulent winds. Grass growing in rwy edges.

AIRPORT MANAGER: 907-451-2207

COMMUNICATIONS: CTAF 122.9

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

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


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, thids marked with reflective boards, no edge markers. Rwy 03–21 slopes down hill 4% from N to S.

AIRPORT MANAGER: 907-452-2207

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE WCR.


CHANDALAR SHELF (See CHANDALAR CAMP on page 75)
**CHEFORNAK** (CFK) (PACK)  1 S    UTC–9(–8DT)    N60°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 infl of arpt. Pilots are advised to self-announce on CTAF prior to ldg, 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:** CTA 122.7

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

**BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09’
W161°49.46’  229º 82.7 NM to fld. 105/14E.**

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

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**CHENA HOT SPRINGS** (AK13) PVT  0 E    UTC–9(–8DT)    N65°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:** CTA 122.9

**SUAI** 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.

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**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 (H)W** 257 CUN 245º 9.4 NM to Fairbanks Intl. 462/17E.
CHENEGA BAY (C05/PFCB) 1 NE UTC–9(–8DT) N60°04.71’ W147°59.68’
69 B NOTAM FILE JNU
RWY 16–34: 3000X75 (GRVL) MIRL
RWY 16: Brush.
RWY 34: Brush.
AIRPORT MANAGER: 907-262-1187
WEATHER DATA SOURCES: AWOS–3P 129.05 (907) 573–5002.
COMMUNICATIONS: CTAF 122.9
® ANCHORAGE CENTER APP/DEP CON 133.6
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
JOHNSTONE POINT (H) (H) VOR/W/DME 116.7 JOH Chan 114 N60°28.86’ W146°35.96’ 222° 48.2 NM to fld. 48/18E.
wx cam
VOR unusable:
090°–124° byd 23 NM blo 8,000’
125°–188° byd 10 NM
DME unusable:
090°–124° byd 23 NM blo 12,000’
125°–191° byd 10 NM

CHEVAK (VAK/PAVA) 1 N UTC–9(–8DT) N61°32.45’ W165°36.05’
61 B NOTAM FILE VAK
RWY 02–20: 3220X75 (GRVL) MIRL 0.4% up N
RWY 02: REIL. PAPI(P4L)—GA 3.0º TCH 25’.
RWY 20: REIL. PAPI(P4L)—GA 3.0º TCH 25’.
SERVICE: LGT ACTVT MIRL Rwy 02–20—122.8. ACTVT REIL Rwy 02 and Rwy 20 and rot bcn—CTAF. Nstd white flashing rot bcn.
AIRPORT MANAGER: 907-543-2498
WEATHER DATA SOURCES: AWOS–3P 120.625 (907) 858–7600. (WX CAM)
COMMUNICATIONS: CTAF 123.0 UNICOM 122.8
® ANCHORAGE CENTER APP/DEP CON 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HPB.
HOOPER BAY (H) (H) VOR/W/DME 115.2 HPB Chan 99 N61°30.86’ W166°08.07’ 071° 15.4 NM to fld. 15/13E.
VOR unusable:
358°–013° byd 22 NM blo 3,500’
DME unusable:
358°–013° byd 22 NM blo 3,500’
CHICKALOON

CASTLE MOUNTAIN AIRSTRIP (48AK) PVT 3 E UTC–9(–8DT) N61º47.59´ W148º29.55´

1010 NOTAM FILE Not insp.

RWY 05–23: 1200X45 (TURF)

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

AIRPORT MANAGER: 907-745-7818

COMMUNICATIONS: CTAF 122.9

CHICKALOON RCO 126.45 (PALMER RADIO)


CHICKALOON

AIRPORT MANAGER: 907-883-5128

COMMUNICATIONS: CTAF/UNICOM 122.8

SUAIS 125.3 126.3 (1–800–758–8723).

RCO 121.35 (NORTHWAY RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.

NORTHWAY (H) VORTACW 116.3 ORT Chan 110 N62º56.83´ W141º54.76´ 342º 67.4 NM to fld. 1779/17E.

TACAN A2/MUTH unusable:
335º–030º byd 30 NM blo 10,500´
DMC unusable:
335º–030º byd 30 NM blo 10,500´

CHIGNIK

CHIGNIK (AJC)(PAJC)  2 NE  UTC–9(–8DT)  N56º18.69´  W158º22.39´

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: CTAF 122.8

RCO 122.05 (KENAI RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.

PORT HEIDEN NDB/DME (HW) 371  PDN  Chan 32  N56º57.26´  W158º38.85´  151º 39.7 NM to fld. 56/16E.

DME unusable:
050º–110º byd 32 NM blo 6,500´.


CHIGNIK BAY SPB (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.
RWY 22: Hill. Rgt tflc.

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

AIRPORT MANAGER: 907-246-3325

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.

PORT HEIDEN NDB/DME (HW) 371  PDN  Chan 32  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´

50  NOTAM FILE ENA

RWY 08–26: 2800X60 (GRVL)  0.3% up E
  RWY 08: Brush.
  RWY 26: Brush.

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

AIRPORT MANAGER: 907-246-3325

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PTH.
  PORT HEIDEN NDB/DME (HW) 371     PDN Chan 32 N56º45.72´
                                         W158º38.85´  170º 42.2 NM to fld. 56/16E.
  DME unusable: 050º–110º byd 32 NM blo 6,500´

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/DME 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 btm 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/DME 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) N61°34.74’ W159°12.94’

244 B NOTAM FILE ENA

RWY 09–27: 3401X60 (GRVL–DIRT) MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0º TCH 26’. Berm.

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

SERVICE: LGT ACTVT REIL Rwy 09 and Rwy 27, PAPI Rwy 09 and Rwy 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: 907-764-5094

COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DST CN 118.15

RADIO AIDS TO NAVIGATION: NOTAM FILE ANI.

ANIAK NDB (HW) 359 ANI N61°35.41’ W159°35.87’ 079º 11.0 NM to fld. 88/14E.

**CHUGIAK**

(HK) (AK24) PVT 3 N UTC–9(–8DT) N61°25.07’ W149°26.37’

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 lndg. 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) N65°49.68’ W144°04.57’

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 (H) (H) VORTACW 114.4 FYU Chan 91 N66°34.46’ W145°16.60’ 126° 53.6 NM from Ft Yukon “FYU” VORTAC.

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’

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 act 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 114.4  FYU Chan 91  N66º34.46´ W145º16.60´ 146º 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: LOT ACTIVATE MIRL Rwy 18–36, windsock; and rot bcn—CTAF.
AIRPORT REMARKS: Unattended. Birds and moose inv of 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 270)

COFFMAN COVE SPB  (KCC)(PAKC)  0 W   UTC–9(–8DT)  N56°00.89´  W132°50.04´
00   NOTAM FILE KTN
WATERWAY N–S: 5000X2000 (WATER)
AIRPORT MANAGER: 907-755-2229
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.
LEVEL ISLAND (H) (H) VORTAC/DME 116.5  LVD  Chan 112  N56°28.06´  W133°04.99´   143° 28.5 NM to fld. 98/20E.
VOR unusable: 020°–050° byd 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′  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′

COGHLAN ISLAND  N58°21.56´  W134°41.97´   NOTAM FILE JNU.
NDB (IHW) 212  CGL   074° 3.8 NM to Juneau Intl. 58/20E.
L–1B, 1C
NDB unusable: 325°–050° byd 30 NM  270°–324° byd 35 NM  220°–270° byd 24 NM blo 13,000′
COLD BAY

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

50 NOTAM FILE CDB
WATERWAY E–W: 2500X1000 (WATER)
WATERWAY N–S: 2000X1000 (WATER)

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


COMMUNICATIONS: CTAF 123.6

AIRWAY E–W: 2500X1000 (WATER)

AIRWAY N–S: 2000X1000 (WATER)

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

AIRPORT REMARKS: Attended Mon–Sat 1600–0300Z‡. 110LL: Fuel svc charge aft hrs—call 907–532–2467. Birds inflow all rwy apch ends. Snow, ice removal and arpt haz rptg dng duty hr unless prior amgmt in writing—Amgr. Class I, ARFF Index B. Ctd to acr ops with more than 30 pac seats excp written PPR—Amgr Box 97 Cold Bay, AK 99571. ARFF avbl for Part 121 carriers involved in ETOPS with 30 min notice. CFR Index C; may be reduced for acft less than 90 ft. Personnel and equip on rwy. Unlgtd twr 0.4 NM N; unlgtd twr 0.9 NM S; unlgtd twr 4.8 NM NW. Arpt sand lgr grade than FAA rcmnd/see AC150/5200–30. Brakelock turns NA. No customs avbl; written 24–48 hr PPR for foreign arr rfg 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

AIRSPACE: CLASS E.

CONTINUED ON NEXT PAGE

AK, 11 JUL 2024 to 5 SEP 2024
CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION:

**NOTAM FILE CDB.**

(H) (H) VORTACW 112.6  CDB  Chan 73  N55º16.04´  W162º46.44´  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  N55º17.77´  W162º47.35´  148º 5.8 NM to fld. 32/10E.**

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

COMM/NAV/WEATHER REMARKS:
- For a LC to Cold Bay FSS dial 532–2454. For a toll free call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737. Telephone 532–2448 for WSO.

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PORT MOLLER  (1AK3)(PAAL)  PVT  87 NE  UTC–9(–8DT)  N56º00.36´  W160º33.65´

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

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COLDFOOT  (CXF)(PACK)  0 WSW  UTC–9(–8DT)  N67º15.13´  W150º12.23´

1049  B  NOTAM FILE FAL

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–3P  118.0 (907) 269–2771. (WX CAM)

COMMUNICATIONS: CTAF 122.9

COLDFOOT RCO 122.0 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 124.6  352.0

RADIO AIDS TO NAVIGATION:

**NOTAM FILE BTT.**

BETTLES (H) (H) VOR/DME 116.0  BTT  Chan 107  N66º54.30´  W151º32.15´  036º 37.6 NM to fld. 637/20E.

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

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

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AK, 11 JUL 2024 to 5 SEP 2024
**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. Ireg state maint, rcmd visual insp bfr lndg.

Rwy 04–22 edges not mkd. Windsock blw treeline, may be unreliable.

AIRPORT MANAGER: 907-262-1187

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

KENAI (H) (H) VOR/W/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) VOR/W/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)  N60º32.62΄ W145º43.55΄

99 NOTAM FILE JNU

RWY 06–24: 1800X60 (GRVL)  0.5% up SW
RWY 06:  Trees. Rgt tfl.
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.

JOHNSTONE POINT (H) (H) VOR/W/DME 116.7 JOH Chan 114
N60º28.86΄ W146º35.96΄  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

COTTONWOOD LAKE SPB (See WASILLA on page 255)

COUNCIL (K29)  1 N  UTC–9(–8DT)  N64º53.80´ W163º42.21´

NOMEN CLARIFICATION:
AK, 11 JUL 2024 to 5 SEP 2024
CRAIG

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

00 NOTAM FILE KTN

WATERWAY N–S: 10000X2000 (WATER)

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

AIRPORT MANAGER: 907-826-3275

COMMUNICATIONS: CTAF 120.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

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

N55°03.62’ W131°34.70’ 275° 59.4 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


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

14 NOTAM FILE KTN

WATERWAY 15W–33W: 7205X150 (WATER)

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

AIRPORT MANAGER: 800-770-5464

COMMUNICATIONS: CTAF 122.9

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

177 NOTAM FILE ENA

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

RWY 14: REIL.

RWY 32: REIL.

SERVICE: FUEL MOGAS


AIRPORT MANAGER: 907-764-5094

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/DME 117.2 SQA Chan 119

N61°05.91’ W155°38.07’ 286° 85.7 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


D&C FIRE LAKE FLYING CLUB SPB (See EAGLE RIVER on page 96)
DAHL CREEK  (DCK/(PODC)  10 SE  UTC–9(–8DT)  N66º56.55´ W156º53.48´

260 NOTAM FILE OTZ
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 2º 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  N66º53.14´ W162º32.40´ 071º 133.5 NM to fld. 121/15E.
AMBLER NDB (HW) 403  AMF  N67º06.31´ W157º51.61´ 098º 24.8 NM to fld. 258/15E. NOTAM FILE AFM.


DEADHORSE  (AK78)/(PABP) PVT  29 E  UTC–9(–8DT)  N70º08.25´ W147º01.83´

26 NOTAM FILE FDC  Not insp.
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

(RWY 06–24) H6500X150 (ASPH–GRVD)  S–120, D–250, 2D–550

PCN 76 F/A/W/T  HIRL  CL

RWY 06: MALSR. VASI(V4L)–GA 3.0º TCH 50’. RVR–T Rgt tfc.
RWY 24: MALSR. 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

LGT When FSS clsd ACTVT Rwy 06 & 24; HIRL Rwy 06–24—CTAF. HIRL Rwy 06–24 preset low intst; incr intst—123.6.

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.

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION:

RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.

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.

AIRPORT MANAGER:

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION:

COMM/NAV/WEATHER REMARKS:

Local call to Barrow FSS dial 852–2511. For a toll free call to Fairbanks FSS dial 1–866–248–6516. Wx obs when Deadhorse FSS clsd – 133.55 or 907–659–2401. AFIS operd by SCC FSS when open, OT Fairbanks FSS.

AIRPORT MANAGER:

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION:

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.

AIRPORT MANAGER:

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION:

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.

AIRPORT MANAGER:
DEERING (DEE/PADE)  2 SW  UTC–9(–8DT)  N66º04.15´ W162º46.02´

RWY 03–21: 3320X75 (GRVL)  MIRL
RWY 03:  REIL. PAPI(P4R)—GA 3.0º TCH 25´.
RWY 12–30: 2660X75 (GRVL)  MIRL  0.4% up NW

SERVICE: LGT ACTIVATE MIRL Rwy 03–21 and Rwy 12–30; REIL Rwy 03 and PAPI Rwy 03 —CTAF. ACTIVATE rotating bcn —CTAF.

AIRPORT REMARKS: Unattended. Migratory birds as well as musk oxen and other large animals on and invof of rwys. Rwy cond not monitored, recommend visual inspection prior to ldg. Cold temperature airport. Altitude correction required at or below –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.

AIRPORT MANAGER: 907-442-3147

COMMUNICATIONS: CTAF
122.9

DEERING RCO
122.25 (KOTZEBUE RADIO)

ANCHORAGE CENTER APP/DEP CON
119.2  263.0

RADIO AIDS TO NAVIGATION:
NOTAM FILE OTZ.

KOTZEBUE (H) (H) VOR/DME 115.7  OTZ Chan 104  N66º53.14´
W162º32.40´  171º 49.5 NM to fld. 121/15E.


DELTA JUNCTION (See DELTA JUNCTION on page 93)

DELTA JUNCTION

ALL WEST (AK77) PVT  11 E  UTC–9(–8DT)  N63º56.49´ W145º25.33´

1275  NOTAM FILE  Not insp.

RWY 09–27: 5500X75 (TURF–GRVL)

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 907-895-9800


DELTA DAVES (AA22) PVT  7 NW  UTC–9(–8DT)  N64º07.97´ W145º48.27´

1050  NOTAM FILE  Not insp.

RWY 15–33: 2350X60 (TURF)

RWY 15: Trees.

RWY 33: Rgt tfc.

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 907-895-4887


DELTA JUNCTION (D66)  1 N  UTC–9(–8DT)  N64º03.01´ W145º43.35´

1150  NOTAM FILE FAI

RWY 07–25: 2500X60 (GRVL)

RWY 07: Trees.


AIRPORT MANAGER: 907-460-6688

COMMUNICATIONS: CTAF 122.9

SUAIS 125.3  126.3 (1–800–758–8723).

ROCKING T RANCH  (11AK) PVT 6 E UTC–9(–8DT) N63°59.98’ W145°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

WINGSONG ESTATES  (AK09) PVT 7 N UTC–9(–8DT) N64°02.98´ W145º30.14´
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
COMMUNICATIONS: CTAF

DELTA JUNCTION  N64°01.41´ W145º41.21´ NOTAM FILE BIG.
NDB (HW) 347 DJN 1338/20E.

DILLINGHAM  (DLG)/PADL  2 W UTC–9(–8DT) N59º02.68´ W158º30.33´
82 B ARFF Index—See Remarks NOTAM FILE DLG
RWY 01–19: H6400X150 (ASPH–GRVD) S–116, D–186, 2D–300,
2D/2D–2–726 PCN 54 F/C/X/T HIRL
RWY 01: PAPI(P4L)—GA 3.0º TCH 45º.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 01: TORA–6400 TODA–6400 ASDA–6400 LDA–6400
SERVICE: S2 FUEL 100LL, JET A LGT
When DLG FSS clsd ACTVT ODALS Rwy 19; PAPI Rwy 01; VASI Rwy 19; HIRL Rwy
01–19—CTAF. Bcn lgt on twr at ARFF bldg; ops unmnt when DLG FSS clsd. Rwy 01–19 lghts 30’ high.
AIRPORT REMARKS: Attended 1600–0230Z‡. Aft hr arpt/maint svc, wildlife
ctl, sn removal, cond rprt PPR—amgr. TSA regulated arpt. See 49 CFR 1542. Gates and doors must be secured all times. Tsnt or
unfamiliar pilot info—amgr. Incrd bird act spring and fall.
hr—907–843–1590/907–252–7625. PPR for haz rprt rwy, twy or
ramp snow ctl. Class I, ARFF Index B. CLOSED to acr ops more than
30 px secs exc PPR in writing—amgr Box 250 Dillingham AK
99576. Twy, ramp or RSA tfk or ldg NA. ARFF equip avbl durg acr
act only. PAEW psbl any time. Tsnt prkg mkd with green cones. Rwy safety area S 3600 ft X 300 ft; N 3289 ft X 200 ft.
Arpt sand ingr gradation than FAA rcmmd/see AC150/5200–30. Lock wheeled turns NA.
AIRPORT MANAGER: 907-842-5511
WEATHER DATA SOURCES: AWOS–3P 123.5 (907) 842–2137. AWOS–3P avbl when DLG FSS clsd. (WX CAM)
COMMUNICATIONS: CTAF
COMM/NAV/WEATHER REMARKS: For a local call to Dillingham FSS dial 907–842–5275. For a toll free call to Kenai FSS dial
NUSHAGAK (AK21) PVT  22 N  UTC–9(–8DT)  N59°07.96´ W157°46.63´
40  NOTAM FILE  Not insp.
RWY 16–34: 1000X50 (TURF)
AIRPORT MANAGER:  907-688-2084

SHANNONS POND SPB (AA15) PVT  3 W  UTC–9(–8DT)  N59°03.54´ W158º34.63´
80  NOTAM FILE
WATERWAY NE–SW:  1400X100 (WATER)
SERVICE:  FUEL  100LL
SEAPLANE REMARKS:  Unattended. Fuel avbl 24 hrs with credit card. SW side of lake shallow.
AIRPORT MANAGER:  907-842-2735
COMMUNICATIONS:  CTAF 123.6
RADIO AIDS TO NAVIGATION:  NOTAM FILE DLG.
DILLINGHAM  (H) (H) VOR/DME  116.4  DLG  Chan 111  N58º59.65´ W158º33.13´  334º 4.0 NM to fld. 81/15E.

DIOMEDE HELIPORT (DM2)(PPDM)  0 N  UTC–9(–8DT)  N65°45.52´ W168º57.18´
20  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

DRIFT RIVER (See KENAI on page 141)

DRY BAY (See YAKUTAT on page 266)

DUFFYS TAVERN (See SLANA on page 224)

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 LANDING STRIP (See STERLING on page 230)
EAGLE FILE EAA

RWY 07–25: 3600X75 (GRVL) MIRL

RWY 07: VASI(V4L)—GA 3.75° TCH 39´. Hill.

RWY 25: Trees.

SERVICE: LGT ACTIVATE MIRL Rwy 07–25, VASI Rwy 07 and rotating bcn—CTAF.


AIRPORT MANAGER: 907-883-5128

WEATHER DATA SOURCES: ASOS 135.55 (907) 547–2351. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.

NORTHWAY (H) (H) VORTAC W


EAGLE RIVER 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)  
N52º42.74´  
E174º06.82´  
98  
B  
NOTAM FILE PASY  
Not insp.  

RWY 10–28:  
H10005X150 (ASPH–GRVD)  
PCN 132F/A/W/T  
HIRL  
RWY 10:  
ALSF1. PAPI(P4L)—GA 2.5º TCH 46´. Rgt tfc.  
RWY 28:  
SALSF. PAPI(P4L)—GA 2.5º TCH 48´.  
ARRESTING GEAR/SYSTEM  
RWY 10  
MB100 (B) 1850 FT.  
BAK12(B) 4450 FT.  
RWY 28  
SERVICE:  
LGT  
Arpt has rglr & LED obstn lgt; LED lgt may not be vsb to ngt vision devices. ACTVT ALSF1 Rwy 10; SALSF Rwy 28, HIRL Rwy 10–28—CTAF. PAPI Rwy 10 and Rwy 28 opr consly.  
MILITARY REMARKS:  
NOTE:  
See General Notices—Radiation Areas.  
AIRPORT MANAGER:  
907-392-3362  
COMMUNICATIONS:  
CTAF  
127.2  
ANCHORAGE CENTER APP/DEP CON 119.1 339.8  
RADIO AIDS TO NAVIGATION:  
NOTAM FILE SYA.  
SHEYMA (H) (H) VOR/TAC  
109.0 SYA Chan 27  
N52º43.10´ E174º03.73´  
256º 1.9 NM to fld. 67/3E. VORTAC unmonitored 0001–1400Z‡ dly/continuous wknd–hol.  
TAGAN AZIMUTH unusable:  
289º–29º  
VOR unusable:  
289º–29º  
DME unusable:  
035º–045º  
057º–085º byd 35 NM  
289º–29º  
SHEYMA NDB (HW) 403 SYA  
N52º43.32´ E174º03.62´  
250º 2.0 NM to fld. 60/3E. SHUTDOWN.  
COMM/NAV/WEATHER REMARKS:  

EAST ALSEK RIVER  
(See YAKUTAT on page 266)  

EDWARD G PITKA SR  
(See GALENA on page 114)
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 MANAGER: (907) 543-2498
COMMUNICATIONS: CTAF 122.8

NOTAM FILE EII
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 MANAGER: 907-233-2400
WEATHER DATA SOURCES: AWOS–3P 135.65 (907) 233–2288, (WX CAM)
COMMUNICATIONS: CTAF 122.8

KODIAK
H–2J, L–2J, 3C
IAP
NOTAM FILE AKN.
KING SALMON (H) (H) VORTACW 112.8 AKN Chan 75 N58º43.48’ W156º45.14’ 195º 37.9 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’
ARRESTING GEAR/SYSTEM

RWY 14

SERVICE: MILITARY—LGT; Not std edge lgts, N 3200’ edge lgts 150’ wide. Caution: Nstd lgts, 2000’ of rwy edge lgts btn DELTA–CHARLIE bxs lctd 12’ from rwy edge. Nstd rwy edge lgts. Edge lgts nstd Rwy 14–32 at Twy A rwy edge lgts at Twy A entrance on the east side of the rwy, resulting gap between lgt is 446’. Edge lgts nstd Rwy 14–32 at Twy C rwy edge lgts 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 be alert. BAK–12(B) Rwy 14 lctd 1104’ from apch end, BAK–12(B) Rwy 14 lctd 3338’ from apch end, BAK–12(B) Rwy 32 lctd 1248’ from apch end. FLUID—De–ice Type 1 avbl, anti–ice Type 4 unavbl. TRAN ALERT Svc avbl H24. Tnst 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; Off bus only. Untld thof/idg NA; exceptions rqr OG/CC apvl. All contingency ops tct Afld Mgr for coord ASAP. Ctc airfield management DSN 317–377–1861, C907–377–1861 for PPR number no earlier than 5 days and no later than 24 hr prior to arr. PPR good for +/- 30 min of PPR time. Coord of PPR outside of time by phone is req or PPR nr will be considered cnp. Exp arr time restriction for all actl 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 Mgmt—DSN 317–377–1861, PTD or 354 FW/SE DSN 317–377–4110. Moose have been spotted on or near the rwy environment all hrs of the day. Our bird watch cond moderate lcl pattern work ltd to minimum rqr with OG/CC apvl, no touch and go idg, formation tkt/idg prohibited and low apch ltd to 300’ AGL. Our bird watch cond severe, tkt, pattern and Indg prohibited without OG/CC apvl, exc for emerg. PAEW on Rwy 14–32 when twr unmanned. Aircrew be advs flt cond NOTAM (FICON) and rwy cond code (RWYYCC) not reported by AMOS. Load/off load ord run NA. ERO svc avbl for AMC acct. Rwy 300 ft wide entire length, cntr 150 ft usable. dep acft remain at or blw 1500’ tnil dep end of rwy. Owvd tct ftc patl 2000 ft MSL; rectangular tct ftc patl 1500 ft MSL. All PACAF fctr acft on arr expect reduced rwy separation; similar frt type/day—3000 ft; dissimilar frt type and/or ngt wet rwy or RCR rpt less than 17—6000 ft; behind formation Indg—6000 ft; frt type lgd behind non–frt type—9000 ft; RCR validated as conditions warrant. Avoid small arms range 2.5 NM E of Rwy 32 end; wknd 1700–0100Z‡. Sfc–3500 ft AGL. Maint ops cntn PPR 48 hr fm ETA—D317–377–1205. UHF pref pattern freq, VHF PTD freq is unmonitored. Prime Knight not avbl. See AP1 Supplementary arpt rmts. Limited standard CETC COMSEC storage avbl at afld management. Afld mgnt does not have COMSEC responsibilities. For Top Secret and COMSEC issue/storage ctc Command Post DSN 317–377–1500. Caution, fire hydrants lctd 64’ NE of Twy H cntrln. Loop twy east of corssion/hangar 1348 through the 4/8 Bay area rsted to actl with wingspan of 45’ or smaller. Portions of apron Oscar row and south ramp not visible from twr. Cargo & ctc Command Post 3 hr prior & 30 min prior to ldg. Crypto mtrl tsnt crew not avbl. VIP 30 min PPR with chock time = afld mgnt. Ltd fleet svc. No potable water. Trans billeting extremely ltt/extr fuel delays possible dur RED FLAG ALASKA EXERCISE (Apr—Oct). Alaska ANG 168th AREFS OPS DSN (317–377–8800, C 907–377–8800) ANG opr 24 hrs. Afld Mgmt DSN 317–377–1861/3201. File flt plan 2 hr bfr dep. Arr rqr customs 1.5 hr PPR—Command Post. U.S. immigration svc not avbl. Act frmr//terminal and gnd handling svc are rqr to provide advance nct or delays in svc may be experienced. Act frmr//svc should make prior coord with Afld Mgmt. Lcl sorties or deploying to, or out of Eielson AFB have maintained pers rqr to complete ops, incl–/de–ice pers dur cold wx. Deployed act frmr//trans alert support not authorized byd initial block in. Rwy 14 and Rwy 32 PAPI GS not coincidental with ILS GS. ARFF status Critical Level of Svc (CLS) 62% for USAF Cat 10; and Reduced Level of Svc (RLS) 81% for USAF CAT 9. No pallet trains longer than T3 with overhang will be acptd due to 25K support.

AIRPORT MANAGER: 907–377–3201

COMMUNICATIONS: SFA 318.2 322.3 353.525 ATIS 119.9 273.5 PTD 139.3 372.2
FAIRBANKS APP CON 125.35 363.2 (180°–359°) 127.1 251.1 251.1 (360°–179°)
FAIRBANKS DEP CON 127.1 251.1
FAIRBANKS DEP CON 127.1 251.1
FAIRBANKS TOWER 127.2 352.05 (1600–08002A)
DIAP, AD 17 SE UTC–9(–8DT)
AIRSPACE: CLASS D svc 1600–0800Z‡; other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE EIL.

(H) TACAN Chan 98 EIL (115.1) N64º39.23´ W147º05.64´ 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:
015º–145º byd 30 NM blo 9,000´
205º–230º byd 20 NM blo 4,400´
210º–220º byd 10 NM blo 2,500´
210º–259º byd 30 NM blo 10,000´
260º–265º byd 20 NM
266º–315º byd 30 NM blo 10,000´
DME unusable:
205º–230º byd 20 NM blo 4,400´


ILS 109.9 i–EAF Rwy 32.


EKUK (KKU) PVT 0 S UTC–9(–8DT) N58º48.67´ W158º33.53´
03 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

KODIAK

EKWOK (KEK) 0 NNW UTC–9(–8DT) N59º21.41´ W157º28.27´
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
N58º59.65´ W158º33.13´ 041º 39.9 NM to fld. 81/15E.


EL CAPITAN LODGE SPB (See CRAIG on page 90)

ELEPHANT N58º10.26´ W135º15.48´ NOTAM FILE JNU.
NDB (HW) 391 EEF 22/20E.

ELEPHANT N55º17.77´ W162º47.35´ NOTAM FILE CDB.
NDB (HW) 341 ELF 148º 5.8 NM to Cold Bay. 32/10E.

ELFEE N55º17.77´ W162º47.35´ NOTAM FILE JNU.
NDB (HW) 391 EEF 22/20E.
ELFIN COVE SPB (ELV)(PAEL) 0 SE UTC–9(–8DT) N58º11.71’ W136º20.84’

NOTAM FILE ELV
WATERWAY NW–SE: 10000X1500 (WATER)
AIRPORT MANAGER: (907) 465-4512
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

SISTERS ISLAND (H) (H) VORTACW 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 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 tfc.
RWY 19: Hill.

SERVICE: LGT Dusk–Dawn. ACTIVATE MIRL Rwy 01–19 —CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. +744’ hill 8700’ from rwy end 500’. R. Rwy 19 slopes uphill 0.5% to S end. Sinking area midfield west side of rwy 10’ inside lights 20’ outside. Cold temperature airport. Altitude correction required at or below –29C. Rwy 01–19 marked with lights and plastic markers.
AIRPORT MANAGER: (907) 625-1025
COMMUNICATIONS: CTAF
ELIM RCO 122.15 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 133.3 290.4
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

MOSES POINT (L) (L) 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´

MOSES POINT (MOS) PVT 0 S UTC–9(–8DT) N64°41.89’ W162°03.44’

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.

AIRPORT MANAGER: 907-890-3741

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

(L) (L) VOR/DME 116.3 MOS Chan 110 N64°41.79’ W162°04.28’ at fld. 15/16E.

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

VOR unusable:
280°–325° byd 32 NM bio 8,000’

NORTON BAY NDB (HW) 263 OAY N64°41.73’ W162°03.82’ at fld. 13E.

NDB unusable:
Byd 35 NM


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

WATERWAY NW–SE: 8000X4000 (WATER)

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

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE VDZ.

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

NDB unusable:
320°–010° byd 15 NM
ALASKA 103

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: ALSF1. TDZL. PAPI(P4L)–GA 3.0º TCH 77´. RVR–T

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

0.4% up N

RWY 16: REIL. PAPI(P4L)–GA 3.0º TCH 47´. Trees hill.


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)

SERVICE: FUEL  J8  LGT  Rwy 06 PAPI unusbl byd 8º either side of cntrln. Rwy 06 PAPI not coincident al with ILS/PAR. Rwy 24 PAPI unusbl byd 7º right of cntrln.

MILITARY— FUEL  J8. JASU Change Jet Acft Starting Units (JASU) to, (A/M32A–86), (MC–1A), (MC–2A), (AM32A–60A). (AM32–95)150 +/–5 lbs/min (2055 +/–68CFM) at 51 +/–02 PSIA. LASS 150 +/–5 lbs/min @ 49 +/– PSIA.

FLUID  PRESAIR, NITROGEN–LHNIT. OIL  O–123, O–128, O–133, O–148, O–156, JOAP. JOAP (Joint Oil Analysis Program) avbl. LHNIT (Low and High pressure Nitrogen) svcg avbl. JOAP and low and high pressure 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: Attended continuously. Spec ATC rules FAR PART 93, see Regulatory Notices in Suppl. Rwy 16–34 CLOSED indelfy. Dist rmg signs RDR nonstd lctn, Rw 16–34 7º right of cntrln. MILITARY— FUEL J8. JASU Change Jet Acft Starting Units (JASU) to, (A/M32A–86), (MC–1A), (MC–2A), (AM32A–60A). (AM32–95)150 +/–5 lbs/min (2055 +/–68CFM) at 51 +/–02 PSIA. LASS 150 +/–5 lbs/min @ 49 +/– PSIA.

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

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

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 COMM 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) N61°15.30’ W149°46.15’ 241° 1.1 NM to fld. 226/18E.

No NOTAM MP Thurs 0800–1500Z‡

TACAN AZIMUTH unusable:

035°–160° byd 15 NM
215°–225° byd 30 NM

DME unusable:

035°–160° byd 15 NM
215°–225° byd 30 NM

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

**COMM/NV/WEATHER REMARKS:** IFF SVC AVBL. Radar see Terminal FLIP for Radar Minima. PAR opr hours avbl by NOTAM.


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**ELMENDORF HOSPITAL HELIPORT** (AK91) AF 3 E UTC–9(–8DT) N61°14.12’ W149°44.96’

**HELIPAD H1:** H50X50 (ASPH) PERIMETER LGTS

**SERVICE:** LGT Rqr helipad lgts with Elmendorf AFB twr—255.6 or 127.2.

**MILITARY REMARKS:** CLOSED TO THE PUBLIC. Monitor Elmendorf ATIS 124.3/273.5, ctc Base ops 372.2 for Icl advisory.

**AIRPORT MANAGER:** 907-552-2444

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

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

N61°10.07’ W149°57.61’ 038° 7.3 NM to fld. 92/18E.

VOR unusable:

041°–091° byd 25 NM bmo 15,000’
091°–096° byd 20 NM bmo 15,000’
096°–121° byd 25 NM bmo 12,500’
121°–146° byd 25 NM bmo 9,000’

DME unusable:

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

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

**EMMONAK** (ENM)(PAEM) 1 W UTC–9(–8DT) N62°47.17’ W164°29.45’

16 B NOTAM FILE ENM

RWY 16–34: 4601X100 (GRVL) MIIRL

RWY 16: VASI(V4L)–GA 3.0° TCH 32’.

RWY 34: REIL VASI(V4L)–GA 3.0° TCH 32’.

**SERVICE:** LGT ACTIVATE MIIRL 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** 124.0

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

(H) (H) VOR/DME 117.8 ENM Chan 125 N62°47.08’ W164°29.25’ at fld. 17/14E.

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

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**ENCELEWSKI LAKE SPB** (See KASILOF on page 140)

**ENGSTROM FLD** (See BASIN CREEK on page 56)
ERA CHULITNA RIVER HELIPORT (See TRAPPER CREEK/TALKEETNA on page 245)

EUREKA  
AZK  N61°56.22’ W147°10.13’/3297  
AWOS–3P 134.95 (907) 822–3011

700  NOTAM FILE FAI  
RWY 16–34: 1500X35 (DIRT)  
RWY 16: Trees.  
RWY 34: Trees.  
AIRPORT REMARKS: Unattended. Rwy not monitored, recommend visual inspection prior to ldg. Rwy unsuitable for all acft. Rwy 16–34 not maintained, hazardous nor recommend for emerg use. Dur emerg ldgs use Elliott Highway or Manley Hot Springs arpt. Rwy 16–34 soft, wet, and rutted. 15’ trees growing on rwy. Vehicle erosion has deteriorated entire sfc into deep rut. Sfc narrow uneven and rough. Rwy used as narrow road and campground by vehicles. 2’ deep fire pit Rwy 34. 3’ berm each side of rwy within 40’ of cntrln. Trees and brush to 15’ tall within 8’ each side of rwy cntrln. Rwy slope 2% downhill South.  
COMMUNICATIONS: CTAF[122.9]  
RADIO AIDS TO NAVIGATION:  
TANANA (H) (H) VOR/DME 116.6 TAL Chan 113 N65°10.63’ W152°10.65’ 070º 49.5 NM to fld. 394/19E.  
VOR AZIMUTH & DME portion unusable:  
280º–050º byd 20 NM blo 9,000’  

EVA CREEK  
AZV  N64°02.53’ W148°51.79’  
2817  NOTAM FILE FAI  
RWY 08–26: 950X40 (GRVL)  
RWY 08: Brush.  
RWY 26: Brush. Rgt tfc.  
AIRPORT REMARKS: Unattended. Emerg fld for lgt planes only, knowledge of strip recommended prior to use, severe turbulence at all times. Rwy 08–26 loose rocks on rwy sfc. Up to 4 inch turf & brush growing on rwy sfc up to 30 inches tall. Brush and trees up to 20 ft tall growing on rwy sfc. 15 degree dogleg to the south on west end. Terrain drops off sharply on east side of rwy. Located 8 SM E of Ferry.  
COMMUNICATIONS: CTAF[122.9]  
RADIO AIDS TO NAVIGATION:  
NENANA (H) (H) VORTAC 115.8 ENN Chan 105 N64°35.40’ W149°04.37’ 149º 33.4 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  
DME unusable:  
097º–105º  

EVANSVILLE  
N66°53.59’ W151°33.82’ NOTAM FILE BTT.  
NDB (HW) 391 EAV 013º 1.5 NM to Bettles. 20E.
EXCURSION INLET SPB (EXI) 0 NE UTC–9(–8DT) N58°25.23′ W135°26.94′

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 (HI) (H) VORTACW 114.0 SSR Chan 87 N58º10.66′ W135º15.53′ 318º 15.8 NM to fld. 40/20E.

VOR unusable:

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

TAC AZM unusable:

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

DME unusable:

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


FAIRBANKS

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

RWY 18: 4700X60 (GRVL)

RVY 18B: 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 tfc may not be in same direction as FAI. Hard packed snow maintained on rwy during winter months. Wheeled acft advised to call a local, on site FBO, for conditions. Flight training with multiple tkofs and landings not allowed. 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

SUISAIS 125.3 126.3 (1–800–758–8723).


WATERWAY 18W–36W: 4000X200 (WATER)

WATERWAY 18W: Rgt tfc.

SEAPLANE REMARKS: Unattended. Floatpond for use by members only. Floatpond is unattended, all landings at your own risk. Numerous air taxi operations and at times heavy tfc on floatpond. No designated transient tiedown area, all property bordering floatpond is privately owned. Transients need to ctc one of the numerous FBO’s or property owners for arrangements before tiedown/mooring.
CHENA RIVER SPB  (2Z5)  3 W  UTC–9(–8DT)  N64°49.97’ W147°50.90’  FAIRBANKS
440  TPA—1000(560)  NOTAM FILE FAI
WATERWAY N–S: 5000X300 (WATER)
WATERWAY E–W: 3000X300 (WATER)
SEAPLANE REMARKS: Unattended. Operating area in Chena River north and west of Fairbanks Intl arpt. PVT 900’ X 50’ grass strip adjacent river. All property along river bank is privately owned. Public access to river consists of one small gravel ramp. Public access ramp is at north end of Ravenwood Ave. N64–49.9’ W147–52.5’
COMMUNICATIONS: CTAF
FAIRBANKS INTL  (FAI/PAFA)  3 SW  UTC–9(–8DT)  N64°48.92’ W147°51.40’  FAIRBANKS
439  B LRA  Class I, ARFF Index C  NOTAM FILE FAI
RWY 02L: ALSF2. TDZL. PAPI(P4L)—GA 3.0º TCH 73’. RVR–TMR Thld dsplcd 750’. Tree.
RWY 20R: MALS. PAPI(P4L)—GA 3.0º TCH 74’. RVR–TMR Thld dsplcd 750’. Tree.
RWY 02R–20L: H4510X75 (ASPH) MIRL
RWY 02R: PAPI(P4L)—GA 3.0º TCH 40’. Trees. Rgt tcf. 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
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 907–451–2300 for info and Medvac parking. Be alert for snow removal equipment ops from 1 Oct to 15 May. Migratory birds in vicinity of arpt during Spring thru Fall. For aviabl of summer gravel strip Rwy 02–20 and winter ski strip Rwy 02–20 consult local NOTAMS and ctc twr prior to arrival/departure. For transient helicopter parking call arpt ops 907–451–2300. Tfc pat alt (single engine reciprocating 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 is limited for use by acft design Group B II, acft or smaller. 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 tmrl 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 122.2 124.1 132.6 (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)
SUAI (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) (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.

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

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

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

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WATERWAY 02W–20W: 5400X100 (WATER)

WATERWAY 02W: Fence.

WATERWAY 20W: Fence.

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

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

1720 NOTAM FILE FAI

RWY 09–27: 2558X17 (GRVL–DIRT)

RWY 09: Trees.

RWY 27: Brush.

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

AIRPORT MANAGER: (907) 451-5280

COMMUNICATIONS: CTAF 122.9


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

475 NOTAM FILE Not insp.

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. Usable for wheels in the fall, winter, spring. PPR for transient acft, write to Lakloey Airpark, P.O. Box 58388, Fairbanks AK 99711.

AIRPORT MANAGER: 907-488-1724

COMMUNICATIONS: CTAF 125.0


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WATERWAY 06W–24W: 3400X100 (WATER)

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 (2Z6) 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) VORTACW 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)(PAKF) 0 ESE UTC–9(–8DT) N54°50.87´ W163°24.43´

18 NOTAM FILE KFP
Rwy 14–32: 2150X60 (GRVL–DIRT) 0.5% up NW
Rwy 14: REIL, Hill.
Rwy 32: REIL, Hill, Rgt tcf.


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:
Cold Bay (H) (H) VORTAC 112.6 CDB Chan 73 N55º16.04´ W162º46.44´ 211º 33.4 NM to fld. 99/10E.

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

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

DME unusable:
094º–129º byd 30 NM bto 9,000´
164º–199º byd 20 NM bto 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 midfleld. 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(–8BDT) N62º32.55´ W153º37.35´

1052 NOTAM FILE ENA

Waterway NW–SE: 5000X500 (WATER)

Seaplane Remarks: Unattended. Opr area in Fawell Lake.

Airport Manager: 907-783-2636

Communications: CTAF 122.9

NOTAM FILE ENA

RWY 13–31: 2000X12 (GRVL) 0.3% up SE
RWY 13: Tree.
RWY 31: Tree.
AIRPORT REMARKS: Unattended. Rwy 13–31 not maintained; trees and brush up to 6 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. Rwy 13–31 sfc irregular loose rocks up to 10". Surface uneven length of rwy. Bear, moose and buffalo on and invol rwy.
AIRPORT MANAGER: 907-783-2636
COMMUNICATIONS: CTAF

FLAT  

**NOTAM FILE ENA**

**RWY 08–26:**

- **RWY 08:** Trees.
- **RWY 26:** Thld dspld 1445’. Trees.

**AIRPORT REMARKS:** Unattended. Rwy condition not monitored, recommend visual inspection prior to using. No maintenance on rwy. Sfc is covered in 12”–30” grass and brush. Rwy soft when wet 600’ from Rwy 26. Rwy 26 last 150’ unsable brush and grass. Rwy 08 marked with orange 3’ cones and thld panels. Cones and thld panels overgrown and mostly invisible. Rwy 26 marked with orange 3’ cones and thld panels. Cones and thld panels overgrown. Rwy 26 dspld thld marked with white 55 gallon drums. Small trees, grass and shrubs along rwy.

**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.

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FORT YUKON

**NOTAM FILE FYU**

**RWY 04–22:**

- **RWY 04:** VASI(V4L)—GA 3.0º TCH 26’. Brush.
- **RWY 22:** MALSF. VASI(V4L)—GA 3.0º TCH 27’. Brush.

**SERVICE:**

- Fuel: jet A
- Light: LGT


**AIRPORT MANAGER:** 907-451-5280

**WEATHER DATA SOURCES:** AWOS–3P 125.8 (907) 662–2337. (WX CAM)

**COMMUNICATIONS:** CTAF 122.5

**AIRSPACE:** CLASS E svc continuous.

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

**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‡.
Funter Bay SPB  (FNR)(PANR)  0 N UTC–9(–8DT)  N58º15.26´ W134º53.87´

00   NOTAM FILE JNU

WATERWAY NE–SW: 10500X500 (WATER)


AIRPORT MANAGER: (907) 465-4512

COMMUNICATIONS: CTAF

RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.

Sisters Island (H) (H) VORTACW 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´

2663 B   NOTAM FILE GBH

RWY 14–32: 5182X150 (GRVL) MIRL

RWY 14: ODALS. 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

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´

GALENA

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 F/C/X/T MIRL

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

RWY 06–24: 2600X50 (GRVL)

RUNWAY DECLARED DISTANCE INFORMATION

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

SERVICE: FUEL 100LL, JET A

LGT ACTVT MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER: 907-451-5280

WEATHER DATA SOURCES: AWOS–3P 132.525 (907) 656–2483. (WX CAM)

COMMUNICATIONS: CTAF 123.0

GALENA RCO 122.2 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 127.0 290.2

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION:

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


FAIRBANKS

(See WASILLA on page 255)

BETHEL

(See WASILLA on page 255)
### Girdwood (AQY)

**RWY 02–20:** 2095x60 (GRVL) 1.4% up N  
**RWY 02:** Brush.  
**RWY 20:** Brush.  

**Airport Remarks:** Unattended. Rwy condition not monitored. 200` safety area at each end Rwy 02–20. Segmented circle overgrown. Seasonal hang glider and parasail activity 2 NM NE of arpt during dalgt hours. Paragliding activity on arpt. Cable 100` AGL runs from new hotel to roundhouse. Rwy 02 and Rwy 20 thlds marked by reflectors. Rwy edges unmarked.  

**Airport Manager:** 907-783-2232  
**Communications:** CTAF 122.9  
**RCD 122.15 (Kennel Radio)**  
**Radio Aids to Navigation:**  
**Anchorage (H) (H) VOR/DME** 113.15 TED Chan 78(Y)  
N61°10.07´ W149º57.61´ 098° 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`  

**Comm/Nav/Weather Remarks:** For a toll free call to Kenai FSS dial 1–866–864–1737.

### Glacier Creek (KGZ)

**RWY 11–29:** 1400X15 (GRVL)  
**RWY 11:** Trees.  
**RWY 29:** Tree.  


**Airport Manager:** 907-822-7240  
**Communications:** CTAF 122.9  
**Radio Aids to Navigation:**  
**Northway (H) (H) VORTAC** 116.3 ORT Chan 110 N62°56.83´  
**V141º54.76´ 172º 90.7 NM to fld. 1779/17E.**  
**TACAN Azimuth unusable:**  
335º–030º byd 30 NM blo 10,500`  
**DME unusable:**  
335º–030º byd 30 NM blo 10,500`  

**Comm/Nav/Weather Remarks:** For a toll free call to Kenai FSS dial 1–866–864–1737.

### Glacier River  
**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′  KODIAK
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′  333º 46.4 NM to fld. 81/15E.

GOLOVIN  (GLV)(PAGL)  0 N  UTC–9(–8DT)  N64°33.03′ W163°00.43′  NOME
65  B  NOTAM FILE GLV
RWY 03–21: 4000X75 (GRVL)  MIRL  0.6% up NE
RWY 03: PAPI(P4L)—GA 3.0º TCH 26º.
SERVICE: LGT ACTIVATE PAPI Rwy 03; MIRL Rwy 03–21 and rot bcn—CTAF. Rwy 03 PAPI unusbl byd 4 NM due to trnn.
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
RADIO AIDS TO NAVIGATION:
NORTON BAY NDB  (HW)  263  OAY  N64º41.73′ W162º03.82′  238º 25.9 NM to fld. 13E.
NDB unusable:
Byd 35 NM

GOODING LAKE SPB  (See PALMER on page 189)
GOODNEWS  (GNU)  0 SE  UTC–9(–8DT)  N59°07.07′ W161°34.42′  KODIAK
18  B  NOTAM FILE ENA
RWY 06–24: 3300X75 (GRVL)  MIRL
RWY 06: Road.
SERVICE: LGT ACTIVATE MIRL Rwy 06–24 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Waterfowl in vicinity of arpt.
AIRPORT MANAGER: (907) 543-2498
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION:
CAPE NEWENHAM NDB/DME  (HW)  385  EHM  Chan 18(Y)
N58º39.36′ W162º04.42′  017º 31.8 NM to fld. 212/12E.
NDB has no standby transmitter
DME portion unusable:
050º–169º byd 10 NM blo 7,000′
170º–224º
225º–293º byd 10 NM blo 7,000′
294º–320º byd 30 NM
GRANITE MOUNTAIN AS (GSZ) (PAGZ) AF 0 E UTC–9(–8DT) N65°24.13′ W161°16.89′

1313 NOTAM FILE

RWY 17–35: 3873X111 (GRVL)

RWY 35: Hill.

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 for CALPs. Mail CALP application to: Attn: 11 AF Airfield Manager, 10471 20th Street, Suite 231, JBER AFB, AK 99506. CAUTION: Mountainous terrain (2,844′) in north, east, and west quadrants. Approach from the south. Land Rwy 35 and take 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

GREEN'S STRIP  (See WASILLA on page 256)

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

GROUSE RIDGE  (See PALMER on page 190)

GULKANA  (GKN)(PAGK)  4 NE  UTC–9(–8DT)  N62º09.26´ W145º27.32´

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´

RCO 122.175 (SITKA RADIO)

JUNEAU  L–1C

AK, 11 JUL 2024 to 5 SEP 2024
GUSTAVUS

ALASKA

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

36  B  ARFF Index—See Remarks  NOTAM FILE GST

RWY 11–29: H6720X150 (ASPH–GRVD)  S–60, D–100
PCN 28 F/B/X/T  MIARL

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; MIARL Rwy 11–29—CTAF.

AIRPORT REMARKS:

AIRPORT MANAGER: 907-697-2251

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

COMMUNICATIONS: CTAF

RCO 122.5

ANCHORAGE CENTER APP/DEP CON 133.2

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.


Birds, bears, and moose on and invof arpt. Paja onto rwy. Twy and prkg apron NA. Turbulence on NW apch. Cld to acr ops with more than 30 px seats. Arpt cld to acr over 12500 lbs or more exc PPR–Arpt Safety and Scty; DOT and Pub Fac; P.O. Box 112506; Juneau, AK 99811–2506–907–766–465–1786. Bluff NW. Narrow apch fm NW. Mtns both sides; turb on NW apch, Bluff NW. Twy D not mntnd 15 Oct–30 Apr. Rwy 08–26 sand to enhance rwy friction may not meet FAA spec. Safety area 4600 ft x 150 ft; 300 ft gravel safety area each end. Rwy 26 50 ft trees 1000 ft SE. Cold temperature airport. Altitude correction required at or below –17C. Alert: See Genots—ENROUTE CTAF FREQS.

AIRPORT MANAGER: 907-766-2340

WEATHER DATA SOURCES: ASOS 135.7 (907) 766–2519. (WX CAM)

COMMUNICATIONS: CTAF 122.9 RCO 122.6 (JUNEAU RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE HNS. NDB (HW) 245 HNS N59º12.73´ W135º25.85´ 284º 3.4 NM to fld. 256/20E. NDB unusl: 160º–330º byd 30 NM 330º–355º byd 30 NM blo 12,000´ 356º–120º byd 30 NM


HELIPAD H1: H40X40 (ASPH–CONC)

HANGAR LAKE SPB (See BETHEL on page 61)

HARLEQUIN LAKE (See YAKUTAT on page 267)

AK, 11 JUL 2024 to 5 SEP 2024
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 infol 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 lghts. 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.
NENANA (H) (H) VORTACW 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) VORTACW 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
HILLTOP  (See CHUGIAK on page 82)

HOLLIS

CLARK BAY SPB (HYL)  1 NE UTC–9(–8DT)  N55°29.43’ W132°37.41’

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) VORW/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 b/o 12,000’
000º–100º byd 15 NM
000º–100º byd 9 NM b/o 6,500’
120º–130º byd 37 NM b/o 6,000’
290º–320º byd 32 NM b/o 7,000’
290º–320º byd 37 NM b/o 9,000’
345º–000º byd 20 NM
DME unusable:
000º–100º byd 11 NM b/o 12,000’
000º–100º byd 15 NM
000º–100º byd 9 NM b/o 6,500’
120º–130º byd 37 NM b/o 6,000’
290º–320º byd 32 NM b/o 7,000’
290º–320º byd 37 NM b/o 9,000’
345º–000º byd 20 NM

KETCHIKAN

HOLY CROSS (HCA)(PAHC)  1 S UTC–9(–8DT)  N62°11.30’ W159°46.50’

75  NOTAM FILE HCA
RWY 02–20: 4000X100 (GRVL)  MIRL
RWY 02: Trees.
RWY 20: Trees.
SERVICE: S4  LGT ACTVT MIRL Rwy 02–20—CTAF.
AIRPORT REMARKS: Unattended. Moose on and inv of arpt. Cold temperature airport. Altitude correction required at or below –29C.
Rwy condition not monitored; recommend visual inspection prior to landing. Rwy 02–20 shallow ponding at twy after rain.
AIRPORT MANAGER: 907-438-2416
WEATHER DATA SOURCES: AWOS–3P 118.325 (907) 476–7231. (WX CAM)
COMMUNICATIONS: CTAF 122.8
ANIAK RCO 122.45 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE ANV.
ANVIK NDB (HW) 365  ANV  N62º38.49’
W160º11.2’  142º 29.6 NM to fld. 318/15E.
HOMER

BOO TLLEGGERS COVE  (2AK4) PVT  11 NW  UTC–9(–8DT)  N59º28.20’ W151º30.75’

45  NOTAM FILE  Not insp.
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

RADIO AIDS TO NAVIGATION:  NOTAM FILE HOM.

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

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SEWARD

ALASKA 123

HOMER (HOM)(PAHO)  Z E  UTC–9(–8DT)  N59º38.73’ W151º28.60’

84  B TPA—See Remarks  ARFF Index—See Remarks  NOTAM FILE HOM
PCN 55 F/B/X/T  HIRL
Rwy 04: MALSF. VASI(V4L)—GA 3.0º TCH 52’. Antenna. Rgt tlc.
Rwy 22: MALSR. VASI(V4L)—GA 3.0º TCH 55’. Tree.

SERVICE:  S2  FUEL 100LL, JET A  LOT ACTVT MALSF Rwy 04; MALSR Rwy 22; VASI Rwy 04 and 22; HIRL Rwy 04–22—CTAF.

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 dng spring and summer. PAEW may be on the rwy H24. Lgtd helipad ctc 123.05. Rwy cond, snow/ice rprt and removal, wildlife ct or otr svc avbl dng skd maint hr; aft hr svc—AMGR. No line of site btw btm rwy ends. Twy A, B, Sth, D and E clsd to acft over 12,500 lb. Grvl road S side of rwy clsd to acft; tax NA. Transient general aviation parking on south side of rwy. GA tsnt prkg S side of rwy. 365 ft unlgt twr 9 NM W. TPA 800’ AGL for fixed wing acft, 600’ AGL and below for rotary acft. Sand gradation lrgr than FAA rcmdd; see AC150/5200–30.

AIRPORT MANAGER: 907-235-5217

WEATHER DATA SOURCES: ASOS 135.65 (907) 235–3603. (WX CAM)

COMMUNICATIONS: CTA F 123.6 AFIS 135.65 (1500–0630Z‡ OT ctc Kenai FSS)

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’  172º 14.5 NM to fld. 1626/15E.
KACHEMAK NDB (HW) 277  ACE  N59º38.48’ W151º30.02’ at fld. 17E.
LOC/DME 109.3  N–HOM  Chan 30  Rwy 04—DME back course unusable byd 15º right of course; LOC back course unusable 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.

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AK, 11 JUL 2024 to 5 SEP 2024
HOMER–BELUGA LAKE SPB

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:

(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´

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 N58°10.66´ W135º15.53´ 204º 6.8 NM to fld. 40/20E.

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

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

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

HOOPER BAY  (HPB)(PAHP)  2 SW  UTC–9(–8DT)  N61°31.43´ W166°08.80´

20  B  NOTAM FILE HPB

RWY 14–32: 3300X75 (GRVL)  MIRL
  RWY 14: 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
ANCHORAGE CENTER APP/DEP CON 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HPB.
(H) (H) VOR/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´

BETHEL  L–38

HOOPER BAY  N61°30.86´ W166°08.07´ NOTAM FILE HPB.
(H) (H) VOR/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)  N60°54.44´ W149°37.37´

194  NOTAM FILE ENA

RWY 17–35: 2040X60 (GRVL)  1.7% up S
  RWY 17: Trees.
  RWY 35: Trees.
AIRPORT REMARKS: Unattended. Be alert rwy condition not monitored.
  Recommend visual inspection prior to landing. Windsocks located at both ends of Rwy 17–35. NSTD markings Rwy 17 and Rwy 35; rwy thlds marked with plastic markers.
AIRPORT MANAGER: 907-288-2428
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ANC.
ANCHORAGE  (H) (H) VOR/DME  113.15 TED Chan 78(Y)
  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´
ANCHORAGE

HORSFELD (4Z5) 28 SSE UTC–9(–8DT) N62º00.43´ W141º10.93´
3620 NOTAM FILE ORT
RWY 03–21: 900X12 (DIRT)
RWY 21: Hill.

AIRPORT REMARKS: Unattended. Wind indicator rstd; pole with colored streamers. Rwy sits in a bowl, mountain peaks immediate vcnty, wnd 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

HOTHAM N66º54.08´ W162º33.86´ NOTAM FILE OTZ.
NDB (HW) 356 HHM 208º 1.3 NM to Ralph Wien Meml. 11/11E.

HOU STON

MORVRO LAKE SPB (88AK) PVT 2 E UTC–9(–8DT) N61º36.12´ W149º47.05´
300 NOTAM FILE
WATERWAY N–S: 4000X1500 (WATER)

SEAPLANE REMARKS: Unattended. All property on this lake shore is pvt/non–commercial except the north end. North end is city park land. Park land consists only undeveloped wet lands. No access by road system. No beaching area.

AIRPORT MANAGER: 907-892-3608

COMMUNICATIONS: CTAF


HUGHES (HUS)(PAHU) 1 SW UTC–9(–8DT) N66º02.35´ W154º15.88´
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


ANCHORAGE CENTER APP/DEP CON 124.6

RADIO AIDS TO NAVIGATION:
UTOPIA CREEK NDB/DME (HW) 272 UTO Chan 22(Y) N65º59.71´ W153º41.63´ 264º 14.2 NM to fld. 983/17E.
NDB unusable:
210º–240º
340º–355º
NDB/DME unusable:
45–105 byd 25 NM
105–145

HUNT STRIP (See WASILLA on page 256)

HUSLIA (HLA)(PAHL)  1 E UTC–9(–8DT)  N65º41.87´ W156º21.08´
220  B  NOTAM FILE HLA
RWY 03–21: 4000X75 (GRVL) MIRL 0.3% up SW
  RWY 03: 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
HUSSLIA RCO 122.4 (FAIRBANKS RADIO)
ANCHORAGE CENTER APP/DEP CON 127.0  290.2
RADIO AIDS TO NAVIGATION: NOTAM FILE HLA.
(H) (H) VORW/DME 117.4  HSL  Chan 121  N65º42.47´
                  W156º21.79´ 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)  N55º12.38´ W132º49.70´
00  NOTAM FILE HYG
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
                   N55º03.62´ W131º34.70´  261º 43.9 NM to fld. 184/21E.
VOR unusable:
  00º–100º byd 11 NM blo 12,000´
  00º–100º byd 15 NM
  00º–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:
  00º–100º byd 11 NM blo 12,000´
  00º–100º byd 15 NM
  00º–100º byd 9 NM blo 6,500´
  120º–130º byd 37 NM blo 6,000´
  290º–320º byd 32 NM blo 7,000´
  290º–320º byd 37 NM blo 9,000´
  345º–000º byd 20 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Ketchikan FSS dial 800–478–3500.
HYDER SPB  (4Z7)  1 SE UTC–9(–8DT)  N55º54.20´ W130º00.40´
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 11B
N55º03.62´ W131º34.70´ 025º 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  N64º32.74´ W149º04.61´ NOTAM FILE ENN.
NDB (HW) 525 ICW at Nenana Muni. 365/18E.

ICY BAY  (19AK) PVT  73 NW UTC–9(–8DT)  N59º58.14´ 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. Rwys 05–23 first 1000´ of Rwys 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 N59º30.65´ 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.
Rwy 23: Brush.

SERVICE: FUEL 100LL LGT ACTIVATE MIRL Rwy 05–23, rotating bcn and windcone lghts—CTAF.


AIRPORT MANAGER: 907-571-1261
WEATHER DATA SOURCES: AWOS–3P 119.925 (907) 533–3350. (WX CAM)
COMMUNICATIONS: CTAF 122.8

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 fld. 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(–BDT) N59º45.33’ W154º55.07’

192 B 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 18: PAPI(P4L)—GA 3.0º TCH 30’. Brush.

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/t 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 prio to asphalt at both ends of rwy. Daylight ops only. Tnst prkg mkd with green cones. Arpt sand lrgr 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 prvd when Iliamna FSS clsd. (WX CAM)

COMMUNICATIONS: CTAF 123.6 AFIS 134.95 (1 Jun–30 Sep 1445–0645Z‡; OT ctc Kenai FSS)

FSS ILI (ILIAMNA) 1 Jun–30 Sep 1445–0645Z‡; OT ctc Kenai FSS.

ILIAMNA RADIO 121.5 122.2 123.6 (KENAI RADIO)

RCO 121.5 122.2 123.6 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 118.8

AIRSPACE: CLASS E svc 1445–0645Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ILI.

NDB/DME (HW) 411 ILI Chan 91 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/NV/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 tcf.
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 wkends and hol. All mil, govt and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–3211/4310, C907–552–3211/4310. Afld 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. Ops 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 idx 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 Afld Mgt for permits 907–552–1448/4176. Rwy 06 effective gradient 7.1% down. Visld 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

COMMUNICATIONS: CTAF 126.2
RCO 122.6 (FAIRBANKS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE UTO.


JAKOLOF BAY  (4Z9)  0 N  UTC–9(–8DT)  N59º27.13´ W151º31.34´

5  NOTAM FILE HOM
RWY 12–30: 1000X35 (GRVL)
RWY 12:  Hill.
RWY 30:  Hill. Rgt tfc.
AIRPORT REMARKS: Unattended. Area subject to tidal flooding and debris; under water at + 18 ft tide, possible logs during high tide. Rwy 12–30 doglegs. Rwy 12–30 loose rocks 3´ X 6´. High terrain south of arpt, recommend left turn Rwy 12 dep and rgt turn Rwy 30 dep. Shrubby and grass growing 30´ off centerline west side of rwy. Rwy 30, first 60´ rough and soft. Rwy used as access and staging area for kayakers. Rwy 12 30 narrows to 10´ at SE end.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) VOR/W/DME 114.6  HOM  Chan 93  N59º42.57´ W151º27.40´ 172º 15.6 NM to fld. 1626/15E.

JENSENS  
FORT JENSEN  (AK60) PVT  0 NE  UTC–9(–8DT)  N57º53.11´ W157º05.81´

240  NOTAM FILE
RWY 06–24: 4700X125 (GRVL)
RWY 24:  Brush.
AIRPORT MANAGER: 907-243-6667

JOHNSONS LANDING  (See BEAR LAKE on page 57)

JOHNSTONE POINT  N60º28.86´ W146º35.96´  NOTAM FILE JNU.
(H) (H) VOR/W/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 SPB  (See BIG LAKE on page 62)
JUNEAU INTL (JNU)(PAJN) 7 NW UTC–9(–8DT) N58º21.28´ W134º34.71´

25 B TPA—See Remarks: AOE Class I, ARFF Index C NOTAM FILE JNU

RWY 08–26: H8857X150 (ASPH–GRVD) S–120, D–250, 2D–550
PCN 89 F/C/XT HIRL CL

RWY 08: MALSF, REIL, VASI(V2L)—GA 3.5º TCH 38´. RVR–TR Tower. Rgt tfc.
RWY 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 cntrl and is not visible on ry cntrl. Rwy 08 VASI unusbl byd 06 degs left of crs. Rwy 08 RLLS lghts. 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 invof arpt. Incr helicopter/igt actvty Apr 15–Oct 1 entire length on Gastineau Channel and within 5 miles of arpt. Paragliding activity 3 miles North of arpt invof Thunder Mtn and over Gastineau Channel nears downtown Apr 15–Oct 1 6000´ and blo. Airframe/powerplant svc for single/twin propeller engine acft turbine and avionics. Mil contract fuel avbl. National Guard 24 hr PPR due to ltd parking, C907–789–3366. 1630–0100Z‡ weekdays ctc Guard Ops, 10 minutes prior to ldg on 124.65. Mountainous background restricts controllers visibility of apch Rwy 26. Rwy visibility value Rwy 08 and Rwy 26 avbl. Apron terminal ramp clsd to rotorcraft. Apron US CUSTOMS ramp clsd to acft with wingspan more than 79´ intl actvty 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) (H) VORTACW 114.0 SSR Chan 87 N58º10.66´ W135º15.53´ 043º 24.0 NM to fld. 40/20E.
VOR unusable:
- 050º–070º byd 12 NM blo 10,000´
- 115º–130º byd 32 NM blo 8,000´
- 131º–175º byd 25 NM blo 13,000´
- 176º–189º byd 35 NM blo 14,000´
- 190º–245º byd 30 NM blo 12,000´
- 246º–260º byd 18 NM blo 7,000´
- 306º–360º byd 21 NM
TAC AZM unusable:
- 050º–070º byd 12 NM blo 10,000´
- 115º–130º byd 32 NM blo 8,000´
- 131º–175º byd 25 NM blo 13,000´
- 176º–189º byd 28 NM blo 14,000´
- 190º–245º byd 30 NM blo 12,000´
- 246º–260º byd 18 NM blo 7,000´
- 306º–360º byd 21 NM
DME unusable:
- 050º–070º byd 12 NM blo 10,000´
- 115º–130º byd 32 NM blo 8,000´
- 131º–175º byd 25 NM blo 13,000´
- 176º–189º byd 28 NM blo 14,000´
- 190º–245º byd 30 NM blo 12,000´
- 246º–260º byd 18 NM blo 7,000´
- 306º–360º byd 21 NM
COGHLAN ISLAND NDB (HWZ) 212 CGL N58º21.56´ W134º41.97´ 074º 3.8 NM to fld. 58/20E.
NDB unusable:
- 325º–050º byd 30 NM
- 270º–324º byd 35 NM
- 220º–270º byd 24 NM blo 13,000´
LDA/DME 109.9  I–JDL  Chan 36  Rwy 08.  LOC unusable byd 30º left of inbound course.

COMM/NAV/WEATHER REMARKS: Ctc Juneau FSS for arpt advisory service on 118.7 when twr is clsd. For a toll free call to Juneau FSS dial 1–866–297–2236. For lcl call to Juneau FSS call 907–789–7380. Between May and Sep an additional twr freq of 120.7 will be in use. Its use will be announced via the ATIS. All other times use 118.7. Juneau Intl Seaplane Basin contact Juneau Tower on freq 118.7 for taxi, take-off and landing instructions. Waterlane controlled by Juneau Tower. Taxiing acft should taxi clockwise around the outer edge of float pond.

WATERWAY 08W–26W: 4800X150 (WATER)
SEAPLANE REMARKS: Attended continuously. Wildlife and birds on and in vicinity of seaplane base. Transient dock avbl for public use for up to six acft, SW corner.

KAARUK  N67º40.04´ W149º49.50´  RCO 122.4  (FAIRBANKS RADIO)
KACHEMAK  N59º38.48´ W151º30.02´  NOTAM FILE HOM.
NDB (HW) 277 ACE at Homer. 17E.
**KAKE (AFE)(PAFE) 1 SE UTC–9(–8DT) N56º57.68´ W133º54.62´**

- **NOTAM FILE AFE**
- **RWY 11–29:** H4000X100 (ASPH) MIRL 0.5% up SE
  - Rwy 29: Thld dsplcd 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
- **RADIO AIDS TO NAVIGATION:** NOTAM FILE AFE.
  - NDB/DME (MHW) 223 AFE Chan 91 N56º57.84´ W133º54.71´ at fld. 170/21E.
  - NDB unusable:
    - 040º–090º byd 15 NM
    - 091º–135º byd 20 NM bio 4,600´
    - 265º–280º byd 15 NM bio 4,900´
    - 281º–310º byd 15 NM bio 10,000´
    - 311º–340º byd 10 NM bio 12,500´
    - 340º–040º byd 15 NM bio 12,500´
- **COMM/NAV/WEATHER REMARKS:** For a toll free call to Sitka FSS dial 1–800–478–6300. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF. DME Chan 91 paired with VHF freq 114.4.

**KAKE SPB (KAE) 0 S UTC–9(–8DT) N56º58.38´ W133º56.74´**

- **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) VORW/DME 116.5 LVD Chan 112 N56º28.06´ W133º04.99´ 297º 41.7 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 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
137

KALAKET CREEK AS (1KC) AF UTC–9(–8DT) N64º25.47´ W156º50.60´
FAIRBANKS
H–1B, 2I, L–3C, 4I
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 3 CFR855 and USAF Operating Instructions. Rwy 09–27—CTAF. ACTVT PAPI Rwy 09 & 27; MIRL Rwy 09–27—CTAF.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Large wildlife on or invof rwy.

AIRPORT MANAGER: 907-552-8757
WEATHER DATA SOURCES: AWOS–3P 119.025 (907) 471–2434. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8

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 wildife on or invof rwy.

AIRPORT MANAGER: 907-764-5094
WEATHER DATA SOURCES: AWOS–3P 119.025 (907) 471–2434. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8

ANCHORAGE CENTER APP/DEP CON 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

BETHEL (H) (H) VORTAC 114.1 BET Chan 88 N60º47.09´ W156º46.63´ 029º 56.8 NM to fld. 183/12E.


KALTAG (KAL)(PAKV) 1 SW UTC–9(–8DT) N64º19.14´ W158º44.48´
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

ANCHORAGE CENTER APP/DEP CON 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE GAL.

GALENA (H) (H) VORW/DME 114.8 GAL Chan 95 N64º44.29´ W156º46.63´ 233º 56.8 NM to fld. 183/12E.

KANTISHNA  

(W55)  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 10: 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’ 103°40.9 NM to fld. 713/17E.

NDB unusable:

230°–240°

345°–350° 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 rotorwing use prohibited, except in case of emergencies. Wildlife invof rwy. Rwy 15–33 surface covered with grass, and small shrubs. Trees and brush along both sides of rwy. Rwy 15–33 length 1960’ from trees to trees.

AIRPORT MANAGER: 907-683-9581

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MHM.

MINCHUMINA NDB (HW) 227 MHM N63°53.03’

W152°18.97’ 081°53.4 NM to fld. 713/17E.

NDB unusable:

230°–240°

345°–350° byd 25 NM


KARLUK  (KYK)(PAKY)  1 WNW UTC–9(–8DT)  N57°33.96’ W154°27.23’

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 N57°46.50’

W152°20.39’ 246°69.3 NM to fld. 133/14E.

VOR unusable: 190°–310° byd 15 NM bio 12,000’

DME unusable: 154°–265° byd 15 NM bio 12,000’

266°–305°

306°–341° byd 15 NM bio 12,000’

**KARLUK LAKE SPB (KKL) 0 W UTC–9(–8DT) N57º22.02´ W154º01.66´**

**ALASKA**

**WATERWAY NW–SE:** 10000X1000 (WATER)

**SEAPLANE REMARKS:** Unattended. N–S prevailing winds; good beaching area in front of main building. Rocks on beach area. Lake often very still and clear. Deceptive idea of the actual sfc.

**AIRPORT MANAGER:** (907) 487-2600

**COMMUNICATIONS:** CTAF 122.8

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

**KODIAK (H) (H) 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–306º byd 15 NM blo 12,000´

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

**KASAAN SPB (KXA) 0 SE UTC–9(–8DT) N55º32.24´ W132º23.85´**

**WATERWAY N–S:** 2000X2000 (WATER)

**SEAPLANE REMARKS:** Unattended. Gulls invof SPB & float. Be alert apchg float fm SW to prevent wing fm ctc with boat float pilings; float exposed to SE, SW & NW winds; boats may be tied to float; float slippery when wet. Swells lkl with SE, SW or NW winds. Windsock unusbl.

**AIRPORT MANAGER:** 907-755-2229

**COMMUNICATIONS:** CTAF 122.9

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

**ANETTE ISLAND (H) (H) VOR/DME 117.1 ANN Chan 118 N55º03.62´ W131º34.70´ 295º 40.1 NM to fld. 184/21E.

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

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

**COMM/NAV/WEATHER REMARKS:** For a 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)
**KASILUK (ZFPK)**

**NOTAM FILE ENA**

**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. Lghts at top of twr, not blades. Rwy 17–35 slopes up to S end 1% grade. Rwy 17 first 200 ft soft when wet.

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

**COMMUNICATIONS:** CTAF 122.9

**ANCHORAGE CENTER APP/DEP CON 125.2**

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

**BETHEL (H) (H) VOR/CW 114.1 BET Chan 88 N60°47.09’ W161°49.46’ 271° 21.2 NM to fld. 105/14E.**

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**KASILOF (5KS)**

**NOTAM FILE ENA**

**RWY 01–19:** 2400x60 (GRVL)

**RWY 01:** Trees.

**RWY 19:** Brush.

**AIRPORT REMARKS:** Unattended. Maint irg. Rwy cond unmnt, rcmmd visual insp prior to use. ATV tfc on rwy. Rwy 01–19 3 in nuts. 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:**

**KENAI (H) (H) VOR/DME 117.6 ENA Chan 123 N60°36.88’ W151°11.71’ 168° 16.0 NM to fld. 115/19E.**

**VOR unusable:** 348°–015° byd 20 NM

**DME unusable:** 355°–041° byd 35 NM blo 2,000’


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**KASILOF ENCELEWSKI LAKE SPB (AK5)**

**NOTAM FILE ENA**

**WATERWAY 05W–27W:** 3500X500 (WATER)

**SEAPLANE REMARKS:** Unattended. Public aces N end of lake. Windsock midlake W side.

**COMMUNICATIONS:** CTAF 122.5

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**BETHEL (L–3C)**

**IAP**

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**ANCHORAGE**

**KASILOF 125 NOTAM FILE ENA**

**AIRPORT MANAGER:** 907-398-2201

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**ANCHORAGE**

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**KASILOF 125 NOTAM FILE ENA**

**AIRPORT MANAGER:** 907-953-6733

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**ANCHORAGE**

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**KENAI FSS—283–7211.**
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. Acft maint 1,000´ AGL in vicinity of Brooks Camp. Heavy bear and human concentration. Landing and takeoffs or taxiing within 50 yards of bears is prohibited. Surface ops are limited to idle maneuvers within 200 yards of Brooks Camp Beach on Naknek Lake. Step taxi ops, initiation of takeoffs and landings within this zone is prohibited. Buoys note no–wake area. Large white buoys 4´ tall in waterway are a hazard to navigation and difficult to see.

AIRPORT MANAGER: 907-246-3305

COMMUNICATIONS: CTAF

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

KING SALMON  (H) (H) VORTACW  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 STRIP  (RKi)  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 thr markers non standard, barrels and reflective cones.

AIRPORT MANAGER: 404-857-4707

COMMUNICATIONS: CTAF

UNICOM

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

KENAI (H) (H) VORW/DME  117.6  ENA Chan 123  N60º36.88´ W151º11.71´  248º 28.6 NM to fld. 115/19E.

VOR unusable:
348º–015º byd 20 NM

DME unusable:
355º–041º byd 35 NM blo 2,000´


HELIPAD H1: 40X20 (GRVL)
ISLAND LAKE SPB (2R3) 9 N UTC–9(–8DT) N60º42.27´ W151º18.68´ ALASKA

NOTAM FILE ENA
WATERWAY 06W–24W: 5000X500 (WATER)


KENAI MUNI (ENA)(PAEN) 0 N UTC–9(–8DT) N60º34.40´ W151º14.69´

NOTAM FILE ENA

RWY 02L–20R: H7855X150 (ASPH–GRVD) S–75, D–150, 2D–250

PCN 59 F/B/X/U HIRL

RWY 02L: REIL. VASI(V4L)—GA 3.0º TCH 53´. RVR–R Thld dsplcd 280´. Rgt tlc.

RWY 20R: MALS. 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

AIRPORT MANAGER: 907-283-7951

WEATHER DATA SOURCES: ASOS 133.35 (907) 283–6513. LAWRS. (WX CAM)

FSS ENA (KENAI)

ANCHORAGE CENTER APP/DEP CON 125.7 379.1

TOWER 121.3 (1500–0700Z May 1–Sep 30; 1600–0600Z Oct 1–Apr 30) GND CON 118.75

AIRSPACE: CLASS D svc 1500–0700Z May 1–Sept 30, 1600–0600Z Oct 1–Apr 30; other times CLASS E.

COMMUNICATIONS: CTAF 121.3 ATIS 133.35

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.

HELIPAD H1: H55X55 (ASPH)

HELIPAD H2: H55X55 (ASPH)

WATERWAY 02W–20W: 4600X240 (WATER)

WATERWAY 20W: Rgt tlc.

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 ctld by Kenai ATC durg ops hrs.TPA: Rwy 02W/20W 500´ AGL. When Kenai ATCT cld wx vsb 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 tlc. Water ldg area and twy chnl not vsb fm ATCT.
KETCHIKAN

KETCHIKAN (TEMSCO H) HELIPORT (17AK) PVT 4 NW UTC–9 (–8DT) N55º22.98’ W131º44.10’

HELIPAD HL: 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. 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 N55º20.53’ W131º41.45’ 307º 2.9 NM to fld. 46/21E.

NDB unusable:

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

KETCHIKAN HARBOR SPB (5KE) 0 W UTC–9 (–8DT) N55º20.67’ W131º39.81’

WATERWAY E–W: 3893X1000 (WATER)


COMMUNICATIONS: CTA 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 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: LC to Ketchikan FSS dial 225–9481. For a toll free call to Juneau FSS dial 1–800–WX–BRIEF.

AK, 11 JUL 2024 to 5 SEP 2024
KETCHIKAN INTL  (KTN/PAKT)  1 W UTC–9(–8DT)  N55º21.25´W131º42.67´

92  B LRA ARFF Index—See Remarks  NOTAM FILE KTN


PCN 49 F/B/X/T HIVL


RWY 29: MALSR. PAPI(P4L)–GA 3.0º TCH 49´. RVR–TR

SERVICE: FUEL 100LL, JET A LGT


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 continuous.

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´ KETCHIKAN **

00 NOTAM FILE KTN

WATERWAY NE–SW: 10000X2000 (WATER)

SEAPLANE REMARKS: Unattended. No public float plane parking avbl. Auto dial phone for FSS ATIS Hospital USCG and spill response avbl.

AIRPORT MANAGER: 907-225-6800

COMMUNICATIONS: CTAF 123.6

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

PENINSULA POINT PULLOUT SPB (9C8)  4 NW  UTC–9(–8DT)  N55º23.08´ W131º44.30´

NOTAM FILE KTN

WATERWAY NE–SW: 9000X2000 (WATER)

SERVICE:  S4 FUEL 100LL


AIRPORT MANAGER: 907-225-2513

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ANN.

ANNETTE ISLAND  (H) (H) VORW/DME 117.1  ANN Chan 118

N55º03.62´ W131º34.70´ 323º 20.3 NM to fld. 184/21E.

VOR unusable:

000º–100º byd 11 NM b10 12,000´
000º–100º byd 15 NM
000º–100º byd 9 NM b6,500´
120º–130º byd 37 NM b6,000´
290º–320º byd 32 NM b7,000´
290º–320º byd 37 NM b9,000´
345º–000º byd 20 NM

DME unusable:

000º–100º byd 11 NM b10 12,000´
000º–100º byd 15 NM
000º–100º byd 9 NM b6,500´
120º–130º byd 37 NM b6,000´
290º–320º byd 32 NM b7,000´
290º–320º byd 37 NM b9,000´
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)  N66º58.57´ W160º26.32´

Rwy 07–25: 4000X75 (GRVL) MIWL 0.8% up W
Rwy 25: REIL. PAPI(P4R)—GA 3.0º TCH 29’. Brush.

SERVICE: LGT ACTVT REIL Rwy 25; PAPI Rwy 25; MIWL 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


COMMUNICATIONS: CTAF 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE WLK.

SELAHICK (H) (H) VORW/DME 114.2  WLK Chan 89 N66º35.97´ W159º59.45´ 319º 25.1 NM to fld. 11/16E.

NOTAM FILE KVC

RWY 08–26: 3500X115 (GRVL) MIRL
RWY 08: REIL. PAPI(P4L)—GA 4.0º TCH 33’. Road.
RWY 26: REIL. PAPI(P4L)—GA 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. Arpt bcn opr SS–SR.

AIRPORT REMARKS: Unattended. Rwy cond not monitored; rcmd visual inspection prior to using. Rwy 08–26 soft during spring breakup and after hvy rain. 16+ kts winds in NE, E, NW 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

RCO 122.25 (COLD BAY RADIO)

ANCHORAGE CENTER APP/DEP CON 118.5

RADIO AIDS TO NAVIGATION: NOTAM FILE CDB.

COLD BAY (H) (H) VORTACW 112.6 CDB Chan 73 N55º16.04´ W162º46.44´ 107º 19.7 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

KING SALMON  
(Alaska)

**RWY 12–30:** H8901X150 (Asphalt–Gravel) S–67, D–90, 2S–175, 2D–175, 2D/2D–335 PCN 67 F/B/X/T HIRL

RWY 12: SSLAR, PAPI(P4L)—GA 3.0º TCH 66’. RVR–T

RWY 30: PAPI(P4L)—GA 3.0º TCH 45’. RVR–R

RWY 18–36: H4017X100 (Asphalt–Gravel) S–30, D–50 PCN 66 F/B/X/T MIRL

RWY 18: Trees.

**SERVICE:**

**S4** FUEL 100LL, Jet A

LGT When ATCT clsd ACTVT SSLAR Rwy 12; PAPI Rwy 12 and 30; MIRL Rwy 18–36; HIRL Rwy 12–30—CTAF.

**AIRPORT REMARKS:**

Attended 1600–0200Z‡. TSA reg arpt; See 49 CFR 1542. All gates and doors rmn secure at all times. Tsnt or unfamiliar pilots—AMGR for info. Class I, ARFF Index B. Cld to acr ops with more than 30 px seats exc PPR in writing—AMGR PO Box 65, King Salmon, AK 99613. ARFF equip staffed durg acr only. Rwy 12 touchdown RVR avbl Aug 1–Jun 14 1700–0500Z‡ 15 Jun–31 Jul 1700–0700Z‡. RCR durg 11th AF tr flg flying window. Coord RCR checks with King Salmon Ops 907–439–3001/907–439–6000. Ops rstrd to low apch apch/FSL only. Flgts orig outside AK ref to USAF FCG; cstms not avbl. NWS bln launch fac on arpt; see inside back cover for ops detail. Business jet prkg gtr than 1 hr 48 hr PPR.

**AIRPORT MANAGER:** 907-246-3325

**WEATHER DATA SOURCES:**

ASOS 128.8 (907) 246–7506. (WX CAM)

COMMUNICATIONS: CTAF 352.05 121.9 UNICOM 128.8

RCO 122.2 121.9 Freq 118.3 unavbl when twr clsd. (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON 354.0 124.8

TOWER 279.5 118.3 (1 Aug–14 Jun 1700–0500Z‡, 15 Jun–31 Jul 1700–0700Z‡). GND CON 121.9

PTD 372.2

AIRSPACE: CLASS D svc 1700–0500Z‡ Aug 1–14, 1700–0700Z‡ Jun 15–Jul 31; other times CLASS E.

**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) N59°55.90’ W164°01.69’

WATERWAY E–W: 3200X60 (GRVL) MIRL

RWY 17–35: 3200X60 (GRVL) MIRL

RWY 35: Rgt tlc.


AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Frequent crosswinds. Windssock unreliable. Heavy bird activity near rwy. Irregular surfaces full length of rwy. Dips and ponding full length of twy. Wind turbine farm 0.5 NM NW of arpt unlighted.

AIRPORT MANAGER: 907-543-2495

WEATHER DATA SOURCES: AWOS–3P

COMMUNICATIONS: CTAF

RADIO AIDS TO NAVIGATION: NOTAM FILE BET.

KITOI BAY SPB (KKB) 0 NE UTC–9(–8DT) N58°11.46’ W152°22.23’

WATERWAY E–W: 4000X1000 (WATER)


AIRPORT MANAGER: 877-628-4449

COMMUNICATIONS: CTAF

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KIVALINA (KVL)(PAVL) 0 NW UTC–9(–8DT) N67°44.17’ W164°33.81’

WATERWAY E–W: 3000X60 (GRVL) MIRL


AIRPORT MANAGER: 907-442-3147

WEATHER DATA SOURCES: ASOS

COMMUNICATIONS: CTAF/UNICOM

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
**Klawock (AKW) (PAKW)**  
2 NE UTC–9(–8DT) N55°34.75’ W133°04.56’  
80 B NOTAM FILE AKW  

**RWY 02–20:** H5000X100 (ASPH–GRVD) D–100 MIRL 0.8% up NE  
**RWY 02:** REIL. PAPI(P4L)—GA 3.0’ TCH 34’. Road.  
**RWY 20:** REIL. PAPI(P4L)—GA 4.0’ TCH 40’. Road. Rgt tfc.  

**SERVICE:** LGT ACTV PAPI Rwy 02 and 20, MIRL Rwy 02–20, windsock, apron lghts—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 acr ops more than 30 px seats. Cond unmnt, maint ireg, rcmd visual insp bfr use. PAJA on rwy, twy and parking apron NA. Rwy 20 700 ft hill 2 mi NE of thr. Cold temperature airport. Altitude correction required at or below –10C.  

**AIRPORT MANAGER:** 907-755-2229  

**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) (H) VOR/W/DME** 116.5  
**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’  
**(H) HW/DME** 115.8  
AKW Chan 105 N55°34.12’ W133°04.98’ at fld. 52. NOTAM FILE AKW.  
**DME** unusable:  
034°–189° blo 8,000’  
304°–354° blo 8,000’  

**COMM/NAV/WEATHER REMARKS:** For a toll free call to Ketchikan FSS dial 800–478–3500. For a LC to Juneau FSS dial 789–7380.
KODIAK (ADQ/PADQ) P (CG) 4 SW UTC–(8–9DT) N57º44.99′ W152º29.64′

79° B ARFF Index—See Remarks NOTAM FILE ADQ

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: VASI(V2L)—GA 2.05º TCH 54 ′. Rgt tcf.


PCN 44 F/B/Y T  HIRL  0.3% up S

RWY 11: Thld dsplcd 440′. Trees.

RWY 29: VASI(V2L). Thld dsplcd 556′. Rgt tcf.

RWY 01–19: H5010X150 (ASPH–GRVD) S–53, D–110, 2D–150

PCN 48 F/B/X/U  HIRL  0.3% up S

RWY 01: REIL. VASI(V2L)—GA 3.75º TCH 57 ′. Trees. Rgt tcf.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–7534 TODA–7534 ASDA–7534 LDA–6396

RWY 11: TORA–4960 TODA–4960 ASDA–4960 LDA–4402

RWY 26: TORA–7534 TODA–7534 ASDA–7534 LDA–7534

RWY 29: TORA–4844 TODA–4844 ASDA–4844 LDA–4402

ARRIVING GEAR/SYSTEM

RWY 01: EMAS

RWY 08: EMAS

SERVICE: S2 FUEL 100LL, JET A1 LGT ACTVT REIL Rwy 01 and 26;

VASI Rwy 01, 26, 29; HIRL Rwy 01–19, 08–26, 11–29; twy lgs—CTAF. 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 mgm with questions. JASU fuel avbl for USCG only. Class I, ARFF Index B. CLOSED to air carrier ops with more than 30 pax seats exc PPR in writing to arpt mgr, P.O. Box 1500 Anton Larson Road, Kodiak, AK 99615. Personnel and eqpt may be working on the rwy at any time. No snow removal or deicing for rwy, thy, and ramp, daily 1830–0500 local. Deer, numerous seabirds and migratory waterfowl on and in vof arpt. First 3000′ Rwy 08 and first 2000′ Rwy 01, and associated twys not visible from twr. Portions of all twys not visible from tower due to terrain. Fld surrounded by mountains exc east. High terrain around arpt is not obst lgtd. Mountain on apch to Rwy 08. Recommend use of Rwy 08 only by pilots familiar with terrain. Maneuvering for apch to Rwy 01, Rwy 26, Rwy 29, or Rwy 19, must be accomplished east of aflf. Takeoff Rwy 26 or Rwy 29 or lndg Rwy 08 or Rwy 11 not recommended drg hrs of darkness or when mtn peaks are obscd. Pilots are cautioned to thoroughly understand standard instrument apch, and missing apch procedures. Acft ops during ATCT closure: All pilots must be alert when landing Rwy 26 or departing Rwy 08 due to possible tall vessels crossing the Rwy 26 apch corridor 3200′ to 5000′ from apch end of Rwy 26. Ships over 120′ above water cross channel btwn Puffin Island/ADQ. Can occur anytime. Arpt svc road within 50 ft of thld on all rwy. Cstd to Part 121 unscheduled pax carrying ops with over 30 pax seats installed unless 24 hr written notice to arpt mg and prior apvl received. All tran ml 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. All arr acft ctc Kodiak Air on 345.0 or 164.55 for clearance onto CG ramp, Marshaller and parking svc. BE ALERT: Twy to CG ramp crosses two roadways, activate lights key 122.8 5 times on, 7 times off. BE ALERT: Non–standard taxi line obst clearance on CG ramp. All Lifeflight/Medvac acft must use ramp area in or adjacent to transient parking on east side of 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 takeoff and landing, PPR for all operations.

AIRPORT MANAGER: 907-487-4952

WEATHER DATA SOURCES: ASOS (907) 487–2442 (WX CAM)

COMMUNICATIONS: CTAF 119.8 UNICOM 122.8 ATIS 134.45

RCO 119.8 (KENAI FSS)

WOODY ISLAND RCO 122.2 (KENAI FSS)

ANCHORAGE CENTER APP/DEP CON 281.4 125.1

TOWER 239.0 119.8 (Oct 1–Mar 31 1530–0500Z‡, Apr 1–Sep 30 1600–0700Z‡.) GND CON 121.9

COAST GUARD AIR OPERATIONS (KODIAK AIR) 345.0 156.8 2182 2678

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ALASKA 151

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 N57º46.50’ W152º20.39’ 239º 5.2 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’

WOODY ISLAND NDB (HW) 394 RWO N57º46.49’ W152º19.48’ 241º 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) N57º48.16’ W152º22.96’

130 LRA NOTAM FILE ENA

WATERWAY NE–SW: 2100X250 (WATER)


KODIAK MUNI (KDK) (PAKD) 2 NE UTC–9(–8DT) N57º48.36’ W152º22.43’

139 NOTAM FILE ENA

RWY 02–20: H2475X40 (ASPH–TRTD)
RWY 02: Thld dsplcd 240’. Tree. Rgt tfc.
RWY 20: Trees.

TRIDENT BASIN SPB (T44)  0 N  UTC–9(–8DT)  N57º46.85´  W152º23.48´

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 inovf lido 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´

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 Rwys 07 and 25, MIRL Rwy 07–25, rotating bcn and windcone—CTAF.

AIRPORT REMARKS: Unattended. Rwy not monitored, visual inspection prior to use. Horses on or inoff rwy. 30´ unlit twr approximately 300´ north of Rwy 07–25.

AIRPORT MANAGER: 907-571-1261

COMMUNICATIONS: CTAF 122.9

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 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´


KOLIGANEK (JZZ)(PAJZ)  1 E  UTC–9(–8DT)  N59º43.61´  W157º15.62´

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 ASDA–3300 ASDA–3300

SERVICE: LGT ACTV MIRL Rwy 09–27; PAPI Rwy 09 and 27—CTAF.

Actvt rotg bcn—CTAF.

AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to use. Rwy 09–27 heaves and humps; rwy sloughing off into tundra. Rwy slopes down toward W end. Rwy 09 and 27 thr mkd with lgts.

AIRPORT MANAGER: 907-842-5511

WEATHER DATA SOURCES: AWOS–3P

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´  026º 59.3 NM to fld. 81/15E.

ALASKA

KONGIGANAK (DUY) (PADDY)  1 NE UTC–9(–8DT)  N59º57.70´ W162º52.84´
40  B  NOTAM FILE ENA
RWY 01–19: 2400x75 (GRVL–DIRT)  MIRL
SERVICE:  LGT ACTVT MIRL Rwy 01–19—CTAF. ACTVT rotg bcn—CTAF.
AIRPORT REMARKS:  Unattended. Rwy cond ummnt; rcmd visual insp bfr use.
Wildlife inflf rwy. ALERT: 235 ft twr E; wind generators E. Rwy 01–19
S 500 ft irreg sfc vars and ponding.
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.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

KOTLIK (2A9) (PKO)  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 ummnt; rcmd visual insp prior to
Indg.
AIRPORT MANAGER: (907) 625-1025
WEATHER DATA SOURCES: AWOS–3P 118.1 (907) 269–2701. (WX CAM)
COMMUNICATIONS: CTAF 122.9
ANCHORAGE CENTER APP/DEP CON 124.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ENM.
EMMONAK (H) (H) VOR/DME 117.8   ENM Chan 125   N62º47.08´
W164º29.25´ 046º 30.1 NM to fld. 17/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial
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 09–27: H6300X150 (ASPH–GRVD)  S–100, D–128, 2S–162,
2D–240 PCN 91 F/B/X/T  HIRL

RWY 09:  REIL. PAPI(P4R)—GA 3.0º TCH 43’. RVR–T Thld dsplcd
400’. Road.

RWY 27:  REIL. PAPI(P4L)—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 REMARKS:  Attended 1600–0859Z‡. Ravens invof arpt. Nmrs 330
ft wind turbine twrs 3.5 mi SE. Arpt svcs avbl 1600–0500Z‡; aft hr –
amgr. Class I, ARFF Index B. Clsd to acr ops more than 30 pax seats
exc PPR in writing – amgr, Box 55, Kotzebue, AK 99752. Rwy 18–36
not avbl for sked or unsked acr

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

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.

COMM/NAV/WEATHER REMARKS:  For local call to Kotzebue FSS dial 907–442–3310. For a toll free call to Kotzebue FSS dial
KOYUK ALFRED ADAMS  (KKK)(PAK)  0 NE  UTC–9(–8DT)  N64°56.37´  W161°09.26´  NOTAM FILE KKA

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 unmon; rcmd visual insp prior to lndg. Rwy 01 NSTD markings, lghts, cones and thr panels. Rwy 19 NSTD markings, lghts, cones and thr panels.

AIRPORT MANAGER:  (907) 625-1025

WEATHER DATA SOURCES:  AWOS–3P 134.95 (907) 963–4000. (WX CAM)

COMMUNICATIONS:  CTAF 122.8

KOYUK RCO 122.35 (NOME RADIO)

ANCHORAGE CENTER APP/DEP CON 135.7 335.5

RADIO AIDS TO NAVIGATION:  NOTAM FILE OME.

MOSES POINT  (L) (L) VORW/DME 116.3  MOS Chan 110
N64°41.79´  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)  N64°52.55´  W157°43.83´  NOTAM FILE FAI

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 122.9

GALENA RCO 122.2 (FAIRBANKS RADIO)

ANCHORAGE CENTER APP/DEP CON 127.0 290.2

RADIO AIDS TO NAVIGATION:  NOTAM FILE GAL.

GALENA  (H) (H) VORW/DME 114.8  GAL Chan 95  N64°44.29´  W156°46.63´  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  N57°17.00´  W135°43.76´  NOTAM FILE SVA.
RCO 122.05 (SITKA RADIO)

KUIU  N56°36.98´  W134°03.11´  NOTAM FILE SVA.
RCO 121.3 (SITKA RADIO)

KUKULIAK  N63°41.54´  W170°28.19´  NOTAM FILE SVA.
(H) (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 REMARKS: Unattended. Use extreme ctn in high and gusty wind.
Heavy bear concentration, bears frequently on rwy during summer.
Ramp on west end of rwy privately owned. Yellow barrels mark property line.
Rwy 07–25 covered uniformly with loose 2” to 5” stones. East 2000’ of rwy on National Park land and open to public. West 2600’ of rwy on private land and CLOSED to the public. Ctc Raymond Peterson, 4700 Aircraft Drive, Anchorage AK 99502 or call 907 243 5448.
AIRPORT MANAGER: 907-246-3305
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.
KING SALMON (H) (H) VORTAC W 112.8  AKN Chan 75  N58°43.48´ W156°45.14´
TACAN antenna offset 150’ se
TACAN AZIMUTH unusable:
130°–140° byd 13 NM blo 4,000’
130°–140° byd 30 NM
332°–348° byd 19 NM blo 5,000’
DME unusable:
332°–348° byd 19 NM blo 5,000’
WATERWAY 18W–36W: 5000X5000 (WATER)
SEAPLANE REMARKS: Attended dalgt hrs May–Sep. SPB is private.

UGNU–KUPARUK  (UBW)(PAKU) PVT  0 N  UTC–9(–8DT)  N70°19.84´ W149°35.88´
75   NOTAM FILE SCC
RWY 06–24: H6551X150 (ASPH)  HIRL  CL
RWY 06: MALSR. TDZL. PAP(P4L)—GA 3.0º TCH 45’. RVR–TR
RWY 24: MALSR. TDZL. PAP(P4L)—GA 3.0º TCH 45’. RVR–TR
SERVICE: FUEL  JET A
Navaids, lgt, and sfc mov ctld H24 by co ATAC psnl. Ops na wo ATAC psnl present. Arpt NOTAM info—Arpt opr.
AIRPORT MANAGER: 907-659-7448
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.
DEADHORSE (H) (H) VOR/DME I 113.9  SCC Chan B6  N70°11.95´ W148°24.97´
DME unusable:
143°–190° blo 2,300’
143°–190° byd 16 NM
VOR unusable:
145°–158° blo 3,000’
145°–158° byd 15 NM blo 4,000’
145°–158° byd 20 NM blo 5,000’
145°–158° byd 25 NM blo 6,000’
145°–158° byd 30 NM blo 10,000’
ILS/DME I 111.9  I–RHF Chan 56  Rwy 06. Class IT.
ILS/DME I 110.7  I–RGN Chan 44  Rwy 24. Class IT.
ALASKA

KWETHLUK (KWT)(PFKW)  1 SSW UTC–9(–8DT)  N60º47.42´  W161º26.62´
25  B  NOTAM FILE KWT
RWY 18–36: 3199X75 (GRVL) MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0º TCH 27´. Brush.
SERVICE: LGT ACTIVATE MIRL Rwy 18–36, PAPI and REIL Rwy 18 and
Rwy 36 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend
visual inspection prior to using. Numerous arpts in the vicinity. Rwy
18–36 lghts partially obscured by brush and grass. Rwy 18–36 ruts at
rwy ends. Rwy 18–36 heaves, ruts and erosion channels along rwy sfc.
Weeds in front of both PAPI indicators. Windsock may be unreliable.
AIRPORT MANAGER: (907) 543-2498
WEATHER DATA SOURCES: AWOS–3P 120.000 (907) 868–7313. (WX CAM)
COMMUNICATIONS: CTAF 122.9
® ANCHORAGE CENTER APP/DEP CON 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88  N60º47.09´
W161º49.46´  074º 11.2 NM to fld. 105/14E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

KWIGILLINGOK (GGV)(PAGG)  0 S UTC–9(–8DT)  N59º52.54´  W163º10.09´
21  NOTAM FILE ENA
RWY 15–33: 1835X40 (GRVL–DIRT)
Rwy cond unmnt; rcmd visual insp prior to use. Safety areas narrow, uneven & undulates. Mult wind turbine twrs E. Rwy end 15: mkd with
AIRPORT MANAGER: (907) 543-2498
COMMUNICATIONS: CTAF 122.7
® ANCHORAGE CENTER APP/DEP CON 125.2
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial
LADD AAF  
(911) 449 3800  
FAIRBANKS  
H–18, L–3A, 3D, 4J  
DIAP

RWY 07–25: H8575X150 (ASPH–CONC)  
D–38  
HIRL


MILITARY REMARKS: Opr Mon–Fri 1700–0800Z‡. CTN: Lgtd hwy parl to and N of Rwy 07–25 can be confused with rwy. CAUTION: Road apch end of Rwy 07 and Rwy 25. No_ovns. Bird act inv of arpt. ALERT: Nmrs night device act opps inv of Ladd AAF; exp nmr dims lit act in Tannana Flats and Yukon trng areas during hr of darkness and wkday Sep–Apr. Unltgd twr 150´ AGL 1/2 NM North of arpt. CTN: 100 ft mkd lgt pole 3/4 NM SE. North ttc pat R/W and MQ–1 gray eagle only; Lrg act—ramp prkg; small act tie down not avbl. De–ice svcs not avbl. TPA R/W 1200 ft, F/W Piston 1500 ft, F/W Turbine 2000 ft. Firing ranges S of fld for adzt ctc ATCT or ops. Range Control freq 38.30. Med evac pad for F/W at ops ramp, R/W evac pad at hospital, 15 min notice reqd. 24 hr PPR for

tnt—D317–353–7212/6514/C907–353–7212/6514. Twys A, B, C, D, E, F, G sections of N and S do not have shoulders. Rwy 07–25 seasonal climatic cond effects weight brg capacity. All hop day VMC only. Special VFR minimum Day—R/W 300–1/2, F/W 500–1. Night—R/W 500–1, F/W N/A. GCA 121.3, 118.05, 276.4 (Mon–Fri 1700–0100Z‡ exc hol). PCN (Jun–Feb) 130/F/A/W/T. PCN (Mar–May) 112/F/D/W/T. US customs and intl trash not avbl. Rapid hot refueling points opsd Sat, Sun, hol; otr times by NOTAM. Avn units ctc their for cold fuel. Edge lgts Twa H and pts of Twy N and S greater than 10 ft fm rwy side stripes. CTN: Unltgd twr in Alpha sod cntr inop. Rwy 25 15 ft road 349 ft W of DER; 23 ft railroad tracks 556 ft W of DER; 25 ft trees 556 ft W of DER. Road 387 ft E of DER 349 ft W of DER runs thru clear zone perpendicular to cntrln; river 556 ft FM DER runs thru clear zone perpendicular to exted cntrln; river 556 ft FM DER thru clear zone perpendicular to exted cntrln. Rwy 25 15 ft road 349 ft W of DER; 23 ft railroad tracks 556 ft W of DER; 25 ft trees 556 ft W of DER. Road 387 ft FM DER runs thru clear zone perpendicular to exted cntrln; river 477 ft FM DER thru clear zone perpendicular to exted cntrln. Road ttc is ctd by ATCT when opn.

AIRPORT MANAGER: 907-353-7022

COMMUNICATIONS: CTAF 125.0  

FAIRBANKS RADIO 122.2 (E) 122.6

FAIRBANKS APP CON 125.35 363.2 (180º–359º)  127.1 251.1 (360º–179º) (E)

TOWER 40.80 FM 125.0 (E) 284.6 Class D svc (1700–0800Z‡ Mon–Fri exc hol; otr times by NOTAM; otr times Class G)

FAIRBANKS DEP CON 126.1 273.1

BASE OPS 139.3 (Mon–Fri 1700–0200Z)

PMSV METRO 142.1381.375

AIRSPACE: CLASS D svc 1700–0800Z‡ Mon–Fri exc hol; otr times by NOTAM; otr times CLASS G..

RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.

FAIRBANKS (H) VORTAC 108.6  
FAI Chan 23  
N64º48.00’ W148º00.72’ 056º 10.4 NM to fld. 1526/21E. TACAN AZIMUTH unusable:

065º–100º byd 30 NM

270º–330º byd 30 NM

CHENA NDB (HW) 257  
CUN  N64º50.32’ W147º29.70’ 252º 3.1 NM to fld. 462/17E.


HELPAD H1: H50X50 (ASPH–CONC)

HELPAD H4: H50X50 (ASPH–CONC)

HELPAD H5: H50X50 (ASPH–CONC)

HELPAD H6: H50X50 (ASPH–CONC)

HELPAD H7: H50X50 (ASPH–CONC)

HELPAD 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’  
ROO 121.1 (KENAI RADIO)  
McGRATH  L–3D

LAKE CLARK PASS WEST  N60°07.49’ W154°44.72’  
ROO 121.2 (KENAI RADIO)  
McGRATH  L–3D

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 REMARKS: Unattended. Rwy condition not monitored,
recommend visual inspection prior to landing. No radio avbl for
closing flight plans. No winter maintenance. Caribou invof rwy. Rwy
13–31 NSTD markings, red and green reflective markers at thlds.
Reflective white markers entire rwy length, reflective blue markers on
twy. Float plane activity on Lake Louise.
AIRPORT MANAGER: 907-822-3222
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
GULKANA (H) (H) VOR/W/DME 115.6  GKN Chan 103  N62°09.23’
W145°26.84’  268° 32.8 NM to fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

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/W/DME 115.6  GKN Chan 103  N62°09.23’
W145°26.84’  268° 31.1 NM to fld. 1549/17E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

LAKE LUCILLE SPB  (See WASILLA on page 256)

LAKESWOOD  (See NORTH POLE on page 183)

LAKESWOOD 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.

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 downward toward midpoint. Rwy 04 and Rwy 22 thld marked with lgts, plastic reflectors and thld panels.

AIRPORT MANAGER: 907-487-4952

COMMUNICATIONS: CTAF

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) (H) VOR/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 bio 12,000´
DME unusable:
154º–265º byd 15 NM bio 12,000´
266º–305º
306º–341º byd 15 NM bio 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

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

KENAI (H) (H) VOR/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 bio 2,000´


LAWRENCE AIRSTRIP (See WASILLA on page 256)
LAZY BAY
ALITAK SPB  (ALZ)  0 S  UTC–9(–8DT)  N56º53.97´ W154º14.87´
WATERWAY NE–SW: 10000X1000 (WATER)
SEAPLANE REMARKS: Unattended. E–W prevailing winds. Subject to swells in Easterly winds. Aft beaching area is a gravel area east side of cannery. Dock in front of beaching area is hazardous to a/c. 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´
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
(928) 1 NNW  UTC–9(–8DT)  N56º28.06´ W133º04.99´
(928) (H) (H) VOR/DME 116.5 LVD Chan 112 229º 19.3 NM to Point Baker. 98/20.E.
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´
RCO 122.3 (SITKA RADIO)

LEVELOCK
(928) 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. Windscreens 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´
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. Windsock unreliable.
AIRPORT MANAGER:  907-524-3241
COMMUNICATIONS:  CTAF
RADIO AIDS TO NAVIGATION:  NOTAM FILE SVW.
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 bio 12,500´
DME portion usable:
  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.

LINCOLN VILLAGE AIRPARK  (See WASILLA on page 256)

LIVENGWOOD 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
ANCHORAGE CENTER APP/DEP CON 125.2
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
COMM/NAV/WEATHER REMARKS:  For a toll free call to Fairbanks FSS dial
1–866–248–6516.

LLOYD R ROUNDTREE SEAPLANE FACILITY SPB  (See PETERSBURG on page 194)

LONELY AS  (AK71) AF  0 N UTC–9(–8DT)  N70°54.64´ W153°14.53´
17  B  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
COMM/NAV/WEATHER REMARKS:  Local call to Barrow FSS dial 852–2511.
LORING SPB (13Z) 0 S UTC–9(–8DT) N55º36.08´ W131º38.20´
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 225)

MANLEY HOT SPRINGS (MLY) (PAML) O SW UTC–9(–8DT) N64º59.28´ W150º38.86´
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:
TANANA (H) (H) VOR/DME 116.6 TAL Chan 113 N65º10.63´ W152º10.65´ 087º 40.5 NM to fld. 394/19E.
VOR AZIMUTH & DME portion unusable: 280º–050º byd 20 NM blo 9,000´

MANOKOTAK (MBA) (PAMB) 6 ESE UTC–9(–8DT) N58º55.92´ W158º54.11´
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: AWOS–3P 120.625 (907) 289–2018. (WX CAM)
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION:
DILLINGHAM (H) (H) VOR/DME 116.4 DLG Chan 111 N58º59.65´ W158º33.13´ 236º 11.5 NM to fld. 81/15E.

AK, 11 JUL 2024 to 5 SEP 2024
MARSHALL DON HUNTER SR (MDM) (PADM)  2 SE  UTC–9(–8DT)  N61º51.85´ W162º01.57´

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 MANAGER:  907-438-2416

WEATHER DATA SOURCES:  AWOS–3P 119.675 (907) 679–6500. (WX CAM)

COMMUNICATIONS:  CTAF 122.9

RADIO AIDS TO NAVIGATION:  NOTAM FILE KSM.
ST MARYS NDB (HW) 230  SMA  N62º03.56´ W163º16.91´ 096º 37.5 NM to fld. 343/12E.


BETHEL  L–3C  IAP

MAY CREEK  (MYK)  1 S  UTC–9(–8DT)  N61º20.17´ W142º41.15´

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  N62º09.23´ W145º26.84´ 104º 92.9 NM to fld. 1549/17E.


ANCHORAGE  L–3C

AK, 11 JUL 2024 to 5 SEP 2024
MC GRATH

MC GRATH (MCG)(PAMC)  O W  UTC–9(–8DT)  N62º57.17’ W155º36.42’

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: CTRF 123.6

FSS (MCG) 01 May–30 Sep, 1800–0345Z‡; OT ctc Kenai FSS.

MCGRAITH RADIO 121.5 122.2 122.65 123.6 (LAA 123.6)

MCGRAITH 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 I–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)  O E  UTC–9(–8DT)  N62º57.48’ W155º35.59’

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: CTA 123.6


AK, 11 JUL 2024 to 5 SEP 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 tfo.
Rwy 34: Rgt tfo.
AIRPORT REMARKS: Attended continuously. Rwy 16–34 marked with fluorescent cones marking end and approach.
AIRPORT MANAGER: 907-267-1246

MC KINLEY NTL PARK (See MCKINLEY PARK on page 167)

MCCARTHY

JAKES BAR (AK9) 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. Rwy suitable only for conventional geared acft. Rwy condition not monitored, recommend visual inspection prior to landing. Rwy is an unimproved river gravel bar. Subject to turbulence in any wind. Rwy surface very rough. Rocks up to 15″ in diameter. Grass up to 12″ over entire surface.
AIRPORT MANAGER: 907-822-7240
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GKN.
Gulkana (H) (H) 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 S
Rwy 01: Brush.
Rwy 19: Brush.
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′ 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 S approximately 1/2 mile.
AIRPORT MANAGER: 907-521-0178
**MCKINLEY PARK**

**DENALI (AK06) PVT 4 SW UTC–9(–BDT) N63°38.42′ W148°47.52′**

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:

NENANA (H) (H) VORTACW 115.8 ENN Chan 105 N64°35.40′ W149°04.37′ 152° 57.6 NM to fld. 1601/21E.

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

TAC AZM unusable:
097°–105°

DME unusable:
097°–105°


**MC KINLEY NTL PARK**

**(INR)(PAIN) 2 NE UTC–9(–BDT) N63°43.96′ W148°54.64′**

RWY 16–34: 3000X68 (GRVL)

RWY 16: Trees.

RWY 34: Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Freq pedestrian and wildlife tfc on rwy. No overn 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 clnc. RW 16–34 marked with damaged and faded cones. Acft parking along sides of RW 16–34 has reduced usable width to 68′. RW 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:

NENANA (H) (H) VORTACW 115.8 ENN Chan 105 N64°35.40′ W149°04.37′ 154° 51.8 NM to fld. 1601/21E.

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

TAC AZM unusable:
097°–105°

DME unusable:
097°–105°

COMM/NV/WEATHER REMARKS: For a toll free call to Fairbanks FSS dial 1–866–248–6516. Freqs 122.725 north, 123.65 south is designated for inter acft communication in Denali National Park.
MEKORYUK (MYU)(PAMY) 3 W UTC–9(–8DT) N60°22.34’ W166°16.21’

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 123.9 (907) 827–8135. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RCO 122.0 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 124.5

RADIO AIDS TO NAVIGATION:

BETHEL (H) (H) VORTAC W

114.1 BET Chan 88 N60°47.09’ W161°49.46’ 247º 133.9 NM to fld. 105/14E.


MERRILL FLD (See ANCHORAGE on page 46)

MERTARVIK (EWU)(PAEW) 1 W UTC–9(–8DT) N60°48.62’ W164°29.97’

346 B NOTAM FILE ENA

RWY 12–30: 3000X75 (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:

HOOPER BAY (H) (H) VOR/DME 115.2 HPB Chan 99 N61°30.86’ W166°08.07’ 118º 63.7 NM to 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’

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

METRO FLD  (See FAIRBANKS on page 109)

MEYERS CHUCK SPB  (84K)  0 W  UTC–9(–8DT)  N55º44.38´ W132º15.30´

WATERWAY NW–SE: 7000X200 (WATER)


AIRPORT MANAGER: (907) 874-3736
COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.
MIDDLETON ISLAND (MDO)(PAMD) 1 S UTC–9(–8DT) N59º27.00´ W146º18.43´

RWY 02–20: 3158X115 (GRVL)
- RWY 02: Road.
- RWY 20: Road.
- RWY 13–31: 1500X125 (TURF–DIRT)
- RWY 13: Road.
- RWY 31: Road.


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.
(H) (H) VOR/DME 115.3 MDO Chan 100 N59º25.31´ W146º21.00´ 020º 2.1 NM to fld. 133/18E.

MINCHUMINA (MHM)(PAMH) 0 SE UTC–9(–8DT) N63º53.16´ W152º18.11´

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
MINCHUMINA RCO 122.2 (FAIRBANKS RADIO)
ANCHORAGE CENTER APP/DEP CON 120.9 319.2
RADIO AIDS TO NAVIGATION: NOTAM FILE MHM.
NDB (HW) 227 MHM N63º53.03´ W152º18.97´ at fld. 713/17E.
NDB unusable:
- 230º–240º
- 345º–350º byd 25 NM

MINERAL CREEK N61º07.45´ W146º21.13´ NOTAM FILE VDZ.

NDB (MHW) 524 MNL 060º 3.2 NM to Valdez Pioneer Fld. 21/19E.
NDB unusable:
- 320º–010º byd 15 NM

AK, 11 JUL 2024 to 5 SEP 2024
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 3.0º TCH 26’.
RWY 20: TDZL. REIL. PAPI(P4L)—GA 3.0º 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) VORTAC 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
DME unusable:
097º–105º


MINUTEMAN LAKE SPB (See WILLOW on page 262)

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’

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

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

MORVRO LAKE SPB (See HOUSTON on page 127)
MOSER BAY SPB  (KMY)  0 E  UTC–9(–8DT)  N57º01.54´  W154º08.76´
00   NOTAM FILE ENA
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,
shoals, buoys and set-nets near beach where float planes dock. Haul
lines run from tethered buoys to beach. Waterfowl invaders of land area
AIRPORT MANAGER: 907-258-0604
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
KODIAK (H) (H) VOR/DME  117.1   ODK  Chan 118   N57º46.50´
W152º20.39´   219º 73.9 NM to fld. 133/14E.
VOR usable:
190º–310º byd 15 NM blo 12,000’
DME usable:
154º–265º byd 15 NM blo 12,000’
266º–341º byd 15 NM blo 12,000’
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

MOSES POINT  (See ELIM on page 102)

MOUNT EDGECUMBE  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)

MOUNT MOFFET T  N51º52.31´  W176º40.56´  NOTAM FILE ADK.
NDB/DME (HW) 530 ADK  Chan 87  054º 1.4 NM to Adak. 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
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 122.9
ST MARYS RCO 122.35 (KENAI FSS)
RADIO AIDS TO NAVIGATION:
NOTAM FILE KSM.
ST MARYS NDB (HW) 230 SMA N62º03.56´ W163º16.91´ 343/12E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866-864–1737.

MURPHYS PULLOUT SPB (See KETCHIKAN on page 144)
NABESNA N62º56.96´ W141º54.59´ NOTAM FILE ORT.
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 idg Rwy 04, tkf Rwy 21. Soft sand on Rwy 22 end. Rwy 04–22 not maintained, recommend visual inspection prior to use. Moose, bear and waterfowl invof rwy. Rwy 04–22 sfc soft and undulating, overgrown with brush and grass. 10’ sand and grvl hill parallel to southeast runway edge, south winds may cause turbulent and gusty conditions. Rwy 04–22 sfc soft and muddy when wet, 24’ grass growing on rwy sfc with 24’ dips and humps on southeast half of rwy vicinity thld Rwy 22. Town of Nakeen burned down and abandoned.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION:
NOTAM FILE AKN.
KING SALMON (H) VORTAC 112.8 AKN Chan 75 N58º43.48´ W156º45.14´ 307º 15.3 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’
NAKNEK (5NK)  1 N  UTC–9(–8DT)  N58°44.08´ W157°01.51´

70  NOTAM FILE ENA
RWY 08–26: 1950X50 (GRVL)  RWY 08: Brush.
RWY 26: Brush.
RWY 14–32: 1836X45 (GRVL)  3.0% up SE
RWY 14: Brush.
RWY 32: Brush.
SERVICE:  S3  FUEL  100LL  LGT  Airport unlit.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Windsock unreliable. Acft on east side of Rwy 14–32 tied down in safety area. Road parallel to and 45´ east of Rwy 32 centerline. Uncontrolled vehicular tfc on rwsys. No line of sight between rwsys or waterways. Float acft departing northwest lake to East, cross arpt at low alt. Acft not visible until airborne. Rwy 08–26 rocks exceeding 2” diameter and ruts 6”. Rwy 08 slopes downhill to east. Rwy 14–32 rocks exceeding 2”–3” in diameter and 3” ruts. First 200´ Rwy 32 soft when wet. First 400´ Rwy 32 slopes downhill.

AIRPORT MANAGER:  907-246-3325

COMMUNICATIONS: CTAF 122.9


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TIBBETTS (4AK9)  0 SE  UTC–9(–8DT)  N58°44.06´ W157°00.43´

50  NOTAM FILE
RWY 16–34: 1700X60 (GRVL–DIRT)
RWY 16: Trees.
RWY 34: Wire.
SERVICE:  S2


AIRPORT MANAGER:  (907) 439-3853

COMMUNICATIONS: CTAF 122.9


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NANCY LAKE SPB (78Z)  0 NW  UTC–9(–8DT)  N61°42.20´ W150°00.43´

214  NOTAM FILE ENA

WATERWAY N–S: 6000X600 (WATER)

SEAPLANE REMARKS: Unattended. No acft svcs avbl. Nancy Lake State Recreation Site has public access and camping facilities. Has dock, no dock mooring avbl but planes can heel–up away from public boat ramp and beach area. All other docks on lake are private.

AIRPORT MANAGER:  907-745-3975

COMMUNICATIONS: CTAF 122.8

COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–866–1473.
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 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 16: REIL. PAPI(P4L)—GA 3.0º TCH 26’. Brush.  
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 obsc 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.  

AK, 11 JUL 2024 to 5 SEP 2024
**NAPASKIAK (PKA)(PAPK) 1 SW UTC–9(–8DT) N60º42.17´ W161º46.70´**

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) (H) VORTAC** 114.1 BET Chan 88 N60º47.09´ W161º49.46´ 151º 5.1 NM to fld. 105/14E.

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

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**NAUKATI BAY SPB** (See TUXEKAN ISLAND on page 247)

**NELSON LAGOON (OUL)(PAOU) 2 E UTC–9(–8DT) N56º00.45´ W161º09.62´**

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) (H) VORTAC** 112.6 CDB Chan 73 N55º16.04´ W162º46.44´ 040º 70.6 NM to fld. 99/10E.

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

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

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


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**AK, 11 JUL 2024 to 5 SEP 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 04L: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees. Rgt tfc.
RWY 22R: REIL. PAPI(P4L)—GA 3.0° TCH 35′. Trees.
RWY 04R–22L: 1980X80 (TURF) MIRL
RWY 04R: Trees. Rgt tfc.
RWY 22L: Trees.

SERVICE: FUEL 100LL, JET A
LGT
ACTVT REIL Rwy 04L and 22R; PAPI Rwy 04L and 22R; MIRL Rwy 04L–22R—CTAF. Rwy 04R–22L lights OTS indef.

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

NENANA RCO 122.5 (FAIRBANKS RADIO)

FAIRBANKS APP/DEP CON 125.35 363.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ENN.

(H) (H) VORTACW 115.8 ENN Chan 105 N64°35.40′ W149°04.37′ 160° 2.6 NM to fld. 1601/21E.

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

TAC AZM unusable:
097°–105°

DME unusable:
097°–105°

ICE POOL NDB (HW) 525 ICW N64°32.74′ W149°04.61′ at fld. 365/18E.


WATERWAY 04W–22W: 3601X100 (WATER)

WATERWAY 04W: Rgt tfc.

NEW STUYAHOK (KNW)(PANW) 1 W UTC–9(–8DT) N59°27.09′ W157°22.39′

371 B NOTAM FILE KNW

RWY 14–32: 3281X75 (GRVL) MIRL 1.3% up NW
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 25′.

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

KEMUK MOUNTAIN RCO 122.55 (DILLINGHAM RADIO) Opr 1645–0845Z‡, other times ctc Kenai FSS.

ANCHORAGE CENTER APP/DEP CON 132.75 282.35

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

DILLINGHAM (H) (H) VOR/DME 116.4 DLG Chan 111
N58°59.65′ W158°33.13′ 037° 45.6 NM to fld. 81/15E.

NEWTOK SPB (WWT) 0 S UTC–9(–8DT) N60°55.42´ W164°39.37´

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) 266 ICK 128° 2.1 NM to Annette Island. 119/18E.

NIGHTMUTE (IGT)/PAGT) 1 N UTC–9(–8DT) N60°28.15´ W164°42.24´

RWY 03–21: 3200X75 (GRVL–DIRT) MIRL
RWY 21: Brush.

SERVICE: LGT Actvt MIRL Rwys 03–21, and rotating beacon—CTAF.
AIRPORT REMARKS: Unattended. Bird activity invof arpt. Rwys condition not monitored, recommend visual inspection prior to using. Windsdocks unreliable. Rwys actv NSTD markings, rwy marked with reflective cones and flexible markers. Rwys 03–21 dips in rwy sfcs; irregular sfcs full length. Rwys surface is soft gravel, caution surface can be very soft when wet. Loose gravel along rwy edge can be very soft.

COMMUNICATIONS: CTAF 122.9

NIKISHKA N60°43.18´ W151°21.99´

RCO 122.0 (KENAI RADIO)

NIKLASON LAKE SPB (See WASILLA on page 257)

NIKOLAI (FSP)/PAFS) 1 NE UTC–9(–8DT) N63°01.11´ W154°21.51´

RWY 05–23: 4001X75 (GRVL) MIRL
RWY 05: REIL PAP(P4L)—GA 3.2º TCH 26` Brush.
RWY 23: REIL PAP(P4L)—GA 3.2º TCH 28` Brush.

SERVICE: LGT ACTVT REIL Rwys 05, 23; PAPI Rwys 05, 23; MIRL Rwys 05–23—CTAF. ACTIVATE rotg bcn—CTAF.


COMMUNICATIONS: CTAF 122.8

NIKOLAI CREEK (See TYONEK on page 248)
NIKOLSKI AS (IKO)(PAKO) 0 NE UTC–9(–8DT) N52°56.49´ W168°50.94´
77 NOTAM FILE CDB
RWY 08–26: 3512X135 (GRVL)
RWY 26: Hill.
AIRPORT REMARKS: Unattended. Winds in excess of 10 kts from 330–045 deg may produce severe turbulence. Field rolling, act at one end of rwy cannot see act 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´
276 NOTAM FILE HOM
RWY 10–28: 2400X60 (GRVL)
RWY 10: Road.
RWY 28: Trees.
AIRPORT MANAGER: 907-262-1187
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) VOR/DME 114.6 HOM Chan 93 N59°42.57´ W151°27.40´ 333º 19.1 NM to fld. 1626/15E.

NIXON FORK MINE (See MC GRATH on page 166)

NOATAK (WTK)(PAWN) 1 SW UTC–9(–8DT) N67°33.67´ W162°58.83´
92 B NOTAM FILE WTK
RWY 01–19: 3992X60 (GRVL) MIRL
RWY 01: PAPI(P4L)—GA 3.0º TCH 30´.
RWY 19: Brush.
SERVICE: LST ACTVT PAPI Rwy 01; MIRL 01–19—CTAF. Rwy 01 PAPI unusbl byd 5 degs left of cntrln.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing.
AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: AWOS–3P 135.75 (907) 485–2203. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
NOATAK RCO 122.4 (KOTZEBOUE RADIO)
ANCHORAGE CENTER APP/DEP CON 119.2 263.0
RADIO AIDS TO NAVIGATION: NOTAM FILE WTK.
NDB/DME (MHW) 414 OQK Chan 39 N67°34.21´ W162°58.36´ at fld. 85/11E.
NOME

NOME (OME/PAOM) 2 W UTC–9 (–8DT) N64°30.75´ W165°26.66´

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


RWY 10–28: H6009X150 (ASPH–GRVD) S–150, D–150, 2D–320 PCN 97 F/A/X/T

HIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0º TCH 38´ RVR–R Hill.

RWY 28: MALS. 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 03–21—CTAF. Rwy 21 PAPI opr consly. PAPI unusbl byd 2 NM fm thr due to rapidly rising terrain. Rwy 03–21 and Rwy 10–28 edge ints rwy lghts 30 in abv gnd.


Airfield maint svc avbl 1600–1730Z‡ aft hr–AMGR. Info–AMGR. Transient or unfamiliar pilots contact airport manager with questions.

AIRPORT MANAGER: 907-443-2500

WEATHER DATA SOURCES: ASOS 119.925 (907) 443–4818. (WX CAM)

COMMUNICATIONS: CTAF 123.6 IAP, AD

ANCHORAGE CENTER APP/DEP CON 133.3 290.4

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION:

(H) (H) VOR/DME 115.0 OME Chan 97 N64°29.11´ W165°15.19´ 278º 5.2 NM to std. 95/11E.

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

ILS/DME 108.7 I–OME Chan 24 Rwy 28. Localizer backcourse unusbl 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 FSS operd by Fairbanks FSS. ALASKA

AK, 11 JUL 2024 to 5 SEP 2024
NOME CITY FLD (94Z) 1 N UTC–9(–8DT) N64º30.69´ W165º23.41´

69 TPA—See Remarks

69 TPA—See Remarks

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

RADIO AIDS TO NAVIGATION: NOTAM FILE OME.

(H) (H) VORW/DME 115.0 OME Chan 97 N64º29.11´ W165º15.19´ 283° 3.9 NM to fld. 95/11E.


NONDALTON (5NN)(PANO) 1 NNE UTC–9(–8DT) N59º58.81´ W154º50.35´

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.


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 centrl.

AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Water tank, 55 AGL/431 AMSL, located 2,129 feet from departure end of runway 20, 398 feet right of centerline; antenna tower, 45 AGL/421 AMSL, located 2,032 feet from departure end of runway 20, 420 feet right of centerline. Strong and variable crosswinds at or near the rwy surface. Rwy 02–20 edge marked with reflective cones. Thlds marked with reflective cones and thld panels. Rwy 02–20 edge lights white full length of rwy. Cold temperature airport. Altitude correction required at or below –14C.

AIRPORT MANAGER: 907-571-1261

COMMUNICATIONS: CTAF

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 N59º44.88´ W154º54.58´ 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´

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) VORW/DME 115.7 OTZ Chan 104 N66º53.14´ W162º32.40´ 081º 36.2 NM to fld. 121/15E.

NORTH POLE

AIRWAY (5AK3) PVT 2 NE UTC–9(–8DT) N64º46.39´ W147º20.03´

RWY 15–33: 2550X45 (GRVL)
RWY 15: Road.
RWY 33: Trees.
AIRPORT REMARKS: Unattended. Pvt arpt; ops members only. Lnd at your own risk. Tsnf PPR—Amgr or property owner. Not mntnd; fac na. Rwy cond unmntd; rcmd visual insp bfr use. CTN: Ops fr adj gravel pit, pond and timber trails rwy. Ski eqpt ops durg fall, winter and spring. Rwy 15–33 packed snow winter months. Turnaround N and S end; midfield turnaround NA. Wind indicator: Rwy 33 apch end.
AIRPORT MANAGER: 907-347-1460
COMMUNICATIONS: CTAF 122.8

BRADLEY SKY–RANCH (95Z) 1 NW UTC–9(–8DT) N64º45.55´ W147º23.26´

RWY 15–33: 4100X60 (GRVL–DIRT)
RWY 15: Road.
RWY 33: Road. Rgt tfc.
NOISE: For noise abatement owner requests pilots maintain maximum feasible altitude when landing on Rwy 15.
AIRPORT MANAGER: 907-488-9792
COMMUNICATIONS: CTAF/UNICOM 122.8
SUAIS 125.3 126.3 (1800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.
FAIRBANKS (H) (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
**GREG’N SAGE** (AK41) PVT 19 SE UTC–9(–8DT) N64°32.63’ W146°50.65’

- **RWY 07–25:** 1800X70 (TURF)
- **RWY 07:** Trees.
- **RWY 25:** Tower.

**AIRPORT REMARKS:** Attended irregularly. Land Rwy 07 depart Rwy 25. Tall trees along rwy sides. Wind shear and turbulence when windy. Animals and migratory waterfowl invof rwy.

**AIRPORT MANAGER:** 907-488-1593

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

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**LAKEWOOD** (78AA) PVT 5 E UTC–9(–8DT) N64°46.31’ W147°14.80’

- **RWY 06–24:** 1600X100 (TURF)
- **RWY 06:** Trees.
- **RWY 24:** Trees.

**AIRPORT REMARKS:** Unattended. Private use only. 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. Freqnt pets and wildlife on rwy, rqst 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

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

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**SCOTTS** (OAK8) PVT 26 NE UTC–9(–8DT) N64°23.55’ W146°51.73’

- **RWY 08–26:** 1050X70 (TURF)
- **RWY 08:** Trees.
- **RWY 26:** Thld displcd 250’. Trees.

**AIRPORT REMARKS:** Unattended. Rwy not monitored, recmd vis inspection prior to lnd. Use at own risk. Mowed 3 in summer/packed snow in winter. Nov to Apr, winter—packed 30 ft center. Ski operation only when snow on ground. Use extreme caution because of down–hill slope. Wildlife on and invof rwy. Wind condition from NE, turbulence present at tree tops. Lnd Rwy 26. Rwy 26 has sun blind cond Jun–Sep at sunset. PPR for transient acft call 907–488–5352. No facilities. Rwy 08–26 east end has 8º–10º uphill grade and 2º right to left sideslope. Rwy 26 end marked by four cones and flags.

**AIRPORT MANAGER:** (907) 488-9228

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

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**NORTH RIVER** N63°54.46’ W160°48.71’ NOTAM FILE UNK.

**NDB (HW)** 382 JNR 153º 1.2 NM to Unalakleet. 14/11E.

**MC GRATH** H–1A, 2J, L–3C

**NORTHSTAR HELIPORT** (See PRUDHOE BAY/DEADHORSE on page 206)

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AK, 11 JUL 2024 to 5 SEP 2024
NORTHWAY (ORT)(PAOR)  O S UTC–9(–8DT) N62°57.67´ W141°55.69´
1720 B LRA NOTAM FILE ORT
RWY 06–24: H5100X100 (ASPH–GRVD) MIRL
RWY 06: PAPI(P4L)—GA 3.0º TCH 39´. Trees.
RWY 24: REIL. PAPI(P4L)—GA 3.0º TCH 36´. Trees.
SERVICE: LGT ACTVT REIL Rwy 24; PAPI Rwy 06 and 24; MIRL Rwy 06–24—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmn; rcmd visual insp prior to lndg. Foreign arr ORT/PAOR or Yarger Lake +2 hr PPR; nmlly 1800Z–0000Z—U.S. Customs 907–774–2242/2252. Elec filed EAPIS manifest req prior to dep. Floatplane cust svc avbl Yarger Lake 8 NM E. Cold temperature airport. Altitude correction required at or below –38C. Winter snow removal ops—CTAF. Rwy 06–24 fqtr vrb strong crosswind. Rwy 24 ski strip parf 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.

NORTHERN BAY  N64°41.73´ W162º03.82´ NOTAM FILE OME.
NDB (HW) 263 OAY at Moses Point. 13E.
NDB unusable:
Byd 35 NM

NUGGET BENCH (33AK) PVT  1 SE UTC–9(–8DT) N62°31.04´ W150°56.72´
2010 NOTAM FILE
RWY 01–19: 1240X38 (GRVL)
RWY 01: Brush.
RWY 19: Brush.
AIRPORT REMARKS: Unattended. Rwy 01–19 width varies 38 to 81´. 5´ high brush 20´ from approach end of Rwy 19.
AIRPORT MANAGER: 907-279-1560
COMMUNICATIONS: CTAF 123.65
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–800–864–1737.
ALASKA

NUIQSUT

ALPINE AIRSTRIP (AK15)(PALP) PVT 8 N UTC–9(–8DT) N70º20.66’ W150º56.69’

21 NOTAM FILE FDC  Not insp.
RWY 04–22: 5005X100 (GRVL)  MIRL
RWY 04: ODALS. PAPI(P4L)—GA 3.15º TCH 50’. Tower.
RWY 22: ODALS. PAPI(P4L)—GA 3.16º TCH 50’.
SERVICE: LGT ACTVTD ODALS Rwy 04 and Rwy 22; MIRL Rwy 04 and Rwy 22—CTAF. PAPI Rwy 04 and Rwy 22 by req—907–670–4005.
AIRPORT REMARKS: Arpt unattended. Status, cond and grd ops—907–670–4005. 24 hr PPR bfr lndg—907–670–4002. Rwy 04–22 40 x 80 ft runup pad 153 ft fm thr both ends. Rwy ops PPR; rwy used as aces road; psbl PAEW on rwy. Cold temperature airport. Altitude correction required at or below –33C.
AIRPORT MANAGER: 907-670-4048
WEATHER DATA SOURCES: SAWS.
COMMUNICATIONS: CTAF/UNICOM 122.8

NUIQSUT (AQT)(PAQT) 0 S UTC–9(–8DT) N70º12.59’ W151º00.39’

45 B NOTAM FILE AQT
RWY 05–23: 4589X100 (GRVL)  MIRL
RWY 05: MALSF. PAPI(P2L)—GA 3.0º TCH 33’. Rgt tcf.
RWY 23: REIL. PAPI(P2L)—GA 3.0º TCH 33’.
SERVICE: LGT ACTVTD MALSF Rwy 05, REIL Rwy 23; PAPI Rwy 05, 23; MIRL Rwy 05–23—CTAF.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp prior to lndg. Birds and caribou on and invof arpt. Rwy 23, 100 ft lgtd twr 847 ft N of thr.
AIRPORT MANAGER: 907-852-0489
WEATHER DATA SOURCES: ASOS 135.35 (907) 480–5577. (WX CAM)
COMMUNICATIONS: CTAF 122.8
NUIQSUT RCO 122.5 (DEADHORSE RADIO)
ANCHORAGE CENTER APP/DEP CON 119.4 134.4 370.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AQT.
NDB (HW) 241 UQS  N70º12.73’ W151º00.05’ at fld. 38/19E.
NDB unusable:
045º–165º byd 35 NM

NUIQSUT VILLAGE

NDB (HW) 241 UQS at Nuiqsut. 38/19E.
NDB unusable:
045º–165º byd 35 NM

POINT BARROW

H–1A, L–4J

NDB (HW) 241 UQS  NOTAM FILE AQT.

POINT BARROW

L–4J

AK, 11 JUL 2024 to 5 SEP 2024
**NULATO** (NUL)(PANU) 1 NE UTC–9(–8DT) N64º43.76´ W158º04.45´

**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 CTA F.

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

**WEATHER DATA SOURCES:** AWOS–3P 118.0 (907) 269–2774. (WX CAM)

**COMMUNICATIONS:** CTA F 122.9

**ANCHORAGE CENTER APP/DEP CON** 127.0 290.2

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

**GALENA (H) (H) VOR/DME** 114.8 GAL Chan 95 N64º44.29´ W156º46.63´ 258º 33.4 NM to fld. 183/12E.

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

**NUNAM IQUA** (SXP) 0 S UTC–9(–8DT) N62º31.22´ W164º50.86´

**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:** CTA F 122.9

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

**EMMONAK (H) (H) VOR/DME** 117.8 ENM Chan 125 N62º47.08´ W164º29.25´ 198º 18.8 NM to fld. 17/14E.

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

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**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.
NUNAPITCHUK  (16A/PPIT)  1 NE  UTC–9(–8DT)  N60º54.36´ W162º26.44´
22  B  NOTAM FILE 16A
RWY 18–36: 2420X75 (GRVL–DIRT)  MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0º TCH 19´.
RWY 36: REIL. PAPI(P4L)—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) (H)  VOR/DM
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 1–800–864–1737.

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´
55  NOTAM FILE ENA
RWY 03–21: 2750X60 (GRVL)
RWY 03: Brush. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy cond unmnt; rcmd visual insp bfr use. Rwy 03–21 cuts thru hill midpt. Wind unpredictable and gusty. Rwy 03 and Rwy 21 marked with reflective orange cones and mkrs. Safety area 3230 X 120 ft.
AIRPORT MANAGER: 907-487-4952
COMMUNICATIONS: CTAF
OLD HARBOR RCO 122.5 (KENAI FSS)
RADIO AIDS TO NAVIGATION:
KODIAK  (H) (H)  VOR/W/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 blo 12,000´
DME unusable:
154º–265º byd 15 NM blo 12,000´
266º–305º
306º–341º byd 15 NM blo 12,000´

OLGA BAY SPB  (KOY)  0 S  UTC–9(–8DT)  N57º09.69´ W154º13.79´
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
KODIAK  (H) (H)  VOR/W/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 blo 12,000´
DME unusable:
154º–265º byd 15 NM blo 12,000´
266º–305º
306º–341º byd 15 NM blo 12,000´
OPHIR  (Z17)  0 NW  UTC–9(–8DT)  N63°08.76´ W156°31.73´
595  NOTAM FILE ENA
RWY 11–29: 1940X60 (GRVL–DIRT)  0.4% up E
  RWY 11: Trees.
  RWY 29: Trees.
AIRCRAFT REMARKS: Unattended. Rwy not maintained on a regular schedule; rcmd inspection prior to use. 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.
AIRCRAFT MANAGER: 907-524-3241
COMMUNICATIONS: CTAF

ORCA BAY  N60°28.79´ W146°35.25´  NOTAM FILE CDV.
NDX (HH) 233  ALJ 070° 33.0 NM to Merle K (Mudhole) Smith. 31/18E.
  NDB unusable: 321°–341° byd 40NM blo 7,400´

OSCARVILLE  N60°47.48´ W161º52.37´  NOTAM FILE BET.
NDX (HH) 251  OSE 115º 1.3 NM to Bethel. 155/11E.

OUZINKIE  (4K5)  3 NNE  UTC–9(–8DT)  N57º56.53´ W152º27.90´
100  B  NOTAM FILE ENA
RWY 08–26: 3300X60 (GRVL)  MIRL
  RWY 08: Brush.
  SERVICE: LGT ACTIVATE MIRL Rwy 08–26—CTAF.
AIRCRAFT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to landing. Birds inof rwy.
AIRCRAFT MANAGER: 907-487-4952
COMMUNICATIONS: CTAF
**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:


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**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) VORW/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’
136º–206º byd 25 NM blo 3,500’
206º–211º byd 25 NM blo 4,000’
211º–221º byd 25 NM blo 3,500’


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**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

GROUSE RIDGE (AK93) PVT 6 NW UTC–9(–8DT) N61º39.31´ W149º16.41´

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) N61º33.28´ W149º08.49´

120 NOTAM FILE Not insp.

RWY 07–25: H2000X26 (ASPH)

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 907-373-8444

COMMUNICATIONS: CTAF 123.6


WARREN “BUD” WOODS PALMER MUNI (PAQ) 1 SE UTC–9(–8DT) N61º35.70´ W149º05.32´

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. PAP(P4L)—GA 3.0º TCH 43´. Thld dispcl 503´. Trees.

RWY 34: REIL. PAP(P4L)—GA 3.0º TCH 52´. Hill.

RWY 10–28: H3616X75 (ASPH) PCN 7 R/B/X/U MIRL

RWY 10: PAP(2L)—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: FUEL 100LL, JET A1

LGT When FSS clsd acvt REIL Rwy 16 and 34; PAPI Rwy 16–34 and Rwy 10–28—CTAF. PAPI Rwy 28 unusbl byd 3 NM; does not prvd obstn clnc byd 3 NM fm thr. PAPI Rwy 34 unusbl byd 5.4 NM; does not prvd obstn clnc byd 5.4 NM fm thr.

AIRPORT REMARKS: Attended 1700–0200Z‡ Mon–Fri. Rwy cond avbl 1900Z‡ Mon–Fri; wkend and hol NA.


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.

PALMER RADIO 122.4 123.6 (LAA 123.6)

RCO 122.4 123.6 (KENAI RADIO)

ANCHORAGE APP/DEP CON 118.6 290.5

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

BIG LAKE (H) (H) VORTAC 12.5 BGQ Chan 72 N61º34.17´ W149º58.03´ 067º 25.2 NM to fld. 179/19E.

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

DME unusable: 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 (Q5AK) 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 (PXK) 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  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.
IIAMNA NDB/DME (HW) 411 ILI 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)
SEAPLANE REMARKS: Unattended. Operating area in Listanski Inlet, subject
to strong NW and SE winds. Boats active in harbor during Summer.
Boats may be tied to SPB dock/float ramp. Anchorage sheltered. Dock.
AIRPORT MANAGER: 907-735-2212
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
WATERWAY NW–SE: 10000X2000 (WATER)
SEAPLANE REMARKS: Unattended. Operating area in Listanski Inlet, subject
to strong NW and SE winds. Boats active in harbor during Summer.
Boats may be tied to SPB dock/float ramp. Anchorage sheltered. Dock.
AIRPORT MANAGER: 907-735-2212
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
SISTERS ISLAND (H) (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–199º 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–199º 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–199º 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
PERRY ISLAND SPB
(See KETCHIKAN on page 145)

**PERRY ISLAND SPB** (PYL) 00 UTC–9(-8DT) N60°41.12’ W147°55.12’

**COMMUNICATIONS:** CTAF 122.9

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

JOHNSTONE POINT (H) (H) VOR/DME
116.7 JOH Chan 114 N60°28.86’ W146°35.96’ 270° 40.9 NM to fld. 48/18E.
wx cam
VOR unusable:
090°–124° byd 23 NM blo 8,000’
125°–188° byd 10 NM
DME unusable:
090°–124° byd 23 NM blo 12,000’
125°–191° byd 10 NM

PERRYVILLE
(PEV)(PAPE)
1 SSW UTC–9(-8DT) N55°54.40’ W159°09.65’

**COMMUNICATIONS:** CTAF 122.9

**WEATHER DATA SOURCES:** AWOS–3PT 118.1 (907) 269–2843. (WX CAM)

**COMM/NAV/WEATHER REMARKS:** For a local call to Cold Bay FSS dial 1–800–478–7250. For a toll free call to Kenai FSS dial 1–866–864–1737.
LLOYD R ROUNDTREE SEAPLANE FACILITY SPB  (63A)  0 SW UTC–9(–8DT)  N56º48.68´ W132º57.60´ JUNEAU

NOTAM FILE PSG

WATERWAY NE–SW: 9000X1100 (WATER)

SERVICE:  S2


AIRPORT MANAGER: (907) 772-4624

COMMUNICATIONS: CTAF 122.5

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VOR/DME 116.5  LVD  Chan 112
N56º28.06´ W133º04.99´  351º 21.1 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 Juneau FSS dial 1–800–WX–BRIEF.
PETERSBURG JAMES A JOHNSON (PSG)(PAPG) 1 SE UTC–9(–8DT) N56º48.09´ W132º56.77´

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:  
FUEL  
100, JET A  
LGTV 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

RADIO AIDS TO NAVIGATION:

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 bly 10,000’ 301º–321º byd 25 NM bly 7,000’ wx cam avbl at https://weathercams.faa.gov

DME unusable: 020º–050º byd 25 NM bly 11,000’ 020º–050º byd 37 NM 105º–120º byd 29 NM bly 10,000’ 121º–135º byd 35 NM bly 7,000’ 270º–300º byd 25 NM bly 10,000’ 301º–321º byd 25 NM bly 7,000’ 345º–350º byd 36 NM bly 8,000’

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(PAL)—GA 3.0º TCH 25º.

SERVICE: LGT ACTVT PAPI Rwy 25; MIRL Rwy 07–25—CTAF.

AIRPORT REMARKS: Unattended. Rwy conditions not monitored. Recommend visual inspection prior to use.

AIRPORT MANAGER: 907-246-3325

WEATHER DATA SOURCES: AWOS–3P 118.375 (907) 797–2296. (WX CAM)

COMMUNICATIONS: CTAF 122.9

ANCHORAGE CENTER APP/DEP CON 132.9

RADIO AIDS TO NAVIGATION: NOTAM FILE AKN.

KING SALMON (H) (H) VORTACW 112.8  AKN Chan 75 N58º43.48´ W156º45.14´ 180º 73.6 NM to fld. 95/16E.

TACAN antenna offset 150º 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´


UGASHIK BAY (UGB)  10 SSW UTC–9(–8DT)  N57º25.52´ W157º44.39´

132  NOTAM FILE ENA
RWY 12–30: 5280X125 (GRVL–DIRT)
RWY 12: Brush.
RWY 30: Brush.


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 bio 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. Rwys 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´ 109º 11.3 NM to fld. 343/12E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

PIPER LANDING (See WASILLA on page 257)

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)
®ANCHORAGE CENTER APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE EHM.
CAPE NEWENHAM NDB/DME (HW) 385 EHM Chan 18(Y)
N58°39.36´ W162°04.42´ 007º 23.1 NM to fld. 212/12E.
NDB has no standby transmitter
DME portion unusable:
050º–169º byd 10 NM blo 7,000´
170º–224º
225º–293º byd 10 NM blo 7,000´
294º–320º byd 30 NM
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial
POINT BAKER SPB (KPB)(PKP) 0 SE UTC–9(–8DT) N56º21.11’ W133º37.36’

NOTAM FILE SIT
WATERWAY N–S: 4000X250 (WATER)
SEAPLANE REMARKS: Attended daylt. Narrow and congested opr area, small
islands both entrances to core. Boats tied to SPB/helicopter
float/ramp. Seaplane float designed to support 22,000 lbs maximum
GWT helicopters. Float deteriorated, be alert when loading near
capacity.

AIRPORT MANAGER: (907) 465-4512
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.
LEVEL ISLAND (H) (H) 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 b/o 10,000’
301º–321º byd 25 NM b/o 7,000’
w x cam avbl 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’


POINT HOPE (PHO)(PAPO) 2 SW UTC–9(–8DT) N68º20.93’ W166º47.96’

NOTAM FILE PHO
RWY 01–19: H3992X75 (ASPH) MIRL
RWY 01: VASI(V4L)—GA 3.0º TCH 25’.
RWY 19: VASI(V4L)—GA 3.0º TCH 27’.
SERVICE: LGT ACTIVATE MIRL Rwy 01–19—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend
visual inspection prior to landing. Fuel avbl emerg only. Lateral cracks
1–3” wide across width of rwy spaced 200’–500’ length of rwy.
NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.

AIRPORT MANAGER: 907-442-3147
WEATHER DATA SOURCES: AWOS–3P 118.325 (907) 368–2128. (WX CAM)
COMMUNICATIONS: CTAF 122.8
POINT HOPE RCO 122.25 (KOTZEBUE RADIO)
ANCHORAGE CENTER APP/DEP CON 119.65 363.25
RADIO AIDS TO NAVIGATION: NOTAM FILE LUR.
CAPE LISBURN E 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 b/o 9,000’
POINT LAY LRRS  (PIZ)(PPIZ) P (AF)  1 S UTC–9(–8DT)  N69º43.97’ W163º00.32’
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 REIL 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 blo 30 NM blo 9,000’
210º–245º blo 35 NM
300º–330º blo 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 blo 25 NM blo 7,000’
210º–245º blo 30 NM blo 9,000’
210º–245º blo 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 blo 25 NM blo 7,000’
210º–245º blo 30 NM blo 9,000’
210º–245º blo 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) O S UTC–9(–8DT) N55°47.09’ W133°35.65’**

**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:** CTA F 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’ 183° 44.5 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/NAV/WEATHER REMARKS:** For a LC to Juneau FSS dial 789–7380.

**PORT ALSWORTH WILDER RUNWAY (05K)(PAKX) O N UTC–9(–8DT) N60°11.91’ W154°19.38’**

**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 CTA F. 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:** CTA F 122.9

**ANCHORAGE CENTER APP/DEP CON 118.8**

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

**ILIAMNA NDB/DME (HW) 411 ILI Chan 91 N59°44.88’ W154°54.58’**

**DME unusable:**

- 010°–020° byd 20 NM blo 12,000’
- 020°–050° byd 25 NM blo 13,000’
- 270°–300° byd 25 NM blo 7,000’
- 300°–320° byd 25 NM blo 8,000’

**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1–866–864–1737.
PORT BAILEY SPB (KPY) 0 NE UTC–9(–8DT) N57º55.81’ W153º02.43’

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 invof ldg area.

AIRPORT MANAGER: 808-264-8265

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.

KODIAK (H) VOR/DME 117.1 ODK Chan 118 N57º46.50’ W152º20.39’ 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) N65º15.21’ W166º51.46’

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 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE TNC.

TIN CITY NDB/DME (HW) 347 TNC Chan 119(Y) N65º33.70’ W167º55.49’ 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


AK, 11 JUL 2024 to 5 SEP 2024
PORT GRAHAM  (PGM)  0 W  UTC–9(–8DT) N59°20.91’ W151°49.82’
93 NOTAM FILE HOM
RWY 12–30: 1975X45 (GRVL–DIRT)
   RWY 12: Brush.
   RWY 30: Brush.
AIRPORT REMARKS: Unattended. Rw 12 apch rstd by hill. Rwy 30 apch rstd by trees. Rwy not regularly attended by maint persons, recommend visual inspection prior to use. Rwy 12–30 scattered sharp edge rocks to 3” on rwy. Rwy dips in ctr and rwy edges soft during spring months. Rwy edges soft during breakup. Rwy 30 develops frost heaves first 300’ and Rwy 12 first 500’ during winter. Road 150’ from apch end of Rwy 12.
   Rwy 12–30 marked with reflective cones. Trw .04 NM NE of arpt unlighted.
AIRPORT MANAGER: 907-235-5217
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
   HOMER (H) (H) VOR/W/DM 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 ACTVYT 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 inv of 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/DM 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)  N57º53.10´ 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) VOR/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)  N56°22.86’ W134°39.06’
00 NOTAM FILE SIT
WATERWAY NE–SW: 3000X400 (WATER)
AIRPORT MANAGER: 907-723-4457
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION:
BIORKA ISLAND (H) (H) VORTACW 113.8 BKA Chan 85  N56º51.56’
W135º33.08’  114º 41.4 NM to fld. 260/20E.
VOR unusable:
010°–085° byd 30 NM blo 12,000’
133°–175° blo 9,000’
133°–175° byd 10 NM
210°–245° blo 2,000’
210°–245° byd 15 NM blo 5,000’
210°–245° byd 25 NM blo 7,000’
210°–245° byd 30 NM blo 9,000’
210°–245° byd 35 NM
300°–330° byd 36 NM blo 9,000’
TACAN AZIMUTH unusable:
010°–085° byd 30 NM blo 12,000’
133°–175° blo 9,000’
133°–175° byd 10 NM
210°–245° blo 2,000’
210°–245° byd 15 NM blo 5,000’
210°–245° byd 25 NM blo 7,000’
210°–245° byd 30 NM blo 9,000’
210°–245° byd 35 NM
300°–339° byd 36 NM blo 10,000’
330°–335° byd 27 NM blo 8,000’
DME unusable:
010°–085° byd 30 NM blo 12,000’
133°–175° blo 9,000’
133°–175° byd 10 NM
210°–245° blo 2,000’
210°–245° byd 15 NM blo 5,000’
210°–245° byd 25 NM blo 7,000’
210°–245° byd 30 NM blo 9,000’
210°–245° byd 35 NM
330°–335° byd 27 NM blo 8,000’
COMM/NAV/WEATHER REMARKS: For a toll free call to Sitka FSS dial 1–800–478–6300. For a toll free call to Juneau FSS dial 1–800–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 infol ldg area.
AIRPORT MANAGER: 907-688-7623
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
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 act 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 btwn rwy ends. Rwy 10 and Rwy 01 safety areas soft, may be unusable. Rwy 28 safety area eroding near bluff.

AIRPORT MANAGER: 907-842-5511

COMMUNICATIONS: CTAF 122.9

KEMUK MOUNTAIN RCO 122.55  (DILLINGHAM RADIO) Opr

1645–0845Z‡, other times ctc Kenai FSS.

RADIO AIDS TO NAVIGATION: NOTAM FILE DLG.

DILLINGHAM  (H) (H) VOR/W/DME 116.4  DLG  Chan 111  N58º59.65’ W158º33.13’ 086º 26.7 NM to fld. 81/15E.

PROVIDENCE HOSPITAL HELIPORT  (See ANCHORAGE on page 47)

PROVIDENCE SEWARD MEDICAL CENTER HELIPORT  (See SEWARD on page 217)

PRUDHOE BAY/DEADHORSE

NORTHSTAR HELIPORT  (90AK) PVT  22 NW UTC–9(–8DT)  N70º29.53´ W148º42.22´

10  NOTAM FILE: Not insp.
HELIPAD H1: 56X56 (WOOD)
HELIPORT REMARKS: Attended continuously.
AIRPORT MANAGER: (907) 685-1200

PURKEYPILE  (Ø1A)  10 SW UTC–9(–8DT)  N62º56.45´ W152º16.18´

2041  NOTAM FILE FAI
RWY 05–23: 1176X50 (GRVL)
RWY 05: Brush.
RWY 23: Trees.
AIRPORT REMARKS: Attended May–Sep daylight only. Rwys 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.

QUAIL CREEK  (20K)  1 S UTC–9(–8DT)  N65º21.28´ W149º45.68´

1576  NOTAM FILE FAI
RWY 16–34: 1650X30 (TURF–GRVL) 0.7% up S
RWY 16: Trees.
RWY 34: Trees.
AIRPORT REMARKS: Unattended. Rwy not maintained recommend visual inspection prior to ldg. Rwys 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) VORTAC 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 10 NM blo 10,000´
270º–330º byd 30 NM

QUARTZ CREEK  (See COOPER LANDING on page 87)
ALASKA

QUARTZ CREEK / KOUGAROK (5QC) 2 S UTC–9(–8DT) N65°24.36’ W164°39.34’

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 N64°29.11’ W165°15.19’ 004º 57.5 NM to fld. 95/11E.

QUINHAGAK (AQH)(PAQH) 2 E UTC–9(–8DT) N59°45.31’ W161°50.72’

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 extdg alg the majority of rwy len; heaves and dips entire len. For landing fees contact the Village Airport Manager at 907–556–2375.
AIRPORT MANAGER: 907-556-2375
WEATHER DATA SOURCES: AWOS–3P 121.575 (907) 868–7321. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
QUINHAGAK RCO 122.1 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 125.2 372.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTAC 114.1 BET Chan 88 N60°47.09’ W161°49.46’ 167º 62.0 NM to fld. 105/14E.
RAINY PASS LODGE (6AK) 2 E 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 tfc.
AIRPORT REMARKS: Attended May–Sep daigl only. Recommend visual inspection prior to use. Pilots are rqd 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 inv of and on rwy.
AIRPORT MANAGER: 907-248-7599
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.
TALKEETNA (H) (H) VOR/W/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 WIEN MEML (See KOTZEBUE on page 154)

RAMPART (RMP)(PFMP) 1 E UTC–9(–8DT) N65°30.47' W150°08.45'
307 B NOTAM FILE FAI
RWY 11–29: 3520X75 (GRVL) MIRL 0.8% up SE
RWY 29: Brush.
SERVICE: LGT ACTIVATE MIRL Rwy 11–29, REIL Rwy 11, PAPI Rwy 11 and rotating beacon—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored; recommend visual inspection prior to landing. Frequent crosswinds and turbulence fm each rwy end. Rwy slopes gradually uphill from river. Snow removal ops during winter—monitor CTAF.
AIRPORT MANAGER: (907) 451-5280
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TAL.
TANANA (H) (H) VOR/W/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) N61º47.28´ W157º21.02´
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 inwpt 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 prv lgts.
AIRPORT MANAGER: 907-764-5094
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SVW.
Sparrevoih (H) (H) VOR/DME 117.2 SQA Chan 119 N61º05.91´ W155º38.07´ 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) N68º01.93´ W162º53.95´
969 B ARFF Index—See Remarks NOTAM FILE OTZ
RWY 03–21: H6312X100 (ASPH–GRVD) HIRL
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; HIRL Rwy 03–21—123.0 ACTVT rotg bcn—123.0. Rwy 21 PAPI offset 12.5 degs.
AIRPORT REMARKS: Attended irregularly. 279 ft safety area N end and 279 ft safety area S end. Class IV, ARFF Index B. ARFF Index B ops supported. Csd to acr ops with more than 30 px 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 QOK Chan 39 N67º34.21´ W162º58.36´ 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)
**RUBY** (RBY)(PARY) 1 SE UTC–9(–8DT) N64°43.63′ W155°28.19′

658 B NOTAM FILE RBY

Rwy 03–21: 4000X100 (GRVL) MIRL

**AIRPORT REMARKS:** Unattended. Birds inof landfill 1 mi SW of rwy. Rwy 03–21 slopes down to mid. Rwy 21 down slope 2 pct grade. Rwy cond unmn, rcmnd visual insp bfr lndg. Cold temperature airport. Altitude correction required at or below –40C.

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

**WEATHER DATA SOURCES:** AWOS–3P 118.25 (907) 468–4605. (WX CAM)

**COMMUNICATIONS:** CTAF 122.8

**AIRPORT MANAGER:** 907-584-5200

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

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**RUSSIAN MISSION**

**KAKO** (9AK2) PVT 8 NW UTC–9(–8DT) N61°53.94′ W161°26.38′

300 B NOTAM FILE Not insp.

Rwy 09–27: 2600X75 (GRVL)

**SERVICE:** FUEL 100LL

**AIRPORT REMARKS:** Attended continuously.

**AIRPORT MANAGER:** 907-584-5200

**COMMUNICATIONS:** CTAF 122.9

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

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**RUSSIAN MISSION** (RSH)(PARS) 0 SE UTC–9(–8DT) N61°46.49′ W161°19.16′

58 B NOTAM FILE RSH

Rwy 18–36: 3620X100 (GRVL) MIRL

**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

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

**WATERWAY 18W–36W:** 3000X500 (WATER)

**SEAPLANE REMARKS:** Seaplanes opr N–S in Yukon River and E–W in Nunvotchuk Lake. Watch for fish nets close to shore.

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**WATERWAY 18W–36W:** 3000X500 (WATER)

**SEAPLANE REMARKS:** Seaplanes opr N–S in Yukon River and E–W in Nunvotchuk Lake. Watch for fish nets close to shore.
ALASKA 211

SAGINAW SPB  (A23)  0 NE  UTC–9(–8DT)  N56º53.18’ W134º09.50’

NOTAM FILE SIT
WATERWAY NW–SE: 10000X1000 (WATER)
SEAPLANE REMARKS: Unattended. No float or svc exist. Rock and shallow water near area of former float.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.
LEVEL ISLAND (H) VOR/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’

NOTAM FILE PBV
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 inv of arpt. Reindeer and fox inv of 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 RCO 122.5 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 119.1

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
PRIBILOF NDB/DME (HW) 399 SRI Chan 96 N56º34.31’
W169º38.85’ at fld. 95/7E.
DME unusable:
 000º–090º byd 12 NM blo 18,000’
090º–180º byd 10 NM blo 8,000’
280º–300º byd 18 NM blo 8,000’
300º–000º byd 10 NM blo 3,000’
300º–000º byd 14 NM blo 18,000’

ILS 110.1 1–PBV  Rwy 11. Class IT. LOC unusable byd 15º left of course. Glideslope unusable byd 7 NM.

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

AK, 11 JUL 2024 to 5 SEP 2024
ST MARY’S (KSM)(PASM)  4 W  UTC—9(—8DT)  N62º03.65´ W163º18.11´
314  B  NOTAM FILE KSM
R WY 17–35: 6008X150 (GRVL)  HIRL  0.3% up S
   RWY 17: MALS R. VASI(V4L)—GA 3.0º TCH 51´.
   RWY 35: REIL. VASI(V4L)—GA 3.0º TCH 37´.
R W Y 06–24: 1520X60 (GRVL)  MIRL  0.4% up W
   RWY 06: Hill.
   RW Y 24: Hill.
   SERVICE: LGT ACTVT REIL Rwy 35; VASI Rwy 17 and 35; HIRL Rwy 17–35; MIRL Rwy 06–24—CTAF. MALS R 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 act ops which are rqrd to conduct pax screening. Rwy subject to drifting snow and poor braking. Condition reports reflect daytime ops only.
AIRPORT MANAGER: 907-438-2416
WEATHER DATA SOURCES: AWOS–3P 128.7 (907) 438–2135. (WX CAM)
COMMUNICATIONS: CTAF 122.3
RCO 122.35 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON 124.0
AIRSPACE: CLASS E svc 1500–0859Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE KSM.
ST MARYS NDB (HW) 230 SMA N62º03.56´ W163º16.91´ at fld. 343/15E.
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
R W Y 02–20: 4001X75 (GRVL)  MIRL  0.8% up SW
   SERVICE: LGT Actvt MIRL Rwy 02–20 —CTAF.
AIRPORT REMARKS: Unattended. Condition not monitored, recommend visual inspection prior to use. Reindeer herds invof arpt Jun–Oct. Rwy 02–20 slopes up 32 ft NE to SW.
AIRPORT MANAGER: (907) 625-1025
WEATHER DATA SOURCES: AWOS–3P 119.275 (907) 923–6480. (WX CAM)
COMMUNICATIONS: CTAF 122.8
UNALAKLEET RCO 122.3 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 135.7
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.
UNALAKLEET (H) (H) VOR/DME 116.9 UNK Chan 116
   N63º53.52´ W160º41.06´ 223º 45.1 NM from fld. 436/15E.
ALASKA 213

ST PAUL ISLAND (SNP)(PASN) 3 NE UTC–9(–8DT) N57°09.98’ W170°13.35’

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 GT 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’ lght twr one mile southwest. 45’ twr 350’ west and 1000’ north thld Rwy 36 lghtd. 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.

AIRPORT MANAGER: (907) 581-1786

COMMUNICATIONS:
RCO 122.45 (KENAI FSS)
ANCHORAGE CENTER APP/DEP CON 119.1 339.8


SALMON LAKE (Z81) 0 NW UTC–9(–8DT) N64°54.54’ W165°00.88’

RWY 15–33: 2000X55 (GRVL) 1.7% up N
RWY 15: Brush.
RWY 33: Road.

AIRPORT REMARKS: Unattended. Rwy not maintained and condition not monitored, recommend visual inspection prior to using. High terrain all quadrants. Rwy 15–33 marked with cones and thld panels. Rwy 15–33 slopes uphill southeast to northwest, Rwy 15 thld about 40’ higher. Rwy 15–33 soft when wet and contains several 6” rocks. Rwy 33 end is rocky.

AIRPORT MANAGER: 907-443-3431

COMMUNICATIONS: CTAF 122.9


SAN JUAN (UGANIK) SPB (WSJ) 0 W UTC–9(–8DT) N57°43.82’ W153°19.24’

WATERWAY N–S: 10000X2000 (WATER)

SEAPLANE REMARKS: Unattended. Waterfowl inof lndg area. Dock or shore line near the cannery suitable for safe seaplane ops. Seaplane dock has been destroyed, boat dock is not safe for seaplane docking. Heavy swells during NW winds.

COMMUNICATIONS: CTAF 122.8

COMM/NAV/WEATHER REMARKS: 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’
SAND POINT (SDP)(PASD)  2 SW  UTC–9(–8DT)  N55°18.82´ W160°31.29´  
24  B  ARFF Index—See Remarks  NOTAM FILE SDP

RWY 14–32: H5213X150 (ASPH–GRVD)  S–120, D–250
PCN 94 F/A/X/T  MIRL


RWY 32: REIL. PAPI(P4R)—GA 3.6º TCH 36´. Thld dsplcd 576´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14:
TORA–4637  TODA–5213  ASDA–4637  LDA–4099
RWY 32:
TORA–4675  TODA–5213  ASDA–4675  LDA–4099

SERVICE: FUEL  JET A

AIRPORT REMARKS:

AIRPORT MANAGER: 907-532-5000

COMMUNICATIONS: CTAF 122.3  UNICOM 122.8
RCO 122.3 (COLD BAY RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE SDP.

BORLAND NDB/DME  (HW) 390  HBT  Chan 79  N55º18.94´ W160º31.10´ at 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´


SAVOONGA (SVA)(PASA)  1 SW  UTC–9(–8DT)  N63º41.18´ W170º29.59´  
59  B  NOTAM FILE SVA

RWY 05–23: 4400X100 (GRVL)  MIRL
RWY 05: VASI(V4L)—GA 3.0º TCH 33´. Road.

SERVICE: LGT ACTIVATE MIRL Rwy 05–23—CTAF. VASI Rwy 05 and Rwy 23 opr continuously.

AIRPORT REMARKS:
Unattended. Rwy cond not monitored, recommend visual inspection prior to ldg. Rocks up to 5° on sides of ldg sfc. South edge safety area used as a road. Wind turbines 200´ (MSL) 148´ (AGL) lctd .34 mile MNW of midpoint Rwy 05–23. Rwy 05–23 nstd markings, rwy has old orange drums generally aligned with rwy cntrln and extd 2,500´ southwest. NOTE: See Notices—Drone Activity at Coastal Airport Launch Sites.

AIRPORT MANAGER: 907-443-2500

COMMUNICATIONS: CTAF 122.7
Savoonga RCO 122.3 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 132.2  281.4

RADIO AIDS TO NAVIGATION: NOTAM FILE SVA.

KUKULIAK (H) (H) VOR/DME 117.3  ULL  Chan 120  N63º41.54´ W170º28.19´ at fld. 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´

SCAMMON BAY (SCM)(PACM)  0 N  UTC–9(–8DT)  N61º50.67´ W165º34.43´

RWY 10–28: 3001X75 (DIRT)  MIRL

SERVICE:  LGT ACTVT MIRL Rwy 10–28 and rotating bcn—CTAF.


AIRPORT MANAGER:  (907) 543-2498

WEATHER DATA SOURCES: AWOS–3P 118.425 (907) 558–5501. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 123.0


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: CTAF 122.7

## SELAWIK

### NOTAM FILE WLK

- **RWY 04–22**: 3002X60 (GRVL) MIRL
- **RWY 04**: VASI (V4L)—GA 3.0º TCH 25´. Brush.
- **RWY 22**: Brush.
- **RWY 09–27**: 2659X60 (GRVL) MIRL
- **RWY 09**: Brush.
- **RWY 27**: PAPI (P4R)—GA 3.0º TCH 25´. Brush.

### SERVICE

**LGT ACTVT VASI Rwy 04; PAPI Rwy 27; MIRL Rwy 09–27 and Rwy 04–22, and rot bcn—CTAF.**

### AIRPORT REMARKS

Unattended. Rwy cond unmnt; rcmdd visual insp prior to use.

### AIRPORT MANAGER

907-442-3147

### WEATHER DATA SOURCES

AWOS–3P 135.65 (907) 484–2107. (WX CAM)

### COMMUNICATIONS

CTAF 122.7

**KOTZEBUE RADIO**

ANCHORAGE CENTER APP/DEP CON 119.2 263.0

### RADIO AIDS TO NAVIGATION

(H) (H) VOR/W/DME 114.2 WLK Chan 89 N66º35.97’ W159º59.45’ at fld. 11/16E.

### COMM/NAV/WEATHER REMARKS


## SELDOVIA

### 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.

### COMMUNICATIONS

CTAF 122.9

### RADIO AIDS TO NAVIGATION

NOTAM FILE HOM.

**HOMER (H) VOR/W/DME 114.6 HOM Chan 93 N59º42.57’ W151º42.57’**

**190° 17.7 NM From Homer "HOM" VOR/DME 1643 X 80.**

### COMM/NAV/WEATHER REMARKS

For a local call to Homer FSS dial 235–8588. For a toll free call to Kenai FSS dial 1–866–864–1737.
SELDOVIA SPB  (A27)  0 S UTC–9(–8DT)  N59°26.05’ W151°42.46’
00  NOTAM FILE HOM
WATERWAY E–W: 2000X1000 (WATER)
SEAPLANE REMARKS: Attended Sep–May 1900–2300Z‡, Jun–Aug
1700–0600Z‡. Ngt ops prohibited, exc for rotary wing acft. Must check in with harbor master upon ldg. Tif and ldg ops in harbor prohibited. Recommend North entrance, shallow water near South harbor. Seaplane ramp may be covered with small boats. Overnight parking fee.
AIRPORT MANAGER: 907-234-7886
COMMUNICATIONS: CTAF
RADIO AIDS TO NAVIGATION: NOTAM FILE HOM.
HOMER (H) (H) VORW/DME 114.6  HOM Chan 93  N59°42.57’ W151°27.40’ 190º 18.2 NM to fld. 1626/15E.

SEWARD

PROVIDENCE SEWARD MEDICAL CENTER HELIPORT  (Ø1AK) PVT  1 SW UTC–9(–8DT)  N60°06.35’ ANCHORAGE
W149°26.78’
120  NOTAM FILE Not insp.
HELIPAD H1: H40X40 (CONC) PERIMETER LGTS
HELIPORT REMARKS: Attended continuously. Rwy H1 has 30´ trees 60´ east and 5000´ mountains 300´ west of helipad.
AIRPORT MANAGER: 907–224–5220

SEWARD

(SEWARD)(PAWD)  2 NE UTC–9(–8DT)  N60°07.79’ W149°25.00’
28 B TPA—See Remarks NOTAM FILE SWD
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 clikws fm cntrln. Rwy 31 VASI unsusb byd 3 NM; obsn cncl byd 3 NM NA.
AIRPORT REMARKS: Unattended. Rcmd visual insp prior to tkoff or lnqd; mnntnd 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 rstrd to N twy 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 N59°42.57’ W151°27.40’ 052º 66.6 NM to fld. 1626/15E.

SEYMOUR LAKE SPB  (See WASILLA on page 257)
SHAGELUK (SHX)(PAHX) 1 N UTC–9(–8DT) N62°41.54’ W159°34.15’
79  B NOTAM FILE SHX
RWY 16–34: 3400X75 (GRVL–DIRT) MIRL
RWY 16: Trees.
RWY 34: REIL. PAPI(P4L)—GA 3.0º 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.
ANVIK NDB (HW) 365 ANV N62°38.49’ W160°11.12’ 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) N64°22.27’ W161°13.44’
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 lgts and cones.
AIRPORT MANAGER: (907) 625-1025
WEATHER DATA SOURCES: AWOS–3P 124.175 (907) 955–3896. (WX CAM)
COMMUNICATIONS: CTAF/UNICOM 122.8
@ANCHORAGE CENTER APP/DEP CON 135.7
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.
UNALAKLEET (H) (H) VOR/DME 116.9 UNK Chan 116 N63°53.52’ W160°41.6’ 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 ags during daylight hours, no response to non-scheduled aircraft.

SHANNONS POND SPB (See DILLINGHAM on page 95)
SHEEP MOUNTAIN  (SMU)(PASP)  0 W  UTC–9(–8DT)  N61º48.68´ W147º30.54´
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/DME 115.6  GKN Chan 103 N62º09.23´ W145º26.84´ 234º 61.9 NM to fld. 1549/17E.

SHEMYA  N52º43.32´ E174º03.62´ NOTAM FILE SYA.
NDB (HW) 403 SYA 60/3E. SHUTDOWN.

SHISHMAREF  (SHH)(PASH)  1 S  UTC–9(–8DT)  N66º14.98´ W166º05.36´
14 B  NOTAM FILE SHH
RWY 05–23: H4997X73 (ASPH) S–12.5 MIRL
RWY 05: VASI(V4L)—GA 3.0º TCH 25´.
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 N66º15.49´ W166º03.14´ 229º 1.0 NM to fld. 14/11E.
NDB unusable:
060º–090º byd 30 NM blo 6,000´

AK, 1 JUL 2024 to 5 SEP 2024
SHUNGNAK (SHG)(PAGH) 0 NW UTC–9(–BDT) N66°53.29´ W157°09.75´

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

RADIO AIDS TO NAVIGATION: NOTAM FILE OTZ.

KOTZEBUE (H) VOR/DME 115.7  OTZ Chan 104  N66°53.14´ W162°32.40´  072º  127.2 NM to fld. 121/15E.

AMBLER NDB (HW) 403 AMF  N67°06.31´ W157°51.61´  113º  21.0 NM to fld. 258/15E. NOTAM FILE AFM.


SISTERS ISLAND N58º10.66´ W135º15.53´ NOTAM FILE JNU. (H) (H) VORTACW

114.0 SSR Chan 87  204º  6.8 NM to Hoonah. 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

AK, 11 JUL 2024 to 5 SEP 2024
SITKA SPB (A29) 0 NW UTC–9(–8DT) N57º03.13’ W135º20.77’
00 B NOTAM FILE SIT

WATERWAY NW–SE 4000X200 (WATER)

SEAPLANE REMARKS: Unattended. Be alert: float is very slippery and in poor
ccondition. Be alert: numerous boats, seagulls, and other birds on and
invol SPB. One ramp avbl for tran tie–down. One stall avbl for transient
parking; all others leased; contact arpt mgr for info. Boats may be tied
to SPB dock/float ramp.

AIRPORT MANAGER: 907-747-3439

COMMUNICATIONS: CTAF 123.6

RADIO AIDS TO NAVIGATION:
BIORKA ISLAND (H) (H) VORTACW 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’
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’


JUNEAU
AK, 11 JUL 2024 to 5 SEP 2024
SITKA ROCKY GUTIERREZ (SIT)(PAS)(CG) 0 W UTC–9(–8DT) N57º02.81´ W135º21.66´ JUNEAU H–1C, L–1C

**Rwy 11–29:** H7200X150 (ASPH–GRVD) S–100, D–160, 2S–175, 2D–300 PCN 51 F/B/T HIRL

**Rwy 11:** REIL. VASI(V4L)—GA 3.0º TCH 50´. Thld dsplcd 200´. Tree.
**Rwy 29:** REIL. VASI(V4R)—GA 3.0º TCH 52´. Thld dsplcd 180´. Tree.

**Runway Declared Distance Information**

**Rwy 11:**
- TORA–7200
- TODA–7200
- ASDA–6720
- LDA–6500

**Rwy 29:**
- TORA–7200
- TODA–7200
- ASDA–6700
- LDA–6500

**Service:**
- S4 FUEL

**Airport Remarks:**
- Attended 1300–0700Z‡ Sun–Sat. Maint duty hr Sun–Fri 1400–0900Z‡, Sat 1400–0500Z‡. Snow removal, wildlife ctrl, cond rpt, and other maint svc avbl durg maint duty hr; Atft hr—Amgr. Class I, ARFF Index B. ARFF avbl durg sked acr ops. CLOSET to acr ops more than 30 pax seats exc 24 hr PPR in writing—Amgr 605 Airport Rd, Sitka, AK 99835. Cargo ops PPR—C907–966–5420, wkend and hols—C907–966–5556. Cargo ops over 100,000 lbs 24 hr PPR—Amgr. Birds on and invof arpt. PAJA to rwy, twy or prkg apron NA. Atft hr fuel—122.95 or 907–747–7222. Rwy 11–29 locked wheel turns NA. Safety area armor rock middle 1600 ft S side. Tsnt prkg W side of apron only. Arr ctc Sitka Air 10 min prior to lndg—345.0 or FSS. Arpt sand lgr gradation than FAA rcmm/see AC150/5200–30. GA portion PCN 13 F/B/Y/T, N most section of fac.

**Airport Manager:** 907–966–2960

**Weather Data Sources:**
- ASOS 135.9 (907) 966–2209. (WX CAM)
- FSS SITKA 1500–0645Z‡ OT ctc Juneau FSS.
- SITKA RADIO 121.5 122.2 123.6 243.0 (LAA 123.6)

**Coast Guard Air Operations (Sitka Air):** 345.0X 8980X C.5692X C.2182 Other CG freqs avbl O/R.

**Airspace:** CLASS E.

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

BIORKA ISLAND (H) (H) VORTACW 113.8  BKA  Chan 85  N56º51.56´ W135º33.08´  009º 12.9 NM to fld. 260/20E.

VOR unusable:
- 010º–085º byd 30 NM blo 12,000´
- 133º–175º blo 9,000´
- 133º–175º byd 10 NM
- 210º–245º blo 2,000´
- 210º–245º byd 15 NM blo 5,000´
- 210º–245º byd 25 NM blo 7,000´
- 210º–245º byd 30 NM blo 9,000´
- 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´

MOUNT EDGEKUMBE NDB (MHW) 414  IME  N57º02.84´ W135º21.95´ at fld. 19/20E.

NDB unusable:
- 320º–140º byd 15 NM blo 6,000´

NDB (HW) 358  SIT  N56º51.28´ W135º32.06´  006º 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 267)

SIXMILE LAKE  (See ANCHORAGE on page 47)
SKAGWAY (SGY) (PAGY) 0 NW UTC-9(–8DT) N59º27.61´ W135º19.01´

44 LRA NOTAM FILE SGY

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 NSD omnidirectional.


AIRPORT MANAGER: 907-983-2323

WEATHER DATA SOURCES: ASOS 135.8 (907) 983–3194. (WX CAM)

COMMUNICATIONS: CTAF 122.9

RCD 122.4 (JUNEAU RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE HNS. BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61º34.17´ W149º58.03´ 286º 42.4 NM to fld. 179/19E. TACAN AZIMUTH unusable:

230º–245º byd 38 blo 8,000´

DME unusable:

230º–245º byd 38 blo 8,000´


SKWENTNA (SKW) (PASW) 1 NE UTC-9(–8DT) N61º57.97´ W151º11.72´

148 B NOTAM FILE SKW

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. NSD 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´ 286º 42.4 NM to fld. 179/19E. TACAN AZIMUTH unusable:

230º–245º byd 38 blo 8,000´

DME unusable:

230º–245º byd 38 blo 8,000´


SLANA

DUFFYS TAVERN (DDT) PVT 2 NE UTC-9(–8DT) N62º43.48´ W143º55.23´

2420 NOTAM FILE

RWY 05–23: 1200X100 (GRVL)

RWY 05: Trees.

RWY 23: Trees/pline.

AIRPORT REMARKS: Unattended. Both apchs subject to turbulent winds from south and southeast, rwy rolling, and soft in spring.

AIRPORT MANAGER: 907-822-4653

**SLEETMUTE** (SLQ/PASL) O E UTC–9(–8DT) N61°42.03’ W157°09.95’

192 B NOTAM FILE SLQ

RWY 15–33: 3100X60 (GRVL) MIRL

RWY 15: Brush.

RWY 33: Tree.

**SERVICE:** FUEL 100LL LGT ACTVT MIRL Rwy 15–33—CTAF.

**AIRPORT REMARKS:** Unattended. Fuel avbl—CTAF or 907–449–4227. Rwy condition not monitored, recommend visual inspection prior to using. Red Devil Arpt 8 miles NW. AW, NTs near or on rwy. Rwy 15–33 N 500 ft soft. Rwy 15 and Rwy 33 rwy end marked with lghts. Cold temperature airport. Altitude correction required at or below –37C.

**AIRPORT MANAGER:** 907-764-5094

**WEATHER DATA SOURCES:** AWOS–3P 134.85 (907) 449–4226. (WX CAM)

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**ANCHORAGE CENTER APP/DEP CON** 128.5

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

SparrovoHN (H) (H) VORW/DME 117.2 S QA Chan 119

N61°05.91’ W155°38.07’ 292° 57.1 NM to fld.

2501/18E.

VOR & DME unusable:

009°–019°

029°–039° byd 25 NM blo 12,500’

DME portion unusable:

019°–028° byd 16 NM

VOR portion unusable:

019°–029° byd 16 NM

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

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**SOLDOTNA**

KENAI RIVER AIRPARK (IAK4) PVT 11 NE UTC–9(–8DT) N60°31.45’ W150°45.13’

200 NOTAM FILE Not insp.

RWY 07–25: 2100X60 (GRVL)

RWY 07:

RWY 25:

**AIRPORT REMARKS:** Unattended.

**AIRPORT MANAGER:** 907-227-2149

**COMMUNICATIONS:** CTAF 122.5

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

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**MACKEYS LAKES SPB** (L85) 3 NE UTC–9(–8DT) N60°32.02’ W150°59.73’

175 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:** CTAF 122.5

**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1–866–864–1737.
SOLDOTNA (SXQ)(PASX) 1 SE UTC–9(–8DT) N60°28.51’ W151°02.38’
113 B TPA—906(793) NOTAM FILE SXQ
Rwy 07–25: H5001X130 (APSH) S–12 MIRL 0.3% up E
Rwy 25: PAPI(PAR)—GA 3.0º TCH 43’. Trees.
Rwy 07S–25S: 2300X60 (GRVL–DIRT)
Service: S4 FUEL 100LL, JET A LGT
Actvt PAPI Rwy 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: CTAF 122.5
© Anchorage center app/dsp cn 125.7
Radio aids to navigation: NOTAM FILE ENA.
Kenai (H) (H) VOR/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 blo 2,000’
Ndb/Dme (Mhw) 346 olt Chan 106 N60°28.49’ W150°52.73’ 255º 4.8 NM to fld. 237/15E. NOTAM FILE SXQ.
DME elev 223.0 feet
Comm/nav/weather remarks: For a toll free call to Kenai FSS dial 1–866–864–1737. Communications prvd by Kenai on freq 122.35.

SOLDOTNA HOSPITAL HELIPORT (SD1) 1 NW UTC–9(–8DT) N60°29.56’ W151°04.74’
99 NOTAM FILE ENA
HeliPad H1: H80X80 (APSH) 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)  N58º42.13´ W157º00.16´

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:  CTA F 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  N58º43.48´ W156º45.14´  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 ctl number a min of 1 hr prior to departure for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–1244/1157, C907–552–1244/1157. Pax must coord all travel with ARS Program Mgmt (DSN 317–552–4400/9630 or C907–552–4400/9630) prior to any non–emergency travel to site. USAF installation, all civil acft oprs req 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.epublishing.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. WEATHER DATA SOURCES: AWOS–3 (907) 731–9001 ext 229.
COMMUNICATIONS: CTAFL 122.6
RCO 122.5 (KENAI RADIO)
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 bdo 12,500´
DME port unusable:
019º–028º byd 16 NM
VOR port 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: CTAFL 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 14,000´
354º–034º byd 27NM
354º–034º byd 6 NM bdo 10,000´
ALASKA

STAMPEDE (See KANTISHNA on page 138)

STEAMBOAT BAY SPB (WSB)(POWS) O NE UTC–9(–8DT) N55º31.78´ W133º38.50´

00 NOTAM FILE KTN

WATERWAY N–S: 6000X2000 (WATER)

SEAPLANE REMARKS: Unattended. High mountains all sides except entrance:
one way ops, no south ops, subject to heavy swells and squirrely winds.
No facilities. Large ocean swells common in bay, exposed to north wind.

AIRPORT MANAGER: 253-225-4256

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) 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´
w x 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 25 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.

BETHEL

STEBBINS (WBB) O NW UTC–9(–8DT) N63º30.96´ W162º16.68´

19 B NOTAM FILE OME

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/W/DME 116.9
UNK Chan 116 N63º53.52´ W160º41.06´ 228º 48.2 NM to fld. 436/15E.

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

STERLING

BREEDEN (AKØ5) PVT 6 E UTC–9(–8DT) N60º32.46´ W150º35.95´

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) N60º32.42´ W150º52.08´

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

LAKEWOOD AIRSTRIP (53AK) PVT 5 NE UTC–9(–8DT) N60º32.03´ W150º51.39´

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) N60º31.77´ W150º49.85´

259 NOTAM FILE Not insp.
Rwy 08–26: 2400X80 (GRVL)
AIRPORT MANAGER: 907-398-9849
COMMUNICATIONS: CTAF 122.5

STERLING AIR PARK (48AK) PVT 2 NW UTC–9(–8DT) N60º33.45´ W150º50.61´

333 NOTAM FILE Not insp.
Rwy 08–26: 1800X60 (GRVL)
AIRPORT REMARKS: Unattended.
AIRPORT MANAGER: 907-262-5100
COMMUNICATIONS: CTAF 122.5

STEVENS VILLAGE (S) (FSV) 1 NNE UTC–9(–8DT) N66º01.03´ W149º03.26´

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
RADIO AIDS TO NAVIGATION: NOTAM FILE FAI.
FAIRBANKS (H) (L) VORTAC W 108.6 FAI Chan 23 N64º48.00´ 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)  0 N  UTC–9(–8DT)  N61°47.39´ W156º35.31´
230  NOTAM FILE ENA
RWY 18–36: 2601x40 (GRVL–DIRT)
RWY 18: Trees.
RWY 36: Trees.
AIRPORT MANAGER: 907-764-5094
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SVW.
SPARREVOHN (H) (H) VOR/DME 117.2  SQA Chan 119  N61°05.91´ W155º38.07´  309º 49.8 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

STUCK  N61°46.98´ W145º15.13´
RCO 122.1 (KENAI RADIO)
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 Chan 109  N62º17.90´ W150º06.32´  004º 67.7 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: 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)

SUMMER STRAIT  N56º27.87´ W133º05.84´ NOTAM FILE SIT.
NDB (HW) 529  SQM  23/20E.

SUNNY HAY MOUNTAIN  N55º27.73´ W133º04.85´
RCO 120.9 (KETCHIKAN RADIO)

SWIFT CREEK  (See MCCARTHY on page 166)

TAHNETA PASS  N61°49.95´ W147º19.67´
RCO 122.4 (KENAI RADIO)

ANCHORAGE  L–1A, 3E, 4H
JUNEAU  H–1C, L–1C
KETCHIKAN  L–1C
ANCHORAGE  L–3D
AK, 11 JUL 2024 to 5 SEP 2024
TAKOTNA (TCT/PPCT) 1 E UTC–9(–8DT) N62º59.58´ W156º01.78´
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 122.9

TAKU HARBOR SPB (A43) 0 N UTC–9(–8DT) N58º04.15´ W134º00.92´
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) N58º29.38´ W133º56.61´
NOTAM FILE JNU
WATERWAY NE–SW: 5000X500 (WATER)
SEAPLANE REMARKS: Attended summer months dalgt 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) N62º14.54´ W150º03.95´
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 tghts 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´

- NOTAM FILE TKA
- WATERWAY 14W–32W: 4000X1600 (WATER)
- WATERWAY 04W–22W: 3800X2000 (WATER)
- SERVICE: FUEL 100LL
- SEAPLANE REMARKS: Attended continuously. All tfc remain east of SPB and over the lake. All traffic must use CTAF.
- AIRPORT MANAGER: 907-733-4500
- COMMUNICATIONS: CTAF 123.6

**SECLUDED LAKE** (49AK) PVT 20 S UTC–9(–8DT) N62°01.47´ W149°58.63´

- NOTAM FILE Not insp.
- RWY 06–24: 2800X60 (GRVL)
- AIRPORT MANAGER: 907-235-5537
- COMMUNICATIONS: CTAF 122.8

**SONGLO VISTA** (3AK3) PVT 15 NW UTC–9(–8DT) N62°33.83´ W150°13.23´

- NOTAM FILE Not insp.
- RWY 15–33: 2100X30 (GRVL)
- AIRPORT REMARKS: Unattended. Irregular snow removal, recommend visual inspection prior to use. Surface could be soft during spring breakup. Rwy center is lower than rwy ends. Bear and moose occasionally on and invol arpt.
- AIRPORT MANAGER: 907-733-8000
- COMMUNICATIONS: CTAF 122.9

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**ANCHORAGE**

AK, 11 JUL 2024 to 5 SEP 2024
TALKEETNA (TKA)(PATK) 1 E UTC–9 (–8DT) 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: 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)

UNICOM 122.2

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 120.1 122.2 123.6 (KENAI RADIO)

ANCHORAGE CENTER APP/DEP CON 125.55 254.3

AIRSPACE: CLASS E svc 1700–0500Z‡; other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TKA.

(H) (H) VOR/DME 116.2 TKA Chan 109 N62º17.90´ W150º06.32´ 355º 1.4 NM to fid. 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: Talkeetna FSS telephone 733–2277. AFIS operd by TKA FSS, OT Kenai FSS.

AK, 11 JUL 2024 to 5 SEP 2024
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 122.8
SUAIS 125.3 126.3 (1–800–758–8723).
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY (H) (H) VORTACW 116.3 ORT Chan 110 N62º56.83´ W141º54.76´ 287º 46.3 NM to fld. 1779/17E.
TACAN AZIMUTH unusable: 335º–030º byd 30 NM blo 10,500´
DME unusable: 335º–030º byd 30 NM blo 10,500´
••••••••••••••••••
HELIPAD H1: H90X95 (ASPH)
HELIPAD H2: H90X95 (ASPH)

TANANA
RALPH M CALHOUN MEML (TAL)(PATA) 1 WWN 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)
FAIRBANKS 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.
TANAN (H) (H) VORW/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´

TANAN (H)  N65º10.63´ W152º10.65´ NOTAM FILE TAL.
(H) (H) VORW/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)
FAIRBANKS H–1B, 2K, L–3D, 4I

TANIS MESA (See YAKUTAT on page 267)
TATALINA LRRS (TLJ)(PATL) AF 7 S UTC–9(–8DT) N62°53.69’ W155°58.68’
933 NOTAM FILE PATL Not insp.
RWY 17–35: 3820X150 (GRVL) 1.1% up N
RWY 17: REIL. PAPI(P2R)—GA 5.0º 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 hry. Rwy 13–31, safety area 150 by 4300 ft; all sides rough with pot holes and lg 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.
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 13W–31W: 8000X4000 (WATER)
SEAPLANE REMARKS: Unattended. Waterway condition not monitored, recommend visual inspection prior to using. Be alert: rocks in water area low tide.
TATITNA (8KA)  1 S  UTC–9(–8DT)  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

TAZLINA (Z14) 0 SE UTC–9(–8DT) N62°03.89’ W146°27.63’

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) VORW/DME 115.6 GKN Chan 103 N62°09.23’ W145°26.84’ 243° 29.1 NM to fld. 1549/17E.

TED STEVENS ANCHORAGE INTL (See ANCHORAGE on page 48)
TELIDA (2K5) 0 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. Rw 02–20 irregular, rutted surface varies b/t turf, dirt, and sand. Rw 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. Rw 02–20 sfc is dominated by soft sand; sfc rwy & rutted. Rw 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. Rw 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 123.0
BREVIG MISSION RCO 135.6 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 133.3 290.4
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.
NOME (H) VOR/DME 115.0 OME Chan 97 N64º29.11´ W165º15.19´ 318º 53.3 NM to fld. 95/11E.
TENAKEE SPB  (TKE)  0 N  UTC–9(–8DT)  N57º46.78´  W135º13.11´  
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
RADIO AIDS TO NAVIGATION: NOTAM FILE JNU.
SISTERS ISLAND  (H) (H) VORTACW 114.0  SSR  Chan B7  N58º10.66´  W135º15.53´  157º 24.0 NM to fld. 40/20E.
VOR unusable:
  050º–070º byd 12 NM b/o 10,000´
  115º–130º byd 32 NM b/o 8,000´
  131º–175º byd 25 NM b/o 13,000´
  176º–189º byd 35 NM b/o 14,000´
  190º–245º byd 30 NM b/o 12,000´
  246º–260º byd 18 NM b/o 7,000´
  306º–360º byd 21 NM
TAC AZM unusable:
  050º–070º byd 12 NM b/o 10,000´
  115º–130º byd 32 NM b/o 8,000´
  131º–175º byd 25 NM b/o 13,000´
  176º–189º byd 28 NM b/o 14,000´
  190º–245º byd 30 NM b/o 12,000´
  246º–260º byd 18 NM b/o 7,000´
  306º–360º byd 21 NM
DME unusable:
  050º–070º byd 12 NM b/o 10,000´
  115º–130º byd 32 NM b/o 8,000´
  131º–175º byd 25 NM b/o 13,000´
  176º–189º byd 28 NM b/o 14,000´
  190º–245º byd 30 NM b/o 12,000´
  246º–260º byd 18 NM b/o 7,000´
  306º–360º byd 21 NM

TETLIN  (3T4)  1 S  UTC–9(–8DT)  N63º07.48´  W142º31.11´  
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
RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.
NORTHWAY  (H) (H) VORTACW 116.3  ORT  Chan 110  N62º56.83´  W141º54.76´  286º 19.7 NM to fld. 1779/17E.
TACAN AZIMUTH unusable:
  335º–030º byd 30 NM b/o 10,500´
DME unusable:
  335º–030º byd 30 NM b/o 10,500´
COMM/NAV/WEATHER REMARKS: For a toll free call to Northway FSS dial 1–800–478–6611.

THOMPSON PASS  (See VALDEZ on page 252)
ALASKA

KETCHIKAN

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/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 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


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 unsbl 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, govt and civ acft opr shall obtain a PPR ctl number a min of 1 hr prior to dep for site, req no earlier than day of planned travel, ctc site personnel at: DSN 317–552–9403/9283, C907–552–9403/9283. Pat must coord all travel with ARS Program Mgmt (DSN 317–552–4400/9630 or C907–552–4400/9630) prior to all non-emergency travel to site. USAF installation, all civ acft oprs rqr civ acft ldg permits prior to ldg at facility. Fines will be levied against violators and reports will be forwarded to FAA FSDOS IAW 32CFR855 and USAF Operating Instructions. Ops 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:

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. 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 acft by the possible presence of large numbers of “Sandhill Cranes” in the area of the arpt during mid May. These cranes are quite large (3’ long with 6’ 1/2 wingspan) and slow flying. They fly and graze in large flocks. The increased risk is in addition to the bird activities in the Risk Analysis of Wildlife Hazards to acft at Tin City arpt. Diligence by all personnel is recommended throughout the season.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

CONTINUED ON NEXT PAGE

AK, 11 JUL 2024 to 5 SEP 2024
WEATHER DATA SOURCES: AWOS–3
For weather call 907–552–9283 ext 229. (WX CAM)

COMMUNICATIONS: CTAF 126.2

TIN CITY RCO 122.6 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 133.3 290.4

RADIO AIDS TO NAVIGATION: NOTAM FILE TNC.

NDB/DME (HW) 347 TNC Chan 119(Y) N65°33.70’ W167°55.49’ at fld. 248/10E.

NDB unusable:
- 200º–240º byd 20 NM
- 240º–330º byd 10 NM

DME unusable:
- 040º–050º byd 20 NM b/o 6,000’
- 050º–080º byd 20 NM b/o 9,000’
- 080º–090º byd 20 NM b/o 8,500’
- 090º–095º byd 20 NM b/o 5,500’
- 095º–110º byd 20 NM b/o 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:

TIN CREEK
(See FAREWELL LAKE on page 111)

TISCHNER AIR
(See ANDERSON on page 49)

TOGIAK (TOG/PATG) 0 SW UTC–9(–8DT) N59°03.21’ W160°23.81’

19 B NOTAM FILE TOG

Rwy 03–21: 4400X100 (GRVL–DIRT) MIRL
Rwy 03: PAPI(PAL)–GA 3.0’ TCH 25’. Road.
Rwy 21: PAPI(PAL)–GA 3.0’ 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

COMMUNICATIONS: CTAF 122.5

RCO 122.25 (KENAI RADIO)
ANCHORAGE CENTER APP/DEP CON 132.75

RADIO AIDS TO NAVIGATION: NOTAM FILE TOG.

NDB/DME (HW) 393 TOG Chan 114 N59°03.83’ W160°22.54’ at fld. 11/11E.

DME unusable:
- 225º–270º byd 32 NM b/o 5,700’
- 271º–359º byd 32 NM b/o 6,700’

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

TOK

TOK 2 (8AK9) PVT 2 S UTC–9(–8DT) N63°18.00’ W143°01.40’

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)

COMM/NAV/WEATHER REMARKS:
TOK JUNCTION (6K8)(PFTO)  1 E UTC–9(–8DT)  N63º19.77´ W142º57.22´

1643  B  NOTAM FILE ORT

RWY 08–26: H2509X50 (ASPH)  MIRL

RWY 08: Trees.

RWY 26: Trees.

SERVICE: FUEL  100LL, JET A  LGT Dusk–Dawn. ACTIVATE MIRL Rwy 08–26—CTAF.


AIRPORT MANAGER: 907-883-5128

WEATHER DATA SOURCES: AWOS–3P 118.1 (907) 269–2706. (WX CAM)

COMMUNICATIONS: CTAF/UNICOM 122.8

TOK RCO 122.4 (NORTHWAY RADIO)

ANCHORAGE CENTER APP/DEP CON 126.55

SUAS 125.3 126.3 (1–800–758–8723).

RADIO AIDS TO NAVIGATION: NOTAM FILE ORT.

NORTHWAY (H) (H) VORTAC 116.3  ORT Chan 110 N62º56.83´ W141º54.76´ 293º 36.5 NM to fld. 1779/17E.

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

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


TOKEEN SPB (57A)  0 W UTC–9(–8DT)  N55º56.23´ W133º19.60´

00  NOTAM FILE KTN

WATERWAY NE–SW: 6000X400 (WATER)

SEAPLANE REMARKS: Unattended. Boats active in harbor vicinity, no seaplane float. Float pilings may damage seaplane wings. Kelp bed southeast of boat float.

AIRPORT MANAGER: 907-247-1201

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SIT.

LEVEL ISLAND (H) (H) VOR/DME 116.5  LVD Chan 112 N56º28.06´ W133º04.99´ 174º 32.9 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 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 ctrln.
AIRPORT MANAGER: (907) 543-2498
WEATHER DATA SOURCES: AWOS–3P 119.275 (907) 427–7004. (WX CAM)
COMMUNICATIONS: CTAF 122.9
KIPNUK RCO 122.6 (KENAI RADIO)
®/ANCHORAGE CENTER APP/DEP CON 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88  N60°47.09’
W161°49.46’  249º 97.4 NM to fld. 105/14E.

TOLSONA LAKE SPB  (58A)  0 N  UTC–9(–8DT)  N62°06.80’ W146°02.46’  
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  N62°09.23’
W145°26.84’  245º 16.9 NM to fld. 1549/17E.
**ALASKA 245**

**TOTATLANIKA RIVER** (9AK) 2 SW UTC–9(–8DT) N64º01.54’ W148º31.34’

2717 NOTAM FILE FAI

RWY 07–25: 780X30 (GRVL)

RWY 07: Brush.

RWY 25: Brush.

**AIRPORT REMARKS:** Unattended. Rwy ltd on top of hill. Rwy rises and falls as much as 50’. Rwy slopes downhill from west to east. Land on Rwy 25, depart Rwy 07. Rwy 07–25 rough rock sfc, rock to 4”. Runway extremely hazardous, emergency use only. Severe turbulence in all winds. Windsock pole rusted, inoperable.

**COMMUNICATIONS:** CTAF 122.9

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

**NENANA (H) (H) VORTACW** 115.8 ENN Chan 105 N64º35.40’ W149º04.37’ 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

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

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**TRAPPER CREEK/TALKEETNA**

**ERA CHULITNA RIVER HELIPORT** (61AK) PVT 19 N UTC–9(–8DT) N62º34.05’ W150º14.15’

960 NOTAM FILE Not insp.

**HELIPAD H1:** 20X20 (TURF)

**HELIPAD H2:** 20X20 (TURF)

**HELIPORT REMARKS:** Attended May–Sep 1700–0500Z‡.

**AIRPORT MANAGER:** 907-550-8600

**COMMUNICATIONS:** CTAF 122.9

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

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**TREASURE CHEST** (See KENAI on page 143)

**TRIDENT BASIN SPB** (See KODIAK on page 152)

**TRIPOD** (See ALEKNAGIK on page 39)

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**TULUSSAK** (TLT)(PALT) 0 SSW UTC–9(–8DT) N61º05.26’ W160º55.40’

36 B NOTAM FILE ENA

RWY 15–33: 3300X60 (GRVL–DIRT) MIRL

RWY 15: REIL. Brush.

RWY 33: REIL. Trees.

**SERVICE:** LGT ACTIVATE MIRL Rwy 15–33 and rotating bcn—CTAF.

**AIRPORT REMARKS:** Unattended. Rwy condition not monitored, recommend visual inspection prior to use.

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

**COMMUNICATIONS:** CTAF 122.9

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

**BETHEL (H) (H) VORTACW** 114.1 BET Chan 88 N60º47.09’ W161º49.46’ 041º 32.1 NM to fld. 105/14E.

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

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AK, 11 JUL 2024 to 5 SEP 2024
NOTAM FILE ENA

**TUNTUTULIAK**

(A61) 1 NE UTC–9(–8DT) N60°21.07´ W162°39.28´

16 B NOTAM FILE ENA

**RWY 02–20:** 3005X75 (GRVL) MIRL

**RWY 02:** REIL. Brush.

**RWY 20:** Brush.

**SERVICE:** LGT ACTIVATE MIRL Rwy 02–20 —122.7.

**AIRPORT REMARKS:** Unattended. Rwy condition not monitored, recommend visual inspection prior to use. Rwy 02–20 NSTD markings, rwy ends marked with cones and reflective markers. Multiple unlit wind generators near river up to 120’. Birds on and invof rwy. Windsock may be unreliable.

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

**COMMUNICATIONS:** CTAF 122.7

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

**BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60°47.09´ W161°49.46´ 210º 35.9 NM to fld. 105/14E.

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

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**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´ 209º 36.5 NM to fld. 105/14E.

**COMM/NAV/WEATHER REMARKS:** For a toll free call to Kenai FSS dial 1–866–864–1737.
TUNUNAK
(4KA)(POKA) 1 SW UTC–9(–8DT) N60º34.17´ W165º14.78´
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–3P 118.25 (907) 269–2788.
COMMUNICATIONS: CTAF 122.9
© ANCHORAGE CENTER APP/DEP CON 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE BET.
BETHEL (H) (H) VORTACW 114.1 BET Chan 88 N60º47.09´ W161º49.46´ 250º 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´
82 B NOTAM FILE ENA
RWY 18–36: 3000X60 (GRVL) MIRL 1.3% up N
RWY 18: Rgt tfc.
RWY 36: Brush.
SERVICE: LGT ACTIVATE MIRL Rwy 18–36 and rotating bcn—CTAF.
AIRPORT REMARKS: Unattended. Rwy condition not monitored, recommend visual inspection prior to use. Bluff at north end may cause some turbulence when ldg to the south. Rwy 18–36 slopes 2% uphill to north end.
AIRPORT MANAGER: 907-842-5511
COMMUNICATIONS: CTAF 122.5
RADIO AIDS TO NAVIGATION: NOTAM FILE TOG.
TOGIAK NDB/DME (HW) 393 TOG Chan 114 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) N61°00.83′ W151°26.93′
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) VORW/DME 113.15 TED Chan 78(Y) 
N61°10.07′ W149°57.61′ 241° 44.3 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′

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 arpt 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′ 033°53.3 NM to fld. 56/16E.
DME unusable:
050°–110° 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)  N69º22.27´ W152º08.10´
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 inv of rwy. Mountain ridges North and South. Rwy 06–24 grass and weeds growing on rwy sfc with ruts up to 4”, rwy soft when wet.

AIRPORT MANAGER: (907) 451-5280
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SCC.
DEADHORSE  (H) (H) VORW/DME  113.9  SCC Chan 86  N70º11.95´ W148º24.97´ 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´
   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´

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/T  MIRL
   RWY 27: Bridge.
SERVICE: FUEL 100LL, JET A LGT ACTVT REIL Rwy 33; HIRL Rwy 15–33; MIRL Rwy 09–27—CTAF. VASI Rwy 15 and Rwy 33 on consly.
AIRPORT REMARKS: Attended Mon–Fri 1700–0100Z‡. 299 ft twr 2.4 NM E. Snow removal and de–icing NA 0100–1700Z‡. Rwy cond unmnt; rcmd visual insp prior to lndg. Airframe rprs emerg only. Pwr plant rprs emerg only. Tsnt prkg near DOT mnt bldg and Rwy 27 thr. Rwy 15 100 ft unlgt twr 0.4 NM N of thr.
AIRPORT MANAGER: 907-625-1025
WEATHER DATA SOURCES: AWOS–3P  132.25 (907) 624–3051. (WX CAM)
COMMUNICATIONS: CTAF 123.0
UNALAKLEET RCO 122.3(NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 135.7 335.5
AIRSPACE: CLASS E svc 1500–0400Z‡; other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE UNK.
   (H) (H) VORW/DME  116.9  UNK Chan 116  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) N53°53.94’ W166°32.70’
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/T MIRL
RWY 31: REIL VASI(V4R)—GA 3.0º TCH 32’. Thld dispcl 300’. Boat.
Rgt tfc.
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 lg for veh tfc crossing Rwy 31 hr; key 122.6—7 times for on; 3 times for stop 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 pxp 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, twy and ramps only performed during attendance duty hrs. Tfc pattern around mountain. Tran acft 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 tfc is ctld 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 ctl procedure.
AIRPORT MANAGER: 907-581-1786
WEATHER DATA SOURCES: AWOS–3P 125.8 (907) 581–2803. (WX CAM)
COMMUNICATIONS: CTAF 122.6
RCO 122.6 (COLD BAY RADIO)
ANCHORAGE CENTER APP/DEP CON 121.4
RADIO AIDS TO NAVIGATION: NOTAM FILE DUT.
DUTCH HARBOR NDB/DME (HW) 283 DUT Chan 86 N53°54.31’ W166°32.87’ at flid. 272/9E.
DME portion unusable:
005º–080º
081º–330º byd 13 NM
331º–004º byd 15 NM

UPPER WASILAL LAKE SPB (See WASILLA on page 257)

UTOPIA CREEK N65°59.71’ W153°41.63’ 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

FAIRBANKS L–4I
UTQIAGVIK

WILEY POST–WILL ROGERS MEML (BRW)(PABR)  O SE  UTC–9(–8DT)  N71°17.09′ W156°46.12′

PCN 43 F/A/X/U  HIRL

RWY 08: MALSR. PAPI(P4R)—GA 3.0° TCH 51′. RVR–T Thld dsplcd 600′. Rgt ttc.

RWY 26: REIL. PAPI(P4L)—GA 3.0° 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

AIRPORT REMARKS: Attended 1500–0530Z. Waterfowl infat arpt Spring–Fall. Class I, ARFF Index B. Cld to acr ops more than 30 pax seats excp PPR in writing – Airport Manager P. O. Box 367 Barrow, AK 99723. Rcmd lg crft use elephant ear to turn around. Main rmp txl non std wingtip cnc; rwy back taxi when lg crft prkd on main rmp. Snow removal, wildlife cnt, cond rptg & arpt maint svc durg duty hr 1500–0530Z; aft hr—AMGR. Arpt sand lg crft grdtn than FAA rcmd/see AC150/5200–30. TSA reg arpt; See 49 CFR 1542. Gtng & 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

COMMUNICATIONS: CTAF

COMM/NAV/WEATHER REMARKS:


VALDEZ

ROBE LAKE SPB (L93)  6 W  UTC–9(–8DT)  N61°05.23′ W146°08.64′

COMMUNICATIONS: CTAF


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)  3 E  UTC—9(–8DT)  N61º08.05´ W146º14.69´  
128 B LRA ARFF Index—See Remarks  
NOTAM FILE VDZ  
RWY 06–24: H6500X150 (ASPH–GRVD) S–75, D–200, 2D–300  
PCN 54 F/B/X/T  HIRL  1.1% up E  
RWY 06: MALSR. PAPI(P4L)—GA 3.0º TCH 29´. Trees. Rgt tfc.  
RWY 24: REIL. Trees.  
RUNWAY DECLARED DISTANCE INFORMATION  
RWY 06: TORA–6500 TODA–6500 ASDA–6500 LDA–6500  
RWY 24: TORA–6500 TODA–6500 ASDA–6500 LDA–6500  
SERVICE: S2 FUEL 100LL, JET A LGT ACTVT MALSR Rwy 06; REIL Rwy 24; PAPI Rwy 06; HIRL Rwy 06–24—CTAF.  
AIRPORT MANAGER: 907-835-5658  
WEATHER DATA SOURCES: AWOS–3P 118.8 (907) 835–5578. (WX CAM)  
COMMUNICATIONS: CTAF 122.9  
RCO 122.2 (JUNEAU RADIO)  
ANCHORAGE CENTER APP/DEP CON 119.3 269.4  
RADIO AIDS TO NAVIGATION: NOTAM FILE VDZ.  
MINERAL CREEK NDB (MHW) 524  MNL  N61º07.45´ W146º21.13´  060º 3.2 NM to fld. 21/19E.  
NDB unusable: 320º–010º byd 15 NM  
LDA/DME 109.5 I–VDZ Chan 32 Rwy 06. LOC unusable byd 10º left of course; unusable byd 25º rgt of course; byd 11.2 NM blw 4,635´. DME unusable byd 10º left of course; unusable byd 25º rgt of course; byd 11.2 NM blw 4,635´.  

VALLEY FLYING CROWN (See WASILLA on page 258)
VENETIE  (VEE)(PAVE)  1 E  UTC–9(–8DT)  N67º00.52´ W146º21.98´
574  B  NOTAM FILE FAI
RWY 04–22: 4000X75 (GRVL)  MIRL
RWY 04:  Road.
RWY 22:  Trees.
SERVICE:  LGT ACTIVATE MIRL Rwy 04–22 and rot bcn—CTAF. Rotating bcn OTS indef. Twy lghts OTS indef.
AIRPORT MANAGER: 907-849-8165
COMMUNICATIONS:  CTAF 122.9
© ANCHORAGE CENTER APP/DEP CON 135.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FYU.
FORT YUKON (H) (H) VORTACW  114.4  FYU Chan 91  N66º34.46´ W145º16.60´
W145º16.60´  296º 36.8 NM to fld. 449/20E.
VOR unusable:
001º–360º byd 15 NM
249º–259º byd 10 NM bld 4,900´
TACAN AZIMUTH unusable:
280º–300º byd 35 NM bld 2,500´
DME unusable:
280º–300º byd 35 NM bld 2,500´

WAINWRIGHT
WAINWRIGHT  (AWI)(PAWI)  1 SE  UTC–9(–8DT)  N70º38.28´ W159º59.69´
45  B  NOTAM FILE AWI
RWY 06–24: 4494X110 (GRVL)  MIRL
RWY 06:  REIL. PAPI(P4L)—GA 3.0º TCH 31´. Antenna.
RWY 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  122.8
WAINWRIGHT ROG 122.5 (BARROW RADIO)
ANCHORAGE CENTER APP/DEP CON 135.3
RADIO AIDS TO NAVIGATION: NOTAM FILE AWI.
NDB (HW) 338  UKK  N70º38.26´ W160º00.56´ at fld. 38/12E.

WAINWRIGHT AS  (AK03)(PAWT) PVT  0 N  UTC–9(–8DT)  N70º36.80´ W159º51.62´
35  B  NOTAM FILE BRW Not insp.
RWY 03–21: 3000X100 (GRVL)  MIRL
RWY 03:  REIL. Rgt tlc.
RWY 21:  REIL.
SERVICE:  LGT Bcn on consly.
AIRPORT REMARKS: CLOSED to public; Bureau of Land Management (BLM) facility. Caution: Rwy not mntnd; rcmd visual insp prior to ldg. Mult soft spots; dirt & grvl on rwy.
AIRPORT MANAGER:  (907) 382-4199
COMMUNICATIONS:  CTAF  126.2
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)  N65º37.35´ W168º05.70´
26  B  NOTAM FILE IWK
RWY 18–36: 3990X75 (GRVL) MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0º TCH 26´.
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
involv 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
122.6 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON
133.3
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)  N61º37.01´ W149º19.29´
463  NOTAM FILE Not insp.
RWY 08–26: 1800X40 (GRVL)
RWY 08: Thld dsplcd 300´. Road.
RWY 26: Tree.
SERVICE: S4
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 involv Rwy 08. Trees and chain link fence involv Rwy 26.
AIRPORT MANAGER: 907-373-4640
COMMUNICATIONS: CTAF
122.8
WATERWAY 06W–24W: 2800X500 (WATER)
SEAPLANE REMARKS: Unattended. Touch and go or stop and go landings not authorized.
BLODGETT LAKE SPB  (D75)  8 W  UTC–9(–8DT)  N61°34.56´ W149°40.53´
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

BLUFF PARK FARM  (71AK) PVT  4 NE  UTC–9(–8DT)  N61°31.66´ W149°29.78´
RWY 03–21: 2000X100 (TURF)
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´
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´
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´
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)  N61º35.88’ W149º21.03’

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) VORTAC: 112.5  BQG Ch 72  N61º34.17’  W149º58.03’  065º  17.8 NM to fld. 179/19.E.
TACAN AZIMUTH unusable: 230º–245º byd 38 blo 8,000’
DME unusable:
230º–245º byd 38 blo 8,000’

HUNT STRIP  (10AK) PVT  10 W UTC–9(–8DT)  N61º35.51’ W149º40.67’

200  NOTAM FILE  Not insp.
RWY 07–25: 800X80 (GRVL)
RWY 25: P–line.
AIRPORT REMARKS: Unattended. Approaches shall be made over the lake. Left or right hand patterns okay.
AIRPORT MANAGER: 907-373-3062
COMMUNICATIONS: CTAF 122.8

ISLAND LAKE SPB  (29A) 5 SW UTC–9(–8DT)  N61º37.73’ W149º37.07’

370  NOTAM FILE ENA
WATERWAY 18W–36W: 4000X200 (WATER)
SEAPLANE REMARKS: Unattended. Rwy frozen in winter. Be alert for island at south end. 100’ twr approximately 1 NM northwest of lake.
AIRPORT MANAGER: 907-376-8069
COMMUNICATIONS: CTAF 122.8

LAKE LUCILLE SPB  (4A3) 0 N UTC–9(–8DT)  N61º34.50’ W149º28.54’

300  NOTAM FILE ENA
WATERWAY 09W–27W: 5000X2500 (WATER)
AIRPORT MANAGER: 907-269-8400
COMMUNICATIONS: CTAF 122.8

LAWRENCE AIRSTRIP  (55AK) PVT  10 SW UTC–9(–8DT)  N61º29.75’ W149º41.96’

200  NOTAM FILE  Not insp.
RWY 04–22: 1700X25 (TURF)
RWY 04: Trees.
RWY 22: Trees.
AIRPORT REMARKS: Unattended. Rwy soft during spring breakup.
AIRPORT MANAGER: 907-354-6770
COMMUNICATIONS: CTAF 122.8

LINCOLN VILLAGE AIRPARK  (99AK) PVT  8 SW UTC–9(–8DT)  N61º33.56’ W149º42.33’

250  NOTAM FILE  Not insp.
RWY 20–38: 2000X200 (GRVL)
AIRPORT REMARKS: Unattended. Rwy 16–34 slopes up to the middle of the fld from both ends. Rwy 16–34 soft when wet.
AIRPORT MANAGER: (907) 841-4933
COMMUNICATIONS: CTAF 122.8
**NIKLASON LAKE SPB** (4AK0) 6 W UTC–9(–8DT) N61º37.75´ W149º16.26´

380 NOTAM FILE ENA

WATERWAY E–W: 2700X75 (WATER)

SEAPLANE REMARKS: 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 public beach. Caution, northwest end of lake has recreational activity all year round.

AIRPORT MANAGER: 907-230-7943

COMMUNICATIONS: CTA 122.8


**PIPER LANDING** (AK25) PVT 5 NW UTC–9(–8DT) N61º37.05´ W149º36.88´

350 NOTAM FILE Not insp.

RWY 06–24: 1200X50 (TURF)

RWY 06: Rgt tfc.

AIRPORT REMARKS: Unattended.

AIRPORT MANAGER: 907-250-9767

COMMUNICATIONS: CTA 122.8


**SEYMOUR LAKE SPB** (3A3) 6 NW UTC–9(–8DT) N61º36.81´ W149º39.93´

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: CTA 122.8


**SOLOY STRIP** (87AK) PVT 10 NE UTC–9(–8DT) N61º39.09´ W149º17.31´

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: CTA 122.8


**UPPER WASILLA LAKE SPB** (3K9) 2 E UTC–9(–8DT) N61º35.33´ W149º23.10´

330 NOTAM FILE ENA

WATERWAY NE–SW: 5500X800 (WATER)


AIRPORT MANAGER: 907-376-2118

COMMUNICATIONS: CTA 122.8

RADAR AIDS TO NAVIGATION: NOTAM FILE ENA.

BIG LAKE (H) (H) VORTACW 112.5 BGQ Chan 72 N61º34.17´ W149º58.03´ 067º 16.7 NM to fld. 179/19E.

TACAN AZIMUTH unusable:

230º–245º byd 38 bln 8,000´

DME unusable:

230º–245º byd 38 bln 8,000´

VALLEY FLYING CROWN  (AK27) PVT  5 NW UTC–9(–8DT) N61º38.55´ W149º37.47´

400 NOTAM FILE Not insp.
RWY 06–24: 1800X30 (GRVL)


AIRPORT MANAGER: 907-232-3930

COMMUNICATIONS: CTAF 122.8


VISNAW LAKE SPB  (T66)  7 NW UTC–9(–8DT) N61º37.14´ W149º40.71´

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) N61º34.32´ W149º32.37´

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.


AIRPORT MANAGER: 907-373-9018

WEATHER DATA SOURCES: AWOS–3P 135.25 (907) 373–3801. (WX CAM)

COMMUNICATIONS: CTAF 122.8

APP/DEP CON 119.1 363.2

RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.

BIG LAKE (H) (H) VORTACW  112.5  BGQ  Chan 72 N61º34.17´ W149º58.03´ 070º 12.3 NM to fld. 179/19E.

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

WASILLA LAKE SPB  (5L6)  1 E UTC–9(–8DT)  N61º35.18´ W149º24.45´

WATERWAY NE–SW: 4000X1000 (WATER)
AIRPORT MANAGER: 478-461-6736
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ENA.
  BIG LAKE (H) (H) VORTACW 112.5  BGQ  Chan 72  N61º34.17´ W149º58.03´  067º 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´

WASILLA CREEK AIRPARK  (See PALMER on page 191)

WATERFALL SPB  (KWFK) (POKW)  0 SW UTC–9(–8DT)  N55º17.78´ W133º14.60´

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
  N55º03.62´ W131º34.70´  264º 59.0 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
WEST POINT VILLAGE SPB  (KWP)  O E  UTC–9(–8DT)  N57°46.21´ W153°32.94´  
00  NOTAM FILE ENA
WATERWAY E–W: 10000X500 (WATER)
SEAPLANE REMARKS: Unattended. Waterfowl and fishing nets in
ldg area. Subject to strong down drafts during NW winds, north–south winds
cause heavy swells. Operating area in Uganik Bay, rocky islands near
beach where seaplanes heel–up.
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ADQ.
KODIAK (H) VOR/W/DME 117.1  ODK Chan 118  N57°46.50´
W152°20.39´  256° 38.9 NM to fld. 133/14E.
VOR unusable:
190°–310° byd 15 NM blo 12,000´
DME unusable:
154°–265° byd 15 NM blo 12,000´
266°–305°
306°–341° byd 15 NM blo 12,000´
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial

WHALE PASS SEAPLANE FLOAT HARBOR FACILITY SPB  (96Z)  1 SSE  UTC–9(–8DT)  N56°06.98´  
W133°07.30´  00  NOTAM FILE SIT
WATERWAY NW–SE: 10000X1000 (WATER)
SEAPLANE REMARKS: Unattended. Logs in landing area, use caution. Be alert, congestion between boat and seaplane 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.

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. Rwys 15–33 slopes down at Rwy 33 thld
NW to SE, south end is 45´ higher. Rwy 15–33 STD 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
GOLLOVIN RCO 122.05 (NOME RADIO)
ANCHORAGE CENTER APP/DEP CON 290.4 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE OME.
NOME (H) VOR/W/DME 115.0 OME Chan 97  N64°29.11´
W165°15.19´  064° 49.2 NM to fld. 95/11E.
COMM/NAV/WEATHER REMARKS: For a toll free call to Nome FSS dial
1–800–478–8400. For a toll free call to Fairbanks FSS dial
1–866–248–6516.
WHITTIER  (IEM)(PAWR)   1 NW UTC–9(–8DT)  N60°46.63´ W148°43.18´

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., cld from first snowfall till after breakup. Birds on and inof arpt. Apch to Rwy 22 over water, distance from water to thld panels 205’. For tfd 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 ctrln, full length.
AIRPORT MANAGER: 907-783-2232
COMMUNICATIONS: CTAF 122.9

ANCHORAGE

WILDER RUNWAY  (See PORT ALSWORTH on page 200)

WILEY POST–WILL ROGERS MEML  (See UTQIAGVIK on page 251)

WILLIAMS MOUNTAIN N58°09.13´ W134°02.02´
RCO 122.55 (JUNEAU RADIO)

WILLOW

HONEYBEE LAKE AERO PARK  (25AK) PVT  1 N UTC–9(–8DT)  N61°42.73´ W150°03.80´

000 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

KASHWITNA LAKE SPB  (AK34) PVT  6 N UTC–9(–8DT)  N61°50.12´ W150°04.78´

180 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
MINUTEMAN LAKE SPB (MFN) 1 N UTC–9(–8DT) N61°43.28´ W150°02.81´  
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  

WILLOW (UUO)(PAUO) 1 NW UTC–9(–8DT) N61°45.25´ W150°03.10´  
215 B NOTAM FILE ENA  
RWY 13–31: 4400X75 (GRVL) MIRL 0.3% up SE  
RWY 13: Trees.  
SERVICE: S4 FUEL 100LL LGT ACTIVATE MIRL Rwy 13–31—CTAF.  
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) VORTACW 112.5 BGQ Chan 72 N61°34.17´ W149°58.03´ 329º 11.4 NM to fld. 179/19E.  
TACAN AZIMUTH unusable: 230º–245º byd 38 blo 8,000´  
DME unusable: 230º–245º byd 38 blo 8,000´  
COMM/NAV/WEATHER REMARKS: For a toll free call to Kenai FSS dial 1–866–864–1737. When avbl Wx reports hourly only.

WILLOW SPB (2X2) 1 NW UTC–9(–8DT) N61°44.61´ W150°03.58´  
200 NOTAM FILE ENA  
WATERWAY 13W–31W: 3600X400 (WATER)  
SERVICE: S7  
SEAPLANE REMARKS: Unattended. Acft run–up area at the NE end of lake is marked by buoys seasonally. No public dock avbl.  
Grvl public ramp lctd on NE shore of lake. No public parking avbl. Major power plant repairs avbl. No winter maintenance be alert during ldg/tkf. A buoy has been placed aprx 200´ from the most southern point of land on the southeast end of the lake. Acft opr are not allowed inside the 200´ marker unless taxing to or from the shore, or taxing 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)

WOODY ISLAND N57º46.49´ W152º19.48´ NOTAM FILE ADQ.

NDB (HW) 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´

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 inv of rwy. PAEW on rwy, Rcnd visual insp bfr use. Ctc FSS for NOTAMs. PAJA on rwy, twy and prk apron NA. Snow removal, wildlife ctt, cond rptg and maint svc avbl durg duty hr; Aft hr or req—Amgr. CLOSED to ops more than 30 pax seats exc PPR. 24 hour PPR req for cargo ops over 100k—Amgr. 24 hr PPR for seaplane aces gate entry durg atndd hr. Twy B under 12500 lbs max gross tkg weight. Cold temperature airport. Altitude correction required at or below −5C. Rwy 10 calm wind rwy. Arpt sand ingr gradation than FAA rcmd/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

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´  067º 23.8 NM from Level Island "LVD" VOR/DME.

VOR unusable:  020º–050º byd 37 NM
270º–300º byd 25 NM bto 10,000¨
301º–321º byd 25 NM bto 7,000¨
wx cam avbl at https://weathercams.faa.gov

DME unusable:  020º–050º byd 25 NM bto 11,000¨
020º–050º byd 37 NM
105º–120º byd 29 NM bto 10,000¨
121º–135º byd 35 NM bto 7,000¨
270º–300º byd 25 NM bto 10,000¨
301º–321º byd 25 NM bto 7,000¨
345º–350º byd 36 NM bto 8,000¨

LDA/DME  108.5  I–RGL  Chan 22  Rwy 10.

COM/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’  JUNEAU
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 blo 10,000’
301º–321º byd 25 NM blo 7,000’
xw 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 36 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:

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

**ALSEK RIVER**

NOTAM FILE JNU

**RWY 07–25:** 1860X12 (TURF)

**RWY 07:** Trees.

**RWY 25:** Trees.

**AIRPORT REMARKS:** Unattended. Wildlife involves runway. Erratic winds off mountain range east of runway. Runway uneven on both sides with several dips over 12”. Maintain centerline control during landing and takeoff. Gully on runway 07, recommend to touch down in front of USFS cabin. Runway 07–25 soft and wet during Spring and after heavy rains. Runway 07–25 NSTD markings, thld marked with yellow plastic pipes.

**AIRPORT MANAGER:** 907-784-3359

**COMMUNICATIONS:** CTAF 122.9

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

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

YAKUTAT (H) (H) VOR/DME 113.3 YAK Chan 80 N59°30.65’ W139°38.89’ 096° 41.4 NM to fld. 41/20E.

VOR unusable: 124°–261° byd 22 NM to fld 10,000’

DME unusable: 124°–261° byd 22 NM to fld 10,000’

**DRY BAY**

NOTAM FILE JNU

**RWY 05–23:** 3600X170 (GRVL)

**RWY 05:** Trees.

**RWY 23:** Trees.

**AIRPORT REMARKS:** Unattended. Runway condition not monitored, recommend visual inspection prior to landing. Wildlife may be present on the runway. Southwest end of runway beyond thld has soft sand. Windsock 0.2 miles north on the riverbank at the processing plant. Commercial flights 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.

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

YAKUTAT (H) (H) VOR/DME 113.3 YAK Chan 80 N59°30.65’ W139°38.89’ 101° 44.6 NM to fld. 41/20E.

VOR unusable: 124°–261° byd 22 NM to fld 10,000’

DME unusable: 124°–261° byd 22 NM to fld 10,000’

**EAST ALSEK RIVER**

NOTAM FILE JNU

**RWY 02–20:** 1500X10 (TURF) 0.3% up N

**RWY 02:** Trees.

**RWY 20:** Trees.

**AIRPORT REMARKS:** Unattended. Turf runway soft and wet in spring and after heavy rains. Runway safety area ground rises and falls over 12’, maintain centerline control. Runway 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/DME 113.3 YAK Chan 80 N59°30.65’ W139°38.89’ 101° 44.6 NM to fld. 41/20E.

VOR unusable: 124°–261° byd 22 NM to fld 10,000’

DME unusable: 124°–261° byd 22 NM to fld 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´  
**NOTAM FILE JNU**

**RWY 05–23:** 2100X35 (TURF)  
**RWY 05:** Tree.  
**RWY 23:** Tree.

**AIRPORT REMARKS:** Unattended. Trees to 70´ within 50´ of centerline either side of rwy. Frequent off road vehicle use of rwy occurs. Rwy 05–23 sfc, turf 3’ to 6’. Rwy 05–23 NSTD markings, thld marked with yellow plastic pipes.

**AIRPORT MANAGER:** 907-789-3359  
**COMMUNICATIONS:** CTAF 122.9  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE YAK.  
**YAKUTAT (H) (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 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.

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**SITUK** (A68)  7 NE  UTC–9(–8DT)  N59º33.17´ W139º30.61´  
**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 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.

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**TANIS MESA** (A69)  42 E  UTC–9(–8DT)  N59º14.98´ W138º30.25´  
**NOTAM FILE YAK**

**RWY 12–30:** 1900X10 (TURF)  0.8% up NW  
**RWY 12:** Tree.  
**RWY 30:** Brush.  

**AIRPORT REMARKS:** Unattended. Borrow pits 3´ deep along edges of rwy. Rwy rolling. 500´ hill 750´ south; mountains one mile north. Rwy 12–30 sfc is rolling and dipping entire length of rwy. Turf grass 3” to 6” long. Rwy 12–30 NSTD markings, thld marked with yellow plastic pipes.

**AIRPORT MANAGER:** 907-784-3359  
**COMMUNICATIONS:** CTAF 122.9  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE YAK.  
**YAKUTAT (H) (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 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.

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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: MALSR. 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 02: REIL. PAPI(P4R)—GA 3.0º TCH 27´ Thld dspclcd 1388´ Brush. Rgt tfc.
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+ LGT

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 pax 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 unschdled acr oprs with more than 30 pax seats. Snow removal, wildlife ctr, cond reporting, and ot prfct services only avbl and valid drg arpt maint duty hrs. Ctc arpt mgnt for after hrs reqs for prfct services. Arpt maint duty hrs 1530–0230Z dly. Twy B 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 ctr 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, and 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 std. 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 std. 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´  JUNEAU
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´ MC GRATH
1120  NOTAM FILE ENA
RWY 13–31: 1560X16 (TURF–DIRT)
RWY 13: Trees.
RWY 31: Trees. Rgt tcf.
AIRPORT REMARKS: Unattended. Sharp right turn rqd aft downhill dep due to mountain immediately NW of rwy. Be alert: avoid using rwy 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´  KETCHIKAN
00  NOTAM FILE KTN
WATERWAY E–W: 5000X2000 (WATER)
SEAPLANE REMARKS: Summer ops, boats tied at float. Stream current act tax. CTN: Logs and debris in water; reef and islands middle of inlet.
AIRPORT MANAGER: 907-225-7906
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: For a LC to Ketchikan FSS dial 225–9481. For a LC to Juneau FSS dial 789–7380.
YUKON CHARLEY RIVERS

COAL CREEK (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. Rwy 01–19 not maintained during winter and early spring. Rwy condition not monitored. Recommend visual inspection prior to using. Rwy 01–19 sfc very rough, rocks up to 6 inch. Rwy 01–19 is a dredged creek bottom sloping uphill north to south. 8 ft high dredge tailings on both sides full length of Rwy 01–19. Rwy 01–19 subject to erratic winds. Rwy located in valley. Rapidly rising terrain to the west and east. Watch for vehicles and pedestrians east edge of Rwy 01–19. Rwy 01–19 thld marked with cones and damaged reflective panels. Limited acft parking along west side near south end of Rwy 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).

YUKON RIVER BRIDGE

N66°00.55´ W149°48.52´
RCO 122.15 (FAIRBANKS RADIO)

FAIRBANKS L–4J
ABBOTSFORD  BC (CYXX)  2 SW  UTC–(–7DT)  N49°01.52´ W122°21.60´

194  B  AOE  NOTAM FILE CYXX  Not insp.

RWY 07–25:  H9597X200 (ASPH)  HIRL
RWY 07:  SSALR. 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
- RWY 25:
  - TORA–9597
  - TODA–10581
  - ASDA–9597
  - LDA–9302

SERVICE:  S4
FUEL 100LL, JET A

AIRPORT REMARKS:  Attended continuously. Fuel self-serve with credit card, 604–856–6260. ARFF svc avbl. Turbo–jet, turbo–fan, and turbo–prop not permitted from 0600–1500Z‡. All other ngt trgng as authorized by arpt mgr. Parachute area apx 5 NM NE of arpt. Prior ntc rqr for cstms (1600–0800Z‡) call 888–226–7277. IFR trg flts, IFR maintenance flts, IFR test flts, IFR planned missed approach flts PPR ctc 604–775–9674. Helicopter trgng on infld. Numerous obst in helicopter trgng areas. Heli trg areas day use only. Ops ltd winter maintenance 1430–0700Z‡. Other times 2 hrs prior ntc rqr, call out charge. PPR dur winter maintenance exc scheduled ops, alternate or emerg, CRJ, PLR/PCN. Turf rwy clsd 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 ntc ctc ops 604–864–5544. Transit parking rstd to Apron 1. All other parking PPR ctc ops. Apron 1 north of Twy B, including Twy A, ltd to acft with wingspans of 118´ or less. PPR for larger acft. Twy C unctl east of blast fence. Turns from Twy A onto Twy C rstd to C–130 smaller (blast issue). Twy G uncontrolled. Rwy 01–19, Twy B, C, C1, and C4 not avbl for acft taxiing when visibility below ½ SM. Night ops must use PAPI. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.

COMMUNICATIONS:  ATIS 119.8 (1500–0700Z‡) 877–517–2847
ABBOTSFORD RADIO (CYXX) on arpt 122.5

VICTORIA TERMINAL APP/DEP CON 132.7
TOWER 119.4 (inner) 121.0 (outer) (1500–0700Z‡) Mandatory freq 119.4 (0700–1500Z‡ below 4500´ MSL)

GND CON 121.8 (1500–0700Z‡)

RADIO AIDS TO NAVIGATION:
WHATCOM (H) VORTAC
113.0  HuH  Chan 77  N48°56.72´ W122°34.76´ 041º 9.9 NM to fld. 83/20E.

TACAN AZM unusable:
155º–165º byd 15 NM blo 6,000´

DME  YAI  116.1  Chan 108X  N49°01.07´ W122°22.57´

ILS  109.7  I–IXX  Rwy 07  LOC reliable only within 10º either side of centerline.

### ATLIN BC (CYSQ) 1 NE UTC–8(–7DT) N59°34.58´ W133°40.28´

| RWY 01–19 | 3949X75 (GRVL) | MIRL |
| RWY 01 | TORA–3949 | TODA–3949 | ASDA–3949 | LDA–3949 |
| RWY 19 | TORA–3949 | TODA–3949 | ASDA–3949 | LDA–3949 |

**SERVICE:** FUEL


**COMMUNICATIONS:**

**COMM/NAV/WEATHER 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´

| RWY 14–32 | 3745X100 (GRVL) | LIRL |
| RWY 14 | TORA–3600 | TODA–3600 | ASDA–3745 | LDA–3745 |
| RWY 32 | TORA–3745 | TORA–3745 | ASDA–3745 | ASDA–3745 | LDA–3745 |

**SERVICE:** LGT

**AIRPORT REMARKS:** For attendance schedule call 867–993–2909 or 867–634–2046. Fuel storage by permit only ctc opr. Customs PPR ctc 888–226–7277, May–Oct 1500–0700Z‡. Ngt ops not recommended unless hazard bcn opr. Extr migratory bird activity Apr–Nov. Ltd winter maint. Rwy 14 slope up 0.43%. Compacted snow/grvl mix during winter conds. Sfc may be soft during freeze and thaw periods.

**COMMUNICATIONS:**

**COMM/NAV/WEATHER REMARKS:** Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). METAR dur CARS hrs. OT LWIS.

### HELIPAD H1: H51 diameter (ASPH)
### HELIPAD H2: H51 diameter (ASPH)
### HELIPAD H3: H88 diameter (ASPH)
Bella Coola  BC (CYBD)  6 NE  UTC-8(-7DT)  N52°23.25’ W126°35.75’

117  NOTAM FILE CYZT  Not insp.

RWY 05–23: H4200X100 (ASPH)

RWY 05: Rgt tfc.

RWY 23: Thld dsplcd 206’.

SERVICE: FUEL 100LL, JET A. Hrs 1600–2300Z (DT 1500–2200Z).

AIRPORT REMARKS: Attended ltd hrs. For svc phone 250–799–5291. Rwy 05–23 ltd win maint., provided for scheduled flts only. Twy B rstd to 12,500 lbs or less. 10’ dike located 250’ east of thld Rwy 23.

COMMUNICATIONS:

RCO: 126.7 (PACIFIC RADIO)

COMM/NAV/WEATHER REMARKS: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). METAR 1500–0100Z (DT 1300–0100Z). OT LWIS. WxCam.

Boundary Bay  (See VANCOUVER on page 286)

Burns Lake  BC (CYPZ)  11 NW  UTC-8(-7DT)  N54°22.59’ W125°57.08’

2343 B  NOTAM FILE CYYD  Not insp.

RWY 11–29: H5060X75 (ASPH)  MIRL

RWY 11: REIL. PAPI(P2L).

RWY 29: REIL. PAPI(P2L).

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA–5060 Toda–5060 ASDA–5060 LDA–5060
RWY 29: TORA–5060 TODA–5060 ASDA–5060 LDA–5060

SERVICE: FUEL 100LL, JET A LGT ACTIVATE MIRL Rwy 11–29—122.7. OIL 15W50


COMMUNICATIONS:

VANCOUVER CENTER APP/DEP CON 123.875 132.525

RCO 123.375 (PACIFIC RADIO) 123.875 126.7 (PACIFIC RADIO)

COMM/NAV/WEATHER REMARKS: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). WX: AUTO 250-698-7732. WxCam.

Burwash  YT (CYDB)  2 NW  YUKON GOVT  UTC-8(-7DT)  N61°22.24’ W139°02.39’

2645 B  NOTAM FILE CYDB  Not insp.

RWY 11–29: 5006X100 (GRVL)  LIRL

RWY 11: REIL. PAPI(P2L).

RWY 29: REIL. PAPI(P2L).

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA–5006 TODA–5203 ASDA–5006 LDA–5006
RWY 29: TORA–5006 Toda–5203 ASDA–5006 LDA–5006

SERVICE: LGT ACTIVATE LIRL Rwy 11–29, PAPI Rwy 11 and Rwy 29—CTAF. PAPI may require 3-5 min to activate via ARCAL in cold temperatures.

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.

WEATHER DATA SOURCES: AWOS 128.7 (not avbl dur CARS hrs ops)

COMMUNICATIONS:

RADIO: 122.1(V) (1300–0100Z Jun 1 - Sep 30; 1400–2200Z Oct 1 - May 31.)

RCO: East 123.375  West 123.475 (WHITEHORSE RADIO) (Both may not be receivable on ground)

COMM/NAV/WEATHER REMARKS: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526. CARs: 867-993-2909, limited hrs, FAX 867-841-5903. METAR dur CARS hrs, OT METAR AUTO. WxCam.
CAMPBELL RIVER

BC (CYBL)  4.5 S    UTC-8(-7DT) N49°57.12’ W125°16.38’

357  B  AOE  NOTAM FILE CYBL  Not insp.

Rwy 12–30:  H9597X200 (ASPH–CONC)  HIRL

Rwy 12:  SSALR, REIL. PAPI(P2L)—GA 3.0°. Rgt tfc. RVR

Rwy 30:  SSALS, REIL. PAPI(P2L)—GA 3.0°. 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 rgrd. Parachute jumping to 12,500’ MSL on apt.

Model acft on and inofr apt 1.5 NM NE thld Rwy 12. Trees cleared to aprx 600’ fm rwy edge along SW side. Trees to 150’ AGL. Deer infn rwy. Ltd 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‡

Radio Aids To Navigation

NDB(MHH) 203 YBL N50º00.39’ W125º21.45’  Unmonitored when Campbell River FSS clsd.

ILS/DME 109.1  I–IBL  Rwy 12. 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). For IFR clnc outside FSS hrs ctc Terminal 250-339-8115 before take-off. METAR 1400-0500Z‡. OT LWIS

Helipad H1:  H23 diameter (CONC)

Helipad H2:  H45 diameter (ASPH)

Heliport Remarks:  H1 maximum acft length 58’.
**CANADA**

**CHAPMAN**

YT (CEZ2) 0 W YUKON GOVT UTC–8(–7DT) N64º54.21’ W138º16.64’

Not insp.

RWY 15–33: 2541X75 (GRVL)

**AIRPORT REMARKS:** For attendance hrs call 867–634–2046 or 867–993–2909. 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**

COMOX BC (CYQQ) 2.5 NEE DND(PVT) UTC–8(–7DT) N49º42.67’ W124º53.20’

84 B AOE NOTAM FILE CYQQ Not insp.


RWY 12: SSALR(NSTD). REIL. PAPI(P2L)—GA 3.0’. TCH 61’


**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 acft PPR at all times exc MEDEVAC. Base Ops 250–339–8213. For MEDEVAC btwn 1400–0700Z‡ call civ ops mgr 250–207–1658. For MEDEVAC btwn 0700–1400Z‡ call WG ops 250–339–8231/8288. PPR not rqrd. Ltd 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** 118.6 282.2

**TERMINAL CONTROL** 126.2 236.6 358.1

**CLNC DEL** 127.0 227.6

**DEP CON** 123.7 227.6

A/G 442 Sqn—Call Snake Ops 363.0 135.9 407 Sqn—Call Demon Ops 308.6 414 Sqn—Call Knight Ops 278.4 Base Ops 316.5

**ARRESTING GEAR/SYSTEM**

RWY 12 BAK–12 BAK-14 (1697’). BAK–12 BAK–14 (1495’). RWY 30

**SERVICE:**

**FUEL** F-34, F-37, SP, HPR FLUID LHOX LOX JASU CE 12, 13, 15, 16, CA 2, CEA 1, MC–11.

**AIRPORT REMARKS:**

**LAND AND HOLD–SHORT OPERATIONS**

**RUNWAY DECLARED DISTANCE INFORMATION**

**ARRESTING GEAR/SYSTEM**

**COMMUNICATIONS:**

**ATIS** 118.6 282.2

**TERMINAL CONTROL** 126.2 236.6 358.1

**CLNC DEL** 127.0 227.6

**DEP CON** 123.7 227.6

A/G 442 Sqn—Call Snake Ops 363.0 135.9 407 Sqn—Call Demon Ops 308.6 414 Sqn—Call Knight Ops 278.4 Base Ops 316.5

**AIRSPACE:** CLASS D svc continuous.

**RADIO AIDS TO NAVIGATION**

(H)TACAN Chan 41 UQQ (110.4) N49º42.75’ W124º53.67’ At Fld./15E TACAN maint first and third Thursday of month 1600–2000Z‡ during VFR.

**COMM/NAV/WEATHER REMARKS:** Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). MIL: 250–339-8211 Ext. 8770 CSN 319-252-8770. METAR H24 TAF H24, issue times 0000, 0600, 1200, and 1800Z. Met brief for mil only. Flight Advisory hrs of opr dates and hrs may vary and will be broadcast on ATIS.

**HELIPAD H1:** H100X100 (ASPH)

**HELIPAD H2:** H100X100 (ASPH)

**HELIPAD H3:** H100X100 (CONC)

**HELIPORT REMARKS:** H1, H2, H3 not lighted.

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**AK, 11 JUL 2024 to 5 SEP 2024**
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) N64º02.53’ W139º07.80’
1215 B AOE NOTAM FILE CYDA Not insp.
RWY 03–21: 5006X100 (ASPH)
RWY 03: PAPI(P2L)—GA 3.0°. 0.2% down.
RWY 21: PAPI(P2L)—GA 4.0°. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–5003 TODA–5203 ASDA–5003 LDA–5003
SERVICE: FUEL 100LL, JET A
COMMUNICATIONS:
RADIO: 122.1 (1500–0000Z‡ Dec 1 - Jan 31, 1400–2300Z‡ Feb 1 - May 31, 1200-0200Z‡ Jun 1 - Sep 30, 1400-2300Z‡ Oct 1 - Nov 30.)
RCO: 123.55 (WHITEHORSE RADIO)
RADIO AIDS TO NAVIGATION
NDB(HW) 214 DA N64º01.73’ W139º10.06´ 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.

DEASE LAKE
BC (CYDL) 1.5 S UTC—8(–7DT) N58º25.34’ W130º01.88’
2634 B NOTAM FILE CYDL Not insp.
RWY 03–21: H6003X100 (ASPH) MIRL
RWY 03: REIL. PAPI(P2R)—GA 4.0°. Rgt tfc.
RWY 21: REIL. PAPI(P2L)—GA 4.0°. Thld dspclcd 402’.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–6003 TODA–6003 ASDA–6003 LDA–6003
SERVICE: FUEL 100LL, JA–1(FSII 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 lcl terrain should use this arpt durt 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’ Rwy 03 up 1.5%. Parking available only at the main apron with plug-in facilities.
COMMUNICATIONS:
RCO: 123.475 (WHITEHORSE RADIO)
COMM/NAV/WEATHER REMARKS: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526. METAR AUTO H24.

EDMONTON CENTER—294.5 294.5 240.9 240.9 134.9 134.9 132.775 132.775 (FL280 and blo)
Whitehorse—132.1 132.1
HAINES JUNCTION  YT (CYHT)  2 NW  YUKON GOV’T  UTC–8(–7DT)  N60º47.37´ W137º32.71´
2150  NOTAM FILE CYHT  Not insp.
RWY 05–23: 5002X100 (GRLV)  LIRL
RWY 05: REIL. PAPI(P2L)  Rgt tfc.
RWY 23: REIL. PAPI(P2L)
COMMUNICATIONS:
RCD 123.375 (WHITEHORSE RADIO)
COMM/NAV/WEATHER REMARKS:  Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526. WxCam.

KITIMAT  BC  N54º03.25´ W128º40.21´
NDB(HZ)  203  ZKI  348º 25.1 NM to Terrace./19E.

MASSET  BC  (CZMT)  1.5 SW  UTC–8(–7DT)  N54º01.63´ W132º07.50´
19  B  AOE  NOTAM FILE CYZP  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 dspcd 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 intst only. Twy B unlgtd.
COMMUNICATIONS: UNICOM ltd hrs OT tfc 122.7
COMM/NAV/WEATHER REMARKS:  Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (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)  1.5 N  YUKON GOV’T  UTC–8(–7DT)  N63º37.00´ W135º52.14´

1653  B  NOTAM FILE CYMA  Not insp.

RWY 07–25: 4843X100 (GRVL)  MIRL

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA–4843  TODA–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.

AIRPORT REMARKS: Attended Mon–Fri. Fuel storage by permit only ctc opr. Call out charge may be levied for one or more svcs. Rwy 07 down 0.34%. A/D maint avbl 1400–2230Z‡ Mon–Fri ctc 867-393-4359, 867-335-5825 24 hr PN. CAUTION: Powerlines invof Rwy 07 apch. Compacted snow/grvl mix during winter conds. Sfc may be soft during freeze and thaw periods.

COMMUNICATIONS: RADIO122.1
RCO 122.375  126.7(broadcast) (WHITEHORSE RADIO)

COMM/NAV/WEATHER REMARKS: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). Cargo: 867-996-234. METAR H24.

MILL BAY  BC  N 48º40.26´ W123º32.21´

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.

NANAIMO  BC (CYCD)  7 SSE  UTC–8(–7DT)  N49º03.27´ W123º52.20´

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. ARFF services: 6 1330-0080Z (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 circuits. 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. Evac bird activity. Deer invof rwy. Wgy unltld, rstd daytime use only, max wt 5000 lbs. Wgy wt greater than 5000 lbs PPR 250-618-0875. PAPI limitation/restriction. PAPI 34 offset 8º rgt. PAPI 34 to be used only within 3NM of thld. Lgts O/R FSS dur hours of ops. Hi terrain reduces operational len of Rwy 34 PAPI. OT ARCAL–122.1 type K. Prkg plan in effect. CBSA and corporate turbine acft must park along N edge of Apron I PPR 250-618-0875. No exceptions, Corp turbine acft access groundside via Gate 19A only. PPR for access/egress via tml bldg. Remaining Apron I rstd to sked tfc only. Piston acft not permitted to use Apron I due apron congestion. Altn prkg avbl on Apron III ctc 604-227-9274.

RADIO 122.1  291.8  1330-0530Z‡ (emerg only 250-245-4032)
GND ADV 122.6  250-245-4032 (emerg only 250-245-4032) (PTC avbl)

VICTORIA TRML 120.8
VICTORIA APP/DEF CON 121.075  252.3

RADIOS AIDS TO NAVIGATION

NDB(BH) 365  MA  N63º37.67´ W135º53.71´ At Fld/20E.
OLD CROW  YT (CYOC)  0 NW  YUKON GOV'T  UTC–(–7DT)  N67º34.20´ W139º50.39´

814  B  AOE  NOTAM FILE CYOC  Not insp.

RYW 04–22: 5020X100 (GRVL)  LIRL

RYW 04: REIL. PAPI(P2L)—GA 3.0º. Thld dsplcd 304´.

RYW 22: REIL. PAPI(P2L)—GA 3.0º. Thld dsplcd 207´.

RUNWAY DECLARED DISTANCE INFORMATION

RYW 04: TORA–5010 TODA–5010 ASDA–5020 LDA–4716

SERVICE: FUEL
100LL, JET A (Card lock) Call 867-966-4610 or 867-966-3261 ext. 242

AIRPORT REMARKS: Call out charge may be levied for one or more svcs. Arpt opr call 867-993-2909 or 867-634-2046. Arpt maint avbl 1300–2100Z‡ ctc 867-966-3165. Fuel svcs Mon–Fri 1630–1930Z‡ 24 hrs PN 867–335–8214 or 867–335–2228, ext 748.. Fuel avbl Mon–Fri 1600–2300Z‡ after hrs PN rqrd. Fuel storage by permit only, ctc opr. After hrs call out charge may be levied. Arpt rdo opr ltd hrs OT tfc 122.1 5 NM 3,800' MSL. To opr all aerodrome lgtg for duration of aprx 15 mins key mike 5 times within 5 seconds. Pline up to 45´ AGL from aprx 518´ to 1291´ N of rwy centerline. Unmarked p-lines 44' AGL 858' ASL from 0.1 NW to 0.2 WNW of A/D. Cstms avbl 1600–0400Z‡ phone 888–226–7277. PN for non-sked acft with wingspan over 60', ctc opr. Compacted snow/grvl mix during winter cond. Sfc may be soft during freeze and thaw periods.

COMMUNICATIONS:
DRCO 123.475 126.7(broadcast) (WHITEHORSE RADIO)
RADIO 122.1 (1300–0100Z‡)

RADIO AIDS TO NAVIGATION
NDB (HW) 284 YOC N67º34.28´ W139º50.69´ at fld 904/20E.

COMM/NAV/WEATHER REMARKS: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526. CARS: 867-966-3511. METAR dur CARS hrs, OT LWIS.

CONTINUED ON NEXT PAGE
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 tfc.

RWY 08–26: H4000X150 (ASPH) MIRL

RWY 08: REIL.

RWY 26: REIL. PAPI(P2L) Rgt tfc.

RWY 16–34: H3984X150 (ASPH) HIRL

RWY 34: Thld dsplcd 1491´.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08: TORA–4000 TODA–4902 ASDA–4000 LDA–4000

RWY 11: TORA–4999 TODA–5983 ASDA–4999 LDA–4999

RWY 16: TORA–3984 TODA–3984 ASDA–3984 LDA–3984

RWY 26: TORA–4000 TODA–4000 ASDA–4000 LDA–4000

RWY 29: TORA–4999 TODA–5819 ASDA–4999 LDA–4999

RWY 34: TORA–3984 TODA–4476 ASDA–3984 LDA–2493


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 E svc continuous.

RADIO AIDS TO NAVIGATION:

VOR/DME 112.0 YZT Chan 57X N50°41.07´ W127°21.96´ At Fld./16E.

ILS 109.5 I–IT 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)  N49°50.05′ W124°30.02′

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09–27:  H3623X148 (ASPH)  MIRL

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  LT 100LL avbl 2 hrs PN, call out chg will be levied 604-414-5494.

AIRPORT REMARKS: Attended 1500–2200Z‡ (DT 1400–2100Z‡) Mon-Fri exc hols. Conduct ngt circuit procedures West of hazard bcns. Ocnl parachute jumping wkd dalgt hrs. Rwy 27 slopes down 1.52%. Only pilots familiar with terrain should use this arpt during hrs of darkness. Ngt ops not recommended unless both hazard bcns are oprg. Ocnl parajumps at aerodrome weekends, dalgt hrs. 2 marked power poles to 25′, 500′ West of thld Rwy 09, 170′ North and South of rwy centerline. Rwy 09–27 turn around bays to North side of each rwy end. Customs avbl 1700–0100Z‡ Mon–Fri, exc hol PPR ctc 888–226–7277. No pkg in front of ATB. Maint 604–483–1542 Maint/AMSCR/CRFI avbl 1500–2200Z‡ (DT 1400–2100Z‡) Mon-Fri exc hols O/T call out chg may be levied 2hr PN, PLR/PCN.

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)  N54°17.15′ W130º26.68′

SERVICE: LGT  All lighting ACTIVATE—122.5.


WEATHER DATA SOURCES: AWOS 128.575

COMMUNICATIONS:

MANDATORY FREQ 122.5
RCO 123.275   126.7 (broadcast) (PACIFIC RADIO)
VANCOUVER CENTER 133.675

COMM/NAV/WEATHER REMARKS: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). METAR AUTO H24.
ROSS RIVER  YT (CYDM)  1 S  YUKON GOV’T  UTC–B(–7DT)  N61°58.23’ W132°25.33’  WHITEHORSE  H–1C

RWY 07–25:  5113X100 (GRVL)

AIRPORT REMARKS: Fuel storage by permit only ctc opr. No maintenance. High ground penetrates apch slope aprx 2 NM from thld of Rwy 27.

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–B(–7DT)  N53°15.26’ W131°48.83’  KETCHIKAN  H–1D, L–1D

RWY 13–31:  H5112X150 (ASPH)  HIRL

RUNWAY DECLARED DISTANCE INFORMATION


SERVICE: FUEL  JET A1 (FSII avbl), SP, HPR

COMMUNICATIONS:

RCO 123.275 (PACIFIC RADIO) May not be receivable on the ground.  PTC avbl.

VANCOUVER CENTER APP/DEP CON 227.2

AIRSPACE CLASS E svc continuous.

RADIO AIDS TO NAVIGATION:

VOR/DME 114.1  YZP  Chan 88  N53°15.13’ W131°48.43’  At Fld.46/19E.

COMM/NAV/WEATHER REMARKS: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). METAR AUTO H24. TAF H24, issue times: 01, 07, 13.19Z. WxCam.

SHINGLE POINT  N68°55.37’ W137°15.75’  L–4H

RCO—364.2 126.7 (ARCTIC RADIO)

SILVER CITY  YT (CFQ5)  YUKON GOV’T  UTC–B(–7DT)  N61°01.73’ W138°24.45’  WHITEHORSE  L–1B, 3E

RWY 01–19:  3000X75 (SAND–GRVL)

AIRPORT REMARKS: Fuel storage by permit only ctc opr. Trees along both sides of rwy, 75’ from centerline. Frequent uncontrolled vehicle activity on rwy. Soft spots, sink holes and cracks for 1000’ from thld Rwy 01 and thld Rwy 19, in spring and when wet. Verify rwy unobstructed prior to ldg. Rwy 01–19 no maint.

COMMUNICATIONS:

TRAFFIC FREQ 123.2 (5 NM 5600’ ASL)

COMM/NAV/WEATHER REMARKS: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). Edmonton IFR: 888-358-7526.
SMITHERS  BC (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:  S4  FUEL  100LL, JET A1  LGT  PAPI limitation/restriction. PAPI Rwy 15 to be used only within 2 NM of thld; PAPI Rwy 33 to be used only within 2 NM of thld. ARCAL—122.3 type K when FSS closed. Hi terrain reduces operational length of Rwy 15 and 33 PAPI  
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  
VOR/DME 114.7  YYD  Chan 94  N54°27.08´ W126°39.03´  304° 29.1 NM to fld./17E.  
VHF/DF Facility unusable blo 12,000´ MSL byd 5 NM btn 180° and 270° byd 20 NM btn 360° and 070°.  
COMM/NAV/WEATHER REMARKS:  Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). METAR 1500–0400Z‡. Jun 1–Sep 30 OT METAR AUTO. TAF 1400–0600Z, issue times: 14, 19, 01Z. WxCam.  

STEWART  BC (CZST)  0 E  UTC–8(–7DT)  N55°56.00´ W129°59.00´  
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.
TERRACE  BC (CYXT)  3 S  UTC–8(–7DT)  N54º28.11´ W128º34.70´ H–10, L–1D
713  B  NOTAM FILE CYXT  Not insp.
RWY 15–33: H4797X148 (ASPH)  HIIRL
  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: H5316X148 (ASPH)
  Rwy 21: Thld dsplcd 707´.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–5316  TODA–6300  ASDA–5316  LDA–5316
RWY 15: TORA–7497  TODA–8481  ASDA–7497  LDA–7497
RWY 33: TORA–7497  TODA–8481  ASDA–7497  LDA–7497
SERVICE: FUEL  100LL, JET A1, FS–II
LG T  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. CAUTION: Displ thld Rwy 21 marked by hi-vis barrels. Ngt ops not recommended unless all hazard bcnrs are opr. Recommend that only pilots familiar with the icl 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 (DT 1130–0300Z) etc 250–638–1564, OT call out charge. ARFF services: Participating CAT 5 1745–0325Z (DT 1645–0225Z) for sked pxl flt, other acft 2 hr PN 250–615–7636. Call out chg. Designated CAT 6 1330–0740Z (DT 1230–0640Z) for scheduled commercial. Tran acft must park in SE corner of Apron. Itinerant parking with tie downs 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 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 13-08Z (DT 12-07Z). No win maint Rwy 03–21. Ltd hrs CRFI, PLR/PCN. Rwy 21 slope 0.69% down. All stands PPR.
COMMUNICATIONS:
  RADIO 122.0 (E) PTC avbl.
  RCO 123.375 (PACIFIC RADIO)
  VANCOUVER CENTER APP/DEP CON 128.4  269.1
  VFR ADVISORY SVC call Terrace Radio on Mandatory Frequency (MF) 3700 MSL within 5 NM.
  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´ W132º44.63´ H–1C
2303  B  NOTAM FILE CYZW  Not insp.
RWY 09–27: 5023X100 (GRVL)  HIIRL
  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–5023  TODA–5220  ASDA–5023  LDA–5023
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 0.52%. Compacted snow/grvl mix during winter conds. 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)
  COMM/NAV/WEATHER REMARKS: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). CARs: 867-390-2525 ltd hrs. METAR dur CARs hrs OT LWIS. TAF 1800–0000Z‡ Oct 1–May 31; 1500–0100Z‡ Jun 1–Sep 30; issue times: 1800Z‡ Oct 1–May 31; 1500Z‡, 1800Z‡ Jun 1–Sep 30.

AK, JUL JUL 2024 to 5 SEP 2024
TOFINO/LONG BEACH  BC  (CYAZ)  6 SE UTC–8(–7DT)  N49º04.92´ W125º46.34´

80  NOTAM FILE CYAZ  Not insp.

RWY 16–34: H5000X100 (CONC)
  RWY 16: Thld dsplcd 200´.
  RWY 34: Thld dsplcd 870´.

RWY 07–25: H5000X150 (CONC)
  RWY 07: Thld dsplcd 720´.
  RWY 25: Thld dsplcd 350´.

RWY 11–29: H5000X100 (ASPH)
  RWY 11: 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 29: 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 cnc ctc Hardy RDO 1330-0530Z (DT 1230-0430Z).

©VANCOUVER CENTER—360.7 350.7 245.0 245.0 134.8 134.8 134.4 133.7 133.7 125.95 125.95
  Kains Mountain—133.775 133.775
  Kamloops—236.0 236.0 135.5 134.4 134.4 133.5 132.35
  Port Hardy—266.3 266.3 134.6 132.2
  Prince Rupert—128.0 128.0
  Puntzi—135.05 135.05
  Sandspit—227.2 227.2 133.4 133.4
  Terrace—269.1 269.1 128.4 128.4
  Tofino—254.9 254.9 132.9 132.9

AK, 11 JUL 2024 to 5 SEP 2024
VANCOUVER INTL  BC (CYVR)  0 SW  UTC–8(–7DT)  N49º11.68’ W123º10.95’

LAND AND HOLD–SHORT OPERATIONS

LDG Rwy           HOLD–SHORT POINT           AVBL LDG DIST
RWY 13            08R–26L                 5150
RWY 26L           13–31                     5430

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08L: TORA–9941 TODA–11417 ASDA–9941 LDA–9941
RWY 08R: TORA–11500 TODA–12484 ASDA–11500 LDA–10803
RWY 26L: TORA–11500 TODA–17250 ASDA–11500 LDA–10803
RWY 26R: TORA–9941 TODA–14911 ASDA–9941 LDA–9941

SERVICES:

FUEL 100LL, JET A (FSII avbl), JET A1 (FSII avbl), HPR FLUID PRESAIR, De–Ice LH0X JASU CE 16, Air Start

NOISE: NS ABTMT procedures in effect ctc Airport Ops.

AIRPORT REMARKS

Oper H24. Oct–Apr migratory birds involv 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 acft activity on river south side of arpt. ARFF svc avbl. Rwy 13 dep not avbl for acft with wingspan greater than 65.0m/213.3’ (A380/B747–8/AN124). Not auth for A340–600, A350–900–1000, B777–300–300ER, B787–10. Rwy 08L arr, reverse turns to exit rwy not authorized. Rwy 31 NOT AUTHORIZED without clearance. Acft rolling long, planning to use Twy H, see Standard Taxi Arrival Procedures CFS. Rwy 26L arr, turns onto Rwy 31 NOT AUTHORIZED without clearance. Acft exiting onto Rwy D1, turn north on Twy E. Do not stop in rwy area (See Hot Spot 4). Rwy 26R arr, reverse turns not authorized for turbos. Turboprop authorized daytime hrs only with prior apvl. Turboprops equipped with reverse thrust plan to exit Twy M4 or byd. Rwy 08L arr, act exiting onto Twy D1, turn north on Twy E. Do not stop in rwy area (See Hot Spot 4). Rwy 26R arr, reverse turns not authorized for turbos. Turboprop authorized daytime hrs only with prior apvl. Turboprops equipped with reverse thrust plan to exit Twy M4 or byd. Acft rolling long, planning to use Twy H, see Standard Taxi Arrival Procedures CFS. Rwy 26L arr, turns onto Rwy 31 NOT AUTHORIZED without clearance. Acft exiting onto Rwy 13/31: RIGHT turns onto Twy D abvl to acft with wingspan 52.0m/170.6’ (A310/B767) and smaller only. Acft exiting onto Twy H, hold short of Twy D, do not stop in rwy area (See Hot Spot 4). Pavement byd twy is non load bearing. Apron I, II, III, IV, V, VI, VII, VIII, PPR Airport Ops is required. All Aprons PPR for all engine airstarts or crossbleed starts. Advise ATC if ground crew not present at gate. Acft pushing back from Gates 40 thru 43 ctc 127.15 (North). Apron I, II and III: hover taxi not auth, heli must ground taxi or be towed. Apron I avbl to acft with wingspan 24.9m/81.7’ (CRJ–900) and smaller only. Apron II avbl to wingspan 52.0m/170.6’ (A310/B767) and smaller only. Apron III, avbl to acft with wingspan 36.0m/118.1’ (A321/B737) and smaller only. Jets tow in and out. Apron IV avbl to acft with wingspan 41.1m/134.8’ (B757) and smaller only. Taxi lane east of Twy DW abvl to acft with wingspan 32.1m/105.3’ (CV–580) and smaller only. Btwn Twy DW and FedEx not auth for taxi below RVR 1200, follow me required, ctc Arpt Ops. Apron VI (Horseshoe) taxi lanes abvl to acft with wingspan 36.0m/118.1’ (A321/B737) and smaller only. Apron VI (South) taxi lane abvl to acft with wingspan 52.0m/170.6’ (A310/B767) and smaller only. Apron VI (South) taxi lane east of parking position S1 avbl to acft with wingspan 60.4m/198.2’ (A330/B787–9) and smaller only. Apron VI (North) travelling eastbound, turns onto Twy P abvl to acft with wingspan 20.0m/170.6’ (A310/B767) and smaller only due to jet blast (abvl for acft under tow). Apron VI (North) when A380 is on Twy M between Twy J and Twy T, the taxi lane between Gate 66 and Twy T is abvl to acft with wingspan 41.1m/134.8’ (B757) and smaller only. Apron VI (East) bypass taxi lane (amber inset lighting) abvl to acft with wingspan 36.0m/118.1’ (A321/B737) and smaller only. Apron VI (East) simultaneous use of dual taxi lanes abvl to acft with wingspan 60.4m/198.2’ (A330/B787–9) and smaller only. Apron VI (East) pushes back from parking position E1–E3 to west taxi lane. Pushbacks from parking positions E10–E19 to south taxi lane. Apron VIII abvl to acft with wingspan 52.0m/170.6’ (A310/B767) and smaller only.

CONTINUED ON NEXT PAGE
Discretionary oversteer is required at EVERY intersection for ALL acft types. Unctd 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. Unctd vehicle crossings: DS, DT, DU, DV, DY, F, (north of H4)., J, JA, JB, JC, K, N7, P, Q, R, S, T, V. Twy A (of GNG II) abvl to acft with MTOW 50,000lbs (DHC-8 300/Learo 60) and less. Twy A (W of Twy E) Not abvl for A340-600, A350-900/1000, B777-300/300ER, B787-10 only, due to acft wheelbase. Twy A AGN IV (E of Twy E), Twy A AGN V (W of Twy E). Twy A4 and Twy A6 (AGN V) not abvl for A340-600. A350-900/100, B777-300/300ER, B787-10 only due to acft wheelbase. Twy C (South of Twy F) (AGN IIIB of Twy F, AGN IV of Twy F) abvl to acft with wingspan 36.0m/118.1’ (A321/B737) and smaller only. Follow me required below RVR 1200, ctc Arpt Ops. Twy C (North of Twy F) rstd to B767/A310 and smaller. CAUTION: Acft cannot safely taxi via Twy D east or west past act in the D5 or D7 runway holding positions. Twy D (Eastbound) left turns onto Twy H abvl to acft with wingspan 36.0m/118.1’ (A321/B737) and smaller only. Twy D (Westbound) no left turns onto Twy H. No left turns onto Twy D7. Twy D and Twy D5 rstd from simultaneous use by acft larger than B767/A310. Twy D2 (AGN IIIA) abvl to acft with MTOW 100,000lbs (CRJ-900) and less. Twy D3 (AGN V, rapid exit): Design speed in wet conditions is 50 kt (93 km/h). Twy D7 no right turns onto D. Twy D1 (AGN V) rapid exit design speed in wet conditions is 50 kt (93 km/h). Not abvl for A340-600, A350-900/1000, B777-300/300ER, B787-10 only due to acft wheelbase. Twy DU (AGN V) not abvl for A340-600, A350-900/1000, B777-300/300ER, B787-10 only, due to acft wheelbase. Twy DW (AGN IV) abvl to acft with wingspan 41.1m/134.8’ (B757) and smaller only. Twy E (AGN V) entry and exit at Apron VI abvl to acft with wingspan 60.4m/198.2’ (A330-300/B787-9) and smaller only. Twy E (AGN V)/N or Rwy 08R/26L not abvl for A340-600, A350-900/1000, B777-300/300ER, B787-10 only due to acft wheelbase. Twy F (East of Twy D) (AGN IIIA, E of Twy C and AGN IV W of Twy C) abvl to acft with wingspan 24.9m/81.7’ (CRJ-900) and smaller only. Follow me required below RVR 1200, ctc Arpt Ops. Twy H AGN IV S of Rwy 08R/26L, AGN VI N of Rwy 08R/26L; Twy H (Southbound): No RIGHT turns onto Twys A, L or H4. RIGHT turns onto Twy D abvl to acft with wingspan 36.0m/118.1’ (A321/B737) and smaller only. No LEFT turns onto D1. Twy H (Northbound): No LEFT turns onto Twy V. No RIGHT turns onto Twy D. RIGHT turns onto Twy L abvl to acft with wingspan 36.0m/118.1’ (A321/B737) and smaller only. Twy H4 not abvl for A340-600, A350-900/1000, B777-300/300ER, B787-10 only, due to acft wheelbase. Twy J (Southbound): A340, B747 not auth twy south of Twy K due to jet blast (abvl for act under tow). All act use min thrust when turning due to jet blast. Twy J (Northbound) LEFT turns onto Twy K abvl to acft with wingspan 41.1m/134.8’ (B757) and smaller only, due to jet blast (abvl for act under tow). Twy J AGN V S of parking position W2. Twy J AGN VI N of parking position W2. Twy K AGN V E of Twy R. Twy K AGN VI W of Twy R. VNP A or B rqd for all acfts. Advise ATC cncel if using VNP B. Twy L entry and exit at Apron VI abvl to acft with wingspan 36.0m/118.1’ (A321/B737) and smaller only. No RIGHT turns onto Twy V. Twy L AGN V E of Rwy 13/31. Twy L AGN VI W of Rwy 13/31. Twy L2 (AGN V) not abvl for A340-600, A350-900/1000, B777-300/300ER, B787-10 only, due to acft wheelbase. Twy L4 (Northbound) acft with wingspan greater than 52.0m/170.6’ (A310/B767) cannot hold short of L while exiting/crossing Rwy 08R/26L due to acft tail height. Twy M when A380 is on the taxilane btwn Gate 66 and Twy P, Twy M btwn Twy J and Twy T is abvl to acft with wingspan 41.1m/134.8’ (B757) and smaller only. Twy M1 and Twy M2 (AGN V) not abvl for A340-600, A350-900/1000, B777-300/300ER, B787-10 only, due to acft wheelbase. Twy M3 not abvl for A340-600, A350-900/1000, B777-300/3000ER, B787-10, due to acft wheelbase. Twy M4, LEFT or RIGHT turns onto M not abvl for A340-600, A350-900/1000, B777-300/300ER, B787-10 only, due to acft wheelbase. A340-600/B777-300 abvl twys: D, D3, D5, E (South of Rwy 08–26L).Twy M1–Twy M6 (rapid exit) design speed in wet cond is 50 kts (93 km/h). Twy M3, D8, N7, P, T, AGN V. Twy P: Right turns onto Twy M abvl to acft with wingspan 52.0m/170.6’ (A310/B767) and smaller only, due jet blast (abvl for act under tow). Twy V no left turns onto L. Follow assigned SID 3000 BPOC. For water aerodrome info refer to CWAS. Landing fee. Customs abvl 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. Heli with max heli overall length greater than 73: Tko/Idg from rwy thld only. Heli appr/dep permitted from Pad C or destination FBO (PPR). Multilateration: All fixed wing aircraft and rotorcraft 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: Act Auxiliary Power Unit (APU) use shall be limited to 15 min or less in total between on-block time and departure of acft 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 Celsuis. Act 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. In support of CYVR available arrival slots, IFR acft dep from KBLI or from within Vancouver FIR exc CYQQ, CYPW, CAT4, CBS8 or CS6R destined for CVYR are required to ctc Twr, FSS or FIXC 30 to 90 min prior to dep for an approved dep time. IFR acft dep CYQQ, CYPW, CAT4, CBS8 and CS6R destined for CVYR are required to ctc CYQQ Terminal 250-339-8115 30 to 45 min prior to dep for an approved dep time. IFR acft dep CYJJ, ctc CLNC DEL on freq 126.4 30 to 90 min prior to dep for an approved dep time. MEDEVAC IFR act dep from all locations destined for CVYR shall contact the appropriate agency as soon as possible and advise of their proposal dep time.
COMMUNICATIONS: UNICOM 122.8 ATIS 124.6 1–877–517–2847)
RCO 123.15 (E) (PACIFIC RADIO)
®APP CON 352.7 134.225 133.1 (Inner) 128.6 128.17 (Outer)
DEP CON 363.8 126.125 (North) 132.3 (South)
TOWER 236.6 226.5 125.65 124.0 (VFR) 119.55 (North) 118.7 (South) (E)
GND CON 275.8 127.15 (North) 121.7 (South)
CLNC DEL 121.4
VFR ADVISORY SVC 125.2
INTERNATIONAL A/G FREQUENCIES 127.3

RADIO AIDS TO NAVIGATION
(H)VOR/DME 115.9 YVR Chan 106 N49°04.64’ W123°08.94’ 332° 7.2 NM to Flg. 16/17E.
ILS/DME 110.7 I–IFZ Chan 44 Rwy 26L.
ILS/DME 109.5 I–IVR Chan 32 Rwy 08R.
ILS/DME 111.1 I–IMK Chan 48 Rwy 13. LOC reliable only within 20º either side of centerline.
ILS/DME 110.55 I–ITL Chan 42(Y) Rwy 08L. LOC reliable only within 15º either side of centerline.
ILS/DME 111.95 I–IRD Chan 56(Y) Rwy 26R.

COMM/NAV/WEATHER REMARKS: Kamloops 866–WXBRIEF (Toll free within Canada) or 866–541–4101 (Toll free within Canada & USA). IFR 604-586-4590/4591 or 800-668-1333; IFR trg flts PPR ctc 604-586-4592. METAR H24. WxCam.

AK, 11 JUL 2024 to 5 SEP 2024
VICTORIA INTL  BC (CYYJ)  12 NNW  UTC–8(–7DT)  N48º38.83´ W123º25.55´
64  B  AOE  NOTAM FILE CYYJ  Not insp.

Rwy 09–27: H6998X200 (ASPH-GRVD)  HIRL
Rwy 09: SSALR  REIL  PAPI(P4R)  RVR
Rwy 27: SSALR  REIL  PAPI  RVR

Rwy 03–21: H5027X200 (ASPH)  MIRL
Rwy 03: REIL  Thkd dsplcd 1405´
Rwy 21: REIL  Thkd dsplcd 886´  Rgt tlc.

Rwy 14–32: H5001X200 (ASPH-GRVD)  MIRL
Rwy 14: ODALS  REIL  PAPI(P2L)–3.37º  Thkd dsplcd 427´.
Rwy 32: REIL  PAPI(P2L)–3.37º  Rgt tlc.

LAND AND HOLD–SHORT OPERATIONS
LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
RWY 09  03–21  3169
RWY 27  03–21  3039
RWY 27  14–32  4459

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–4141  TODA–4141  ASDA–5027  LDA–3622
RWY 09: TORA–6998  TODA–7982  ASDA–6998  LDA–6998
RWY 14: TORA–5001  TODA–6001  ASDA–5001  LDA–4574
RWY 32: TORA–4574  TODA–4574  ASDA–5001  LDA–5001

SERVICE:
FUEL  100LL  100LL  250–656–0764, LHOX
250–656–0764, LHOX

RADIO AIDS TO NAVIGATION
COMMUNICATIONS: ATIS
RCVRY AIDS
TORA–4574  TODA–4574  ASDA–5001  LDA–4574
TORA–6998  TODA–7982  ASDA–6998  LDA–6998
TORA–4141  TODA–4141  ASDA–5027  LDA–3622
TORA–3622  TODA–3622  ASDA–5027  LDA–4141
TORA–6998  TODA–7982  ASDA–6998  LDA–6998
TORA–4574  TODA–4574  ASDA–5001  LDA–5001

COMMUNICATIONS:
ATIS  129.5  120.8  125.45  361.4  121.9

VICTORIA SEAPLANE  BC (CAP5)  12 NNW  UTC–8(–7DT)  N48º39.00´ W123º27.00´
00  AOE  NOTAM FILE CYYJ  Not insp.

SERVICE:
FUEL  100LL  OIL  20W50

SEAPLANE REMARKS:

COMMUNICATIONS:
ATIS  1–877–517–2847  1400–0800Z‡

VICTORIA TRML APP  129.5  308.4  130.95  361.4  121.9

COMM/NAV/WEATHER REMARKS:

Rwy 27:

LAND AND HOLD–SHORT OPERATIONS
LDG RWY  HOLD–SHORT POINT  AVBL LDG DIST
RWY 09  03–21  3169
RWY 27  03–21  3039
RWY 27  14–32  4459

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–4141  TODA–4141  ASDA–5027  LDA–3622
RWY 09: TORA–6998  TODA–7982  ASDA–6998  LDA–6998
RWY 14: TORA–5001  TODA–6001  ASDA–5001  LDA–4574
RWY 32: TORA–4574  TODA–4574  ASDA–5001  LDA–5001

SERVICE:
FUEL  100LL  100LL  250–656–0764, LHOX
250–656–0764, LHOX

RADIO AIDS TO NAVIGATION
COMMUNICATIONS: ATIS

TORA–4574  TODA–4574  ASDA–5001  LDA–4574
TORA–6998  TODA–7982  ASDA–6998  LDA–6998
TORA–4141  TODA–4141  ASDA–5027  LDA–3622
TORA–3622  TODA–3622  ASDA–5027  LDA–4141
TORA–6998  TODA–7982  ASDA–6998  LDA–6998
TORA–4574  TODA–4574  ASDA–5001  LDA–5001

COMMUNICATIONS:
ATIS  129.5  120.8  125.45  361.4  121.9

VICTORIA SEAPLANE  BC (CAP5)  12 NNW  UTC–8(–7DT)  N48º39.00´ W123º27.00´
00  AOE  NOTAM FILE CYYJ  Not insp.

SERVICE:
FUEL  100LL  OIL  20W50

SEAPLANE REMARKS:

COMMUNICATIONS:
ATIS  1–877–517–2847  1400–0800Z‡
### CANADA

**WATSON LAKE**  
YT  
N60°05.18’ W128°51.47’  
114.9  
YQH  
Chan 96  
at Watson Lake/25E.  

**WHITEHORSE/ERIK NIELSEN INTL**  
YT (CYXY)  
0 SE  
YUKON GOV’T  
UTC–8(7–DT)  
N60°42.57’ W135°04.04’  

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**Whitehorse/ERIK NIELSEN INTL**  
YT (CYXY)  
0 SE  
YUKON GOV’T  
UTC–8(7–DT)  
N60°42.57’ W135°04.04’  

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**RUNWAY DECLARED DISTANCE INFORMATION**

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**COMMUNICATIONS**:  
ATIS | 125.25 |
RCD | 123.275 |
EDMONTON CENTER APP/DEP CON | 132.1 |
EDMONTON TOWER | 123.2 |
GND CON | 132.1 |
TRAFFIC FREQ | 123.2 |

**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, issue times 00, 06, 12, 18Z.

**WOODCOCK**  
BC  
N49º00.20’ W122º45.02’  
3.8 NE  
UTC–8(–7DT)  
N55º04.00’ W128º14.00’  
357  
NOTAM FILE CYXY Not insp.  

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<td>1050</td>
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</table>

**AIRPORT REMARKS**: Not regularly maintained, no win maint. High terrain surrounds field. Parachute activity drop zone adj to rwy. Animals invof rwy.  

**COMMUNICATIONS**:  
TRAFFIC FREQ | 123.2 |

**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 taxing 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.

Buoy
- Buoys highlight areas for heightened vigilance, such as proximity to the shoreline or waterlanes. Exercise caution and transit at no greater than slow taxi.
- Do not take-off, land or step taxi between buoys and the shoreline. Exercise caution for potential opposite taxiing aircraft and clear to the right IAW 14CFR91.115.

Departure Procedures
- Aircraft may come up on step for takeoffs only in the designated departure areas and waterlanes.
- A pilot must taxi out of the canals and be on the lake prior to asking ATCT for departure clearance.

The Spenard Lake extended departure procedure
- All westbound departures that commence from the uncontrolled departure area must advise the ATCT that they will be departing from the uncontrolled departure area. It is the pilot’s responsibility to ensure separation from other aircraft while in the uncontrolled departure.
- The extended departure may commence no closer than 300 feet south of the North Shore.

Note: All areas on Lake Hood and Spenard Lake are uncontrolled except for the designated water lanes. Use caution when taxiing. Aircraft may use the uncontrolled area designated “uncontrolled departure area” to come up on the step for takeoffs to the west. Use extreme caution in this area. ATCT separation services are only provided in the controlled water lanes.

Preferential Water Lane Use
- Preferential water lanes for departures are to the north, west, northwest, or south. Departures to the east should be requested only when required by strong wind or sun conditions and designated by the ATCT as the active waterlane.
- During nighttime hours, pilots are encouraged to avoid departures to and arrivals from east and southeast. Nighttime procedures are in effect from 9:00 PM to 7:00 AM. The ATCT will provide noise sensitive advisory notices to all pilots requesting an east departure during nighttime hours.
- Do not takeoff or land in the North Pothole due to congestion and wake.

Note: The identified preferential departure and arrival water lanes for departures and arrivals are advisory. Under FAA regulations (FAR 91.3) the pilot in command is solely responsible for aircraft safety and the final decision on runway selection. However, voluntary compliance will significantly reduce noise complaints and public pressure to formalize more stringent policies.

INTERTIE POWER LINE

Caution advised between Kashwitna River 61° 50´N/150° 02´W and Cantwell 63° 22´N/148° 50´W along the Intertie Power Line. They are not marked with the international orange marker balls.

TERRACE, BC, CANADA

CAUTION: Kitimat area — Hydrogen burn-off area 54°02´ N 128°41´ W for a 2 NM radius. Flame is invisible, avoid flight below 1000´ AGL.

(28 Oct 1982)
POLLUTION REPORT (POLREP) FORMAT

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

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

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, 11 JUL 2024 to 5 SEP 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 signaling 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 woolen 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 signaling equipment at all times other than the period from October 15 to April 1 of each year, when two sleeping bags, and one blanket for every two passengers shall also be carried.
(c) All of the above requirements as to emergency rations and equipment are considered to be minimum requirements which are to remain in full force and effect, except as further safety measures may be from time to time imposed by the department.

OPR: Alaskan Region Flight Standards Date: March 2013

CIVIL USE OF MILITARY FIELDS

LANDING AT AIR FORCE AIRFIELDS —Except for emergencies prior permission is required for use of Air Force airfields. Information relevant to the submission of the requests, insurance requirements, landing fees, etc. may be obtained from Headquarters, 611th Air Support Squadron, 10471 20th St, Suite 201, Elmendorf AFB, AK 99506, telephone 907–552–1448, email: AKLandingPermits@us.af.mil. Civil aircraft landing permit applications for Air Force airfields in Alaska must be submitted to the above address a minimum of 15 days prior to first intended landing to ensure timely return of the landing permit if approved (permit must be on board aircraft for presentation upon landing). Civil aircraft landing applications for Air Force airfields outside the state of Alaska must be submitted to HQ USAF/XOO–CA, 1480 Airforce Pentagon RM 4D1010, Washington, DC 20330–1480, telephone 703–697–5967, fax 703–695–7004 a minimum of 30 days prior to first intended landing. Civil aircraft landing without prior authorization may experience extensive delays in departure and will be assessed special landing fees.

LANDING AT U.S. ARMY AIRFIELDS —Except for emergencies, prior permission is required and should be requested from the installation commander via the operations officer of the airfield concerned.

For Navy and Marine Corps Installations, prior permission should be requested at least 30 days prior to first intended landing, either from the Chief of Naval Operations (OP–513E) or the Commanding Officer of the field concerned (who has the authority to approve landing rights for certain categories of civil aircraft). An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.
PARACHUTE JUMPS ONTO AIRPORTS

Pilots of jump aircraft and parachutists are reminded that Federal Aviation Regulations, Part 105, requires prior approval from airport management to parachute jump onto airports. Written approval to jump onto state-owned airports must be obtained 72 hours in advance from the Director, Division of Aviation, 4111 Aviation Ave. Anchorage, Alaska 99502.

MAGNETIC COMPASS DEVIATIONS

Extreme variations in compass deviations may be experienced due to magnetic storms at geographic latitudes greater than 60° N. The variations may have duration of several minutes to several hours and cause compass swings of 5–10°. The National Oceanic and Atmospheric Administration’s Environmental Research Lab high latitude monitoring station at Elmendorf AFB provides present and forecast conditions daily. This information summary may be obtained by calling 566–1819.

RADIATION AREAS

Aircraft should avoid the following areas:

- Radiation hazard area from SFC to 16,000’ MSL for aircraft out to 3 NM with externally mounted electro explosive devices (EED).
- Possible interference with electronic equipment for aircraft above 200 feet MSL out to 3 NM (military) or 62 NM (civilian) from a phased array antenna on NW corner of Shemya Island (52°44′ N 174°05′ E) on a bearing of 250° thru 028°T. These are parameters for information only.
- RF radiation area from 100 feet AGL to 5000 feet MSL within a 5000 feet radius of Clear BMEW radar site.
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, 11 Jul 2024 to 5 Sep 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 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 O — 3494, 6640, 8933, 11342, 13348, 17925 and 21964 kHz

**CENTRAL EAST PACIFIC (CEP) NETWORK FREQUENCIES**

**San Francisco**
- Extended Range VHF O — 131.95
  - MWARA — 2869, 3413, 3452, 5547, 5574, 6673, 8843, 8915, 10057, 11282, 13288, 13354 kHz
  - LDOCF O — 3494, 6640, 8933, 11342, 13348, 17925, and 21964 kHz

**Seattle**
- Pre–flight checks O — 129.4 (SEA–ANC) 131.80 (North West)/131.95 (Central, CA)/128.9 (Southern, CA)

SSB capability available on all HF freqs. O 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. O Call ARINC on VHF to arrange HF checks: 129.40 available for enroute communications on SEA—ANC routes. 131.80 available SEA/MFR. O 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>
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<tbody>
<tr>
<td>Pacific</td>
<td>SFO</td>
<td>436625</td>
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San Francisco Radio will also utilize SATCOM Voice as a normal operational backup to HF to initiate communications from ground–to–air on the rare occasion when HF communications cannot be established in a timely manner. SATCOM Voice may be used for either ATC or AOC (Aeronautical Operation Control) Communications.

Direct SATCOM Voice communications is available with Anchorage Center for distress and urgency situations only. Information regarding SATCOM Voice is contained in Communications and Position Reporting, below.

Office of Primary Responsibility (OPR): Anchorage Center – FAA/AJE-ZAN-IAP
Contact Information: 907-269-1801; email: AJE-EW-ZAN-Airspace-Staff@faa.gov
Amended: June 2023
THE NOPAC ROUTE SYSTEM

I. GENERAL

NOPAC traffic flows are predictable due to consumer demand, time zone differences, winds aloft and airport noise restrictions. Eastbound air traffic is heavy between 0700Z and 2100Z. Westbound air traffic is heavy between 1200Z and 1900Z, and between 2200Z and 0700Z. When the NOPAC Route System is selected as the preferred routing due to winds aloft, route saturation can occur. The most critical altitudes are flight levels 310 through 390.

II. NOPAC SYSTEM

The NOPAC Route System is comprised of four Air Traffic Service (ATS) routes between Alaska and Japan. The two northern routes are used for Southwest bound traffic. The two southern routes are used for Northeast bound traffic.

III. ROUTES

R220: One-Way Southwest bound, FL180 - FL400 or FL410 and above, FL340 - FL400 require aircraft have approvals for Required Communications Performance 240 (RCP240), Required Surveillance Performance 180 (RSP180) and Required Navigation Performance 4 (RNP4).

M523: One-Way Southwest bound, FL340-FL400 only, for those aircraft equipped with RCP240, RSP180, and RNP4.

R580: One-Way Northeast bound, FL180-FL330 or FL410 and above, FL340-FL400 require aircraft have approvals for RCP240, RSP180, and RNP4.

A590: One-Way Northeast bound, Odd Altitudes FL190 to FL410, also FL300, FL320, FL340, and FL450

IV. TRANSITION ROUTES

Within the Fukuoka FIR, Oceanic Transition Routes (OTRs) and, in one case, a Victor route, have been established for aircraft transitioning to or from the NOPAC Route System. Within the Anchorage FIR, certain ATS routes are used for the same purpose. These routes include: G583, B757, R341, G469, A342, G215, R330, R338 and G349 (For westbound use only).

V. NOPAC REROUTES

Aircraft cannot always be accommodated on their flight planned NOPAC route. In an effort to reduce both coordination time and coordination errors, JACB (Fukuoka ATMC) and FAA (Anchorage ARTCC) have agreed on a common procedure to accommodate most reroutes. Aircraft rerouted from one NOPAC route due to another NOPAC route will be given short range clearances into the adjoining FIR's RADAR coverage airspace. The receiving ATC facility will then issue further routing to the aircraft prior to the aircraft reaching the clearance limit. Example 1: aircraft ABC101 is routed via M523 to RJTT but can not be accommodated on M523. The aircraft may be re-cleared as follows: "ABC101 cleared to NANAC via R220, expect further clearance from ATMC after NANAC."

VI. SEPARATION STANDARDS

VERTICAL – Reduced Vertical Separation Minima (RVSM) is applied from FL290 to FL410 inclusive in the Anchorage Domestic, Oceanic and Arctic FIRs. RVSVM aircraft are separated by 1000 feet vertical spacing within this stratum. Non-RVSM aircraft are separated from all other aircraft, both RVSM and Non-RVSM, by 2000 feet within this stratum.

LATERAL – Between FL340-FL400 the primary form of lateral separation within the NOPAC Route System is 23 NM for aircraft equipped with RCP240, RSP180 and RNP4. Between FL180 to FL330, or FL410 and above, on R220 and R580, the lateral separation is 50 NM for aircraft equipped with RNP4 or RNP10 (RNAV10). (See FAA AC 90-105A for the aircraft RNP-10 approval process.) Non-RNP10 aircraft are provided standard oceanic separation (50 NM either side of the aircraft’s centerline). Non-RNP10 aircraft may flight plan a route at least 75 NM south of A590.

A combination of 50 NM lateral, based on RNP-10, and standard oceanic separation may also be applied between aircraft pairs where one aircraft has RNP-10 approval and the other does not. The minimum lateral separation between aircraft on adjacent flight paths in this case is 75 NM-one half the lateral protected airspace for each aircraft. Additionally within the Anchorage Oceanic and Domestic FIRs, Anchorage ARTCC applies Automatic Dependent Surveillance - Contact (ADS-C) 23 NM lateral separation for suitably equipped aircraft.

As noted above, standard oceanic separation will be applied between non-RNP 10 aircraft at any altitude and may be applied between all aircraft operating below FL180 unless radar service is being provided or the aircraft is within domestic control areas, as in Control 1234.

LONGITUDINAL – Within the Anchorage Oceanic and Domestic FIRs, Anchorage ARTCC applies Automatic Dependent Surveillance – Contact (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 MHS coverage. This procedure permits the separation of aircraft by 30 DME or 40 RNAV miles for periods beyond MHS coverage (i.e., beyond direct pilot/controller communications) for 90 minutes or less.
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 PAZAZQZ and PAZNZQZ. Failure to file with both system addresses may result in delay of ATC services.

Operators shall enter “W” in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RVSM operations, in accordance with ICAO Doc 4444. Aircraft not approved for RVSM operations shall not enter “W” in item 10.

Operators shall enter “R” in item 10 of the ICAO flight plan if the aircraft and operator have been approved for RNP operations in accordance with ICAO Doc 4444 for the route of flight. Aircraft not approved for RNP operations shall not enter “R” in item 10.

All aircraft flight planned to cross the Anchorage/Fukuoka FIR on or north of waypoints PASRO shall be established on a NOPAC route at or prior to the FIR. Aircraft operating beneath the NOPAC (at or below 17,000 MSL) may flight plan via random routes. To provide Control Centers with information on intended route of flight, all operators are requested to include the following data in the route definition portion of random flight plans involving flight in the Pacific Flight Information Regions under the jurisdiction of the U.S. Federal Aviation Administration.

A. Names, where applicable, or coordinates of points associated with transition from oceanic control areas to airways or areas where national procedures apply

B. Names of airways or descriptions of routes within such national airspace

C. Coordinates for each 5º or 10º of latitude, or for each 5º or 10º of longitude, depending on the predominant direction of flight.

10º increments should only be used when the speed of the aircraft is such that 10º will be traversed within 1 hour 20 minutes.

 Operators in the NOPAC Route System are reminded that flight plans must be filed in accordance with ICAO procedures and formats. This will allow for automatic flight data processing at oceanic control centers and oceanic radio stations along the route.

Flights originating outside of Anchorage or Fukuoka FIRs and entering oceanic airspace without intermediate stops should submit flight plans as early as possible.

In addition to the normal requirement of addressing the flight plan to all control centers en route, associated oceanic radio stations should also be addressed. This will provide those stations with information such as flight identification, SELCAL, aircraft registration, destination, and ETA, which is necessary to handle the traffic. A properly addressed flight plan, formulated in accordance with ICAO standards, will be processed automatically by oceanic centers.

When flight planning via transition tracks and/or ATS routes, list the point of entry, followed by the route designator, and finally the point of exit, e.g., KATCH – B757 – NULUK – R220 – NANAC.

To minimize flight crew and controller workload, information should be carried for routes other than the one being flown. This material should include route data, reporting points, fuel burn, winds aloft, time enroute, etc., for those routes compatible with the direction of flight. Data for routes 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 NOTAMs 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 file flight plan NODLE thence R220.

      (2) Flights departing from all other airports within the Anchorage FIR and flights crossing the Edmonton/Anchorage, Vancouver/Anchorage, or Oakland/Anchorage FIR boundary shall file 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 RJSU (Misawa), as well as other westbound aircraft leaving the NOPAC Route System via VS1, must file via R220.

B. NORTHEAST BOUND

1. Aircraft transitioning the NOPAC Route System eastbound to North America or Europe may use:

   a. A580 at all times utilizing odd cardinal altitudes from FL180 to FL400 and FL340, FL360, FL380 and FL400 with the following guidelines:

      (1) Flights crossing the Fukuoka/Anchorage FIR boundary shall file flight plan via the current daily Eastbound PACOTS track message or the current Fukuoka UPR Guidance material and Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM.

   b. A590 at all times utilizing odd cardinal altitudes from FL190 to FL410 and FL300, FL320 and FL340. Above FL410, altitudes are assigned as per ICAO Annex 2, Appendix 3b.

   c. Flights south of A590 shall file flight plan via daily Eastbound PACOTS track message or the current Fukuoka UPR Guidance material and Anchorage ARTCC (PAZA) User Preferred Route (UPR) NOTAM.

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FLIGHT PLANS and PREFERRED ROUTES

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C. ACCOMMODATION OF NON-RVSM AIRCRAFT

1. Subject to approval and clearance, the following categories of non-RVSM aircraft may operate in domestic U.S. RVSM airspace provided they have an operational transponder:
   a) Active air ambulance flights using a "MEDEVAC" call sign.
   b) Aircraft climbing/descending through RVSM flight levels (without intermediate level off).
   c) State Aircraft. (military (DOD), customs, police service, etc.).

   Note: State Aircraft may also flight plan at RVSM flight levels in oceanic and offshore airspace of the Anchorage FIRs without prior coordination. State aircraft should include the statement "STS/Military NON-RVSM" in field 18 of the ICAO flight plan.

2. The following non-RVSM civil aircraft may be accommodated when operating within the Anchorage oceanic and offshore airspace:
   a. Aircraft being initially delivered to the State of Registry or Operator.
   b. Aircraft that were formerly RVSM-approved but have experienced an equipment failure and are being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval.
   c. Aircraft being utilized for mercy or humanitarian purposes.
   d. Aircraft transporting a spare engine mounted under the wing.
   e. When requesting and of these accommodations operators shall:
      (1) if departing within the Anchorage FIR, or if Anchorage ARTCC is the first Oceanic control facility along the route of flight, obtain approval from Anchorage ARTCC Traffic Management Unit (TMU) normally not more than 12 hours and not less than 4 hours prior to the intended departure time; or
      (2) if entering the Anchorage FIR from another Oceanic FIR, notify the Anchorage ARTCC TMU after approval is received from the first affected Oceanic Center and prior to departure (Note: Filing the flight plan is not appropriate notification) and
      (3) include the remarks "APVD non-RVSM" in Field 18 of the ICAO Flight Plan.

   Contact details for approval request or notification are as follows:
   Anchorage ARTCC TMU
   Tel: 1–907–269–1108
   Fax: 1–907–269–1343
   AFTN: PAZAZQZX

3. Operators of Non-RVSM aircraft shall not file "W" in item 10 of the flight plan.

D. NON-RVSM VOICE PROCEDURES

1. During operations in, or vertical transit through, reduced vertical separation minimum (RVSM) airspace with aircraft not approved for RVSM operations, pilots shall report non-approved status as follows:
   a. at initial call on any channel within RVSM airspace;
   b. in all requests for level changes; and
   c. in all readbacks of level clearances

E. ACCOMMODATION OF NON-RNP10 AIRCRAFT

1. Aircraft not approved for RNP10 (RNAV 10) operations are restricted to flight planning one of the following NOPAC routings:
   a) Southwest bound at least 75 NM south of A590 at all times;
   b) Northeast bound on A590 at all times;

   The altitudes available on the above routes are at or below FL280 and at or above FL430. ATC may reroute non–RNP 10 aircraft to other than the above routes due to traffic.
COMMUNICATIONS and POSITION REPORTING

I. General

ICAO Annex 6 Part II contains standards and recommended practices adopted as the minimum standards for all airplanes engaged in general aviation international air navigation. It requires that those airplanes, operated in accordance with Instrument Flight Rules, on a controlled VFR flight plan, or at night, have installed and approved radio stations and monitor such frequencies as may be prescribed by the appropriate authority.

II. High Frequency (HF) Communications

Most North Pacific area communications are conducted on HF single sideband. Pilots communicate with control centers via oceanic radio stations. Aircraft reports, requests, and messages are relayed by the station to the appropriate air traffic control center by interphone, computer display, or teletype message. The relay function, coupled with the need for intercenter coordination, may cause delays in the handling of routine aircraft requests. There are priority message handling procedures for processing urgent messages which reduce any time lag; however, flight crews should take possible delays into consideration when requesting step climbs, reroutes, or other routine requests requiring ATC action. Delays can be reduced through advanced planning of such requests.

Due to the inherent "line of sight" limitations of VHF radio equipment when used for communications in international oceanic airspace, those aircraft operating on an IFR or VFR controlled flight plan beyond the communications capability of VHF will be required as per ICAO Annex 2, to maintain a continuous listening watch and communications capability on the assigned HF frequencies. An operable SELCAL unit or similar automatic signaling device fulfills this requirement. The applicable HF frequencies are listed earlier in this Supplement as part of the general purpose communication facilities operated by San Francisco Radio. These facilities will be responsible for the relay of position reports and other pertinent information between the aircraft and Air Traffic Control or their respective operators.

Aircraft should establish communications with the appropriate oceanic radio station upon entering the FIR. The station will advise the aircraft of the primary and secondary HF channels in use. If possible, aircraft should monitor both of these frequencies. If the aircraft has only single HF capability, the primary should be guarded with the secondary being the first frequency checked in the event of lost communications. If the SELCAL unit is working at the time of the initial contact, the aircraft may maintain a SELCAL watch on the appropriate frequency(ies). If the SELCAL unit is inoperative or if the radio station has a malfunctioning SELCAL transmitter, the aircraft shall maintain a listening watch on the appropriate North Pacific frequency.

III. Guard Station

Pilots are reminded that there is a need to continuously guard the VHF emergency frequency 121.5 MHz when on long over-water flights, except when communications on other VHF channels, equipment limitations, or cockpit duties prevent simultaneous guarding of two channels. Guarding of 121.5 MHz is particularly critical when operating in proximity to FIR boundaries, (route R220 between Anchorage and Fukuoka, for example) since it serves to facilitate communications with regard to aircraft which may experience inflight emergencies, communications, or navigation difficulties.

The oceanic radio station guarding for flight operations will normally be the station associated with the air traffic control center responsible for the FIR, i.e., San Francisco Radio for the Anchorage FIR and Tokyo Radio for the Fukuoka FIR. At the FIR boundary the responsibility for the guard will, under normal signal conditions, be changed to the station associated with each new FIR. The flight crew must ensure that they have established communications with the new guard facility.

Normally, each oceanic radio station continuously monitors all assigned frequencies. If en route HF communications fail, every effort should be made by the flight crew to relay progress reports through other aircraft. The VHF frequency 123.45 MHz is for exclusive use as an air-to-air communications channel (see paragraph IV.B. below). In emergencies, however, initial contact for such relays may be established on 121.5 MHz (the emergency frequency guarded by all aircraft operating in the oceanic airspace) and transferred as necessary to 123.45. In normal HF propagation conditions, appropriate overdue action procedures will be taken by ATC in the absence of position reports or relays. In case of communications failure in the Anchorage Oceanic FIR, the pilot should follow the oceanic lost communication procedures published in ICAO Doc 7030 Pacific Regional Supplementary Procedures.
IV. VHF Communications

A. Air–to–ground:

Oceanic radio stations will normally have VHF capability within 200 nautical miles of their geographic location. The frequency is listed in the appropriate publications. This frequency may be used prior to departure from the adjacent international airport to establish communications with the radio station, or for aircraft operating within range, to relay progress reports or other messages to their company’s operations.

B. Air–to–air:

Frequency 123.45 MHz has been designated for use in air–to–air communications between aircraft operating in the Pacific area out of range of VHF ground stations to exchange operational information and facilitate resolution of operational problems. (See paragraph III. above.)

C. The normal VHF (119.1 MHz) initial contact points with Anchorage ARTCC for eastbound flights established in the NOPAC are:

1. On A590, 150NM west of PINSO.
2. South of A590, 150NM west of Shemya (SYA) or 150NM west of waypoint CHIPT.

NOTE: Initial contact may be attempted on 128.2 MHz as a backup to 119.1.

D. Westbound PACOTS flights will be advised of the appropriate Anchorage ARTCC VHF frequency by San Francisco Radio.

V. Satellite Voice System

Satellite Voice System (SATVOICE) is available at Anchorage Center via either INMARSAT or Iridium. Direct SATVOICE contact between the flight crew and Anchorage Center shall be limited to distress and urgency situations, or other exceptional circumstances. Routine communications will be conducted via VHF (when available) or via relay through San Francisco Radio by either HF or SATVOICE. (Consult the section on San Francisco Radio for further information about SATVOICE with them.)

Flight crews should ensure their aircraft SATVOICE capability is enabled and ready to receive calls from ATC when operating in the Oakland and Anchorage FIRs. FAA procedures for the use of SATVOICE are contained in the US AIP ENR 7.1

The Anchorage Center SATVOICE SHORT CODE Number is 436602.

Direct SATVOICE calls to ATC should have one of the following ICAO priority levels:

1. Highest, distress or urgent situations.
2. Second highest, flight safety situations.

All other levels should be conducted through San Francisco Radio.

VI. Controller/Pilot Data Link Communications

Controller/Pilot Data Link Communications (CPDLC) is operational throughout the Anchorage Oceanic, Domestic and Arctic Flight Information Regions (FIRs). Anchorage ARTCC utilizes two separate En Route automation systems each having a different CPDLC (FANS) logon address. Use logon address PAZN for all CPDLC communications in the Anchorage Oceanic FIR and in the Anchorage Arctic FIR between the North Pole and 73N. Also use PAZN for all CPDLC communications in the Anchorage Domestic FIR west of 165W and south of 63N. Use logon address PAZA for all CPDLC communications in the Anchorage Domestic and Arctic FIRs south of 73N and east of 165W. Aircraft entering Anchorage FIR airspace from the Magadan Edmonton, Vancouver, Oakland or Fukuoka FIRs should be provided automatic FANS address 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 5º or 10º longitude (10º will be used if the speed of the aircraft is such that 10º will be traversed within 1 hour and 20 minutes or less).
   2. Flight crews navigating a generally north/south routing shall report over each 5º or 10º of latitude (based on aircraft speed as in B.1. above).

C. For flights operating in the Anchorage Oceanic and/or Anchorage Domestic FIR west of 165º west longitude:
   1. All waypoints filed in Item 15 of the ICAO flight plan (route field) must be reported as a standard position report.
   2. Within this airspace position reports are to be made via ADS, CPDLC or voice communication in that order of preference.
   3. In the event of VHF/HF or CPDLC position reporting, position reports are to be transmitted at the time of crossing the designated reporting point or as soon thereafter as possible.

D. Anchorage cannot accept position reports containing latitude and longitude (Lat/Long) in the ARINC 424 format, which is limited to five characters (e.g. 40N50). Position reports in the PAZN CPDLC service area containing Lat/Long waypoints will be accepted in complete latitude and longitude format only. Flights unable to send position reports in complete latitude and longitude format must accomplish position reporting via HF voice communications.

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, M0.84).

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

AK, 11 JUL 2024 to 5 SEP 2024
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 overload 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. There are other means of carrying out such a check in this manner, it should be annotated on the master document by means of a suitable symbology as previously suggested.

The initial waypoints 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.

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 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 retained in the CDU until the destination ramp coordinates are inserted. 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 one of 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 completeness between the master document and the programming of the self-contained navigation systems.

A. DSRTK and check that the 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 a 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 tilted platform.

X. In Flight

If the initial part of the flight is conducted along airways, the airways facilities should be used as the primary navigational aids and the aircraft navigation systems monitored in order to ascertain which system is giving the most accurate performance.

XI. Approaching the Ocean

Prior to entering the oceanic area, the aircraft's position should be checked as accurately as possible by means of external navigational aids in order to ascertain the preferred aircraft navigation system to be used for the ocean crossing. This may perhaps necessitate DME/DME, DME/VOR checks at which stage navigation system errors can be determined by comparison of displayed and actual position. There are other means of carrying out such a check, e.g., flying directly over a VOR or NDB. In the event of a significant discrepancy, e.g., greater than 6NM, the question of whether or not the affected navigation system should be updated may be given cautious consideration. Updating is not normally recommended where the discrepancy is less than 6NM. If it is decided to update the system, the proper procedures should be carried out in accordance with a prepared checklist. The duration of the flight prior to the oceanic boundary and the accuracy of the external navigational facility should be taken into consideration when determining the advisability of updating the aircraft's navigation system. For example, an NDB would not be considered advisable for this purpose, unless care is taken to track directly overhead the facility.

The navigation system which has performed most accurately since departure should be selected for autocoupling. In view of the importance of following the correct track in oceanic airspace, some operators advise that at this stage of flight the third pilot or equivalent crew member should check the clearance waypoints which have been inserted into the CDU, using appropriate source information.

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XII. Oceanic Boundary Position Report

Just prior to the oceanic boundary and just before any waypoint, the present position coordinates should be monitored, recorded and verified, and the coordinates for the next waypoint monitored and verified. Thus, when the CDU alert light comes on, the crew should proceed to note and record the aircraft’s present position on the master document. This should be verified against the current effective clearance on the master document. The waypoint number on the master document should be annotated with the appropriate symbol to indicate that it has been verified.

If the oceanic boundary position report is made over a VOR facility, the appropriate radial to the first oceanic waypoint should be selected as a further check that the aircraft navigation system is tracking in accordance with the current effective clearance. If DME is also available, a distance check can be carried out as well.

XIII. At an Oceanic Waypoint

Coordinates of the next two waypoints should be verified against the master document, as suggested earlier. When sending the ATC position report, the coordinates should be copied from the master document or, alternatively, the present position and the next two forward positions can be read from the CDU. As soon as the waypoint alert light illuminates, the present position coordinates of each navigation system should be checked against the current clearance to ensure that the intended aircraft position report to ATC coincides with the actual position of the aircraft and the ATC clearance. Overhead the waypoint, the pilots should observe that the aircraft turns in the correct direction and takes up a new heading appropriate to the leg to the next waypoint. The coordinates of the next waypoint should be verified against the master document as previously described. After the ATC position report has been sent, the present position of the aircraft should be plotted on the pilot chart to ensure that it is tracking as intended. At this stage also, the crew should be particularly alert in maintaining SELCAL watch, in view of possible ATC follow-up of the position report.

XIV. Routine Monitoring

It is important to remember that there are a number of ways in which the autopilot may unobtrusively become disconnected from the command mode; therefore, regular checks of correct engagement should be made. Although it is common practice to display DIS/TIME, it is recommended that the navigation system coupled to the autopilot should display the present position coordinates throughout the flight. If these are then plotted on the pilot chart at approximately 20-minute intervals, they will provide confirmation at regular intervals that the aircraft is tracking in accordance with its ATC clearance. Distance-to-go information should be available on the instrument panel as previously mentioned, while the waypoint alert light provides a reminder of the imminence of the waypoint. If as an alternative, position check and verification is being made both at each waypoint and 10 minutes after each waypoint, then an additional plot 20 minutes later may perhaps be considered counter-productive as a normal routine. Even so there may be circumstances, e.g., when the flight is down to one system only, justifying the procedure. The navigation system not being used to steer the aircraft should display cross track distance (XTK) and track angle error (TKE). These should be monitored with XTK being displayed on the HSI where feasible.

Where there is a discrepancy between the information provided by two navigation systems, the procedures detailed in paragraph XXIV. below should be applied.

XV. Use of Radar

Aircraft equipped with airborne weather radar capable of ground mapping should use it to observe any land masses as an aid in assessing the accuracy of their navigation.

NOTE: Aircraft conducting NOPAC operations under U.S. civil certification are required to be equipped with functioning weather radar approved for day and night operation and their flight crews must use it on a full time basis for monitoring navigation system accuracy.

XVI. Approaching Landfall

When the aircraft is approaching the first landfall navaid, it should acquire the appropriate inbound radial as soon as the flight crew is confident that the landfall navaid is providing reliable navigation information. The aircraft should then be flown to track, by means of radio navigation, overhead the facility, which thus becomes the primary navigational guidance after leaving the oceanic area, e.g., for direct clearance over land. Consideration should be given to updating the navigation system overhead the landfall fix, utilizing the appropriate procedures from the checklist.

XVII. Navigation System Accuracy Check

At the end of each flight, an evaluation of accuracy of the aircraft’s navigation systems should be carried out in order to facilitate correction of out-of-tolerance performance. One such accuracy check, carried out when the aircraft has reached its parking position, is to remove any update(s) which may have been made during the flight and then determine the radial error at the ramp position. Radial errors in excess of 2NM per hour are generally considered excessive.

Records should be kept of aircraft navigation systems performance.

XVIII. Monitoring During Distractions from Routine

Training and drills should ensure that minor emergencies or interruptions to normal routine are not allowed to distract the crew to the extent that the navigation system is mishandled. If during flight the autopilot is disconnected (because of turbulence, e.g.), care must be taken when it is reengaged to ensure that the correct procedure is followed (if the system in use sets a specific value on the boundary of automatic capture, the across-track indications should be monitored to ensure recapture of the programmed flight path). It is important to remember that there are a number of ways in which the autopilot may unobtrusively become disconnected from the command mode.

XIX. Avoiding Confusion Between Magnetic and True

To cover all navigation requirements, some airlines now produce flight plans giving both magnetic and/or true tracks (courses). If crews are changing to a new system, however, there is a risk that at some stage (e.g., partial system failure, reclearances, etc.), confusion may arise in selecting the correct values. Operators should therefore devise drills which will reduce this risk, as well as ensuring that the subject is covered during training.

Crews who decide to check or update their long range navigation systems by reference to VOR’s located in the Canadian Northern Control Area should remember that they are not aligned with reference to magnetic north.
XX. Navigation in the Area of Compass Unreliability

**NOTE:** Full coverage of this subject, including, for example, the possible provision of runway headings in grid is beyond the scope of this section. The following should therefore be considered as general guidance only.

In an area of compass unreliability, basic INS operation requires no special procedures, but most operators feel it is desirable to retain an independent heading reference in case INS failure occurs. There are various possible ways of doing this, dependent on the instrument fit.

XXI. Deliberate Deviation from Route

Deliberate temporary deviations from route centerline are sometimes necessary, usually to avoid severe weather, but prior ATC approval should be obtained. Such deviations have often been the source of gross errors as a consequence of failing to reengage the autopilot with the navigation system. If 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 attitude mode switch to “altitude hold”. (The navigation mode selector should still be in the INS position.);
I. It is desirable that the entire crew, but at least the Captain and First Officer, monitor the diversion maneuver to ensure that the aircraft has been returned to the desired route and the autopilot properly reengaged for command INS operation; and
J. After return to route has been completed, check assigned MACH number and advise ATC.

XXII. ATC Reclearance

Experience suggests that when ATC issues a reclearance involving rerouting and new waypoints, there is an increase in the risk of errors being made. This situation should, therefore, be treated virtually as the start of a new flight, and the procedures employed with respect of copying the ATC reclearance, amending the master document, loading and checking waypoints, extracting and verifying flight plan information, routes and distances, etc., and the preparation of a new plotting chart should be identical to the procedures employed at the beginning of a flight. When an in-flight reclearance is involved, however, the procedures should be sure that one pilot is designated at all times to be responsible for flying the aircraft while the reprogramming of all navigation systems and other amendments to the cockpit documentation are being carried out.

In the event that the reclearance involves a direct routing, it may be advisable to retain data relevant to the original route.

XXIII. Detection of Failures

INS installations normally include comparator and/or warning devices, but it is still necessary for the crew to make frequent comparison checks. With three systems on board, the identification of a defective system should be straightforward.

With only two systems on board, experience indicates that if nothing is done by the crew until significant divergent indications become apparent, the possibility of identifying the defective unit will be very much reduced. If such a situation does in fact arise in oceanic airspace, it may be possible to contact nearby aircraft on 123.45 MHz (see Section 3, paragraph IV.B.) and obtain the read-out of spot wind (or if the aircraft are going in the same direction, drift and ground speed) making use of this information to identify the defective system.

In many cases, however, the above may be impractical. For that reason, it is recommended that a regular record of INS performance should be maintained and kept available on board for operating crews, in line with the following suggestions:

A. Before takeoff and while stationary, note the INS ground speed and POS indications. These may give some indication of relative system accuracy;
B. The accuracy of each INS unit should be noted before reaching oceanic airspace, preferably when passing some convenient short range facility. A further record should be made at destination in terms of terminal error, first taking care to cancel any inflight update which may have been made;
C. Compass deviation checks can be made to obtain deviation values for the magnetic compass systems, so that, if necessary later in the flight, the relative accuracy of INS heading outputs (and navigation data) can be checked. Though slightly complex to write up, the method is simple and potentially valuable in practice, and it has the additional advantage of reminding crews of some basic elements of navigation. Prior to entering oceanic airspace, simultaneously read both INS true heading and both magnetic compass indications. To the mean of the INS readings, apply the local variation value to give magnetic heading.

Compare this value with the magnetic heading compass readings to obtain the deviation on each and retain for possible use in the “heading method” of determining which system is faulty (paragraph XXIV.E.).

XXIV. Determining the Faulty System

A. Check malfunction codes for indications of unserviceability;
B. Refer to the records suggested under subparagraphs XXIII.A. and B., above. These give a fairly positive clue as to which system is faulty;
C. Obtain a fix. It may be possible to use the weather radar (range marks and relative bearing lines) to determine the position relative to an identifiable landmark such as an island or the ADF to obtain bearings from a suitable NDB, in which case the variation at the position of the aircraft should be used to convert the RMI bearings to true; or if within range, the VOR, in which case the variation of the VOR location should be used to convert the radial to true heading (except when flying in the Canadian Northern Control area). (See paragraph XIX.)
D. Call some nearby aircraft on air-to-air VHF, and compare information on spot wind, or ground speed and drift. If such assistance is not available, the wind speed and direction for the DR position of the aircraft may be extracted from the
prognostic chart for comparison with the readout of INS. It is emphasized, however, that the latter comparison should only be used as a last resort and preferably in conjunction with another method to confirm the result.

E. Use the heading method. Simultaneously read both INS and both magnetic compass indications. Apply the respective deviation and the local variation value to each compass reading and obtain the mean (to the nearest degree). This should give an acceptably accurate true heading value to compare with the INS readings and to establish whether one of the INS units is defective. The following format, with typical values inserted, may assist flight crews with limited navigation experience:

**Before Entering Oceanic Airspace**

<table>
<thead>
<tr>
<th></th>
<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>
<td>293º</td>
</tr>
<tr>
<td>Mean True</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heading</td>
<td></td>
<td></td>
<td>286º</td>
<td></td>
</tr>
<tr>
<td>(nearest degree)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Variation</td>
<td></td>
<td></td>
<td>6ºW</td>
<td>292º</td>
</tr>
<tr>
<td>(E-)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dev'n</td>
<td>2º</td>
<td>1ºW</td>
<td>267º&amp;65</td>
<td>265º</td>
</tr>
<tr>
<td>Variation</td>
<td></td>
<td></td>
<td>12ºW</td>
<td>12ºW</td>
</tr>
<tr>
<td>Mean TH</td>
<td>255º</td>
<td>253º</td>
<td>254º</td>
<td></td>
</tr>
</tbody>
</table>

If INS performance check required later in flight

<table>
<thead>
<tr>
<th></th>
<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>
<td>266º</td>
</tr>
<tr>
<td>(E+)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dev'n</td>
<td>2ºE</td>
<td>1ºW</td>
<td>267º&amp;65</td>
<td>265º</td>
</tr>
<tr>
<td>Variation</td>
<td></td>
<td></td>
<td>12ºW</td>
<td>12ºW</td>
</tr>
<tr>
<td>Mean TH</td>
<td>255º</td>
<td>253º</td>
<td>254º</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 reclearance prior to any deviation from existing clearance.

D. When, after entering oceanic airspace and one system has failed, the flight continues in accordance with its original clearance (especially if the distance ahead within oceanic airspace is considerable), the pilot should begin a special monitoring program as follows:
1. Take special care on the operation of the remaining system, accounting for the fact that the routine method of error checking is no longer available.
2. Check the main and standby compass system against the information available.
3. Check the performance record of the remaining equipment and, if doubt arises regarding the performance and/or reliability, consider the following:
   a. Attempt visual sight of other aircraft or their contrails which may provide a track indication;
   b. Call the appropriate ATC facility to obtain information on aircraft adjacent to the estimated position; and/or
   c. Call on 123.45 (see Section 3, paragraph IV.B.) to establish contact with such aircraft (preferably same track/level) to obtain information which could be useful (drift, magnetic heading, wind details).

E. If the remaining system fails after entering oceanic airspace, or the remaining system gives an indication of degradation of performance, or neither system fails completely but the system indications diverge widely and the defective system cannot be determined, the pilot should take the following action:
1. Notify ATC;
2. Make best use of procedures specified in XXVII.D.3. above to obtain useful information;
3. Keep a special look out for possible conflicting aircraft and make maximum possible use of outside lights; and
4. If no instructions are received from ATC within a reasonable period, consider use of contingency procedures in Section 6.

NAVIGATION ERRORS

Monitoring procedures employed in regard to traffic operating in oceanic areas have given a good indication of the frequency of occurrence and the causes of navigation errors. Errors actually occur very infrequently considering the thousands of flights that are made. Navigation systems are generally so reliable now that there is some concern that this may lead to overconfidence. Aircrews, therefore, must guard against complacency.

I. Common Causes of Errors
Following are some of the more common causes of gross errors:
A. A mistake of one degree of latitude was made in inserting a forward waypoint.
B. The INS system was not reprogrammed after reclearance by ATC.
C. The autopilot was inadvertently left in the heading OR decoupled position after avoiding clouds or left in the VOR position after leaving the last domestic airspace VOR. In some cases, the mistake arose during distraction caused by SELCAL or by some flight deck warning indication.
D. The controller and the crew had different understandings of the clearance. The pilot read back not what was said, but what he wanted to hear, and the controller failed to catch the discrepancy.

II. Rare Causes of Errors
Following are examples of some rare faults which have actually occurred:
A. The lat/long coordinates displayed near the gate position at one international airport were wrong.
B. Because of a defective chip in one of the INS systems on an aircraft, although the correct forward latitude was inserted by the crew, it subsequently “jumped” by one degree.
C. The aircraft was equipped with an advanced system with all the coordinates of the waypoints on the intended route already on tape; the crew assumed that these coordinates were correct, but one was not.
D. The flight crew had available to them the correct coordinates for their cleared route, but unfortunately the data which they inserted into the navigation computer was from the company flight plan, in which an error had been made.

III. Lessons to be Learned
A. Never relax or be casual regarding the cross-check procedure, this is especially important towards the end of a long night flight.
B. Avoid casual radiotelephony procedures. Errors have resulted from a misunderstanding between pilot and controller as to the cleared route. Adhere strictly to proper phraseology and do not be tempted to clip or abbreviate details of waypoint coordinates.
C. Make an independent check on the gate position. Do not assume that the gate coordinates are correct without cross-checking with an authoritative source. Normally, coordinates are to the nearest tenth of a minute, but make sure that your display is not to the nearest hundredth, or in minutes and seconds. And, if you are near 180º longitude, remember the risk of confusing east and west.
D. Before entering oceanic airspace make a careful check the INS System position at or near to the last radio facility or the next to last one.
E. Do not assume that you are at a waypoint merely because the alert annunciator indicates it. Cross-check by reading present position.
F. Flight deck drills. Some tasks on a flight deck can safely be delegated to one member of the crew, but navigation, using automated systems, is emphatically not one of them. The Captain should participate in all navigation cross-check procedures.
G. Initialization errors. Always return to the ramp and reinitalize INS if the aircraft is moved before the INS NAV mode is selected. If, after getting airborne, it is found that during initialization a longitude insertion error has been made, unless you thoroughly understand drills on how to achieve the objective, you should probably turn back or make an en route stop if practicable.
H. Waypoint loading. Before departure, check to see that the computer flight plan and ICAO flight plan agree. In flight, involve two different sources in the cross-checking if possible. Do not be so hurried in loading waypoints that mistakes become likely and always check waypoints against the current ATC clearance.
I. Use a Pilot–Chart on the flight deck. Make periodic plots of position on a suitable chart and compare with current track. This helps to pick up errors before getting too far from track.
J. Consider making a simple use of basic DR Navigation as a backup. Outside Polar Regions, provided that the magnetic course (track) is available on the flight log, a check against the magnetic heading being flown, plus or minus drift, will likely indicate any gross tracking error.
K. Always remember that something unusual may have happened in the last half-hour. Be continuously cognizant. There are often ways in which an overall awareness of directional progress can be maintained; e.g., the position of the sun or stars, disposition of contrails, islands or coastlines which can be seen directly or by using radar, radio navaids, and so forth. This is obvious, perhaps, but some of the errors which have occurred could have been prevented had the crew shown more of this kind of alertness.

L. If you suspect that equipment failure may be leading to divergence from cleared route, it is better to advise ATC early rather than later.

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.

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**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, 11 JUL 2024 to 5 SEP 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 141ºW westbound will make a position report thru “Gander Radio,” an aircraft progressing 141ºW eastbound will also make a position report thru “Gander Radio.” An aircraft progressing ORVIT eastbound will make a position report thru “Gander Radio” and an aircraft progressing ORVIT westbound will make a position report thru “Magadan Radio.”

B. COMMUNICATION VIA CPDLC – Controller/Pilot Data Link Communications service is operational in the Anchorage Arctic Flight Information Region. Usability is dependent upon transmission medium: INMARSAT satellite coverage exists approximately below 80º North, Iridium satellite coverage exists globally. Anchorage ARTCC’s logon address for this airspace is 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 141º west longitude in the Arctic FIR thru “GANDER RADIO.” Make all Eastbound position reports over the Murmansk/Anchorage or Magadan/Anchorage FIR boundary via “GANDER RADIO”. Use “GANDER RADIO” for all ATC communications while within the Anchorage Arctic FIR.
   2. “MURMANSK CONTROL” on frequencies 11390, 8950, 5694 or 4672 kHz. Make all Westbound position reports over the Anchorage/Murmansk FIR boundary via “MURMANSK CONTROL.” (example DEVID)
   3. “MAGADAN CONTROL” on frequencies 15030, 13265, 11390, 8837, 6585 or 4712 kHz. Make all Westbound position reports over the Anchorage/ Magadan FIR boundary via “MAGADAN CONTROL.” (examplesNALIM, 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
   - 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.

   Wrangell—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/cart/AKPAA.html

AK, 11 JUL 2024 to 5 SEP 2024
Notices

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 sports icefishing.

   **Andy Simons Unit**
   Upper Russian Lake, Twin Lakes, Emerald Lake, High Lake, Lower Russian Lake, Iceburg Lake, Green Lake, Kolemin Lake, Pothole Lake, Harvey Lake, Martin Lake, Windy Lake, Dinglestad Glacier terminus lake, Wusnesensi Glacier terminus lake, Tustumena Lake, all wilderness lakes within one mile from the shoreline of Tustumena Lake and all unmanned lakes in sections 1 & 2, T.1S., R.10W, and section 4, 5, 8, & 9, T.1.S., R.9W, Seward Mountain, AK.

   **Mystery Creek Unit**
   All unmanned lakes in section 11, T.6N, R.5W, Seward Mountain, AK.
   (b) Airplanes may operate on all lakes outside of the Kenai Wilderness, except those lakes with recreational developments, including, but not limited to, campgrounds, campsites, and public hiking trails connected to road waysides. The non-wilderness lakes CLOSED to aircraft operations are as follows:

   **North Sterling Highway**

   **All lakes in the Skilak Loop Area** (south of Sterling Highway and north of Skilak Lake) are closed to aircraft except that airplanes may land on Bottenintnim Lake, which is open year-round and Hidden Lake, which is open only for sport ice fishing.

   **South Sterling Highway**
   Headquarters Lake is restricted to administrative use only.

2. Notwithstanding any other provision of these regulations, the operation of aircraft is prohibited between May 1 and September 30, inclusive, on any lake where nesting trumpeter swans and/or their broods are present, except Windy and Lonesome Lakes where the closure is between May 1 and September 10, inclusive.
3. The operation of wheeled aircraft, at the pilot's own risk, is only authorized on the unmaintained Big Indian Creek Airstrip, on gravel areas with 1/2 mile of Wusnesensi 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, 11 JUL 2024 to 5 SEP 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
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, Dude Creek Critical Habitat Area, Egegik Critical Habitat Area, Fox River Flats Critical Habitat Area, Homer Airport Critical Habitat Area, Kalgin Island Critical Habitat Area, Kachemak Bay Critical Habitat Area, Pilot Point Critical Habitat Area, Port Heiden Critical Habitat Area, Port Moller Critical Habitat Area, Redoubt Bay Critical Habitat Area, Tugidak Island Critical Habitat Area, and Willow Mountain Critical Habitat Area

Walrus Islands Sanctuary — Pilots are requested to maintain a minimum altitude of 5,000 feet above ground level within a 3 mile radius of Round Island (58º36´ N, 159º58´ W.). Access to Round Island or adjacent waters requires written permission from ADF&G. Flight less than 2,000 feet above ground level and than 1 mile may violate the Marine Mammal Protection Act and/or the Federal Airbourne Hunting Act, regardless of their level of impact on wildlife.

McNeil River Sanctuary — Pilots are requested to maintain a minimum altitude of 1,000 feet above ground level within a 2 mile radius of McNeil River Falls located 1 mile upstream from the mouth of McNeil River in order to minimize disturbance to concentrations of brown bears during the period June 15 through September 15. The State has established a permit program which regulates human activities in the sanctuary and limits the number of persons allowed at the Falls each day.

Region 3 — Northern and Interior Alaska, (907) 459–7279 phone, (907) 456–2259 fax
Creamer’s Field Refuge and Minto Flats Refuge

AK, 11 JUL 2024 to 5 SEP 2024
LANDING AT STATE PARKS AND RECREATION SITES

The landing of aircraft in Chugach State Park is prohibited except on Bold Airstrip. Practice landings and the dropping or picking up 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. Ardw 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

LANDING AT MOUTH OF THE DESHKA RIVER

Extensive Use May 15 to July 15
CTAF Frequency 122.8

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.

OFR: AAL-200 Date: 3/9/15

SCIENTIFIC LASER OPERATIONS

Chatanika, AK

Aug thru Apr. Laser research will be conducted intermittently within 4 NM of 66º07´00"N, 147º27´50"W, Poker Flat Research Range at an angle of 70º to 90º, from the slc, projecting up to unlimited. The beam will be terminated if acft enter the affected area. This beam is injurious to pilots/aircrews and passengers’ eyes. Cockpit illumination-flash blindness may occur beyond these distances. Anchorage/ZAN/ARTCC facility (907-269-1103) is the FAA coordination facility.

Contact AJV-W23 Date: 10/27/2020

Barrow, AK

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 029º radial at 4.5 NM. Sfc -5220’. Anchorage Center/ZAN/ARTCC telephone number 907-269-1108 is the FAA CDN facility.
DENALI STATE PARK

Denali State Park borders the national park on its southeast corner between the Dutch Hills to the west and to the Susitna River on the east. The George Park Highway runs through the middle of the park. State requirements for aviators operating within the state park:

1. Landings of fixed wing aircraft in DSP are permitted west of the Parks Hwy and on Blair and Ermine Lakes. Landings are not permitted on Byers Lake and on Kesugi and Curry Ridges, which are all east of the highway.
2. Practice landings are not permitted.
3. Helicopters landings are restricted to five specific sites west of the highway.
4. For detailed information on these sites for planning purposes, please phone (907) 745–3975.

### WAYPOINTS

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<tr>
<th>WAYPOINTS</th>
<th>LAT</th>
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<tr>
<td>Igloo</td>
<td>63.11.33</td>
<td>149.20.41</td>
<td>Toe of the Tokositna</td>
<td>62.40.18</td>
<td>150.46.53</td>
</tr>
<tr>
<td>Kahiltna Ice Falls</td>
<td>62.54.05</td>
<td>151.13.14</td>
<td>Tokosha Mountains</td>
<td>62.42.01</td>
<td>150.37.59</td>
</tr>
<tr>
<td>Kahiltna Pass</td>
<td>62.10.45</td>
<td>151.10.14</td>
<td>Tieleka Col</td>
<td>63.03.56</td>
<td>150.46.12</td>
</tr>
<tr>
<td>Lower Tokat</td>
<td>63.38.19</td>
<td>150.06.54</td>
<td>Triple Crown</td>
<td>62.45.15</td>
<td>150.08.54</td>
</tr>
<tr>
<td>Moose Meadows</td>
<td>62.35.14</td>
<td>150.30.56</td>
<td>Triple Lakes</td>
<td>63.39.29</td>
<td>148.52.34</td>
</tr>
<tr>
<td>Moose’s Tooth</td>
<td>62.58.09</td>
<td>150.36.48</td>
<td>Upper Riley</td>
<td>63.31.43</td>
<td>149.12.45</td>
</tr>
<tr>
<td>Mountain House</td>
<td>62.58.50</td>
<td>150.48.08</td>
<td>West Ridge of Hunter</td>
<td>62.56.23</td>
<td>151.11.50</td>
</tr>
<tr>
<td>Myrtle Pass</td>
<td>63.34.20</td>
<td>150.37.25</td>
<td>Wickersham Wall</td>
<td>63.06.43</td>
<td>151.03.42</td>
</tr>
</tbody>
</table>
Denali Flight Advisory

Common Traffic Advisory Frequencies

North Denali: 122.725
South Denali: 123.65
Airport: 122.900
WHITE MOUNTAIN FLIGHT ADVISORY

The graphic depicts the routes that are flown by flight seeing commercial aircraft between Fairbanks and Fort Yukon and Fairbanks and the Arctic Circle, over the White Mountains. Aircraft are encouraged to use the Common Traffic Advisory Frequency 122.750 to make position reports.

The chart depicts the reporting points. The coordinates for reporting points are listed below, along with altitudes used for each segment of flight. When making a position report. Example: White Mountain Traffic, Cessna 1234, Lime Peak, 7500 feet, enroute Fort Yukon.

**ALL AIRCRAFT SHOULD FLY WITH THEIR LIGHTS ON.** Be aware that routes may cross or parallel IFR airways.

**BE ALERT!** Climb early, stay high. Be sure your aircraft has the performance capability to operate in mountainous terrain. Obtain a current altimeter setting from the nearest facility. Check weather for route of flight.

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&quot;</td>
<td>5,062</td>
</tr>
<tr>
<td>Fort Yukon</td>
<td>66°34’17&quot;</td>
<td>145°15’02&quot;</td>
<td>433</td>
</tr>
<tr>
<td>Big Bend</td>
<td>65°25’30&quot;</td>
<td>147°43’00&quot;</td>
<td>3,012</td>
</tr>
<tr>
<td>Mt. Schwatka</td>
<td>65°53’30&quot;</td>
<td>147°14’30&quot;</td>
<td>4,177</td>
</tr>
<tr>
<td>Arctic Circle</td>
<td>66°33’38.6&quot;</td>
<td>147°15’00&quot;</td>
<td></td>
</tr>
<tr>
<td>Livengood</td>
<td>65°28’36&quot;</td>
<td>148°40’15&quot;</td>
<td>425</td>
</tr>
<tr>
<td>Fox NDB</td>
<td>64°58’14&quot;</td>
<td>147°34’08&quot;</td>
<td>730</td>
</tr>
</tbody>
</table>

**AK, 11 JUL 2024 to 5 SEP 2024**
White Mountains Area Flight Advisory
Common Traffic Advisory Frequency
122.75

Legend
Mountain Peak
Reporting Point
Tour Route
Victor Airway
Colored Airway
National Wildlife Refuge
Military Operations Areas
Restricted Area
Pipeline
Roadway

Not For Navigation For Information Only

AK, 11 JUL 2024 to 5 SEP 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 1/2 mile landward may harass marine mammals and seabirds. Harassment of wildlife may increase the incidence of bird strikes and violate the Marine Mammal Protection Act.

During approach and takeoff from St. George to the east a right bank turn is recommended between 1/2 mile and 1 mile from the end of the runway to heading 060°T or 240°T. During approach and takeoff from St. Paul follow aircraft advisory corridors to the north and south. Inter-island flights along heading 138°T or 318°T should avoid the aircraft advisory zones if less than 1,000’ AGL and within 1 mile of any coastline except as recommended above.
National Marine Fisheries Service point of contact:
(907) 271-3024

Legend
- Hi Med Lo
- Bird Concentrations
- Preferred Flight Routes
- Resource at Risk Number
- Bird Strike Hazard Area
- Sea Mammals
- Bird Areas
Iliamna Airport
Traffic Patterns, Communications and Aircraft Operations

When winds allow, float equipped aircraft should land in a direction that will not place them over the airport or in conflict with the airport traffic patterns. For Pike Lake this generally means landing to the East. When winds require an approach over the airport, the float aircraft shall give right of way to wheeled aircraft on approach to the airport. When winds are such velocity that aircraft cannot land as described above, float aircraft can fly the pattern with wheel-equipped aircraft and sidestep to a landing on the lake.

Departure Procedures
Aircraft departing the Iliamna airport VFR will make standard departures as described in the Aeronautical Information Manual. Aircraft departing Pike Lake should either depart away from the main airport, or sequence their departures using radio communication so they are departing behind the wheel-equipped aircraft.

When arriving Iliamna Runways 17 and S or departing Runways 35 and N caution is advised for occasional, float and wheel-equipped, operations in the vicinity of Eastwind Lake.

It is strongly recommended that all aircraft utilize the CTAF on 123.6
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
NOTE:
Extensive Fixed Wing Traffic arriving from Reporting Points.

Talkeetna Runway 19 Traffic Pattern
Not For Navigation - For Information Only

October 3, 2017
Alaska Region Flight Standards Division

AK, 11 JUL 2024 to 5 SEP 2024
Kachemak Bay Flight Advisory Area

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
**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</th>
<th>ANCHORAGE ATIS</th>
<th>LAKE HOOD ATIS</th>
<th>MERRIL ATIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CON 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>

**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.
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.

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.
## 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.

### EASTSIDE OVERFLIGHT

<table>
<thead>
<tr>
<th>ANCHORAGE, ALASKA</th>
<th>VFR OVERFLIGHT ROUTE</th>
<th>EASTSIDE OVERFLIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENA FSS</td>
<td>ANCHORAGE APP CON</td>
<td>ANCHORAGE APP CON</td>
</tr>
<tr>
<td>122.3</td>
<td>119.1 (NORTH)</td>
<td>126.4 (SOUTH)</td>
</tr>
</tbody>
</table>

**VFR PROCEDURE ONLY**

**CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION**

### ROUTE INSTRUCTIONS:

**NORTH TO SOUTH:** Fly southbound along the Glenn Highway to the Eagle River Bridge, then direct Moose Run Golf Course, direct Potter, maintain 2,500 MSL.

**SOUTH TO NORTH:** Proceed from Potter direct to Moose Run Golf Course, direct Eagle River Bridge, then northbound along the Glenn Highway, maintain 3,500 MSL.
**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.

ATIS  CLNC DEL  ANC GROUND  ANCHORAGE TOWER  ANCHORAGE DEP
135.5   119.4   121.9   118.3   119.1

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

AK, 11 JUL 2024 to 5 SEP 2024
**ANCHORAGE, ALASKA** | **VFR DEPARTURE PROCEDURE** | **CHICKALOON DEPARTURE TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT**

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**ROUTE PURPOSE:**
The CHICKALOON DEPARTURE will be issued to aircraft departing to the south of Anchorage. Contact Anchorage Clearance Delivery and advise of destination and request the CHICKALOON DEPARTURE.

<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.

---

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

AK, 11 JUL 2024 to 5 SEP 2024
**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.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>CLNC DEL</th>
<th>ANC GND</th>
<th>ANCHORAGE TOWER</th>
<th>ANCHORAGE DEPARTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.5</td>
<td>119.4 / 128.65</td>
<td>121.9</td>
<td>118.3</td>
<td>119.1</td>
</tr>
</tbody>
</table>

**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 A airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

AK, 11 JUL 2024 to 5 SEP 2024
ANCHORAGE, ALASKA  

**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.

**ROUTE INSTRUCTIONS:**

From over the Power Line Bend, proceed direct to the Post Office. Cross the south shore of Knik Arm at or below 1100’ MSL or at or above 2,200’ MSL, then ...

**LANDING ANC:** At the Post Office turn right, cross Runway 15/33 at midfield then as assigned by ATC.

**HELICOPTERS LANDING SOUTH AIRPARK OR KULIS:** After passing the Post Office, proceed to the South Airpark or Kulis or as assigned by ATC. Do not over fly the ATC tower.

**LANDING CAMPBELL LAKE OR SAND LAKE:** After passing the Post Office, proceed over South Airpark or as assigned by ATC.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures  
Contact Information: AJT-TWAN-SM-Airspace@faa.gov  
Amended: October 2023
ANCHORAGE, ALASKA  VFR ARRIVAL PROCEDURE  MIDTOWN ARRIVAL
TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

ROUTE PURPOSE:
The MIDTOWN ARRIVAL will be issued to aircraft arriving from northeast or south of Ted Stevens Anchorage International Airport. Contact Anchorage Approach Control at least 15 miles from the airport as appropriate. On initial contact request the MIDTOWN ARRIVAL.

<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>126.4 (SOUTH)</td>
<td>118.3</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 Post Office, cross Runway 33 at midfield, then as assigned by ATC.
ANCHORAGE, ALASKA | VFR ARRIVAL / DEPARTURE ROUTE | WEST ROUTE
LAKE HOOD SEAPLANE BASE
LAKE HOOD STRIP

ROUTE PURPOSE:
The WEST ROUTE is for aircraft operating to/from north of Lake Hood Seaplane Base. This route is used when the Lake Hood Seaplane Base traffic pattern is in a "west flow", i.e. landing and departing the West, North or Northwest waterlanes and Runway 32.

<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>

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", ie. 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.

LAKE HOOD ATIS
125.6

ANCHORAGE APP CON
119.1 (north)

ANCHORAGE APP CON
126.4 (south)

LAKE HOOD TOWER
126.8

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**

<table>
<thead>
<tr>
<th>ANCHORAGE TOWER</th>
<th>ANCHORAGE DEP CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.4</td>
<td></td>
</tr>
</tbody>
</table>

**Chickaloon Departure**

<table>
<thead>
<tr>
<th>VFR Departure Procedure</th>
<th>Lake Hood Seaplane Base</th>
<th>Lake Hood Strip</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Route Purpose:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<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>

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

**Former Kulis ANG**

**Sand Lk**

**Sundi Lk**

**Jewel Lk**

**Campbell Lk**

**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, 11 JUL 2024 to 5 SEP 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.

ATIS | CLNC DEL | LAKE HOOD TOWER | ANC TOWER | ANCHORAGE DEP CON
--- | --- | --- | --- | ---
125.6 | 119.4/128.65 | 126.8 | 118.3 | 119.1

VFR PROCEDURE ONLY
CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:
Depart the traffic pattern as assigned by Lake Hood Tower. Proceed direct to the Mouth of the Little Susitna River. Maintain at or below 600’ MSL.
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.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

AK, 11 JUL 2024 to 5 SEP 2024
### Anchorage, Alaska

#### VFR Reporting Points

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<thead>
<tr>
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<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>Merrill Field</td>
</tr>
</tbody>
</table>

#### Traffic Patterns

- **Merrill Field ATIS**: 124.25
- **Ground Control**: 121.7
- **Merrill Tower**: 126.0
- **Departure Control Northwest/ East**: 119.1
- **Departure Control South**: 126.4

#### Chart Not to Scale

**VFR Procedure Only**

**Chart Not to Scale — Not to Be Used for Navigation**

- **Clark Junior High**: 61°13'21"N 149°48'41"W
- **Costco**: 61°12'40"N 149°48'18"W
- **Mouth of Ship Creek**: 61°13'37"N 149°54'08"W
- **Muldoon Interchange**: 61°13'37"N 149°44'00"W
- **Polaris School**: 61°09'53"N 149°51'15"W
- **Clark Hospital**: 61°11'19"N 149°49'11"W
- **Providence Hospital**: 61°10'43"N 149°46'33"W
- **Safety Building**: 61°11'32"N 149°43'50"W
- **Totem Theater**: 61°10'45"N 149°48'38"W
- **Tudor Bus Barn**: 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.

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Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

AK, 11 JUL 2024 to 5 SEP 2024
ANCHORAGE, ALASKA

VFR INBOUND PROCEDURE

COMMON PATTERN ENTRY RUNWAYS 25,34 & 5/23
MERRILL FIELD

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<th>ATIS</th>
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<td>South 126.4</td>
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**ANCHORAGE, ALASKA**

**VFR INBOUND PROCEDURE**

**COMMON PATTERN ENTRY RUNWAYS 25,34 & 5/23**

**MERRILL FIELD**

---

**Runway 25 arrows → → →**

**Runway 34 arrows → → →**

---

**COMMON ENTRY INSTRUCTIONS:**

**RUNWAY 25:**

A) “Make right traffic.” Keep the Mouth of Ship Creek off your left wing.
B) "Make straight-in." Established on final at Muldoon Road.
C) “Enter left base.” Fly your base over the Safety Building.

**RUNWAY 34:**

D) “Enter left base.” Fly over West High and the green belt before turning final.
E) “Make straight-in.” Established on final at Tudor Road.
F) “Enter right base.” Fly over Northern Lights Blvd.
G) Fly the Campbell Arrival. Enter right base over Northern Lights Blvd.

**RUNWAY 5/23:**

Fly standard pattern for RWY 25/34 until intercepting short final of assigned runway.

---

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

AK, 11 JUL 2024 to 5 SEP 2024
ANCHORAGE, ALASKA | VFR INBOUND PROCEDURE | COMMON PATTERN ENTRY RUNWAYS 7/16 MERRILL FIELD

<table>
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<td>South 126.4</td>
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ANCHORAGE, ALASKA

VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

COMMON 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.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures
Contact Information: AJT-TWAN-SM-Airspace@faa.gov
Amended: October 2023

AK, 11 JUL 2024 to 5 SEP 2024
### ANCHORAGE, ALASKA

<table>
<thead>
<tr>
<th>VFR TRAFFIC PATTERN</th>
<th>TRAFFIC PATTERN ENTRY</th>
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<td>RUNWAYS 5/23</td>
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<td>SOUTH 126.4</td>
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**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
ANCHORAGE, ALASKA

CARTEE AIRSPACE
MERRILL FIELD

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ANCHORAGE, ALASKA

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' 34.53" 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

AK, 11 JUL 2024 to 5 SEP 2024
ANCHORAGE, ALASKA | VFR DEPARTURE PROCEDURE | INLET DEPARTURE RUNWAY 25 MERRILL FIELD

ROUTE PURPOSE:
The INLET DEPARTURE is for aircraft departing Merrill Field to the west and northwest at or above 2000' from runway 25.

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VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:
ALL AIRCRAFT: Cross Knik Arm above 2200’ (if unable 2200’ by mid-channel, advise ATC). Maintain at or below 2500’ until advised by ATC.

RUNWAY 25: Climb in the left traffic pattern, at 1300’ turn northbound (if unable 1300’ south abeam control tower, advise ATC) then turn westbound to overfly 9th Avenue Delaney Park Strip while remaining south of Runway 25 until reaching the downtown shoreline, then turn right on course to the northwest shoreline.

For further information contact AAL ATO Airspace and Procedures 907-271-2700
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.

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VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:
ALL AIRCRAFT: Cross Knik Arm at or above 2200’ (if unable 2200’ by mid-channel, advise ATC). Maintain at or below 2500’ until advised by ATC.

RUNWAY 25: Climb straight out to the downtown shoreline, then turn right on course to the northwest shoreline.

For further information contact AAL ATO Airspace and Procedures 907-271-2700
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'.

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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’.

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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**

<table>
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<tr>
<th>VFR DEPARTURE PROCEDURE</th>
<th>CHESTER CREEK DEPARTURE RUNWAYS 16 &amp; 23 MERRILL FIELD</th>
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**ROUTE PURPOSE:**
The Chester Creek Departure is for aircraft departing Merrill Field to the west and northwest.

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**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, 11 JUL 2024 to 5 SEP 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.

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ROUTE INSTRUCTIONS:
ALL AIRCRAFT: Maintain 1200’ between Tudor Rd and Campbell Airstrip. Use caution, LHD traffic departs at or below 900’ and arrives at 1500’ south of Tudor Rd.

RUNWAY 7 or 5: Climb straight out to Bragaw St turn right (southbound) and follow Bragaw St. to the Tudor Bus Barn then...

RUNWAY 25: Depart via left downwind to midfield; proceed direct to the Tudor Bus Barn then...

RUNWAY 34: Depart via right downwind along Bragaw St to the Tudor Bus Barn then...

RUNWAY 16 or 23: Depart southeast bound direct to the Tudor Bus Barn then...

FROM THE TUDOR BUS BARN: Overfly Elmore Road until south of O’Malley Rd.

INBOUNDS: North of O’Malley Rd fly along the extended track of Boniface Parkway to the Safety Building, then follow common pattern entry instructions.
ANCHORAGE, ALASKA

VFR DEPARTURE PROCEDURE

HELICOPTER ROUTES

MERRILL FIELD

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<th>ATIS</th>
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<td>NORTHWEST/EAST 119.1</td>
<td>SOUTH 126.4</td>
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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, 11 JUL 2024 to 5 SEP 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.

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**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
ANCHORAGE, ALASKA

SVFR ARRIVAL/DEPARTURE

PROCEDURE

MULDOON 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.

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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.
ANCHORAGE, ALASKA | SVFR ARRIVAL/DEPARTURE PROCEDURE | NONAME SVFR ARRIVAL / DEPARTURE MERRILL FIELD

ROUTE PURPOSE:
The NONAME ARRIVAL/DEPARTURE route is for aircraft transitioning to and from the area north and west of Merrill Field when weather is below basic VFR minima. PILOTS MUST REQUEST SVFR CLEARANCE; CONTROLLERS MAY NOT INITIATE SVFR OPERATIONS.

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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 RWY’s 2/20.

Fairbanks Traffic Pattern Altitudes

Aircraft arrival/departure altitudes may vary from these listed:

- Single engine reciprocating: 1,500 MSL
- Multi-, large and
turbine powered aircraft: 2,000 MSL

Chena Marina procedures

1. Arrival/departure/pattern traffic for Chena Marina contact Fairbanks Tower on 118.3.

2. Chena Marina traffic will observe a ceiling of 1,200 MSL while in the pattern.

3. Traffic patterns will be to the west of the Chena Marina runway and float pond with Chena Ridge being the western boundary.

4. All Chena Marina traffic will remain west of Chena Pump Road at or below 1200 MSL and will advise Fairbanks Tower prior to crossing Chena Pump Road eastbound.

5. Departure traffic remains west of Fairbanks International Airport at all times unless otherwise authorized or required by ATC.

6. In the interest of safety, please utilize Fairbanks Radar Services whenever departing Chena Marina.

TRSA Services

A. Standard TRSA departure instructions

Departing aircraft should monitor the ATIS, then contact Fairbanks Clearance Delivery on the appropriate frequency being broadcast on the ATIS prior to taxi. Pilots are expected to inform the controller of an intended destination and/or initial heading and desired cruising altitude. All departing aircraft will be given TRSA services unless the pilot states "negative TRSA service" or makes a similar comment.

B. TRSA departure (VFR departing aircraft)

The standard TRSA departure for Fairbanks International Airport will be to fly runway heading for the runway assigned, departure frequency on 125.35. This will be referred to as the "TRSA departure". Fairbanks Clearance Delivery will issue to each aircraft: "TRSA departure, squawk (code)".

C. TRSA service from Float Pond

Clearance Delivery frequency stated on ATIS. Aircraft departing the Float Pond at Fairbanks International Airport should monitor the ATIS, then contact Fairbanks Clearance Delivery for services. Those departing aircraft should then contact Fairbanks Tower 118.3 directly for taxi clearance.

D. TRSA service from satellite airports

Clearance Delivery frequency stated on ATIS. Aircraft departing satellite airports, inside the Fairbanks Class D surface area, such as Chena Marina, Chena River, Metro Field, and Peger Pond, and requesting TRSA services should monitor the ATIS, then contact Fairbanks Clearance Delivery for TRSA services. Those departing aircraft should then contact Fairbanks Tower directly on 118.3.
FLIGHT SAFETY ADVISORY
FORT GREELY MISSILE DEFENSE AREA

CONTACT ALLEN ARMY AIRFIELD OPERATIONS ON 122.9.

AVOID CIRCLING OR LOITERING ABOVE OR IN THE VICINITY OF THE MISSILE DEFENSE AREA WHILE FLYING ALONG THE RICHARDSON AND ALASKA HIGHWAYS NEXT TO FORT GREELY AND UP TO 7 NM SOUTHEAST OF BIG. REQUEST PILOTS REMAIN OVER OR WITHIN 200 FEET NORTH OF THE ALASKA HIGHWAY OR WEST OF THE RICHARDSON HIGHWAY. INTERCEPTER MISSILES MAY BE LAUNCHED WITHOUT NOTICE.
Flight Advisory for Pacific Walrus

Bristol Bay and the Chukchi Sea Coast

The U.S. Fish and Wildlife Service seeks your support and cooperation in minimizing disturbances to walrus herds resting in Bristol Bay and along the Chukchi Sea coast of Alaska.

HAULOUT LOCATIONS

Bristol Bay
Regularly used walrus haulout locations in Bristol Bay include Cape Newenham, Cape Peirce, Cape Greig, Cape Senievain, Hagemeister Island, and Round Island. Intermittently used haulout locations include Izembek Lagoon (Cape Glaznap and Neuman Island), Amak Island, and Cape Sarichef and Oksenof Point on Unimak Island. Walrus may be sporadically encountered anywhere along the Alaska Peninsula. See graphics on the following pages.

Chukchi Sea Coast
Walruses are known to congregate on isolated beaches and barrier islands along Alaska’s Chukchi Sea coast in late summer and early fall (July – October) when concentrations of sea-ice are low. Known haulout areas include: Cape Lisburne, Point Lay barrier islands, and Icy Cape. See graphics depicted on following pages. Walrus may be sporadically encountered anywhere along the coast between Cape Lisburne and Icy Cape including Corwin Bluff. See graphics on the following pages.

THESE ARE IMPORTANT RESTING AREAS FOR PACIFIC WALRUSES

Each summer, thousands of male walruses migrate into Bristol Bay to feed on rich beds of clams and other marine organisms. Between feeding cycles, they come to shore to rest at isolated resting areas (haulouts) distributed throughout Bristol Bay.

With the loss of summer sea ice over the continental shelf observed in recent years walruses are being forced to use land based haulouts rather than sea ice which is their preferred habitat. Between feeding cycles, they come to shore to rest at isolated resting areas (haulouts) distributed along the Chukchi Sea coast.

WALRUSES ARE SENSITIVE TO HUMAN DISTURBANCES

Although responses to human activities are variable, walruses will often flee haulouts in response to the sight, sound, or odor of humans or their machines. Trampling deaths associated with haulout disturbance is one of the largest known sources of natural mortality for walrus. Frequent or prolonged disturbances may even result in haulout abandonment.

HARASSING OR DISTURBING WALRUSES IS AGAINST THE LAW

Any human activity, including operating an aircraft, vehicle, or boat, or approaching on foot, in a manner which results in harassing walruses is prohibited under provisions of the Marine Mammal Protection Act of 1972. Harassment includes any act which has the potential to injure or disturb walruses and includes acts which disrupt behavioral patterns including, but not limited to migration, breathing, nursing, breeding, feeding, or sheltering.
YOU CAN HELP MINIMIZE DISTURBANCE TO RESTING WALRUSES

Walrus are particularly sensitive to changes in engine noise and are more likely to stampede off beaches when planes turn or fly low overhead. Aerial photography and/or circling aircraft within the vicinity of a walrus haulout pose a high potential for disturbance and is specifically discouraged. In an effort to prevent disturbances, please follow these general guidelines when operating aircraft near walrus herds.

Pilots of single engine aircraft should not knowingly fly over or fly within 1/2 mile of walruses hauled out on land or ice to avoid causing a disturbance. If weather or aircraft safety require flight operations within 1/2 mile of walruses, small single engine aircraft should maintain a 2000’ minimum altitude.

Pilots of helicopters and multi-engine aircraft should not knowingly fly over or fly within 1 mile of walruses hauled out on land or ice to avoid causing a disturbance. If aircraft safety requires flight operations within 1 mile of walruses, helicopters and multi-engine aircraft should maintain a 3000’ minimum altitude.

If aircraft safety requires flight operations below these recommended altitudes, please pass inland or seaward (within safe gliding distance to shore) of the haulout site at the greatest lateral distance manageable for safe operation of the aircraft (1 mile if possible).

Please be aware that some locations (such as Round Island within the Walrus Islands State Game Sanctuary, in Bristol Bay) have more strict recommendations. Pilots are requested to maintain a minimum altitude of 5,000 feet above ground level within a 3 mile radius of Round Island (58° 36’ N. 159° 58’ W.). Access to Round Island or adjacent waters requires written permission from the Alaska Department of Fish and Game. Please check with ADF&G for additional restrictions.

Please note these are only guidelines, and may not prevent disturbances in all situations. You are responsible for operating your aircraft in a manner which does not cause disturbance or violate the Marine Mammal Protection Act.

THANK YOU FOR YOUR HELP AND COOPERATION

To report incidences of disturbance or harassment please contact:
U.S Fish and Wildlife Service
Division of Law Enforcement:
1011 E. Tudor Road
Anchorage Alaska 99503-6199
Toll free: 1-800-858-7621

For questions about walruses please contact:
U.S. Fish and Wildlife Service
Marine Mammals Management Field Office
1011 E. Tudor Road
Anchorage Alaska 99503-6199
Toll free: 1-800-362-5148
http://www.fws.gov/alaska/fisheries/mmm/
Wildlife Sensitive Area: Icy Cape Walrus Haulout

See Preceding Advisory for Details

Walrus may be encountered in this area from July to October

Icy Cape

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

Location Map
Icy Cape, Alaska
Wildlife Sensitive Area: Point Lay Walrus Haulout

See Preceding Flight Advisory for Details

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

Note: Maps not to be used for navigation purposes

Prepared By
U.S. Fish and Wildlife Service
April 2018

Location Map
Point Lay, Alaska
Barrow
Wainwright
Northwest Alaska

AK 11 III 2024 to 5 SEP 2024
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

Location Map
Cape Lisburne, Alaska
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
Kangiqutaq Building
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

Bird Rock
Security Cove

Cape Newenham

AK, 11 JUL 2024 to 5 SEP 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
Kangiiquitaq Building
6 Main Street
P.O. Box 270 MS 569
Dillingham, Alaska 99576
Toll Free: 1-800-817-2538

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 Peirce, Alaska

Kuskokwim Bay
Southwest Alaska
Wildlife Sensitive Area: Hagemeister Island  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’l Wildlife Refuge
6 Main Street
Kangiqutaq Building
P.O. Box 270  MS 569
Dillingham, Alaska  99576
Toll Free: 1-800-817-2538

Wildlife Sensitive Area: Hagemeister Island  Walrus Haulout

Prepared By
U.S. Fish and Wildlife Service
April 2018

Note: Maps not to be used for navigation purposes

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Walrus Haulout Location

Hagemeister Island

Walrus may be encountered in this area

0 3.5 7 14 Miles

Location Map
Hagemeister Island, Alaska

Southwest Alaska

Bristol Bay

Kuskokwim Bay
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

High Island

Togiak Bay

Crooked Island

Summit Island

Walrus Island State Game Sanctuary

Round Island

3 mile Access Restriction Area

Walrus Island State Game Sanctuary

See Preceding Flight Advisory for Details

prepared By
U.S. Fish and Wildlife Service
April 2018

Note: Maps not to be used for navigation purposes

AK, 11 JUL 2024 to 5 SEP 2024
Wildlife Sensitive Area: Cape Greig Walrus Haulout

See Preceding Flight Advisory for Details

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

Note: Maps not to be used for navigation purposes
Wildlife Sensitive Area: Cape Seniavin Walrus Haulout

See Preceding Flight Advisory for Details

Point of Contact: U.S. Fish and Wildlife Service Marine Mammals Management 1011 East Tudor Road MS 341 Anchorage, Alaska 99503 1-800-362-5148

Prepared By U.S. Fish and Wildlife Service April 2018

Note: Maps not to be used for navigation purposes

Walrus may be encountered in this area

Location Map
Cape Seniavin, Alaska

Port Moller

Port Heiden

Alaska Peninsula

Walrus Haulout Location

Alaska Peninsula

AK, 11 JUL 2024 to 5 SEP 2024
Wildlife Sensitive Area: Amak Island Walrus Haulout

See Preceding Flight Advisory for Details

Izembek Lagoon

Cold Bay

Bechevin Bay

Walrus may be encountered in this area

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

Location Map
Amak Island, Alaska
Wildlife Sensitive Area: Cape Sarichef and Oksenof Point Walrus Haulouts

See Preceding Flight Advisory for Details

Walrus may be encountered in these locations

Cape Sarichef

Oksenof Point

Urilla Bay

Bechevin Bay

False Pass

Unimak Island

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
### Notices

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Juneau Visual Check Points | Latitude (NAD 83) | Longitude (NAD 83)
--- | --- | ---
Annex Power | N 58° 19' 03" | W 134° 06' 01"
Arden Point | N 58° 09' 30" | W 134° 10' 37"
Barlow Cove | N 58° 21' 38" | W 134° 53' 26"
Battleship Island | N 58° 21' 34" | W 134° 39' 53"
Bullion Mine | N 58° 15' 08.05" | W 134° 21' 30.32"
Camp 17 | N 58° 22' 03" | W 134° 21' 56"
Coghlan Island | N 58° 23' 13" | W 134° 42' 04"
Cooper Point | N 58° 14' 09" | W 134° 06' 12"
Douglas Heliport | N 58° 19' 56" | W 134° 29' 50"
Dupont Dock | N 58° 13' 40.67" | W 134° 15' 59.24"
Eagle Beach | N 38° 31' 40" | W 134° 49' 35"
Eaglecrest | N 58° 16' 27" | W 134° 30' 46"
Flat Point | N 58° 20' 10" | W 134° 03' 23"
Funter Pass | N 58° 16' 24.25" | W 134° 51' 34.85"
George Rock | N 58° 18' 54" | W 134° 42' 04"
Glory Hole | N 58° 16' 04.45" | W 134° 22' 54.81"
Grizzly Bar | N 58° 23' 28" | W 134° 03' 43"
Hawk Inlet | N 58° 09' 13" | W 134° 45' 59"
Horse and Colt Islands | N 58° 15' 45" | W 134° 43' 56"
Douglas Bridge | N 58° 17' 56" | W 134° 25' 46"
Jaw Point | N 58° 16' 48" | W 134° 04' 52"
Lemon Creek | N 58° 22' 17.35" | W 134° 28' 05.90"
Lower H&M Pass | N 58° 32' 21.55" | W 134° 34' 34.49"
Lucky Me | N 58° 13' 26.05" | W 134° 17' 40.07"
Marmion Island | N 58° 11' 55" | W 134° 15' 25"
Mayflower | N 58° 16' 35.00" | W 134° 23' 04.24"
Mendenhall Lake | N 58° 25' 22" | W 134° 33' 57"
Middle Point | N 58° 14' 54.13" | W 134° 37' 43.35"
North Branch | N 58° 32' 45.76" | W 134° 28' 07.40"
Nugget Valley | N 58° 25' 28.81" | W 134° 29' 56.39"
Outer Point | N 58° 18' 07" | W 134° 41' 18"
Pederson Hill | N 58° 22' 25" | W 134° 38' 00"
Point Bishop | N 58° 12' 03" | W 134° 09' 00"
Point Couverden | N 58° 11' 1" | W 135° 03' 20"
Point Hilda | N 58° 13' 02.34" | W 134° 30' 04.93"
Point Howard | N 58° 17' 22" | W 135° 03' 20"
Point Lena | N 58° 23' 45" | W 134° 46' 39"
Point Retreat | N 58° 24' 41" | W 134° 57' 18"
Portland Island | N 58° 21' 07" | W 134° 45' 31"
Rabbit Ears | N 58° 32' 21.45" | W 134° 30' 13.21"
Rifle Range | N 58° 24' 54" | W 134° 36' 23"
Rock Dump | N 58° 17' 14.05" | W 134° 23' 32.71"
Salisbury Point | N 58° 12' 18.28" | W 134° 13' 06.43"
Salmon Creek | N 58° 19' 49" | W 134° 28' 28"
Sharks Fin | N 58° 28' 41.49" | W 134° 29' 31.17"
Sheep Creek | N 58° 16' 36.77" | W 134° 19' 49.44"
South Shelter Island | N 58° 22' 30" | W 134° 48' 31"
South Tip | N 58° 20' 30" | W 134° 37' 51"
Spaulding Meadows | N 58° 25' 13.67" | W 134° 42' 30.71"
Spencer Pass | N 58° 29' 05.27" | W 134° 26' 01.64"
Spuhn Island | N 58° 20' 05" | W 134° 39' 37"
Suicide Ice Falls | N 58° 27' 51" | W 134° 29' 02"
Sunny Cove | N 58° 18' 12" | W 134° 08' 25"
Thunder Bowl | N 58° 23' 40.25" | W 134° 31' 05.90"
Upper H&M Pass | N 58° 34' 22" | W 134° 32' 02"
West Juneau | N 58° 17' 27.73" | W 134° 26' 56.09"
Windfall Lake | N 58° 30' 22.25" | W 134° 43' 32.00"

### Frequencies

- Juneau RCO | 118.7
- Robert Barron RCO | 121.1
- Juneau Downtown RCO | 122.15
- Juneau FSS | 122.2 118.7
- Juneau CTAF | 118.7
- Juneau ASOS/ATIS | 135.2
- Juneau Tower | 278.3 118.7 120.7
- Juneau Ground Control | 121.9
- National Guard Operations | 124.65
- Anchorage Center | 133.9

AK, 11 JUL 2024 to 5 SEP 2024
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

North

1,500
Outbound

2,000
Inbound

Helicopter Crossing @ 2,200'
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, 11 JUL 2024 to 5 SEP 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.

Aircraft Parking Ramp
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
NEW VEHICLE TRAFFIC PATTERN
UNALASKA RUWNAY 30
November 1, 2008

Vehicles approaching the gates must heed the runway warning system. If the lights are flashing and/or the gates are lowering, prepare to stop.

Gates and lights are controlled by the approaching aircraft.

DO NOT ATTEMPT TO ‘BEAT’ THE GATE!

Any problems, questions, or complaints should be addressed to the Unalaska Airport Manager at (907) 581-1876.
Cook Inlet Area CTAF
122.7

Soldotna Area CTAF
122.5

Office of Primary Responsibility (OPR): AJR - Balaena
Contact Information: (907) 283-1222
Original: January 2024

AK, 11 JUL 2024 to 5 SEP 2024
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

NOTICES 399

AK, 11 JUL 2024 to 5 SEP 2024
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
NOTE:
All landing areas within the depicted boundaries utilize the Designated CTAF Area. Not For Navigation

Legend
- Airport
- High Traffic Points
- Designated CTAF Areas

AK, 11 JUL 2024 to 5 SEP 2024
Lake Clark Pass
VFR Reporting Points
CTAF 122.9
Pilots are requested to monitor and broadcast on CTAF.

Lake Clark Pass Reporting Points

<table>
<thead>
<tr>
<th>Location</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moose Ridge</td>
<td>60°52'49.91&quot;N</td>
<td>152°753.40&quot;W</td>
</tr>
<tr>
<td>East End of Narrows</td>
<td>60°48'20.84&quot;N</td>
<td>152°30'15.88&quot;W</td>
</tr>
<tr>
<td>West End of Narrows</td>
<td>60°51'5.36&quot;N</td>
<td>152°377.54&quot;W</td>
</tr>
<tr>
<td>Glacier Lake</td>
<td>60°49'36.88&quot;N</td>
<td>152°42'1.62&quot;W</td>
</tr>
<tr>
<td>Summit Lake</td>
<td>60°48'2.12&quot;N</td>
<td>152°46'22.44&quot;W</td>
</tr>
<tr>
<td>Glacier Fork</td>
<td>60°45'41.08&quot;N</td>
<td>152°51'54.86&quot;W</td>
</tr>
<tr>
<td>North Fork</td>
<td>60°40'48.43&quot;N</td>
<td>153°8'34.69&quot;W</td>
</tr>
<tr>
<td>Forks</td>
<td>60°38'6.04&quot;N</td>
<td>153°16'41.59&quot;W</td>
</tr>
<tr>
<td>Otter Lake</td>
<td>60°28'41.77&quot;N</td>
<td>153°470.31&quot;W</td>
</tr>
<tr>
<td>Sandbar</td>
<td>60°23'17.95&quot;N</td>
<td>153°49'57.04&quot;W</td>
</tr>
<tr>
<td>Head of Little Lake Clark</td>
<td>60°26'52.73&quot;N</td>
<td>153°36'28.73&quot;W</td>
</tr>
<tr>
<td>Current Creek</td>
<td>60°18'24.44&quot;N</td>
<td>154°0'32.33&quot;W</td>
</tr>
<tr>
<td>Tommy Island</td>
<td>60°14'34.80&quot;N</td>
<td>154°14'49.20&quot;W</td>
</tr>
</tbody>
</table>

Not for Navigation - Supplemental Information Only
Alaskan Region Flight Standards
I. General rule: All segments.

(a) Each person operating an aircraft to within the Anchorage, Alaska, Terminal Area shall operate that aircraft according to the rules set forth in this section and the International, Lake Hood, Merrill, Elmendorf, Bryant, or Seward segments unless otherwise authorized or required by ATC.

(b) Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.

(c) Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.

(d) Except as provided in Elmendorf segment (d) and (e), Bryant segment (b), and Seward segment (a), (b) and (c), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.

(e) Except as provided in Merrill segment (d) and Bryant segment (b), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.

II. General rules: International segment.

(a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,600 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.

III. General rules; Lake Hood segment.

(a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 600 feet MSL until maneuvering for a safe landing requires further descent.

IV. General rules: Merrill segment.

(a) No person may operate an aircraft at an altitude between 600 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.

(b) Each person operating an airplane at a speed of more than 105 knots within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.

(d) Whenever the Merrill ATCT is not operating, each person operating an aircraft either in that portion of the Merrill segment north of midchannel of Knik Arm, or in the Seward Highway segment at or below 1200 feet MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.

V. General rules: Elmendorf segment.

(a) Each person operating a turbine-powered aircraft within this segment shall operate that aircraft at an altitude of at least 1,700 feet MSL until maneuvering for a safe landing requires further descent.

(b) Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within this segment shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.

(c) Each person operating an airplane (other than turbine-powered aircraft) at a speed of 105 knots or less within the segment shall operate that airplane at an altitude of at least 800 feet MSL until maneuvering for a safe landing requires further descent.

(d) A person landing or departing from Elmendorf AFB; may operate that aircraft at an altitude between 1,500 feet MSL and 1,700 feet MSL within that portion of the International and Lake Hood segments lying north of the midchannel of Knik Arm.

(e) A person landing or departing from Elmendorf AFB, may operate that aircraft at an altitude between 900 feet MSL and 1,700 feet MSL within that portion of the Merrill segment lying north of the midchannel of Knik Arm.

(f) A person operating in VFR conditions, at or below 600 feet MSL, north of a line beginning at the intersection of Farrell Road and the long. 149°43’08”W.; thence west along Farrell Road to the east end of Sixmile Lake; thence west along a line bearing on the middle of Lake Lorraine to the northwest bank of Knik Arm; is not required to establish two-way radio communications with ATC.
VI. General rules: Bryant segment.

(a) Each person operating an airplane to or from the Bryant Airport shall conform to the flow of traffic shown on the appropriate aeronautical charts, and while in the traffic pattern, shall operate that airplane at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.

(b) Each person operating an aircraft within the Bryant segment should self-announce intentions on the Bryant Airport CTAF.

VII. General rules: Seward Highway segment.

(a) Each person operating an airplane in the Seward Highway segment shall operate that airplane at an altitude of at least 1,000 feet MSL unless maneuvering for a safe landing requires further descent.

(b) Each person operating an aircraft at or below 1,200 feet MSL that will transition to or from the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward Highway segment. All other persons operating an airplane at or below 1,200 feet MSL in this segment shall contact Anchorage Approach Control.

(c) At all times, each person operating an aircraft above 1,200 MSL shall contact Anchorage Approach Control prior to entering the Seward Highway segment.

VIII. Special requirements, Lake Campbell and Sixmile Lake Airports.

(a) Each person operating an aircraft to or from Lake Campbell or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.
Office of Primary Responsibility (OPR): Air Traffic Organization, Mission Support Services, Policy, Airspace Rules and Regulations
Contact Information: (202)267-8783
Amended: August 2023

AK, 11 JUL 2024 to 5 SEP 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 taxing 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>
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<tr>
<td>BI</td>
<td>Blank Inlet</td>
<td>N 55°16'45&quot;W 131°40'02&quot;</td>
<td>MP</td>
<td>Mountain Point</td>
<td>N 55°17'33&quot;W 131°32'23&quot;</td>
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<tr>
<td>BK</td>
<td>Base KTN USCG</td>
<td>N 55°19'54&quot;W 131°37'32&quot;</td>
<td>PH</td>
<td>Point Higgins</td>
<td>N 55°27'26&quot;W 131°50'02&quot;</td>
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<td>BL</td>
<td>Bostwick Lake</td>
<td>N 55°19'30&quot;W 131°44'40&quot;</td>
<td>VP</td>
<td>Vallenar Point</td>
<td>N 55°25'34&quot;W 131°51'06&quot;</td>
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<tr>
<td>GI</td>
<td>Guard Island</td>
<td>N 55°26'46&quot;W 131°52'54&quot;</td>
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<td>Ward Cove</td>
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<td>GP</td>
<td>Gravina Point</td>
<td>N 55°17'10&quot;W 131°37'06&quot;</td>
<td>WR</td>
<td>Walden Rocks</td>
<td>N 55°16'13&quot;W 131°36'32&quot;</td>
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</table>

Office of Primary Responsibility (OPR): Air Traffic Organization, Mission Support Services, Policy, Airspace Rules and Regulations

Contact Information: (202)267-9783

Amended: August 2023

AK, 11 JUL 2024 to 5 SEP 2024
Ketchikan Visual Checkpoints

Check Point Name - see facing page

Visual Check Point (exact point at base of flag)

Sectional Chart Data for Information Only
Not to be Used for Navigation. Chart Depicted may not be the Current Edition.
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)
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>
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<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>
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<tr>
<td>Anchorage</td>
<td>907–271–5936</td>
<td>7:30 a.m.–4:00 p.m.</td>
<td>907–269–1137</td>
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<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>
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<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>603–879–6889</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>
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<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>
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<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>
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<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>
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<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>
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<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>
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<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>
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<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>
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<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>
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<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>
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<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>
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<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>
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<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>
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<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>
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<tr>
<td>Oakland</td>
<td>310–725–3300</td>
<td>6:30 a.m.–3:00 p.m.</td>
<td>510–745–3331</td>
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<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>
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<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>
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<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.

AK, 11 JUL 2024 to 5 SEP 2024
FAA TELEPHONE NUMBERS
KEY AIR TRAFFIC FACILITIES

417

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
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7:30 a.m.–4:00
7:00 a.m.–3:30

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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
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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.
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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
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615–781–5460
718–656–0335
718–335–5461
973–565–5000
408–982–0750
909–983–7518
407–850–7000
215–492–4100
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412–269–9237
503–493–7500
919–380–3125

718–995–5426
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703–413–0330
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650–876–2883
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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, 11 JUL 2024 to 5 SEP 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
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### FAA Pilot Weather Briefing Numbers

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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.

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AK, 11 JUL 2024 to 5 SEP 2024
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AK, 11 JUL 2024 to 5 SEP 2024
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:

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FAA, Alaska Flight Services, 907–271–5464

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.

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Date: April 2013
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<td>Craig</td>
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AK, 11 JUL 2024 to 5 SEP 2024
CAMERA SITE NAME (in bold type)                   LOCATION
Craig Seaplane                                    61°52.018´N, 158°07.888´W
Crooked Creek                                     70°14.072´N, 148°22.594´W
Deadhorse                                         66°04.604´N, 162°43.759´W
Deering                                           64°03.393´N, 145°43.942´W
Delta Junction                                    59°02.643´N, 158°30.710´W
All West                                          53°55.135´N, 166°30.547´W
Delta Daves                                       53°52.542´N, 166°32.526´W
Dillingham                                        53°54.330´N, 166°32.880´W
Dillingham                                        64°46.569´N, 141°09.816´W
Aleknagik/New                                     58°15.665´N, 134°30.690´W
Shannons Pond Seaplane                           55°56.813´N, 133°40.342´W
Clarks Point                                      60°12.952´N, 162°00.730´W
Ekuk                                              58°12.534´N, 157°22.554´W
Manokotak                                         58°58.274´N, 135°12.247´W
Aleknagik Mission Lodge                          64°37.145´N, 162°16.210´W
Dutch Ballyhoo                                    62°46.678´N 164°32.141´W
Unalaska                                           64°52.552´N, 148°04.073´W
Dutch Haystack                                    62°46.678´N, 164°32.141´W
Unalaska                                           64°52.552´N, 148°04.073´W
Dutch NDB                                         64°44.490´N, 156°56.967´W
Unalaska                                           63°46.529´N, 171°43.799´W
Eagle                                             64°32.653´N, 163°02.04´W
Eagle                                               59°07.134´N, 161°35.322´W
Eaglecrest                                         58°15.665´N, 134°30.690´W
Edna Bay                                           66°34.428´N, 145°12.888´W
Eek                                                64°44.490´N, 156°56.967´W
Eek                                                63°46.529´N, 171°43.799´W
Egegik                                            64°32.653´N, 163°02.04´W
Egegik                                            59°07.134´N, 161°35.322´W
Egegik                                            58°12.534´N, 157°22.554´W
Eldred Rock                                       58°58.274´N, 135°12.247´W
Elim                                              64°37.145´N, 162°16.210´W
Elim                                              62°46.678´N 164°32.141´W
Eskmonak                                          64°52.552´N, 148°04.073´W
Edmonak                                           64°44.490´N, 156°56.967´W
Moses Point                                       63°46.529´N, 171°43.799´W
Ester Dome                                        62°46.678´N, 164°32.141´W
Fairbanks Intl                                    64°52.552´N, 148°04.073´W
Airway                                            64°44.490´N, 156°56.967´W
Bradley Sky Ranch                                66°34.428´N, 145°12.888´W
False Pass                                       54°51.007´N, 163°24.592´W
False Pass                                       64°32.653´N, 163°02.04´W
Fort Yukon                                       59°07.134´N, 161°35.322´W
Fort Yukon                                       58°03.735´N, 134°03.058´W
Galena                                            63°46.529´N, 171°43.799´W
Edward G Pitka Sr                                64°32.653´N, 163°02.04´W
Gambell                                          59°07.134´N, 161°35.322´W
Golovin                                           58°03.735´N, 134°03.058´W
Goodnews Bay                                     62°46.678´N, 164°32.141´W
Golovin                                           64°52.552´N, 148°04.073´W
Grave Point                                      64°52.552´N, 148°04.073´W
Taku Harbor                                      64°52.552´N, 148°04.073´W

AK, 11 JUL 2024 to 5 SEP 2024
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CAMERA SITE NAME (in bold type) | LOCATION
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Ketchikan | 55°21.411'N, 131°42.562'W
Kiana | 66°58.41'N, 160°25.759'W
King Cove | 55°06.870'N, 162°16.248'W
King Salmon | 58°39.89'N, 156°31.46'W
Kiana | 59°56.105'N, 164°01.983'W
Kivalina | 67°43.65'N, 164°32.422'W
Klawock | 55°34.8'N, 133°04.13'W
Knik | 61°25.595'N, 150°04.732'W
Kokhanok | 59°26.371'N, 154°45.389'W
Koliganek | 59°43.578'N, 157°16.013'W
Kotlik | 63°02.130'N, 163°31.933'W
Kotzebue | 66°53.488'N, 162°36.370'W
Koyuk | 64°56.132'N, 161°09.767'W
Kwigillingok | 59°52.206'N, 163°08.899'W
Lake Clark Pass East | 60°45.816'N, 152°24.714'W
Lake Clark Pass RCO | 60°51.332'N, 152°38.352'W
Lake Clark Pass West | 60°22.422'N, 153°53.400'W
Larsen Bay | 57°32.244'N, 153°58.846'W
Lena Point | 58°23.294'N, 134°45.711'W
Level Island | 56°28.046'N, 133°04.982'W
Lime Village | 61°21.293'N, 155°26.144'W
Kipnuk | 59°6.105'N, 164°01.983'W
Kivalina | 67°43.65'N, 164°32.422'W
Klawock | 55°34.8'N, 133°04.13'W
Knik | 61°25.595'N, 150°04.732'W
Knob Ridge | 63°03.952'N, 144°03.750'W
Kodiak | 57°44.827'N, 152°29.556'W
Kodiak | 57°44.827'N, 152°29.556'W
Klawock | 55°34.8'N, 133°04.13'W
Knik | 61°25.595'N, 150°04.732'W
Klawock Seaplane | 63°03.952'N, 144°03.750'W
Kodiak | 57°44.827'N, 152°29.556'W
Kodiak (Lilly Lake) Seaplane | 57°44.827'N, 152°29.556'W
Kodiak Muni | 57°44.827'N, 152°29.556'W
Trident Basin Seaplane | 57°44.827'N, 152°29.556'W
Kokhanok | 59°26.371'N, 154°45.389'W
Koliganek | 59°43.578'N, 157°16.013'W
Koliganek | 59°43.578'N, 157°16.013'W
Koliganek | 59°43.578'N, 157°16.013'W
New Stuyahok | 59°43.578'N, 157°16.013'W
Kwigillingok | 59°52.206'N, 163°08.899'W
Kwigillingok | 59°52.206'N, 163°08.899'W
Kwigillingok Seaplane | 59°52.206'N, 163°08.899'W
Kwigillingok Seaplane | 59°52.206'N, 163°08.899'W
Kongiganak | 59°52.206'N, 163°08.899'W
Lake Clark Pass East | 60°45.816'N, 152°24.714'W
Lake Clark Pass East | 60°45.816'N, 152°24.714'W
Lake Clark Pass RCO | 60°51.332'N, 152°38.352'W
Lake Clark Pass RCO | 60°51.332'N, 152°38.352'W
Lake Clark Pass West | 60°22.422'N, 153°53.400'W
Lake Clark Pass West | 60°22.422'N, 153°53.400'W
Wilder Runway LLC | 57°32.244'N, 153°58.846'W
Wilder Runway LLC | 57°32.244'N, 153°58.846'W
Larsen Bay | 57°32.244'N, 153°58.846'W
Larsen Bay | 57°32.244'N, 153°58.846'W
Karluk Lake Seaplane | 57°32.244'N, 153°58.846'W
Larsen Bay | 57°32.244'N, 153°58.846'W
Larsen Bay | 57°32.244'N, 153°58.846'W
Lena Point | 58°23.294'N, 134°45.711'W
Lena Point | 58°23.294'N, 134°45.711'W
Level Island | 56°28.046'N, 133°04.982'W
Level Island | 56°28.046'N, 133°04.982'W
Lime Village | 61°21.293'N, 155°26.144'W
Lime Village | 61°21.293'N, 155°26.144'W

AK, 11 JUL 2024 to 5 SEP 2024
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CAMERA SITE NAME (in bold type)  
Willow  
Willow  
Willow Seaplane  
Kashwitna Lake Seaplane  
Wrangell  
Wrangell  
Wrangell Seaplane  
Yakutat  
Yakutat  
Yakutat Seaplane  
Dangerous River  
Harlequin Lake  
Yukon River Bridge  
En route – Yukon River Bridge  
Five Mile  

LOCATION

Willow  
61°45.859’N, 150°01.323’W  

Wrangell  
56°29.199’N, 132°23.229’W  

Yakutat  
59°30.119’N, 139°41.305’W  

Yukon River Bridge  
65°56.399’N, 149°51.149’W
A-PAID and MAWS Weather Observation Locations

An A-Paid Observer is a person certified by the National Weather Service (NWS) to provide weather information under the terms of a “per-observation” agreement.

Although the service does not meet the requirements for a basic weather watch, the FAA does provide the telecommunications capability necessary to make the information available to pilots through Flight Service Stations.

The number of daily A-Paid observations taken changes seasonally, no special observations are performed and the hourly reports may be intermittent.

The Mini Automatic Weather System (MAWS) is an electronic observing platform that disseminates an observation every 30 minutes. The MAWS currently deployed are configured to report altimeter, sky condition, present weather, visibility, wind, temperature and dew point.

The NWS initiated these programs to assist them in developing and validating forecasts and neither the A-Paid observers nor the MAWS are located on airports. For more information contact the NWS at (907) 271-5119.

A-Pays:
- 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-BALLOON RELEASES AROUND 1100 UTC
  AND 2300 UTC DAILY.

- OTHER NEW UPPER AIR STATIONS-BALLOON REALEASE
  TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE
  AND/OR EARLY AFTERNOON.

NOTE: FOR RELEASES LATER THAN 1130 UTC AND 2330 UTC, AND
FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED
HOURS, AN AERONAUTICAL INFORMATION MESSAGE
WILL BE FILED.
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.

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**CENTER REMARKS:** PRIMARY/SECONDARY RADAR 150 NM RADIUS FAI VOR UNAVBL 0330–0630 SAT & MON AND 1930–2330 SUN. DEADHORSE AREA ENROUTE RADAR NO NOTAM MAINTENANCE PERIOD 0600–0800 SUN. KING SALMON AREA ENROUTE RADAR NO NOTAM MAINTENANCE PERIOD 1200–1400. FAIRBANKS TERMINAL RADAR ALPHA–NUMERICS NO NOTAM MAINTENANCE PERIOD 0700–0800 WED. MURPHY DOME (FAIRBANKS AREA) ENROUTE RADAR NO NOTAM MAINTENANCE PERIOD 1730–2130 SUN. MIDDLETON ISLAND ENROUTE RADAR NO NOTAM MAINTENANCE PERIOD 0300–0500 SUN. ANCHORAGE CENTER ENROUTE RADAR NO NOTAM MAINTENANCE PERIOD 0330–0630 SAT/SUN/MON. ENROUTE RADAR CONTROL PROVIDED TO TRANSPONDER EQUIPPED ACFT WITHIN 150 NM RADIUS OF DEADHORSE 1400 TO 1100Z/DT 1300 TO 1000Z. EXCEPT FOR BOSWELL BAY; ALL FREQS ARE FOR HIGH AND LOW ALTITUDE USE. BOSWELL BAY IS LOW ONLY.
FLIGHT SERVICE STATION COMMUNICATION FREQUENCIES

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.

BARROW RADIO 121.5 122.2 122.6 123.6 (LAA) (0600–2200; OT CTC FAIRBANKS FSS.)
    POINT LAY RCO 122.4
    WAINWRIGHT RCO 122.5

COLD BAY RADIO 121.5 122.2 123.6 (LAA) (0800–1745; OT CTC KENAI FSS.)
    KING COVE RCO 122.25
    NELSON LAGOON RCO 122.4
    SAND POINT RCO 122.3
    UNALASKA RCO 122.6

DEADHORSE RADIO 121.5 122.2 123.6 (LAA) (0600–2130)
    BARTER ISLAND RCO 122.0
    NUIQSUT RCO 122.5

DILLINGHAM RADIO 121.5 122.3 123.6 (LAA) (0745–2145; OT CTC KENAI FSS.)(LAA PRVDD ON FREQ 123.6.)
    KEMUK MOUNTAIN RCO 122.55 (122.55 MONITORED BY ENA FSS WHEN DLG FSS CLSD.)

FAIRBANKS RADIO 121.5 122.2 124.1 132.65 243.0
    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

HOMER RADIO 121.5 122.2 123.6 (LAA) 243.0 (0600–2130; OT CTC KENAI FSS.)

ILIAMNA RADIO 121.5 122.2 123.6 (1 JUN – 30 SEPTEMBER, 0545–2145; OT CTC KENAI FSS.)(LAA PRVDD ON FREQ 123.6.)
<table>
<thead>
<tr>
<th>Location</th>
<th>Frequency(s)</th>
<th>Notes</th>
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<tbody>
<tr>
<td>JUNEAU RADIO</td>
<td>121.5 122.2 243.0</td>
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<tr>
<td>ALSEK RCO</td>
<td>121.4</td>
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<tr>
<td>CAPE SPENCER RCO</td>
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<tr>
<td>CORDOVA RCO</td>
<td>121.5 122.2 123.6 243.0</td>
<td>(FREQS 123.6 &amp; 122.2 ALSO AVBL AT MERLE K MUDHOLE SMITH.)</td>
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<tr>
<td>DUNCAN CANAL RCO</td>
<td>122.1</td>
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<tr>
<td>GUSTAVUS RCO</td>
<td>121.5 122.65</td>
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<td>HAINES NDB</td>
<td>121.5 122.6</td>
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<td>HOONAH RCO</td>
<td>122.35</td>
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<td>JOHNSTONE POINT VOR/DME</td>
<td>122.1</td>
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<td>JUNEAU DOWNTOWN RCO</td>
<td>122.15</td>
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<tr>
<td>KETCHIKAN RCO</td>
<td>121.5 122.2 123.6 243.0</td>
<td>(OPN HRS KETCHIKAN FSS CLSD.)</td>
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<tr>
<td>LENA POINT RCO</td>
<td>122.25</td>
<td>(WX CAM)</td>
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<tr>
<td>MIDDLETON ISLAND RCO</td>
<td>121.5 122.05 243.0</td>
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<tr>
<td>MOUNT EYAK RCO</td>
<td>122.5</td>
<td>(FREQ 122.5 ALSO AVBL AT CORDOVA MUNI &amp; CORDOVA MUNI SEAPLANE.)</td>
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<tr>
<td>NAKED ISLAND RCO</td>
<td>133.15</td>
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<tr>
<td>POTATO POINT RCO</td>
<td>122.4</td>
<td>(WX CAM)</td>
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<tr>
<td>ROBERT BARRON RCO</td>
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<tr>
<td>SITKA RCO</td>
<td>121.5 122.2 123.6 243.0</td>
<td>(OPN HRS SITKA FSS CLSD.)</td>
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<tr>
<td>SKAGWAY RCO</td>
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<tr>
<td>THOMPSON PASS RCO</td>
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<tr>
<td>VALDEZ RCO</td>
<td>121.5 122.2</td>
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<td>WILLIAMS MOUNTAIN RCO</td>
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<td>YAKATAGA RCO</td>
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<tr>
<td>YAKUTAT VOR/DME</td>
<td>121.5 122.2 123.6 243.0</td>
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AK, 11 JUL 2024 to 5 SEP 2024
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<th><strong>KENAI RADIO</strong></th>
<th>121.5 122.65 243.0 (LAA WHEN ATCT CLSD.)</th>
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<td>AKHIOK RCO</td>
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<td>ANCHORAGE RCO</td>
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<td>ANCHORAGE RCO</td>
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<tr>
<td>ANIAK RCO</td>
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<td>ANVIK RCO</td>
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<tr>
<td>BETHEL RCO</td>
<td>118.7 121.5 122.2 243.0</td>
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<tr>
<td>CANTWELL RCO</td>
<td>122.5</td>
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<tr>
<td>CAPE NEWENHAM RCO</td>
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<tr>
<td>CAPE ROMANZO F RCO</td>
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<tr>
<td>CHIGNIK RCO</td>
<td>122.05</td>
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<tr>
<td>COLD BAY RCO</td>
<td>121.5 122.2 123.6 (OPN HRS COLD BAY FSS CLSD.)</td>
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<tr>
<td>DILLINGHAM RCO</td>
<td>121.5 122.3 123.6 (OPN HRS DILLINGHAM FSS CLSD.)</td>
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<td>GIRDWOOD RCO</td>
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<td>HOMER VOR/DME</td>
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<td>121.5 121.9 122.2 243.0 (FREQ 121.9 AVBL WHEN ATCT CLSD.)</td>
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<td>KIPNUK RCO</td>
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<td>LAKE CLARK PASS WEST RCO</td>
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<td>ST PAUL ISLAND NDB/DME</td>
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<td>WOODY ISLAND RCO</td>
<td>121.5 122.2</td>
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<tr>
<th><strong>KETCHIKAN RADIO</strong></th>
<th>121.5 122.2 123.6 243.0 (0615–2115; OT CTC JUNEAU FSS)(123.6 PRVD 24 HR LAA.)</th>
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<tr>
<td>ANNETTE ISLAND RCO</td>
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<td>BOCA DE QUADRA RCO</td>
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<tr>
<td>HIGH MOUNTAIN RCO</td>
<td>121.2 121.5 243.0</td>
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<tr>
<td>KLAWOCK RCO</td>
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<td>RATZ MOUNTAIN RCO</td>
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<td>SUNNY HAY MOUNTAIN RCO</td>
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<th><strong>KOTZEBUE RADIO</strong></th>
<th>120.3 121.5 122.2 123.6 (LAA) (0700–0000; OT CTC FAIRBANKS FSS.)</th>
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<tr>
<td>AMBLER RCO</td>
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<td>BUCKLAND RCO</td>
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<td>DEERING RCO</td>
<td>122.25</td>
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<tr>
<td>KIVALINA RCO</td>
<td>122.55 (0700–0000 OT CTC FAIRBANKS FSS.)</td>
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<tr>
<td>SELAWIK VOR/DME</td>
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<td>Frequencies</td>
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<td><strong>McGrath Radio</strong></td>
<td>121.5, 122.2, 122.65, 123.6 (LAA) (01 May – 30 Sept, 0900–1845; OT CTC Kenai FSS.)</td>
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<tr>
<td>Nome Radio</td>
<td>121.5, 122.2, 122.45, 123.6 (LAA) 243.0 (0715–2245; OT CTC Fairbanks FSS.)</td>
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<tr>
<td>Northway Radio</td>
<td>121.5, 122.2, 122.65, 123.6 (LAA) 243.0 (0815–1745 1 May – 30 Sep; OT CTC Fairbanks FSS)</td>
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<td>Palmer Radio</td>
<td>122.4, 123.6 (LAA) 134.75 (0800–1800; OT CTC Kenai FSS.)</td>
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<td>Sitka Radio</td>
<td>121.5, 122.2, 123.6 (LAA) 243.0 (0600–2145 OT CTC Juneau FSS)</td>
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<tr>
<td>Talkeetna Radio</td>
<td>121.5, 122.2, 123.6 (LAA) (15 Sep–14 Apr 0800–1745;15 Apr–14 Sep 0800–2000; OT CTC Kenai FSS)</td>
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</table>
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

**GROUND RECEIVER CHECKPOINTS**

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<th>Station</th>
<th>Radial</th>
<th>Distance</th>
<th>Location</th>
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</thead>
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<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>
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### VOR TEST FACILITIES (VOT)

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<thead>
<tr>
<th>City/Facility Name (Ident)</th>
<th>Freq.</th>
<th>Type VOT Facility</th>
<th>Remarks</th>
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</thead>
<tbody>
<tr>
<td>Anchorage/Anchorage (ANC)</td>
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<td>G</td>
<td>Unusbl east of Twy K South of Twy M to Twy R.</td>
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<tr>
<td>Anchorage/Merrill (MRI)</td>
<td>111.0</td>
<td>G</td>
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<tr>
<td>Juneau/Juneau (JNU)</td>
<td>111.0</td>
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</tr>
<tr>
<td>Ketchikan/Ketchikan (ECH)</td>
<td>111.0</td>
<td>G</td>
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</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>
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<tr>
<th>LOCATION</th>
<th>DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC OR GEOGRAPHIC COORDINATES</th>
<th>MAXIMUM ALTITUDE</th>
<th>REMARKS</th>
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<td>14.4 NM; 034° Anchorage</td>
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<td>McGrath</td>
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<td>Palmer, Fairgrounds</td>
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AK, 11 JUL 2024 to 5 SEP 2024
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AK, 11 JUL 2024 to 5 SEP 2024
For station identification simple characteristics consisting of combinations of dots and dashes are used. These combinations and the lengths of the dots, dashes and spaces are chosen for ease of identification. The combinations are not transmitted as morse code and are not referred to as such, but as: (—); (—· ); etc., depending on the combination used. All radiobeacons superimpose the characteristic on a carrier which is on continuously during the period of transmission. This extends the usefulness of marine radiobeacons to aircraft employing automatic radio direction finders.

MARINE RADIO BEACONS

For station identification simple characteristics consisting of combinations of dots and dashes are used. These combinations and the lengths of the dots, dashes and spaces are chosen for ease of identification. The combinations are not transmitted as morse code and are not referred to as such, but as: (—); (—· ); etc., depending on the combination used. All radiobeacons superimpose the characteristic on a carrier which is on continuously during the period of transmission. This extends the usefulness of marine radiobeacons to aircraft employing automatic radio direction finders.
ASSOCIATED DATA

FAA, ALASKA FLIGHT SERVICE STATIONS (FSS)
SPECIAL REPORTING SERVICE

This “Special Reporting” will provide for air/ground reporting on a prearranged schedule, whenever a pilot is planning a flight over any large body of water, swamp (wetlands), or mountainous terrain.

- Contact time intervals and/or geographical locations should be agreed upon by the pilot and the FSS. Ten minute time intervals are desirable but due to limited RCO coverage, may not always be possible.
- If contact is lost for more than 15 minutes, or other agreed upon time interval, Search and Rescue will be initiated.
- Arrangements for this service can be made during preflight briefing or while in flight.
- A flight plan is desirable but not mandatory.
- Air/ground communications capabilities must be evaluated for each request for service.

ENHANCED SPECIAL REPORTING SERVICE (eSRS)

Similar to the original Special Reporting Service and in response to customer requests, eSRS provides that Flight Service will initiate SAR action upon receipt of electronic distress alerting messages, transmitted via satellite from GPS tracking devices located on board an aircraft.

Currently, aircraft utilizing SPOT™, Spidertracks™ and DeLorme inReach™ units are included in the program. Other units may be evaluated and accepted into the program as customer demand requires.

eSRS is a value-added Search and Rescue (SAR) tool. It is intended to enhance and expedite SAR for aircraft on a flight plan. eSRS does not replace a flight plan.

Alert notifications are transmitted to FSS directly, and are intended to reduce the response time upon receipt of an emergency message in comparison to waiting for a flight plan time to expire. eSRS may also provide added protection in the event of ELT failure.

eSRS procedures are intended for use with VFR flight plans originating and terminating within Alaska.

If you would like more information or wish to participate in the eSRS program please call one of the FSS’s below and talk to a staff support specialist:

- Fairbanks Flight Service Station – (907) 474–0388
- Juneau Flight Service Station – (907) 586–7382
- Kenai Flight Service Station – (907) 283–3735

Additional information is available at: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/alaska/esrsak/index.cfm

OPR: Alaska Flight Services

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.af.mil/Info/Alaskan-Airspace-Info/

Yukon 5 MOA
Only active during Major Flying Exercises (MFEs)
5,000' AGL – 17,999' MSL

Yukon 2 MOA
100' 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.

Delta MOA
100’ AGL – 17,999’ MSL

Delta 2 MOA
5,000’ AGL – 17,999’ MSL

Delta 3 MOA
7,000’ MSL – 17,999’ MSL

Delta 4 MOA
5,000’ AGL – 17,999’ MSL

PAXON

High MOA
14,000’ MSL – 17,999’ MSL

Low MOA
Only active during MFEs
500’ AGL – 13,999’ MSL

Fox 1 MOA
5,000’ AGL – 17,999’ MSL

Fox 2 MOA
7,000’ MSL – 17,999’ MSL

Fox 3 High MOA
5,000’ AGL – 17,999’ MSL

Fox 3 Low MOA
500’ AGL – 4,999’ AGL

Viper A/B MOAs
A: 500’ AGL – 9,999’ MSL
B: 10,000’ – 17,999’ MSL

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’ AGL – 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 – FL310
R-2202 D: Above FL 310

Eielson AFB
SFC – FL310

R-2202

Fairbanks

Office of Primary Responsibility (OPR): 354th Range Squadron Airspace Management Office
Contact Information: ALASKAMILITARYAIRSPACE@US.AF.MIL
Amended: August 2023

AK, 11 JUL 2024 to 5 SEP 2024
ALASKA
Western Special Use Airspace

Note: The Special Use Airspace Information Service (SUAIS) is not provided in this region. See Alaska Airspace Info at https://www.jber.jb.mil/Info/Alaskan_Airspace_Info/ for additional information on flying in Alaska.

Office of Primary Responsibility (OPR): 354th Range Squadron Airspace Management Office
Contact Information: ALASKAMILITARYAIRSPACE@US.AF.MIL
Amended: August 2023
Military 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 S, Code 4000 for discrete IFF operations. HC-130 tanker will monitor 122.9 (Valley Traffic).

Routes - Name, Navaid, Radial, Distance

* Talkeetna One
  TKA 197/15-90

  Galena One
  GAL 125/15-150

  Kenai One
  ENA 200/50-100

  Galena Two
  GAL 360/15-90

  Nenana One
  ENN 200/15-90

  King Salmon One
  AKN 180/15-90

  King Salmon Two
  AKN 360/15-90

* Talkeetna One Route will be utilized on a regular weekly basis between 1000-1500 and 1800-2300 hours local time on Monday through Friday.

AK, 11 JUL 2024 to 5 SEP 2024
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.
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<td>23.0</td>
<td>7</td>
<td>44.6</td>
<td>19</td>
<td>66.2</td>
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</table>

### Minutes or Tenths of an Hour

<table>
<thead>
<tr>
<th>Minutes</th>
<th>Tenths of an Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</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>
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<tr>
<td>34 thru</td>
<td>39</td>
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<tr>
<td>40 thru</td>
<td>45</td>
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<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 Next Whole Hour</td>
</tr>
</tbody>
</table>
ASSOCIATED DATA

ICAO INTERNATIONAL PHONETIC ALPHABET/MORSE CODE

A   · –  Alfa (AL–FAH)
B   – · · · Bravo (BRAH–VOH)
C   – · – · Charlie (CHAR–LEE) (or SHAR–LEE)
D   – · ·  Delta (DELL–TAH)
E   ·  Echo (ECK–OH)
F   · · – · Foxtrot (FOKS–TROT)
G   – – –  Golf (GOLF)
H   · · · · Hotel (HOH–TEL)
I   · ·  India (IN–DEE–AH)
J   · · – · Juliet (JEW–LEE–ETT)
K   – – ·  Kilo (KEY–LOH)
L   · · · · Lima (LEE–MAH)
M   – –  Mike (MIKE)
N   – ·  November (NO–VEM–BER)
O   – – –  Oscar (OSS–CAH)
P   · · – · Papa (PAH–PAH)
Q   – – · · Quebec (KEH–BECK)
R   · · ·  Romeo (ROW–ME–OH)
S   · · ·  Sierra (SEE–AIR–RAH)
T   –    Tango (TANG–GO)
U   · · –  Uniform (YOU–NEE–FORM) (or OO–NEE–FORM)
V   · · · · Victor (VIK–TAH)
W   · –    Whiskey (WISS–KEY)
X   – · · · Xray (ECKS–RAY)
Y   – · – · Yankee (YANG–KEY)
Z   – · · · Zulu (ZOO–LOO)
1   · – – – One (WUN)
2   · – – – Two (TOO)
3   · · · – Three (TREE)
4   · · · – Four (FOW–ER)
5   · · · · Five (FIFE)
6   – · · · Six (SIX)
7   – · · · Seven (SEV–EN)
8   – – · · Eight (AIT)
9   – – – – Nine (NIN–ER)
0   – – – – Zero (ZEE–RO)
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 Inertial 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)

- **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 the acronym ‘NO SID’ as the first item of the requested routing. 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 Inertial Navigation Systems should report the wind and altitude both above and below the shear layer.

#### 2. OBSTRUCTION CLEARANCE DURING DEPARTURE

- **a.** IFR departure procedures have been established to assist the pilots conducting IFR flight in avoiding obstructions during climbout to minimum enroute altitude. These procedures are established only at locations where instrument approach procedures are published and when required due to obstructions.
- **b.** These procedures may be a weather ceiling and visibility requirement due to obstructions close in to the airport, or detailed flight maneuvers particularly at locations in mountainous terrain. In many cases obstruction avoidance procedures are incorporated into established SIDs and the SID is referenced as the obstruction avoidance procedure. In this case when a pilot desires to utilize the SID, it should be filed in the flight plan as the first item of the requested routing.
- **c.** U.S. Government Instrument Approach Procedures are being converted to a new chart format (see Advisory Circular 90-1A). Instrument approach charts in the old format have takeoff minimums and departure procedures published on the chart. Procedures published under the revised format do not contain this information. Takeoff minimums are standard (see FAR 91.175 (f and g) unless the symbol ▼ is shown under the minimums box indicating that the separate listing should be consulted. The symbol ▼ is also used when an IFR departure procedure has been established. This listing is provided for each area instrument approach procedure book. (Below is an example of this listing.)

### INSTRUMENT APPROACH PROCEDURES (CHARTS)

**▼ IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES**

**Civil Airports and Selected Military Airports**

**CIVIL USERS:** FAR 91 prescribes take-off rules and establishes take-off minimums as follows:

1. Aircraft having two engines or less — one statute mile.
2. Aircraft having more than two engines — one-half statute mile.

**MILITARY USERS:** Special IFR departure procedures, not published as Standard Instrument Departure (SIDs), and civil take-off minima are included below and are established to assist pilots in obstruction avoidance. Refer to appropriate service directives for take-off minimums.

Airports with IFR take-off minimums other than standard are listed below. Departure procedures and/or ceiling visibility minimums are established to assist pilots conducting IFR flight in avoiding obstructions during climb to the minimum enroute altitude. Take-off minimums and departures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in feet MSL.

**NAME**

**TAKING-OFF MINIMUMS**

**BIG LAKE, AK**

- Rwys 6, 24, 200–1

**FAIRBANKS INTL., AK**

**IFR DEPARTURE PROCEDURE:** W and N bound (190° CW 020°), Rwy 02L/R turn right, climb on 020° to 2000, Rwy 20L climb runway heading to 2000, then climb via assigned route.
d. Each pilot, prior to departing an airport on an IFR flight should consider the type of terrain and other obstructions on or in the vicinity of the departure airport and take the following action.

1) Determine whether a departure procedure and/or Standard Instrument Departure (SID) is available for obstruction avoidance.

(2) Determine if obstruction avoidance can be maintained visually or that the departure procedure should be followed.

(3) At airports where instrument approach procedures have not been published, hence no published departure, procedure determine what action will be necessary and take such action that will assure a safe departure.

PILOT PROCEDURES WITH ARTC CENTERS.

1. RADAR ENVIRONMENT
   a. Discontinue position reports when advised that your aircraft is in radar contact. Subsequent to being advised that the controller has established radar contact this fact will not be repeated to the pilot when he is handed off to another controller. Resume normal position reporting when ATC advises radar contact lost or radar service terminated.

   b. When a radio frequency change is made use the following:
      Anchorage Center (this is) Air Force 12345 at 17,000, over or
      Anchorage Center (this is) Air Force 12345 at 17,000 descending to 10,000, over.

2. NON-RADAR ENVIRONMENT
   A. Normal position reporting procedure, unless advised otherwise by Center.

B. INITIAL CONTACT PROCEDURES IN NON-RADAR ENVIRONMENT
   1. When contact is to be followed by a position report, tell the controller your position, e.g.:
      a. Anchorage Center (this is) Air Force 12345, Big Lake, over.

   2. When contact is to be made at a specific time or place and no position report is required, give estimate of next reporting point and altitude/flight level and the altitude/flight level to which you are descending or climbing.
      Examples:
      a. Anchorage Center (this is) Navy 54321, estimating Kenai four two, at FL 270.
      b. Anchorage (this is) Navy 54321, estimating Kenai four two, at nine thousand descending to five thousand.

   3. A pilot unable to contact a facility on the frequency specified is responsible for initiating contact on another appropriate frequency or through the nearest FSS.

NOTE: ICAO procedures require the decimal point to be spoken as “decimal” and FAA-ATC will honor such usage by military aircraft.

NOTE: Words (this is) may be omitted if no confusion or misinterpretation will result.

AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC) COMMUNICATIONS

1. NORMAL — Communications between ARTCC controllers and pilots of IFR aircraft will be conducted via direct controller-to-pilot communications channels using the appropriate ARTC SECTOR discrete frequency. Pilots will be advised of the frequency to be used and when a frequency change is required. Communications between ARTCC controllers and pilots of IFR aircraft that do not have in-flight tuning capability will be conducted by relay through the FSS.

2. EMERGENCY FREQUIENCIES — 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 ARTCC 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 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:

   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 waterflts 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).

ALTIMETER SETTING LOWEST USABLE FLIGHT LEVEL ADJUSTMENT FACTOR

<table>
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<th>Current Reported</th>
<th>Lowest Usable Flight Level</th>
<th>Adjustment Factor</th>
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<tr>
<td>29.92 or higher</td>
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<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>
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<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>
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<tr>
<td>27.41 to 26.92</td>
<td>210</td>
<td>3000 feet</td>
</tr>
</tbody>
</table>

AK, 11 JUL 2024 to 5 SEP 2024
CRUISING ALTITUDE DIAGRAMS

VFR AND "VFR CONDITIONS ON TOP"

4000' Intervals Beginning at FL 320 (320,360, etc.)

IFR OUTSIDE CONTROLLED AIRSPACE

4000' Intervals Beginning at FL 310 (310,350, etc.)

IFR WITHIN CONTROLLED AIRSPACE

4000' Intervals Beginning at FL 290 (290,330, etc.)

FLIGHT LEVEL 290

FLIGHT LEVEL 180

4000' INTERVALS START AT FL 290

FLIGHT LEVELS BEGIN AT 180

FLIGHT LEVEL 290

FLIGHT LEVEL 180

(Above Flight Level 290 and below to ABOVE 3,000' AGL)

Even Thousands plus 500' (4,500', 6,500', etc. and FL 185, etc.)

Odd Thousands plus 500' (3,500', 5,500', etc. and FL 195, etc.)

ABOVE 3,000' AGL

4000' Intervals Beginning at FL 310 (310,350, etc.)

Odd Thousands (1,000', 3,000', etc. and FL 190, etc.)

Even Thousands (2,000', 4,000', etc. and FL 180, etc.)

4000' Intervals Beginning at FL 290 (290,330, etc.)

Odd Thousands (1,000', 3,000', etc. and FL 190, etc.)

Even Thousands (2,000', 4,000', etc. and FL 180, etc.)

AT ALTITUDES ASSIGNED BY ATC

FLIGHT LEVEL 290

FLIGHT LEVEL 180

(Below Flight Level 290 and below 18,000' MSL)

Even Thousands plus 500' (4,500', 6,500', etc. and FL 185, etc.)

Odd Thousands plus 500' (3,500', 5,500', etc. and FL 195, etc.)

ABOVE 3,000' AGL

UP TO BUT NOT INCLUDING

SURFACE

UP TO BUT NOT INCLUDING

SURFACE

ALL COURSES ARE MAGNETIC
Federal Aviation Regulations impose restrictions and establish priorities with respect to the conduct of Special VFR operations. Basically, the new rules prohibit Fixed Wing Special VFR (FW/SVFR) operations in specified CLASS D/CLASS E airspace and the preamble establishes the policy that IFR Aircraft will be given priority over FW/SVFR aircraft in all other CLASS D/CLASS E airspace. Helicopter special VFR operations are not affected by these changes. FW/SVFR shall be applied as follows:

1. USAF: USAF fixed wing aircraft are not permitted to operate under special VFR conditions within CLASS D/CLASS E airspace.

2. U. S. NAVY, U. S. ARMY AND CIVIL: Where a person has received an appropriate ATC clearance, FAR Part 91.157 permits special VFR operations for fixed wing aircraft within CLASS D/CLASS E airspace with weather minima of 1 mile visibility and clear of clouds. However, special VFR operations for fixed wing aircraft are prohibited at Seattle, Wash. (Seattle-Tacoma Intl Airport) in accordance with FAR Part 91 Appendix D. Special VFR is authorized on PILOT REQUEST ONLY.

VFR ADVISORY INFORMATION

VFR advisory information is provided by numerous radar and non-radar approach control facilities to those pilots intending to land at an airport served by an Approach Control tower. This information includes: wind, runway, traffic and NOTAM information.

Such information will be furnished upon initial contact with concerned approach control facility. The pilot will be requested to change to the tower frequency at a pre-determined time or point, to receive further landing information.

Where available, use of this procedure will not hinder the operation of VFR flights by requiring excessive spacing between aircraft or devious routing. Radio contact points will be based on time or distance rather than on landmarks.

1. Radar Traffic Information Service —When VFR advisory information is provided by approach control facilities, pilots are advised of information on any aircraft observed on the radar scope which, in the judgment of the controller, appears to constitute a potential conflict to the operation of their aircraft.

a. Purpose of the Service —RADAR TRAFFIC INFORMATION SERVICE IS NOT INTENDED TO RELIEVE THE PILOT OF HIS RESPONSIBILITY FOR CONTINUOUS 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.
I. GENERAL

a. Air Traffic Control Radar Beacon System (ATCRBS) is similar to and compatible with military coded radar beacon equipment. Civil Mode A is identical to military Mode 3.

b. Civil and military transponders should be adjusted to the “on” or normal operating position as late as practicable prior to takeoff and to “off” or “standby” as soon as practicable after completing landing roll unless the change to “standby” has been accomplished previously at the request of ATC. IN ALL CASES, WHETHER VFR OR IFR, THE TRANSPONDER SHOULD BE OPERATING WHILE AIRBORNE UNLESS OTHERWISE REQUESTED BY ATC.

c. If entering a U.S. domestic control area from outside the U.S., the pilot should advise on first radio contact with a U.S. radar air traffic control facility that such equipment is available by adding “transponder” to the aircraft identification.

d. It should be noted by all users of the ATC Transponders that the coverage they can expect is limited to “line of sight.” Low altitude or aircraft antenna shielding by the aircraft itself may result in reduced range. Range can be improved by climbing to a higher altitude. It may be possible to minimize antenna shielding by locating the antenna where dead spots are only noticed during abnormal flight altitudes.

e. For ATC to utilize one or a combination of the 4096 discrete codes FOUR DIGIT CODE DESIGNATION will be used. e.g., code 2100 will be expressed as TWO ONE ZERO ZERO.

f. Pilots should be particularly sure to abide by the provisions of subparagraph b above. Additionally, due to the operational characteristics of the rapidly expanding automated air traffic control system. THE LAST TWO DIGITS OF THE SELECTED TRANSPONDER CODE SHOULD ALWAYS READ ‘00’ UNLESS SPECIFICALLY REQUESTED BY ATC TO BE OTHERWISE.

g. Some transponders are equipped with a Mode C automatic altitude reporting capability. This system converts aircraft altitude in 100 foot increments, to coded digital information which is transmitted together with MODE C framing pulses to the interrogating radar facility. The manner in which transponder panels are designed differs, therefore, a pilot should be thoroughly familiar with the operation of his transponder so that ATC may realize its full capabilities.

h. Adjust transponder to reply on the Mode A/3 code specified by ATC and, if equipped, to reply on Mode C with altitude reporting capability activated unless deactivation is directed by ATC or unless the installed aircraft equipment has not been tested and calibrated as required by FAR 91.217. If deactivation is required by ATC, turn off the altitude reporting feature of your transponder. An instruction by ATC to “STOP ALTITUDE SQUAWK, ALTITUDE DIFFERS (number of feet) FEET,” may be an indication that your transponder is transmitting incorrect altitude information or that you have an incorrect altimeter setting. While an incorrect altimeter setting has no effect on the Mode C altitude information transmitted by your transponder (transponders are preset at 29.92), it would cause you to fly at an actual altitude different from your assigned altitude. When a controller indicates that an altitude readout is invalid, the pilot should initiate a check to verify that the aircraft altimeter is set correctly.

i. Pilots of aircraft with operating Mode C altitude reporting transponders should report exact altitude/flight level to the nearest hundred foot increment when establishing initial contact with an air traffic control facility. Exact altitude/flight level reports on initial contact provide air traffic control with information that is required prior to using Mode C altitude information for separation purposes. This will significantly reduce altitude verification requests.

j. The transponder shall be operated only as specified by ATC. Activate the “IDENT” feature only upon request of the ATC controller.

k. Under no circumstances should a pilot of a civil aircraft operate the transponder on Code O000. This code is reserved for military interceptor operations.

l. When making routine code changes, pilots should avoid inadvertent selection of codes 7500, 7600 or 7700 thereby causing momentary false alarms at automated ground facilities. For example, when switching from code 2700 to code 7200, switch first to 2200 then 7200, NOT to 7700 and then 7200. This procedure applies to nondiscrete code 7500 and all discrete codes in the 7600 and 7700 series (i.e., 7600-7677, 7700-7777) which will trigger special indicators in automated facilities. Only nondiscrete code 7500 will be decoded as the hijack code. An aircraft’s transponder code (when available) is utilized to enhance the tracking capabilities of the ATC facility, therefore, pilots should not turn the transponder to standby when making routine code changes.

m. New Transponder and Mode C requirements for aircraft flying above 12,500 and below 18,000 MSL went into effect July 1, 1975. Refer to FAR 91.215 for specific details concerning requirements, exceptions and ATC authorized deviations. In general, the FAR requires aircraft to be equipped with Mode A/3 (4096 codes) and Mode C altitude reporting capability when operating in controlled airspace of the 48 contiguous States and the District of Columbia above 12,500 MSL, excluding airspace at and below 2500 AGL. Pilots should insure that their aircraft transponder is operating on an appropriate or ATC assigned VFR/IFR code and Mode C when operating in such airspace. If in doubt about the operational status or either feature of your transponder while airborne, contact the nearest ATC facility of Flight Service Station and they will advise you what facility you should contact for determining the status of your equipment. Inflight requests for “immediate” deviation may be approved by controllers only when the flight will continue IFR or when weather conditions prevent VFR descent and continued VFR flight in airspace not affected by the FAR. All other requests for deviation should be made by contacting the nearest Flight Service/Air Traffic facility in person or by telephone. The nearest ARTCC Center will normally be the controlling agency and is responsible for coordinating requests involving deviation in other ARTCC areas. (Note: CLASS A and CLASS B airspace deviation requests are handled as they have been in the past.

n. Pilots should be aware that proper application of these procedures will provide both VFR and IFR aircraft with a higher degree of safety in the environment where high-speed closure rates are possible. Transponders substantially increase the capability of radar to see an aircraft and the Mode C feature enables the controller to quickly determine where potential traffic conflicts may exist. Even VFR pilots who are not in contact with ATC will be afforded greater protection from IFR aircraft and VFR aircraft which are receiving traffic advisories. Nevertheless, pilots should never relax their visual scanning vigilance for other aircraft.
2. INSTRUMENT FLIGHT RULES (IFR) FLIGHT PLAN

a. If the pilot cancels an IFR flight plan prior to reaching the terminal area of destination, the transponder should be adjusted according to the instructions below for VFR flight.

b. The transponder shall be operated only as specified by ATC. Activate the “IDENT” feature only upon request of the ATC controller.

3. VISUAL FLIGHT RULES (VFR)

a. Unless otherwise instructed by an Air Traffic Control Facility adjust Transponder to reply on Mode 3/A Code 1200 regardless of altitude.

b. Adjust transponder to reply on Mode C, with altitude reporting capability activated if the aircraft is so equipped, unless deactivation is directed by ATC or unless the installed equipment has not been tested and calibrated as required by FAR 91.217. If deactivation is required and your transponder is so designed, turn off the altitude reporting switch and continue to transmit MODE C framing pulses. If this capability does not exist, turn off MODE C.

4. SPECIAL MILITARY OPERATIONS

(1) NORAD interceptors operating under the AFIO and not under the control of ATC. Code 7777

(2) Aircraft operations which specify frequent or rapid changes in altitude/FL (flight test, olive branch, refueling, etc.) when assigned by ATC. Code 4000

(3) Mission requirements permitting, aircraft operating in restricted/warning areas unless a different code has been assigned by advance coordination or via direct communications with ATC. Code 4000

(4) MODE 3 — Code 4400, has been assigned for aircraft operating above FL600. This code will be preset on the ground and will not be changed in flight. However, the emergency code 7700 can be activated.

5. EMERGENCY OPERATION

a. When an emergency occurs, the pilot of an aircraft equipped with a coded radar beacon transponder, who desires to alert a ground radar facility to his emergency condition, and who cannot establish communications without delay with an air traffic control facility, may adjust the transponder to reply on Mode A/3, Code 7700.

b. Pilots should understand that they may not be within a radar coverage area and that, even if they are, certain radar facilities are not yet equipped to automatically recognize Code 7700 as an emergency signal. Therefore, they should establish radio communications with an air traffic control facility as soon as possible.

6. SPECIAL EMERGENCY

1. A special emergency is a condition of air piracy, or other hostile act by a person(s) aboard an aircraft, which threatens the safety of the aircraft or its passengers.

2. The pilot of an aircraft reporting a special emergency condition should:

a. If circumstances permit, apply distress or urgency radio-telephone procedures.

b. If circumstances do not permit the use of prescribed distress or urgency procedures, the message sent by the aircraft should:

   (1) Be sent on the air-ground frequency in use at the time.
   (2) Consist of as many as possible of the following elements spoken distinctly and in the following order:

      (a) Name of the station addressed (time and circumstances permitting).
      (b) The identification of the aircraft and present position.
      (c) The nature of the special emergency condition and pilot intentions (circumstances permitting).
      (d) If unable to provide (c) above, use code words and/or transponder setting for indicated meanings as follows:

      | Spoken Words                  | Meaning                                      | Transponder Setting |
      |-------------------------------|----------------------------------------------|--------------------|
      | TRANSPONDER SEVEN FIVE ZERO ZERO | Am being hijacked/forced to a new destination | Mode 3/A, Code 7500 |

3. Code 7500 will never be assigned by air traffic control without prior notification from the pilot that his aircraft is being subjected to unlawful interference. The pilot should refuse the assignment of code 7500 in any other situation and inform the controller accordingly. Code 7500 will trigger the special emergency indicator in all radar ATC facilities.

4. Air traffic controllers will acknowledge and confirm receipt of transponder code 7500 by asking the pilot to verify it. If the aircraft is not being subjected to unlawful interference, the pilot should respond to the query by broadcasting in the clear that he is not being subjected to unlawful interference. Upon receipt of this information, the controller will request the pilot to verify the code selection depicted in the code selector windows in the transponder control panel and change the code to the appropriate setting. If the pilot replies in the affirmative or does not reply the controller will not ask further questions but will flight follow, respond to pilot requests and notify appropriate authorities.

CONTINUED ON NEXT PAGE
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.
Calls to air traffic control (ATC) facilities (ARTCCs, Towers, FSSs, Central Flow, and Communications Control Centers) over radio and ATC operational telephone lines (lines used for operational purposes such as controller instructions, briefings, opening and closing flight plans, issuance of IFR clearances and amendments, counter hijacking activities, etc.) may be monitored and recorded for operational uses such as accident investigations, accident prevention, search and rescue purposes, specialist training and evaluation, and technical evaluation and repair of control and communications systems.

PILOT PROCEDURES WITH FAA FLIGHT SERVICE (MILITARY)

I. FLIGHTS DEPARTING "P" FIELDS
File flight plan with FAA Flight Service. If IFR within control zone or area get ARTC clearance before take-off. For those airports not within local calling distance of a FSS, leased telephone services are provided to the nearest station. One such service, Foreign Exchange (FX), permits dialing a local number which will connect to the distant FSS at the cost of a local call. Another is interphone, which is a private line extension to the nearest FSS. If neither of these services is available, call the nearest FSS by long distance collect.

NOTE: Flights departing within or proposing penetration of an ADIZ will file flight plan in writing or by telephone with an appropriate aeronautical facility prior to take-off.

II. FILING OF FLIGHT PLAN
Pilots filing flight plans or arrival reports with FAA Flight Service Station will do so by visiting or calling a FAA station. Such messages WILL NOT be filed with FAA control towers except when no other means of communication is available.

The following information is required for clearance from non-military airports:

1. Type of Flight Plan.
2. Aircraft Identification.
3. Type of aircraft/TD Code.
4. Estimated True Air Speed.
5. Departure time.
6. Cruising altitude.
7. Point of departure.
8. Route of flight.
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
/A— 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.)
III. POSITION REPORTING PROCEDURE

1. IFR — Report all compulsory reporting points. Flights not conducted on airways and jet routes report over each reporting point used on the flight plan to define the route of flight.

2. VFR
   a. FL 180 and above — report at least every 300 NM.
   b. Below 18,000 ft MSL — report at least every 200 NM.

ADIZ PROCEDURES (MILITARY)

I. GENERAL: An Air Defense Identification Zone (ADIZ) is an airspace of defined dimensions within which certain rules for the security control of aircraft are mandatory in the interest of National Security. See below for salient operation procedures and DoD FLIP Area Planning (AP/1) for charts of the U.S. and Canadian Air Defense Identification Zones and additional procedures and details.

NOTE: In the event of the declaration of an Air Defense Emergency SECURITY CONTROL RULES will become effective. These rules are included in the published SCATANA Plan.

II. FILING OF AND ADHERENCE TO FLIGHT PLAN

A. FILING OF FLIGHT PLAN

1. When a flight penetrates or operates within an ADIZ, a DVFR (Defense Visual Flight Rules) or IFR Flight Plan will be filed in writing or by telephone with an appropriate aeronautical facility prior to takeoff. For flights originating outside an ADIZ, on other than established airways, the Remarks Section will include time, position, and altitude anticipated when penetrating the outer limits of the ADIZ. For flights entering an ADIZ or originating within an ADIZ, on other than established airways, the Remarks Section will include the time, position, and altitude within the ADIZ where the pilot anticipates turning toward land. This information should be marked “Pass to Air Defense Radar (PADRA).” Omission of or failure to update this correction information may preclude positive identification which will require intercept to confirm identity as well as filing of alleged ADIZ violation.

B. REVISION OF FLIGHT PLANS

1. No deviation will be made from a DVFR or IFR flight plan unless prior notification is given to an appropriate aeronautical facility.

2. Transmit corrected information to appropriate aeronautical facility immediately if it becomes evident that flight plan cannot be adhered to. (See next paragraph for allowable tolerances for adherence to flight plan or air traffic clearance.) The pilot will request that any revision to a flight plan, including remarks, be passed to the appropriate ARTCC and with instructions to pass to Air Defense Radar (PADRA). Failure to do so may require air defense reaction as indicated in Paragraph II. A. above.

C. ALLOWABLE TOLERANCES FOR ADHERENCE TO ADIZ FLIGHT PLAN

1. Time. Plus or minus five minutes from an estimate over a reporting point or point of penetration. Pilots departing from an airfield which has no tower facility will be required to make a good 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. Measurements taken during such conditions will be reported as wet runway (WR). Measurements taken when water or slush is present on an ice covered runway 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:

<table>
<thead>
<tr>
<th>Runway Condition Reading (RCR)</th>
<th>Equivalent Braking Action</th>
<th>% Increase in landing roll</th>
</tr>
</thead>
<tbody>
<tr>
<td>02 to 05</td>
<td>Nil</td>
<td>100% or more</td>
</tr>
<tr>
<td>06 to 12</td>
<td>Poor</td>
<td>99% to 46%</td>
</tr>
<tr>
<td>13 to 18</td>
<td>Fair (Medium)</td>
<td>45% to 16%</td>
</tr>
<tr>
<td>19 to 25</td>
<td>Good</td>
<td>15% to 0</td>
</tr>
</tbody>
</table>

Runway surface conditions and RCR readings as reported by base operations are appended to hourly aviation weather observations in coded form based on the following:

| Wet Runway | WR             |
| Slush on Runway | SLR            |
| Loose Snow on Runway | LSR          |
| Packed Snow on Runway | PSR          |
| Ice on Runway   | IR             |
| Patchy conditions (Ice, Snow, or Water)* | P             |
| Runway Sanded   | SANDED         |

*Code P will be used when the rwy is less than fully covered by the coded RSC element. After patchy, a wet or dry report will be added to describe the portions of the rwy not covered by ice, snow or slush.

EXAMPLES

- Packed snow on runway; decelerometer reading of 15 PSR 15
- Ice on runway; decelerometer reading of 05. Conditions patchy; remainder of runway wet IRO5P/WET
- Loose snow on runway; decelerometer reading of 20 LSR20
- Ice on runway; decelerometer reading of 05. Condition patchy, runway sanded IRO5P SANDED

NOTE: The Air Force is conducting tests to determine the actual runway condition reading (RCR) of all USAF runways under wet runway conditions. As the tests are completed, the information will be included within the Airport/Facility Remarks for each base.
NOTAM action is not required when performing routine preventive maintenance with USN facilities indicated below. Equipment will be immediately returned to operation or NOTAM action taken if weather conditions deteriorate below ceiling or visibility requirements listed. Also NOTAM action will be taken if equipment cannot be returned to operation within the specified time period.

### Radio/Radar Facilities and Service

<table>
<thead>
<tr>
<th>Facility</th>
<th>Days</th>
<th>Specified Time Periods ①</th>
</tr>
</thead>
<tbody>
<tr>
<td>Search Radar</td>
<td>Sat-Sun</td>
<td>0800–1000</td>
</tr>
<tr>
<td>(ASR)</td>
<td>Mon thru Fri</td>
<td>0200–0400</td>
</tr>
<tr>
<td>Precision</td>
<td>Sat-Sun</td>
<td>1000–1200</td>
</tr>
<tr>
<td>Radar (PAR)</td>
<td>Mon thru Fri</td>
<td>0400–0600</td>
</tr>
<tr>
<td>TACAN</td>
<td>Sat-Sun</td>
<td>1500–1600</td>
</tr>
<tr>
<td>VOR</td>
<td>Sat-Sun</td>
<td>1400–1500</td>
</tr>
<tr>
<td>LF/MF</td>
<td>Sat-Sun</td>
<td>1700–1800</td>
</tr>
<tr>
<td>(Rbn-Range)</td>
<td>Sat-Sun</td>
<td>1700–1800</td>
</tr>
<tr>
<td>ILS</td>
<td>Sat-Sun</td>
<td>1600–1700</td>
</tr>
<tr>
<td>UHF Rbn</td>
<td>Any Day</td>
<td>0800–1000</td>
</tr>
</tbody>
</table>

① Deviations to this schedule are approved. Submit deviations via appropriate FLIP correction addressee for inclusion under Radio/Nav Remarks.

USA/USN—Locations with two or more Instrument Approach Aids, ceiling 3000’, visibility 5 SM, locations with a single Instrument Approach Aid, sky condition scattered, visibility 5 SM.

USAF—Preventive Maintenance Inspection (PMI), Maintenance Period (MP) Schedules are published under applicable NAVAID, ILS/RADAR or Terminal FLIP RADAR Minima listings. Associated weather criteria, other than 3000’ ceiling, 5 statute mile visibility forecast during MP plus one hour, is reported as part of the schedule. For example, (1500/3+1) where 1500 is the ceiling in feet, 3 is the visibility in statute miles and +1 (plus 1) indicates forecast during maintenance period plus one hour.

### CIVIL PROCEDURES

#### AIR TRAFFIC CONTROL PROCEDURES

**Recording and Monitoring**

Calls to air traffic control (ATC) facilities (ARTCCs, Towers, FSSs, Central Flow, and Communications Control Centers) over radio and ATC operational telephone lines (lines used for operational purposes such as controller instructions, briefings, opening and closing flight plans, issuance of IFR clearances and amendments, counter hijacking activities, etc.) may be monitored and recorded for operational uses such as accident investigations, accident prevention, search and rescue purposes, specialist training and evaluation, and technical evaluation and repair of control and communications systems.

#### REPORTING OF MALFUNCTIONS OF NAVIGATION AIDS AND COMMUNICATIONS EQUIPMENT — FAA

1. **APPLICABILITY**

   This special Federal Aviation Regulations applies to the operation of aircraft within Controlled Airspace under Instrument Flight Rules of Part 91 of Federal Aviation Regulations.

2. **MALFUNCTION REPORTS**

   The pilot in command shall report immediately to Air Traffic Control any inflight malfunction of navigation or Air/Ground communications equipment as listed below:

   a. Loss of VOR, TACAN, ADF, or low frequency navigation receiver capability or,
   b. complete or partial loss of ILS receiver capability or
   c. impairment of Air Ground communications capability.
   d. Loss of airborne navigational radar.

3. **SUBSTANCE OF REPORTS**

   Each report required under paragraph 2 hereof shall include the following:

   a. Aircraft identification.
   b. The equipment affected
   c. The degree to which capability of the pilot to operate IFR in the Air Traffic Control System is impaired and
   d. The nature and extent of assistance desired from Air Traffic Control: The exact nature and degree of assistance available from the ATC system will vary considerably. It is, therefore, essential that the pilot inform the controller of the assistance needed. If no assistance is required, normal handling may be expected. If special handling is requested, the ATC controller will provide maximum amount of assistance, consistent with the equipment at his disposal and the proper performance of his control functions with respect to other IFR aircraft. Should the circumstances warrant greater attention and priority handling with respect to other IFR aircraft, the pilot should then declare an Emergency.
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/traffic control microphone check.

4. If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).

5. If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or DAT/, as appropriate.
6. Information on navigation capability is provided to ATC for clearance and routing purposes.

2. Surveillance equipment and capabilities

ENTER N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable, OR ENTER one or more of the following descriptors, up to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board. Enter no more than one transponder code (Modes A, C, or S)

SSR Modes A and C:
- A Transponder - Mode A (4 digits - 4096 codes)
- C Transponder - Mode A (4 digits - 4096 codes) and Mode C

SSR Mode S:
- E Transponder - Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
- H Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
- I Transponder - Mode S, including aircraft identification, but no pressure-altitude capability
- L Transponder - Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
- P Transponder - Mode S, including pressure-altitude, but no aircraft identification capability
- S Transponder - Mode S, including both pressure-altitude and aircraft identification capability
- X Transponder - Mode S with neither aircraft identification nor pressure-altitude capability

NOTE — Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B:
- B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability
- B2 ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability
- U1 ADS-B "out" capability using UAT
- U2 ADS-B "out" and "in" capability using UAT
- V1 ADS-B "out" capability using VDL Mode 4
- V2 ADS-B "out" and "in" capability using VDL Mode 4

NOTE — File no more than one code for each type of capability, e.g. file B1 or B2 and not both

ADS-C:
- D1 ADS-C with FANS 1/A capabilities
- G1 ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

EXAMPLE:
ADE3RV/HB2U2V2G1

NOTE — Additional surveillance application should be listed in Item 18 following the indicator SUR/.

3. In order to provide course guidance and assist sequencing into the Anchorage Terminal Area, aircraft filed over McGrath (MCG) or Sparrevohn (SQA) and landing at Ted Stevens Anchorage International Airport or Elmendorf Air Force Base should file the following STARs: from over MCG, file the TAGER arrival; from over SQA, file the AMOTT arrival. If unable to fly the STAR, advise ATC prior to reaching MCG or SQA for alternate instructions.

FLIGHT PLAN — VFR

Pilots are encouraged to give their departure times directly to the flight service station with which the flight plan was filed. This will ensure more efficient flight plan service and permit the FSS to advise you of significant changes in aeronautical facilities or meteorological conditions. The following procedures are in effect: when a VFR flight plan 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, 11 JUL 2024 to 5 SEP 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-numeric
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-numeric (see FAA Order 7360.1, Aircraft Type Designators)
   c. Wake Turbulence Category: H - Heavy (300,000 lbs. or more); M - less than 300,000 lbs and more than 15,500 lbs;
      L - less than 15,500 lbs.
5. Block 10 Equipment: see Aeronautical information Manual for Nav/comm and transponder codes
6. Block 13
   a. Departure Aerodrome: ICAO identifier (four-character alphabetic code)
   b. Departure Time: four-digit time UTC
7. Block 15
   a. Cruising Speed: N - followed by four-digit Knots; M - followed by three-digit Mach number; K - followed by four-digit
      Kilometers per hour
   b. Cruising Level: A - followed by three-digit Altitude below 18,000 ft.; F - followed by three-digit Flight Level
   c. Route of Flight: Fixes, nav aids, airways, latitude/longitude
8. Block 16
   a. Destination Aerodrome: ICAO identifier (four-character alphabetic code)
   b. Total estimated en route time: four-digit time in hours and minutes
   c. Alternate Aerodrome: ICAO identifier (four-character alphabetic code)
   d. Second Alternate Aerodrome: ICAO identifier (four-character alphabetic code)
9. Block 18 Other Information: Special fields which may be required on some flight plans
10. Block 19 Supplementary Information:
    a. Endurance: fuel on board, in hours and minutes
    b. Persons on board
    c. Emergency Radio*
    d. Survival Equipment*
    e. Jackets*
    f. Dinghies*
    g. Aircraft color and markings
    h. Remarks*
    i. Pilot-in-Command
* Optional Information

FLIGHT PLAN—MASTER FLIGHT PLAN PROGRAM

The master flight plan program was established for the owners/operators of aircraft in Alaska. A Master Flight Plan is intended to record static information on an aircraft, not on a pilot. Only one Master Flight Plan, therefore, will be accepted per aircraft from the owner/operator. Master Flight Plan files are maintained by Flight Service Stations (FSS's) for aircraft based within Alaska. Aircraft owners/operators may file a Master Flight Plan with a FSS on line, in person, or via mail, phone, or fax. FSS's will forward Master Flight Plan information to the appropriate support personnel for entry into the database. A Master Flight Plan on file with any Alaskan FSS will be accepted by all Alaskan Region FSS's. Upon receipt of Master Flight Plan information, the FSS staff enters the information into the statewide database. The Master Flight Plan becomes effective when the owner/operator is notified by the FSS support specialist. This can be accomplished either verbally upon receipt of the Master Flight Plan, or by other written or electronic means (fax, e-mail, phone, etc.).

Master flight plans must contain the following data:

1. Aircraft identification.
2. Aircraft type/special equipment codes (ICAO).
3. Airspeed.
4. Remarks, if any. (Radios, navigation equipment, floats, skis, other)
5. Owner or operator’s name, physical address, and phone number.
6. Owner or operator’s mailing address.
7. Aircraft home base, including tie-down number if available.
9. Names and phone numbers of 24-hour coordination contacts.
10. Optional items:
    a. Maximum fuel capacity in hours and minutes.
    b. Emergency equipment on board.
    c. Satellite tracking device information (see Enhanced Special Reporting Service (eSRS) in the Associated Data section of this chart supplement).

Aircraft owners/operators are responsible for ensuring the Master Flight Plan information on file for their aircraft is current. Changes in Master Flight Plan data or aircraft ownership should be reported to Flight Service immediately. Failure to provide updated information could cause unnecessary delays in search and rescue activities. Pilots who do not update Master Flight Plan information may be excluded from the program.
When filing a flight plan for an aircraft with a Master Flight Plan on file, provide the following information:

1. Type of flight plan.
2. Type of aircraft.
3. Equipment code if IFR.
4. Departure point.
5. Departure time or activation time.
6. Proposed altitude if IFR.
7. Route of flight.
8. Destination.
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.
### INTERCEPTION SIGNALS

**ICAO STANDARD**

<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>AIRPLANES: DAY–Rocking wings from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading.</td>
<td>You have been intercepted. Follow me.</td>
<td>AIRPLANES: DAY–Rocking wings and following.</td>
<td>Understood, will comply.</td>
</tr>
<tr>
<td></td>
<td>NIGHT–Same and, in addition, flashing navigational lights at irregular intervals.</td>
<td></td>
<td>NIGHT–Same and, in addition, flashing navigational lights at irregular intervals.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NOTE 1.–Meteorological conditions or terrain may require the intercepting aircraft to take up a position slightly above and ahead of, and to the right of, the intercepted aircraft and to make the subsequent turn to the right.</td>
<td></td>
<td>NOTE 2.–If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race–track patterns and to rock its wings each time it passes the intercepted aircraft.</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>AIRPLANES: DAY or NIGHT–Rocking wings.</td>
<td>Understood, will comply.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>HELICOPTERS: DAY or NIGHT–Rocking aircraft.</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.</td>
<td>Land at this aerodrome.</td>
<td>AIRPLANES: 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>NIGHT–Same and, in addition, showing steady landing lights.</td>
<td></td>
<td>NIGHT–Same and, in addition, showing steady landing lights (if carried).</td>
<td></td>
</tr>
<tr>
<td></td>
<td>HELICOPTERS: 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>
## 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>
</tbody>
</table>

| 5      | AIRPLANES:                    | Cannot comply. | DAY or NIGHT—Use Series 2 signals prescribed for intercepting aircraft. | Understood. |
|        | DAY or NIGHT—Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights. | | | |

| 6      | AIRPLANES:                    | In distress. | DAY or NIGHT—Use Series 2 signals prescribed for intercepting aircraft. | Understood. |
|        | DAY or NIGHT—Irregular flashing of all available lights. | | | |

**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.

EQUAL SIGNAL STRENGTH CIRCLE

![Diagram of equal signal strength circle]

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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.
EMERGENCY PROCEDURES
SEARCH AND RESCUE

1. GENERAL
a. Search and Rescue is a life-saving service provided through the combined efforts of the FAA, Military Services, Coast Guard, State Boards, Aeronautic Commissions or other similar state agencies who are assisted by other organizations such as the Civil Air Patrol, Sheriffs Air Patrol, State Police, etc. It provides search, survival aid, and rescue of personnel of missing or crashed aircraft.

b. Prior to departure on every flight, local or otherwise, someone at the departure point should be advised of your destination and the route of flight if other than direct. Search efforts are often wasted and rescue is often delayed because of pilots who thoughtlessly take off without telling anyone where they are going.

c. All you need to remember to obtain this valuable protection is:
   (1) File a Flight Plan with an FAA Flight Service Station in person or by telephone or radio.
   (2) Close your flight plan with the appropriate authority immediately upon landing.
   (3) If you land at a location other than the intended destination, report the landing to the nearest FAA Flight Service Station.
   (4) If you land enroute and are delayed more than 30 min., report this information to the nearest FSS.
   (5) Remember that if you fail to report within one-half hour after your ETA, a search will be started to locate you.

d. If a crashed aircraft is observed:
   (1) Determine if crash is marked with yellow cross; if so, crash has already been reported and identified.
   (2) Determine, if possible, type and number of aircraft and whether there is evidence of survivors.
   (3) Fix, as accurately as possible, exact location of crash.
   (4) If circumstances permit, orbit scene to guide in other assisting units relieved by another aircraft.
   (5) Transmit information to nearest FAA or other appropriate radio facility.
   (6) Immediately after landing, make a complete report to nearest FAA, Air Force, or Coast Guard installation. Report may be made by long distance collect telephone.

e. To assist survival and rescue in the event of a crash landing the following advice is given:
   (1) For flight over uninhabited land areas, it is wise to take suitable survival equipment depending on type of climate and terrain.
   (2) If forced landing occurs at sea, chances for survival are governed by degree of crew proficiency in emergency procedures and by effectiveness of water survival equipment.
   (3) If it becomes necessary to ditch, distressed aircraft should make every effort to ditch near a surface vessel. If time permits, the position of the nearest vessel can be obtained from a Coast Guard Rescue Coordination Center through the FAA facility.
   (4) The rapidity of rescue on land or water will depend on how accurately your position may be determined. If flight plan has been followed and your position is on course, rescue will be expedited.
   (5) Unless you have good reason to believe that you will not be located by search aircraft, it is better to remain near your aircraft and prepare means for signalling whenever aircraft approach your position.

f. Search and Rescue facilities include:
   (1) Rescue Coordination Centers;
   (2) Search and Rescue aircraft;
   (3) Rescue vessels;
   (4) Pararescue and ground rescue teams;
   (5) Emergency radio fixing.

2. CLOSE YOUR FLIGHT PLAN
a. The control tower does not automatically close VFR flight plans since many of the landing aircraft are not operating on flight plans. It remains the responsibility of a pilot to close his own flight plan. This will prevent a needless search.

3. NATIONAL SEARCH AND RESCUE PLAN
a. Under the National Search and Rescue Plan, the U.S. Coast Guard is responsible for coordination of search and rescue for the Maritime Region, and the U.S. Air Force is responsible for coordination of search and rescue for the CONUS-Inland Region, and the Unified Commander for the coordination of search and rescue for the overseas theaters (Alaska). In order to carry out this responsibility the Air Force, the Coast Guard and Unified Commanders have established Rescue Coordination Centers to direct search and rescue activities within their regions. This service is available to all persons and property in distress, both civilian and military. Normally, for aircraft incidents, information will be passed to the Rescue Coordination Centers through the appropriate Air Route Traffic Control Center or Flight Service Station.

4. INADVERTENT OPERATION OF EMERGENCY LOCATOR TRANSMITTERS
In addition to depleting the batteries, accidental triggering of ELTs or improper test procedures could cause an unnecessary search. The on/off switch should be checked prior to and upon completion of each flight, and the ELT should be stored in a secure place until needed.
SEARCH AND RESCUE

The map below shows the location of remote transceivers (called RCAGs) in Alaska. They are used by Air Traffic Control for IFR operations. Aircraft in an emergency and unable to communicate in the normal way could contact overflying aircraft and ask them to relay messages. Example: If you are in the Galbraith Lake area, IFR aircraft will be monitoring the Galbraith RCAG. All RCAG frequencies are listed under Anchorage Center.
EMERGENCY PROCEDURES

COAST GUARD RESCUE COORDINATION CENTERS
(Operates 24 hours a day)

Juneau

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 frequency 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.

AK, 11 JUL 2024 to 5 SEP 2024
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.

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.

AK, 11 JUL 2024 to 5 SEP 2024
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 specified 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 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 (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.

3. FUEL CHECK: Close fist with the thumb extended and perform drinking motion with thumb touching the oxygen mask.

4. HEFOE SYSTEM: Clench fist and hold it at top of canopy, then close fist and extend three fingers horizontally (indicating 600 lbs.).

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 —

DAY OR MOONLIGHT: Rocking from side to side.

NIGHT: Making green flashes with signal lamp.

DAY OR MOONLIGHT: Making a complete right hand circle.

NIGHT: Making red flashes with signal lamp.

B. BODY SIGNALS

INSTRUCTIONS: If you are able to attract the attention of the pilot of a rescue airplane, the body signals illustrated below can be used to transmit messages to him as he circles over your location. Stand in the open when you make the signals. Be sure that the background, as seen from the air, is not confusing. Go through the motions slowly and repeat each signal until you are positive that the pilot understands you.

NEED MEDICAL ASSISTANCE
OUR RECEIVER IS OPERATING
USE DROP MESSAGE
AFFIRMATIVE (YES)
NEGATIVE (NO)
ALL O. K. DO NOT WAIT

DO NOT ATTEMPT TO LAND HERE
LAND HERE
NEED MECHANICAL HELP OR PARTS
CAN PROCEED SHORTLY WAIT IF PRACTICAL
PICK US UP — PLANE ABANDONED
C. INTERNATIONAL GROUND/AIR EMERGENCY CODE

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 SIGNALS
GROUND-AIR VISUAL CODE FOR USE BY SURVIVORS

<table>
<thead>
<tr>
<th>No.</th>
<th>MESSAGE</th>
<th>CODE SYMBOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Require assistance</td>
<td>√</td>
</tr>
<tr>
<td>2</td>
<td>Require medical assistance</td>
<td>X</td>
</tr>
<tr>
<td>3</td>
<td>No or Negative</td>
<td>N</td>
</tr>
<tr>
<td>4</td>
<td>Yes or Affirmative</td>
<td>Y</td>
</tr>
<tr>
<td>5</td>
<td>Proceeding in this direction</td>
<td>↑</td>
</tr>
</tbody>
</table>

If in doubt use International symbol **SOS**

### GROUND-AIR VISUAL CODE FOR USE BY GROUND SEARCH PARTIES

<table>
<thead>
<tr>
<th>NO.</th>
<th>MESSAGE</th>
<th>CODE SYMBOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Operation completed</td>
<td>L L L</td>
</tr>
<tr>
<td>2</td>
<td>We have found all personnel</td>
<td>L L L</td>
</tr>
<tr>
<td>3</td>
<td>We have found only some personnel</td>
<td>++</td>
</tr>
<tr>
<td>4</td>
<td>We are not able to continue. Returning to base</td>
<td>X X</td>
</tr>
<tr>
<td>5</td>
<td>Have divided into two groups. Each proceeding in direction indicated.</td>
<td>← →</td>
</tr>
<tr>
<td>6</td>
<td>Information received that aircraft is in this direction</td>
<td>→ → →</td>
</tr>
<tr>
<td>7</td>
<td>Nothing found, Will continue search.</td>
<td>N N</td>
</tr>
</tbody>
</table>
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 Vandenberg AFB, CA or call sign “ABNORMAL TWO ZERO” located at Wheeler AFB, HI may be contacted on USB frequencies 5700 and 13218 KHz. HQ ACC Post can be contacted at DSN 574–7771/2224.

VIII. RECOMMENDED PROCEDURES FOR ANY EMERGENCY PHASE (UNCERTAINTY — ALERT — DISTRESS — LOST)

A. If flying at low altitude climb if possible to increase chance of radio or radar contact. (Permitted in emergency only if IFR in controlled airspace.)

B. If equipped with “IFF”, switch to “EMERGENCY”. If equipped with SIF, set master code control to “EMERGENCY”, Mode 3 switch in, Mode 3 dial code 77 (new code 7700). NOTE: The pilot should understand that he may not be within a radar coverage area and that, even if he is, certain radar facilities are not yet equipped to automatically recognize “EMERGENCY” and Code 7700 as emergency signals. Therefore, he should establish radio communication with an air traffic control facility as soon as possible.
C. If time permits, contact controlling agency and give nature of distress and pilot’s intentions.

D. If unable to contact controlling agency, transmit following distress message to any agency on assigned or any of the frequencies listed.

<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. INDICATED AIRSPEED

5. ALTITUDE

6. FUEL REMAINING (in hours and minutes)

7. NATURE OF EMERGENCY

8. PILOT’S INTENTIONS (bail out, ditching, crash landing, etc.)

9. ASSISTANCE DESIRED (fix, steer, bearing, escort, etc.)

10. 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 "F" 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 Ammd 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 underlie not-to-scale distance depictions or symbols.

AK, 11 JUL 2024 to 5 SEP 2024
INSTRUMENT APPROACH PROCEDURES (CHARTS)

LEGEND

AIRPORT DIAGRAM/AIRPORT SKETCH

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

REFERENCE FEATURES
- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Self-Serve Fuel #
- Tanks
- 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 AlightingAreas

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 1/4 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 symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE:
- All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

Displaced Threshold
Runway Identification
Runway Heading (Magnetic)
Visual Screen
EMAS
Movement Area Dimensions (in feet)
Runway Dimensions (in feet)
Runway End Elevation
Runway ELEV 164
9000 X 200
Runway Dimensions (in feet)
023.2°
1000 X 200
Runway Heading (Magnetic)
EMAS
Movement Area Dimensions (in feet)

SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.
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><strong>ANCHORAGE</strong></td>
<td><strong>HS 1</strong></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>ELMENDORF AFB (EDF)</td>
<td><strong>HS 2</strong></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><strong>HS 3</strong></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><strong>HS 4</strong></td>
<td>Int of Rwy 16–34 and Twy M is high rwy incursion lctn; possibility of unauthd vehicular tfc.</td>
</tr>
<tr>
<td><strong>ANCHORAGE</strong></td>
<td><strong>HS 1</strong></td>
<td>Acft taxiing via Twy E to Twy G and Twy K to Rwy 33 sometimes miss the turn from Twy G on to Twy K and continue on Twy G across Rwy 07L–25R by mistake, especially with rstd visibility.</td>
</tr>
<tr>
<td>TED STEVENS ANCHORAGE INTL (ANC)</td>
<td><strong>HS 2</strong></td>
<td>Acft taxiing to Twy K via Twy E may confuse hold short instructions for Rwys 07R–25L and 07L–25R. Twy D signage may not be visible from Twy E hold positions.</td>
</tr>
<tr>
<td><strong>BETHEL</strong></td>
<td><strong>HS 1</strong></td>
<td>Acft ldg Rwy 01L sometimes turn onto Rwy 30 instead of Twy G.</td>
</tr>
<tr>
<td>BETHEL (BET)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>KENAI</strong></td>
<td><strong>HS 1</strong></td>
<td>Acft taxiing via Twy E to prk sometimes turn on Twy A instead of apn Twy J.</td>
</tr>
<tr>
<td>KENAI MUNI (ENA)</td>
<td><strong>HS 2</strong></td>
<td>Twy A, Twy F, Twy H, and Twy G complex int, sometimes causing confusion.</td>
</tr>
</tbody>
</table>

AK, 11 JUL 2024 to 5 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

ATIS
124.4
FAIRBANKS TOWER
118.3  257.8
GND CON
121.9
CINC DEL
127.6

JANUARY 2020
ANNUAL RATE OF CHANGE
0.3° W

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM

ATIS
134.45
KODIAK TOWER
119.8  239.0
GND CON
121.9

FBO RAMP

TRANSENT
GENERAL AVIATION
RAMP

FIELD
ELEV
79

EMAS

ELEV
22

ELEV
6

ELEV
61

ELEV
21

ELEV
26

ELEV
37

7534 X 150

112.5

-0.6% UP

-257.5

077.5

57°45'N

57°44'N

182

152°31'W

152°30'W

152°29'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AK, 11 JUL 2024 to 5 SEP 2024
Submitting Pilot Weather Reports (PIREPs)

1. UA - Routine PIREP / UUA - Urgent PIREP

2. /OV - Location: Use Airport or NAVAID identifiers only.
   - Location can be reported as a single fix, radial DME, or a route segment (Fix- Fix)
   - Examples: /OV LAX, /OV LAX-SL2120L005, /OV PDZ-PSP.

3. /TM – Time: When conditions occurred or were encountered.
   - Use 4 digits in UTC.
   - Examples: /TM 1645, /TM 0915

4. /FL - Altitude/Flight Level
   - Use 3 digits for hundreds of feet. If not known, use UNKN.
   - Examples: /FL095, /FL130, /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, FV015SM
   - Unrestricted visibility use FV99SM.
   - Use standard weather contractions e.g.: RA, SH, TS, HZ, FG, -, +
   - Examples: /WX FV01SM +SHRA, /WX FV10 SM -RA BR.

8. /TA - Air temperature (Celsius): Required when reporting icing
   - 2 digits, unless below zero, then prefix digits with M.
   - Examples:/TA 15, /TA 04 /TA M06

9. /WV - Wind: Direction in 3 digits, speed in 3 or 4 digits, followed by KT.
   - Examples: /WV 270045KT, /WV 080110KT

10. /TB - Turbulence:
    - Report intensity using LGT, MOD, SEV, or EXTRM
    - Report duration using INTMT, OCNL or CONS when reported by pilot.
    - Report type using CAT or CHOP when reported by pilot.
    - Include altitude only if different from /FL.
    - Use ABV or BLO when limits are not defined.
    - Use NEG if turbulence is not encountered.
    - Examples: /TB OCNL MOD, /TB LGT CHOP, /LGT 060, /TB MOD BLO 090, / TB NEG

11. /IC - Icing:
    - Report intensity using TRACE, LGT, MOD or SEV
    - Report type using RIME, CLR, or MX
    - Include altitude only if different than /FL.
    - Use NEG if icing not encountered.
    - Examples: /IC LGT-MOD RIME, /IC SEV CLR 028-045, /IC NEG

12. /RM - Remarks: Use to report phenomena that does not fit in any other field.
    - Report the most hazardous element first.
    - Name of geographic location from /OV field fix.
    - Examples: /RM LLWS +/-15KT SFC-003 DURC RWY22 JFK
    - /RM MTL 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

AK, 11 JUL 2024 to 5 SEP 2024
# PIREP FORM

3 or 4 letter Identifier

<p>| | | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
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</tbody>
</table>

**1.**  
UA  
UUA  
Routine  
Urgent

| 2. | /OV | Location |
| 3. | /TM | Time |
| 4. | /FL | Altitude/Flight Level |
| 5. | /TP | Aircraft Type |

Items 1 through 5 are mandatory for all PIREPs

| 6. | /SK | Sky Condition |
| 7. | /WX | Flight Visibility & Weather |
| 8. | /TA | Temperature (Celsius) |
| 9. | /WV | Wind |
| 10. | /TB | Turbulence |
| 11. | /IC | Icing |
| 12. | /RM | Remarks |

FAA Form 7110-2 (9/19) Supersedes Previous Edition

AK, 11 JUL 2024 to 5 SEP 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/TD Code
4. Estimated True Airspeed
5. Original Destination (if applicable)
6. Departure Point
7. Position and Time
8. New Route and Altitude/FL
9. New Destination (if applicable)
10. ETE or ETA
11. Fuel Endurance
12. Alternate (if required)
13. Station where original flight plan filed.
B. CHANGE OF ETA BY MORE THAN 30 MINUTES
1. Aircraft Identification
2. Position and Time
3. “IFR (or VFR) to (destination)”
4. “New ETA – and hours of fuel remaining”

III. FILING FLIGHT PLANS
1. Aircraft Identification
2. Flight Rules
3. Type of Flight
4. Number of Aircraft
5. Type of Aircraft
6. Wake Turbulence Category
7. Aircraft Surveillance Code
8. Departure Aerodrome
9. Proposed Departure Time
10. Estimated True Airspeed(ETE)
11. Cruising Altitude/FL
12. Route of Flight
13. Destination Aerodrome
14. Estimated Time Enroute (ETE)
15. First Alternate
16. Second Alternate
17. Other Information
18. Fuel Endurance
19. Persons onboard
20. Emergency Equipment
21. Color of Aircraft
22. Pilot’s Name/Contact Information

NOTE: Request available NOTAM and weather information for new route and destination.