<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Components or Visual Aids Table</td>
<td>A1</td>
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<tr>
<td>Explanation of Terms/Landing Minima Data</td>
<td>B1</td>
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<tr>
<td>General Information</td>
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<td>Legend—IAP Planview</td>
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<td>Legend—IAP Profile</td>
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<td>Legend—Standard Terminal Arrival Charts</td>
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<td>Legend—Departure Procedure Charts</td>
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<td>Legend—Airport Diagram/Sketch</td>
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</tr>
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<td>Legend—Approach Lighting Systems</td>
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<td>Index of Terminal Charts and Minimums</td>
<td>K1</td>
</tr>
<tr>
<td>IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors)</td>
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<td>M1</td>
</tr>
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<td>N1</td>
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</tr>
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<td>Page 1</td>
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<td>Rate of Climb/Descent Table</td>
<td>Inside Back Cover</td>
</tr>
<tr>
<td>Area of Coverage</td>
<td>Back Cover</td>
</tr>
</tbody>
</table>

**CORRECTIONS, COMMENTS AND/OR PROCUREMENT**

**FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:**
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD 20910-3281
Telephone: 1-800-638-8972
[https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/)

For inquiries regarding military charts, please contact aerohelp@nga.mil

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For digital products, visit our website at: [https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/)

For a list of approved FAA Print Providers, visit our website at: [https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/](https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/)

Frequently asked questions (FAQ) are answered on our website at: [https://www.faa.gov/go/ais](https://www.faa.gov/go/ais)
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4
## INOP COMPONENTS OR VISUAL AIDS TABLE

(For Civil Use Only)

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

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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td>RVR</td>
<td>To ½ mile</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid to Sidestep Runway</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
</tbody>
</table>

(5) All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>½ mile</td>
</tr>
</tbody>
</table>
**IFR LANDING MINIMA**

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

**LANDING MINIMA FORMAT**

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

### Category Limits

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>(200-½)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-½)</td>
<td>1440/50</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1½</td>
<td>1740-2</td>
</tr>
</tbody>
</table>

**COLD TEMPERATURE AIRPORTS**

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

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

**COLD TEMPERATURE ERROR TABLE**

<table>
<thead>
<tr>
<th>REPORTED TEMP °C</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>3000</th>
<th>4000</th>
<th>5000</th>
</tr>
</thead>
<tbody>
<tr>
<td>+10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>90</td>
</tr>
<tr>
<td>0</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>170</td>
<td>230</td>
<td>260</td>
</tr>
<tr>
<td>-10</td>
<td>30</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>190</td>
<td>260</td>
<td>300</td>
</tr>
<tr>
<td>-20</td>
<td>40</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>170</td>
<td>200</td>
<td>250</td>
<td>300</td>
</tr>
<tr>
<td>-30</td>
<td>50</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>200</td>
<td>250</td>
<td>300</td>
</tr>
<tr>
<td>-40</td>
<td>60</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>200</td>
<td>250</td>
<td>300</td>
<td>350</td>
<td>400</td>
</tr>
<tr>
<td>-50</td>
<td>70</td>
<td>70</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>220</td>
<td>240</td>
<td>300</td>
<td>350</td>
<td>400</td>
</tr>
</tbody>
</table>

**AIRCRAFT APPROACH CATEGORIES**

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

**MANEUVERING TABLE**

<table>
<thead>
<tr>
<th>Approach Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots)</td>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
</tr>
</tbody>
</table>

**COLD TEMPERATURE AIRPORTS**

NOTE: A **R**-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment.

For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:
### TERMS/LANDING MINIMA DATA

**CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE**

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

**STANDARD CIRCLING APPROACH MANEUVERING RADIUS**

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the C symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

**EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS**

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the C symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

**Comparable Values of RVR and Visibility**

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

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>½</td>
</tr>
<tr>
<td>1800</td>
<td>½</td>
</tr>
<tr>
<td>2000</td>
<td>½</td>
</tr>
<tr>
<td>2200</td>
<td>½</td>
</tr>
</tbody>
</table>

**RADAR MINIMA**

<table>
<thead>
<tr>
<th>RWY GP/TCH/RPI</th>
<th>DA/MDA-VIS</th>
<th>HAT (HAA)</th>
<th>CEIL-VIS CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT (HAA)</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>ABCDE</td>
<td>195/16</td>
<td>100</td>
<td>(100-1¼)</td>
<td>100</td>
<td>(100-1¼)</td>
</tr>
<tr>
<td></td>
<td>ABCDE</td>
<td>187/16</td>
<td>100</td>
<td>(100-1¼)</td>
<td>100</td>
<td>(100-1¼)</td>
</tr>
<tr>
<td>ASR</td>
<td>ABC</td>
<td>560/40</td>
<td>463</td>
<td>(500-1¼)</td>
<td>560/50</td>
<td>463</td>
</tr>
<tr>
<td></td>
<td>AB</td>
<td>600/50</td>
<td>513</td>
<td>(600-1)</td>
<td>600/60</td>
<td>513</td>
</tr>
<tr>
<td></td>
<td>AB</td>
<td>560-1¼</td>
<td>463</td>
<td>(500-1¼)</td>
<td>560-1½</td>
<td>463</td>
</tr>
<tr>
<td>CIR</td>
<td>AB</td>
<td>560-1¼</td>
<td>503</td>
<td>(600-1½)</td>
<td>560-1½</td>
<td>503</td>
</tr>
</tbody>
</table>

*Radar Minima:*

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown—not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1 1/4.

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

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

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

**A** Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

**NA** Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.
GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPS, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPS with the (FAA-O) designation have been developed by an authorized non-FAA service provider. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

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

CHART CURRENCY INFORMATION

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 Effective Date Amdt 2B 12MAR09

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

★ Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) 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 are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.
GENERAL INFO 24137

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box

From WINRZ, UBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU. 
DME required for LOC only. 

Circling to Rwy 25 NA at night. 
For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

KEY MIKE

FUNCTION

7 times within 5 seconds
Highest intensity available
5 times within 5 seconds
Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds
Lowest intensity available (Lower REIL or REIL-off)
## ABBREVIATIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
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<tr>
<td>AF</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
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<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
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<td>APCH</td>
<td>Approach</td>
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<td>APP CON</td>
<td>Authorization Required</td>
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<td>AR</td>
<td>Arrival</td>
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<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
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<td>ATIS</td>
<td>Airport Surface Surveillance Systems</td>
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<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
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<tr>
<td>AWOS</td>
<td>Automated Weather Observing System</td>
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<td>AZ</td>
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<td>BC</td>
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<td>Controller Pilot Data Link Communication</td>
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<td>Common Traffic Advisory</td>
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<td>CW</td>
<td>Clockwise</td>
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<td>DA</td>
<td>Decision Altitude</td>
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<tr>
<td>DER</td>
<td>Departure End of Runway</td>
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<td>DH</td>
<td>Decision Height</td>
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<td>DME</td>
<td>Distance Measuring Equipment</td>
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<td>DTHR</td>
<td>Displaced Threshold</td>
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<tr>
<td>DVA</td>
<td>Diverse Vector Area</td>
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<td>ELEV</td>
<td>Elevation</td>
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<td>Engineered Material Arresting System</td>
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<td>Final Approach Fix</td>
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<td>FD</td>
<td>Flight Director System</td>
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<td>Fan Marker</td>
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<td>FMS</td>
<td>Flight Management System</td>
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<td>GBAS</td>
<td>Ground Based Augmentation System</td>
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<td>GCO</td>
<td>Ground Communications Outlet</td>
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<tr>
<td>GLS</td>
<td>Ground Based Augmentation System Landing System</td>
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<td>GP</td>
<td>Glidepath</td>
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<td>GPI</td>
<td>Ground Point of Interception</td>
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<td>GPS</td>
<td>Global Positioning System</td>
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<td>GS</td>
<td>Glide Slope</td>
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<td>HAA</td>
<td>Height above Airport</td>
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<td>HAL</td>
<td>Height above Landing</td>
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<td>HAT</td>
<td>Height above Touchdown</td>
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<td>HATH</td>
<td>Height above Threshold</td>
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<td>Heliport Crossing Height</td>
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<td>HGS</td>
<td>Heads-up Guidance System</td>
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<td>HIRL</td>
<td>High Intensity Runway Lights</td>
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<td>HUD</td>
<td>Head-up Display</td>
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<tr>
<td>IAF</td>
<td>Initial Approach Fix</td>
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<td>ICAO</td>
<td>International Civil Aviation Organization</td>
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<tr>
<td>IF</td>
<td>Intermediate Fix</td>
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<td>IM</td>
<td>Inner Marker</td>
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<td>INOP</td>
<td>Inoperative</td>
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<td>INT</td>
<td>Intersection</td>
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<td>K</td>
<td>Knots</td>
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<tr>
<td>KIASS</td>
<td>Knots Indicated Airspeed</td>
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<td>LAAS</td>
<td>Local Area Augmentation System</td>
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<tr>
<td>LDA</td>
<td>Localizer Type Directional Aid</td>
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<td>Ldg</td>
<td>Landing</td>
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<td>Low Intensity Runway Lights</td>
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<td>LNAV</td>
<td>Lateral Navigation</td>
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<td>LOC</td>
<td>Localizer</td>
</tr>
<tr>
<td>LP</td>
<td>Localizer Performance</td>
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<tr>
<td>LPV</td>
<td>Localizer Performance with Vertical Guidance</td>
</tr>
<tr>
<td>LR</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
</tr>
<tr>
<td>MAA</td>
<td>Maximum Authorized Altitude</td>
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<tr>
<td>MALS</td>
<td>Medium Intensity Approach Light System</td>
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<td>MALSF</td>
<td>Medium Approach Lighting System with Sequenced Flashers</td>
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<tr>
<td>MALSR</td>
<td>Medium Intensity Approach Light System with RAIL</td>
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<tr>
<td>MAP</td>
<td>Minimum Approach Point</td>
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<td>MDA</td>
<td>Minimum Descent Altitude</td>
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<td>Minimum Intensity Runway Lights</td>
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<td>MM</td>
<td>Middle Marker</td>
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<tr>
<td>MRA</td>
<td>Minimum Reception Altitude</td>
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<td>Not Applicable</td>
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<tr>
<td>NA</td>
<td>Not Authorized</td>
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<tr>
<td>NDB</td>
<td>Non-directional Radio Beacon</td>
</tr>
<tr>
<td>NM</td>
<td>Nautical Mile</td>
</tr>
<tr>
<td>NoPT</td>
<td>No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
</tr>
</tbody>
</table>

Outlet

Ground Communications

System

Ground Based Augmentation

Fan Marker

Flight Management System

Ground Based Augmentation

Outlet
## ABBREVIATIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
</tr>
<tr>
<td>ODP</td>
<td>Obstacle Departure Procedure</td>
</tr>
<tr>
<td>OM</td>
<td>Outer Marker</td>
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<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
</tr>
<tr>
<td>PDC</td>
<td>Pre-Departure Clearance</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>R</td>
<td>Radial</td>
</tr>
<tr>
<td>RA</td>
<td>Radio Altimeter setting height</td>
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<tr>
<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
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<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
</tr>
<tr>
<td>REIL</td>
<td>Runway End Identifier Lights</td>
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<tr>
<td>RF</td>
<td>Radius-to-Fix</td>
</tr>
<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
</tr>
<tr>
<td>RNAV</td>
<td>Area Navigation</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Performance Navigation</td>
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<tr>
<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
</tr>
<tr>
<td>RRL</td>
<td>Runway Remaining Lights</td>
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<tr>
<td>Rwy</td>
<td>Runway</td>
</tr>
<tr>
<td>RVR</td>
<td>Runway Visual Range</td>
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<tr>
<td>S</td>
<td>Straight-in</td>
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<tr>
<td>SALS</td>
<td>Short Approach Light System</td>
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<tr>
<td>SALSF</td>
<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
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<tr>
<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>SSALR</td>
<td>Simplified Short Approach Light System with RAIL</td>
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<tr>
<td>SSALS</td>
<td>Simplified Short Approach Lighting System</td>
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<tr>
<td>SDF</td>
<td>Simplified Directional Facility</td>
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<tr>
<td>SM</td>
<td>Statute Mile</td>
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<tr>
<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
</tr>
<tr>
<td>SR-SS</td>
<td>Sunrise-Sunset</td>
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<tr>
<td>TAA</td>
<td>Terminal Arrival Area</td>
</tr>
<tr>
<td>TAC</td>
<td>TACAN</td>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
</tr>
<tr>
<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
</tr>
<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
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<tr>
<td>THR</td>
<td>Threshold</td>
</tr>
<tr>
<td>TODA</td>
<td>Takeoff Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
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<tr>
<td>TR</td>
<td>Track</td>
</tr>
<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
</tr>
<tr>
<td>VDA</td>
<td>Vertical Descent Angle</td>
</tr>
<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
</tr>
<tr>
<td>VGSI</td>
<td>Visual Glide Slope Indicator</td>
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<td>VNAV</td>
<td>Vertical Navigation</td>
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<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
**PLANVIEW SYMBOLS**

**ROUTES**
- Procedure Track
- Feeder Route
- Missed Approach
- Visual Flight Path
- Procedure Track
- Procedure Turn (Type degree and point of turn optional)
- Minimum Route Altitude
- Mileage

**MINIMUM ROUTE ALTITUDES**
- Mandatory Altitude
- Recommended Altitude
- Minimum Altitude
- Maximum Altitude

**INDICATIONS OF AIRSPEED**
- Mandatory Airspeed
- Minimum Airspeed
- Maximum Airspeed
- Recommended Airspeed

**RADIO AIDS TO NAVIGATION**
- VOR
- VORTAC
- TACAN
- VOR/DME
- DME
- NDB
- NDB/DME
- LOM (Compass locator at Outer Marker)
- Marker Beacon
- Marker beacons that are not specifically part of the procedure.

**HOLDING PATTERNS**
- Hold-in-lieu of Procedure Turn
- Missed Approach
- Arrival
- HOLD
- HOLD 8000
- HOLD 10000

**HOLDING PATTERN WITH MAXIMUM RESTRICTED AIRSPEED**
- (175K) applies to all altitudes.
- (210K) applies to altitudes above 6000' to and including 14000'.
- Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.
- Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
- DME fixes may be shown.

**FIXES/ATC REPORTING REQUIREMENTS**
- Reporting Point
- Waypoint
- MAP WP (Flyby)
- MAP WP (Flyover)
- Flyover Point
- Computer Navigation Fix (CNF): No ATC Function
- "x" omitted when it is a MAP
- Primary NAVAID
- Secondary NAVAID
- TACAN or DME NAVAID
- SCOTT
- Chan 59
- SKE
- VHF
- Paired Frequency
- Chan 92
- 362 AK

**ALTIMETERS**
- Recommended Altitude
- Mandatory Block
- Minimum Altitude
- Maximum Altitude

**INDICATIONS OF ALTITUDE**
- Mandatory Altitude
- Minimum Route Altitude
- Maximum Altitude
- Recommended Altitude

**RADIO AIDS TO NAVIGATION**
- VOR
- VORTAC
- TACAN
- VOR/DME
- DME
- NDB
- NDB/DME
- LOM (Compass locator at Outer Marker)
- Marker Beacon
- Marker beacons that are not specifically part of the procedure.
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

TERMINAL ARRIVAL AREA (TAA)

MISCELLANEOUS

SPECIAL USE AIRSPACE

AIRPORTS

OBSTACLES

DISTANCE NOT TO SCALE

INTERNATIONAL BOUNDARY

AIRDEFENSE IDENTIFICATION ZONE

Primary and Secondary (named in planview)
Civil
Seaplane Base
Joint (Civil-Military)

Spot Elevation
Obstacle
Highest Obstacle

Highest Spot Elevation
Group of Obstacles
Doubtful accuracy
LEGEND 22251

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°.

2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°.

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: 3.00°.

On Copter procedures this is depicted in the following format: 7.30°.

ILS or LOC APPROACH

- Glide Slope
- Glide Slope Intercept Altitude
- FAF (non-precision approaches)
- Missed Approach Point
- Missed Approach Track
- Holding Pattern
- Visual Descent Point (VDP)
- Visual segment below MDA/DA is clear of obstacles on 34:1 slope.
- (Absence of shaded area indicates 34:1 is not clear or Visual Segment-Obstacles.)

RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE

- GP 3.00°
- TCH 38
- VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 23).

NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES

- Vertical Descent Angle (VDA)
- Threshold Crossing Height
- ABC VOR
- ABC 3.3
- BEQ 5.9
- TF
- GP 3.00° TCH 52
- ZITNI
- LACIP
- JOMPU
- HODPA
- RW12
- RW14L
- RW12
- RW12
- RW12
- RW12

RNP APPROACH WITH TF AND RF SEGMENTS

- Bearings shown on all (even consecutive) TF segments. No bearings shown on RF segments.

Descent from Holding Pattern

- ABC VOR
- ABC 3.3
- RF
- RW14L

ALTITUDES

- 3500 Mandatory Altitude
- 3000 Recommended Altitude
- 2500 Minimum Altitude
- 3000 Mandatory Block Altitude
- 4000 Maximum Altitude

PROFILE SYMBOLS

- Glide Slope/Glidepath Intercept Altitude and Final approach fix for vertically guided approach procedures.
- Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

Visual Descent Point (VDP)
## STANDARD TERMINAL ARRIVAL (STAR) CHARTS

### RADIO AIDS TO NAVIGATION

**Compulsory:**
- VOR
- VORTAC
- DME
- NDB/DME

**Non-Compulsory:**
- VOR
- VORTAC
- DME
- NDB/DME

Legend:
- (T) indicates frequency protection range
- (Y) TACAN must be placed in "Y" mode to receive distance information

**FIXES/ATC REPORTING REQUIREMENTS**
- Unnamed DME fix
- Reporting Point (Compulsory)
- Reporting Point (Non-Compulsory)
- Obvious DME (DME mileage matches route mileage)
- Waypoint (Compulsory)
- Waypoint (Non-Compulsory)
- Flyover Point
- Computer Navigation Fix (CNF) - No ATC Function

### AIRPORTS
- Civil
- Military
- Joint (Civil-Military)

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

### FLIGHT PATHS

#### ROUTES
- MAA FL200: Maximum Authorized Altitude
  - 4500 MEA-Minimum Enroute Altitude
  - 3500 MOCA-Minimum Obstruction Clearance Altitude
- 270° Arrival Route
- 65 Mileage between Radio Aids, Reporting Points, and Route Breaks

#### SPECIAL USE AIRSPACE
- R-352: Military Operations Area
- P-Prohibited
- A-Alert
- W-Warning
- MAA FL200: Maximum Authorized Altitude
- MEA-Minimum Enroute Altitude
- MOCA-Minimum Obstruction Clearance Altitude

### ALTITUDES
- 5500 Mandatory Altitude (Cross at)
- 2300 Minimum Altitude (Cross at or above)
- 4800 Maximum Altitude (Cross at or below)
- 15000 Block Altitude
- 12000 Altitude change at other than Radio Aids to Navigation

### INDICATED AIRSPEED
- 175K Mandatory Airspeed
- 120K Minimum Airspeed
- 250K Maximum Airspeed

### MISCELLANEOUS
- Changeover Point
- Air Defense Identification Zone

### LEGEND
- 23334
LEGEND 23334

DEPARTURE PROCEDURE (DP) CHARTS

**RADIO AIDS TO NAVIGATION**

- **Compulsory:**
  - VOR
  - VORTAC
  - DME
  - NDB/DME

- **Non-Compulsory:**
  - VOR
  - VORTAC
  - DME
  - NDB/DME

**MARKER BEACON** (LOC/DME)

- *LOC* (Localizer Course Deviation Indicator)
- *DME* (Distance Measuring Equipment)

**LOCALIZER FRONT COURSE**

- Shading on left

**LOCALIZER BACK COURSE**

- (Shading on left)

**TACAN or DME NAVAID BOX**

- **SCOTT**
  - Chan 59
  - SKE
  - (112.2)

- **VHF PAIRED FREQUENCY**

- **VOR/DME TACAN**

**MARKER BEACON**

- *LOM* (Compass locator at outer marker)

**INDICATED AIRSPEED**

- **Mandatory Airspeed**
  - **MIA**
  - **MDA**

**AIRPORTS**

- **Civil**
- **Military**
- **Heliport**

**MINIMUM SAFE ALTITUDE (MSA)**

- **MSA CRW 2.5 NM**
  - **4500**
  - **4100**
  - **090°**
  - **270°**
  - **5300**
  - **4700**

**SPECIAL USE AIRSPACE**

- **R** Restricted
- **W** Warning
- **P** Prohibited
- **A** Alert

**INDICATED AIRSPEED**

- **Mandatory Airspeed**
  - **175K**
  - **120K**
  - **250K**

**AIRPORTS**

- **Civil**
- **Military**
- **Heliport**
- **Joint (Civil-Military)**

**PROHIBITED AREAS**

- **Air Defense Identification Zone**
  - **Air Defense Identification Zone**

**FACILITY IDENTIFIER**

- **Facility Identifier**

**MISSING GPS DATA**

- **Distance not to scale**

**DEPARTURE PROCEDURE**

- **Procedures entry published.**
**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**AIRPORT DIAGRAM/AIRPORT SKETCH**

**LEGEND**

**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.

**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

**ARRESTING SYSTEM** (EMAS)
- Unidirectional
- Bidirectional
- Jet Barrier

**NOTE:**
- Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.
- Runway TDZ elevation
- Runway Slope
- Runway slope measured to midpoint on runways 8000 feet or longer.

**REFERENCE FEATURES**
- U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.
- Approach light symbols are shown in the Flight Information Handbook.
- Airport diagram scales are variable.
- True/magnetic North orientation may vary from diagram to diagram
- Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.
- Positional accuracy within ± 600 feet unless otherwise noted on the chart.
- Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

**NOTE:**
- A symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.
- All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

**LEGEND**

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.
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., $\bigcirc$, $\Box$, etc.

A dot "\*\*" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., $\bigcirc$. Negative symbology, e.g., $\Box$, $\triangledown$ indicates Pilot Controlled Lighting (PCL).

**CATEGORY I APPROACH LIGHTING SYSTEM**

**ALSF-1**

- 1500'-1200' (High Intensity)
- Length 1500 feet
- Sequenced flashing lights

**CATEGORY II APPROACH LIGHTING SYSTEM**

**ALSF-2**

- 2400'/3000' (High Intensity)
- Length 2400/3000 feet
- Sequenced flashing lights

**SHORT APPROACH LIGHTING SYSTEM**

**SALS/SALSF**

- 1500'-1200' (High Intensity)
- Length 1500 feet
- Sequenced flashing lights for SALSF only

**SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM**

**SSALR**

- 2400'/3000' (High Intensity)
- Length 2400 feet
- Sequenced flashing lights

**MEDIUM INTENSITY APPROACH LIGHTING SYSTEM**

**ODALS**

- Length 1500 feet
- Sequenced flashing lights

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

**TDZ/CL**

- Length 1400 feet
- Sequenced flashing lights for MALSF/SSALF only

**OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM**

**TDZ/CL**

**REVIEW**

**TDZ/CL**

**CL**

**TDZL**

**CL**

**TDZL**

**AVAILABILITY** of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, , , etc.

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

**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**APPROACH LIGHTING SYSTEM - UNITED STATES**

**Legend:**
- White
- Red

**PRECISION APPROACH PATH INDICATOR**

**PAPI**

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<th>Too low</th>
<th>Slightly low</th>
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<td>On correct approach path</td>
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<td>Slightly high</td>
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**VISUAL APPROACH SLOPE INDICATOR**

**VASI**


- All lights white — Too high
- Far lights red, near lights white — On glide slope
- All lights red — Too low

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

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

**TRCV**

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

**ALIGNMENT OF ELEMENTS SYSTEMS**

**APAP**

Above glide path

On Glide Path

Below Glide Path

Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.
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See the Chart Supplement for a complete listing.
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

ADAK ISLAND, AK

ADAK (ADK) (PADK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std w/min climb of 370'/NM to 4400, or 4400-3 for VCOA.
Rwy 23, std w/min climb of 622'/NM to 4600, or 4400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb on bearing 054° from ADK NDB/DME to 4400, then climbing right turn direct ADK NDB/DME to 5600, continue climb in ADK NDB holding pattern (hold northeast, right turns, 234° inbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight.
Rwy 23, climb on course 234° to ADK NDB/DME to 4600, then climbing left turn direct ADK NDB/DME to 5600, continue climb in ADK NDB holding pattern (hold northeast, right turns, 234° inbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 5, rising terrain beginning 39' from DER, 470' left of centerline, up to 50' MSL.
Rising terrain beginning 87' from DER, 244' right of centerline, up to 23' MSL.
Rwy 23, rising terrain beginning 17' from DER, 356' right of centerline, up to 283' MSL.
Bush 1.8 NM from DER, 1470' right of centerline, up to 10' AGL/507' MSL.
Bush 2 NM from DER, 20' left of centerline, up to 10' AGL/504' MSL.
Bush 3766' from DER, 142' right of centerline, 10' AGL/310' MSL.

AKHIOK, AK

AKHIOK (AKK) (PAKH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAY07 (07130) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, N/A-obstacles.

DEPARTURE PROCEDURE:

Rwy 4, use JOGMO DEPARTURE.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

AKIAK, AK
AKIAK (AKI) (PFAK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27AUG09 (09239) (FAA)
DEPARTURE PROCEDURE:
Use AKIAK DEPARTURE.

AKUTAN, AK
AKUTAN (7AK) (PAUT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05DEC19 (22195) (FAA)
DEPARTURE PROCEDURE:
Use ZEBUV DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 9, terrain beginning 90’ from DER, 398’ right of centerline, up to 160’ MSL.
Terrain beginning 198’ from DER, 398’ right of centerline, up to 163’ MSL.
Terrain 2038’ from DER, 998’ left of centerline, 202’ MSL.
Terrain 2298’ from DER, 998’ left of centerline, 226’ MSL.
Terrain beginning 2333’ from DER, 923’ left of centerline, up to 234’ MSL.
Terrain beginning 2702’ from DER, 1197’ left of centerline, up to 249’ MSL.
Terrain beginning 3846’ from DER, 1198’ left of centerline, up to 258’ MSL.
Terrain beginning 3943’ from DER, 1167’ left of centerline, up to 263’ MSL.
Rwy 27, terrain 8’ from DER, 494’ left of centerline, 115’ MSL.
Terrain 1796’ from DER, 758’ left of centerline, 164’ MSL.
Terrain beginning 1968’ from DER, 800’ left of centerline, up to 170’ MSL.
Terrain beginning 2000’ from DER, 740’ left of centerline, up to 181’ MSL.

ALLAKAKET, AK
ALLAKAKET (6A8) (PFAL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 22AUG13 (13234) (FAA)
DEPARTURE PROCEDURE:
Rwy 5, climb heading 052° to 1500 before turning left.
Rwy 23, climb heading 232° to 1300 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 799’ from DER, 606’ right of centerline, 83’ AGL/532’ MSL.
Tree 1297’ from DER, 664’ right of centerline, 85’ AGL/534’ MSL.
Tree 2007’ from DER, 342’ right of centerline, 49’ AGL/498’ MSL.

ALLEN AAF (BIG) (PABI)
DELTA JUNCTION/FORT GREELY, AK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 10AUG23 (23222) (USA)
DEPARTURE PROCEDURE:
Rwys 19, 28, climbing right turn via heading 332° and BIG VORTAC R-287 to 3500, thence...
Rwys 1, 10, climbing left turn via heading 242° and big VORTAC R-287 to 3500, thence...
...for V444 westbound departures continue on course, all others turn right direct BIG VORTAC or DJN NDB and proceed via airway radials/bearings on course.
TAKEOFF OBSTACLE NOTES:
Rwy 19, power lines between 376’ to 1341’ from DER, beginning 179’ right of centerline, and 591’ left of centerline, up to 45’ AGL/1327’ MSL.
Tower 167’ from DER, 389’ left of centerline, 30’ AGL/1310’ MSL.

AMBLER, AK
AMBLER (AFM) (PAFM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JAN17 (17005) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, Std. w/min. climb of 260’ per NM to 2400 or 3400-3 for VCOA.
Rwys 10, 28, NA - obstacles.
DEPARTURE PROCEDURE:
Rwy 1, climbing right turn, thence...
Rwys 10, 28, NA - obstacles.
DEPARTURE PROCEDURE:
Rwy 1, climbing right turn, thence...
Rwys 10, 28, NA - obstacles.
DEPARTURE PROCEDURE:
Rwy 1, climbing right turn, thence...
...climb southeast bound on 156° bearing from AMF NDB to 2600, then climb on course.
VCOA:
Rwy 1, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ambler airport at or above 3500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree 1772’ from DER, 936’ left of centerline, 51’ AGL/315’ MSL.
ANAKTUUVK PASS, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  21MAY20  (20142)  (FAA)

TAKEOFF MINIMUMS:

Rwy 20, NA-obstacles.

DEPARTURE PROCEDURE:

Rwy 2, Use AKUMY RNAV DEPARTURE.

ANCHORAGE, AK

MERRILL FLD (MRI) (PAMR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  05DEC19  (21112)  (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 23, NA - ATC.

DEPARTURE PROCEDURE:

Rwy 7, climbing left turn to intercept the BGQ VORTAC R-152 to BGQ VORTAC, thence...

Rwy 16, climbing right turn direct BGQ VORTAC, thence...

Rwy 25, climbing right turn direct BGQ VORTAC, thence...

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

TAKEOFF OBSTACLE NOTES:

Rwy 7, building 165' from DER, 363' right of centerline, 34' AGL/168' MSL.

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

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

Rwy 16, NAVAID 14' from DER, 199' left of centerline, 32' AGL/131' MSL.

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

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

Rwy 25, pole 19' from DER, 370' right of centerline, 37' AGL/157' MSL.

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

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

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

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

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

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

Bldg twr 4020' from DER, 261' right of centerline, up to 173' MSL.

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

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

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8  10OCT19  (19283)  (FAA)

TAKEOFF MINIMUMS:

Rwy 7L, 300-1¼ or std. w/min. climb of 255' per NM to 1600.

Rwy 7R, 300-1 or std. w/min. climb of 285' per NM to 400.

Rwy 15, 300-1½ or std. w/min. climb of 205' per NM to 400.

DEPARTURE PROCEDURE:

Rwys 7L, 7R, 15, climbing right turn heading 252°, thence...

Rwys 25L, 25R, climbing left turn heading 182°, thence...

Rwy 33, climbing left turn heading 162°, thence...

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

TAKEOFF OBSTACLE NOTES:

Rwy 7L, vegetation 10' from DER, 492' right of centerline, 95' MSL.

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

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

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

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

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

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

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

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

CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ANCHORAGE, AK (CON’T)

TED STEVENS ANCHORAGE INTL (ANC) (PANC) (CON’T)

Rwy 7L (CON’T), pole 524’ from DER, 1181’ left of centerline, 174’ AGL/257’ MSL.
Pole 5756’ from DER, 761’ left of centerline, 171’ AGL/259’ MSL.

Rwy 7R, terrain beginning 10’ from DER, 167’ right of centerline, up to 103’ MSL.
Sign 106’ from DER, 462’ right of centerline, 9’ AGL/111’ MSL.
Pole, terrain, vegetation beginning 204’ from DER, 537’ right of centerline, up to 12’ AGL/117’ MSL.
Pole beginning 816’ from DER, 698’ right of centerline, up to 30’ AGL/132’ MSL.

Trees beginning 1038’ from DER, 599’ right of centerline, up to 159’ MSL.
Trees beginning 1242’ from DER, 573’ right of centerline, up to 172’ MSL.
Trees beginning 3121’ from DER, 1220’ right of centerline, up to 183’ MSL.

ANCHORAGE, AK (CON’T)

TED STEVENS ANCHORAGE INTL (ANC) (PANC) (CON’T)

Rwy 7L (CON’T), pole 524’ from DER, 1181’ left of centerline, 174’ AGL/257’ MSL.
Pole 5756’ from DER, 761’ left of centerline, 171’ AGL/259’ MSL.

Rwy 7R, terrain beginning 10’ from DER, 167’ right of centerline, up to 103’ MSL.
Sign 106’ from DER, 462’ right of centerline, 9’ AGL/111’ MSL.
Pole, terrain, vegetation beginning 204’ from DER, 537’ right of centerline, up to 12’ AGL/117’ MSL.
Pole beginning 816’ from DER, 698’ right of centerline, up to 30’ AGL/132’ MSL.

Trees beginning 1038’ from DER, 599’ right of centerline, up to 159’ MSL.
Trees beginning 1242’ from DER, 573’ right of centerline, up to 172’ MSL.
Trees beginning 3121’ from DER, 1220’ right of centerline, up to 183’ MSL.

Trees beginning 1038’ from DER, 599’ right of centerline, up to 159’ MSL.
Trees beginning 1242’ from DER, 573’ right of centerline, up to 172’ MSL.
Trees beginning 3121’ from DER, 1220’ right of centerline, up to 183’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 29MAR18  (18088)  (FAA)

Rwy 7L, heading as assigned by ATC; requires min. climb of 260’ per NM to 600.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 29MAR18  (18088)  (FAA)

Rwy 7L, heading as assigned by ATC; requires min. climb of 260’ per NM to 600.

Rwys 25L, 25R, 33, heading as assigned by ATC.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ANIAK, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ANVIK, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ARCTIC VILLAGE, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ATKA, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

24193

ATQASUK, AK

ATQASUK EDWARD BURNELL SR MEML (ATK) (PATQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG–A 31DEC20 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, lighting beginning at DER, 55' left of centerline, up to 101' MSL.
Lighting beginning at DER, 34' right of centerline, up to 101' MSL.
Rwy 25, lighting beginning at DER, 76' right of centerline, up to 103' MSL.

BEAVER, AK

BEAVER (WBQ) (PAWB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27AUG09 (09239) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, multiple trees beginning 229' from DER, 262' right of centerline, up to 60' AGL/149' MSL.
Multiple trees beginning 1263' from DER, 374' right of centerline, up to 60' AGL/149' MSL.
Vehicle on road 392' from DER, 9' right of centerline, 10' AGL/369' MSL.
Rwy 23, multiple trees beginning 1259' from DER, 374' right of centerline, up to 60' AGL/149' MSL.
Multiple trees beginning 1277' from DER, 366' left of centerline, up to 60' AGL/149' MSL.

BETHEL, AK

BETHEL (BET) (PABE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 22JUN17 (17173) (FAA)
TAKEOFF MINIMUMS:
Rwy 30, 300-1¾ or std. w/ min. climb of 240' per NM to 400.
TAKEOFF OBSTACLE NOTES:
Rwy 1L, bush and wind sock, beginning 7' from DER, 92' right of centerline, up to 10' AGL/108' MSL.
Wind sock 99' from DER, 282' left of centerline, 9' AGL/105' MSL.
Rwy 1R, tree 24' from DER, 452' left of centerline, 125' MSL.
Rwy 12, bushes beginning 13' from DER, 58' left of centerline. 2' AGL/128' MSL.
Rwy 19L, bush 40' from DER, 427' right of centerline, 4' AGL/125' MSL.
Trees beginning 20' from DER, 175' right of centerline, up to 130' MSL.
Vehicles on road beginning 46' from DER, 660' MSL.
Wind sock and pole 214' from DER, 400' right of centerline, up to 35' AGL/133' MSL.
Rwy 30, building, antenna on building, and a vent beginning 532' from DER 532' right of centerline, up to 25' AGL/148' MSL.
Tower 5780' from DER, 66' right of centerline, 139' AGL/294' MSL.

BETTLES, AK

BETTLES (BTT) (PABT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 24MAY18 (18144) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 500 and 2½ or std. w/ min. climb of 285' per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 016° to 2500 then climbing left turn to 3600 direct BTT VOR/DME, continue climb in BTT holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above MEA/MCA for route of flight.
Rwy 20, climb heading 196° to 2000 then climbing left turn to 3600 direct BTT VOR/DME, continue climb in BTT VOR/DME holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above MEA/MCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicle on road 4' from DER, 108' left of centerline, 660' MSL.
Vehicle on road 19' from DER, 165' right of centerline, 659' MSL.
Tree, vehicle on road beginning 24' from DER, 25' left of centerline, up to 37' AGL/671' MSL.
Vehicle on road 49' from DER, 71' right of centerline, 660' MSL.
Trees beginning 138' from DER, 29' left of centerline, up to 45' AGL/679' MSL.
Tree 410' from DER, 58' right of centerline, 4' AGL/684' MSL.
Trees beginning 506' from DER, 108' right of centerline, up to 48' AGL/691' MSL.
Tree 2016' from DER, 972' left of centerline, 65' AGL/698' MSL.
Tree 2108' from DER, 870' left of centerline, 72' AGL/704' MSL.
Tree 2432' from DER, 1112' left of centerline, 78' AGL/712' MSL.
Tree 1.7 NM from DER, 2988' right of centerline, 67' AGL/929' MSL.
Trees beginning 1.8 NM from DER, 2436' right of centerline, up to 38' AGL/1037' MSL.
Tree, terrain + veg beginning 1.9 NM from DER, 1946' right of centerline, up to 44' AGL/1059' MSL.
Rwy 20, vehicle on road 2' from DER, 112' left of centerline, 649' MSL.
Tree, sign, vehicle on road, vegetation, antenna beginning 2' from DER, 16' left of centerline, up to 36' AGL/670' MSL.
Sign 9' from DER, 93' right of centerline, 4' AGL/638' MSL.
Trees beginning 104' from DER, 189' right of centerline, up to 30' AGL/666' MSL.
Trees beginning 139' from DER, 11' right of centerline, up to 38' AGL/674' MSL.
Trees beginning 342' from DER, 270' right of centerline, up to 52' AGL/687' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BIG LAKE, AK

BIG LAKE (BGQ) (PAGQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 09FEB12 (12040) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, 300-1 w/ min. climb of 310' per NM to 700, or 900-2½ for climb in visual conditions.
Rwy 25, 400-2 or std. w/min. climb of 320' per NM to 700.

DEPARTURE PROCEDURE:
Rwy 7, climbing left turn to BGQ VORTAC, thence,..., or for climb in visual conditions cross Big Lake Airport at or above 900 then proceed direct BGQ VORTAC, thence...
Rwy 25, climbing right turn direct BGQ VORTAC, thence...
...climb in BGQ VORTAC holding pattern (hold S, left turn, 356° inbound) to MCA/MEA for route of flight.

TAKEOFF OBSTACLE NOTES:
Rwy 7, bushes beginning 33' from DER, 335' left of centerline, up to 10' AGL/259' MSL.
Multiple trees beginning 1150' from DER, 310' left of centerline, up to 60' AGL/409' MSL.
Multiple trees beginning 2265' from DER, 708' right of centerline, up to 60' AGL/309' MSL.
Rwy 25, trees beginning 33' from DER, 109' left of centerline, up to 60' AGL/259' MSL.
Trees beginning 960' from DER, 185' right of centerline, up to 60' AGL/259' MSL.

BREVIG MISSION, AK

BREVIG MISSION (KTS) (PFKT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05OCT23 (23278) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, NA-Terrain.

DEPARTURE PROCEDURE:
Rwys 12, 23, 30, use BREVIG DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 12, vegetation 154' from DER, 373' right of centerline, 40' MSL.
Power line 803' from DER, 632' right of centerline, 34' AGL/62' MSL.
Rwy 23, vehicle on road 136' from DER, 440' left of centerline, 14' AGL/53' MSL.
Pole 262' from DER, 543' right of centerline, 45' AGL/60' MSL.

BRYANT AAF (FRN) (PAFR)
FORT RICHARDSON (ANCHORAGE), AK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10AUG23 (23222) (USA)
TAKE-OFF MINIMUMS:
Rwy 18, NA-Airspace.

DEPARTURE PROCEDURE:
Rwy 36, OIS 40:1 evaluation at DER begins at 0', climbing left turn direct BGQ VORTAC. Maintain ATC assigned altitude.

TAKEOFF OBSTACLE NOTES:
Rwy 36, treeline 81' from DER, 171' left of centerline, 100' AGL/422' MSL.
Power lines 611' from DER, 526' left of centerline, 40' AGL/424' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 30APR15 (15120) (FAA)
Rwy 35, heading as assigned by ATC.

BUCKLAND, AK

BUCKLAND (BVK) (PABL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 10AUG23 (23222) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, std w/min climb of 245'/NM to 900 or 1800-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 11, climb on a heading between 320° CW 220° from DER to 3000 before proceeding on course.
Rwy 29, climb on a heading between 285° CW 105° from DER to 3000 before proceeding on course.

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

TAKEOFF OBSTACLE NOTES:
Rwy 11, tree 8' from DER, 183' left of centerline, 43' MSL.
Wind indicator 63' from DER, 313' left of centerline, 24' AGL/49' MSL.
Pole 1142' from DER, 435' left of centerline, 33' AGL/62' MSL.
Pole 1434' from DER, 150' right of centerline, 48' AGL/69' MSL.
Tower 1494' from DER, 109' right of centerline, 50' AGL/74' MSL.
Antennas beginning 1651' from DER, 268' left of centerline, 74' AGL/96' MSL.
Towers beginning 1656' from DER, 268' left of centerline, up to 71' AGL/97' MSL.
Rwy 29, lighting 10' from DER, 58' right of centerline, 2' AGL/28' MSL.
Lighting 10' from DER, 56' left of centerline, 2' AGL/28' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

AK, 11 JUL 2024 to 05 SEP 2024
CAPE LISBURREN, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  11JUL24  (24193)  (USAF)

DEPARTURE PROCEDURE:
Rwy 9, use GRAAY DEPARTURE (RNAV 1).
Rwy 27, NA.
Diverse departure NA.

TAKEOFF OBSTACLE NOTES:
Rwy 9, br 2419' from DER, 532' right of centerline, 110' AGL/151' MSL.
Bldg 417' from DER, 482' right of centerline, 108' MSL.
Bldg 234' from DER, 517' right of centerline, 70' AGL/107' MSL.
Big RADAR dish 1361' from DER, 522' right of centerline, 91' MSL.
Small RADAR dish 1576' from DER, 541' right of centerline, 82' MSL.
Bldg 730' from DER, 561' right of centerline, 81' MSL.
Bldg 428' from DER, 539' right of centerline, 80' MSL.
Bldg 729' from DER, 560' right of centerline, 54' AGL/80' MSL.
Weather equipment 278' from DER, 19' left of centerline, 68' MSL.
Fuel tank 485' from DER, 579' right of centerline, 64' MSL.
Terrain 1749' from DER, 969' right of centerline, 62' MSL.
Terrain 1521' from DER, 908' right of centerline, 58' MSL.
Terrain abreast DER, 500' right of centerline, 41' MSL.
Terrain 300' from DER, 472' right of centerline, 36' MSL.

CAPE NEWENHAM LRRS (EHM) (PAEH)

CAPE NEWENHAM, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  21MAR24  (24081)  (USAF)

DEPARTURE PROCEDURE:
Rwy 15, NA.
Rwy 33, use CABNN DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 33, terrain 0' from DER, 500' right of centerline, 270' MSL.
Terrain 0' from DER, 0' left of centerline, 236' MSL.
Terrain 0' from DER, 41' left of centerline, 236' MSL.

CAPE ROMANZOF LRRS (CZF) (PACZ)

CAPE ROMANZOF, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4  11JUL24  (24193)  (USAF)

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

TAKEOFF OBSTACLE NOTES:
Rwy 20, terrain abreast the DER, 500' left of centerline, 454' MSL.
Terrain 237' from DER, 563' left of centerline, 451' MSL.
Terrain 256' from DER, 569' left of centerline, 450' MSL.

CENTRAL, AK

CENTRAL (CEM) (PACE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  29MAY14  (14149)  (FAA)

TAKEOFF MINIMUMS:

DEPARTURE PROCEDURE:

TAKEOFF OBSTACLE NOTES:

Vehicles on road, 532' from DER, 298' right of centerline, 39' AGL/978' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHALKYITSIK, AK
CHALKYITSIK (CIK) (PACI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 16JUL20 (20198) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, vehicle on road 3’ from DER, 432’ right of centerline, 559’ MSL.
Vehicle on road, tree beginning 42’ from DER, 354’ right of centerline, up to 560’ MSL.
Vegetation 73’ from DER, 86’ left of centerline, 9’ AGL/557’ MSL.
Vehicle on road 77’ from DER, 282’ right of centerline, 561’ MSL.
Tree 1187’ from DER, vegetation beginning 78’ from DER, 158’ right of centerline, up to 45’ AGL/565’ MSL.
Wind indicator, vehicle on road, trees, vegetation beginning 111’ from DER, 25’ right of centerline, up to 21’ AGL/572’ MSL.
Vehicle on road 134’ from DER, 228’ left of centerline, 561’ MSL.
Vehicle on road 158’ from DER, 247’ left of centerline, 562’ MSL.
Trees, vegetation, vehicle on roads beginning 168’ from DER, 219’ left of centerline, up to 54’ AGL/607’ MSL.
Trees, vehicle on roads, buildings, tanks, vertical structures, poles, fences, catenaries, antennas beginning 208’ from DER, 111’ left of centerline, up to 58’ AGL/609’ MSL.
Trees, buildings, vertical structures, fences, poles, vehicle on roads, antennas, catenaries beginning 586’ from DER, 311’ left of centerline, up to 54’ AGL/611’ MSL.
Tree 908’ from DER, 700’ right of centerline, 50’ AGL/577’ MSL.
Tree 1111’ from DER, 583’ right of centerline, 53’ AGL/582’ MSL.
Tree 1187’ from DER, 762’ right of centerline, 68’ AGL/592’ MSL.
Trees beginning 1356’ from DER, 455’ right of centerline, up to 82’ AGL/609’ MSL.
Rwy 22, tree, NAVAIDs beginning 1’ from DER, 27’ right of centerline, up to 15’ AGL/538’ MSL.
NAVAID 10’ from DER, 47’ left of centerline, 1’ AGL/529’ MSL.
NAVAID 10’ from DER, 27’ left of centerline, 2’ AGL/530’ MSL.
Tree beginning 21’ from DER, 113’ left of centerline, up to 20’ AGL/546’ MSL.
Tree 27’ from DER, 338’ right of centerline, 46’ AGL/570’ MSL.
Tree 29’ from DER, 263’ right of centerline, 52’ AGL/575’ MSL.
Trees beginning 162’ from DER, 55’ right of centerline, up to 59’ AGL/582’ MSL.
Tree 173’ from DER, 369’ left of centerline, 35’ AGL/561’ MSL.
Trees beginning 191’ from DER, 23’ left of centerline, up to 39’ AGL/563’ MSL.
Trees beginning 811’ from DER, 415’ left of centerline, up to 44’ AGL/568’ MSL.
Trees beginning 854’ from DER, 394’ left of centerline, up to 54’ AGL/578’ MSL.
Trees beginning 900’ from DER, 29’ left of centerline, up to 56’ AGL/579’ MSL.
Tree 163’ from DER, 928’ left of centerline, 64’ AGL/586’ MSL.
Trees beginning 1910’ from DER, 675’ left of centerline, up to 68’ AGL/590’ MSL.

CHEVAK, AK
CHEVAK (VAK) (PAVA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 30JAN20 (22139) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 20, lighting 0’ from DER, 66’ right of centerline, 3’ AGL/48’ MSL

CHUATHBALUK, AK
CHUATHBALUK (9A3) (PACH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22OCT09 (09295) (FAA)
DEPARTURE PROCEDURE:
See EBSIH DEPARTURE.

CLARKS POINT, AK
CLARKS POINT (CLP) (PFCL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11FEB10 (10042) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees and terrain beginning 50’ from DER, 283’ left of centerline, up to 35’ AGL/201’ MSL.
Rwy 36, trees and terrain beginning 12’ from DER, 168’ left and right of centerline, up to 35’ AGL/159’ MSL.

COLD BAY, AK
COLD BAY (CDB) (PACD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9 10SEP20 (20254) (FAA)
TAKEOFF MINIMUMS:
Rwy 26, 500-2¾ or std. w/min. climb of 400’ per NM to 500.

DEPARTURE PROCEDURE:
Rwy 8, climb to 1000 on heading 083° then climbing left turn on course 280° to ELF NDB or to intercept CDB VORTAC R-090 to CDB VORTAC, thence...

Rwy 15, climb to 1000 on heading 146° then climbing left turn on course 315° to ELF NDB or to intercept CDB VORTAC R-135 to CDB VORTAC, thence...

Rwy 26, climbing right turn direct ELF NDB or CDB VORTAC, thence...
CON’T
COLD BAY, AK (CONT’)
COLD BAY (CDB) (PACD) (CONT’)

RAw 33, climb direct ELF NDB or CDB VORTAC, thence...
...Aircraft eastbound on G12 continue climb in ELF NDB holding pattern (hold Northwest, left turn, 148° inbound) to 5000
before proceeding on course. All other aircraft continue climb on course to MEA or assigned altitude.

TAKEOFF OBSTACLE NOTES:
RAw 6, bush 166’ from DER, 331’ left of centerline, 105’ MSL.
RAw 15, tree 161’ from DER, 414’ left of centerline, 104’ MSL.
RAw 26, gnd beginning 1.5 NM from DER, 2395’ left of centerline, up to 461’ MSL.
Gnd beginning 1.6 NM from DER, 2408’ left of centerline, up to 517’ MSL.
Gnd beginning 1.7 NM from DER, 1928’ left of centerline, up to 837’ MSL.
Gnd beginning 1.8 NM from DER, 1928’ left of centerline, up to 871’ MSL.
Gnd beginning 1.9 NM from DER, 1863’ left of centerline, up to 942’ MSL.

COLDFOOT, AK
COLDFOOT (CXF) (PACX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 20AUG15 (15232) (FAA)
DEPARTURE PROCEDURE:
Use BETTLES DEPARTURE.

CORDOVA, AK
MERLE K (MUDHOLE) SMITH (CDV) (PACV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:
Rwys 16, 34, NA – ATC.
Rwys 27, std. w/min. climb of 283’ per NM to 4300.

DEPARTURE PROCEDURE:
Rwys 9, climb to assigned altitude on I-CDV localizer east course to FORA/T-CDV 44.63 DME before proceeding on course.
Rwys 27, climbing left turn to 5000 on GCR NDB bearing 205° to EYAKS INT and hold (S, right turn, 025° inbound), continue
climb-in-hold to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwys 9, trees and poles beginning 101’ from DER, 454’ left of centerline, up to 30’ AGL/68’ MSL.
Rwys 27, trees beginning 15’ from DER, 423’ left of centerline, up to 30’ AGL/84’ MSL.

NOTE:
Rwys 9, DME required.
Rwys 27, ADF Required, do not exceed 210K until established on 205° bearing from GCR NDB.

CROOKED CREEK, AK
CROOKED CREEK (CJX) (PACJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:
Rwys 14, NA-ATC.

DEPARTURE PROCEDURE:
Rwys 32, use AJOFY DEPARTURE (RNAV).

TAKEOFF OBSTACLE NOTES:
Rwys 32, trees beginning 1643’ from DER, 913’ right of centerline, up to 278’ MSL.
Tree 1875’ from DER, 914’ right of centerline, 279’ MSL.
Trees beginning 1957’ from DER, 996’ right of centerline, up to 344’ MSL.
Trees beginning 2175’ from DER, 888’ right of centerline, up to 347’ MSL.
Trees beginning 2584’ from DER, 873’ right of centerline, up to 358’ MSL.
Tree 2696’ from DER, 1019’ right of centerline, 363’ MSL.
Trees beginning 2786’ from DER, 894’ right of centerline, up to 365’ MSL.
Trees beginning 2811’ from DER, 892’ right of centerline, up to 390’ MSL.
Tree 5058’ from DER, 1796’ left of centerline, 358’ MSL.
Trees beginning 5143’ from DER, 1541’ left of centerline, up to 379’ MSL.
Tree 5256’ from DER, 1742’ left of centerline, 397’ MSL.
Trees beginning 5343’ from DER, 1477’ left of centerline, up to 414’ MSL.
Trees beginning 5405’ from DER, 1648’ left of centerline, up to 433’ MSL.
Trees beginning 5504’ from DER, 1437’ left of centerline, up to 450’ MSL.
Trees beginning 5605’ from DER, 1367’ left of centerline, up to 464’ MSL.
Trees beginning 5762’ from DER, 1229’ left of centerline, up to 470’ MSL.
Trees beginning 5887’ from DER, 1624’ left of centerline, up to 477’ MSL.
Trees, vegetation and terrain beginning 5933’ from DER, 1085’ left of centerline, up to 501’ MSL.
Trees beginning 1.3 NM from DER, 2086’ right of centerline, up to 468’ MSL.
Trees beginning 1.4 NM from DER, 2171’ right of centerline, up to 545’ MSL.
Tree 1.6 NM from DER, 2585’ left of centerline, 530’ MSL.
Tree 1.7 NM from DER, 2727’ left of centerline, 562’ MSL.
Trees beginning 1.8 NM from DER, 2333’ left of centerline, up to 669’ MSL.
DEADHORSE, AK
DEADHORSE (SCC) (PASC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A  12OCT17  (17285)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 24, light 10’ from DER, 5’ right of centerline, 1’ AGL/68’ MSL.

DEERING, AK
DEERING (DEE) (PADE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  05JAN17  (17005)  (FAA)
TAKEOFF MINIMUMS:
Rwy 12, std. w/ min. climb of 350’ per NM to 700, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 21, climb heading 209° to 600 before turning left.
VCOA:
Rwy 12, for climb in visual conditions, cross Deering airport at or above 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 21, light 10’ from DER, 5’ right of centerline, 1’ AGL/68’ MSL.

Terrain, beginning 1.2 NM from DER, 35’ right of centerline, up to 315’ MSL.
Terrain, beginning 1.4 NM from DER, 47’ right of centerline, up to 4’ AGL/27’ MSL.
Lt, REIL ltd, beginning abeam DER, 51’ right of centerline, up to 4’ AGL/26’ MSL.
Terrain, beginning 56’ from DER, 62’ right of centerline, up to 60’ MSL.
Terrain 81’ from DER, 515’ left of centerline, 40’ MSL.
Terrain, beginning 233’ from DER, 125’ left of centerline, up to 43’ MSL.
Terrain, beginning 601’ from DER, 265’ right of centerline, up to 63’ MSL.
Terrain 1539’ from DER, 859’ right of centerline, 69’ MSL.
Terrain, beginning 1932’ from DER, 867’ right of centerline, up to 86’ MSL.
Terrain, beginning 2476’ from DER, 883’ right of centerline, up to 92’ MSL.
Rwy 30, terrain 86’ from DER, 299’ right of centerline, 40’ MSL.
Terrain 104’ from DER, 92’ left of centerline, 43’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DEERING, AK (CON’T)

DEERING (DEE) (PADE) (CON’T)

Rwy 30 (CON’T), terrain, beginning 122’ from DER, 239’ left of centerline, up to 46’ MSL.
Terrain, beginning 268’ from DER, 152’ right of centerline, up to 43’ MSL.
Terrain, beginning 467’ from DER, 5’ right of centerline, up to 50’ MSL.
Terrain, beginning 648’ from DER, 103’ right of centerline, up to 66’ MSL.
Terrain 883’ from DER, 288’ left of centerline, 66’ MSL.
Terrain, beginning 900’ from DER, 43’ left of centerline, up to 73’ MSL.
Terrain, beginning 1046’ from DER, 201’ right of centerline, up to 69’ MSL.

DILLINGHAM, AK

DILLINGHAM (DLG) (PADL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

DEPARTURE PROCEDURE:

Rwy 1, climb on heading between 023° CW to 191° from DER or minimum climb of 265’ per NM to 3100’ for all other courses.
Rwy 19, climb heading 191° to 800’ before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 1, vehicle on road 191’ from DER, left and right, up to 15’ AGL/75’ MSL.
Multiple trees, poles, fence and antenna 833’ from DER, 222’ right of centerline, up to 58’ AGL/165’ MSL.
Multiple trees and poles beginning 1607’ from DER, 222’ left of centerline, up to 58’ AGL/189’ MSL.
Rwy 19, building and multiple trees beginning 177’ from DER, 191’ right of centerline, up to 49’ AGL/118’ MSL.
Multiple trees, antenna and poles beginning 129’ from DER, 234’ left of centerline, up to 38’ AGL/114’ MSL.

EAGLE, AK

EAGLE (EAA) (PAEG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

DEPARTURE PROCEDURE:

Rwy 25, std w/min climb gradient of 280’/NM to 3800.
Rwy 32, std w/min climb gradient of 280’/NM to 3800.

CON’T

EAGLE, AK

EAGLE (EAA) (PAEG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 4000-3 for climb in visual conditions...
Rwy 25, Std. w/min. climb of 695’ to 6700 or 4000-3 for climb in visual conditions...

DEPARTURE PROCEDURE:

Rwy 25, climb heading 266° to 6700 before proceeding on course.
... For climb in visual conditions, cross Eagle Airport at or above 4800 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning at DER, 40’ right of centerline, up to 3’ AGL/25’ MSL.
Lighting at DER, 40’ left of centerline, up to 3’ AGL/25’ MSL.
Rwy 36, lighting at DER, 40’ left of centerline, up to 2’ AGL/27’ MSL.

EGEGIK, AK

EGEGIK (EII) (PAII)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, NA-Environmental.

EIELSON AFB (EIL) (PAEI)

FAIRBANKS, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25JAN24 (24025) (USAF)

DEPARTURE PROCEDURE:

Rwy 14, std w/min climb gradient of 280’/NM to 3800.
Rwy 32, std w/min climb gradient of 250’/NM to 3800.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EIELSON AFB (EIL) (PAEI) (CON’T)

FAIRBANKS, AK (CON’T)

TAKEOFF OBSTACLE NOTES:
- Rwy 14, trees 3607’ from DER, 1377’ left of centerline, 85’ AGL/654’ MSL.
- Rwy 32, trees 2959’ from DER, 1166’ right of centerline, 85’ AGL/619’ MSL.
- Trees 3316’ from DER, 1040’ left of centerline, 70’ AGL/621’ MSL.
- Trees 2965’ from DER, 1347’ right of centerline, 85’ AGL/628’ MSL.
- Trees 2663’ from DER, 1234’ right of centerline, 85’ AGL/618’ MSL.

ELIM, AK

ELIM (ELI) (PFEL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08APR10 (10098) (FAA)

TAKEOFF MINIMUMS:
- Rwy 1, NA-Obstacles.

DEPARTURE PROCEDURE:
- Rwy 19, use ELIM (RNAV) DEPARTURE.

ELMENDORF AFB (EDF) (PAED)

ANCHORAGE, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 19MAY22 (22139) (USAF)

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

DEPARTURE PROCEDURE:
- Rwy 6, climb on hdg between 243° CW 358° from der, maintain ATC assigned altitude.
- Rwy 16, VCOA: obtain ATC approval for VCOA when requesting IFR clearance. 1000-3 for climb in visual conditions to cross EDF north bound at or above 900, then via EDF R-337 to BAXTE at assigned ATC altitude. Remain within 3 NM of Elmendorf airport during climb in visual conditions.
- Rwy 24, climb on hdg between 263° CW 012° from DER, maintain ATC assigned altitude.
- Rwy 34, climb on hdg between 182° CW 010° from DER, maintain ATC assigned altitude.

TAKEOFF OBSTACLE NOTES:
- Rwy 6, terrain at DER, 500’ left of cntrln, 209’ MSL.
- Rwy 16, pylons beginning 3686’ from DER, 157’ right of cntrln, up to 55’ AGL/229’ MSL.
- Pylons beginning 3688’ from DER, 62’ left of cntrln, up to 55’ AGL/229’ MSL.
- Rwy 24, terrain at DER, 500’ left of cntrln, 175’ MSL.
- Storage container 3557’ from DER, 1241’ right of cntrln, 283’ MSL.
- Terrain beginning 619’ from DER, 585’ right of cntrln, up to 261’ MSL.
- Rwy 34, terrain at DER, 172’ left of cntrln, 213’ MSL.
- Terrain 63’ from DER, 517’ right of cntrln, 221’ MSL.
- Terrain 1683’ from DER, 612’ right of cntrln, 259’ MSL.
- Terrain beginning 1987’ from DER, 855’ left of cntrln, up to 298’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 24MAY18 (18144) (FAA)

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

EMMONAK, AK

EMMONAK (ENM) (PAEM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF OBSTACLE NOTES:
- Rwy 34, bush 11’ from DER, 146’ left of centerline, 5’ AGL/17’ MSL.

FAIRBANKS, AK

FAIRBANKS INTL (FAI) (PAFA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:
- Rwys 2, 2W, 20, 20W, NA-Environmental.
- Rwy 2L, std. w/min. climb of 290’ per NM to 2100.
- Rwy 2R, std. w/min. climb of 250’ per NM to 1900.

DEPARTURE PROCEDURE:
- Rwys 2L/R, climb on heading 023° to 2000 before turning left.
- Rwys 20L/R, climb on heading 203° to 2000 before turning right.

TAKEOFF OBSTACLE NOTES:
- Rwy 20L, tree, sign beginning 21’ from DER, 249’ right of centerline, up to 38’ AGL/470’ MSL.
- Catenary wires, transmission lines, poles and tree beginning 268’ from DER, 546’ left of centerline, up to 37’ AGL/465’ MSL.
- Trees beginning 292’ from DER, 470’ right of centerline, up to 72’ AGL/501’ MSL.
- Tree 871’ from DER, 696’ left of centerline, 476’ MSL.
- Tree 1026’ from DER, 721’ left of centerline, 46’ AGL/478’ MSL.

CON’T
FAIRBANKS, AK (CON’T)
FAIRBANKS INTL (FAI) (PAFA) (CON’T)
   Rwy 20L (CON’T), trees beginning 1075’ from DER, 701’ left of centerline, up to 49’ AGL/480’ MSL. Tree 1838’ from DER, 607’ left of centerline, 55’ AGL/485’ MSL. Trees beginning 1895’ from DER, 130’ left of centerline, up to 62’ AGL/492’ MSL. 
   Rwy 20R, building, NAVAID beginning 6’ from DER, 65’ right of centerline, up to 22’ AGL/447’ MSL. Tree 1093’ from DER, 785’ left of centerline, 44’ AGL/473’ MSL. Trees beginning 1127’ from DER, 789’ left of centerline, up to 54’ AGL/483’ MSL. Tree 1656’ from DER, 943’ left of centerline, 61’ AGL/489’ MSL. Trees beginning 1798’ from DER, 716’ right of centerline, up to 66’ AGL/492’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 2 12AUG21 (21224) (FAA)
   Rwy 2L, heading as assigned by ATC; requires min. climb of 210’ per NM to 1600.
   Rwy 2R, 20L/R, heading as assigned by ATC.

FORT YUKON, AK
FORT YUKON (FYU) (PFYU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 12DEC13 (13346) (FAA)
TAKEOFF OBSTACLE NOTES:
   Rwy 4, terrain 2’ from DER, 400’ left of centerline, 449’ MSL. Multiple trees and poles beginning 4’ from DER, 221’ right of centerline, up to 51’ AGL/496’ MSL. Bush 63’ from DER, 481’ left of centerline, 4’ AGL/459’ MSL. Multiple trees beginning 251’ from DER, 262’ left of centerline, up to 45’ AGL/494’ MSL.
   Rwy 22, terrain 27’ from DER, 75’ right of centerline, 450’ MSL. Windsock 200’ from DER, 375’ right of centerline, 22’ AGL/463’ MSL. Multiple trees and poles beginning 442’ from DER, 13’ left of centerline, up to 66’ AGL/509’ MSL. Trees beginning 72’ from DER, 23’ right of centerline, up to 67’ AGL/507’ MSL.

GALENA, AK
EDWARD G PITKA SR (GAL) (PAGA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13SEP18 (18256) (FAA)
TAKEOFF MINIMUMS:
   Rwy 6, 24, NA – Environmental.
TAKEOFF OBSTACLE NOTES:
   Rwy 8, dam 0’ from DER, 198’ right of centerline, 37’ AGL/165’ MSL. Trees beginning 18’ from DER, 298’ right of centerline, up to 22’ AGL/170’ MSL. Trees, terrain, traverse way beginning 50’ from DER, 340’ right of centerline, up to 24’ AGL/171’ MSL. Tree, dam beginning 232’ from DER, 443’ right of centerline, up to 18’ AGL/177’ MSL. Trees, traverse way beginning 247’ from DER, 351’ right of centerline, up to 40’ AGL/189’ MSL. Trees, traverse way beginning 575’ from DER, 179’ right of centerline, up to 43’ AGL/195’ MSL. Catenary 1439’ from DER, 876’ left of centerline, 44’ AGL/195’ MSL.
   Rwy 26, NAVAID 26’ from DER, 85’ right of centerline, 2’ AGL/150’ MSL. Tree 55 from DER, 499’ left of centerline, 6’ AGL/154’ MSL. Traverse way, trees beginning 211’ from DER, 499’ left of centerline, up to 169’ MSL. Tower, tree beginning 236’ from DER, 456’ right of centerline, up to 82’ AGL/210’ MSL. Trees, traverse way beginning 350’ from DER, 339’ left of centerline, up to 42’ AGL/193’ MSL. Trees beginning 2383’ from DER, 851’ right of centerline, up to 75’ AGL/214’ MSL.

GAMBELL, AK
GAMBELL (GAM) (PAGM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 08JAN15 (15008) (FAA)
DEPARTURE PROCEDURE:
   Rwy 16, climb heading 164° to 700 before turning left.
   Rwy 34, climb heading 344° to 700 before turning right.
TAKEOFF OBSTACLE NOTES:
   Rwy 34, tower at DER, 178’ right of centerline, 22’ AGL/42’ MSL.

GOLOVIN, AK
GOLOVIN (GLV) (PAGL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13SEP18 (18256) (FAA)
DEPARTURE PROCEDURE:
   Use NOME DEPARTURE.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GRAYLING, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

**Rwy 17**,
- bush 49’ from DER, 397’ right of centerline, 6’ AGL/150’ MSL.
- trees beginning 63’ from DER, 336’ right of centerline, up to 85’ AGL/234’ MSL.
- trees beginning 597’ from DER, 395’ right of centerline, up to 88’ AGL/243’ MSL.
- tree 655’ from DER, 547’ right of centerline, 94’ AGL/251’ MSL.
- trees beginning 1196’ from DER, 543’ right of centerline, up to 85’ AGL/264’ MSL.
- trees beginning 1879’ from DER, 322’ right of centerline, up to 80’ AGL/272’ MSL.
- trees beginning 2123’ from DER, 281’ right of centerline, up to 85’ AGL/279’ MSL.
- trees beginning 2317’ from DER, 480’ right of centerline, up to 103’ AGL/283’ MSL.
- trees beginning 4041’ from DER, 683’ right of centerline, up to 103’ AGL/289’ MSL.
- trees beginning 4646’ from DER, 1031’ right of centerline, up to 107’ AGL/293’ MSL.

**Rwy 35**,
- bushes beginning 39’ from DER, 155’ right of centerline, up to 7’ AGL/96’ MSL.
- signs beginning 55’ from DER, 419’ left of centerline, up to 12’ AGL/103’ MSL.
- tree 747’ from DER, 128’ right of centerline, 38’ AGL/116’ MSL.
- trees beginning 812’ from DER, 108’ right of centerline, up to 52’ AGL/133’ MSL.
- tree 1116’ from DER, 605’ left of centerline, 52’ AGL/134’ MSL.
- trees beginning 1303’ from DER, 10’ right of centerline, up to 59’ AGL/140’ MSL.
- trees beginning 1697’ from DER, 334’ right of centerline, up to 88’ AGL/141’ MSL.
- tree 1912’ from DER, 585’ left of centerline, 62’ AGL/145’ MSL.
- trees beginning 2060’ from DER, 210’ right of centerline, up to 58’ AGL/148’ MSL.
- tree 2147’ from DER, 345’ right of centerline, 58’ AGL/150’ MSL.
- trees beginning 2257’ from DER, 5’ right of centerline, up to 62’ AGL/152’ MSL.
- tree 2383’ from DER, 693’ left of centerline, 68’ AGL/154’ MSL.
- trees beginning 2997’ from DER, 326’ right of centerline, up to 51’ AGL/179’ MSL.
- tree 3124’ from DER, 414’ right of centerline, 52’ AGL/185’ MSL.
- tree 3155’ from DER, 1189’ left of centerline, 83’ AGL/190’ MSL.
- trees beginning 3158’ from DER, 198’ right of centerline, up to 60’ AGL/211’ MSL.
- trees, tank and tower beginning 3169’ from DER, 185’ right of centerline, up to 68’ AGL/230’ MSL.
- trees beginning 1942’ from DER, 316’ left of centerline, up to 1643’ MSL.
- trees beginning 2028’ from DER, 377’ right of centerline, up to 1618’ MSL.

GULKANA, AK

GULKANA (GKN) (PAGK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 16JUL20 (22083) (FAA)

TAKEOFF MINIMUMS:

**Rwys 15R, 33L**, NA-Environmental.

DEPARTURE PROCEDURE:

**Rwy 15L**, climb on heading 154° to 2800, then climbing left turn direct GKN VOR/DME, thence...
**Rwy 33R**, climb on heading 334° to 2800, then climbing left turn direct GKN VOR/DME, thence...
...climb in holding pattern (GKN VOR/DME hold northwest, right turn, 113° inbound), to cross GKN VOR/DME at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

**Rwy 15L**,
- tree 263’ from DER, 562’ left of centerline, 1592’ MSL.
- tree 597’ from DER, 557’ right of centerline, 1610’ MSL.
- tree 1144’ from DER, 551’ left of centerline, 1604’ MSL.
- tree 1940’ from DER, 490’ right of centerline, 1612’ MSL.
- trees beginning 1942’ from DER, 316’ left of centerline, up to 1643’ MSL.
- trees beginning 2028’ from DER, 377’ right of centerline, up to 1618’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GULKANA, AK (CON’T)
GULKANA (GKN) (PAGK) (CON’T)
- RwY 33R, tree 227’ from DER, 467’ right of centerline, 1637’ MSL.
- Tree 490’ from DER, 594’ left of centerline, 1660’ MSL.
- Tree 569’ from DER, 570’ right of centerline, 1640’ MSL.
- Tree 709’ from DER, 686’ right of centerline, 1652’ MSL.
- Trees beginning 1275’ from DER, 495’ right of centerline, up to 1663’ MSL.
- Tree 2613’ from DER, 399’ left of centerline, 1669’ MSL.

GUSTAVUS, AK
GUSTAVUS (GST) (PAGS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 27JUN13 (13178) (FAA)
DEPARTURE PROCEDURE:
Use GUSTAVUS DEPARTURE.

HEALY, AK
HEALY RIVER (HRR) (PAHV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22JUN17 (17173) (FAA)
DEPARTURE PROCEDURE:
Use HEALY DEPARTURE.

HOLY CROSS, AK
HOLY CROSS (HCA) (PAHC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 11JUL24 (24193) (FAA)
DEPARTURE PROCEDURE:
- RwY 2, climb on heading 021° to 900 before proceeding on course.
- RwY 20, climb on heading 201° to 700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- RwY 2, traverse way, light poles beginning 0’ from DER, 41’ left of centerline, up to 83’ MSL.
- Light poles 1’ from DER, 40’ right of centerline, 2’ AGL/76’ MSL.
- Light poles 2’ from DER, 69’ right of centerline, 4’ AGL/77’ MSL.
- Trees beginning 9’ from DER, 154’ right of centerline, up to 37’ AGL/102’ MSL.
- Tree, traverse way beginning 43’ from DER, 423’ left of centerline, up to 57’ AGL/126’ MSL.
- Trees, traverse way, vertical structures, buildings, poles, catenary wires beginning 59’ from DER, 84’ left of centerline, up to 56’ AGL/127’ MSL.
- Trees beginning 136’ from DER, 380’ right of centerline, up to 50’ AGL/115’ MSL.
- Trees beginning 181’ from DER, on centerline, up to 54’ AGL/119’ MSL.
- Trees, poles, antenna, catenary wires beginning 540’ from DER, 44’ left of centerline, up to 66’ AGL/136’ MSL.
- Tree 796’ from DER, 564’ right of centerline, 54’ AGL/121’ MSL.
- Trees beginning 876’ from DER, 218’ right of centerline, up to 62’ AGL/127’ MSL.
- Tree 900’ from DER, 628’ right of centerline, 76’ AGL/143’ MSL.
- Trees beginning 904’ from DER, 59’ right of centerline, up to 78’ AGL/144’ MSL.
- Trees beginning 2044’ from DER, 404’ left of centerline, up to 70’ AGL/137’ MSL.
- Tree 2515’ from DER, 936’ left of centerline, 75’ AGL/142’ MSL.
- RwY 20, light poles 0’ from DER, 62’ right of centerline, 2’ AGL/74’ MSL.
- Trees beginning 25’ from DER, 99’ right of centerline, up to 62’ AGL/132’ MSL.
- Trees beginning 26’ from DER, 221’ left of centerline, up to 60’ AGL/126’ MSL.
- Trees beginning 160’ from DER, 197’ left of centerline, up to 63’ AGL/128’ MSL.
- Trees beginning 287’ from DER, 321’ right of centerline, up to 67’ AGL/138’ MSL.
- Trees beginning 322’ from DER, 336’ left of centerline, up to 65’ AGL/132’ MSL.
- Trees beginning 443’ from DER, 87’ right of centerline, up to 73’ AGL/143’ MSL.
- Trees beginning 531’ from DER, 344’ left of centerline, up to 71’ AGL/138’ MSL.
- Trees beginning 739’ from DER, 204’ left of centerline, up to 81’ AGL/146’ MSL.
- Trees beginning 922’ from DER, 188’ left of centerline, up to 82’ AGL/149’ MSL.
- Trees beginning 1104’ from DER, 139’ left of centerline, up to 86’ AGL/152’ MSL.
- Trees beginning 2035’ from DER, 81’ right of centerline, up to 73’ AGL/144’ MSL.
- Trees beginning 2594’ from DER, 339’ right of centerline, up to 76’ AGL/145’ MSL.
- Tree 2734’ from DER, 123’ right of centerline, 73’ AGL/146’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HOMER, AK

HOMER (HOM) (PAHO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwys 6W, 24W, NA - Environmental. 

Rwys 4, std. w/min. climb of 340' per NM to 2000 or 3800-3 for VCOA.

DEPARTURE PROCEDURE:

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

Rwy 22, climbing right turn heading 245° to intercept HOM VOR/DME R-210 thence . . .

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

Trees beginning 1966' from DER, 347' right of centerline, up to 136' MSL.

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

Trees beginning 2246' from DER, 418' right of centerline, up to 149' MSL.

Trees beginning 2376' from DER, 907' right of centerline, up to 168' MSL.

Trees beginning 2520' from DER, 767' right of centerline, up to 189' MSL.

Rwy 22, fence, lighting, sign beginning 3' from DER, 5' left of centerline, up to 9' AGL/72' MSL.

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

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

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

HOOPER BAY, AK

HOOPER BAY (HPB) (PAHP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08SEP22 (22251) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, lighting beginning 9' from DER, 16' left of centerline, up to 2' AGL/20' MSL.

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

Vehicle on road beginning 26' from DER, on centerline, up to 28' MSL.

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

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

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

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

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

Rwy 32, fence, lighting, sign beginning 3' from DER, 5' left of centerline, up to 9' AGL/21' MSL.

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

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

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

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

HUGHES, AK

HUGHES (HUS) (PAHU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02DEC21 (21336) (FAA)

DEPARTURE PROCEDURE:

Use HUGHES (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 5' from DER, 205' right of centerline, 32' AGL/324' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 2058' from DER, 525' right of centerline, 54' AGL/353' MSL.

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

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

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

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

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HUGHES, AK (CON’T)

HUGHES (HUS) (PAHU) (CON’T)

Rwy 18 (CON’T), tree 2664’ from DER, 7’ left of centerline, 81’ AGL/375’ MSL.

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

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

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

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

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

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

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

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

Trees, vehicles on road beginning 300’ from DER, 482’ right of centerline, up to 47’ AGL/344’ MSL.

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

Trees, vehicles on road, buildings, vertical structures beginning 448’ from DER, 198’ right of centerline, up to 51’ AGL/348’ MSL.

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

Trees beginning 1203’ from DER, 568’ right of centerline, up to 28’ AGL/322’ MSL.

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

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

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

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

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

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

Trees, vehicles on road beginning 300’ from DER, 482’ right of centerline, up to 47’ AGL/344’ MSL.

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

Trees, vehicles on road, buildings, vertical structures beginning 448’ from DER, 198’ right of centerline, up to 51’ AGL/348’ MSL.

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

Trees beginning 1203’ from DER, 568’ right of centerline, up to 28’ AGL/322’ MSL.

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

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

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

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

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

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

Trees, vehicles on road beginning 300’ from DER, 482’ right of centerline, up to 47’ AGL/344’ MSL.

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

Trees, vehicles on road, buildings, vertical structures beginning 448’ from DER, 198’ right of centerline, up to 51’ AGL/348’ MSL.

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

Trees beginning 1203’ from DER, 568’ right of centerline, up to 28’ AGL/322’ MSL.

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

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

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

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

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

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

Trees, vehicles on road beginning 300’ from DER, 482’ right of centerline, up to 47’ AGL/344’ MSL.

Trees beginning 415’ from DER, 528’ right of centerline, up to 49’ AGL/346’ MSL.
INDIAN MOUNTAIN LRRS (UTO) (PAIM)

UTOPIA CREEK, AK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03NOV22 (23222) (USAF)
TAKEOFF MINIMUMS:
Rwy 6, 3400-3 for climb in visual conditions.
Rwy 24, NA.
DEPARTURE PROCEDURE:
Diverse departures NA.
CAUTION: Uncontrolled airspace below 700’ AGL within 4 NM of Indian Mountain LRRS airport.
Rwy 6, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Indian Mountain LRRS at or above 4500’ MSL before proceeding on course. Remain within 3 NM of Indian Mountain LRRS during climb in visual conditions.
TAKEOFF OBSTACLE NOTES:
Rwy 6, terrain 888’ from DER, 738’ right of centerline, 1004’ MSL.
Terrain 634’ from DER, 670’ right of centerline, 1012’ MSL.
Terrain 885’ from DER, 644’ right of centerline, 994’ MSL.
Terrain 153’ from DER, 509’ right of centerline, 994’ MSL.
Terrain abreast the DER, 287’ right of centerline, 962’ MSL.
Terrain 380’ from DER, 602’ right of centerline, 1007’ MSL.
Terrain 4836’ from DER, 1796’ left of centerline, 1112’ MSL.
Terrain 887’ from DER, 738’ right of centerline, 1004’ MSL.

JUNEAU, AK
JUNEAU INTL (JNU) (PAJN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 22AUG13 (13234) (FAA)
DEPARTURE PROCEDURE:
Rwys 8, 26, Use JUNEAU DEPARTURE.

KAKL, AK
KAKL (AFE) (PAFE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31JUL08 (08213) (FAA)
DEPARTURE PROCEDURE:
Use KAKL DEPARTURE.

KALSKAG, AK
KALSKAG (KLG) (PALG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 08SEP22 (22251) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 25, climb on heading 251° to 1000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 25, pole, vegetation beginning 5’ from DER, 273’ right of centerline, up to 86’ MSL.
Wind indicator 11’ from DER, 251’ left of centerline, 73’ MSL.
Trees, pole beginning 52’ from DER, 194’ left of centerline, up to 71’ AGL/126’ MSL.
Trees, poles beginning 249’ from DER, 445’ right of centerline, up to 115’ MSL.
Trees, poles beginning 487’ from DER, 423’ left of centerline, up to 127’ MSL.
Trees, pole beginning 929’ from DER, 17’ right of centerline, up to 124’ MSL.
Trees, pole beginning 1099’ from DER, 19’ left of centerline, up to 70’ AGL/131’ MSL.

KALTAG, AK
KALTAG (KAL) (PAKV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 05JAN17 (17005) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, std. w/min. climb of 460’ per NM to 4000, or 3000-3 for VCOA.
Rwy 21, std. w/min. climb of 481’ per NM to 4000, or 3000-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 029° to 1100 before proceeding on course.
Rwy 21, climb heading 209° to 1100 before proceeding on course.
VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kaltag airport at or above 3000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 786’ from DER, crossing centerline, 221’ MSL.
Vehicle on road 809’ from DER, 349’ right of centerline, 192’ MSL.
Tower 1319’ from DER, 529’ right of centerline, 130’ AGL/240’ MSL.
CONT’
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KALTAG, AK (CON’T)

KALTAG (KAL) (PAKV) (CON’T)

Rwy 21, bush 81’ from DER, 463’ left of centerline, 196’ MSL.
Trees beginning 628’ from DER, 593’ right of centerline, up to 277’ MSL.
Trees beginning 1915’ from DER, 449’ left of centerline up to 288’ MSL.
Trees beginning 2777’ from DER, 329’ left of centerline, up to 308’ MSL.
Trees beginning 3732’ from DER, 134’ left of centerline, up to 308’ MSL.
Tree 4872’ from DER, 244’ right of centerline, 304’ MSL.

KASIGLUK, AK

KASIGLUK (Z09) (PFKA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22AUG13 (13234) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climb heading 174° to 800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 35, bush 13’ from DER, 52’ left of centerline, 6’ AGL/31’ MSL.

KENAI, AK

KENAI MUNI (ENA) (PAEN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwys 2W, 20W. NA- Environmental.

DEPARTURE PROCEDURE:

Rwys 2L/R, climb on a heading between 304° clockwise to 196° from DER.

Rwys 20L/R, climb heading 196° to 1100, then climb on a heading between 226° counter clockwise to 016° from DER.

TAKEOFF OBSTACLE NOTES:

Rwy 2L, sign 20’ from DER, 122’ right of centerline, 4’ AGL/100’ MSL.
Windsock 523’ from DER, 599’ left of centerline, 20’ AGL/120’ MSL.

Rwy 2R, trees and catenary beginning 533’ from DER, 262’ right of centerline, up to 39’ AGL/137’ MSL.

Rwy 20L, trees beginning 900’ from DER, 524’ left of centerline, up to 50’ AGL/141’ MSL.

Control tower and antenna on control tower beginning 2060’ from DER, 675’ left of centerline, up to 79’ AGL/174’ MSL.

Tree 2998’ from DER, 1050’ left of centerline, 108’ AGL/198’ MSL.

DME antenna and trees beginning 821’ from DER, 103’ left of centerline, up to 34’ AGL/119’ MSL.

KETCHIKAN, AK

KETCHIKAN INTL (KTN) (PAKT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

Rwy 11, use KETCHIKAN DEPARTURE.

Rwy 29, use SKOWL DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 11, electrical system 5’ from DER, 55’ left of centerline, 1’ AGL/90’ MSL.
Electrical system 5’ from DER, 54’ right of centerline, 1’ AGL/90’ MSL.

Tree 107’ from DER, 514’ left of centerline, 93’ MSL.

Tree 190’ from DER, 508’ left of centerline, 76’ AGL/95’ MSL.

Tree 483’ from DER, 572’ right of centerline, 126’ MSL.

Tree 966’ from DER, 692’ right of centerline, 128’ MSL.

Tree 1072’ from DER, 693’ right of centerline, up to 154’ MSL.

Tree 2469’ from DER, 1001’ right of centerline, 164’ MSL.

Tree 2567’ from DER, 1060’ right of centerline, 168’ MSL.

Trees beginning 2768’ from DER, 1014’ right of centerline, up to 173’ MSL.

Rwy 29, trees beginning 428’ from DER, 549’ left of centerline, to 121’ MSL.
Trees beginning 671’ from DER, 572’ left of centerline, up to 136’ MSL.

Tree 2370’ from DER, 1093’ left of centerline, 147’ MSL.

Tree 2728’ from DER, 989’ left of centerline, 154’ MSL.

Trees beginning 2787’ from DER, 1089’ left of centerline, up to 164’ MSL.

Tree 3059’ from DER, 1264’ left of centerline, 188’ MSL.

Trees beginning 3195’ from DER, 971’ left of centerline, up to 194’ MSL.

Trees beginning 3558’ from DER, 1125’ left of centerline, up to 220’ MSL.

Trees beginning 3658’ from DER, 1243’ left of centerline, up to 234’ MSL.

Trees beginning 3754’ from DER, 1400’ left of centerline, up to 238’ MSL.

Trees beginning 5550’ from DER, 1591’ left of centerline, up to 250’ MSL.

Tree 6050’ from DER, 1934’ left of centerline, 252’ MSL.

Trees beginning 6070’ from DER, 1883’ left of centerline, up to 284’ MSL.

Tree 1.9 NM from DER, 3275’ left of centerline, 390’ MSL.

Tree 2 NM from DER, 3284’ left of centerline, 415’ MSL.

Tree 2 NM from DER, 3381’ left of centerline, 462’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KETCHIKAN, AK (CONT')

KETCHIKAN INTL (KTN) (PAKT) (CONT')

Rwy 29 (CONT'), tree 2.2 NM from DER, 4085' left of centerline, 100' AGL/576' MSL.
Trees beginning 2.2 NM from DER, 2371' left of centerline, up to 607' MSL.
Trees beginning 2.3 NM from DER, 3644' left of centerline, up to 100' AGL/622' MSL.
Trees beginning 2.3 NM from DER, 2461' left of centerline, up to 640' MSL.
Trees beginning 2.3 NM from DER, 2432' left of centerline, up to 647' MSL.
Tree 2.3 NM from DER, 4153' left of centerline, 100' AGL/658' MSL.
Trees beginning 2.3 NM from DER, 2171' left of centerline, up to 783' MSL.
Trees beginning 2.4 NM from DER, 2456' left of centerline, up to 866' MSL.

KIANA, AK

BOB BAKER MEML (IAN) (PAIK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31DEC20 (21112) (FAA)

TAKEOFF MINIMUMS:
Rwy 25, NA - Terrain.

DEPARTURE PROCEDURE:
Rwy 7, Use SELAWIK (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 36' from DER, 171' left of centerline, up to 23' AGL/157' MSL.
Tree 425' from DER, 595' left of centerline, 24' AGL/161' MSL.
Trees beginning 477' from DER, 474' left of centerline, up to 30' AGL/166' MSL.
Tree 488' from DER, 601' left of centerline, 29' AGL/168' MSL.
Trees beginning 522' from DER, 411' left of centerline, up to 34' AGL/169' MSL.
Tree 581' from DER, 576' left of centerline, 31' AGL/170' MSL.
Trees beginning 590' from DER, 434' left of centerline, up to 36' AGL/171' MSL.
Trees beginning 601' from DER, 520' left of centerline, up to 35' AGL/172' MSL.
Trees beginning 623' from DER, 438' left of centerline, up to 40' AGL/174' MSL.

KING COVE, AK

KING COVE (KVC) (PAVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31DEC20 (20366) (FAA)

TAKEOFF MINIMUMS:
Rwy 26, NA - Obstacles.

DEPARTURE PROCEDURE:
Rwy 8, use COLD BAY (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 8, fence, tree, vegetation beginning 14' from DER, 77' left of centerline, up to 8' AGL/154' MSL.
Tree 20' from DER, 286' right of centerline, 8' AGL/145' MSL.
Trees beginning 26' from DER, 163' right of centerline, up to 12' AGL/153' MSL.
Fence 72' from DER, 385' left of centerline, 8' AGL/158' MSL.
Tree, building, general utility beginning 99' from DER, 252' left of centerline, up to 11' AGL/167' MSL.
Fence 129' from DER, 383' left of centerline, 10' AGL/168' MSL.
Trees, fences, vegetation beginning 145' from DER, 361' left of centerline, up to 10' AGL/175' MSL.

KING SALMON, AK

KING SALMON (AKN) (PAKN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 11JUL24 (24193) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 18, trees 4' from DER, 274' left of centerline, 100' AGL/156' MSL.
Trees beginning 48' from DER, 7' left of centerline, up to 30' AGL/160' MSL.
Trees beginning 93' from DER, 11' right of centerline, up to 30' AGL/160' MSL.

Rwy 36, trees 0' from DER, 76' left of centerline, 30' AGL/93' MSL.
Trees beginning 45' from DER, 75' right of centerline, up to 30' AGL/96' MSL.
Trees beginning 89' from DER, 227' right of centerline, up to 30' AGL/103' MSL.
Trees, vegetation beginning 178' from DER, 37' right of centerline, up to 30' AGL/106' MSL.
Trees beginning 203' from DER, 9' left of centerline, up to 30' AGL/96' MSL.
Trees 540' from DER, 399' left of centerline, 30' AGL/99' MSL.
Trees beginning 585' from DER, 95' left of centerline, up to 30' AGL/103' MSL.
Trees beginning 788' from DER, 28' left of centerline, up to 30' AGL/109' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KIPNUK, AK
KIPNUK (IIK) (PAKI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 01FEB18 (18032) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, rwy light beginning 9’ from DER, 40’ right of centerline, up to 2’ AGL/20’ MSL.
Rwy light beginning 9’ from DER, 51’ left of centerline, up to 3’ AGL/20’ MSL.
Rwy light 10’ from DER, 40’ left of centerline, 3’ AGL/21’ MSL.
Rwy 35, segmented circle marker, rwy light beginning 0’ from DER, 40’ left of centerline, up to 6’ AGL/20’ MSL.
Rwy light beginning 9’ from DER, 40’ right of centerline, up to 2’ AGL/20’ MSL.

KIVALINA, AK
KIVALINA (KVL) (PAVL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT-A 15OCT15 (15288) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 12, windsock 143’ from DER, 267’ left of centerline, 22’ AGL/30’ MSL.
Tower 3544’ from DER, 150’ left of centerline, 100’ AGL/115’ MSL.
Rwy 30, bush 2’ from DER, 82’ left of centerline, 2’ AGL/18’ MSL.
Bush 16’ from DER, 85’ left of centerline, 2’ AGL/18’ MSL.

KLAWOCK, AK
KLAWOCK (AKW) (PAKW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 05DEC19 (19339) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, NA - Obstacles
DEPARTURE PROCEDURE:
Rwy 20, use KLAWOCK DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 20, trees 5964’ from DER, 1369’ left of centerline, up to 158’ AGL/357’ MSL.

KOBUK, AK
KOBUK (OBU) (PAOB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20DEC07 (07354) (FAA)
TAKEOFF MINIMUMS:
Rwy 27, 300-1 or std. w/ a min. climb of 661’ per NM to 400.
DEPARTURE PROCEDURE:
Rwy 9, climbing right turn via heading 220° and AMF NDB 283° course to AMF NDB before proceeding on course.
Rwy 27, climb via heading 267° and AMF NDB 283° course to AMF NDB before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, multiple trees beginning 169’ from DER, 36’ right of centerline, up to 50’ AGL/199’ MSL.
Multiple trees beginning 231’ from DER, 385’ left of centerline, up to 50’ AGL/199’ MSL.
Rwy 27, multiple trees beginning 79’ from DER, 220’ left of centerline, up to 50’ AGL/182’ MSL.
Multiple trees beginning 17’ from DER, 299’ right of centerline, up to 50’ AGL/249’ MSL.

KODIAK, AK
KODIAK (ADQ) (PADQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 15OCT15 (15288) (FAA)
TAKEOFF MINIMUMS:
Rwy 26, NA-terrain.
DEPARTURE PROCEDURE:
Rwys 1, 8, 11, 19, 29, use KODIAK DEPARTURE.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KOKHANOK, AK
KOKHANOK (9K2) (PFKK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 19JUL18 (18200) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, 400-1½.
DEPARTURE PROCEDURE:
Rwy 7, climbing left turn direct ILI NDB/DME, continue climb in ILI NDB/DME holding pattern (hold south, right turns, 005° inbound) to cross ILI NDB/DME at or above mea for route of flight.
Rwy 25, climbing right turn direct ILI NDB/DME, continue climb in ILI NDB/DME holding pattern (hold south, right turns, 005° inbound) to cross ILI NDB/DME at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 7, tree 13' from DER, 160' right of centerline, 80' AGL/215' MSL.
Trees beginning 542' from DER, 464' right of centerline, up to 80' AGL/230' MSL.
Trees beginning 1111' from DER, 111' left of centerline, 80' AGL/230' MSL.
Trees beginning 1844' from DER, 545' right of centerline, up to 80' AGL/280' MSL.
Tree 3579' from DER, 889' right of centerline, 80' AGL/344' MSL.
Trees beginning 4350' from DER, 651' right of centerline, up to 80' AGL/303' MSL.
Tree 1.3 NM from DER, 2012' right of centerline, 80' AGL/434' MSL.
Rwy 25, trees beginning 12' from DER, 127' right of centerline, up to 80' AGL/180' MSL.
Tree 113' from DER, 346' left of centerline, 80' AGL/188' MSL.
Trees beginning 1844' from DER, 545' right of centerline, up to 80' AGL/280' MSL.

KOLIGANEK, AK
KOLIGANEK (JZZ) (PAJZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 20AUG15 (15232) (FAA)
DEPARTURE PROCEDURE:
Rwy 9, climb heading 093° to 900 before turning North.
Rwy 27, climb heading 273° to 1500 before turning North.
TAKEOFF OBSTACLE NOTES:
Rwy 9, multiple bushes beginning 50' from DER, 15' right of centerline, up to 15' AGL/327' MSL.
Multiple bushes beginning 180' from DER, 69' left of centerline, up to 15' AGL/340' MSL.
Rwy 27, multiple bushes beginning 76' from DER, 146' left and right of centerline, up to 15' AGL/271' MSL.
Power pole 845' from DER, 716' right of centerline, 50' AGL/267' MSL.

KOTLIK, AK
KOTLIK (2A9) (PFKO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10NOV16 (16315) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 02, tree abeam DER, 182' right of centerline, 6' AGL/16' MSL.
Vehicle on road 3' from DER, 183' left of centerline, 23' MSL.
Tree 58' from DER, 111' right of centerline, 8' AGL/18' MSL.
Pole 84' from DER, 76' left of centerline, 26' AGL/37' MSL.
Trees beginning 137' from DER, 233' right of centerline, 16' AGL/21' MSL.
Tree 171' from DER, 154' right of centerline, 13' AGL/23' MSL.
Tree 324' from DER, 181' right of centerline, 15' AGL/24' MSL.
Tree 606' from DER, 221' right of centerline, 24' AGL/30' MSL.
Rwy 20, bush 8' from DER, 105' left of centerline, 5' AGL/14' MSL.
Tree 24' from DER, 132' right of centerline, 10' AGL/16' MSL.

KOTZEBUE, AK
RALPH WIEN MEML (OTZ) (PAOT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07DEC17 (20366) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, terrain, traverse way beginning 400' from DER, 150' right of centerline, up to 39' MSL.
Terrain, traverse way beginning 487' from DER, 113' right of centerline, up to 43' MSL.
Terrain, traverse way beginning 555' from DER, 18' left of centerline, up to 37' MSL.
Terrain, traverse way beginning 570' from DER, 199' right of centerline, up to 50' MSL.
Terrain beginning 586' from DER, 155' right of centerline, up to 55' MSL.
Terrain, traverse way beginning 600' from DER, 27' left of centerline, up to 49' MSL.
Terrain 745' from DER, 201' left of centerline, 50' MSL.
Terrain, traverse way beginning 757' from DER, 199' left of centerline, 60' MSL.
Terrain, traverse way beginning 775' from DER, 75' left of centerline, up to 61' MSL.
Terrain, traverse way beginning 777' from DER, 3' right of centerline, up to 61' MSL.
Terrain, traverse way beginning 845' from DER, 29' right of centerline, up to 62' MSL.
Terrain beginning 969' from DER, 29' right of centerline, up to 67' MSL.
Terrain 1000' from DER, 505' left of centerline, 64' MSL.
Terrain beginning 1000' from DER, 280' left of centerline, up to 72' MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KOTZEBUE, AK (CON'T)

RALPH WIEN MEML (OTZ) (PAOT) (CON'T)

Rwy 9 (CON'T), terrain beginning 1151' from DER, 194' left of centerline, up to 80' MSL. Terrain, traverse way beginning 1183' from DER, 128' right of centerline, up to 106' MSL. Terrain beginning 1396' from DER, 33' left of centerline, up to 83' MSL. Terrain beginning 1400' from DER, 2' right of centerline, up to 120' MSL. Terrain beginning 1539' from DER, 597' right of centerline, up to 124' MSL. Terrain beginning 1638' from DER, 195' left of centerline, up to 90' MSL. Terrain beginning 1800' from DER, 201' left of centerline, up to 100' MSL. Tree, terrain beginning 1896' from DER, 9' right of centerline, up to 9' AGL/131' MSL. Terrain beginning 1928' from DER, 9' left of centerline, up to 107' MSL. Terrain 3548' from DER, 316' left of centerline, 100' MSL. Terrain 3599' from DER, 820' left of centerline, 111' MSL. Terrain 3599' from DER, 398' left of centerline, 114' MSL. Terrain beginning 3600' from DER, 336' left of centerline, up to 117' MSL. Terrain beginning 3636' from DER, 183' left of centerline, up to 120' MSL. Terrain beginning 3799' from DER, 385' left of centerline, up to 124' MSL. Tower 3948' from DER, 698' left of centerline, 27' AGL/147' MSL. NAVAID, terrain beginning 3949' from DER, 519' left of centerline, up to 32' AGL/152' MSL.

KOYUK, AK

KOYUK ALFRED ADAMS (KKA) (PAKK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 05NOV20 (20310) (FAA)

TAKEOFF MINIMUMS:

Rwy 1

DEPARTURE PROCEDURE:

Rwy 19, climb on heading 193° to 800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 19, tree 11' from DER, 377' right of centerline, 23' AGL/197' MSL.

KOYUKUK, AK

KOYUKUK (KYU) (PFKU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22OCT09 (09295) (FAA)

DEPARTURE PROCEDURE:

Use DIBVY DEPARTURE.

KWETHLUK, AK

KWETHLUK (KWT) (PFKW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 400-2 or std. w/ min. climb of 240' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 292' from DER, 373' right of centerline, up to 35' AGL/63' MSL. Trees beginning 341' from DER, 399' left of centerline, up to 35' AGL/134' MSL. Rwy 36, trees beginning 203' from DER, 396' right of centerline, up to 18' AGL/42' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LADD AAF (FBK) (PAFB)
FAIRBANKS/FORT WAINWRIGHT, AK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1C 19MAY22 (22139) (USA)
DEPARTURE PROCEDURE:
- Rwy 7, climbing right turn via hdg 180° and FAI VORTAC R-090 to 5000 direct FAI (hold south, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course.
- Rwy 25, climbing left turn via hdg 180° and FAI VORTAC R-090 to 5000 direct FAI (hold south, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 7, public road 387' east of DER, up to 15' AGL/460' MSL.
- Rwy 25, public road 349' west of DER, up to 23' AGL/461' MSL.
- Railroad tracks 556' west of DER, up to 23' AGL/460' MSL.

MANLEY HOT SPRINGS, AK
MANLEY HOT SPRINGS (MLY) (PAML)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 19JUL18 (18200) (FAA)
TAKEOFF MINIMUMS:
- Rwy 36, NA-Obstacles
DEPARTURE PROCEDURE:
- Rwy 18, climb on a heading between 050° CW 220° from DER.
TAKEOFF OBSTACLE NOTES:
- Rwy 18, trees beginning 286' from DER, 562' right of centerline, up to 68' AGL/334' MSL.
- Trees beginning 439' from DER, 586' left of centerline, up to 74' AGL/342' MSL.
- Trees beginning 678' from DER, 585' right of centerline, up to 70' AGL/336' MSL.
- Trees beginning 1087' from DER, 64' left of centerline, up to 86' AGL/355' MSL.
- Tree 2023' from DER, 597' right of centerline, 67' AGL/337' MSL.
- Trees beginning 3492' from DER, 64' left of centerline, up to 86' AGL/355' MSL.
- Trees beginning 3523' from DER, 376' right of centerline, 97' AGL/365' MSL.
- Tree 3608' from DER, 317' right of centerline, up to 99' AGL/366' MSL.
- Trees beginning 3836' from DER, 381' left of centerline, up to 100' AGL/368' MSL.
- Trees beginning 3838' from DER, 15' right of centerline, 95' AGL/363' MSL.
- Tree 3832' from DER, 376' right of centerline, 97' AGL/365' MSL.
- Tree 371' from DER, 232' left of centerline, 103' AGL/371' MSL.
- Tree 373' from DER, 497' right of centerline, 97' AGL/366' MSL.
- Tree 3833' from DER, 41' right of centerline, 105' AGL/373' MSL.

MANOKOTAK, AK
MANOKOTAK (MBA) (PAMB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27AUG09 (09239) (FAA)
DEPARTURE PROCEDURE:
- Rwy 3, climbing right turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight.
- Rwy 21, climbing left turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
- Rwy 3, trees beginning 1519' from DER, 899' right of centerline, up to 35' AGL/134' MSL.
- Trees beginning 595' from DER, 150' left of centerline, up to 35' AGL/134' MSL.
- Rising terrain 42' from DER, 136' right of centerline up to 105' MSL.
- Rising terrain 12' from DER, 301' left of centerline up to 102' MSL.
- Rwy 21, multiple trees beginning 136' from DER, 133' right of centerline, up to 35' AGL/109' MSL.
- Multiple buildings beginning 359' from DER, 343' left of centerline, up to 30' AGL/96' MSL.

MARSHALL, AK
MARSHALL DON HUNTER SR (MDM) (PADM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 29JUL10 (10210) (FAA)
DEPARTURE PROCEDURE:
Use BIBNE RNAV DEPARTURE.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MC GRATH, AK

MC GRATH (MCG) (PAMC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2C 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwys 5, 23, NA-Environmental.

Rwy 16, std. w/min. climb of 470’ per NM to 1700, or 2300-3 for VCOA.

Rwy 34, std. w/min. climb of 420’ per NM to 2200, or 2300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 16, climb on heading 160° to 1700, then climbing left turn on heading 014° thence...

Rwy 34, climb on heading 340° to 2200, then climbing right turn heading 166° to MCG R-104 or direct VTR NDB thence...

...climb to 4000 southeast bound on MCG R-104, or 100° bearing from VTR NDB. Aircraft southeast bound (079° clockwise 119°) continue climb on course to MEA for route of flight. All others reverse course on the MCG R-104 to MCG VORTAC, or 280° course to VTR NDB, then continue climb on course to MEA for route of flight.

VCOA:

Rwys 16, 34, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mc Grath airport at or above 2200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, vehicle on road beginning 8’ from DER, 66’ right of centerline, up to 351’ MSL.

Vehicles on road beginning 141’ from DER, 70’ left of centerline, up to 349’ MSL.

Vehicle on road beginning 178’ from DER, 344’ left of centerline, up to 350’ MSL.

Trees beginning 930’ from DER, 284’ right of centerline, up to 399’ MSL.

Trees beginning 1020’ from DER, 116’ right of centerline, up to 407’ MSL.

Trees beginning 1159’ from DER, 50’ right of centerline, up to 409’ MSL.

Trees beginning 1190’ from DER, 306’ left of centerline, up to 392’ MSL.

Trees beginning 1235’ from DER, 14’ left of centerline, up to 406’ MSL.

Trees beginning 1262’ from DER, 18’ right of centerline, up to 422’ MSL.

Trees beginning 1551’ from DER, 19’ left of centerline, up to 408’ MSL.

Trees beginning 1880’ from DER, 16’ left of centerline, up to 412’ MSL.

Trees beginning 2529’ from DER, 317’ right of centerline, up to 429’ MSL.

Tree 2552’ from DER, 315’ left of centerline, 413’ MSL.

Tree 2575’ from DER, 534’ left of centerline, 416’ MSL.

Trees beginning 2642’ from DER, 270’ left of centerline, up to 418’ MSL.

Tree 2860’ from DER, 596’ left of centerline, 420’ MSL.

Tree 3116’ from DER, 93’ left of centerline, 421’ MSL.

Tree 3219’ from DER, 748’ left of centerline, 425’ MSL.

Tree 3253’ from DER, 46’ left of centerline, 90’ AGL/428’ MSL.

Rwy 34, lighting 10’ from DER, 59’ right of centerline, 2’ AGL/344’ MSL.

Vegetation, trees beginning 12’ from DER, 28’ left of centerline, up to 351’ MSL.

Vegetation 53’ from DER, 237’ right of centerline, 350’ MSL.

Trees beginning 76’ from DER, 78’ right of centerline, up to 351’ MSL.

Trees beginning 172’ from DER, 142’ right of centerline, up to 17’ AGL/354’ MSL.

Trees beginning 1420’ from DER, 440’ left of centerline, up to 388’ MSL.

Trees beginning 1557’ from DER, 320’ left of centerline, up to 389’ MSL.

Trees beginning 1705’ from DER, 282’ right of centerline, up to 408’ MSL.

Tree 1757’ from DER, 87’ left of centerline, 392’ MSL.

Building and vehicles on road beginning 439’ from DER, 370’ left of centerline, up to 27’ AGL/71’ MSL.

Tree 2235’ from DER, 1014’ right of centerline, 416’ MSL.

Tree 2759’ from DER, 250’ left of centerline, 417’ MSL.

Tree 3106’ from DER, 1063’ left of centerline, 422’ MSL.

Tree 3341’ from DER, 1099’ left of centerline, 428’ MSL.

MEKORYUK, AK

MEKORYUK (MYU) (PAMY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12AUG21 (21224) (FAA)

DEPARTURE PROCEDURE:

Rwy 24, climb on heading 245° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 6, vegetation beginning 6’ from DER, 175’ right of centerline, up to 5’ AGL/58’ MSL.

Vegetation 68’ from DER, 270’ left of centerline, 2’ AGL/55’ MSL.

Vehicles on road and vegetation beginning 74’ from DER, 186’ left of centerline, up to 69’ MSL.

Antenna and vehicles on road beginning 98’ from DER, 384’ left of centerline, up to 21’ AGL/71’ MSL.

Wind indicator and vehicles on road beginning 250’ from DER, 300’ left of centerline, up to 25’ AGL/74’ MSL.

Building and vehicles on road beginning 439’ from DER, 370’ left of centerline, up to 27’ AGL/80’ MSL.

Pole and vegetation beginning 517’ from DER, 341’ left of centerline, up to 34’ AGL/86’ MSL.

Poles beginning 731’ from DER, 616’ left of centerline, up to 37’ AGL/92’ MSL.

Rwy 24, vegetation 3’ from DER, 396’ right of centerline, 2’ AGL/61’ MSL.

Vegetation beginning 5’ from DER, 227’ left of centerline, up to 2’ AGL/55’ MSL.

Vegetation beginning 55’ from DER, 385’ right of centerline, up to 2’ AGL/62’ MSL.

Vegetation beginning 98’ from DER, 273’ left of centerline, up to 2’ AGL/56’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MIDDLETON ISLAND, AK
MIDDLETON ISLAND (MDO) (PAMD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 10JAN13 (13010) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 31, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 2, aircraft on taxiway, 5' from DER, 195' left of centerline, up to 20' AGL/119' MSL.
Vehicle on taxiway, 131' from DER, 193' left of centerline, up to 15' AGL/114' MSL.
Rwy 20, vehicles on road beginning 3' from DER, 124' right of centerline, up to 15' AGL/164' MSL.

MINCHUMINA, AK
MINCHUMINA (MHM) (PAMH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 31MAR16 (16091) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 1600-3 for climb in visual conditions. Procedure NA at night
DEPARTURE PROCEDURE:
Rwy 3, for climb in visual conditions: Cross MHM NDB north bound at or above 1600 MSL before proceeding on course.
Rwy 21, climb via heading 204° to 1600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, light 10' from DER, 30' right of centerline, 2' AGL/681' MSL.
Trees and bush, beginning 27' from DER, 99' left of centerline, up to 689' MSL.
Tree, 122' from DER, 339' left of centerline, 736' MSL.
Trees, beginning 123' from DER, 184' right of centerline, up to 685' MSL.
Trees and terrain beginning 144' from DER, 209' left of centerline, up to 764' MSL.
Rwy 21, tree and light beginning 3' from DER, 30' left of centerline, up to 713' MSL.
Light, trees and bush beginning 10' from DER, 50' right of centerline, up to 716' MSL.
Pole 108' from DER, 298' left of centerline, 679' MSL.
Trees beginning 342' from DER, 440' right of centerline, up to 719' MSL.
Trees beginning 399' from DER, 300' right of centerline, up to 742' MSL.

MOUNTAIN VILLAGE, AK
MOUNTAIN VILLAGE (MOU) (PAMO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 30JAN20 (20030) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, lighting 9' from DER, 47' right of centerline, 341' MSL.
Lighting 9' from DER, 47' left of centerline, 340' MSL.
Rwy 20, lighting 9' from DER, 47' left of centerline, 299' MSL.
Lighting 10' from DER, 47' right of centerline, 299' MSL.

NAPAKIAK, AK
NAPAKIAK (WNA) (PANA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17OCT13 (13290) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, numerous trees beginning 47' from DER, 161' right of centerline, up to 13' AGL/30' MSL.
Tree 465' from DER, 22' left of centerline, 16' AGL/33' MSL.
Rwy 34, numerous poles beginning 299' from DER, 287' left of centerline, up to 29' AGL/46' MSL.
Numerous poles beginning 177' right of centerline, 273' right of centerline, up to 26' AGL/43' MSL.
Rod on tower 359' from DER, 430' left of centerline, 30' AGL/47' MSL.
Antenna 357' from DER, 408' right of centerline, 29' AGL/46' MSL.
Catenary 215' from DER, 352' right of centerline, 19' AGL/36' MSL.
Tree 206' from DER, 297' left of centerline, 15' AGL/32' MSL.
Multiple buildings beginning 639' from DER, 414' left of centerline, up to 26' AGL/43' MSL.
Tree 520' from DER, 437' right of centerline, 13' AGL/30' MSL.

NAPASKIAK, AK
NAPASKIAK (PKA) (PAPK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05MAR15 (15064) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, boats 25' from DER, 468' left of centerline, up to 50' AGL/50' MSL.
Trees 33' from DER, 14' left of centerline, up to 50' AGL/74' MSL.
Trees beginning 527' from DER, left and right of centerline, up to 50' AGL/74' MSL.
Trees 917' from DER, beginning 29' left of centerline, up to 50' AGL/74' MSL.
Rwy 20, trees beginning 32' from DER, left and right of centerline, up to 50' AGL/74' MSL.
Boats 620' from DER, 618' right of centerline, up to 50' AGL/50' MSL.
Trees beginning 1100' from DER, left and right of centerline, up to 50' AGL/74' MSL.
NEILSON LAGOON, AK
NEILSON LAGOON (OUL) (PAOU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05DEC19 (19339) (FAA)
DEPARTURE PROCEDURE:
Use BINAL TWO DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 77' from DER, 210' left of centerline, up to 20' AGL/43' MSL.
Trees beginning 142' from DER, 56' right of centerline, up to 20' AGL/30' MSL.
Rwy 26, trees beginning 21' from DER, 10' right of centerline, up to 20' AGL/40' MSL.
Trees 265' from DER, 559' left of centerline, 20' AGL/34' MSL.
Trees beginning 296' from DER, 25' left of centerline, up to 20' AGL/40' MSL.

NENANA, AK
NENANA MUNI (ENN) (PANN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 22OCT09 (09295) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4L, trees beginning 1.9 NM from DER, 3209' left of centerline, up to 60' AGL/859' MSL.

NEW STUYAHOK, AK
NEW STUYAHOK (KNW) (PANW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 05JAN17 (17005) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 14, light pole 9' from DER, 47' right of centerline, 5' AGL/329' MSL.
Trees beginning 388' from DER, 299' right of centerline, up to 25' AGL/343' MSL.
Rwy 14, REL 41' from DER, 84' right of centerline, 372' MSL.
Tank 177' from DER, 423' right of centerline, 11' AGL/381' MSL.
Tree 204' from DER, 467' left of centerline, 376' MSL.
Tree 293' from DER, 533' left of centerline, 383' MSL.
Trees beginning 478' from DER, 494' left of centerline, up to 390' MSL.
Trees beginning 558' from DER, 350' right of centerline, up to 389' MSL.

NIKOLAI, AK
NIKOLAI (FSP) (PAFS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 19JUL18 (18200) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, lighting 0' from DER, 80' right of centerline, 5' AGL/451' MSL.
Trees beginning 80' from DER, 317' left of centerline, up to 20' AGL/476' MSL.
Vegetation 102' from DER, 89' right of centerline, 452' MSL.
Trees beginning 103' from DER, 498' right of centerline, up to 472' MSL.
Tree, vehicles on road beginning 146' from DER, 76' left of centerline, up to 506' MSL.
Tree 284' from DER, 498' left of centerline, 67' AGL/535' MSL.
Tree, building beginning 303' from DER, 144' left of centerline, up to 77' AGL/547' MSL.
Trees beginning 432' from DER, 265' right of centerline, up to 480' MSL.
Tree 650' from DER, 639' right of centerline, 488' MSL.
Trees beginning 716' from DER, 421' right of centerline, up to 496' MSL.
Tree 937' from DER, 675' right of centerline, 497' MSL.
Trees beginning 972' from DER, 7' right of centerline, up to 74' AGL/528' MSL.
Rwy 23, vegetation 0' from DER, 134' left of centerline, 446' MSL.
Trees beginning 6' from DER, 124' right of centerline, up to 488 MSL.
Trees beginning 48' from DER, 143' right of centerline, up to 484' MSL.
Vegetation 89' from DER, 272' left of centerline, 448' MSL.
Vegetation 100' from DER, 93' left of centerline, 449' MSL.
Vehicle on road 444' from DER, 550' left of centerline, 457' MSL.
Tree 648' from DER, 506' left of centerline, 473' MSL.
Trees beginning 662' from DER, 310' left of centerline, up to 484' MSL.
Trees beginning 898' from DER, 261' right of centerline, up to 494' MSL.
Trees beginning 880' from DER, 104' left of centerline, up to 487' MSL.
Trees beginning 1362' from DER, 67' left of centerline, up to 496' MSL.
Tree 1547' from DER, 633' left of centerline, 498' MSL.
Tree 1638' from DER, 890' right of centerline, 501' MSL.
Tree 1747' from DER, 892' right of centerline, 503' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NOATAK, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

DEPARTURE PROCEDURE:

Rwy 1, climb heading 011° to 1900' before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, traverse way 52' from DER, 26' AGL/115' MSL.
Building 105' from DER, 26' AGL/115' MSL.

Lighting, traverse way, pole beginning 105' from DER, 30' left of centerline, up to 26' AGL/115' MSL.

Rwy 19, trees beginning 144' from DER, 240' left of centerline, up to 101' MSL.

Trees beginning 283' from DER, 245' left of centerline, up to 102' MSL.

Tree 746' from DER, 649' left of centerline, 104' MSL.

NOME, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std. w/min. climb of 480' per NM to 1800, or 1600-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 3, climbing right turn to OME VOR/DME, thence …

Rwys 21, 28, turn left direct OME VOR/DME/DFV NDB, thence …

… Departs northeast CW through westbound (040° CW 260°), climb on course. Departs west CW through northeast bound (260° CW 040°), climb southeast bound on OME VOR/DME R-144 or 148° bearing from FDV NDB to 2200, then turn right via direct OME VOR/DME/DFV NDB. Continue climb on course.

VCOA:

Rwy 3, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Nome Airport at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, pole 1058' from DER, 236' right of centerline, 37' AGL/88' MSL.
Primary road beginning 27' from DER, 19' right of centerline up to 15' AGL/69' MSL.

Trees beginning 249' from DER, 2' right of centerline, up to 15' AGL/61' MSL.
Poles beginning 1519' from DER, 310' left of centerline, up to 43' AGL/101' MSL.

Secondary road beginning 23' from DER, 17' left of centerline, up to 15' AGL/78' MSL.

Bushes beginning 17' from DER, 118' left of centerline, up to 2' AGL/50' MSL.

Rwys 10, chimney/stacks beginning 752' from DER, 503' right of centerline, up to 64' AGL/76' MSL.
Pole 748' from DER, 608' right of centerline, 38' AGL/59' MSL.
Pole 423' from DER, 471' right of centerline, 20' AGL/48' MSL.
Pole 777' from DER, 610' right of centerline, 35' AGL/56' MSL.

Antenna on pole 674' from DER, 521' right of centerline, 39' AGL/52' MSL.
Pole 792' from DER, 502' right of centerline, 40' AGL/53' MSL.
Pole 867' from DER, 666' right of centerline, 43' AGL/55' MSL.

Antenna on pole 676' from DER, 572' right of centerline, 34' AGL/46' MSL.
Pole 756' from DER, 735' right of centerline, 39' AGL/51' MSL.
Pole 784' from DER, 603' right of centerline, 30' AGL/43' MSL.

Building 764' from DER, 589' right of centerline, 28' AGL/54' MSL.

Road beginning 199' from DER, 493' right of centerline, 15' AGL/30' MSL.

Tower 3753' from DER 1355' right of centerline, 90' AGL/120' MSL.
Pole 1707' from DER, 923' left of centerline, 41' AGL/93' MSL.
Pole 1874' from DER, 611' left of centerline, 36' AGL/86' MSL.
Pole 1731' from DER, 594' left of centerline, 24' AGL/71' MSL.

Building 1051' from DER, 742' left of centerline, 18' AGL/63' MSL.

Rwy 21, trees beginning 377' from DER, 48' right of centerline, up to 11' AGL/46' MSL.

Bushes beginning 187' from DER, 174' right of centerline, up to 9' AGL/45' MSL.

Rwys 28, Obstruction light on localizer 1303' from DER, 42' right of centerline, 15' AGL/51' MSL.

Navaid 15' from DER, 152' right of centerline, 4' AGL/17' MSL.
Pole 122' from DER, 521' left of centerline, 45' AGL/72' MSL.
Pole 121' from DER, 399' left of centerline, 15' AGL/42' MSL.

Debris 415' from DER, 377' left of centerline, up to 9' AGL/50' MSL.

Secondary road beginning 181' from DER, 259' left of centerline, up to 15' AGL/48' MSL.

CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NOME, AK (CON’T)

NOME (OME) (PAOM) (CON’T)

**Rwy 28 (CON’T),** ground beginning 168’ from DER, 262’ left of centerline, up to 63’ MSL.

- Buildings beginning 398’ from DER, 203’ left of centerline, up to 32’ AGL/57’ MSL.
- Trees beginning 90’ from DER, 361’ left of centerline, up to 10’ AGL/21’ MSL.
- Trees beginning 919’ from DER, 357’ left of centerline, 9’ AGL/62’ MSL.
- Fence beginning 396’ from DER, 245’ left of centerline, up to 7’ AGL/30’ MSL.
- Antenna on DME LTD 1314’ from DER, 213’ left of centerline, 28’ AGL/63’ MSL.
- Sign 390’ from DER, 246’ left of centerline, 2’ AGL/29’ MSL.
- NAVAID 15’ from DER, 152’ left of centerline, 4’ AGL/17’ MSL.

NONDALTON, AK

NONDALTON (5NN) (PANO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 16FEB06 (06047) (FAA)

TAKEOFF MINIMUMS:

- **Rwy 2**, NA-obstacles.

DEPARTURE PROCEDURE:

- **Rwy 20**, Use ILIAMNA DEPARTURE.

NOORVIK, AK

ROBERT/BOB/CURTIS MEML (D76) (PFNO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31DEC20 (20366) (FAA)

DEPARTURE PROCEDURE:

- **Rwy 6**, climbing left turn to a heading between 244° CW to 286° from DER to 3800 before proceeding on course, or min. climb of 320’ per NM to 2500 for a heading between 287° CW to 243°.
- **Rwy 20**, climb on a heading between 110° CW to 314° from DER to 3700 before proceeding on course, or min. climb of 240’ per NM to 2300 for a heading between 315° CW to 063°, and min. climb of 240’ per NM to 2300 for a heading between 064° CW to 109°.

NORTHWAY, AK

NORTHWAY (ORT) (PAOR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11JUL24 (24193) (FAA)

TAKEOFF MINIMUMS:

- **Rwys 6, 24**, use NORTHWAY DEPARTURE.

TAKEOFF OBSTACLE NOTES:

- **Rwy 6**, light poles 0’ from DER, 70’ left of centerline, 1720’ MSL.
- Light poles 5’ from DER, 107’ right of centerline, 1720’ MSL.
- Light poles 5’ from DER, 104’ left of centerline, 1721’ MSL.
- Tree 22’ from DER, 255’ right of centerline, 1722’ MSL.
- Trees beginning 29’ from DER, 263’ right of centerline, up to 1723’ MSL.
- Trees beginning 56’ from DER, 367’ left of centerline, up to 1725’ MSL.
- Tree 81’ from DER, 481’ right of centerline, 1728’ MSL.
- Trees beginning 115’ from DER, 298’ right of centerline, up to 1731’ MSL.
- Trees beginning 149’ from DER, 367’ left of centerline, up to 1726’ MSL.
- Tree 212’ from DER, 480’ right of centerline, 1748’ MSL.
- Tree 235’ from DER, 431’ left of centerline, 1727’ MSL.
- Tree 276’ from DER, 468’ left of centerline, 1728’ MSL.
- Trees beginning 663’ from DER, 615’ right of centerline, up to 1752’ MSL.
- Trees beginning 1070’ from DER, 399’ right of centerline, up to 1765’ MSL.
- Trees beginning 1168’ from DER, 595’ right of centerline, up to 1778’ MSL.
- Trees beginning 1222’ from DER, 824’ right of centerline, 1780’ MSL.
- Tree, pole, catenary wires beginning 1242’ from DER, 503’ right of centerline, up to 1790’ MSL.
- Tree 1701’ from DER, 900’ left of centerline, 1763’ MSL.
- Tree 1708’ from DER, 726’ left of centerline, 1768’ MSL.
- Trees beginning 1744’ from DER, 891’ left of centerline, up to 1773’ MSL.
- **Rwy 24**, light poles, vegetation beginning 0’ from DER, 70’ right of centerline, up to 1724’ MSL.
- Tree 35’ from DER, 427’ left of centerline, 1722’ MSL.
- Trees beginning 119’ from DER, 333’ left of centerline, up to 1730’ MSL.
- Tree 167’ from DER, 267’ right of centerline, 1731’ MSL.
- Tree 1150’ from DER, 674’ left of centerline, 1757’ MSL.
- Trees beginning 1190’ from DER, 649’ left of centerline, up to 1769’ MSL.
- Tree 1223’ from DER, 675’ left of centerline, 1781’ MSL.
- Trees beginning 1244’ from DER, 16’ left of centerline, up to 1792’ MSL.
- Trees beginning 1772’ from DER, 82’ right of centerline, up to 1784’ MSL.
- Tree 2028’ from DER, 387’ right of centerline, 1787’ MSL.
- Tree 2051’ from DER, 455’ right of centerline, 1795’ MSL.
- Trees beginning 2079’ from DER, 178’ right of centerline, up to 1799’ MSL.
- Trees beginning 2270’ from DER, 646’ right of centerline, up to 1801’ MSL.
- Trees beginning 2295’ from DER, 113’ right of centerline, up to 1802’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NUIQSUT, AK

NUIQSUT (AQT) (PAQT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 08APR10 (10098) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, road with vehicles beginning 165' from DER, left and right of centerline, up to 15' AGL/89' MSL.
Rwy 23, terrain beginning 211' from DER, 523' left of centerline to 450' right of centerline, up to 74' MSL.

NULATO, AK

NULATO (NUL) (PANU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JAN17 (17005) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 600-2½ w/min. climb of 245' per NM to 1200 or 1200-2½ for VCOA.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 029° to 1600 before turning left.
Rwy 21, climb heading 209° to 1500 before proceeding on course.
VCOA: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Nulato airport at or above 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 16' from DER, 237' right of centerline, up to 60' AGL/459' MSL.
Trees beginning 18' from DER, 379' left of centerline, up to 60' AGL/459' MSL.
Trees beginning 738' from DER, 54' right of centerline, up to 60' AGL/559' MSL.
Trees beginning 1673' from DER, 179' right of centerline, up to 60' AGL/559' MSL.
Trees beginning 402' from DER, 93' right of centerline, up to 60' AGL/615' MSL.
Trees beginning 4969' from DER, 293' right of centerline, up to 60' AGL/659' MSL.
Trees beginning 6071' from DER, 263' right of centerline, up to 60' AGL/759' MSL.

PALMER, AK

WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, NA-Obstacles.
DEPARTURE PROCEDURE: Rwys 16, 28, 34, Use PALMER RNAV DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 16, NAVAID beginning 3' from DER, 40' right of centerline, up to 2' AGL/222' MSL.
NAVAID, fence beginning 4' from DER, 49' left of centerline, up to 1' AGL/222' MSL.
Terrain beginning 197' from DER, 393' right of centerline, up to 227' MSL.
Trees beginning 402' from DER, 161' left of centerline, up to 60' AGL/274' MSL.
Catenary 910' from DER, 623' right of centerline, up to 39' AGL/259' MSL.

Rwy 28, NAVALD beginning 3' from DER, 27' right of centerline, up to 2' AGL/234' MSL.
NAVALD beginning 11' from DER, 37' left of centerline, up to 1' AGL/234' MSL.
Vegetation 11' from DER, 48' right of centerline, up to 22' AGL/236' MSL.
Vertical structure, tree, vegetation beginning 20' from DER, 183' right of centerline, up to 22' AGL/259' MSL.

Rwy 34, tree, vegetation beginning 1' from DER, 10' right of centerline, up to 90' AGL/322' MSL.
Tree, pole, catenary, antenna beginning 513' from DER, 12' right of centerline, up to 92' AGL/328' MSL.
Trees beginning 1377' from DER, 45' left of centerline, up to 94' AGL/331' MSL.
Beginning 2121' from DER, 594' left of centerline, up to 97' AGL/337' MSL.

Rwy 34, tree, vegetation beginning 1' from DER, 39' right of centerline, up to 79' AGL/287' MSL.
NAVAID beginning 1' from DER, 37' left of centerline, up to 1' AGL/234' MSL.
Vegetation 11' from DER, 48' right of centerline, up to 2' AGL/236' MSL.

CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PALLEY, AK (CON’T)

WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ) (CON’T)

**Rwy 34 (CON’T)**, tree 1256’ from DER, 39’ left of centerline, 80’ AGL/329’ MSL.

Trees beginning 1880’ from DER, 34’ left of centerline, up to 97’ AGL/352’ MSL.

Tree 1900’ from DER, 75’ right of centerline, 102’ AGL/341’ MSL.

Trees beginning 2184’ from DER, 4’ right of centerline, up to 109’ AGL/344’ MSL.

Trees beginning 2546’ from DER, 162’ left of centerline, up to 98’ AGL/356’ MSL.

Tree 2963’ from DER, 1186’ right of centerline, 82’ AGL/355’ MSL.

Trees beginning 2973’ from DER, 1191’ right of centerline, up to 86’ AGL/364’ MSL.

Trees beginning 4046’ from DER, 1574’ right of centerline, up to 119’ AGL/379’ MSL.

Tree 4818’ from DER, 1704’ right of centerline, 118’ AGL/385’ MSL.

Tree 1 NM from DER, 2106’ right of centerline, 96’ AGL/590’ MSL.

PERRYVILLE, AK

PERRYVILLE (PEV) (PAPE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

**Rwy 2**, NA-obstacles.

DEPARTURE PROCEDURE:

**Rwy 20**, Use CILAC (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 20**, tree 52’ from DER, 264’ right of centerline, 50’ AGL/67’ MSL.

Trees beginning 83’ from DER, 17’ right of centerline, up to 50’ AGL/99’ MSL.

Trees beginning 103’ from DER, 190’ left of centerline, up to 50’ AGL/50’ MSL.

Trees beginning 549’ from DER, 86’ left of centerline, up to 50’ AGL/64’ MSL.

Vehicle 1567’ from DER, 156’ left of centerline, 15’ AGL/64’ MSL.

Tree 1690’ from DER, 54’ left of centerline, 50’ AGL/70’ MSL.

Trees beginning 1937’ from DER, 35’ right of centerline, up to 50’ AGL/149’ MSL.

Tree 2385’ from DER, 125’ left of centerline, 50’ AGL/90’ MSL.

Tree 2633’ from DER, 301’ left of centerline, 50’ AGL/101’ MSL.

Trees beginning 2666’ from DER, 303’ right of centerline, up to 50’ AGL/249’ MSL.

Tree 2831’ from DER, 21’ left of centerline, 50’ AGL/113’ MSL.

Trees beginning 2850’ from DER, 322’ left of centerline, up to 50’ AGL/149’ MSL.

Trees beginning 4867’ from DER, 1170’ left of centerline, up to 50’ AGL/349’ MSL.

PETERSBURG, AK

PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 27JUN13 (13178) (FAA)

DEPARTURE PROCEDURE:

Use PETERSBURG DEPARTURE.

PILOT POINT, AK

PILOT POINT (PNP) (PAPN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25DEC03 (03359) (FAA)

DEPARTURE PROCEDURE:

Use ZILKO RNAV DEPARTURE.

PLATINUM, AK

PLATINUM (PTU) (PAPM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14**, std. w/min climb of 640’ per NM to 2800 or 2400-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 32**, climb heading 324° to 1500 before proceeding on course.

VCOA:

**Rwy 14**, obtain ATC approval for VCOA when requesting IFR clearance, climb in visual conditions to cross Platinum airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, vehicles on road beginning 30’ from DER, crossing centerline, up to 15’ AGL/36’ MSL.

Bush 71’ from DER, 242’ right of centerline, 2’ AGL/27’ MSL.

Vehicles on road beginning 183’ from DER, 493’ left of centerline, up to 15’ AGL/31’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

POINT HOPE, AK
POINT HOPE (PHO) (PAPO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17OCT13 (13290) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, barge/iceberg 778’ from DER, 632’ left of centerline, 50’ AGL/50’ MSL.
Lights 16’ from DER, 37’ left and right of centerline, 3’ AGL/20’ MSL.
Rwy 19, barge/iceberg 912’ from DER, 237’ left of centerline, 50’ AGL/50’ MSL.
Lights 2’ from DER, 38’ left and right of centerline, 3’ AGL/21’ MSL.

PORT ALSWORTH, AK
WILDER RUNWAY (05K) (PAKX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07OCT21 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 6R, NA-Obstacles.
DEPARTURE PROCEDURE:
Rwy 24L, use MARVN DEPARTURE (RNAV).
TAKEOFF OBSTACLE NOTES:
Rwy 24L, trees beginning abeam DER, 93’ left of centerline, up to 80’ AGL/380’ MSL.
Trees beginning abeam DER, 74’ right of centerline, up to 80’ AGL/380’ MSL.

PORT HEIDEN, AK
PORT HEIDEN (PTH) (PAPH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 05DEC19 (19339) (FAA)
DEPARTURE PROCEDURE:
Use ITAWU DEPARTURE.

QUINHAGAK, AK
QUINHAGAK (AQH) (PAQH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31MAR16 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwy 12, std. w/min. climb of 255’ per NM to 4200, or 1400-3 for climb in visual conditions.
VCOA:
Rwy 12, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Quinhagak airport at or above 1300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 12, pole 19’ from DER, 279’ right of centerline, 15’ AGL/46’ MSL.
Trees beginning 225’ from DER, 151’ right of centerline, up to 15’ AGL/64’ MSL.
Rwy 30, trees beginning 251’ from DER, 433’ left of centerline, up to 15’ AGL/64’ MSL.
Trees beginning 834’ from DER, 674’ right of centerline, up to 15’ AGL/64’ MSL.

RUBY, AK
RUBY (RBY) (PARY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 18NOV10 (10322) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, std. w/ min. climb of 340’ per NM to 4000 or 1900-2½ for climb in visual conditions.
Rwy 21, std. w/ min. climb of 566’ per NM to 4000 or 1900-2½ for climb in visual conditions.
DEPARTING PROCEDURE:
Rwy 3, climb heading 031° to 1400 then climbing right turn heading 282° to intercept GAL VOR/DME-072 to GAL VOR/DME, or for climb in visual conditions cross Ruby at or above 2400 before proceeding on course.
Rwy 21, climb heading 211° to 1300 then climbing right turn heading 282° to intercept GAL VOR/DME-072 to GAL VOR/DME, or for climb in visual conditions cross Ruby at or above 2400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 177’ from DER, 150’ left of centerline, up to 50’ AGL/714’ MSL.
Rwy 21, trees beginning 1299’ from DER, 79’ left of centerline, up to 50’ AGL/874’ MSL.
Rising terrain beginning 1895’ from DER, 64’ left of centerline, up to 801’ MSL.
Tree 1272’ from DER, on centerline, 27’ AGL/726’ MSL.
Trees beginning 122’ from DER, 400’ right of centerline, up to 50’ AGL/881’ MSL.
Rising terrain 4724’ from DER, 101’ right of centerline, up to 827’ MSL.
RUSSIAN MISSION, AK
RUSSIAN MISSION (RSH) (PARS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  02DEC21  (21336)  (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 700-3 w/min. climb of 370’ per NM to 2400 or 2000-3 for VCOA.
Rwy 36, 500-2 w/min. climb of 370’ per NM to 3700 or 2000-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 36, climb on heading 356° to 500 before turning left.
VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Russian Mission airport at or above 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 54’ from DER, 143’ right of centerline, up to 93’ MSL.
Trees beginning 642’ from DER, 659’ right of centerline, up to 221’ MSL.
Tree 935’ from DER, 654’ right of centerline, 228’ MSL.
Tree 947’ from DER, 749’ right of centerline, 246’ MSL.
Trees beginning 1007’ from DER, 446’ right of centerline, up to 257’ MSL.
Trees beginning 1455’ from DER, 198’ left of centerline, up to 126’ MSL.
Trees beginning 1886’ from DER, 159’ left of centerline, up to 139’ MSL.
Trees beginning 2155’ from DER, 163’ left of centerline, up to 144’ MSL.
Rwy 36, lighting 2’ from DER, 99’ left of centerline, 2’ AGL/60’ MSL.
Tree 90’ from DER, 165’ right of centerline, 69’ MSL.
Trees beginning 121’ from DER, 161’ left of centerline, up to 71’ MSL.
Tree, vehicle on roadway beginning 128’ from DER, 20’ right of centerline, up to 76’ MSL.
Trees beginning 181’ from DER, 161’ left of centerline, up to 74’ MSL.
Trees beginning 283’ from DER, 70’ left of centerline, up to 76’ MSL.
Tree, building beginning 367’ from DER, 17’ right of centerline, up to 82’ MSL.
Trees beginning 490’ from DER, 20’ right of centerline, up to 85’ MSL.
Tree 570’ from DER, 81’ left of centerline, 77’ MSL.
Trees beginning 610’ from DER, 33’ left of centerline, up to 79’ MSL.
Trees beginning 672’ from DER, 42’ right of centerline, up to 89’ MSL.
Trees beginning 689’ from DER, 5’ left of centerline, up to 82’ MSL.
Trees beginning 709’ from DER, 13’ right of centerline, up to 94’ MSL.
Bush 1790’ from DER, 902’ left of centerline, 110’ MSL.
Building 1865’ from DER, 927’ left of centerline, 17’ AGL/131’ MSL.
Tree, building beginning 1905’ from DER, 854’ left of centerline, up to 145’ MSL.
Tree 2021’ from DER, 687’ left of centerline, 146’ MSL.
Tree, building beginning 2028’ from DER, 804’ left of centerline, up to 160’ MSL.
Trees beginning 2156’ from DER, 472’ left of centerline, up to 206’ MSL.
Trees beginning 2302’ from DER, 457’ left of centerline, up to 249’ MSL.
Tree 2391’ from DER, 635’ left of centerline, 250’ MSL.
Trees beginning 2452’ from DER, 479’ left of centerline, up to 260’ MSL.
Tree 2533’ from DER, 652’ left of centerline, 272’ MSL.
Tank 2539’ from DER, 1013’ left of centerline, 19’ AGL/275’ MSL.
Tree 2611’ from DER, 756’ left of centerline, 298’ MSL.
Tree 2622’ from DER, 950’ left of centerline, 303’ MSL.
Trees beginning 2698’ from DER, 665’ left of centerline, up to 308’ MSL.
Trees beginning 2835’ from DER, 682’ left of centerline, up to 336’ MSL.
Tree 2966’ from DER, 1235’ left of centerline, 356’ MSL.
Trees beginning 3068’ from DER, 884’ left of centerline, up to 358’ MSL.

ST. GEORGE, AK
ST GEORGE (PBV) (PAPB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  10NOV16  (16315)  (FAA)
TAKEOFF MINIMUMS:
Rwy 11, 600-2½ or std. w/min. climb of 405’ per NM to 900.
Rwy 29, 600-2½ or std. w/min. climb of 295’ per NM to 800.
DEPARTURE PROCEDURE:
Rwy 11, climb on a heading between 107° CW 250° from DER to 1200 before proceeding on course.
Rwy 29, climb on heading 287° to 1200 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 11, ground 183’ from DER, 474’ left of centerline, 138’ MSL.
Ground 1.6 NM from DER, crossing centerline, up to 556’ MSL.
Ground 1.8 NM from DER, on centerline, 626’ MSL.
Ground 1.8 NM from DER, 674’ left of centerline, 673’ MSL.
Ground 2.1 NM from DER, 4005’ left of centerline, 700’ MSL.
Rwy 29, ground 196’ from DER, 495’ right of centerline, 144’ MSL.
Antenna 1023’ from DER, 417’ right of centerline, 17’ AGL/165’ MSL.
Ground 2.2 NM from DER, 2511’ right of centerline, 635’ MSL.
ST. MARY'S, AK
ST. MARY'S (KSM) (PASM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE
AMDT 2 17JUN21 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, 400-1½ or std. w/min. climb of 466' per NM to 900.
Rwy 17, 300-1¼ or std. w/min. climb of 365' per NM to 700.
Rwy 24, 300-1 or std. w/min. climb of 430' per NM to 600.
DEPARTURE PROCEDURE:
Rwy 17, climb on heading 170° to 800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 6, NAVAID 84' from DER, 238' right of centerline, 321' MSL, tower 1 NM from DER, 2179' right of centerline, 137' AGL/684' MSL.
Rwy 17, vehicle on road 99' from DER, 489' left and right of centerline, tree 5865' from DER, 1935' left of centerline, 15' AGL/514' MSL.
Rwy 24, trees 3759' from DER, 19' left of centerline, 15' AGL/514' MSL.
Rwy 35, vegetation 4' from DER, 203' left of centerline, 295' MSL.

ST. MICHAEL, AK
ST MICHAEL (SMK) (PAMK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05JAN17 (17005) (FAA)
DEPARTURE PROCEDURE:
Rwy 20, climb heading 196° to 800' before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 20, lighted windsock 98' from DER, 423' right of centerline, 115' MSL.
Vehicle on road 807' from DER, 143' left of centerline, up to 120' MSL.
Pole 992' from DER, 556' right of centerline, 12' AGL/144' MSL.
Transmission line towers beginning 1023' from DER, 593' right of centerline, up to 33' AGL/145' MSL.
Transmission line tower 1906' from DER, 792' left of centerline, 33' AGL/154' MSL.
Transmission line towers beginning 1912' from DER, 96' right of centerline, up to 32' AGL/159' MSL.

ST. PAUL ISLAND, AK
ST PAUL ISLAND (SNP) (PASN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 18NOV10 (10322) (FAA)
DEPARTURE PROCEDURE:
Rwy 18, climb heading 180° to 800 before proceeding on course.
Rwy 36, climb heading 360° to 600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 36, terrain beginning 217' from DER, 84' left of centerline up to 79' MSL.

SAND POINT, AK
SAND POINT (SDP) (PASD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 13SEP18 (18256) (FAA)
DEPARTURE PROCEDURE:
Use BORLAND DEPARTURE.

SAVOONGA, AK
SAVOONGA (SVA) (PASA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 29JUL10 (10210) (FAA)
TAKEOFF MINIMUMS:
Rwy 23, std. w/min climb of 250' per NM to 1000, or 1600-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 5, aircraft departing via ULL R-260 CW R-080 climb on course, all others climb via ULL R-059 to 2200 before turning South.
Rwy 23, aircraft departing via ULL R-260 CW R-080 climb on course. All others climbing right turn direct ULL VOR/DME then via ULL R-059 to 2200 before turning South. For climb in visual conditions: cross Savoonga Airport at or above 1500, then proceed on ULL R-059 to 2200.
TAKEOFF OBSTACLE NOTES:
Rwy 23, trees 2791' from DER, 140' left of centerline, 20' AGL/140' MSL.
Rising terrain beginning 590' from DER, 351' left of centerline, up to 99' MSL.
SCAMMON BAY, AK

SCAMMON BAY (SCM) (PACM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:
Rwy 10, std. w/min. climb of 410' per NM to 1900, or 2100-3 for VCOA.
Rwy 28, std. w/min. climb of 230' per NM to 2300, or 2100-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 10, climb heading 101° to 1900 before proceeding on course.
Rwy 28, climb heading 281° to 2300 before turning left.

VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Scammon Bay airport at or above 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 10, signs 10' from DER, both 54' left and right of centerline, 4' AGL/20' MSL.
Bushes beginning 642' from DER, 670' right of centerline, up to 37' MSL.
Terrain beginning 1286' from DER, 841' right of centerline, up to 60' MSL.
Bush 1485' from DER, 874' right of centerline, 69' MSL.
Bushes and terrain beginning 1.1 NM from DER, 732' right of centerline, up to 373' MSL.
Terrain beginning 1.4 NM from DER, 1024' left of centerline, up to 325' MSL.
Bushes and terrain beginning 1.4 NM from DER, 636' right of centerline, up to 596' MSL.
Bushes and terrain beginning 1.8 NM from DER, 1670' left of centerline, up to 430' MSL.
Terrain beginning 1.9 NM from DER, crossing centerline, up to 641' MSL.
Rwy 28, vehicles on road beginning 151' from DER, 271' left of centerline, up to 26' MSL.

SELAWIK, AK

SELAWIK (WLK) (PASK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 29MAY14 (14149) (FAA)

DEPARTURE PROCEDURE:
Rwy 4, multiple bushes beginning 176' from DER, 429' left of centerline, up to 18' AGL/18' MSL.
Rwy 22, antenna on building, 1040' from DER, 448' right of centerline, 30' AGL/ 47' MSL.
Rwy 27, multiple antennas and buildings beginning 270' from DER, right and left of centerline, up to 108' AGL/125' MSL.
Bridge 2148' from DER, 249' right of centerline, 60' AGL/90' MSL.
Wind turbines beginning 3310' from DER, 1194' right of centerline, up to 110' AGL/165' MSL.

SEWARD, AK

SEWARD (SWD) (PAWD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 20SEP12 (12264) (FAA)

DEPARTURE PROCEDURE:
Rwy 13, Use SEWAR DEPARTURE.
Rwys 16, 31, 34, NA - Terrain.

SHAGELUK, AK

SHAGELUK (SHX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20NOV08 (08325) (FAA)

DEPARTURE PROCEDURE:
Rwy 16, climb heading 180° to 1400 before turning left.
Rwy 34, climb heading 345° to 1200 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 16, vehicles on road, beginning 160' from DER, 153' right of centerline, up to 15' AGL/93' MSL.
Bush 322' from DER, 9' left of centerline, 9' AGL/87' MSL.
Trees beginning 2' from DER, 393' right of centerline, up to 40' AGL/118' MSL.
Trees beginning 720' from DER, 122' left of centerline, up to 53' AGL/131' MSL.
Rwy34, trees beginning 34' from DER, 386' right of centerline, up to 53' AGL/131' MSL.

SHAKTOOLIK, AK

SHAKTOOLIK (2C7) (PFSH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15AUG19 (19227) (FAA)

DEPARTURE PROCEDURE:
Rwy 15, climb on heading 147° to 1300 before turning east.

TAKEOFF OBSTACLE NOTES:
Rwy 15, building 199' from DER, 483' left of centerline, 41' AGL/46' MSL.
Buildings beginning 204' from DER, 483' left of centerline, up to 50' AGL/55' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SHISHMAREF, AK
SHISHMAREF (SHH) (PASH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05OCT23 (22378) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, vehicle on road, fence beginning 44' from DER, 300' left of centerline, up to 26' MSL.
Building 83' from DER, 333' right of centerline, 10' AGL/19' MSL.
Tank 382' from DER, 455' left of centerline, 26' AGL/33' MSL.
Antenna, building beginning 773' from DER, 492' left of centerline, up to 63' AGL/74' MSL.
Pole, buildings, tank beginning 811' from DER, 604' left of centerline, up to 68' AGL/81' MSL.
Rwy 23, vehicle on road 23' from DER, 220' right of centerline, 28' MSL.

SHUNGNAK, AK
SHUNGNAK (SHG) (PAGH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05OCT23 (22378) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, light pole beginning 9' from DER, 20' left of centerline, up to 3' AGL/207' MSL.
Lighting beginning 10' from DER, 20' right of centerline, up to 207' MSL.
Vegetation, trees beginning 58' from DER, 277' right of centerline, up to 219' MSL.
Trees, road beginning 103' from DER, 111' right of centerline, up to 237' MSL.
Trees beginning 83' from DER, 30' left of centerline, up to 234' MSL.
Tree 1180' from DER, 589' left of centerline, 241' MSL.

Rwy 28, lighting beginning 9' from DER, 20' right of centerline, up to 3' AGL/176' MSL.
Lighting beginning 9' from DER, 19' left of centerline, up to 2' AGL/176' MSL.

SITKA, AK
SITKA ROCKY GUTIERREZ (SIT) (PASI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 18JAN07 (07018) (FAA)
DEPARTURE PROCEDURE:
Use BIORKA DEPARTURE.

SLEETMUTE, AK
SLEETMUTE (SLQ) (PASL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31DEC20 (20366) (FAA)
TAKEOFF MINIMUMS:
Rwy 33, NA - Terrain.

DEPARTURE PROCEDURE:
Rwy 15, use SPARREVOHN DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 15, sign at DER, 67' right of centerline, 194' MSL.
Sign at DER, 69' left of centerline, 194' MSL.

Trees beginning 2' from DER, 187' left of centerline, up to 219' MSL.
Tree 30' from DER, 482' right of centerline, 240' MSL.
Trees beginning 124' from DER, 174' right of centerline, up to 245' MSL.
Tree 143' from DER, 496' right of centerline, 54' AGL/247' MSL.
Trees beginning 162' from DER, 271' left of centerline, up to 241' MSL.
Trees beginning 256' from DER, 21' right of centerline, up to 249' MSL.
Tree 292' from DER, 343' left of centerline, 247' MSL.
Trees beginning 368' from DER, 448' right of centerline, up to 253' MSL.
Trees beginning 395' from DER, 333' left of centerline, up to 248' MSL.
Tree 497' from DER, 570' right of centerline, 254' MSL.

Trees beginning 524' from DER, 19' right of centerline, up to 255' MSL.
Trees beginning 535' from DER, 268' left of centerline, up to 254' MSL.
Tree 692' from DER, 477' right of centerline, 256' MSL.
Trees beginning 719' from DER, 125' right of centerline, up to 263' MSL.
Trees beginning 724' from DER, 423' left of centerline, up to 256' MSL.

Trees beginning 920' from DER, 58' left of centerline, up to 268' MSL.
Trees beginning 1734' from DER, 43' right of centerline, up to 277' MSL.
Trees beginning 1975' from DER, 171' right of centerline, up to 292' MSL.
Trees beginning 2173' from DER, 22' left of centerline, up to 280' MSL.

Trees beginning 2198' from DER, 22' right of centerline, up to 294' MSL.
Trees beginning 3209' from DER, 66' right of centerline, up to 296' MSL.

Trees beginning 1.3 NM from DER, 2558' right of centerline, up to 433' MSL.
Tree 1.3 NM from DER, 2581' right of centerline, 454' MSL.

Trees beginning 1.3 NM from DER, 2515' right of centerline, up to 495' MSL.
Trees beginning 1.4 NM from DER, 2607' right of centerline, up to 509' MSL.
Trees beginning 1.4 NM from DER, 2351' right of centerline, up to 524' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SOLDOTNA, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 300-2¾ or std. w/min climb of 375' per NM to 400.

Rwy 25, 300-1¾.

DEPARTURE PROCEDURE:

Rwy 7, climbing left turn on a heading between 256° clockwise to 054° from DER or climbing right turn on a heading between 179° clockwise to 254° from DER.

Rwy 25, climb heading 255° to 800, then climb on a heading between 164° clockwise to 069°.

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree 51' from DER, 439' right of centerline, 40' AGL/147' MSL.

Transmission line beginning 195' from DER, 362' right of centerline, up to 66' AGL/168' MSL.

Multiple trees beginning 1243' from DER, 450' right of centerline, up to 53' AGL/173' MSL.

Tree 1381' from DER, 699' right of centerline, 54' AGL/179' MSL.

Tree 1393' from DER, 558' right of centerline, 59' AGL/184' MSL.

Multiple trees beginning 1470' from DER, 168' right of centerline, up to 86' AGL/237' MSL.

Tree 1985' from DER, 536' left of centerline, 59' AGL/162' MSL.

Transmission line beginning 1995' from DER, 165' right of centerline, up to 86' AGL/257' MSL.

Tree 2098' from DER, 646' left of centerline, 63' AGL/165' MSL.

Transmission line beginning 2544' from DER, 476' right of centerline, up to 79' AGL/258' MSL.

Tree 2658' from DER, 630' left of centerline, 76' AGL/179' MSL.

Transmission line beginning 2788' from DER, 350' right of centerline, up to 82' AGL/260' MSL.

Multiple trees beginning 2932' from DER, 766' right of centerline, up to 83' AGL/264' MSL.

Tree 3017' from DER, 133' left of centerline, 84' AGL/188' MSL.

Multiple trees beginning 3303' from DER, 992' right of centerline, up to 94' AGL/266' MSL.

Tree 1.6 NM from DER, 2879' left of centerline, 70' AGL/356' MSL.

Tree 1.6 NM from DER, 2838' left of centerline, 83' AGL/374' MSL.

Tree 1.6 NM from DER, 3259' left of centerline, 81' AGL/390' MSL.

Rwy 25, tree 102' from DER, 425' left of centerline, 13' AGL/111' MSL.

Tree 177' from DER, 525' left of centerline, 34' AGL/129' MSL.

Tree 189' from DER, 493' left of centerline, 35' AGL/130' MSL.

Multiple trees beginning 290' from DER, 450' left of centerline, up to 46' AGL/142' MSL.

Transmission line beginning 490' from DER, 193' left of centerline, up to 54' AGL/149' MSL.

Tree 1043' from DER, 45' right of centerline, 35' AGL/126' MSL.

Transmission line beginning 1117' from DER, 71' right of centerline, up to 52' AGL/145' MSL.

Multiple trees beginning 1209' from DER, 1' left of centerline, up to 61' AGL/174' MSL.

Multiple trees beginning 1343' from DER, 23' right of centerline, up to 66' AGL/164' MSL.

Transmission line beginning 1474' from DER, 97' left of centerline, up to 74' AGL/236' MSL.

Multiple trees beginning 1873' from DER, 97' left of centerline, up to 74' AGL/261' MSL.

Transmission line, pole beginning 2016' from DER, 392' left of centerline, up to 69' AGL/275' MSL.

Tree 2443' from DER, 365' right of centerline, 87' AGL/166' MSL.

Multiple trees beginning 2525' from DER, 338' left of centerline, up to 87' AGL/302' MSL.

Tree 1.5 NM from DER, 2803' left of centerline, 85' AGL/338' MSL.

Tree 1.5 NM from DER, 2800' left of centerline, 84' AGL/334' MSL.

SOUTH NAKNEK, AK

SOUTH NAKNEK NR 2 (WSN) (PFWS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26MAY16 (16147) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 23', NA.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 930' from DER, 268' left of centerline, up to 15' AGL/186' MSL.

Bushes beginning 240' from DER, 61' left of centerline, up to 13' AGL/186' MSL.

Bush 246' from DER, 18' right of centerline, 13' AGL/162' MSL.

Rwy 31, trees beginning 29' from DER, 143' left of centerline, up to 15' AGL/174' MSL.

Poles beginning 204' from DER, 359' right of centerline, up to 43' AGL/177' MSL.

Catenary 217' from DER, 451' right of centerline, 35' AGL/170' MSL.

Trees beginning 210' from DER, 111' right of centerline, up to 34' AGL/172' MSL.

Vehicles on road 211' from DER, 233' right of centerline, 15' AGL/167' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SPARREVOHN LR� (SVW) (PASV)

SPARREVOHN, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19MAY22 (22139) (USAF)

TAKE-OFF MINIMUMS:

Rwy 16, 2200-3 for climb in visual conditions.

Rwy 34, NA.

DEPARTURE PROCEDURE:

Diverse departures NA.

CAUTION: Uncontrolled airspace below 700’ AGL within 3 NM of Sparrevohn airport.

Rwy 16, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sparrevohn LRRS at or above 3600’ MSL before proceeding on course. Remain within 3 NM of Sparrevohn LRRS during climb in visual conditions.

Rwy 34, NA.

TAKE-OFF OBSTACLE NOTES:

Rwy 16, terrain 1415’ from DER, 850’ left of cntrln, 1493’ MSL.

Terrain 1124’ from DER, 801’ left of cntrln, 1513’ MSL.

Terrain 196’ from DER, 329’ right of cntrln, 1404’ MSL.

TALKEETNA, AK

TALKEETNA (TKA) (PATK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

Rwy 19, 300-1¾ or std. w/min. climb of 600’ per NM to 600.

DEPARTURE PROCEDURE:

Rwy 1, Climb heading 011° to 1000 then climbing left turn direct TKA VOR/DME, thence...

Rwy 19, Climb heading 191° to 1900 then climbing right turn direct TKA VOR/DME, thence...

...continue climb-in-hold in TKA VOR/DME holding pattern (hold South, left turn, 352° inbound) to cross TKA VOR/DME at or above MEA/MCA for route of flight before proceeding on course.

TAKE-OFF OBSTACLE NOTES:

Rwy 1, tree 38’ from DER, 499’ right of centerline, 53’ AGL/411’ MSL.

Trees beginning 71’ from DER, 385’ left of centerline, up to 55’ AGL/411’ MSL.

Tree 178’ from DER, 499’ right of centerline, 58’ AGL/411’ MSL.

Trees beginning 270’ from DER, 275’ left of centerline, up to 81’ AGL/443’ MSL.

Trees beginning 371’ from DER, 354’ right of centerline, up to 72’ AGL/433’ MSL.

Trees beginning 476’ from DER, 302’ left of centerline, up to 86’ AGL/448’ MSL.

Trees beginning 525’ from DER, 322’ right of centerline, up to 84’ AGL/445’ MSL.

Tree 584’ from DER, 552’ right of centerline, 86’ AGL/447’ MSL.

Trees beginning 690’ from DER, 386’ right of centerline, up to 87’ AGL/448’ MSL.

Trees beginning 741’ from DER, 403’ left of centerline, up to 87’ AGL/449’ MSL.

Trees beginning 781’ from DER, 385’ right of centerline, up to 88’ AGL/449’ MSL.

Trees beginning 884’ from DER, 148’ right of centerline, up to 89’ AGL/451’ MSL.

Trees beginning 912’ from DER, 345’ left of centerline, up to 91’ AGL/451’ MSL.

Trees beginning 1109’ from DER, 49’ left of centerline, up to 92’ AGL/454’ MSL.

Trees beginning 2144’ from DER, 106’ left of centerline, up to 99’ AGL/461’ MSL.

Trees beginning 2342’ from DER, 67’ right of centerline, up to 99’ AGL/452’ MSL.

Trees beginning 2371’ from DER, 32’ right of centerline, up to 94’ AGL/460’ MSL.

Trees beginning 2996’ from DER, 183’ right of centerline, up to 97’ AGL/464’ MSL.

Tree 3869’ from DER, 111’ left of centerline, 99’ AGL/467’ MSL.

Trees beginning 4711’ from DER, 1430’ left of centerline, up to 132’ AGL/501’ MSL.

Rwy 19, bush 82’ from DER, 272’ right of centerline, 358’ MSL.

Wsk 100’ from DER, 207’ right of centerline, 11’ AGL/361’ MSL.

Tree 125’ from DER, 500’ left of centerline, 23’ AGL/374’ MSL.

Tree 130’ from DER, 499’ right of centerline, 63’ AGL/412’ MSL.

Trees beginning 173’ from DER, 145’ left of centerline, up to 50’ AGL/401’ MSL.

Tree, pole beginning 266’ from DER, 170’ right of centerline, up to 75’ AGL/425’ MSL.

Trees beginning 1345’ from DER, 167’ right of centerline, up to 83’ AGL/432’ MSL.

Tree 1648’ from DER, 912’ left of centerline, 54’ AGL/403’ MSL.

Trees beginning 1692’ from DER, 67’ right of centerline, up to 85’ AGL/434’ MSL.

Trees beginning 1816’ from DER, 14’ left of centerline, up to 68’ AGL/416’ MSL.

Trees beginning 1948’ from DER, 36’ left of centerline, up to 71’ AGL/419’ MSL.

Trees beginning 2008’ from DER, 350’ right of centerline, up to 96’ AGL/440’ MSL.

Trees beginning 2064’ from DER, 789’ left of centerline, up to 90’ AGL/485’ MSL.

Trees beginning 2376’ from DER, 774’ left of centerline, up to 76’ AGL/520’ MSL.

Trees beginning 2481’ from DER, 776’ left of centerline, up to 80’ AGL/527’ MSL.

Trees beginning 2485’ from DER, 199’ right of centerline, up to 101’ AGL/449’ MSL.

Trees beginning 2500’ from DER, 193’ right of centerline, up to 107’ AGL/453’ MSL.

Trees beginning 3009’ from DER, 684’ left of centerline, up to 77’ AGL/535’ MSL.

Trees beginning 3062’ from DER, 761’ left of centerline, up to 83’ AGL/542’ MSL.

Trees beginning 3168’ from DER, 755’ left of centerline, up to 94’ AGL/549’ MSL.

Trees beginning 6019’ from DER, 1486’ left of centerline, up to 80’ AGL/556’ MSL.

Trees beginning 1 NM from DER, 1624’ left of centerline, up to 82’ AGL/558’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TALKEETNA, AK (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TANANA, AK

RALPH M CALHOUN MEML (TAL) (PATA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKEOFF OBSTACLE NOTES:

Rwy 7, NAVAID 10’ from DER, 60’ left of centerline, 2’ AGL/243’ MSL.
Vegetation 21’ from DER, 194’ left of centerline, 9’ AGL/244’ MSL.
Tree 25’ from DER, 422’ right of centerline, 47’ AGL/276’ MSL.
Trees, vegetation beginning 83’ from DER, 249’ left of centerline, up to 26’ AGL/260’ MSL.
Trees beginning 117’ from DER, 360’ right of centerline, up to 52’ AGL/280’ MSL.
Tree 193’ from DER, 513’ left of centerline, 30’ AGL/266’ MSL.
Tree 373’ from DER, 520’ left of centerline, 32’ AGL/267’ MSL.
Trees beginning 460’ from DER, 511’ left of centerline, up to 32’ AGL/268’ MSL.
Trees beginning 1.4 NM from DER, 2394’ left of centerline, up to 79’ AGL/481’ MSL.
Trees beginning 1.6 NM from DER, 2194’ left of centerline, up to 89’ AGL/587’ MSL.
Trees beginning 1.6 NM from DER, 2360’ left of centerline, up to 89’ AGL/620’ MSL.
Trees beginning 1.7 NM from DER, 1974’ left of centerline, up to 85’ AGL/658’ MSL.
Trees beginning 1.8 NM from DER, 1999’ left of centerline, up to 99’ AGL/722’ MSL.
Trees beginning 2 NM from DER, 1467’ left of centerline, up to 95’ AGL/806’ MSL.
Trees beginning 2.1 NM from DER, 1470’ left of centerline, up to 77’ AGL/772’ MSL.
Trees beginning 2.3 NM from DER, 1489’ left of centerline, up to 93’ AGL/856’ MSL.
Trees, vehicles on road beginning 2.3 NM from DER, 1930’ left of centerline, up to 88’ AGL/868’ MSL.
Trees, vehicles on road beginning 2.4 NM from DER, 1491’ left of centerline, up to 61’ AGL/853’ MSL.
Trees, vehicles on road, vertical structure beginning 2.4 NM from DER, 1494’ left of centerline, up to 60’ AGL/869’ MSL.
Rwy 25, building 5’ from DER, 371’ left of centerline, 10’ AGL/232’ MSL.
Tree 8’ from DER, 343’ left of centerline, 10’ AGL/233’ MSL.
Trees, NAVAID beginning 8’ from DER, 59’ left of centerline, up to 10’ AGL/234’ MSL.
NAVAID 9’ from DER, 60’ right of centerline, 2’ AGL/231’ MSL.
Trees beginning 224’ from DER, 493’ right of centerline, up to 44’ AGL/273’ MSL.
Trees, vehicles on road beginning 908’ from DER, 573’ right of centerline, up to 44’ AGL/281’ MSL.
Trees beginning 1.4 NM from DER, 421’ right of centerline, up to 39’ AGL/282’ MSL.
Trees beginning 2341’ from DER, 559’ right of centerline, up to 46’ AGL/295’ MSL.
Trees beginning 2934’ from DER, 821’ right of centerline, up to 62’ AGL/324’ MSL.
Trees beginning 3334’ from DER, 922’ right of centerline, up to 64’ AGL/335’ MSL.
Trees beginning 3621’ from DER, 1057’ right of centerline, up to 74’ AGL/365’ MSL.
Trees beginning 2.1 NM from DER, 1470’ left of centerline, up to 76’ AGL/368’ MSL.
Trees, catenary beginning 5357’ from DER, 1369’ right of centerline, up to 62’ AGL/373’ MSL.
Trees beginning 5763’ from DER, 1764’ right of centerline, up to 58’ AGL/410’ MSL.
Trees, catenary, pole beginning 5888’ from DER, 1389’ right of centerline, up to 65’ AGL/418’ MSL.
Tree, catenary, pole beginning 1 NM from DER, 1381’ right of centerline, up to 60’ AGL/427’ MSL.
Trees beginning 1 NM from DER, 1301’ right of centerline, up to 53’ AGL/436’ MSL.
Trees beginning 1.1 NM from DER, 1136’ right of centerline, up to 48’ AGL/425’ MSL.

TATALINA LRRS (TLJ) (PATL)

TAKOTNA, AK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

DEPARTURE PROCEDURE:

Divert departure NA.

CAUTION: Uncontrolled airspace below 1200’ AGL within 4 NM of Tatalina airport.

Rwy 17, use Tatalina DEPARTURE (RNAV1).

Rwy 35, NA.
TAITILEK, AK

TAITILEK (7KA) (PAKA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10JAN13 (13010) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std. w/min. climb of 358' per NM to 2500 or 3400-2 for climb in visual conditions.
Rwy 31, std. w/min. climb of 370' per NM to 900 or 3400-2 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 13, climbing right turn heading 146° and JOH R-338 to JOH VOR/DME before proceeding on course or...
Rwy 31, climbing left turn heading 252° to intercept JOH R-316 to JOH VOR/DME before proceeding on course. Do not exceed 180 KIAS until established on JOH R-316 or...
Rwys 13, 31, ... for climb in visual conditions: cross Taitilek airport at or above 3300 then via JOH R-336 to JOH VOR/DME before proceeding on course. Do not exceed 180 KIAS until established on JOH R-336 to JOH VOR/DME.

Note: rapidly rising terrain northwest of procedure.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees 335' from DER, 411' right of centerline, 39' AGL/79' MSL.
Bush 429' from DER, 48' right of centerline, 12' AGL/52' MSL.
Vent on building 1172' from DER, 767' left of centerline, 58' AGL/98' MSL.
Pole 3072' from DER, 194' left of centerline, 99' AGL/139' MSL.
Rwy 31, trees beginning 23' from DER, 339' right of centerline, up to 100' AGL/703' MSL.

TELLER, AK

TELLER (TER) (PATE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 16JUL20 (20198) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, std. w/min. climb of 320' per NM to 1700, or 1600-3 for VCOA.
Rwy 26, 400-3 or std. w/min. climb of 230' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 8, climb on heading 080° to 1700 before turning right.
Rwy 26, climb on heading 260° to 1200 before turning left.

VCOA:

Rwy 8, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Teller airport at or above 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, wind indicator 18' from DER, 377' left of centerline, 20' AGL/317' MSL.
Pole 264' from DER, 498' left of centerline, 34' AGL/332' MSL.
Vertical structure 298' from DER, 476' left of centerline, 34' AGL/333' MSL.
Antenna, poles beginning 303' from DER, 483' left of centerline, up to 56' AGL/355' MSL.
Rwy 26, lights beginning 8' from DER, 21' right of centerline, up to 2' AGL/282' MSL.
Light 9' from DER, 29' left of centerline, 2' AGL/282' MSL.

TIN CITY LRRS (TNC) (PATC)

TIN CITY, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 21MAR24 (24081) (USAF)

TAKEOFF MINIMUMS:

Rwy 34, std w/min climb 357'/NM to 800' for JEKLI DEPARTURE. 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Diverse departures NA.
Rwy 16, use HONPO DEPARTURE.
Rwy 34, use JEKLI DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 16, no takeoff obstacles.
Rwy 34, terrain at DER, 500' right of centerline, 265' MSL.
Terrain 3925' from DER, 1056' left of centerline, 394' MSL.
Terrain 4228' from DER, 1027' left of centerline, 407' MSL.
Terrain 4835' from DER, 970' left of centerline, 407' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TOGIAK VILLAGE, AK

TOGIAK (TOG) (PATG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 28, NA-Environmental.
Rwy 3, std. w/ min. climb of 215’ per NM to 3600, or 2000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 3, climb on a heading between 030° CW 210° from DER, or min. climb of 315’ per NM to 3100 for headings from 211° CW 029°.
Rwy 21, climb heading 210° to 1600 before proceeding on course.

VCOA:
Rwy 3, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Togiak airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vegetation and building beginning 7' from DER, 165' right and 80' left of centerline, up to 8' AGL/21' MSL.
Buildings and vertical structure, beginning 11' from DER, 85' right and 121' left of centerline, up to 8' AGL/22' MSL.
Buildings and vertical structure, beginning 332' from DER, 498' right of centerline, up to 27' AGL/39' MSL.
Poles, vertical structure, and catenaries beginning 697' from DER, 412' right of centerline, up to 8' AGL/33' MSL.
Pole, trees, vegetation, vehicles on road, buildings, vertical structure beginning 48' from DER, 172' left of centerline, up to 41' AGL/1681' MSL.
Tree 46' from DER, 4' left of centerline, up to 45' AGL/1686' MSL.

TOK, AK

TOK JUNCTION (6K8) (PFTO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05OCT23 (23278) (FAA)

DEPARTURE PROCEDURE:

Use GULKANA (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 8, building 1' from DER, 384' left of centerline, 11' AGL/1652' MSL.
Vertical structure, vehicle on road beginning 14' from DER, 390' left of centerline, up to 17' AGL/1658' MSL.
Tree 46' from DER, 321' left of centerline, 28' AGL/1668' MSL.
Pole, trees, vegetation, vehicles on road, buildings, vertical structure beginning 48' from DER, 172' left of centerline, up to 41' AGL/1681' MSL.
Trees beginning 65' from DER, 316' right of centerline, up to 56' AGL/1699' MSL.

TOKSOOK BAY, AK

TOKSOOK BAY (OOK) (PAOO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 22AUG13 (13234) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, std. w/min. climb of 481’ per NM to 1700, or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 16, climb heading 165° to 1000 before proceeding on course.
Rwy 34, for climb in visual conditions. Cross Toksook Bay Airport at or above 1500’ MSL before proceeding on course. When executing VCOA notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 16, multiple lights beginning at DER, 40’ left of centerline, up to 4’ AGL/51’ MSL.
Light 4’ from DER, 78’ right of centerline 2’ AGL/52’ MSL.
Light 50’ from DER, 356’ right of centerline, 34’ AGL/84’ MSL.

Rwy 34, multiple lights beginning at DER, 39’ left of centerline, up to 3’ AGL/74’ MSL.

Multiple lights beginning at DER, 39’ right of centerline, up to 3’ AGL/74’ MSL.
TUNUNAK, AK

TUNUNAK (4KA) (POKA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11 JUL 24 (24193) (FAA)
DEPARTURE PROCEDURE:
Use EZEPU (RNAV) DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 16, terrain 2' from DER, 497' left of centerline, 65' MSL.
Vehicle on road 9' from DER, 46' right of centerline, 63' MSL.
Terrain 498' from DER, 597' left of centerline, 80' MSL.
Terrain, vegetation beginning 697' from DER, 384' left of centerline, up to 92' MSL.
Terrain beginning 897' from DER, 398' left of centerline, up to 100' MSL.
Terrain beginning 1095' from DER, 369' left of centerline, up to 109' MSL.
Terrain, vegetation beginning 1297' from DER, 291' left of centerline, up to 128' MSL.
Terrain beginning 1474' from DER, 357' left of centerline, up to 133' MSL.
Terrain beginning 1696' from DER, 597' left of centerline, up to 136' MSL.
Terrain beginning 1834' from DER, 798' left of centerline, 137' MSL.
Terrain, vegetation beginning 1892' from DER, 494' left of centerline, up to 155' MSL.
Terrain beginning 2020' from DER, 598' left of centerline, up to 157' MSL.
Vehicle on road beginning 2217' from DER, 797' left of centerline, up to 7' AGL/158' MSL.

UNALAKLEET, AK

UNALAKLEET (UNK) (PAUN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24 MAY 18 (18144) (FAA)
DEPARTURE PROCEDURE:
Use UNALAKLEET DEPARTURE.

UNALASKA, AK

UNALASKA (DUT) (PADU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 21 JUL 16 (16203) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 1000-3. NA at night-obstacles.
Rwy 31, 600-2.
DEPARTURE PROCEDURE:
Rwys 13, 31, climb in visual conditions until established on DUT NDB/DME 360° bearing over JADPI/DUT 2 DME (visual conditions must be maintained from TAKEOFF until established over JADPI at or above 400). Cross JADPI at or above 400 then climb on the 360° bearing from DUT NDB/DME to 5500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rapidly rising terrain to above 2000' MSL east, south, and west of airport.

UTQIAGVIK, AK

WILEY POST-WILL ROGERS MEML (BRW) (PABR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-C 02 DEC 21 (21336) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 8, NAVAID beginning 8' from DER, 81' right of centerline, up to 1' AGL/38' MSL.
NAVAID beginning 8' from DER, 50' left of centerline, up to 1' AGL/38' MSL.
NAVAID 243' from DER, on centerline, 32' AGL/46' MSL.
Rwy 26, fence, NAVAID beginning abeam DER, 60' left of centerline, up to 6' AGL/51' MSL.
NAVAID beginning 7' from DER, 51' right of centerline, up to 1' AGL/49' MSL.
Vehicle on road beginning 57' from DER, 444' left of centerline, up to 54' MSL.
Sign 325' from DER, 268' right of centerline, 49' AGL/59' MSL.
Poles beginning 468' from DER, 552' right of centerline, up to 62' AGL/72' MSL.

VALDEZ, AK

VALDEZ PIONEER FLD (VDZ) (PAVD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 09 FEB 12 (21224) (FAA)
DEPARTURE PROCEDURE:
Rwys 6, 24, use JMAAL DEPARTURE.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

VENETIE, AK
VENETIE (VEE) (PAVE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17JUN21 (21168) (FAA)
DEPARTURE PROCEDURE:
Use VENETIE (RNAV) DEPARTURE.

WAINWRIGHT, AK
WAINWRIGHT (AWI) (PAWI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20JUN19 (19171) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 24, fence 281' from DER, 521' right of centerline, 8' AGL/50' MSL.
Pole, antenna, catenary beginning 1368' from DER, 795' right of centerline, up to 43' AGL/95' MSL.
Tower, antenna beginning 1962' from DER, 895' right of centerline, up to 94' AGL/135' MSL.

WALES, AK
WALES (IWK) (PAIW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 400-1/2, or std. w/min. climb of 445' per NM to 600.
DEPARTURE PROCEDURE:
Rwy 36, climb on heading 001° to 2000 then turn right heading 187° to intercept the 153° course to TNC NDB/DME.
Rwy 18, climb on heading 181° until crossing TNC NDB/DME bearing 228° then turn left heading 022° to intercept the 048° course to TNC NDB/DME.
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree, 1.1 NM from DER, 2334' left of centerline, 349' MSL.

WASILLA, AK
WASILLA (IYS) (PAWS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwy 4S, 22S, NA - Environmental
DEPARTURE PROCEDURE:
Rwy 4, climbing left turn direct BGQ VORTAC. Do not exceed 180K until passing BGQ VORTAC, thence...
Rwy 22, climbing right turn direct BGQ VORTAC, thence...
...aircraft departing BGQ VORTAC on radials 161° CW 336° climb on course. All other aircraft climb in holding pattern (hold north, right turn, 175° inbound) to cross BGQ VORTAC at or above appropriate MCA before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 150' from DER, left and right of centerline, up to 60' AGL/504' MSL.
Rwy 22, trees beginning 9' from DER, left and right of centerline, up to 60' AGL/470' MSL.

WHITE MOUNTAIN, AK
WHITE MOUNTAIN (WMO) (PAWM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12DEC13 (13346) (FAA)
TAKEOFF MINIMUMS:
Rwy 33, std. w/min. climb of 275' per NM to 1000 or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 33, climb heading 332° to 800 before turning right or for climb in visual conditions, cross White Mountain airport at or above 1100 before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 15, cross 134' from DER, 323' left of centerline, 23' AGL/273' MSL.
Rwy 33, trees beginning 32' from DER, 321' left of centerline, up to 55' AGL/255' MSL.

WILLOW, AK
WILLOW (UUO) (PAUO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 28SEP06 (06271) (FAA)
DEPARTURE PROCEDURE:
Use BIG LAKE DEPARTURE.

WRANGELL, AK
WRANGELL (WRG) (PAWG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 25AUG11 (11237) (FAA)
DEPARTURE PROCEDURE:
Rwys 10, 28, use LEVEL ISLAND DEPARTURE.
YAKUTAT, AK
YAKUTAT (YAK) (PAYA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A, 29MAY14 (14149) (FAA)
DEPARTURE PROCEDURE:
Rwys 2, 11, 20, 29, all aircraft climb to airway MEA for direction of flight direct YAK VOR/DME or OCC NDB, continue climb to MEA via assigned airway.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees, obstruction light on TACAN monitor, tower beginning 372’ from DER, 237’ left of centerline, up to 89’ AGL/114’ MSL.
Tree 4347’ from DER, 1617’ left of centerline, 148’ AGL/167’ MSL.
Rwy 11, trees beginning 94’ from DER, 344’ right of centerline, up to 75’ AGL/98’ MSL.
Trees beginning 121’ from DER, 376’ left of centerline, up to 63’ AGL/86’ MSL.
Trees beginning 1658’ from DER, 442’ left of centerline, up to 92’ AGL/115’ MSL.
Rwy 20, tree beginning 78’ from DER, 364’ left of centerline, up to 67’ AGL/181’ MSL.
Trees beginning 129’ from DER, 471’ right of centerline, up to 50’ AGL/60’ MSL.
Trees beginning 1013’ from DER, 283’ left of centerline, up to 86’ AGL/96’ MSL.
Trees beginning 1087’ from DER, 497’ left of centerline, up to 50’ AGL/64’ MSL.
Trees beginning 3657’ from DER, 497’ left of centerline, up to 137’ AGL/147’ MSL.
Trees beginning 4184’ from DER, 296’ right of centerline, up to 148’ AGL/158’ MSL.
Rwy 29, tree 50’ from DER, 280’ left of centerline, 27’ AGL/54’ MSL.
Tree 122’ from DER, 389’ right of centerline, 52’ AGL/79’ MSL.
Tree 1268’ from DER, 696’ left of centerline, 42’ AGL/69’ MSL.
Trees beginning 1676’ from DER, 729’ right of centerline, up to 90’ AGL/120’ MSL.
Trees 2675’ from DER, 860’ left of centerline, up to 108’ AGL/138’ MSL.
Trees beginning 3303’ from DER, 1050’ right of centerline, up to 123’ AGL/153’ MSL.
IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. A designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the A designation are not listed in this section. A designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

### ALTERNATE MINIMA (ref: 14 CFR 91.169)

<table>
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<th>NAME</th>
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| ADAK ISLAND, AK | ADAK (ADK) (PADK) | ILS Y or LOC Y Rwy 23\(^1\)  
ILS Z or LOC Z Rwy 23\(^2\)  
NDB/DME Rwy 23\(^{345}\)  
RNAV (GPS) Rwy 23\(^{56}\)  
TACAN Rwy 23\(^7\)  |
|           | 1ILS, Categories A, B, C, D, E, 1600-5; LOC, Category A, B, 1600-2; Category C, 1500-3; Category D, 2400-3; Category E, 2500-3.  
2LOC, Category C, 1100-3; Category D, 2400-3; Category E, 2500-3.  
3Categories A, B, C, 1600-2; Category D, 2600-3.  
4Category A, B, C, 1000-3; Category D, 1900-3.  
5NA when local weather not available.  
6Categories A, B, C, 1300-3.  
7Categories A, B, 1700-2; Category C, 1700-3; Category D, 2500-3; Category E, 2600-3.  |
| AKHIOK, AK | AKHIOK (AKK) (PAKH) | RNAV (GPS)-A  
Category B, 1400-2.  |
| AMBLER, AK | AMBLER (AFM) (PAFM) | RNAV (GPS)-A  
Category B, 3600-2; Categories C, D, 4200-3.  |
| ALLEN AAF (PABI) | DELTA JUNCTION/ FORT GREELY, AK | ILS or LOC/DME Rwy 10  
ILS (AP) Orig B 08325  
NA when control tower closed.  |
| ANAKTUVUK PASS, AK | ANAKTUVUK (PKP) | RNAV (GPS)-A  
Category A, B, 3600-2; Categories C, D, 4200-3.  |

**Note:** For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).
## ALTERNATE MINS

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<td>NA when local weather not available.</td>
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<td>¹Category C, 800-2¾.</td>
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<td>¹LOC, Category C, 800-2¾; Category E, 800-2¾.</td>
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<td>²NA when local weather not available.</td>
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<td>NA when local weather not available.</td>
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<td>¹Category B, 900-2; Category C, 900-2½.</td>
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<sup>1</sup>NA when control tower closed.  
<sup>2</sup>Category D, 900-2½; Category E, 900-3.  
<sup>3</sup>Category C, 800-2½; Category D, 800-3.  
<sup>4</sup>Category A, 1100-2; Categories B, C, 1100-3.  
<sup>5</sup>NA when local weather not available.  
<sup>6</sup>Category A, 2100-2; Category B, 2600-2; Category C, 3000-3; Category D, 3300-3.  
<sup>7</sup>Category A, 1900-2; Category B, 2600-2; Categories C, D, 2800-3.  
<sup>8</sup>LOC, Category C, D, 800-2½.  
<sup>9</sup>Category A, B, C, 700-3; Category D, 800-3; LOC, Categories A, B, 800-2½; Categories C, D, 1100-3.  
<sup>10</sup>Categories A, B, C, 700-3; Category D, 800-3; LOC, Categories A, B, 800-2½; Categories C, D, 1100-3.  
<sup>11</sup>LOC, Category E, 800-2½; Category C, D, 800-2½.  
<sup>12</sup>LOC, Category C, D, 800-2½; Category E, 800-2½.  
<sup>13</sup>LOC, Category C, D, 800-2½; Category E, 800-2½.  
<sup>14</sup>LOC, Category C, D, 800-2½; Category E, 800-2½.  
<sup>15</sup>LOC, Category C, D, 800-2½; Category E, 800-2½.  
<sup>16</sup>LOC, Category C, D, 800-2½; Category E, 800-2½.
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<td>Category D, 2200-3.</td>
</tr>
<tr>
<td></td>
<td>Categories A, B, 900-2; Category C, 1500-3;</td>
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<td></td>
<td>Category D, 2200-3.</td>
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<tr>
<td></td>
<td>Categories A, B, 900-2; Category C, 1600-3;</td>
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<tr>
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<td>Category D, 2300-3.</td>
</tr>
<tr>
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<td>Categories A, 1500-3; Category D, 2200-3.</td>
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<tr>
<td>SAVOONGA, AK</td>
<td>RNAV (GPS) Rwy 23(^1)</td>
</tr>
<tr>
<td>SAVOONGA (SVA) (PASA)</td>
<td>RNAV (GPS) Y Rwy 5(^2)</td>
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<td>VOR/DME Rwy 23(^3)</td>
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<td>SCAMMON BAY, AK</td>
<td>RNAV (GPS) Rwy 10(^1)</td>
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<tr>
<td>SCAMMON</td>
<td>RNAV (GPS) Rwy 28(^1)</td>
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<tr>
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<td>RNAV (GPS)-B(^2)</td>
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<td>Categories A, B, 800-2½.</td>
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<tr>
<td>SEWARD, AK</td>
<td>RNAV (GPS)-A</td>
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<tr>
<td>SHAGELUK, AK</td>
<td>RNAV (GPS) Rwy 16(^1)</td>
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<tr>
<td>SHAGELUK (SHX) (PAHX)</td>
<td>RNAV (GPS) Rwy 34(^2)</td>
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<tr>
<td></td>
<td>Category D, 800-2½.</td>
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<tr>
<td>SHAKTOOLIK, AK</td>
<td>RNAV (GPS) Rwy 15(^1)</td>
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<tr>
<td>SHAKTOOLIK (2C7) (PFSH)</td>
<td>RNAV (GPS) Rwy 33(^2)</td>
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<tr>
<td>SHISHMAREF, AK</td>
<td>RNAV (GPS) Rwy 5(^1)</td>
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<tr>
<td>SHISHMAREF (SHH) (PASH)</td>
<td>RNAV (GPS) Rwy 23(^2)</td>
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<tr>
<td>SHUNGNAK, AK</td>
<td>RNAV (GPS) Rwy 10(^1)</td>
</tr>
<tr>
<td>SHUNGNAK (SHG) (PAGH)</td>
<td>RNAV (GPS) Rwy 28(^2)</td>
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<tr>
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<td>NA when local weather not available.</td>
</tr>
<tr>
<td>SITKA, AK</td>
<td>LDA Rwy 11(^1)</td>
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<tr>
<td>SITKA ROCKY</td>
<td>RNAV (GPS)-B(^2)</td>
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<tr>
<td>GUTIERREZ (SIT) (PASI)</td>
<td>RNAV (GPS) Rwy 11(^3)</td>
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<td>RNAV (GPS) Rwy 11(^4)</td>
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<td>Category C, 1300-3; Category D, 1700-3.</td>
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<tr>
<td>SOLDOTNA, AK</td>
<td>RNAV (GPS) Rwy 33(^1)</td>
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<tr>
<td>SOLDOTNA (SXQ) (PASX)</td>
<td>RNAV (GPS) Rwy 7(^1)</td>
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<tr>
<td></td>
<td>RNAV (GPS) Rwy 25(^2)</td>
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<td>RNAV (GPS)-A(^3)</td>
</tr>
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<tr>
<td></td>
<td>Categories A, 800-2½; Category D, 900-2¼.</td>
</tr>
<tr>
<td></td>
<td>Categories A, 900-2½.</td>
</tr>
<tr>
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<td>Categories A, B, 1000-2; Category C, 1000-2½;</td>
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<tr>
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<td>Category D, 1000-3.</td>
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<tr>
<td>SOUTH NAKNEK, AK</td>
<td>RNAV (GPS) Rwy 13(^1)</td>
</tr>
<tr>
<td>SOUTH NAKNEK NR 2 (WSN) (PFWS)</td>
<td>RNAV (GPS) Rwy 31(^2)</td>
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<tr>
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<td>NA when local weather not available.</td>
</tr>
<tr>
<td>ST. GEORGE, AK</td>
<td>RNAV (GPS) Rwy 11(^1)</td>
</tr>
<tr>
<td>ST. GEORGE (PBV) (PAPB)</td>
<td>RNAV (GPS) Rwy 11(^2)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS)-D(^3)</td>
</tr>
<tr>
<td></td>
<td>ILS, Category A, 800-2; Category B, 900-2½;</td>
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<tr>
<td></td>
<td>Category C, 900-2½; LOC, Category B, 900-2½;</td>
</tr>
<tr>
<td></td>
<td>Category C 900-2½.</td>
</tr>
<tr>
<td></td>
<td>Category B, 900-2; Category C, 900-2½.</td>
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<tr>
<td>ST. MARY'S, AK</td>
<td>RNAV (GPS) Rwy 17(^1)</td>
</tr>
<tr>
<td>ST. MARY'S (KSM) (PASM)</td>
<td>RNAV (GPS) Rwy 17(^2)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 35(^2)</td>
</tr>
<tr>
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<td>NA when local weather not available.</td>
</tr>
<tr>
<td>ST. MICHAEL, AK</td>
<td>RNAV (GPS) Rwy 2(^1)</td>
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<tr>
<td>ST. MICHAEL (SMK) (PAMK)</td>
<td>RNAV (GPS) Rwy 20(^2)</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>---------------------------</td>
<td>----------------------------------------</td>
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<tr>
<td>ST. PAUL ISLAND, AK</td>
<td>ALTERNATE MINS</td>
</tr>
<tr>
<td>ST. PAUL ISLAND (SNP) (PASN)</td>
<td>ILS or LOC Rwy 36&lt;sup&gt;1&lt;/sup&gt; LOC/DME BC Rwy 18&lt;sup&gt;2&lt;/sup&gt; RNAV (GPS) Rwy 18&lt;sup&gt;2&lt;/sup&gt; RNAV (GPS) Rwy 36&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>1LOC, Category D, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>2Category C, 800-2½; Category D, 800-2½.</td>
</tr>
<tr>
<td>TALKEETNA, AK</td>
<td>TALKEETNA (TKA) (PATK).........RNAV (GPS) Rwy 1&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Rwy 19&lt;sup&gt;1&lt;/sup&gt; VOR Rwy 1</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Category D, 900-2½.</td>
</tr>
<tr>
<td>TANANA, AK</td>
<td>RALPH M CALHOUN</td>
</tr>
<tr>
<td></td>
<td>MEML (TAL) (PATA).................RNAV (GPS) Rwy 7 VOR/DME Rwy 7</td>
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<tr>
<td></td>
<td>Categories C, D, 1100-3.</td>
</tr>
<tr>
<td>TELLER, AK</td>
<td>TELLER (TER) (PATA).........RNAV (GPS) Rwy 8&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Rwy 26&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Category C, 800-2½.</td>
</tr>
<tr>
<td></td>
<td>2Category C, 800-2½.</td>
</tr>
<tr>
<td>TOGIAK VILLAGE, AK</td>
<td>TOGIAK (TOG) (PATG).........RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21</td>
</tr>
<tr>
<td></td>
<td>Category D, 800-2½.</td>
</tr>
<tr>
<td>TOTK, AK</td>
<td>TOTK JUNCTION (6K8) (PFTO)..............RNAV (GPS) Rwy 8 RNAV (GPS)-A</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>TOKSOOK BAY, AK</td>
<td>TOKSOOK BAY (OOK) (PAAO)..............RNAV (GPS) Rwy 34</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>TUNUNAK, AK</td>
<td>TUNUNAK (4KA) (POKA).........RNAV (GPS) Rwy 34&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Y Rwy 16&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Category C, 1000-3.</td>
</tr>
<tr>
<td></td>
<td>2Category C, 1100-3.</td>
</tr>
<tr>
<td>UNALAKLEET, AK</td>
<td>UNALAKLEET (UNK) (PAUN)..............LOC Rwy 15 RNAV (GPS) Rwy 33 RNAV (GPS)-A</td>
</tr>
<tr>
<td></td>
<td>Category D, 900-2½.</td>
</tr>
<tr>
<td>UNALASKA, AK</td>
<td>UNALASKA (DUT) (PADU).................NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Categories A, B, 2900-2; Categories C, D, 2900-3.</td>
</tr>
<tr>
<td></td>
<td>2Categories A, B, 2000-3; Category C, 2300-3, Category D, 2500-3.</td>
</tr>
<tr>
<td>TALKEETNA, AK</td>
<td>TALKEETNA (TKA) (PATK).........RNAV (GPS) Rwy 1&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Rwy 19&lt;sup&gt;1&lt;/sup&gt; VOR Rwy 1</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Category D, 900-2½.</td>
</tr>
<tr>
<td>VALDEZ, AK</td>
<td>VALDEZ PIONEER</td>
</tr>
<tr>
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<td>FLD (VDZ) (PAVD).................LDA-H</td>
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<td>NA when local weather not available.</td>
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<td>Categories A, B, 4400-5; Category D, 5100-5.</td>
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<tr>
<td>WAINWRIGHT, AK</td>
<td>WAINWRIGHT (AWI) (PAWI).........RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24</td>
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<td>NA when local weather not available.</td>
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<tr>
<td>WALES, AK</td>
<td>WALES (IWK) (PAIW).........RNAV (GPS) Rwy 36</td>
</tr>
<tr>
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<td>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.</td>
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<tr>
<td>WASILLA, AK</td>
<td>WASILLA (IYS) (PAWS).........RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22</td>
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<td>NA when local weather not available.</td>
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<tr>
<td>WHITE MOUNTAIN, AK</td>
<td>WHITE MOUNTAIN (WMO) (PAWM).........RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33</td>
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<td>Category C, 900-2½.</td>
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<tr>
<td>WRANGELL, AK</td>
<td>WRANGELL (WRG) (PAWG).................LDA-C&lt;sup&gt;1&lt;/sup&gt; LDA-D&lt;sup&gt;2&lt;/sup&gt; RNAV (GPS) Rwy 10&lt;sup&gt;3&lt;/sup&gt;</td>
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<tr>
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<td>1Categories A, B, 1600-3; Category C, 2500-3.</td>
</tr>
<tr>
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<td>2Category D, 3300-3.</td>
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<tr>
<td></td>
<td>3Categories A, B, 2100-2½, Category C, 2500-3.</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
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<tr>
<td>YAKUTAT, AK</td>
<td>ILS or LOC Rwy 11&lt;sup&gt;1&lt;/sup&gt;</td>
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<tr>
<td></td>
<td>LOC BC Rwy 29&lt;sup&gt;2&lt;/sup&gt;</td>
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<tr>
<td></td>
<td>RNAV (GPS) Rwy 2&lt;sup&gt;2&lt;/sup&gt;</td>
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<tr>
<td></td>
<td>RNAV (GPS) Rwy 11&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>VOR/DME Rwy 29&lt;sup&gt;3&lt;/sup&gt;</td>
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</table>

<sup>1</sup>LOC, Category C, 800-2¼; Category D, 800-2½.
<sup>2</sup>Category C, 800-2¼; Category D, 800-2½.
<sup>3</sup>Category D, 800-2½.
**ELMENDORF AFB (PAED), Anchorage, AK Amdt 2 30NOV23 (23334) (USAF)**

**ANCHORAGE APP CON - 118.6 290.5 T**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HAA</th>
<th>HAA</th>
<th>CEIL-VIS</th>
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<tbody>
<tr>
<td>PAR1</td>
<td>6</td>
<td>3.0°/54/1076</td>
<td>ABCDE</td>
<td>375/18</td>
<td>200</td>
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<td>PAR2</td>
<td>16</td>
<td>3.0°/53/1076</td>
<td>ABCDE</td>
<td>502-1</td>
<td>289</td>
<td>(300-1)</td>
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</table>

**LADD AAF (PAFB), Fairbanks/Fort Wainwright, AK**

**RADAR 1 Amdt 11 RADAR 2 Amdt 3 05OCT23 (23278) (USA)**

**FAIRBANKS APP CON - 127.1 251.1 125.35 363.2 (E)**

**LADD APP CON - 118.05 121.3 276.4**

**RADAR 1**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HAA</th>
<th>HAA</th>
<th>CEIL-VIS</th>
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<tbody>
<tr>
<td>PAR2</td>
<td>25</td>
<td>3.0°/65/1150</td>
<td>ABCDE</td>
<td>777-1</td>
<td>328</td>
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<tr>
<td>PAR W/O GS2</td>
<td>25</td>
<td>ABCDE</td>
<td>960-1</td>
<td>511</td>
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</table>

**CIR6**

|    |    |    |    |    |
|----|----|----|----|
| A  | 1280-1¼ | 831 | (900-1¼) |
| B  | 1540-1½ | 1091 | (1100-1½) |
| CD | 1540-3  | 1091 | (1100-3) |
| E  | 1920-3  | 1471 | (1500-3) |

**RADAR 2**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HAA</th>
<th>HAA</th>
<th>CEIL-VIS</th>
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</thead>
<tbody>
<tr>
<td>ASR5</td>
<td>25</td>
<td>AB</td>
<td>1140-1</td>
<td>691</td>
<td>(700-1)</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>1140-1½</td>
<td>691</td>
<td>(700-1½)</td>
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</table>

**CIR7**

|    |    |    |    |    |
|----|----|----|----|
| AB | 1140-1 | 691 | (700-1) |
| C  | 1140-2 | 691 | (700-2) |
| D  | 1160-2½ | 711 | (800-2½) |
| E  | 1160-2½ | 711 | (800-2½) |

RNAV or DME required for missed approach.

1Procedure NA when control tower closed.

2VGSI and PAR glidepath not coincident (VGSI Angle 3.00/TCH 67).

3When ALS inop, increase CAT CDE vis to 1½ miles.

4Circling not authorized N of Rwy 7-25.

5When ALS inop, increase CAT CDE vis to 2 miles.
THERE ARE NO LAND AND HOLD SHORT OPERATIONS (LAHSO) FOR ALASKA
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANCHORAGE, AK</td>
<td>HS 1</td>
<td>Confusing int in close proximity of Rwy 07L-25R.</td>
</tr>
<tr>
<td>TED STEVENS ANCHORAGE INTL (ANC) (PANC)</td>
<td>HS 2</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>ELMENDORF AFB (EDF) (PAED)</td>
<td>HS 1</td>
<td>Int of Rwy 06-24 and Rwy 16-34 is high rwy incursion location; possibility of unauthorized vehicular traffic.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Int of Rwy 06-24 and Twy D is high rwy incursion location; possibility of unauthorized vehicular traffic.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Int of Rwy 06-24 and Twy F is high rwy incursion location; possibility of unauthorized vehicular traffic.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Int of Rwy 16-34 and Twy M is high rwy incursion location; possibility of unauthorized vehicular traffic.</td>
</tr>
<tr>
<td>BETHEL, AK</td>
<td>HS 1</td>
<td>Rwy 01L and Rwy 30.</td>
</tr>
<tr>
<td>BETHHEL (BET)</td>
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</tr>
<tr>
<td>KENAI, AK</td>
<td>HS 1</td>
<td>Twy E, Twy A, and Twy J.</td>
</tr>
<tr>
<td>KENAI MUNI (ENA) (PAEN)</td>
<td>HS 2</td>
<td>Twy A, Twy F, Twy G, and Twy H complex int.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.
ARRIVAL ROUTE DESCRIPTION

HOMER TRANSITION (HOM.AMOTT4): From over HOM VOR/DME on HOM R-347 to AMOTT. Thence. . . .

KENAI TRANSITION (ENA.AMOTT4): From over ENA VOR/DME on ENA R-323 to AMOTT. Thence. . . .

KODIAK TRANSITION (ODK.AMOTT4): From over ODK VOR/DME on ODK R-005 to KODNE, then on HOM R-176 to HOM VOR/DME, then on HOM R-347 to AMOTT. Thence. . . .

SPARREVOHN TRANSITION (SQA.AMOTT4): From over SQA VOR/DME on SQA R-083 to AKGAS, then on SQA R-083 and ENA R-266 to AYOGU, then on ENA R-266 to NEARR, then on TED R-229 to AMOTT. Thence. . . .

TUCKS TRANSITION (TUCKS.AMOTT4): From over TUCKS on ENA R-220 to IRERE, then on HOM R-347 to AMOTT. Thence. . . .

. . . . from over AMOTT on TED R-229 to cross TED VOR/DME at 3000. Expect RADAR vectors to final approach course after AMOTT.
ARRIVAL ROUTE DESCRIPTION

JOHNSTONE POINT TRANSITION (JOH.ELLAM5): From over JOH VOR/DME on JOH R-287 and BGQ R-103 to TAZLI INT, then on BGQ R-103 to ELLAM INT. Thence . . . .

. . . from over ELLAM INT expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

APPEL TRANSITION (APPEL.FALCO5): From over APPEL/FAI 62 DME via heading 222° to TIRNE/FAI 50 DME then via heading 223° to BNGAL/FAI 28 DME. Thence. . . .

CABIN TRANSITION (CABIN.FALCO5): From over CABIN/FAI 87 DME via FAI R-024 to BNGAL/FAI 28 DME. Thence. . . .

EYEGO TRANSITION (EYEGO.FALCO5): From over EYEGO/FAI 42 DME via heading 250° to BNGAL/FAI 28 DME. Thence. . . .

. . . via FAI R-024 to UBGEW/FAI 21 DME and EIL R-318 to FALCO/EIL 21 DME. Expect IFR or VFR recovery clearance at BNGAL. Landing Rwy 14 cross FALCO at or below 9000 and at or above 5000. Landing Rwy 32 cross FALCO at 9000.
ARRIVAL ROUTE DESCRIPTION

BEVAN TRANSITION (BEVAN.GRUUB1)
CRUZR TRANSITION (CRUZR.GRUUB1)
GUSTR TRANSITION (GUSTR.GRUUB1)
MEMRY TRANSITION (MEMRY.GRUUB1)
SPAIR TRANSITION (SPAIR.GRUUB1)
STOON TRANSITION (STOON.GRUUB1)

From BRODE on track 086° to cross GRUUB at or above 8000.

LANDING RUNWAY 6: From GRUUB on track 107° to cross RNICH between 4500 and 6000, then on track 103° to cross SSNOW at or above 2500. Expect ILS Z or LOC/DME RWY 6 approach.
ARRIVAL ROUTE DESCRIPTION

From RDFLG on track 291° to HRDNG, then on track 287° to cross RNDRR at or above 6000 and at or below 220K.

LANDING RUNWAY 2L: From RNDRR on track 268° to cross KRIIS at or above 5000, then on track 220°. Expect assigned instrument approach procedure or RADAR vectors to final approach course.

LANDING RUNWAY 20R: From RNDRR on track 333° to cross ROAAD between 5000 and 6500 and at 210K, then on track 360°. Expect assigned instrument approach procedure or RADAR vectors to final approach course.

LOST COMMUNICATIONS

RUNWAY 2L: After KRIIS, proceed on the RNAV (RNP) approach to RWY 2L, expect runway assignment from Fairbanks Approach upon initial contact.

RUNWAY 20R: After ROAAD, proceed on the RNAV (RNP) approach to RWY 20R, expect runway assignment from Fairbanks Approach upon initial contact.

NOTE: Monitor ATIS for Rwy in use.

NOTE: Expect runway assignment from Fairbanks Approach upon initial contact.

NOTE: Chart not to scale.

NOTE: If unable, proceed to ZUREP at 5000 for the ILS RWY 20R approach.

NOTE: If unable, proceed to GLOWS for the ILS RWY 2L approach.

NOTE: Chart not to scale.

NOTE: Monitor ATIS for Rwy in use.

NOTE: Expect runway assignment from Fairbanks Approach upon initial contact.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

CRUZR TRANSITION [CRUZR.JINXX1]

HOJOE TRANSITION [HOJOE.JINXX1]

LANDING RUNWAY 6: From JINXX on track 229° to cross HOBBs between 7000 and 10000, then on track 228° to cross RUNTZ at 7000, then on track 184° to cross RNICH between 4500 and 6000, then on track 103° to cross SSNOW at or above 2500. Expect ILS Z or LOC/DME RWY 6 approach.
ARRIVAL ROUTE DESCRIPTION

GULKANA TRANSITION (GKN.KROTO4)
KKYLE TRANSITION (KKYLE.KROTO4)
PUYVO TRANSITION (PUYVO.KROTO4)
WINOR TRANSITION (WINOR.KROTO4)

LANDING RUNWAYS 7R/L: From KROTO on track 161° to cross NHCOL at 5000 and at/below 240K, then on track 188° to ASLEE, then on track 254° to cross CULEN at 4000, then on track 254°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 15: From KROTO on track 149° to cross TOMMM at or above 5000, then on track 148° to cross CARDD at 3000. Expect ILS RWY 15.

LOST COMMUNICATIONS

RUNWAYS 7R/L: After CULEN, turn left heading 165° to intercept either the RWY 7L localizer or the RWY 7R localizer, cleared either ILS or LOC/DME RWY 7L or ILS or LOC/DME RWY 7R approach.

RUNWAY 15: After CARDD, intercept Rw 15 localizer, cleared ILS RWY 15 approach.
ARRIVAL ROUTE DESCRIPTION

From CAWIN on track 360° to cross LIBER at or above 8900, then on track 001° to cross WIDIK at or above 7100, then on track 001° to STARC.

LANDING RUNWAY 2L: From STARC on track 001° to cross GLOWS at 5000 and at 240K, then on track 350°. Expect assigned instrument approach or RADAR vectors to final approach course.

LANDING RUNWAY 20R: From STARC on track 018° to cross MINRR between 5000 and 6500 and at 210K, then on track 015°. Expect assigned instrument approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS

RUNWAY 2L: After GLOWS proceed on the ILS RWY 2L approach.

RUNWAY 20R: After MINRR proceed on the RNAV (RNP) Z RWY 20R approach. If unable, proceed to ZUREP at 5000 for the ILS RWY 20R approach.
ARRIVAL ROUTE DESCRIPTION

AKGAS TRANSITION (AKGAS.NEELL6)

From SNAAG on track 049° to NEELL.

LANDING RUNWAY 7L: From NEELL on track 026° to cross SHNKN at or above 3000, then on track 061° to cross AINKK at or above 2000. Expect ILS or LOC/DME RWY 7L approach.

LANDING RUNWAY 7R: From NEELL on track 026° to cross SHNKN at or above 3000, then on track 055° to cross ELIAS at or above 2000. Expect ILS or LOC/DME RWY 7R approach.

BAITT TRANSITION (BAITT.NEELL6)

HAMND TRANSITION (HAMND.NEELL6)
ARRIVAL ROUTE DESCRIPTION

GULKANA TRANSITION (GKN.PTERS3)
JOHNSON POINT TRANSITION (JOH.PTERS3)
MIDDLETON ISLAND TRANSITION (MDO.PTERS3)
REMBY TRANSITION (REMBY.PTERS3)
TIEKL TRANSITION (TIEKL.PETERS3)
TMSON TRANSITION (TMSON.PTERS3)

LANDING RUNWAY 15: From PTERS on track 274° to cross SKENS between 13000 and 15000, then on track 261° to cross MMMAT at or above 10000, then on track 261° to cross BBELL at or above 8000, then on track 285° to cross DDOUG at 8000, then on track 329° to LMPEE, then on track 329°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS
After LMPEE, turn left heading 203°, maintain 3000, intercept the ILS Rwy 15 localizer, cleared ILS RWY 15 approach.
ARRIVAL ROUTE DESCRIPTION

FFITZ TRANSITION (FFITZ.TAGER9): From over FFITZ on BGQ R-275 to TAGER. Thence . . . .

GALENA TRANSITION (GAL.TAGER9): From over GAL VOR/DME on GAL R-124 and TED R-304 to AKMAX, then on TED R-304 to ROHHN, then on BGQ R-275 to TAGER. Thence . . . .

MC GRATH TRANSITION (MCG.TAGER9): From over MCG VORTAC on MCG R-102 to FFITZ, then on BGQ R-275 to TAGER. Thence . . . .

PUYVO TRANSITION (PUYVO.TAGER9): From over PUYVO on ENN R-171 and TKA R-352 to TKA VOR/DME, then on TKA R-176 to TAGER. Thence . . . .

TALKEETNA TRANSITION (TKA.TAGER9): From over TKA VOR/DME on TKA R-176 to TAGER. Thence . . . .

. . . . from over TAGER on TED R-317 to TED VOR/DME at 5000. Expect RADAR vectors to final approach course after TAGER.
ARRIVAL ROUTE DESCRIPTION

JOHNSTONE POINT TRANSITION (JOH.WITT14)
MIDDLETON ISLAND TRANSITION (MDO.WITT14)
REMBY TRANSITION (REMBY.WITT14)
TIEKL TRANSITION (TIEKL.WITT14)
TMSON TRANSITION (TMSON.WITT14)

Landing Runways 7L/R: From WITTI on track 271° to cross GAYLL between 12000 and 15000, then on track 278° to cross SLOW at or above 8000, then on track 305° to cross SILTY at or above 5400, then on track 253° to cross ANDDI at 5000 and at 210K, then on track 253°. Expect RADAR vectors to final approach course.

Lost Communications
After ANDDI, turn right heading 021°, intercept the Rwy 7R or Rwy 7L localizer, maintain 3000, proceed on ILS or LOC/DME RWY 7R approach or ILS or LOC/DME RWY 7L approach.

NOTE: Turbojet aircraft only.
NOTE: GPS required.
NOTE: Radar required after GAYLL.
NOTE: RNAV 1.
NOTE: Expect runway assignment from Anchorage Approach on initial contact.
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From FAKES/65 DME via YAK R-098 to YAK VOR/DME.

NOTE: DME required.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

JOHNSON POINT TRANSITION (JOH.YESKA6): From over JOH VOR/DME on JOH R-274 to YESKA. Thence. . . .

MIDDLETON ISLAND TRANSITION (MDO.YESKA6): From over MDO VOR/DME on MDO R-308 to SOBGE, then on JOH R-274 to YESKA. Thence. . . .

. . . . From over YESKA on TED R-101 to TED VOR/DME. Expect RADAR vectors to final approach course after YESKA.
ADAK ISLAND, ALASKA

LOC I-BER
ADK 108.9
APP CRS
234°
Rwy Idg 6190
TDZE 18
Apt Elev 20

MALs
ADK
I-BER

AWOS-3P 134.5
ANCHORAGE CENTER 126.4 254.3
CTAF 122.9

ADK ISLAND, ALASKA
Orig 05DEC19

ILS Y or LOC Y RWY 23
ADAK (ADK) (PADK)

Circling NA at night. Circling NA northwest of Rwy 5-23. Rwy 23 helicopter visibility reduction below ¾ SM NA. DME from ADK NDB/DME. Simultaneous reception of I-BER and ADK DME required. Cat E for USAF/USN use only.

MISSING APPROACH: Climb to 5400 direct ADK NDB/DME and on the 241° bearing from ADK NDB/DME to COMAT/ADK 10 DME and left turn direct ADK NDB/DME and hold.

AWOS-3P 134.5
ANCHORAGE CENTER 126.4 254.3
CTAF 122.9

Rapidly rising terrain southwest and northwest of the airport.

Category

S-ILS 23
1572-5 1554 (1600-5)

S-LOC 23
1520-1¼ 1520-1½ 1520-3 1502 (1500-3)

C CIRCLING
1520-1¼ 1520-1½ 1520-3 2400-3 2440-3

241° 7.6 NM from FAF

ADAK ISLAND, ALASKA
Orig 05DEC19

ILS Y or LOC Y RWY 23
ADAK (ADK) (PADK)
ADAK ISLAND, ALASKA
AL-1244 (FAA)

ADAK (ADK) (PADK)

ILS Z or LOC Z RWY 23

ADK 108.9
APP CRS 234°
Rwy Idg 6190
TDZE 18
Apt Elev 20

ADK 14.7
GIDKE
(IF)
ADK 17
SALSE
(IAF)
ADK 23
TICCU
ADK 45
LONOK
ADK 2.8
ZUXUN

AWOS 3P
134.5

ANCHORAGE CENTER
126.4 254.3

CTAF
122.9

ADK 9.7
GUISE
ADK 2.8
ZUXUN

ADK 2.8
WIBAV
ADK 4.9

ADK NDB/DME
MOUNT MOFFETT
530 ADK
DME Chan 87 (114.0)

LOCALIZER 108.9
I-BER

COMAT
ADK 10

5400
ADK 241°
COMAT
ADK 10

ADK

241°

5.1 NM

2.1 NM

4.7 NM

0.8

GS 3.50°
TCH 53

S-ILS 23
309/50
291 (300-1)

S-LOC 23
480/55
462 (500-1)
480-1 3/8
462 (500-1 3/8)

CIRCLING
720-1 700 (700-1)
1060-3
1040 (1100-3)
2400-3
2380 (2400-3)
2440-3
2420 (2500-3)

ILS Z or LOC Z RWY 23

ADK ISLAND, ALASKA
Orig 05DEC19

51°53'N-176°39'W

ADAK (ADK) (PADK)

AK, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 23
ADAK (ADK)(PADK)

**APP CRS** 234°
**Rwy Ldg** 6190
**TDZE** 17
**Apt Elev** 20

**RNP APCH-GPS.**
- **AWOS-3P** 134.5
- **ANCHORAGE CENTER** 126.4 254.3
- **CTAF** 122.9

**NoPT for arrival on G8 from SIYNY WP.**

**MISSD APCH FIX**

- **6 NM**, 275°, 045°, 095°, DEJE
- **6600 to BAERE**, 062° (44.1)

**Circling not authorized at night. Circling NA northwest of Rwy 5-23.**

**MISSD APPROACH:** Climb to 6600 on course 229° to XERIC, and right turn on course 302° to DEJE and hold.

**Procedure Turn NA**

**Category**
- **A**
- **B**
- **C**
- **D**

**LNAV MDA**
- **1220-3**
- **1203 (1200-3)**

**CIRCLING**
- **1220-3**
- **1200 (1200-3)**
- **NA**

**DEJJE**

- **062° (44.1)**
- **302° (14.1)**

**SIYNY**

- **211° (41.1)**
- **264° (29.2)**

**HOLD 6600**

**DEJJE**

- **Fly Visual 234° 2.6 NM**
- **BAERE**

**YIQTO**

- **210°**
- **229°**

**XERIC**

- **2500**
- **YIQTO**

**3500**

**6600**

**ELEV 20**

**TDZE 17**

**DEJJE**

- **XERIC**
- **BAERE**

**WAURI**

- **657**
- **1176**

**GATIF**

- **1885**
- **1875**

**HOLD 6600**

**RNAV (GPS) RWY 23**

**ADAK ISLAND, ALASKA**

**Orig-C 19MAY22**
**ADAK ISLAND, ALASKA**

**ADAK (ADK)(PADK)**

**TACAN Rwy 23**

**ADAK (ADK)(PADK)**

**TACAN Rwy 23**

**ADAK (ADK)(PADK)**

---

**MISSED APPROACH:** Climb to 4300 direct BER TACAN and continue on BER R-227 direct XERIC/BER 10.4 DME and hold, continue climb-in-hold to 4300.

*Missed approach requires minimum climb of 375 feet per NM to 2800.

**Awos-3P**

**AWOS-3P**

**134.5**

**ANCHORAGE CENTER**

**ANCHORAGE CENTER**

**126.4, 254.3**

---

**Circling NA northwest of Rwy 5-23. Rwy 23 helicopter visibility reduction below RVR 5000 NA. Straight-in Rwy 23 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.**

**Circling NA at night - unlit terrain 21 feet MSL 200 feet from threshold, 551 feet right of centerline. For inop ALS, increase S-23* Cat C/D/E visibility to 2 1/2 SM.**

---

**Category**

<table>
<thead>
<tr>
<th>S-23*</th>
<th>800/050</th>
<th>783 (800-1)</th>
<th>800-2</th>
<th>783 (800-2)</th>
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<tbody>
<tr>
<td>S-23</td>
<td>1620-11/4</td>
<td>1620-11/2</td>
<td>1620-3</td>
<td>1603 (1600-3)</td>
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<td>1620-11/4</td>
<td>1620-11/2</td>
<td>1620-3</td>
<td>2440-3 (2500-3)</td>
</tr>
</tbody>
</table>

---

**ADAK ISLAND, ALASKA**

**Orig 03NOV22**

---

---
Circling not authorized at night. Circling NA northwest of Rwy 5-23.

**MISSED APPROACH:** Climb to 5000 via direct ADK NDB/DME and ADK NDB/DME 234° bearing, then climbing left turn to 9000 direct ADK NDB/DME and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>S-23</th>
<th>CIRCLING</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>1600/60/1583 (1600-1½)</td>
<td>1600-3/1580 (1600-3)</td>
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<tr>
<td>B</td>
<td>1600-1½/1583 (1600-1½)</td>
<td>1580 (1600-1½)</td>
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<tr>
<td>C</td>
<td>1600-3/1580 (1600-3)</td>
<td>1580 (1600-3)</td>
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<tr>
<td>D</td>
<td>1583 (1600-3)</td>
<td>2520-3 (3000-3)</td>
</tr>
</tbody>
</table>

ADAK ISLAND, ALASKA

AWOS-3P 134.5

ANCHORAGE CENTER 126.4 254.3

CTAF 122.9
NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwy 23: NA-ATC.
Rwy 5: Standard with minimum climb of 253’ per NM to 900.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 5: Climb to 9000 or ATC assigned higher altitude direct JALEX then on track 054° to EBILE, then on track 010° to CEBID, then on track 097° to cross LONOK at or above 9000 before proceeding on course.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 23:** Climb to 9000 or ATC assigned higher altitude direct TTAUN, then on track 249° to YAKUL, then track 339° to CAMIG, then on track 077° to LONOK before proceeding on course.

**TAKEOFF MINIMUMS**

- Rwy 5: NA-ATC.
- Rwy 23: 300-1 with minimum climb of 400’ per NM to 1600.

**NOTE:** Chart not to scale.
RNAV (GPS)-A
AKHIOK (AKK) (PAKH)

DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA northwest of Rwy 4/22.

MISSED APPROACH: Climbing right turn to 3200 direct FONUR WP and hold.

Holding Pattern

Procedure NA for arrivals at JOGMO on G2 southwest bound.

AWOS-3P | ANCHORAGE CENTER | KENAI RADIO | UNICOM
---------|------------------|-------------|---------
118.325  | 125.1 281.4      | 122.6       | 122.8 (CTAF)

AIR NAVIGATION

Orig-C  07OCT21

AKHIOK, ALASKA

UNICOM

2520

2410

2142

2290

2300

2501

2109

1749

1900

1600

327° (1.6)

1975

228±

1494

IF/IAF

RNAV (GPS)-A

AKHIOK, ALASKA

56°56'N-154°11'W

AKHIOK, ALASKA

AL-9288 (FAA)

24081

AKHIOK, ALASKA

Orig-C  07OCT21

[Map and diagram of navigation points and holding patterns]
AKHIOK (AKK) (PAKH)  
AKHIOK, ALASKA

NOTE: Chart not to scale.

JOGMO ONE DEPARTURE (OBSTACLE) (RNAV)

AKHIOK (AKK) (PAKH)
AL-9288 (FAA)
AKHIOK, ALASKA

AKHIOK, ALASKA

JOGMO ONE DEPARTURE (OBSTACLE) (RNAV)

NOTE: GPS required.
NOTE: RNAV 1

TAKEOFF MINIMUMS

Rwy 4: Standard with a minimum (obstacle) climb of 450' per NM to 2200, or 2200-3 for climb in visual conditions. Climb in visual conditions NA at night.
Rwy 22: NA, obstacles.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb via 044° heading to 1000, then via right turn direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence . . . . 
Or climb in visual conditions to cross Akhiok Airport at or above 2200 southwest bound direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence . . . . 

. . . . Climb in holding, (if required) to cross JOGMO WP at or above 11000 before proceeding via assigned route.

JOGMO ONE DEPARTURE (OBSTACLE) (RNAV)

AKHIOK, ALASKA

JOGMO ONE DEPARTURE (OBSTACLE) (RNAV)

10MAY07
RNAV (GPS) RWY 3
AKIAK (AKI) (PFAK)

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>031°</td>
<td>3200</td>
<td>40</td>
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</table>

MISSED APPROACH: Climb to 2000 direct CETIK and hold.

Procedure NA at night. Use Bethel altimeter setting.
Rwy 3 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at HOLIN on V480, T222 southwest bound.

Procedure NA for arrivals at DOLPE on V506.

Visual Segment - Obstacles.

- Category: A
- LNAV MDA: 540-1 (500-1) NA
- Circling: 540-1 (500-1) 620-1 (580-600-1) NA
**RNAV (GPS) RWY 21**  
**AKIAK (AKI) (PFAK)**

### RNP APCH.

<table>
<thead>
<tr>
<th>Betty/PAPE ASOS</th>
<th>ANCHORAGE CENTER</th>
<th>CTAQ</th>
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<tbody>
<tr>
<td>135.45</td>
<td>125.2 372.0</td>
<td>122.9</td>
</tr>
</tbody>
</table>

- **Procedure NA at night. Use Bethel altimeter setting.**
- **Rwy 21 helicopter visibility reduction below 1 SM NA.**

- **MISSED APPROACH:** Climb to 2000 direct WATNU and hold.

### Visual Segment: Obstacles.

- **211° to RW21**
- **CETIK**
- **FOSAV**
- **WATNU**

### Notes:

- Procedure NA for arrivals at CABOT on V480, T222 northeast bound.
- Procedure NA for arrivals at VIDDA on V319, T269 eastbound.

### Categories:

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
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<tr>
<td>LNAV MDA</td>
<td>600-1</td>
<td>560 (600-1)</td>
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<tr>
<td>CIRCLING</td>
<td>600-1</td>
<td>560 (600-1)</td>
<td>620-1</td>
<td>580 (600-1)</td>
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</table>
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwy 3, 21: Standard.

NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

TAKEOFF RUNWAY 3: Climb heading 031° to 540, then right turn direct WEEKE, thence . . . .

TAKEOFF RUNWAY 21: Climb heading 211° to 540, then direct WEEKE, thence . . . .

. . . . via 246° track to BET VORTAC. Continue climb to MEA for route of flight.
## RNAV (GPS) RWY 9

### AKUTAN (7AK)(PAUT)

**APP CRS** | 109°
---|---
**Rwy Idg** | 4500
**TDZE** | 113
**Apt Elev** | 129

**AWOS-3P** | 129.05
**ANCHORAGE CENTER** | 121.4
**GCO** | 130.3
**CTAF** | 122.9

**DME/DME RNP-0.3 NA.**
Procedure NA at night.

**MISSED APPROACH:** Climb to 2800 then climbing left turn to 9000 direct ZEBUV and hold, continue climb-in-hold to 9000.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>667 (700-1½)</td>
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<td>1020-1½</td>
<td>1200-1½</td>
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<td>891 (900-1½)</td>
<td>1071 (1100-1½)</td>
<td>1471 (1500-3)</td>
<td>1831 (1900-3)</td>
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</table>

**RNAV (GPS) RWY 9**

**Final approach course offset 19.81°.**

**Location:** AKUTAN, ALASKA

**AKUTAN, ALASKA**

**AK-10983 (FAA)**

**AKUTAN**

**PAUT**

**54°09'N-165°36'W**

**Orig 13NOV14**

**AK, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 
-19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. 
Visibility reduction by helicopters below 1 SM NA. Procedure NA at night.

Procedure NA for arrivals at TESPE 
on R99 and G1 - G8 northeast bound.
RNAV (GPS)-A
AKUTAN (7AK) (PAUT)

When local altimeter setting not received, procedure NA.
DME/DME RNP 0.3 NA.
Procedure NA at night.

MISSING APPROACH: Climb to 2500 then
climbing right turn to 4900 direct ZEBUV
and hold.

Procedure NA at night.
DME/DME RNP-0.3 NA.
When local altimeter setting not received, procedure NA.

AWOS-3P
129.05

ANCHORAGE CENTER
121.4

GCO
130.3

CTAF
122.9

MIRL Rwy 9-27

AKUTAN, ALASKA
Amdt 1A  05MAR15

54°09′N-165°36′W
NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF MINIMUMS
Rwy 9: Standard with minimum climb of 240’ per NM to 3400.
Rwy 27: Standard with minimum climb of 440’ per NM to 630.

TAKEOFF OBSTACLE NOTES
Rwy 9: Terrain beginning 90’ from DER, 398’ right of centerline, up to 160’ MSL.
   Terrain beginning 198’ from DER, 396’ right of centerline, up to 162’ MSL.
   Terrain beginning 500’ from DER, 398’ right of centerline, up to 163’ MSL.
   Terrain 2038’ from DER, 998’ left of centerline, 202’ MSL.
   Terrain 2298’ from DER, 998’ left of centerline, 226’ MSL.
   Terrain beginning 2353’ from DER, 923’ left of centerline, up to 234’ MSL.
   Terrain beginning 2702’ from DER, 1197’ left of centerline, up to 249’ MSL.
   Terrain beginning 3846’ from DER, 1198’ left of centerline, up to 258’ MSL.
   Terrain beginning 3943’ from DER, 1167’ left of centerline, up to 263’ MSL.
Rwy 27: Terrain 8’ from DER, 494’ left of centerline, 115’ MSL.
   Terrain 1796’ from DER, 758’ left of centerline, 164’ MSL.
   Terrain beginning 1968’ from DER, 800’ left of centerline, up to 170’ MSL.
   Terrain beginning 2000’ from DER, 740’ left of centerline, up to 181’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 089° to 2100 then climbing left turn to 6000
   direct ZEBUV before proceeding on course.

TAKEOFF RUNWAY 27: Climb heading 269° to 630 then climbing right turn to 6000
   direct ZEBUV before proceeding on course.
MISSED APPROACH: Climb to 3500 direct FIDOD and hold.

Category A

LP MDA 960-1 521 (600-1) 960-1½ 521 (600-1½) NA
LNAV MDA 1060-1 621 (700-1) 1060-1¾ 621 (700-1¾) NA
Circling 1100-1 659 (700-1) 1220-1 779 (800-1) 1240-2½ 799 (800-2½) NA

Amdt 1C 19MAY22
### RNAV (GPS) RWY 23

**ALLAKaket (6A8) (PFAL)**

**DME/DME RNP-0.3 NA. Visibility reduction by helicopter below ⅓ SM NA. Use Bettles altimeter setting.**

**MISSING APPROACH:** Climb to 3900 direct HORVA and hold, continue climb-in-hold to 3900.

**BTT/PABT ASOS**

<table>
<thead>
<tr>
<th>ALLAKaket, ALASKA</th>
<th>135.45</th>
</tr>
</thead>
</table>

**ANCHORAGE CENTER**

| 124.6  | 352.0 |

**FAIRBANKS RADIO**

| 122.2 |

**CTAF**

| 122.9  |

**Amdt 1B  19MAY22**

**AK, 11 JUL 2024 to 05 SEP 2024**

**ALLAKaket (6A8) (PFAL)**

**RNAV (GPS) RWY 23**

**ALLAKaket, ALASKA** Amdt 1B 19MAY22

**66°33'N-152°37'W**
ILS or LOC/DME RWY 10

DELTA JUNCTION/FORT GREELY, ALASKA

LOC/DME I-BIG
111.1
Chan 48

APCH CRS
102°

Rwy Idg 6115
TDZE 1253
Arpt Elev 1285

AL-1218 [USA]

ALLEN AAF (PABI)

α Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climb to 2200 then climbing left turn to 5000 via BIG R-316 to ARORA/ARORA BIG 17 DME and hold.

ATIS
132.075

ASOS
135.65

ANCHORAGE CENTER
135.3

CTAF
122.9

TOWER
119.8

235.775

40.8 (E) FM

GND CON
118.225

251.05

ARORA
BIG 17

R-316

5000

BIG 17 Arc

ARORA
BIG

[IAF]

HUTIL

BIG

3615

ARORA
BIG

Channel 96

LOCALIZER 111.1

I-BIG

[ ]

3...%

Use I-BIG DME when on localizer course.

Procedure Turn NA

ELEV 1285

TDZE 1253

Rwy 1 Idg 8000'

Rwy 19 Idg 8000'

OSUBE

I-BIG

179

WOSOM

I-BIG

82

VGSI and descent angles not coincident (VGSI Angle 30° / TCH 76).

G5.00

I-BIG

17.9

TDZE 1253

5000

2100

3555

2200

5000

R-2202 B

R-2202 C

R-2202 A

R-2202 C

WTR 1343

HIROL Rwy 1-19 and 10-28

MIRL Rwy 070° - 250°

CIRCLING

64°00'N-145°43'W

ILS or LOC/DME RWY 10

CIRCLING

1740-1

455 (500-1)

495 (500-1)

575 (600-1½)

755 (800-2½)

DELTJUN/FG RT GREELY, AK

Amdt 1 10AUG23

AK, 11 JUL 2024 to 05 SEP 2024

23222

AK, 11 JUL 2024 to 05 SEP 2024

19
MISSED APPROACH: Climb to 2100, then climbing right turn to 4000 via BIG R-017 to GIACO/9 DME and hold.

- Circling not authorized East of Rwy 1-19.
**MISSING APPROACH:** Climbing right turn to 4000 via BIG R-265, then right turn direct BIG VORTAC and hold.

**ATIS** 132.075  
**ASOS** 135.65  
**ANCHORAGE CENTER** 135.3 322.5  
**CTAF** 122.9  
**ALLEN TOWER** 119.8 235.775 40.8 (E) FM  
**GND CON** 118.225 251.05

**ELEV** 1285  
**TDZE** 1239  

**Rwy 1 Idg 8000’**  
**Rwy 19 Idg 8000’**

**CATEGORIE**  
- **A**  
- **B**  
- **C**  
- **D**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>S-19</td>
<td>1940-1</td>
<td>701 (700-1)</td>
<td>1940-2</td>
<td>701 (700-2)</td>
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<tr>
<td>CIRCLING</td>
<td>1940-1</td>
<td>655 (700-1)</td>
<td>1940-2</td>
<td>655 (700-2)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>2040-2½</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>755 (800-2½)</td>
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</tr>
</tbody>
</table>

**DELTA JUNCTION/FORT GREELY, ALASKA**  
**Amd 2** 10AUG23  
**64°00’N-145°43’W**  
**VOR RWY 19**  
**4000**  
**017°**  
**3400**  

**VOR**  
**R-295**  
**R-285**  
**R-2202 C**  
**R-2202 A**  
**R-2202 C**

**IAF**  
**BIG DELTA**  
**114.9 BIG**  
**114.9 BIG**  
**116.9 BIG**  

**197°**  
**4000**  
**M S A**  
**BIG**  
**2.5 NM**  
**7200**  
**9500**  
**13,000**  

**REIL** Rwy 10-28  
**HIRL Rwy 1-19 and 10-28**  
**MIRL Rwy 070° -250°**
RNAV (GPS) RWY 1
AMBLER (AFM) (PAFM)

Circling NA west of Rwy 1-19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 42°C.

37°C

AWOS-3P
132.1

ANCHORAGE CENTER
119.2 263.0

KOTZEBUE RADIO
122.0

CTAF
122.7

<table>
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<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA#</td>
<td>518-1 250 (300-1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LPV DA</td>
<td>686-1¾ 418 (400-1½)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>811-1¾ 543 (600-1½)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1000-1 732 (800-1)</td>
<td>1000-1¾ 732 (800-1¼)</td>
<td>1000-1½ 732 (800-1¾)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1000-1 707 (800-1)</td>
<td>1000-1¾ 707 (800-1¼)</td>
<td>1000-2 707 (800-2)</td>
<td>1000-2¼ 707 (800-2¼)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 1000 then climbing right turn to RONYE and hold, continue climb-in-hold to 3600. #Missed approach requires minimum climb of 210 feet per NM to 2300.
MISSED APPROACH: Climb to 10000 direct DESCA and on track 002° to HEPKU and track 070° to ZETUV and hold.

Circling NA west of Rwy 2-20.
TAKEOFF MINIMUMS
Rwy 20: NA - obstacles.
Rwy 2: Standard with minimum climb of 480’ per NM to 6200.

TAKEOFF RUNWAY 2: Climb on heading 022° to 2607, then direct MUSDE, then on depicted route to AKUMY, maintain 9000 or higher as assigned.
RNAV (GPS) RWY 34
MERRILL FLD (MRI) (PAMR)

MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.

ATIS 124.25
ANCHORAGE APP CON 119.1 363.2
MERRILL TOWER* 126.0 (CTAF) 0
GND CON 121.7
UNICOM 122.95

MISSED APCH FIX

ATF 0.3% UP
TDZE 0.3% UP

When local altimeter setting not received, use Ted Stevens Anchorage Intl altimeter setting and increase all MDAs 20 feet. Procedure NA at night.

Helicopter visibility reduction below 1 SM NA.

RNP APCH - GPS.

RADAR required for procedure entry.

ATIS
ANCHORAGE APP CON 119.1 363.2
MERRILL TOWER* 126.0 (CTAF) 0
GND CON 121.7
UNICOM 122.95

ANCHORAGE, ALASKA
AL-1522 (FAA-O)

RNP APCH - GPS.

MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.

ATIS 124.25
ANCHORAGE APP CON 119.1 363.2
MERRILL TOWER* 126.0 (CTAF) 0
GND CON 121.7
UNICOM 122.95

MISSED APCH FIX

ATF 0.3% UP
TDZE 0.3% UP

When local altimeter setting not received, use Ted Stevens Anchorage Intl altimeter setting and increase all MDAs 20 feet. Procedure NA at night.

Helicopter visibility reduction below 1 SM NA.

RNP APCH - GPS.

RADAR required for procedure entry.

ATIS
ANCHORAGE APP CON 119.1 363.2
MERRILL TOWER* 126.0 (CTAF) 0
GND CON 121.7
UNICOM 122.95

ANCHORAGE, ALASKA
AL-1522 (FAA-O)
MERRILL FLD (MRI) (PAMR)

RNAV (GPS)-A

ANCHORAGE, ALASKA

ATIS
124.25

ANCHORAGE APP CON
119.1 363.2

MERRILL TOWER
126.0 (CTAF)

GND CON
121.7

UNICOM
122.95

MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.

REIL Rwys 7, 16, 25, and 34
MIWL Rwys 7-25 and 16-34

ELEV 143

CIRCLING

CATEGORY
A
B
C
D

740-1
800-1
920-2½
NA

597 (600-1)
657 (700-1)
777 (800-2¼)

MERRILL FLD (MRI) (PAMR)
RNAV (GPS)-A

ANCHORAGE, ALASKA
Amdt 1C 23FEB23

AK, 11 JUL 2024 to 05 SEP 2024
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

VAR 15.8° E

AIRPORT DIAGRAM

ANCHORAGE, ALASKA

23222

AL-1522 (FAA)
(MRI)(PAMR)

121.7 GND CON

124.25 ATIS

MERRILL TOWER

GND CON 126.0

121.7

123 ELEV

131 ELEV

2640 X 75

2000 X 60

4000 X 100

ELEV 138

ELEV 133

FIRE STATION

STATION

TWR

FBO RAMP

GA TRANSIENT RAMP

GARRAY 0.3° W

TWR

0.3% UP

ANNUAL RATE OF CHANGE
JANUARY 2020

0.3% UP

AK, 11 JUL 2024 to 05 SEP 2024
ANCHORAGE, ALASKA

MERRILL ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 25: Climb on heading 251° to 700 then climbing right turn to 2000 direct BGQ VORTAC.

TAKEOFF RUNWAY 34: Climb on heading 341° to 700 then climbing left turn to 2000 direct BGQ VORTAC.

NOTE: Chart not to scale.
ILS RWY 15
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 200° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 800 then climbing right turn to 3000 on heading 200 and on EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold)

Use I-BSC DME when on the localizer course.

INOP table does not apply.

D-ATIS 135.5
ANCHORAGE APP CON 118.6 290.5
ANCHORAGE TOWER 118.3 257.8
GND CON 121.9 338.25
CLNC DEL 119.4 323.1

111.75
I-BSC

13.2
R-2203A

12.3
R-2203C

112.5
BGQ

181° (12.3)

Anchorage HIRL all Rwys

TDZ/CL Rwys 7L and 7R

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

ELEV 151
TDZE 151

ANCHORAGE, ALASKA

Anchorage ADS-B Inop table does not apply.

IAF

CARDD

I-BSC 13.2

RADAR

BGQ 12.3

RADAR

KANSY I-BSC 6.2

RADAR

TACAN

I-BSC

19°

TDZE

151

ANCHORAGE, ALASKA

Anchorage 7A 16MAY24

TDZ/CL Rwys 7L and 7R

HIRL all Rwys

Category A

B

C

D

S-ILS 1.5

351/40

200 (200-34)

401/40

250 (300-34)

Anchorage, AK, 11 JUL 2024 to 05 SEP 2024

11°10'N 150°00'W
**ILS RWY 7R (SA CAT I)**
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

**DME required.**

- **Temperature:** 22°C
- Requires specific OPSPEC, MSPEC, or LOA approval. RWy 7L threshold 6140 feet east of RWy 7R threshold.

**MISSP AP APPROACH:** Climb to 780 then climbing right turn to 3000 on heading 230° and on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 780 then climbing right turn to 3000 on heading 230° and EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).

**ANCHORAGE APP CON**
- 118.8 290.5

**ANCHORAGE TOWER**
- 118.3 257.8

**GND CON**
- 121.9 338.25

**CLNC DEL**
- 119.4 323.1

**ALTERRATE MISSED APCH FIX**

**TACAN MISSED APCH FIX**

- **VGS and ILS glide path not coincident (VGS Angle 3.00°/TCH 72°).**

- **GS 3.00°**
  - **TCH 55**
  - **6.3 NM**
  - **5.7 NM**
  - **4.4 NM**
  - **1.07 NM**

- **CATEGORY**
  - **A**
  - **B**
  - **C**
  - **D**

- **S-ILS 7R**

- **RA 245/14**
- **150 DA 282**

**REIL Rwy 33**
- **TDZ/CL Rwy 7L and 7R**
- **HIRL all Rwy**

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**ANCHORAGE, ALASKA**

Amdt 5 05OCT23

- **61°10’N-150°00’W**

**ILS RWY 7R (SA CAT I)**
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

**ANCHORAGE, ALASKA**

**APP CRS**
- **074°**
- **12400**

**Rwy Idg**
- **132**

**Apt Elev**
- **151**

**TDZE**
- **2000**

**Chan 50**
- **111.3**

**I-ANC**
- **EN A**
- **Chan 123**

**JUKEP ENA**
- **34.2**

**Chan 123**
- **117.6**

**ALIAS INT**
- **18.6**

**EN A**
- **37.4**

**LOCALIZER**
- **111.3**

**Chan 8(Y)**
- **117.6**

**TDZE**
- **132**

**TDZE**
- **151**

**ANCHORAGE**
- **113.15 TED**
- **Chan 78(Y)**

**ELMENDORF**
- **Chan 81**

**Chan 50**
- **113.4**

**R-210**
- **2000**

**Co-Channel**
- **117.6**

**1800 8900**

**557**

**1827 5005 3772**
**ILS RWY 7L (SA CAT I & II)**

**TED STEVENS ANCHORAGE INTL (ANC)(PANC)**

**AL-1500 (FAA)**

**ANCHORAGE, ALASKA**

Amdt 5 05OCT23

**LOD/DME I-TGN**

<table>
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<tbody>
<tr>
<td>S-ILS 7L</td>
<td>SA CAT I</td>
<td>RA 158/14</td>
<td>150</td>
<td>DA 278</td>
</tr>
<tr>
<td>S-ILS 7L</td>
<td>SA CAT II</td>
<td>RA 108/12</td>
<td>100</td>
<td>DA 228</td>
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**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**ANCHORAGE, ALASKA**

AK, 11 JUL 2024 to 05 SEP 2024

**LOC/DME I-TGN 109.9**

**APP CRS 074°**

**Rwy Ldg 10600**

**TDZE 128**

**Apt Elev 151**

**DME required.**

**SA CAT I:** Requires specific OPSPEC, MSPEC or LOA approval.

**SA CAT II:** Requires specific OPSPEC, MSPEC or LOA approval.

**D-ATIS**

**135.5**

**ANCHORAGE APP CON**

<table>
<thead>
<tr>
<th>ANCHORAGE TOWER</th>
<th>GND CON</th>
<th>CINC DEL</th>
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</thead>
<tbody>
<tr>
<td>118.3, 257.8</td>
<td>121.9, 338.25</td>
<td>119.4, 323.1</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 600 then climbing right turn to 3000 on heading 230° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 600 then climbing right turn to 3000 on heading 230° on EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).

**LOCALIZER**

**109.9**

**Chan 36**

**ELMENDORF**

**Chan 81**

**EDF**

**Chan 36**

**ANEW**

**ENAV**

**Funnel**

**SA CAT I**

**SA CAT II**

**AVIS**

**Chase**

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**TED STEVENS ANCHORAGE INTL (ANC)(PANC)**

**AK, 11 JUL 2024 to 05 SEP 2024**

**REIL Rwy 33**

**TDZ/CL Rwy 7L and 7R**

**HIRL all Rwy**
ANCHORAGE, ALASKA

IEEE RWY 7R (CAT II & III)
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

DME required.

CAT II: RWY 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. RWY 7L threshold 6140 feet east of RWY 7R threshold.

MISSED APPROACH: Climb to 780 then climbing right turn to 3000 on heading 230° and on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 780 then climbing right turn to 3000 on heading 230° and EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).

Procedure NA for arrival on ENA VOR/DME airway radials 028 CW 048.

SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ANCHORAGE, ALASKA

Amdt 5 05OCT23

ILS RWY 7R (CAT II & III)
RNAV (RNP) RWY 33
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

MISSED APPROACH: Climb to 4000 on the RNAV missed approach route to BGQ VORTAC and hold.

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

<table>
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<tr>
<th>D-ATIS</th>
<th>ANCHORAGE APP CON</th>
<th>ANCHORAGE TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
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<tr>
<td>135.5</td>
<td>118.6 290.5</td>
<td>118.3 257.8</td>
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<tr>
<td></td>
<td></td>
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<td>119.4</td>
<td>323.1</td>
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</table>

**Radar Required**

Procedures NA for arrivals at HOPER on V320-440.

**Authorization Required**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>RNP 0.11 DA</td>
<td>463-1</td>
<td>342(400-1)</td>
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<tr>
<td>RNP 0.20 DA</td>
<td>525-1½</td>
<td>404(400-1½)</td>
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<tr>
<td>RNP 0.30 DA</td>
<td>687-1½</td>
<td>566(600-1½)</td>
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**Amdt 1A** 28FEB19

AK, 11 JUL 2024 to 05 SEP 2024

ANCHORAGE, ALASKA

**Anchorage Airport**

Apt Elev 151

AIRPORT CODES (based on geographic coordinates)

**AIRPORT CODES**

- ANC
- PANC

**Anchorage Airport**

Apt Elev 151

AIRPORT CODES (based on geographic coordinates)

- ANC
- PANC

**Anchorage Airport**

Apt Elev 151

AIRPORT CODES (based on geographic coordinates)

- ANC
- PANC

**Anchorage Airport**

Apt Elev 151

AIRPORT CODES (based on geographic coordinates)

- ANC
- PANC

**Anchorage Airport**

Apt Elev 151

AIRPORT CODES (based on geographic coordinates)

- ANC
- PANC

**Anchorage Airport**

Apt Elev 151

AIRPORT CODES (based on geographic coordinates)

- ANC
- PANC

**Anchorage Airport**

Apt Elev 151

AIRPORT CODES (based on geographic coordinates)

- ANC
- PANC
Inop table does not apply to LPV, LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

**MALSF**

**MISSING APPROACH:** Climb to 3000 direct ZUXAN and on track 229° to JUKEP and hold.

**D-ATIS**

Procedure NA for arrivals at TAGER on V436 northwest.

**INAP** and T227 northeast bound.

**MALSF**

**MISSING APPROACH:** Climb to 3000 direct ZUXAN and on track 229° to JUKEP and hold.

**D-ATIS**

Procedure NA for arrivals at TAGER on V436 northwest.

**INAP** and T227 northeast bound.
HIGHWAY VISUAL RWY 25R
TED STEVENS ANCHORAGE INTL (ANC) (PANC)
ANCHORAGE, ALASKA
AL-1500 (FAA)

Radar Required

Procedure Not Authorized at Night

Vertical Guidance Navaid and Angle:
Runway 25R VASI: Upper GS: 3.25°
Lower GS: 3.0°

Weather Minimums: Ceiling 3000' with 3 miles visibility.

POINT POSSESSION MOPMY 4000
MOUTH of LITTLE SUSITNA RIVER OSPUF
IFHIX 5000
FIRE ISLAND

ANCHORAGE 113.15 TED 
eck
Chan 78(Y)

NEW SEWARD HIGHWAY
DIMOND BLVD OVERPASS/
NEW SEWARD HIGHWAY
XIBLY

O’MALLEY ROAD OVERPASS/
NEW SEWARD HIGHWAY
UHEPU

SHORELINE
EPYEZ 2600

VERTICAL GUIDANCE NAVAIID AND ANGLE:
Runway 25R VASI: Upper GS: 3.25°
Lower GS: 3.0°

Weather Minimums: Ceiling 3000’ with 3 miles visibility.

Radar Required

Procedure Not Authorized at Night

Vertical Guidance Navaid and Angle:
Runway 25R VASI: Upper GS: 3.25°
Lower GS: 3.0°

Weather Minimums: Ceiling 3000’ with 3 miles visibility.
SEWARD VISUAL RWY 25L

RADAR REQUIRED

Weather Minimums: Ceiling 3000' with 3 miles visibility.

RUNWAY 25L VASI: Upper GS: 3.25°
Lower GS: 3.0°

PROCEDURE NOT AUTHORIZED AT NIGHT
NOTE: Aircraft cleared direct NODLE, cross at or above 13700 for terrain.

**TOP ALTITUDE:**
4000

**Radar Required.**

**Takeoff Minimums**
- Rwys 7L/R: NA - ATC.
- Rwy 15: 300-1 1/2 with minimum climb of 310’ per NM to 400.

**Departure Route Description**

**Takeoff Runway 15:** Climb on heading 149° to 600, then climbing right turn on heading 201°. Thence...

**Takeoff Runways 25L/R:** Climb on heading 254°. Thence...

**Takeoff Runway 33:** Climb on heading 329° to 600, then climbing left turn on heading 301°. Thence...

. . . expect RADAR vectors to assigned route or depicted fix. Maintain 4000. Expect further clearance to filed altitude within 10 minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 25L/R: Climb on heading 254° to at or above 660, then climb direct VUYWO, and on track 277° to OGOLY, and on track 290° to cross EVRTS at or above 5000, thence . . . .

TAKEOFF RUNWAY 33: Climb on heading 329° to at or above 660, then climb direct ISACC, and on track 247° to RRROB, and on track 255° to cross EVRTS at or above 5000, thence . . . .

. . . . continue climb on track 310° to DCSIX, and on track 313° to cross FRIDA at or above 9000, and on track 289° to FFITZ. Maintain 10000 or as assigned by ATC.
TOP ALTITUDE: FL200

TAKEOFF MINIMUMS

Rwys 15, 25L/R, 33: NA-ATC.
Rwy 7L: Standard with minimum climb of 253’ per NM to 400.
Rwy 7R: Standard with minimum climb of 285’ per NM to 400.

TAKEOFF RUNWAYS 7L/R: Climb heading 072° to 2000 or TED 4 DME, whichever comes first, then climbing left turn heading 329° for vectors to assigned route or fix. Maintain FL200 or assigned altitude, expect filed altitude 10 minutes after departure.

All aircraft, climb as rapidly as practical through 3000, if unable to reach 2000 by TED 4 DME advise ATC prior to departure.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 33:** Climb heading 329° to 652, then left turn direct to cross EGKAJ at or above 3000, then on track 030° to LIFFE, then on track 117° to cross OUTER at or above 6000, then on track 089° to cross CRAFT at or above 8000, then on track 086° to cross RAMMA at or above 10000, then on track 085° to cross NOEND at or above 12800 thence . . . .

. . . . expect RADAR vectors or direct next fix after NOEND. Maintain FL200 (or requested altitude if lower); expect filed altitude ten minutes after departure.

**TAKEOFF MINIMUMS**

Rwy 33: Standard with minimum climb of 500’ per NM to 2200 and then 280’ per NM to 10000.


**NOTE:** GPS required.

**NOTE:** RNAV-1.

**NOTE:** RADAR required.

**NOTE:** Do not exceed 230K until passing LIFFE.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R: Climb on heading 074° to 600, then climbing right turn on heading 199°. Thence. . . .

. . . .expect RADAR vectors to assigned route or depicted fix. Maintain 4000. Expect further clearance to filed altitude within 10 minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb on heading 329° to 600, then climbing right turn to 2000 on TED R-342 to TED VOR/DME, then on TED R-190 to NAPTO. Maintain ATC assigned altitude. Expect RADAR vectors to assigned route. Expect further clearance to filed altitude within 10 minutes after departure.

NOTE: RADAR required.

NOTE: Do not exceed 200K until TED VOR/DME.

NOTE: Chart not to scale.
Circling NA north of Rwy 11-29. Rwy 11 helicopter visibility reduction below ½ SM NA. Inop table does not apply to S-ILS all Cats.

Procedure NA for arrivals at ANIAK NDB on B3 southbound and on R39 northeast bound.

Procedure NA for arrivals at ANIAK NDB on B3 southbound and on R39 northeast bound.

Procedure NA for arrivals at ANIAK NDB on B3 southbound and on R39 northeast bound.

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Procedure NA for arrivals at ANIAK NDB on B3 southbound and on R39 northeast bound.

Procedure NA for arrivals at ANIAK NDB on B3 southbound and on R39 northeast bound.

Procedure NA for arrivals at ANIAK NDB on B3 southbound and on R39 northeast bound.
RNAV (GPS) RWY 11
ANIAK (ANI)(PANI)

**Circling NA north of Rwy 11-29. Rwy 11 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LPV, LNAV/VNAV all Cats, LNAV Cat A. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 2 1/2 SM.**

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3500 direct IKUFU and hold, continue climb-in-hold to 3500.

**AWOS-3P**
124.3

**ANCHORAGE CENTER**
118.15  251.05

**CINCE DEL**
118.15

**CTAF**
122.1
RNAV (GPS) RWY 29
ANIKA (ANI)(PANI)

Circling NA north of Rwy 11-29. Rwy 29 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct APWIS and hold.

Procedure NA for arrivals at ANIKA NDB on R39 southwest bound.

Procedure NA for arrivals at EBSIH on V508 southeast bound.

System maintenance, LNAV/VNAV NA below -18°C or above 54°C.

LPV DA
347-1 250 (300-1)

LNAV/VNAV DA
460-1 363 (400-1)

LNAV MDA
560-1 463 (500-1) 560-1 463 (500-1)

CIRCLING
560-1 463 (500-1) 620-1 523 (600-1) 860-2 763 (800-2) 1103 (1200-3)

460-1 463 (500-1) 463 (500-1)

ACHI, Alaska
Amdt 3A 25FEB21

AK, 11 JUL 2024 to 05 SEP 2024

61°35'N 159°33'W
Rwy 17 helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climbing left turn to 3700 direct OYASA and hold, continue climb-in-hold to 3700.

**NOTIE:** 2.1 NM to PUCOY OYASA (VGSI Angle 3.0°/TCH 25).

VGS and descent angles not coincident (VGSI Angle 3.0°/TCH 25).

**NOTIE:** 2.1 NM to PUCOY 2.1 NM to SEBEE 366°±

**NOTIE:** 2.1 NM to OYASA 3700

**NOTIE:** 3.06° TCH 35

**NOTIE:** 0.5 2.1 NM 3.8 NM 3 NM 3 NM

**CIRCLING** 840-1 543 [600-1] 840-1½ [543 [600-1½]] 860 [563 [600-2]]
RNAV (GPS) RWY 35
ANVIK (ANV)(PANV)

**APP CRS** 351°

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<th>C</th>
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<tr>
<td>LNAV MDA</td>
<td>780-1 483 (500-1)</td>
<td>780-1(\frac{3}{8}) 483 (500-1(\frac{3}{8}))</td>
<td>840-1(\frac{1}{2}) 543 (600-1(\frac{1}{2}))</td>
<td>860-2 563 (600-2)</td>
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<td>CIRCLING</td>
<td>840-1 543 (600-1)</td>
<td>840-1(\frac{1}{2}) 543 (600-1(\frac{1}{2}))</td>
<td>860-2 563 (600-2)</td>
<td></td>
</tr>
</tbody>
</table>

**UNICOM**

- 133.55
- 135.7 335.5
- 122.4
- 122.7 (CTAF)

**AWOS-3P**

- 133.55

**ANCORAGE CENTER**

- 135.7 335.5

**KENAI RADIO**

- 122.4

**ELEV**

- 297

**TDZE**

- 297

**Holding Pattern**

- 4 NM

**ANVIK, ALASKA**

- Orig B 10AUG23

**RNAV (GPS) RWY 35**

**ANVIK (ANV)(PANV)**

**RNP APCH - GPS.**

**AWOS-3P**

| 133.55 |

**ANCHORAGE CENTER**

| 135.7 335.5 |

**KENAI RADIO**

| 122.4 |

**UNICOM**

| 122.7 (CTAF) |

**ELEV**

| 297 |

**TDZE**

| 297 |

**getTimeStamp()**

- AK, 11 JUL 2024 to 05 SEP 2024

**RNAV (GPS) RWY 35**

**ANVIK (ANV)(PANV)**

**ANVIK, ALASKA**

- Orig B 10AUG23

- ANVIK, ALASKA

**APP CRS** 351°

- 4000
- 297

**TDLG**

- 297

**Apt Elev**

- 297

**RNP APCH - GPS.**

**AWOS-3P**

| 133.55 |

**ANCHORAGE CENTER**

| 135.7 335.5 |

**KENAI RADIO**

| 122.4 |

**UNICOM**

| 122.7 (CTAF) |

**ELEV**

| 297 |

**TDZE**

| 297 |

**getTimeStamp()**

- AK, 11 JUL 2024 to 05 SEP 2024

**RNAV (GPS) RWY 35**

**ANVIK (ANV)(PANV)**

**ANVIK, ALASKA**

- Orig B 10AUG23

- 62°39'N-160°11'W

- 59
RNAV (GPS) RWY 2
ARCTIC VILLAGE (ARC)(PARC)

If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

DEGEC
3.06°
TCH 45
3300

MISSED APPROACH: Climb to 10000 direct
FIPNU and via 082° track to HULIS and right
turn via 199° track to TUVVO and hold.

If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.
ARCTIC VILLAGE, ALASKA

RNAV (GPS) RWY 20

ARCTIC VILLAGE (ARC)(PARC)

AWOS-3P 135.75
ANCHORAGE CENTER 135.0 225.4
FAIRBANKS RADIO 122.05
CTAF 122.9

APPROACH

194°

38°C

DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 10000 direct ILAVE and via 196° track to JEKPU and hold, continue climb-in-hold to 10000.

10000

ETOCU 3.2 NM to HONIL

CIRAY

DIPYE

ILAVE

JEKPU

FAXEK

REIL Rwy 20

MIRL Rwy 2-20

194°

10800 to SOCBO

5700

HONIL

3.2 NM to ETOCU

7500

5700

184°

194°

194°

REIL Rwy 20

MIRL Rwy 2-20

68°07'N-145°35'W

ARCTIC VILLAGE, ALASKA

Orig-A 02DEC21

61
TUVVO ONE DEPARTURE (OBSTACLE) (RNAV)

TUVVO 1: Climb to 10000 direct NUDTI, and via 080° track to HULIS, and right turn via 199° track to TUVVO, thence. . . .

TAKEN OFF RUNWAY 20: Climb to 10000 direct JOKTI, then via depicted route to TUVVO, thence. . . .

. . . . climb in holding (if required) at TUVVO before proceeding via assigned route and altitude.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.
RNAV (GPS)-A
ATKA (AKA)(PAAK)

Circling NA west of Rwy 16/34. Procedure NA at night. When local altimeter setting not received, procedure NA.

When local altimeter setting not received, procedure NA.

RNAV (GPS)-A
52°13'N - 174°12'W

1225 (1300-1¼)
1225 (1300-1½)
1880-3
1825 (1900-3)
NA

CIRCLING

ATKA, ALASKA
Orig-B 12AUG21

52°13'N - 174°12'W
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Immediate climbing left turn to 9000 or as assigned, to intercept course 093° to GANEF, then on track 359° to HIMKI.

TAKEOFF MINIMUMS
Rwy 34: NA- ATC.
Rwy 16: 500-2.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Procedure NA at night.
NOTE: Rapidly rising terrain south and west of airport.

TAKEOFF OBSTACLE NOTE
Rwy 16: Multiple trees and terrain starting 1571' from DER, 786' right of centerline, up to 15' AGL/414' MSL.
NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Procedure NA at night.

NOTE: Rising terrain west to northwest of airport up to 614 MSL within 2½ miles.

TAKEOFF OBSTACLE NOTE
Rwy 34: Multiple trees and vehicles starting 10' from DER, 40' left of centerline to 1231' right of centerline, up to 15' AGL/414' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb to 6000 or assigned altitude direct ZIKEF, then on track 271° to BILNE, then on track 340° to INOTY before proceeding on course.
RNAV (GPS) RWY 7

**ATQASUK, ALASKA**

**WAAS CH 93743 W07A**

**APP CRS**

<table>
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<th>CATEGORY</th>
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<th>C</th>
<th>D</th>
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<td>LPV DA</td>
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<tr>
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<tr>
<td>CIRCLING</td>
<td>500-1</td>
<td>399 (400-1)</td>
<td>560-1½</td>
<td>459 (500-1½)</td>
</tr>
</tbody>
</table>

**Rwy Idg**

| 4370 | 101 |
| 3500 | 101 |

**Apt Elev**

| 067° | 3500 |
| 247° | 3500 |

**Rwy Idg**

| 069° | 3500 |
| 068° | 3500 |

**Category**

**RNAV (GPS) RWY 7**

**ATQASUK, ALASKA**

**Alaska Center**

**AWOS-3P**

| 119.925 |
| 135.3 | 239.25 |

**CTAF**

| 122.9 |

**MISSED APPROACH:** Climb to 3500 direct ENSUW and hold, continue climb-in-hold to 3500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

**RNP APCH.**

**ATQASUK EDWARD BURNELL SR MEML (ATK)(PATQ)**

**AK, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 25
ATQASUK EDWARD BURNELL SR MEML (ATK)(PATQ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

**MISSED APPROACH:** Climb to 3500 direct DUVFU and hold, continue climb-in-hold to 3500.

- **AWOS-3P**
  - 119.925
- **ANCHORAGE CENTER**
  - 135.3 239.25
- **CTAF**
  - 122.9

**REIL Rwys 7 and 25**
**MIRL Rwy 7-25**

**ATQASUK, ALASKA**
Amdt 2 31DEC20

**RNAV (GPS) RWY 25**
ATQASUK EDWARD BURNELL SR MEML (ATK)(PATQ)

**WAAS**
- CH 53543
- W25A
- APP CRS 248°
- RwY Idg 4370
- TDZE 101
- Apt Elev 101

**Category B**

**LNAV**
- Only
- 069°
- 3500
- 4 NM

**DUVFU**
- 248°
- 3500
- 4 NM

**AVELY**
- 248°
- 1700

**ENSUW**
- 249°
- 3500

**3500**
- 30 NM to CUGIS

**AVELY**
- 249°
- 3500

**CUGIS**
- 249°
- 3500

**DENAF**
- 3500
- 30 NM to Hovum

**Hovum**
- 248°
- 148
- 3500

**GP 3.0°**
- TCH 30

**3.5 NM**
- 6 NM

**LPV**
- 351-1 250 (300-1)

**VNAV**
- 351-1 250 (300-1)

**LNAV**
- 560-1 459 (500-1)
- 560-1/2 459 (500-1/2)
- 700-2

**CIRCLING**
- 560-1 459 (500-1)
- 459 (500-1/2)
- 599 (600-2)

**4370 X 90**
**25**
**AK, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 7
BARTER ISLAND (BTI)(PABA)

**DME/DME RNP-0.3 NA.**
Rwy 7 helicopter visibility reduction below ⅚ SM NA.

**MISSED APPROACH:** Climb to 2000 direct DEVKE and hold.

**AWOS-3P**
**121.45**

**ANCHORAGE CENTER**
**120.6**

**DEADHORSE RADIO**
**122.0**

**CTAF**
**122.8**

---

**APP CRS 072°**
Rwy Idg 4500
TDZE 57
Apt Elev 57

---

**ELEV 57**
**TDZE 57**

---

**LEPGE (IAF)**
**KOKBE (IAF)**

**HULKS (IF/IAF)**

**RNAV (GPS) RWY 7**

**REIL Rwys 7 and 25**

---

**CIRCLING**

**LNAV MDA 320-1 263 (300-1)**

**CATEGORY**
**A**
**B**
**C**
**D**

**560-1 503 (600-1)**
**560-1½ 503 (600-1½)**
**560-2 503 (600-1½)**
**563 (600-2)**

---

AK, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 25
BARTER ISLAND (BTI)(PABA)

Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2000 direct HULKS and hold.

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<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<th>MISSED APCH FIX</th>
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<td>HULKS 4 NM</td>
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<td>CAGIX 2.4 NM to</td>
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<td>BUVPE</td>
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<td>120.6</td>
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<tr>
<td>DEADHORSE RADIO</td>
<td>122.0</td>
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<tr>
<td>CTA F</td>
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<th>TDZE</th>
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<td>57</td>
<td>51</td>
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<th>REIL Rwys 7 and 25</th>
<th>MIRL Rwy 7-25</th>
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<tr>
<td>70°07'N, 143°39'W</td>
<td>69</td>
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</table>
RNAV (GPS) RWY 5

FAIRBANKS RADIO 122.05 122.15

CTAF 122.9

MISSED APPROACH: Climb to 3000 direct DUTKE and hold.

Rwy 5 helicopter visibility reduction below ½ SM NA.
Use Fort Yukon altimeter setting.

RNAV (GPS) RWY 5

MIRL Rwy 5-23

<table>
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<th>C</th>
<th>D</th>
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<td>940-1 575 (600-1)</td>
<td>940-1½ 575 (600-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>940-1 575 (600-1)</td>
<td>940-1½ 575 (600-1½)</td>
<td>NA</td>
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BEAVER, ALASKA

AL-10233 (FAA) 21336

RNAV (GPS) RWY 5

BEAVER (WBQ)(PAWB)

BEAVER, ALASKA

Orig-A 02DEC21

66°22'N-147°24'W
BEAVER, ALASKA

FAIRBANKS RADIO
122.05 122.15

CTAF 122.9

APP CRS
237°

Rwy Idg 3934
TDZE 365
Apt Elev 365

ZUSPA
4 NM
2000

TDZE
66°22'N-147°24'W

RW23

ELEV 365

TDZE 365

FYU/PFYU AWOS 3P
125.8

MISSED APPROACH: Climb to 3000 direct ZUSPA and hold.

[Diagram of RW23 approach]

RW23

ZUSPA

057°

4 NM

237° to RW23

CEKNA

DUTKE

3000

Holding Pattern

237°

057°

10000

3000

3.03°

TCH 40

3000

2000

WADUB

30 NM to WADUB

575 (600-1)

575

12 NM to DUTKE

5 NM

6 NM

 CATEGORY | A | B | C | D
----------------------
 LNAV MDA | 940-1 | 575 (600-1) | 940-1½ | NA
 CIRCLING | 940-1 | 575 (600-1) | 940-1½ | NA
ILS Z or LOC Z RWY 19R
BETHEL (BET)(PABE)

DME required.

- Circling NA west of Rwy 1L-19R.
- For inop ALS, increase S-LOC Cat C/D visibility to RVR 4500.
- #RVR 1800 authorized with the use of FD or AP or HUD to DA.

**ATIS** 119.8
**ANCHORAGE CENTER** 125.2 372.0
**BETHEL TOWER** * 118.7 (CTAF) 0
**GND CON** 121.7

**MALSR**
**MISSING APPROACH:** Climb to 700 then climbing right turn to 2000 on BET VORTAC R-277 to ROLLR/BET VORTAC 12 DME and hold.

**LOC/DME I-BET 111.5**
**APP CRS** 192°
**Rwy Idg** 6400
**TDZE** 129
**Apt Elev** 120

**REIL Rwys 1R and 19L**
**HIRL Rwys 1L-19R, 1R-19L and 12-30**

**CIRCLING**
**MALSR**

**CATEGORY**
**A**
**B**
**C**
**D**

**S-ILS 19R**
320/24 200 (200-1/2)

**S-LOC 19R**
400/24 280 (300-1/2)

**CIRCLING**
500-1 371 (400-1)
600-1 471 (500-1)
600-1/2 471 (500-1/2)
680-2 551 (600-2)

**BETHEL, ALASKA**
Amrd 7G 10SEP20

**60°47'N-161°50'W**
RNAV (GPS) RWY 1L
BETHEL (BET)(PABE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).
Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.
For inop ALS, increase LNAV Cat C/D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2000 direct KUSKM and left turn on track 257° to ROLLR and hold.

ATIS
119.8

ANCHORAGE CENTER
125.2 372.0

BETHEL TOWER *
118.7 (CTAF) 

GND CON
121.7

** RNAV (GPS) RWY 1L **

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).
- Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.
- For inop ALS, increase LNAV Cat C/D visibility to RVR 6000.

** MALSR **

** MISSED APPROACH: Climb to 2000 direct KUSKM and left turn on track 257° to ROLLR and hold. **

** ATIS **

119.8

** ANCHORAGE CENTER **

125.2 372.0

** BETHEL TOWER ** *

118.7 (CTAF)

** GND CON **

121.7

---

** RNAV (GPS) RWY 1L **

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).
Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.
For inop ALS, increase LNAV Cat C/D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2000 direct KUSKM and left turn on track 257° to ROLLR and hold.

ATIS
119.8

ANCHORAGE CENTER
125.2 372.0

BETHEL TOWER *
118.7 (CTAF) 

GND CON
121.7

** RNAV (GPS) RWY 1L **

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).
- Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.
- For inop ALS, increase LNAV Cat C/D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (-2°F) or above 54°C (130°F). Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.

MISSING APPROACH: Climb to 600 then climbing right turn to 2000 direct ROLLR and hold.

**AL-5001 (FAA)**

**RNAV (GPS) RWY 19L**

**BETHEL (BET) (PABE)**

**BETHEL, ALASKA**

**WAAS**
- **CH** 99440
- **W19B**

**APP CRS**
- 193°

**Rwy Idg**
- 4000

**TDZE**
- 124

**Apt Elev**
- 129

**ATIS**
- 119.8

**ANCHORAGE CENTER**
- 125.2
- 372.0

**BETHEL TOWER**
- 118.7 (CTAF)

**GND CON**
- 121.7

**ELEV 129°**

**TDZE 124°**

**VNAV**

**LNAV**

**DA**

**500-1**

**600-1**

**600-1/2**

**680-2**

**CIRCLING**

**500-1**

**371 (400-1)**

**471 (500-1)**

**471 (500-1/2)**

**551 (600-2)**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.

MISSING APPROACH: Climb to 1700 then climbing right turn to 2000 direct ROLLR and hold.
Circling NA west of Rwy 1L-19R.

Procedure NA for arrivals at ROLLR on V319 westbound.

MISSED APPROACH: Climbing right turn to 2000 direct ROLLR and hold.
**VOR RWY 1L**

**BETHEL (BET)(PABE)**

**ATIS** 119.8

**ANCHORAGE CENTER** 125.2 372.0

**BETHEL TOWER** 118.7 (CTAF)

**GND CON** 121.7

**VORTAC BET** 114.1

Chan 88

**APP CRS** 016°

Rwy Idg TDZE 127

Apt Elev 129

**DME** required.

- **Misused Approach:** Climb to 800 then climbing left turn to 2000 on BET VORTAC R-277 to ROLLR/12 DME and hold.

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 on BET VORTAC R-277 to ROLLR/12 DME and hold.

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tr>
<td>S-1L</td>
<td>500/50</td>
<td>373 (400-1)</td>
<td>600-1½</td>
<td>680-2</td>
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</table>

**CIRCLING**

- 500-1
- 600-1
- 600-1½
- 551 (600-2)

**DIA**

- 016° 4.5 NM from FAF
- 60°47’N-161°50’W

**UPDATE**

**Amdt 2D 10SEP20**

*AK, 11 JUL 2024 to 05 SEP 2024*
INSTRUCTIONS IS REQUIRED.
READBACK OF ALL RUNWAY HOLDING
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.3° W

HS 1

BETHEL, ALASKA
1L
127
ELEV
161° 51.0'W

1R
30
ELEV
122
126
ELEV
117
117.6°
297.6°

AIRPORT DIAGRAM
BETHEL (BET)(PAEB)
BETHEL, ALASKA

ATIS
119.8
BETHEL TOWER
118.7
GND CON
121.7

PCN 31 F/C/Y/T
RWY 01L-19R
PCN 41 F/C/X/T
S-105, D-147, 2D-244
RWY 01R-19L, 12-30

ALASKA ANG

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
BETHEL, ALASKA
11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 2
BETTLES(BTT)(PABT)

Inoperative table does not apply. Circling NA east of Rwy 2-20. For inop ALS, increase Cat C/D visibility to 1 ½ SM. Rwy 2 helicopter visibility reduction below ¾ SM NA.

 CATEGORY  A  B  C  D
LNAV MDA  1100-1  458 (500-1)
CIRCLING  1100-1  453 (500-1)  1320-2  673 (700-2)  1320-2½  673 (700-2½)

RNAV (GPS) RWY 2
BETTLES(BTT)(PABT)
**RNAV (GPS) RWY 7**

**BIG LAKE (BGQ) (PAGQ)**

### APP CRS

<table>
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<tr>
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<th>TDZE</th>
<th>Apt Elev</th>
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<tr>
<td>075°</td>
<td>2450</td>
<td>162</td>
<td>162</td>
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</table>

### RNP APCH.

- **NA** Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA. Use Anchorage altimeter setting.
- **MISSED APPROACH:** Climbing left turn to 2000 direct ICARU and hold.

### ANGULAR DATA

<table>
<thead>
<tr>
<th></th>
<th>ANC ASOS</th>
<th>ANCHORAGE APP CON</th>
<th>CTAF</th>
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<tr>
<td></td>
<td>135.5</td>
<td>118.6</td>
<td>122.8</td>
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### CAT A/D

<table>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>940-1 778 (800-1)</td>
<td>940-1 ¾ 778 (800-1 ¾)</td>
<td>940-2 ½ 778 (800-2 ½)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>940-1 778 (800-1)</td>
<td>960-1 ¾ 798 (800-1 ¾)</td>
<td>980-2 ½ 818 (900-2 ½)</td>
<td>NA</td>
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</tbody>
</table>

### BIG LAKE, ALASKA

**Almdt 2 17JUN21**

**61°32'N-149°49'W**
RNAV (GPS) RWY 25
BIG LAKE (BGQ) (PAGQ)

**ANC ASOS** 135.5
**ANCHORAGE APP CON** 118.6
**CTAF** 122.8

**RNP APCH.**

- Procedure NA at night. RWy 25 helicopter visibility reduction below 1 SM NA. Use Anchorage altimeter setting.

**MISSED APCH FIX**

- 4 NM to HEVEB

**Procedure NA for arrival on BGQ VORTAC airway radials 355 CW 161.**

**ANC ASOS** 135.5
**ANCHORAGE APP CON** 118.6
**CTAF** 122.8

**RNP APCH.**

- Procedure NA at night. RWy 25 helicopter visibility reduction below 1 SM NA. Use Anchorage altimeter setting.

**MISSED APCH FIX**

- 4 NM to HEVEB

**Procedure NA for arrival on BGQ VORTAC airway radials 355 CW 161.**

**ANC ASOS** 135.5
**ANCHORAGE APP CON** 118.6
**CTAF** 122.8

**RNP APCH.**

- Procedure NA at night. RWy 25 helicopter visibility reduction below 1 SM NA. Use Anchorage altimeter setting.

**MISSED APCH FIX**

- 4 NM to HEVEB

**Procedure NA for arrival on BGQ VORTAC airway radials 355 CW 161.**

**ANC ASOS** 135.5
**ANCHORAGE APP CON** 118.6
**CTAF** 122.8

**RNP APCH.**

- Procedure NA at night. RWy 25 helicopter visibility reduction below 1 SM NA. Use Anchorage altimeter setting.

**MISSED APCH FIX**

- 4 NM to HEVEB

**Procedure NA for arrival on BGQ VORTAC airway radials 355 CW 161.**
RNAV (GPS) RWY 12
BREVIG MISSION (KTS) (PFKT)

Circling NA north of Rwy 12 and 23. Circling Rwy 23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

MISSLED APPROACH: Climb to 6300 direct CUSEW and hold, continue climb-in-hold to 6300.

AWOS-3P
121.55
ANCHORAGE CENTER
133.3  290.4
NOME RADIO
135.6
CTAF
123.0

120° to RW12
30 NM to WIGBO (No PT)
HOLD 6000 5100
210°
5 NM
2410
2898
120°
5100 NAF
5100 NAF (6.5)
6000
300°
5100
990
CUSEW
6300
121°
5 NM

MISSED APCH FIX
CUSEW
121°
5 NM

LNAV only.

5 NM Holding Pattern
6000 300°
5100 120°
3900
2700
1400

CATEGORY
LPV DA
LNAV/ VNAV DA
LNAV MDA
CIRCLING
D
287-1 250 [300-1]
287-1 250 [300-1]
360-1 323 [400-1]
620-1 582 [600-1]
582 [600-1]
1460-1 1460-1 1500-1 1500-1

MIRL Rwy 12-30 and 5-23

BREVIG MISSION, ALASKA
Amdt 1A 07OCT21

65°20'N, 166°28'W

BURURU MISSION
65°20'N, 166°28'W

AK, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 30
BREVIG MISSION (KTS) (PFKT)

**Amdt 1  03JAN19**

**AWOS-3P**
121.55

**ANCHORAGE CENTER**
133.3  290.4

**NOME RADIO**
135.6

**CTAF**
123.0

**ELEV**
38

**TDZE**
37

**Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA</td>
<td>287-1/4</td>
<td>287-1</td>
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<td>923 (1000-4)</td>
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<td>1080-1/2</td>
<td>1080-3</td>
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<td>CIRCLING</td>
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<td>1460-2/1</td>
<td>1580-3</td>
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<tr>
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<td>1042 (1100-1/4)</td>
<td>1422 (1500-2/1)</td>
<td>1542 (1600-3)</td>
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**LNAV only.**

**MISSED APCH FIX**

**WIGBO**

**5100**

**CUSEW**

**5 NM Holding Pattern**

**GP 3.00°**

**TCH 40**

**CIRCLING**

**ELEV** 38

**TDZE** 37

**AK, 11 JUL 2024 to 05 SEP 2024**

**BREVIG MISSION, ALASKA**

**Amdt 1  03JAN19**

**65°20'N-166°28'W**

**BREVIG MISSION (KTS) (PFKT)**

**RNAV (GPS) RWY 30**

**BREVIG MISSION, ALASKA**

**AL-10274 (FAA)**

**21112**

**RNP APCH.**

Circling NA north of Rwys 12 and 23. Circling Rwy 23 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25° C or above 54°C.

**MISSING APCH FIX**

**CTAF**

123.0

**1080-1**

**1043 (1100-1/4)**

**1042 (1100-1/4)**

**1022 (1500-2/1)**

**1542 (1600-3)**

**1580-3**

**1080-3**

**1043 (1100-1/4)**

**1043 (1100-1/2)**

**1460-2/1**

**1422 (1500-2/1)**
TAKEOFF MINIMUMS
Rwy 5: NA-Terrain.
Rwys 12, 23: Standard.
Rwy 30: 400-2 3/4 or standard with minimum climb of 237' per NM to 500.

TAKEOFF OBSTACLE NOTES
Rwy 12: Vegetation 154' from DER, 373' right of centerline, 40' MSL.
Power Line 803' from DER, 632' right of centerline, 34' AGL/62' MSL.
Rwy 23: Vehicle on road 136' from DER, 440' left of centerline, 14' AGL/53' MSL.
Pole 262' from DER, 543' right of centerline, 45' AGL/60' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 12: Climb on heading 121° to 600 then climbing right turn direct MUJUD, thence . . .
TAKEOFF RUNWAY 23: Climb on heading 226° to 600 then climbing left turn direct MUJUD, thence . . .
TAKEOFF RUNWAY 30: Climb on heading 301° to 600 then climbing left turn direct MUJUD, thence . . .
. . . .continue climb in hold at MUJUD to at or above 6900. Maintain ATC assigned altitude before proceeding on course.
RNAV (GPS) RWY 29
BUCKLAND (BVK)(PABL)

Amdt 1  19JUL18

MISSED APPROACH: Climb to 2900 direct HAGVA and hold.

AWOS-3P  135.15
ANCHORAGE CENTER  119.2 263.0
KOTZEBUE RADIO  122.3
CTAF  122.9

Rwy 29 helicopter visibility reduction below ¾ SM NA. VDP NA when using Selawik altimeter setting. When Buckland altimeter setting not received, use Selawik altimeter setting and increase all MDA 120 feet, LNAV Cat C visibility ¾ SM and Circling Cat C ¾ SM.

HAGVA

540-1 511 (600-1) 640-1¾ 611 (700-1) 65°59'N-161°09'W

LP MDA  480-1 451 (500-1) NA
LNAV MDA  540-1 511 (600-1) 540-1¾ 511 (600-1%) NA
CIRCLING  540-1 511 (600-1) 640-1¾ 611 (700-1) NA
MIilitary certified
Aircrews or authorized
Contract aircraft only
Not for civil use

Enter initial holding from east
HOLD 8000

Helio vis reduction below 1 SM not authorized.

CAUTION:
High terrain to 1100' 0.8 NM South of NDB rising to 2000 within 6.5 NM.
Uncontrolled airspace below 700' AGL within 7 NM of Cape Lisburne airport.

EMERG safe ALT 100 NM 6700

CAPE LISBURNE, ALASKA

ANCHORAGE CENTER APP/DEP CON 119.65 363.25
KOTZEBSUE RADIO 122.3
CTAF 126.20

NDB/DME LUR
385
Chan 20 (Y)

APCH CRS 235"

Rwy Idg N/A
THRE 14

Arpl Elev

[USAF]

CAPE LISBURRE NER IS (PALU)

NDB/DME LUR
385 LUR
Chan 20 (Y)

HIRL Rwy 9-27
REIL Rwy 9 and 27
TDZL Rwy 9 and 27

93
CAPE LISBURN EIGHT DEPARTURE (OBSTACLE) (LUR8 THRON)

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY
NOT FOR CIVIL USE
NIGHT OPERATIONS NOT AUTHORIZED.

CAUTION: For Rwy 9, do not exceed 220 KIAS until intercepting LUR 065°.

Procedure not authorized for CAT DE aircraft.

Uncontrolled airspace below 700' AGL within 7 NM of Cape Lisburne airport.

WARNING: High terrain within 2 NM of DER requiring prompt compliance with departure procedure instructions, do not delay start of initial turn.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF Rwy 9: Turn left within ½ mile of departure end and intercept LUR 065° outbound to THRON. Maintain 4000 or ATC assigned altitude.

TAKEOFF Rwy 27: Not authorized.
NOT FOR CIVIL USE

FOR USE BY MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY

CAUTION: Do not exceed 220 KIAS until direct GRAAY.

WARNING: High terrain within 2 NM of departure end of runway. Prompt compliance with departure instructions is essential to flight safety. Do not delay initial turn at 114°.

Night operations not authorized.

Procedure NA for CAT E aircraft.

Uncontrolled Airspace below 700' AGL within 7 NM of Cape Lisburne airport.

Takeoff minimums: Rwy 9, standard with minimum climb or 362 ft/NM to 600'.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF Rwy 9: Climb on heading 094° to 114, then climbing left turn direct GRAAY, then track 126° to JAPKI, maintain 8000 or as assigned by ATC.

TAKEOFF Rwy 27: NOT AUTHORIZED
NOT FOR CIVIL USE

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY

EMERG SAFE ALT 100 NM 7100
ANCHORAGE CENTER 124.2 251.1

CAUTION:
1. Rwy located on slope of 2306' mountain. High terrain both sides and S end of Rwy.
2. Successful go-around improbable if initiated past the MAP.

Uncontrolled Airspace below 700' AGL within 7 NM of Cape Newenham airport.

Terrain, 235' MSL, 200' from threshold, 1611' left of course.

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY

NOT FOR CIVIL USE

EMERG SAFE ALT 100 NM 7100

CAPE NEWENHAM, ALASKA

NDB/DME RWY 15

ANALYSIS

MISSED APPROACH: Climbing right turn to 4500, intercept EHM NDB 002° bearing to ELPEE and hold, continue climb in holding to 4500.

97
Uncontrolled Airspace below 700' AGL
within 7 NM of Cape Newenham airport.

Night operations not authorized.

**CAUTION:**
High terrain both sides and south end of runway.

---

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 15:** NA

**TAKEOFF RWY 33:** Climb to 5000 direct CABNN, then via track 032° to JADSA, then via track 085° to ROGOC, join T223.
RNAV (GPS)-A

NOT FOR CIVIL USE

Uncontrolled airspace below 700' AGL within 7 NM of Cape Romanzof airport.

Helicopter vis reduction below 1 mile not authorized.

Procedure not authorized at night.

IAW flight inspection report Circling not authorized to Rwy 20.

MILITARY CERTIFIED AIRCREW OR AUTHORIZED CONTRACT AIRCRAFT ONLY

EMERG SAFE ALT 100 NM 3700

CATEGORY A B C D
C CIRCLING* 1760-2 1293 (1300-2) 1760-3 1293 (1300-3) NA

Cape Romanzof, Alaska

Amdt 1 15 June 23
CAUTION:
Final Approach Course intersects extended runway centerline 4,520' prior to threshold.
Successful go-around improbable if initiated beyond the MAP.

Uncontrolled Airspace below 700' AGL within 7 NM of Cape Romanof airport.

Terrain 384' MSL, 200' from threshold, 1987' left of course.

EMERG SAFE ALT 100 NM 3700
CAUTION:
Terrain rises rapidly West, North, and East of centerline.

Uncontrolled Airspace below 700’ AGL within 7 NM of Cape Romanzof airport.

Night operations not authorized.

Procedure NA for CAT E aircraft.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Departures not authorized.

TAKEOFF RWY 20: Climb heading 201° to 1100, then climbing left turn direct HPB VOR/DME and hold, continue climb to 4000 or ATC assigned altitude.
WARNING: Terrain rises rapidly West, North, and East of centerline.
Uncontrolled airspace below 700' AGL within 7 NM of Cape Romanzof airport.
Procedure NA for CAT DE aircraft.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Departures not authorized.

TAKEOFF RWY 20: Climb direct to HUDEM, maintain 3000 or higher as assigned.
RNAV (GPS) RWY 8
CENTRAL (CEM) (PACE)

MISSED APPROACH: Climb to 3700 then climbing right turn to 8000 direct BACMY and hold.

Procedure NA for arrivals at BACMY on V301 southbound.

Visual Segment - Obstacles.
RNAV (GPS) RWY 26

CENTRAL, ALASKA

WAAS CH 82631 W26A

APP CRS 264° Rwy Ldg 2782 TDZE 937 Apt Elev 937

△ NA DME/DME RNP-0.3 NA. Use Fort Yukon altimeter setting; when not received, procedure NA. Helicopter visibility reduction below ¾ SM NA. Night Landing: Rwy 8 NA.

MISSED APPROACH: Climbing left turn to 8000 direct BACMY and hold.

FYU/PFYU AWOS-3P 125.8 ANCHORAGE CENTER 135.0 284.7 (CTAF) 122.9

Misssed APCH FIX

BACMY 3506 7 NM

3728

3452

1854

3128

1066

3500 264° (6)

264° 084° 5 NM

FNU/PFYU AWOS-3P 4418

7500 to IPELE 071° (47.6)

Procedure NA for arrivals at BACMY on V301 southbound.

3650

3418

3940

3506

3405

3500

264°

8000 BACMY Visual Segment - Obstacles.

FINOD

IPELE

5 NM Holding Pattern

8 NM 6 NM

MIRL Rwy 8-26

264° to RW26

2762 X 60 0.7% UP

LP MDA 2440-1/4 2440-1/2 NA

1503 (1600-1/4) 1503 (1600-1/2)

LNAV MDA 2900-1/4 2900-1/2 NA


CIRCLING 2900-1/4 2900-1/2 NA


65°34'N-144°47'W

105
NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwy 8: Standard.
Rwy 26: Standard with minimum climb of 316' per NM to 4100.

TOP ALTITUDE: 8000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 3500, then climbing right turn to 8000 direct BACMY before proceeding on course.
TAKEOFF RUNWAY 26: Climb heading 263° to 5900, then climbing left turn to 8000 direct BACMY before proceeding on course.
RNAV (GPS) RWY 4
CHALKYITSIK (CIK) (PACI)

RNAPAPCH.

Procedure NA at night.
Rwy 4 helicopter visibility reduction below 1 SM NA.
Use Fort Yukon altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct
KIBRE and hold.

RNAV (GPS) RWY 4

Procedure NA for arrival on FYU VORTAC airway radials
010 CW 164.

Category:
A
B
C
D

LNAV MDA
960-1 418 (500-1) 960-1 ² 418 (500-1)²

CIRCLING
1080-1 531 (600-1) 1160-1 1200-1 ³ 651 (700-1)³

10000-1 2250 3000-1 418 (500-1)³

HOLD 10000 3000 035° to

4 NM 3000 N oPT 077° (27.8)

035° to

RW04

614 ±

5.9 NM

2.3 NM

2.8 NM

SKIEY

KIBRE

1065

3800

YUKON 5

MOA

RNAV (GPS) RWY 4

CHALKYITSIK, ALASKA

Amdt 1 16JUL20

66°39'N-143°44'W

107
RNAV (GPS) RWY 22
CHALKYITSIK (CIK) (PACI)

**RNP APCH.**

- **Procedure NA at night.**
- **Rwy 22 helicopter visibility reduction below 1 SM NA. Use Fort Yukon altimeter setting.**
- **MISSED APPROACH: Climb to 3000 direct KIBRE and hold.**

**PYU/PPYU AWOS-3P**

- **125.8**

**ANCHORAGE CENTER**

- **135.0 225.4**

**CTAF**

- **122.9**

**APP CRS**

- **216°**

**Rwy Idg**

- **3500**

**TDZE**

- **545**

**Apt Elev**

- **549**

**LNAV MDA**

- **A: 1020-1 475 (500-1)**
- **B: 1020-1 475 (500-1)**
- **C: 1200-1 475 (500-1)**
- **D: 1360-2 475 (500-1)**

**CIRCLING**

- **A: 1080-1 531 (600-1)**
- **B: 1160-1 611 (700-1)**
- **C: 1200-1 651 (700-1)**
- **D: 1360-2 811 (900-2)**

**CHALKYITSIK, ALASKA**

**Amrd 1 16 JUL 20**

**66°39'N-143°44'W**

**AK, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct CEKTA and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

**MISSED APPROACH:** Climb to 500. Then climbing left turn to 3000 direct PEYKI and hold.

**APP CRS** 204°
**Rwy Idg** 3220
**Apt Elev** 61

**AWOS-3P** 120.625
**ANCHORAGE CENTER** 124.5
**UNICOM** 122.8
**CTAF** 123.0

**Category** A B C D
**LNAV/ VNAV** DA 311-1 250 (300-1)
**LNAV MDA** 420-1 359 (400-1)
**CIRCLING** 520-1 459 (500-1) 520-1½ 459 (500-1½) 700-2 639 (700-2)

**ELEV** 61
**TDZE** 61

**RNAV (GPS) RWY 20**
**CHEVAK (VAK) (PAVA)**

**Amdt 1 30JAN20**

**61°32’N-165°36’W**
Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LPV all Cats visibility 1/2 mile, and increase LNAV and circling Cat C visibility 1/2 mile.

**ANCHORAGE CENTER**

<table>
<thead>
<tr>
<th>CTAF</th>
<th>118.15 251.05</th>
</tr>
</thead>
</table>

**CTAF**

- **122.9**

**RNAV (GPS) RWY 9**

**CHUATHBALUK (9A3) (PACH)**

**MISSING APPROACH:** Climb to 3400 direct PAWLA and hold.

**ELEV**

- **244**

**TDZE**

- **244**

**LNAV MDA**

- **1000-1**
- **756 (800-1)**

**CIRCLING**

- **1000-1**
- **756 (800-1)**

**VPV**

- **DA 3.00°/TCH 26**

**Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LPV all Cats visibility 1/2 mile, and increase LNAV and circling Cat C visibility 1/2 mile.**

**CHUATHBALUK, ALASKA**

**Orig 22OCT09**
Circling NA north of Rwy 9-27. DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. Use Aniak altimeter setting when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LNAV and Circling Cats A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct HINSU and hold.
NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 9: 300-1½ or standard with minimum climb of 283’ per NM to 600.
Rwy 27: 300-1 or standard with minimum climb of 624’ per NM to 600.

TAKEOFF OBSTACLE NOTES

Rwy 9: Trees beginning 312’ from DER, 10’ left of centerline, up to 75’ AGL/424’ MSL.
Trees 5324’ from DER, 205’ right of centerline, 75’ AGL/420’ MSL.

Rwy 27: Windsock 313’ from DER, 357’ left of centerline, 28’ AGL/268’ MSL.
Trees beginning 1845’ from DER, 114’ left of centerline, up to 45’ AGL/295’ MSL.
Pole 2376’ from DER, 531’ left of centerline, 58’ AGL/308’ MSL.
Vehicle on road 176’ from DER, 427’ right of centerline, 15’ AGL/254’ MSL.
Trees beginning 271’ from DER, 185’ right of centerline, up to 72’ AGL/324’ MSL.
Building 2485’ from DER, 489’ right of centerline, 30’ AGL/314’ MSL.
Poles beginning 2517’ from DER, 243’ right of centerline, up to 74’ AGL/324’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 091° to 800, then climbing right turn direct
EBSIH WP, Thence... .

TAKEOFF RUNWAY 27: Climb heading 271° to 800, then climbing left turn direct
EBSIH WP, Thence... .

... . . . climb in EBSIH WP holding pattern to at or above MEA/MCA for assigned route
of flight. Expect filed altitude 10 minutes after departure.
RNAV (GPS) RWY 18
CLARKS POINT (CLP) (PFCL)

AWOS-3P
121.45

ANCHORAGE CENTER
132.75 282.35

CTAF
122.9

Baro-VNAV NA. Procedure NA at night. When local altimeter setting not received, use Dillingham altimeter setting. Rwy 18 helicopter visibility reduction below 1 SM NA.

1. Climb to 2900 direct HEGPI and hold.
2. Climb to 2900 direct HEGPI and hold.

MIssed Approach: Climb to 2900 direct HEGPI and hold.

Category A B C D

LPV DA
355-1 294 (300-1)

LNAV/ VNAV DA
464-1\frac{1}{2} 403 (400-1\frac{1}{2})

LNAV MDA
620-1 559 (600-1) 620-1\frac{1}{2} 559 (600-1\frac{1}{2}) 620-1\frac{3}{4} 559 (600-1\frac{3}{4})

CIRCLING
620-1 700-1 700-1\frac{3}{4} 700-2
540 (600-1) 620 (700-1) 620 (700-1\frac{3}{4}) 620 (700-2)

58°50'N-158°32'W
RNAV (GPS) RWY 36
CLARKS POINT (CLP) (PFCL)

Rwy 36 helicopter visibility reduction below 1 SM NA. Rwy 36 Straight-in and Circling
minimums NA at night. When local altimeter setting not received, use Dillingham
altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat C/D 1/4 SM.

MISSED APPROACH: Climb to
2900 direct CENDU and hold.

MISSED APCH FIX
4 NM
CENDU

2900
30 NM to IKULE
183°
273°

HEGPI
15 NM to HEGPI
3300
5000

30 NM to JEGVO
262°
093°

HEGPI
15 NM to HEGPI (NoPT)

14000
183°
003°

183°
093°

2900
003°

2900
003°

GACCU

3.05°

2000

6.2 NM

5.8 NM

2900

GACCU

2900 CENDU

HOLD

4 NM

2900 direct CENDU and hold.

2900

CLARKS POINT, ALASKA
Orig-C 19MAY22

58°50'N - 158°32'W

CIRCLING 200 (200- )

540-1
440 (500-1)
460 (500-1½)
760 (800-2½)

560-1½
560-1½
560-1½

GS 3.10°
TCH 55

\[
\begin{array}{c|c|c|c|c}
\text{CATEGORY} & \text{A} & \text{B} & \text{C} & \text{D} \\
\hline
\text{S-ILS 15} & 275/24 & 200 (200½) & 440/35 & 365 (400½) \\
\text{S-LOC 15} & 440/24 & 365 (400½) & 440/35 & 365 (400½) \\
\text{CIRCLING} & 540-1 & 560-1 & 560-1½ & 860-2½ \\
\end{array}
\]

COLD BAY, ALASKA

Amdt 19 10SEP20

55°12'N-162°44'W

ILS or LOC RWY 15

COLD BAY (CDB) (PACD)

MISSED APPROACH: Climb to 1100 then climbing left turn to 2700 direct CDB VORTAC and hold, continue climb-in-hold to 2700.

Procedure NA for arrival at CDB VORTAC.

Procedure NA for arrival at CDB VORTAC on V603 southwest bound.

Procedure NA for arrival at ELF NDB on G10 southeast bound.

COLD BAY, ALASKA

AL-1241 (FAA) 23334

ILS or LOC RWY 15

COLD BAY (CDB) (PACD)

1000
3000
1000

\[
\begin{array}{c|c|c|c}
\text{LOC} & \text{CDB} & \text{I-CDB} & \text{TDZE} \\
\hline
\text{Rwy Idg} & 10179 & 75 & 100 \\
\text{Apt Elev} & 100 & 146° & 112° \\
\end{array}
\]

MEASR

COLD BAY RADIO

123.6 (CTAF)

ASOS

135.75

ANCHORAG E CENTER

118.5 278.3

COLD BAY, ALASKA

APP CRS

110.3

LOC  I-CDB

146°

WETSI

CDB  10 (IAF)

ELFEE

WETSI

CDB  10 (IAF)

ELF  341 CDB

2700

MALSR

10179 X 150

180°

COLD BAY  (PACD)

COLD BAY, ALASKA

COLD BAY (CDB) (PACD)

AL-1241 (FAA) 23334

ILS or LOC RWY 15

COLD BAY (CDB) (PACD)

1000
3000
1000

\[
\begin{array}{c|c|c|c}
\text{LOC} & \text{CDB} & \text{I-CDB} & \text{TDZE} \\
\hline
\text{Rwy Idg} & 10179 & 75 & 100 \\
\text{Apt Elev} & 100 & 146° & 112° \\
\end{array}
\]

MEASR

COLD BAY RADIO

123.6 (CTAF)

ASOS

135.75

ANCHORAG E CENTER

118.5 278.3

COLD BAY, ALASKA

APP CRS

110.3

LOC  I-CDB

146°

WETSI

CDB  10 (IAF)

ELFEE

WETSI

CDB  10 (IAF)

ELF  341 CDB

2700

MALSR

10179 X 150

180°

COLD BAY  (PACD)

COLD BAY, ALASKA

APP CRS

110.3

LOC  I-CDB

146°

WETSI

CDB  10 (IAF)

ELFEE

WETSI

CDB  10 (IAF)

ELF  341 CDB

2700

MALSR

10179 X 150

180°

COLD BAY  (PACD)
RNAV (GPS) RWY 15
COLD BAY (CDB) (PACD)

Amdt 3 10SEP20

COLD BAY, ALASKA
AL-1241 (FAA)

RNAV (GPS) RWY 15
COLD BAY (CDB) (PACD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Circling NA for Cat A southwest of Rwy 15-33 at night. Circling NA for Cats B/C/D southwest of Rwy 15-33. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cat C/D visibility to RVR 6000.

# RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSING APPROACH: Climb to 4100 direct PABGE and on track 134° to AFVEK and hold, continue climb-in-hold to 4100.

ASOS
135.75

ANCHORAGE CENTER
118.5 278.3

COLD BAY RADIO
123.6 (CTAF)

Holding Pattern

DEADS

326° (8.2)

4 NM

3000 NoPT

3000 to DEADS

327° (10)

procedure NA for arrivals at ELF NDB on V603 southwest bound.

Procedure NA for arrivals at ELF NDB on V603 southwest bound.

3000 to DEADS

DEADS

3000 NoPT

3000 to DEADS

327° (10)

Procedure NA for arrivals at ELF NDB on V603 southwest bound.

Procedure NA for arrivals at ELF NDB on V603 southwest bound.

MISSED APCH FIX

AFVEK

134°

5 NM

COLD BAY RADIO
123.6 (CTAF)

146° to RW15

ELEV 100

TDZE 75

HOLD 3000

3000

4 NM

326°

(CIB)

(FAF)

GENFU

ELFEE to DEADS

3000

146°

DEADS

JEGNO

AFVEK

PABGE

COLD BAY RADIO
123.6 (CTAF)

Elf Ndb on V603 southwest bound.

Elf Ndb on V603 southwest bound.

MISSED APCH FIX

AFVEK

134°

5 NM

COLD BAY RADIO
123.6 (CTAF)

146° to RW15

ELEV 100

TDZE 75

HOLD 3000

3000

4 NM

326°

(CIB)

(FAF)

GENFU

ELFEE to DEADS

3000

146°

DEADS

JEGNO

AFVEK

PABGE

COLD BAY RADIO
123.6 (CTAF)

Elf Ndb on V603 southwest bound.

Elf Ndb on V603 southwest bound.

MISSED APCH FIX

AFVEK

134°

5 NM

COLD BAY RADIO
123.6 (CTAF)

146° to RW15

ELEV 100

TDZE 75

HOLD 3000

3000

4 NM

326°

(CIB)

(FAF)

GENFU

ELFEE to DEADS

3000

146°

DEADS

JEGNO

AFVEK

PABGE

COLD BAY RADIO
123.6 (CTAF)

Elf Ndb on V603 southwest bound.

Elf Ndb on V603 southwest bound.

MISSED APCH FIX

AFVEK

134°

5 NM
RNAV (GPS) RWY 26
COLD BAY (CDB) (PACD)

Circling NA for Cat B, C, and D southwest of Rwy 15-33.

Final approach course offset 14.52°.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA#</td>
<td>500-1</td>
<td>400</td>
<td>500-1/8</td>
<td>400</td>
</tr>
<tr>
<td>LP MDA</td>
<td>660-1</td>
<td>560</td>
<td>660-1/8</td>
<td>560</td>
</tr>
<tr>
<td>LNAV MDA#</td>
<td>500-1</td>
<td>400</td>
<td>500-1/8</td>
<td>400</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>700-1</td>
<td>600</td>
<td>700-1/8</td>
<td>600</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>600</td>
<td>700-1/8</td>
<td>600</td>
</tr>
</tbody>
</table>

Final approach course 219°

HRIl all Rwy's

RNAV and descent angles not coincident (VGSI Angle 3.00/TCH 36).
Circling NA for Cat A southwest of Rwy 15-33 at night. DME values will decrease then increase prior to reaching missed approach point. For inop ALS, increase S-1.5 Cats C and D visibility to RVR 6000. Circling NA for Cats B/C/D southwest of Rwy 15-33.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2700 direct CDB VORTAC and hold; continue climb-in-hold to 2700.

DME required.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb to 1000 on heading 083° then climbing left turn on course 280° to ELF NDB, thence. . . .

TAKEOFF RUNWAY 15: Climb to 1000 on heading 146° then climbing left turn on course 315° to ELF NDB, thence. . . .

TAKEOFF RUNWAY 26: Climbing right turn heading 275°, thence. . . .

TAKEOFF RUNWAY 33: Climbing left turn heading 263°, thence. . . .

. . . . .intercept the 243° bearing from ELF NDB to CHUNA, maintain assigned altitude.

MORDI TRANSITION (CHUNA2.MORDI): From over CHUNA on ELF NDB 243° to MORDI.

NOTE: ADF and DME required.
NOTE: Chart not to scale.
NOTE: DME required.

TAKEOFF MINIMUMS
Rwy 8, 15, 33: Standard.
Rwy 26: 900-2\(\frac{3}{4}\) or standard with a minimum climb of 400’ per NM to 500.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 15: Climbing left turn heading 335°, thence . . . .

TAKEOFF RUNWAY 26: Climbing right turn direct CDB VORTAC, thence . . . .

TAKEOFF RUNWAY 33: Climb heading 323° direct CDB VORTAC, thence . . . .

. . . . intercept CDB VORTAC R-031 to join V456 northeast bound to WETSI maintain assigned altitude.

BINAL TRANSITION (WETSI2.BINAL): From over WETSI on CDB R-031 to BINAL.
RNAV (GPS)-A
COLDFOOT (CXF) (PACX)

AWOS 3P  118.0
BTT/PABT ASOS  135.45
ANCHORAGE CENTER  124.6  352.0
FAIRBANKS RADIO  122.0
UNICOM  122.9

DME/DME RNP-0.3 NA. Use Bettles altimeter setting, when not received, procedure NA. Rwy 20 helicopter visibility reduction below 1 SM NA. Circling Rwy 20 NA at night. Circling NA for Cats B and C west of Rwy 2-20.

MISSED APPROACH: Climbing right turn to 6300 direct NEDNE and hold.

ITUXE 5.8 NM to WESKA

COLDFOOT, ALASKA
Amdt 1  12OCT17

5280
4260
3.2 NM to ITUXE
357°
7600

6300 NEDNE

177°

CIRCLING

ELEV 1046

COLDFOOT (CXF) (PACX)
RNAV (GPS)-A
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 196° to 1546, then climb direct ZUVUB, then on track 226° direct BTT VOR/DME, maintain 8000.

TAKEOFF MINIMUMS
Rwy 2: NA - obstacles.
Rwy 20: Standard with minimum climb of 391' per NM to 4300.

NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF OBSTACLE NOTE
Rwy 20: Trees beginning 2' from DER, 144' left of centerline, up to 13' AGL/1042' MSL. Trees beginning 18' from DER, 130' right of centerline, up to 11' AGL/1042' MSL. Tree, vertical structure, secondary road beginning 93' from DER, 142' left of centerline, up to 46' AGL/1076' MSL. Tree 277' from DER, 272' right of centerline, 16' AGL/1043' MSL. Tree, vertical structure beginning 295' from DER, 423' left of centerline, up to 59' AGL/1089' MSL. Tree 310' from DER, 532' right of centerline, 19' AGL/1044' MSL. Tree 364' from DER, 466' right of centerline, 22' AGL/1048' MSL. Tree 399' from DER, 497' right of centerline, 28' AGL/1054' MSL. Tree 582' from DER, 510' right of centerline, 30' AGL/1055' MSL. Trees beginning 805' from DER, 519' right of centerline, up to 43' AGL/1070' MSL. Trees beginning 1031' from DER, 423' left of centerline, up to 65' AGL/1092' MSL. Trees beginning 1168' from DER, 274' right of centerline, up to 65' AGL/1088' MSL. Trees beginning 1538' from DER, 122' right of centerline, up to 69' AGL/1092' MSL. Trees beginning 1685' from DER, 136' left of centerline, up to 69' AGL/1096' MSL. Trees beginning 2345' from DER, 388' left of centerline, up to 73' AGL/1101' MSL. Tree 1.2 NM from DER, 2383' left of centerline, 12' AGL/1219' MSL. Tree and road beginning 1.2 NM from DER, 2436' left of centerline, up to 30' AGL/1249' MSL. Tree and road beginning 1.3 NM from DER, 2170' left of centerline, up to 30' AGL/1260' MSL. Road 1.3 NM from DER, 2480' left of centerline, 1250' MSL. Tree 1.3 NM from DER, 2415' left of centerline, 30' AGL/1257' MSL. Tree and road beginning 1.3 NM from DER, 1620' left of centerline, up to 38' AGL/1266' MSL. Trees beginning 1.8 NM from DER, 817' left of centerline, up to 63' AGL/1324' MSL. Tree 1.9 NM from DER, 468' left of centerline, 48' AGL/1329' MSL. Tree 2.1 NM from DER, 3488' left of centerline, 15' AGL/1343' MSL. Trees beginning 2.1 NM from DER, 3470' left of centerline, up to 23' AGL/1351' MSL. Tree 2.1 NM from DER, 3494' left of centerline, 19' AGL/1352' MSL. Terrain 2.1 NM from DER, 3794' left of centerline, 1369' MSL. Terrain and tree beginning 2.2 NM from DER, 3569' left of centerline, up to 1388' MSL. Tree and terrain beginning 2.2 NM from DER, 3556' left of centerline, up to 39' AGL/1420' MSL.

NOTE: Chart not to scale.
**ILS or LOC RWY 27**

**MERLE K (MUDHOLE) SMITH (CDV) (PACV)**

**CORDOVA, ALASKA**

**AL-1195 (FAA)**

**2327B**

**ASOS**

134.8

**ANCHORAGE CENTER**

119.3 133.6 269.4

**JUNEAU RADIO**

122.2 123.6 (CTAF)

---

**LOC/DME** I-CDV

110.7

Channel 44

**APP CRS**

Rwy Idg

7500

TDZE

53

Apt Elev

53

**DME required. From CASEL: RNAV 1-GPS required.**

- **MALSR**
- **UP**

**Circling NA north of Rwy 9-27.**

**Circling Rwy 16, 34 NA at night.**

**MISSING APPROACH:** Climb to 700 then climbing left turn to 5000 on heading 120° and on JOH VOR/DME R-085 to CASEL/JOH 39.8 DME and hold, continue climb-in-hold to 5000.

**Procedure NA for arrivals at FORAT on V319, T269 eastbound.**

**LOCALIZER**

110.7

Channel 44

---

**ELEV** 53

**TDZE** 53

**CIRCLING**

- **LOCALIZER**
- **I-CDV**
- **Chan 44**

---

**H I R L R w y 9 - 2 7**

**C O R D O V A , A L A S K A**

**Amdt 12 05OCT23**

---

**MERLE K (MUDHOLE) SMITH (CDV) (PACV)**

**60°29'N-145°29'W**
MISSED APPROACH: Climbing right turn to 3000 direct BEECO and hold.

Circling to Rwy 16/34 NA at night. When local altimeter setting not received, use Valdez altimeter setting and increase all MDAs 120 feet. Circling NA north of Rwy 9/27. Rwy 16/34 helicopter visibility reduction below 1 SM NA.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climbing right turn to intercept bearing 135° from GCR NDB to CASEL INT, Thence.

TAKEOFF RUNWAY 27: Climbing left turn to intercept bearing 135° from GCR NDB to CASEL INT, Thence.

...on assigned route, maintain ATC assigned altitude.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climbing right turn to intercept bearing 205° from GCR NDB to EYAKS INT, thence. . . .

TAKEOFF RUNWAY 27: Climbing left turn to intercept bearing 205° from GCR NDB to EYAKS INT, thence. . . .

. . . . on assigned route, maintain ATC assigned altitude.

NOTE: Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**

Rwy 14: NA - ATC.
Rwy 32: 400-1/4 with minimum climb of 420' per NM to 2100.

**NOTE:** RNAV 1.

**NOTE:** GPS required.

**NOTE:** Procedure NA for Cat B/C/D aircraft.

**TAKEOFF OBSTACLE NOTES**

Rwy 32: Trees beginning 1643' from DER, 913' right of centerline, up to 278' MSL.
Trees beginning 1957' from DER, 996' right of centerline, up to 344' MSL.
Trees beginning 2175' from DER, 888' right of centerline, up to 347' MSL.
Trees beginning 2584' from DER, 873' right of centerline, up to 358' MSL.
Trees beginning 2696' from DER, 1019' right of centerline, 363' MSL.
Trees beginning 2786' from DER, 894' right of centerline, up to 365' MSL.
Trees beginning 2811' from DER, 892' right of centerline, up to 390' MSL.
Tree 5058' from DER, 1796' left of centerline, 358' MSL.
Trees beginning 5143' from DER, 1541' left of centerline, up to 379' MSL.
Tree 5256' from DER, 1742' left of centerline, 397' MSL.
Trees beginning 5343' from DER, 1477' left of centerline, up to 414' MSL.
Trees beginning 5405' from DER, 1648' left of centerline, up to 433' MSL.
Trees beginning 5504' from DER, 1437' left of centerline, up to 450' MSL.
Trees beginning 5605' from DER, 1367' left of centerline, up to 464' MSL.
Trees beginning 5762' from DER, 1229' left of centerline, up to 470' MSL.
Trees beginning 5887' from DER, 1624' left of centerline, up to 477' MSL.
Trees, vegetation and terrain beginning 5933' from DER, 1085' left of centerline, up to 501' MSL.
Trees beginning 1.3 NM from DER, 2086' right of centerline, up to 468' MSL.
Trees beginning 1.4 NM from DER, 2171' right of centerline, up to 545' MSL.
Tree 1.6 NM from DER, 2585' left of centerline, 530' MSL.
Tree 1.7 NM from DER, 2727' left of centerline, 562' MSL.
Trees beginning 1.8 NM from DER, 2333' left of centerline, up to 669' MSL.

**NOTE:** Chart not to scale.

**TAKEOFF RUNWAY 32:** Climb on heading 324° to 680, then direct UWUHI, then on track 317° to AJOFY, thence . . . .

. . . . maintain 5000, expect filed altitude 10 minutes after departure.

**TOP ALTITUDE:**

5000
ILS or LOC RWY 6
DEADHORSE (SCC) (PASC)

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 4000 on heading 170° and SCC VOR/DME R-144 to UVALL/SCC 16 DME and hold.

**For inop ALS, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cats C/D/E to RVR 4500.** # RVR 1800 authorized with use of FD or AP or HUD to DA.

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Ldg</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>058°</td>
<td>6500</td>
<td>67</td>
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**ELEV** 67 **TDZE** 67

**LOC/DME I-SCC 109.3 Chan 30**

**AFIS 118.4**

**ANCHORAGE CENTER 134.4 370.9**

**DEADHORSE RADIO 123.6 (CTAF)**

**DEADHORSE, ALASKA**

**118.4**

**134.4 370.9**

**123.6 (CTAF)**
RNAV (GPS) Z RWY 6
DEADHORSE (SCC) (PASC)

DEADHORSE, ALASKA
AN-5776 (FAA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, and increase LNAV/VNAV all Cats and LNAV Cats C/D/E visibility to RVR 4500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

For inop ASR, increase LNAV Cat D visibility to RVR 4000, and increase LNAV/Cat E visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, and increase LNAV/VNAV all Cats and LNAV Cats C/D/E visibility to RVR 4500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

For inop ASR, increase LNAV Cat D visibility to RVR 4000, and increase LNAV/Cat E visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, and increase LNAV/VNAV all Cats and LNAV Cats C/D/E visibility to RVR 4500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

For inop ASR, increase LNAV Cat D visibility to RVR 4000, and increase LNAV/Cat E visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, and increase LNAV/VNAV all Cats and LNAV Cats C/D/E visibility to RVR 4500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

For inop ASR, increase LNAV Cat D visibility to RVR 4000, and increase LNAV/Cat E visibility to RVR 4500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, and increase LNAV/VNAV all Cats and LNAV Cats C/D/E visibility to RVR 4500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

For inop ASR, increase LNAV Cat D visibility to RVR 4000, and increase LNAV/Cat E visibility to RVR 4500.
RNAV (GPS) Z RWY 24
DEADHORSE (SCC) (PASC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP 0.3 NA.
For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV
all Cats visibility to RVR 5000, and LNAV Cat E visibility to RVR 6000.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

AFIS 118.4
ANCHORAGE CENTER 134.4 370.9
DEADHORSE RADIO 123.6 (CTAF)

MALSR
MISSED APPROACH: Climb to 500 then climbing left turn to 1700 direct MAJEF and hold.

DEADHORSE, ALASKA
Amdt 2A 07DEC17

RNAV (GPS) Z RWY 24
DEADHORSE (SCC) (PASC)

AK, 11 JUL 2024 to 05 SEP 2024
DEADHORSE, ALASKA

LOC/DME I-SCC

109.3  
Chan 30

APP CRS

238°

Rwy Idg

TDZE 66

Apt Elev 67

AFIS 118.4

ANCHORAGE CENTER 134.4 370.9

DEADHORSE RADIO 123.6 (CTAF)

DEADHORSE, ALASKA

LOC BC RWY 24
DEADHORSE (SCC) (PASC)

ELEV 67  D  TDZE 66

DME required.

For inop ALS, increase S-24 Cat E visibility to RVR 5000.

MALS R

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 100° and SCC VOR/DME. R-144 to UVALL/SCC VOR/DME 16 DME and hold.

SCC 16

LOC BC RWY 24
DEADHORSE (SCC) (PASC)

DEADHORSE, ALASKA

LOC/DME I-SCC

109.3  
Chan 30

APP CRS

238°

Rwy Idg

TDZE 66

Apt Elev 67

AFIS 118.4

ANCHORAGE CENTER 134.4 370.9

DEADHORSE RADIO 123.6 (CTAF)

DEADHORSE, ALASKA

LOC BC RWY 24
DEADHORSE (SCC) (PASC)

ELEV 67  D  TDZE 66

DME required.

For inop ALS, increase S-24 Cat E visibility to RVR 5000.

MALS R

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 100° and SCC VOR/DME. R-144 to UVALL/SCC VOR/DME 16 DME and hold.

SCC 16

LOC BC RWY 24
DEADHORSE (SCC) (PASC)

DEADHORSE, ALASKA

LOC/DME I-SCC

109.3  
Chan 30

APP CRS

238°

Rwy Idg

TDZE 66

Apt Elev 67

AFIS 118.4

ANCHORAGE CENTER 134.4 370.9

DEADHORSE RADIO 123.6 (CTAF)

DEADHORSE, ALASKA

LOC BC RWY 24
DEADHORSE (SCC) (PASC)

ELEV 67  D  TDZE 66

DME required.

For inop ALS, increase S-24 Cat E visibility to RVR 5000.

MALS R

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 100° and SCC VOR/DME. R-144 to UVALL/SCC VOR/DME 16 DME and hold.

SCC 16

LOC BC RWY 24
DEADHORSE (SCC) (PASC)

DEADHORSE, ALASKA

LOC/DME I-SCC

109.3  
Chan 30

APP CRS

238°

Rwy Idg

TDZE 66

Apt Elev 67

AFIS 118.4

ANCHORAGE CENTER 134.4 370.9

DEADHORSE RADIO 123.6 (CTAF)

DEADHORSE, ALASKA

LOC BC RWY 24
DEADHORSE (SCC) (PASC)

ELEV 67  D  TDZE 66

DME required.

For inop ALS, increase S-24 Cat E visibility to RVR 5000.

MALS R

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 100° and SCC VOR/DME. R-144 to UVALL/SCC VOR/DME 16 DME and hold.

SCC 16

LOC BC RWY 24
DEADHORSE (SCC) (PASC)

DEADHORSE, ALASKA

LOC/DME I-SCC

109.3  
Chan 30

APP CRS

238°

Rwy Idg

TDZE 66

Apt Elev 67

AFIS 118.4

ANCHORAGE CENTER 134.4 370.9

DEADHORSE RADIO 123.6 (CTAF)

DEADHORSE, ALASKA

LOC BC RWY 24
DEADHORSE (SCC) (PASC)

ELEV 67  D  TDZE 66

DME required.

For inop ALS, increase S-24 Cat E visibility to RVR 5000.

MALS R

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 100° and SCC VOR/DME. R-144 to UVALL/SCC VOR/DME 16 DME and hold.

SCC 16

LOC BC RWY 24
DEADHORSE (SCC) (PASC)
DEADHORSE, ALASKA

VOR/DME 113.9
Chan 86
APP CRS 238°
Rwy Idg 6500
Apt Elev 66

DEADHORSE (SCC) (PASC)

AFIS 118.4
ANCHORAGE CENTER 134.4 370.9
DEADHORSE RADIO 123.6 (CTAF)

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

HIRL Rwy 6-24

142

DEADHORSE, ALASKA

VOR Y RWY 24

DEADHORSE (SCC) (PASC)

AL-5776 (FAA)

24081

AK, 11 JUL 2024 to 05 SEP 2024

DEADHORSE, ALASKA
Amdt 6B 12OCT17

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

HILR Rwy 6-24

142

DEADHORSE, ALASKA

VOR Y RWY 24

DEADHORSE (SCC) (PASC)

AL-5776 (FAA)

24081

AK, 11 JUL 2024 to 05 SEP 2024

DEADHORSE, ALASKA
Amdt 6B 12OCT17

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

HILR Rwy 6-24

142

DEADHORSE, ALASKA

VOR Y RWY 24

DEADHORSE (SCC) (PASC)

AL-5776 (FAA)

24081

AK, 11 JUL 2024 to 05 SEP 2024

DEADHORSE, ALASKA
Amdt 6B 12OCT17

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

HILR Rwy 6-24

142

DEADHORSE, ALASKA

VOR Y RWY 24

DEADHORSE (SCC) (PASC)

AL-5776 (FAA)

24081

AK, 11 JUL 2024 to 05 SEP 2024

DEADHORSE, ALASKA
Amdt 6B 12OCT17

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

HILR Rwy 6-24

142

DEADHORSE, ALASKA

VOR Y RWY 24

DEADHORSE (SCC) (PASC)

AL-5776 (FAA)

24081

AK, 11 JUL 2024 to 05 SEP 2024

DEADHORSE, ALASKA
Amdt 6B 12OCT17

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

HILR Rwy 6-24

142

DEADHORSE, ALASKA

VOR Y RWY 24

DEADHORSE (SCC) (PASC)

AL-5776 (FAA)

24081

AK, 11 JUL 2024 to 05 SEP 2024

DEADHORSE, ALASKA
Amdt 6B 12OCT17

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

HILR Rwy 6-24

142

DEADHORSE, ALASKA

VOR Y RWY 24

DEADHORSE (SCC) (PASC)

AL-5776 (FAA)

24081

AK, 11 JUL 2024 to 05 SEP 2024

DEADHORSE, ALASKA
Amdt 6B 12OCT17

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

HILR Rwy 6-24

142

DEADHORSE, ALASKA

VOR Y RWY 24

DEADHORSE (SCC) (PASC)

AL-5776 (FAA)

24081

AK, 11 JUL 2024 to 05 SEP 2024

DEADHORSE, ALASKA
Amdt 6B 12OCT17

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

HILR Rwy 6-24

142

DEADHORSE, ALASKA

VOR Y RWY 24

DEADHORSE (SCC) (PASC)

AL-5776 (FAA)

24081

AK, 11 JUL 2024 to 05 SEP 2024

DEADHORSE, ALASKA
Amdt 6B 12OCT17

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

HILR Rwy 6-24

142

DEADHORSE, ALASKA

VOR Y RWY 24

DEADHORSE (SCC) (PASC)

AL-5776 (FAA)

24081

AK, 11 JUL 2024 to 05 SEP 2024

DEADHORSE, ALASKA
Amdt 6B 12OCT17

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

HILR Rwy 6-24

142

DEADHORSE, ALASKA

VOR Y RWY 24

DEADHORSE (SCC) (PASC)

AL-5776 (FAA)

24081

AK, 11 JUL 2024 to 05 SEP 2024

DEADHORSE, ALASKA
Amdt 6B 12OCT17

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

HILR Rwy 6-24

142

DEADHORSE, ALASKA

VOR Y RWY 24

DEADHORSE (SCC) (PASC)

AL-5776 (FAA)

24081

AK, 11 JUL 2024 to 05 SEP 2024

DEADHORSE, ALASKA
Amdt 6B 12OCT17

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.
### DME REQUIRED

**VOR/DME SCC 113.9 Channel 86**

**APP CRS 238°**

**Rwy Idg TDZE 6500 Apt Elev 66**

**MALS R**

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

---

### AFIS 118.4

### ANCHORAGE CENTER 134.4 370.9

### DEADHORSE RADIO 123.6 (CTAF)

### DEADHORSE, ALASKA

**AL-5776 (FAA)**

**Amdt 5 12OCT17**

**70°12'N-148°28'W**

**DEADHORSE, ALASKA**

**DME required.**

For inop ALS, increase Cats C/D/E visibility to RVR 6000.

**AFIS 118.4**

**ANCHORAGE CENTER 134.4 370.9**

**DEADHORSE RADIO 123.6 (CTAF)**

**DEADHORSE, ALASKA**

**480/24 414 (500-1/2)**

**480/40 414 (500-1/2)**

---

**CIRCLING**

**540-1 473 (500-1)**

**580-1/2 513 (600-1/2)**

**620-2 553 (600-2)**

---

**DEADHORSE, ALASKA**

**Amdt 5 12OCT17**

**70°12'N-148°28'W**

**DEADHORSE, ALASKA**

**480/24 414 (500-1/2)**

**480/40 414 (500-1/2)**

---

**CIRCLING**

**540-1 473 (500-1)**

**580-1/2 513 (600-1/2)**

**620-2 553 (600-2)**
RNAV (GPS) RWY 3
DEERING (DEE) (PADE)

DEERING, ALASKA

AIRPORT CODES

<table>
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<tr>
<th>CH</th>
<th>WAAS</th>
<th>App Crs</th>
<th>Rwy Idg</th>
<th>Apt Elev</th>
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DEERING, ALASKA AL-10058 (FAA)

DEERING (PADE)

DEERING, ALASKA

P ELEV

TDAE

30

25

66°04'N-162°46'W

RNAV (GPS) RWY 3

DEERING (DEE) (PADE)

TAF

122.9

CTAF

ANCHORAGE CENTER

119.2

263.0

135.5

ASOS

Circling to Rwy 12, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).

Circling to Rwy 12, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).

3700 direct FEGERK and hold, continue climb-in-hold to 3700.

MISSED APPROACH: Climb to 3700 direct FEGERK and hold, continue climb-in-hold to 3700.

RNAV (GPS) RWY 3

Circling to Rwy 12, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).

Circling to Rwy 12, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3700 direct FEGERK and hold, continue climb-in-hold to 3700.
RNAV (GPS) RWY 30
DEERING (DEE) (PADE)

CATEGORY
RNAV (GPS) RWY 30
MIRL Rwys 3-21 and 12-30
REIL Rwy 3

MISSED APCH FIX
3000 SAGKO and hold.

MISSED APPROACH: Climb to 3000 direct SAGKO and hold.

ASOS
135.5
ANCHORAGE CENTER
119.2 263.0
KOTZEBUE RADIO
122.25
CTAF
122.9

DME/DME RNP-0.3 NA.
Rwy 30 helicopter visibility reduction below 1 SM NA.
40°C

Straight-in Rwy 12 NA at night, Circling Rwy 12, 30 NA at night.

LNAV MDA
740-1 710 (800-1) 740-2 710 (800-2) NA

CIRCLING
740-1 840-1 840-2/4 NA
710 (800-1) 810 (900-1) 810 (900-2/4)

DEERING, ALASKA
Amdt 1 05JAN17

66°04'N-162°46'W
147
RNP APCH.

- CIRCLING NA east of Rwy 1-19.
- For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.
- Rwy 1 helicopter visibility reduction below 3/8 SM NA.

**MISSING APPROACH:** Climb to 4300 direct ZEDAG and hold, continue climb-in-hold to 4300.

**AFIS**
- ADF 125.0

**ANCHORAGE CENTER**
- 132.75 282.35

**DILLINGHAM RADIO**
- 123.6 (CTAF)

**ELEV**
- 82

**TDZE**
- 82

**X**

**HOLD 2000**

- 4 NM to FISAX (NoPT)

**ZEDAG**
- 30 NM to KIYGE

**KIYGE**
- 30°

**FISAX**
- 6000 2000

**Katmai Nat Pk**

**Dillingham (DLG)(PADL)**

**RNAV (GPS) RWY 1**

**Category**
- A
- B
- C
- D

**LPV DA**
- 332-1 250 (300-1)

**LNAV/ VNAV DA**
- 451-1 369 (400-1)

**LNAV MDA**
- 640-1 558 (600-1) 640-1/2 558 (600-1/2)

**CIRCLING**
- 640-1 558 (600-1) 700-1/2 618 (700-1/2) 780-2/4 698 (700-2/4)

**GP 3.00°**

**TCH 45°**

**Category**
- A
- B
- C
- D

**LPV DA**
- 332-1 250 (300-1)

**LNAV/ VNAV DA**
- 451-1 369 (400-1)

**LNAV MDA**
- 640-1 558 (600-1) 640-1/2 558 (600-1/2)

**CIRCLING**
- 640-1 558 (600-1) 700-1/2 618 (700-1/2) 780-2/4 698 (700-2/4)

**DILLINGHAM, ALASKA**

**AL-5166 (FAA)**

**Rwy Idg**
- 6400

**Apt Elev**
- 82

**151°**

**131°**

**118°**

**V**

**P**

**6400 X 150**

**ELEV**

**RNAV (GPS) RWY 1**

**DILLINGHAM, ALASKA**

**Amdt 3 10SEP20**

**59°03'N-158°30'W**

**DILLINGHAM, ALASKA**

**AL-5166 (FAA)**

**Rwy Idg**
- 6400

**Apt Elev**
- 82

**151°**

**131°**

**118°**

**V**

**P**

**6400 X 150**

**ELEV**

**RNAV (GPS) RWY 1**

**DILLINGHAM, ALASKA**

**Amdt 3 10SEP20**

**59°03'N-158°30'W**
Inop table does not apply to Cats A/B. Inop table does not apply when using Manokotok altimeter setting. Circling NA east of Rwy 1-19. Rwy 19 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. VDP NA when using Manokotok altimeter setting. When local altimeter setting not received, use Manokotok altimeter setting and increase all MDA 40 feet and increase LNAV Cat C/D visibility ¼ SM. For inop ALS, increase LNAV Cat C/D visibility to 1¾ mile.

**Table**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
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</tr>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>560-1</td>
<td>479 (500-1)</td>
<td>560-1/4</td>
<td>479 (500-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>600-1</td>
<td>518 (600-1)</td>
<td>700-1/4</td>
<td>780-2/4</td>
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</tbody>
</table>

**Legend**
- **AFIS**
- **ANCHORAGE CENTER** 132.75 282.35
- **DILLINGHAM RADIO** 123.6 (CTAF)
- **LNAV MDA**
- **CIRCLING**
- **MISSED APPROACH:** Climb to 2600 direct RALRY and hold.
- **REIL Rwy 19**
- **HIRL Rwy 1-19**
Rwy 1 helicopter visibility reduction below 3/4 SM NA. Circling NA east of Rwy 1-19.

MISSED APPROACH: Climbing left turn to 2000 direct DLG VOR/DME and hold, continue climb-in-hold to 2000.

### VGS and descent angles not coincident

(VGS Angle 3.00/TCH 45)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
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<tr>
<td>S-1</td>
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<td>418 (500-1)</td>
<td>500-1½</td>
<td>418 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>600-1</td>
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<td>700-1½</td>
<td>618 (700-1½)</td>
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**Knots**

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<th>1:24</th>
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<th>0:56</th>
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</thead>
</table>

**From FAF to MAP** 2.8 NM
**RNAV (GPS)-A**

**EAGLE (EAA) (PAEG)**

---

**ASOS**
- 135.55

**ANCHORAGE CENTER**
- 135.3
- 322.5

**NORTHWAY RADIO**
- 122.3

**UNICOM**
- 122.8 (CTAF)

---

**RNP APCH.**

- Circling NA north of Rwy 7-25. Procedure NA at night. When local altimeter setting not received, procedure NA.

- -13°C

---

**MISSING APPROACH:** (Do not exceed 210K until BAMVE) Climbing left turn to 6600 direct BAMVE and hold, continue climb-in-hold to 6600.

---

**PROCESSION NA for arrivals at DEYEP on V481 and T226 southbound.**

---

**Procedure NA for arrivals at DEYEP on V481 and T226 southbound.**

---

**Notes:**

- When local altimeter setting not received, procedure NA.

---

**Category:**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>2720-1/2</td>
<td>2720-1 1/2</td>
<td>3020-3</td>
<td>NA</td>
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<tr>
<td></td>
<td>1813 (1900-1/4)</td>
<td>1813 (1900-1 1/2)</td>
<td>2113 (2200-3)</td>
<td></td>
</tr>
</tbody>
</table>

---

**EAGLE, ALASKA**

**Orig-A 17JUN21**

---

**ELEV 907**

---

**Location:**

- 64°47'N-141°09'W

---

**Map:**

- Map of EAGLE, ALASKA
- Map highlighting EAGLE, ALASKA with coordinates and local facilities.

---

**Content:**

- RNAV (GPS)-A
- EAGLE (EAA) (PAEG)
- ASOS: 135.55
- ANCHORAGE CENTER: 135.3, 322.5
- NORTHWAY RADIO: 122.3
- UNICOM: 122.8 (CTAF)
- RNP APCH:
  - Circling NA north of Rwy 7-25. Procedure NA at night. When local altimeter setting not received, procedure NA.
  - -13°C
- MISSING APPROACH: (Do not exceed 210K until BAMVE) Climbing left turn to 6600 direct BAMVE and hold, continue climb-in-hold to 6600.
- **Procedure NA for arrivals at DEYEP on V481 and T226 southbound.**
- How to proceed.
- Category:
  - CIRCLING: 2720-1/2, 2720-1 1/2, 3020-3, NA
  - Categories A, B, C, D specified.
- Location:
  - 64°47'N-141°09'W

---

**Additional Details:**

- Local facilities and coordinates.
- Additional navigational aids and instructions.

---

**Map Notes:**

- Special instructions for circling.
- Weather conditions: -13°C
- Procedure details for specific runway approaches.
- Area eligible for RNAV (GPS)-A.
**When ALS inop, increase CAT CDE vis to 1/4 miles.**

**Circling NA N of Rwy 10-28.**

**Missed Approach:** Climb to 600, then climbing left turn to 3000, direct PEUPEY and hold.

**ANCHORAGE CENTER**

**CTAF**

127.2 352.05

**RNAV (GPS) RWY 28**
**VOR/DME or TACAN RWY 28**

**Circling**
- When ALs inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
- Circling Not Authorized in area N of Rwy 10-28.

**ANCHORAGE CENTER**
- 119.1 339.8

**EMERG SAFE ALT 100 NM 5400**

**EMD 11 JUL 2024 to 05 SEP 2024**

**CAUTION:** Numerous obstructions in area N of Rwy 10-28. Missed approach requires use of RNAV or ATC RADAR monitoring.

**VOR/TAC**
- SHEMYA 109.0 SYA 19

**VISVY**
- 165

**SACRY**
- 14

**HOLD 8000**
- 280°

**GICHH**
- 19

**ELEV 98**
- TDZE 88

**SHEMY I, ALEUTIAN I, ALASKA**

**EMD 11 JUL 2024 to 05 SEP 2024**

**52°43'N-174°07'E**

**SHEMY I, ALEUTIAN I, ALASKA**

**Ampl 6 02 DEC 21**

**EARECKSON AS (PASY)**

**AL-1246 [USAF]**

**ANCHORAGE CENTER**
- 119.1 339.8

**CTAF**
- 127.2 352.05
RNAV (GPS) RWY 18
EEK (EEK) (PAEE)

Use Bethel altimeter setting, when not received procedure NA.

Misssed Approach: Climb to 600 then climbing right turn to 2500 direct IPOYU and hold.
Use Bethel altimeter setting, when not received procedure NA.

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>540-1</td>
<td>513 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>740-1</td>
<td>713 (800-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**App CRS**

- **358°**

**APCH**

- RNAV (GPS) RWY 36
- EK (EEK) (PAEE)

**ANCHORAGE CENTER**

- CTAF 122.8
- 125.2 372.0

**RNP APCH**

- Use Bethel altimeter setting, when not received procedure NA.
V  Rw 12 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2500 direct EDGUC and hold.

<table>
<thead>
<tr>
<th>AWOS-3P</th>
<th>ANCHORAGE CENTER</th>
<th>CTAF</th>
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</thead>
<tbody>
<tr>
<td>135.65</td>
<td>124.8 354.0</td>
<td>122.8</td>
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</tbody>
</table>

EGEGIK, ALASKA

RNAV (GPS) RWY 12
EGEGIK (EII)(PAII)

LNAV MDA
CIRCLING

4 NM
Holding Pattern

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 35).

 CATEGORY   A   B   C   D
LNAV MDA    600-1 516 (600-1) 600-1½ 516 (600-1¾) NA
CIRCLING   800-1 708 (800-1) 800-2¼ 708 (800-2¾) NA
RNAV (GPS) RWY 30
EGEGIK (EII) (PAII)

MISSED APPROACH: Climb to 2500 direct JIYOU and hold.

AWOS-3P 135.65
ANCHORAGE CENTER 124.8 354.0
CTAF 122.8

Rwy 30 helicopter visibility reduction below 1 SM NA.

RNAV (GPS) RWY 30
CIRCLING

ELEV 92  TDZE 92

REIL Rwy 12  MIRL Rwy 3-21 and 12-30

EIGEGIK, ALASKA
Amdt 18 05DEC19

58°11'N-157°23'W
FAIRBANKS, ALASKA

LOC I-EIL 110.5 APCH CRS 140° Rwy lgl 14,530 TDZE 537
Arpt Elev 548 [USAF]

EIELSON AFB (PAEI)

RADAR or DME required

** When ALS inop, incr RVR to 40, and vis to 1/4 mile.
** When ALS inop, incr CAT AB RVR to 55, and vis to 1 mile, CAT CDE vis to 1/2 mile.

ALS-1

MISSED APPROACH: Climb to 4000 direct EIL TACAN, continue climbing right turn to intercept R-249 to WAKOV and hold. Continue climb-in to hold at 4000.

ATIS ★ 119.9 273.5
ASOS 118.525

FAIRBANKS APP CON 127.1 251.1 125.35 363.2 180° - 359° 360° - 179°

TOWER ★ 127.2 352.05

GND CON 121.8 275.8

CLNC DEL 343.7

Mixed Approach requires use of RNAV or ATC RADAR monitoring.

CAUTION: CAT DE circling airspace not completely contained within controlled airspace. Uncontrolled airspace below 700' AGL outside EIL Class D.

EMERG SAFE ALT 100 NM 16,000

EMERSON

ILS or LOC/DME RWY 14

** Circling not authorized E of Rwy 14-32.

CAUTION: Holding not authorized at WAKOV unless approved by ATC.

EMERSON

Chan 98 EIL

VGSI and ILS glidepath not coincident (VGSI angle 2.7°/TCH 54).

Rwy lgl on N 11,314' of rwy 300' wide, Rwy lgl on S 3200' of rwy 150' wide.
**FAIRBANKS, ALASKA**

<table>
<thead>
<tr>
<th>APCH CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Arpt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>140°</td>
<td>14,530</td>
<td>537</td>
<td>548</td>
</tr>
</tbody>
</table>

**AL-1729 (USA)**

<table>
<thead>
<tr>
<th>EIELSON AFB (PAEI)</th>
</tr>
</thead>
</table>

**ATIS**

- **FAIRBANKS APP CON**
  - 125.35 363.2 180°-359°
  - 127.1 251.1 360°-179°

**TOWER**

- 127.2 352.05

**GND CON**

- 121.8 275.8

**CLNC DEL**

- 343.7

---

**DME/DME RNP - 0.3 NA**

**CAUTION:** CAT DE circling airspace not completely contained within controlled airspace. Uncontrolled airspace below 700' AGL outside EL Class D.

**CAUTION:** Holding not authorized at WAKOV unless approved by ATC.

---

**EMERG SAFE ALT 100 NM 16,000**

---

**RNAV (GPS) RWY 14**

---

**FAIRBANKS, ALASKA**

**Amnd 6 17JUN21 TERPS**

**EIELSON AFB (PAEI)**

---

**AK**, 11 JUL 2024 to 05 SEP 2024
FAIRBANKS, ALASKA

RNAV (GPS) RWY 32

APCH CRS
320°

Rwy Idg 14,530
TDZE 548
Arpt Elev 548

AL-1729 (USAF)
EIELSON AFB (PAEI)

**When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.**
**Circling not authorized E Rwy 14-32.**

ATIS
119.9 273.5

FAIRBANKS APP CON
125.35 363.2 180°-359°
127.1 251.1 360°-179°

TOWER
127.2 352.05

GND CON
121.8 275.8

CLNC DEL
343.7

DME/DME RNP - 0.3 NA

CAUTION: CAT DE circling airspace not completely contained within controlled airspace. Uncontrolled airspace below 700' AGL outside EL Class D.

CAUTION: Approach not authorized from ZANLO when R-2211 active.

CT RADAR REQUIRED
EMERG SAFE ALT 100 NM 16,000

1100 6000

FGICO

VGSI and descent angles not coincident (VGSI angle 2.70/TCH 44).

Rwy lgt on N 111° 31' of rwy 300° wide.
Rwy lgt on S 320° of rwy 150° wide.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<tbody>
<tr>
<td>LNNAV MDA*</td>
<td>1040/24</td>
<td>492 (500-½)</td>
<td>1040/50</td>
<td>492 (500-1)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING**</td>
<td>1040-1</td>
<td>492 (500-1)</td>
<td>1040-1½</td>
<td>492 (500-½)</td>
<td>1280-2¼</td>
</tr>
</tbody>
</table>

FAIRBANKS, ALASKA

Amndt 5 17JUN21
TERPS

EIELSON AFB (PAEI)

64°40'N - 147°06'W

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024
**Circling not authorized E of Rwy 14-32.**

**Missed Approach requires use of RNAV or ATC RADAR monitoring.**

**CAUTION:** CAT DE circling airspace not completely contained within controlled airspace. Uncontrolled airspace below 700’ AGL outside EIL Class D.
Missed approach requires the use of RNAV or ATC RADAR monitoring.

CAUTION: Uncontrolled airspace below 700’ AGL outside EIL CLASS D.
**Circling not authorized E of Rwy 14-32.**

CAUTION: CAT DE circling airspace not completely contained within controlled airspace. Uncontrolled airspace below 700’ AGI, outside EIL, Class D.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14 (ARUNY4·ARUNY): Turn right direct ARUNY. Maintain assigned altitude.

TAKEOFF RWY 32 (ARUNY4 ARUNY): Turn left direct ARUNY. Maintain assigned altitude.
BOJAA THREE DEPARTURE (BOJAA3•BOJAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climb heading 140° to 1100, then climbing right turn to heading 270°, intercept EIL TACAN R-215 outbound to BOJAA. Climb and maintain 3700 or assigned altitude.

TAKEOFF RWY 32: Climbing left turn to heading 162° to TRURO then continue outbound on EIL TACAN R-215 to BOJAA. Maintain at or above 3700 or assigned altitude.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climb on heading 140° to 1100, then climbing right turn direct PLYON, and track 275° to CROUK, thence...

TAKEOFF RWY 32: Climb direct JEWLL then track 238° to CROUK, thence...

NENANA TRANSITION (CROUK1.ENN): Track 244° to ENN.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF Rwy 14 (DELTA7 - ZIREK):** Intercept EIL TACAN R-133 to join FAI VORTAC R-099 at ZIREK and track outbound. Thence...

**TAKEOFF Rwy 32 (DELTA7 - ZIREK):** Turn left to intercept FAI VORTAC R-099 at SEBNE. Proceed outbound direct ZIREK. Thence...

**BUFLO GATE TRANSITION (DELTA7 - BUFLO):** ...turn left at SOOPY and track outbound on BIG VORTAC R-046 to BUFLO. Cross BUFLO at FL220 block FL250.

**MIZZI GATE TRANSITION (DELTA7 - MIZZ):** ...turn left at TUBNE and track outbound on BIG VORTAC R-351 to MIZZI. Cross MIZZI at FL220 block FL250.

**PAGGI GATE TRANSITION (DELTA7 - PAGGI):** ...turn left at WESED and track outbound on BIG VORTAC R-317 to PAGGI. Cross PAGGI at FL220 block FL250.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Turn left to join EIL TACAN R-134 to FAI VORTAC R-107. Cross HAWGG at or above 5000. Thence...

TAKEOFF RWY 32: Turn left to GOSKE then continue outbound FAI VORTAC R-107 to HAWGG. Cross HAWGG at or above 5000. Thence...

...intercept V-444 to BIG VORTAC, then via assigned route.
**NENANA SIX DEPARTURE (NENNA6 • ENN)**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 14:** Turn right heading 290° to intercept EIL TACAN R-250 outbound to CROUK and climb to assigned altitude, thence...

**TAKEOFF RWY 32:** Turn left heading 229° to intercept EIL TACAN R-250 outbound to CROUK and climb to assigned altitude, thence...

...intercept ENN VORTAC R-061 inbound to NENANA then via assigned route.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climb to RUNDY, thence...

TAKEOFF RWY 32: Climb on heading 320° to 1100, then climbing left turn direct RUNDY, thence...

BIG DELTA TRANSITION (RUNDY1.BIG): Track 115° to BIG.
TAKEOFF RWY 14: Turn right to intercept EIL TACAN R-140 to KOZMO. Cross KOZMO at or above 4000, then turn right direct EIL to intercept EIL R-339 outbound to WAPAX. Cross WAPAX at or above 10,000. Thence . . .

TAKEOFF RWY 32: Turn right heading 349° to intercept EIL TACAN R-339 to WAPAX. Cross WAPAX at or above 10,000. Thence . . .

APPEL GATE TRANSITION (WAPAX4-APPEL): Cross ROLOE at or above 14,000. Turn right track outbound on FAI VORTAC R-034 direct OYUTO, direct APPEL. Cross OYUTO at or above FL180, cross APPEL at or above FL220 block FL260.

AXSEM GATE TRANSITION (WAPAX4-AXSEM): Turn right and track outbound on FAI VORTAC R-048 to AXSEM. Cross AXSEM at or above 14,000 block 16,000.

CABIN GATE TRANSITION (WAPAX4-CABIN): Cross RESTO at or above 16,000 block FL200. Turn right and track outbound on FAI VORTAC R-024 direct SELEE, direct HUSUG, direct CABIN. Cross SELEE at FL200, cross HUSUG at or above FL220, cross CABIN at or above FL220 block FL260.
RNAV (GPS) RWY 1
ELIM (ELI) (PFEL)

Circling to Rwy 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct BIYIR and hold, continue climb in hold to 5000.

Holding Pattern

4 NM
AHCUJ

6000
4000
200°
020°

GP 3.00°
TCH 55

CATEGORY
A
B
C
D

LPV
668-1 1/8
506 (600-1 1/8)

LNAV/ VNAV
895-2
733 (800-2)

LNAV MDA
980-1
818 (900-1)
980-1/4
818 (900-1/4)
980-2/2
818 (900-2/2)

CIRCLING
980-1/2
818 (900-1/2)
1040-1/4
878 (900-1/4)
1040-2 1/2
878 (900-2 1/2)
1040-2 3/4
878 (900-2 3/4)
TAKEN OFF MINIMUMS
Rwy 1: NA - Obstacles.
Rwy 19: Standard.

TAKEN OFF OBSTACLE NOTES
Rwy 19: Tree 52’ from DER, 418’ right of centerline, 243’ MSL. Trees beginning 86’ from DER, 301’ right of centerline, up to 249’ MSL. Pole 225’ from DER, 278’ left of centerline, 169’ MSL. Pole 273’ from DER, 276’ left of centerline, 175’ MSL. Tree 1526’ from DER, 867’ right of centerline, 277’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEN OFF RUNWAY 19: Climb on heading 200° to 1000 then climbing left turn direct MOS VOR/DME maintain 5000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.
**When TDZ/CL lights inop increase RVR to 24.
When ALS inop, increase RVR to 40, vis. to 1/2 mile.**

**When ALS inop, increase CAT AB RVR to 55, vis. to 1 mile, CAT CDE vis. to 1/2 miles.**
**Circling not authorized S of Rwy 6-24.**
**Circling not authorized SW of Rwy 6 and 34.**

CAT E aircraft remain within 4.5 NM of runway when executing circling maneuver.

Start turn to final no later than LR-251.

EMERG SAFE ALT 100 NM 15,300

EMISSED APPROACH: Climb to 900, then climbing left turn to 3000 via EDF R-307 to HOBBs and hold.

CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.

CAUTION: Terrain rises rapidly to the S and E.

CAUTION: Descent gradient after FEDNO is greater than descent gradient between SEKKA and FEDNO.

Missed approach requires use of RNAV or ATC RADAR monitoring.
NOT FOR CIVIL USE

Procedure NA when Tower is closed.

EMERG SAFE ALT 100 NM 15,300

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).

CATegory | A | B | C | D
---|---|---|---|---
S-ILS 6 | RA 138/14 | 150 | DA 325

HIRL Rwy 6-24
TDZL/CL Rwy 6

ALLEE, ALASKA

110.3

Rwy Idg 10,000
TDZE 175
Arpl Elev 213

[USAf] ELMENDORF AFB (PAED)

DME required

ALSF-1

MISSSED APPROACH: Climb to 900, then climbing left turn to 3000 via EDF R-307 to HOBBS and hold.

ATIS * 124.3 273.5

ANCHORAGE APP CON 118.6 290.5 North

123.8 259.3 South

TOWER 127.2 352.05

GND CON 121.8 275.8

CLNC DEL 128.8 306.925

PAR

CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.

CAUTION: Terrain rises rapidly to the S and E.

EMERG SAFE ALT 100 NM 15,300

ELEV 213

TDZE 175

Hints and Tips: Missed approach requires use of RNAV or ATC RADAR monitoring.
ANCHORAGE, ALASKA

RNAPRCH

** When ALS inop increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 3/8 miles.
*** Circling NA SW of Rwy 6 and 34.

For uncompensated Baro-VNAV systems, Procedure NA below -20°C (-4°F).

CAUTION: Terrain rises rapidly to the South and East.

CAUTION: Intense VFR aircraft in the vicinity of Final Approach.

EMERG SAFE ALT 100 NM 15,300

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 77°).

RWN 06

CATEGORY A B C D
LNAV/VNAV DA* 561/35 386 (400-%) 576/40 401 (400-%)
LNAV MDA** 640/24 465 (500-%) 640/50 465 (500-1)
C CIRCLING*** 840-1 627 (700-1) 920-2 707 (800-2) 1020-2½ 807 (900-2½)

ANCHORAGE, ALASKA

Amdt 5 25JAN24

HRL Rwy 6-24
TDZL/CL Rwy 6

61°15'N - 149°48'W

187
**Circling not authorized SW of Rwy 6 and 34.**

**When A/S inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 1/2 miles.**

Missed Approach: Climbing left turn to 3000 via EDF R-307 to HOBBS and hold.

**Circling not authorized S of Rwy 6-24.**

Danger: Descent gradient after TROLS DME fix is greater than descent gradient between DORRF and TROLS.

**CAUTION:** Intense VFR aircraft operations in the vicinity of EDF final.

**CAUTION:** Terrain rises rapidly to the S and E. CAT E aircraft remain within 4.5 NM of runway when executing circling maneuver.

**Emerg Safe Alt 100 NM 15,300**

VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 77).

**RET LEGS TO MAP**

**CIRCLING**

**CIRCLING**

**EMERG SAFE ALT 100 NM 15,300**

**ANCHORAGE, ALASKA**

**EMERG Safe Alt 100 NM 15,300**

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 77).**

**RET LEGS TO MAP**

**CIRCLING**

**CIRCLING**

**ANCHORAGE, ALASKA**

**EMERG Safe Alt 100 NM 15,300**

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 77).**

**RET LEGS TO MAP**

**CIRCLING**

**CIRCLING**

**ANCHORAGE, ALASKA**

**EMERG Safe Alt 100 NM 15,300**

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 77).**

**RET LEGS TO MAP**

**CIRCLING**

**CIRCLING**

**ANCHORAGE, ALASKA**
**TACAN Y RWY 16**

**ANCHORAGE, ALASKA**

**TACAN** | **EDF** | **APCH CRS** | **Rwy Idg** | **TDZE** | **Arpt Elev** | **[USAFL]**
---|---|---|---|---|---|---
81 | 133* | 7493 | 213 | 213 | **ANCHORAGE APP CON** | **121.8 275.8** | **GND CON** | **128.8 306.925** | **PAR** | **189**

---

**MISSED APPROACH:** Climbing left turn to 6000 via EDF R-313 to LUBEE and hold. Continue climb-in-hold to 6000.

**CAUTION:**
- Terrain rises rapidly to the S and E.
- Winds in vicinity of higher terrain may produce severe turbulence.
- Uncontrolled light aircraft operations in the vicinity of Six-mile lake at or below 600.

**EMERG SAFE ALT 100 NM 15,300**

**VGSI and descent angles not coincident** (VGSI Angle 3.00/TCH 47).

**CATEGORY** | **A** | **B** | **C** | **D** | **E**
---|---|---|---|---|---
S-16 | **NOT AUTHORIZED** | **680-1 3/4** | **467 (500-1 3/4)** | **HRL Rwy 6-24** | **TDZL/CL Rwy 6**

**CIRCLING** | **NOT AUTHORIZED** | **1480-3** | **1267 (1300-3)** | **TDZL/CL Rwy 6** | **TDZL/CL Rwy 6**

**ANCHORAGE, ALASKA**

**Amdt 4 29DEC22**
* Circling not authorized SW of Rwy 6 and 34.
Visibility reduced by Helicopters NA.

---

**TACAN Z RWY 16**

**ATIS**
124.3 273.5

**ANCHORAGE APP CON**
118.6 290.5 (N)
123.8 259.3 (S)

**TOWER**
127.2 352.05

**GND CON**
121.8 275.8

**CLNC DEL**
128.8 306.925

---

**CAUTION:** Terrain rises rapidly to the S and E.
Winds in vicinity of higher terrain may produce severe turbulence.
Uncontrolled light aircraft operations in the vicinity of Six-mile lake at or below 600.

---

**ANCHORAGE ALT 100 NM 15,300**

---

**EMERG SAFE ALT 100 NM 15,300**

---

**ANGLING and descent angles not coincident (VGS Angle 3.00/1CH 47).**

---

**ELMENDORF AFB**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>740-1</td>
<td>527 (600-1)</td>
<td>740-1!/2</td>
<td>527 (600-1%/2)</td>
</tr>
<tr>
<td>840-1</td>
<td>627 (700-1)</td>
<td>920-2</td>
<td>1020-2!/2</td>
</tr>
</tbody>
</table>

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**ANADAK, ALASKA**

**Amdt 4 29DEC22**
EEEGL FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing left turn to FL200, intercept EDF R-337 outbound. Cross BAXTE at or above 6000, cross FIETR at or above 10,000, cross EEEGL at or above 13,000. Upon leaving 13,000, proceed on course. Maintain FL200 or ATC assigned altitude.

TAKEOFF RUNWAY 24: Climbing right turn to FL200, intercept EDF TACAN R-337 outbound. Cross FIETR at or above 10,000, cross EEEGL at or above 13,000. Upon leaving 13,000, proceed on course. Maintain FL200 or ATC assigned altitude.

TAKEOFF RUNWAY 34: Climb to FL200, intercept EDF R-337 outbound. Cross BAXTE at or above 6000, cross FIETR at or above 10,000, cross EEEGL at or above 13,000. Upon leaving 13,000, proceed on course. Maintain FL200 or ATC assigned altitude.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF Rwy 6: Climb heading 062° to 720, then turn left direct MOTTI, thence via 335° track to BGQ VORTAC at assigned ATC altitude.

TAKEOFF Rwy 34: Climb heading 342° to 720, then turn left direct MOTTI, thence via 335° track to BGQ VORTAC at assigned altitude.
**FOR 962nd AACS USE ONLY**

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climbing right turn, intercept the EDF TACAN R-188 direct YUKLA. Climb to ATC assigned altitude.

Obstruction near EOR 34 198' MSL, 76' from DER, 243' left of centerline.
RNAV (GPS) RWY 16
EMMONAK (ENM) (PAEM)

EMMONAK, ALASKA

If local altimeter setting not received, use St Mary’s altimeter setting and increase all DAs 168 feet and all MDAs 180 feet. VDP NA with St Mary’s altimeter setting. DME/DME RNP 0.3 NA. Baro-VNAV NA when using St Mary’s altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 1600 direct KAVWI and right turn via 248° track to SOCGO and right turn via 355° track to LIKUQ and hold.

AWOS-3P 135.35
ANCHORAGE CENTER 124.0
CTAF 122.9

EMMONAK, ALASKA

Amdt 2A 13NOV14

EMMONAK, ALASKA

Amdt 2A 13NOV14

EMMONAK, ALASKA

Amdt 2A 13NOV14
RNAV (GPS) RWY 34

EMMONAK (ENM) (PAEM)

IF local altimeter setting not received, use St Mary's altimeter setting and increase all DAs 168 feet and MDAs 180 feet. VDP NA with St Mary's altimeter setting. DME/DME RNP 0.3 NA. Baro-VNAV NA when using St Mary's altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 1600 direct ECKIX and left turn via 253° track to ZEDET and left turn via 149° track to OFQIM and hold.

If VGS and RNP glidepath are not coincident (VGS Angle 3.00°/TCH 32), OFQIM 4 NM Holding Pattern.

* LNAV only

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 32). OFQIM 4 NM Holding Pattern.

RNAV (GPS) RWY 34

EMMONAK (ENM) (PAEM)

RNAV (GPS) RWY 34

EMMONAK (ENM) (PAEM)

RNAV (GPS) RWY 34

EMMONAK (ENM) (PAEM)

RNAV (GPS) RWY 34

EMMONAK (ENM) (PAEM)
**EMMONAK, ALASKA**

**VOR RWY 16**

**EMMONAK (ENM) (PAEM)**

**AWOS-3P** 135.35 | **ANCHORAGE CENTER** 124.0 | **CTAF** 122.9

If local altimeter setting not received, use St. Mary’s altimeter setting and increase all MDAs 180 feet. VDP not authorized with St. Mary’s altimeter setting.

**MISSED APPROACH:** Climb to 2000 then left turn direct ENM VOR/DME and hold.

**CATEGORY** A B C D

S-16 340-1 324 (400-1)

**CIRCLING** 520-1 504 (600-1) 520-1½ 504 (600-1½) 580-2 564 (600-2)

**EMMONAK, ALASKA**

**VOR RWY 16**

Amdt 1A 13NOV14

62°47'N-164°29'W

197
FAIRBANKS, ALASKA

ILS or LOC RWY 2L

FAIRBANKS INTL (FAI) (PAFA)

AMS 11 05OCT23

FAIRBANKS TOWER

GND CON

FAIRBANKS APP CON

ATIS

124.4

125.35 363.2

118.3 257.8

121.9

127.6

APP CRS

TDZE

Rwy Idg

Apt Elev

11050

439

439

023°

LOC/DME

I-CNA

109.1

Ch 28

2600

2100

2600

107°

1239°

VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 73).

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on heading 170° and FAI VORTAC R-107 to KRNKL/FAI 13 DME and hold, continue climb-in-hold to 5000.

FAIRBANKS 108.6 FAI Chan 23

FAIRBANKS 108.6 FAI Chan 23

Circling NA west of Rwy 2L-20R. Circling NA to Rwy 2W and 20W. For inop ALS, increase S-ILS 2L Cat E visibility to RVR 4000 and S-LOC 2L Cat C/D/E visibility to RVR 5500.

32°C

ATIS

FAIRBANKS INTL

FAIRBANKS INTL

FAIRBANKS INTL (FAI) (PAFA)

REIL Rwy 20L

TDZ/CL Rwy 2L

MIURL Rwy 2R-20L

HIRL Rwy 2L-20R

FAIRBANKS INTL (FAI) (PAFA)

ILS or LOC RWY 2L

64°49’N-147°51’W

66°49’N-147°51’W

199

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

FAIRBANKS, ALASKA

AL-1234 (FAA)

23278
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAI VORTAC R-107 to KRNL/FAI VORTAC 13 DME and hold.

Circling NA west of Rwy 2L-20R. Circling NA to Rwy 2W and 20W. For inop ALS increase S-ILS 20R Cat E visibility to RVR 4000, increase S-LOC 20R Cat E visibility to 1% SM. RVR 1800 authorized with use of FD or AP or HUD to DA.

VGSI and ILS glidespath not coincident (VGSI Angle 3.00°/TCH 74).

Use I-FAI DME when on the localizer course.
DME required. DME required for procedure entry.

**MISSING APPROACH:** Climb to 1100 then climbing left turn to 3000 on FAI VORTAC R-107 to KRNLK/FAI VORTAC 13 DME and hold.

**SA CAT I:** Requires specific OPSPEC, MSPEC, or LOA approval. **SA CAT II:** Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

**Use I-FAI DME when on the localizer course.**

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 74).**

**GS 3.00°**

**TCH 56**
RNAV (RNP) Z RWY 2L
FAIRBANKS INTL (FAI) (PAFA)

FAIRBANKS, ALASKA

APP CRS
023°
Rwy Idg 11050
TDZE 439
Apt Elev 439

RNP AR APCH - GPS.
For uncompensated Baro-VNAV systems, procedure
NA below -19°C or above 54°C. For inop ALS,
increase RNP 0.10 all Cats visibility to RVR 4500,
increase RNP 0.10 all Cats visibility to RVR 5500,
and increase RNP 0.30 all Cats visibility to RVR 6000.

ALSF-2

ATIS
124.4
FAIRBANKS APP CON
125.35 363.2
FAIRBANKS TOWER
118.3 257.8
GND CON
121.9
CLNC DEL
127.6

MISSED APPROACH: Climb to 5000 on track 023°
USAZY then right turn to ODIFU and track 184° to
KRNL and hold.
*Missed approach requires minimum climb of 222
feet per NM to 2420.

See planview for multiple IF locations.

VGSI and RNAV glidespath not coincident
(VGSI Angle 3.00/TCH 73).

ANDROID REQUIRED

MISSED APPROACH: Climb to 5000 on track 023°
USAZY then right turn to ODIFU and track 184° to
KRNL and hold.
*Missed approach requires minimum climb of 222
feet per NM to 2420.

See planview for multiple IF locations.

VGSI and RNAV glidespath not coincident
(VGSI Angle 3.00/TCH 73).

ANDROID REQUIRED
For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1/2 SM.

AUTHORIZATION REQUIRED
RNAV (GPS) RWY 20L
FAIRBANKS INTL (FAI) (PAFA)

ATIS 124.4
FAIRBANKS APP CON 125.35 363.2
FAIRBANKS TOWER 118.3 257.8
GND CON 121.9
CLNC DEL 127.6

CIRCLING NA west of Rwys 2L-20R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Circling NA to Rwys 2W/20W and 2/20.

MISSED APPROACH: Climb to 3700 direct DOUGE and hold, continue climb-in-hold to 3700.

LNAV/ VNAV DA

684 250 (300-375)

1.4 NM to RW20L
1.4 NM to RW20L

1.4 NM to RW20L
1.4 NM to RW20L

LNAV MDA

920-1 486 (500-1)

920-1 486 (500-1)

CIRCLING

920-1 481 (500-1)

920-1 481 (500-1)

FAIRBANKS, ALASKA
Amdt 2 07OCT21

64°49'N-147°51'W

207
Circling NA to Rwy 2W and 20W. Circling NA west of Rwy 2L-20R. Rwy 20R helicopter visibility reduction below RVR 4000 NA. Inop table does not apply.

**ATIS** | **FAIRBANKS APP CON** | **FAIRBANKS TOWER** | **GND CON** | **CLNC DEL**
---|---|---|---|---
124.4 | 125.35 363.2 | 118.3 257.8 | 121.9 | 127.6

**VORTAC FAI**

<table>
<thead>
<tr>
<th>Channel</th>
<th>108.6</th>
</tr>
</thead>
</table>

**APP CRS**

<table>
<thead>
<tr>
<th>227°</th>
</tr>
</thead>
</table>

**TDZE**

| 439 |

**Apt Elev**

| 439 |

**EMERGENCY SAFE ALTITUDE**

100 NM 16000

**FAI 108.6 FAI**

Chan 23

**FAIRBANKS, ALASKA**

**FAIRBANKS INTL (FAI) (PAFA)**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

NOTE: Chart not to scale.

NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwy 2L: Standard with minimum climb of 290' per NM to 3100.
Rwy 20R: Standard with minimum climb of 270' per NM to 3200.

TAKEOFF ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb heading 023° to intercept course 313° to NNOOK, then on track 325° to GRZLE, thence...

TAKEOFF RUNWAY 20R: Climb heading 203° to 1800, then climbing right turn direct NNOOK, then on track 325° to GRZLE, thence...

...on DRRLL transition, maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DRRLL TRANSITION (DRRLL4.DRRLL)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb on heading 038° to 2200, then left turn direct FAI VORTAC, thence . . .

TAKEOFF RUNWAYS 20L/R: Climb on heading 203° to 2000, then right turn heading 277°, thence . . .

. . . intercept FAI R-242 to ENN R-255, then on ENN R-255 and GAL R-077 to GAL VOR/DME, then continue climb on assigned route and altitude.

TAKEOFF MINIMUMS
Rwys 2, 2W, 20, 20W: NA - Air Traffic
Rwys 2L/R: Standard with minimum climb of 230' per NM to 2200.
Rwys 20L/R: Standard.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb on heading 038° to 2200, then left turn direct FAI VORTAC, thence . . . .

TAKEOFF RUNWAYS 20L/R: Climb on heading 203° to 2000, then right turn heading 230°, thence . . . .

. . . . intercept FAI R-197 to PUYVO/FAI 56

DME fix then on ENN R-171 and TKA R-352 to TKA VOR/DME, maintain ATC assigned altitude, then on assigned route and altitude.
FAIRBANKS, ALASKA

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 023° to 1800, then climbing left turn direct JIPEN, then on track 199° to HARRP, thence. . . .

TAKEOFF RUNWAY 20R: Climb on heading 203° to 2000, then climbing right turn direct JIPEN, then on track 199° to HARRP, thence. . . .

. . . . .on PUYVO transition, maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

PUYVO TRANSITION (PUYVO5.PUYVO)

FAIRBANKS DEP CON
125.35 363.2
ATIS 124.4
CLNC DEL
127.6
GND CON
121.9
FAIRBANKS TOWER
118.3 257.8

PUYVO FIVE DEPARTURE (RNAV)

RNAV-1 GPS.
RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC

HARRP

PUYVO

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

AL-1234 (FAA)

FAIRBANKS, ALASKA

PUYVO FIVE DEPARTURE (RNAV)
TOP ALTITUDE: 10000

TAKEOFF MINIMUMS
Rwy 20R: Standard.
Rwy 2L: Standard with minimum climb of 230' per NM to 1500.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 023° to 1200, then climbing right turn direct SHMMR, cross SHMMR at or above 3700, thence. . . .
TAKEOFF RUNWAY 20R: Climb on heading 203° to 1200, then climbing left turn direct SHMMR, cross SHMMR at or above 3700, thence. . . .

. . . . on RDFLG transition. Climb and maintain 10000. Expect 17000 ten minutes after departure.

RDFLG TRANSITION (RDFLG5.RDFLG)
RNAV (GPS) RWY 4
FORT YUKON (FYU) (PFYU)

FORT YUKON, ALASKA

AWOS-3P 125.8
ANCHORAGE CENTER 135.0 225.4
FAIRBANKS RADIO 122.05
CTAF 122.5

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° C (4°F) or above 54°C (130°F). Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Rwy 4 helicopter visibility reduction below 3/4 SM NA.

RNAV (GPS) RWY 4
FORT YUKON, ALASKA

AWOS-3P 125.8
ANCHORAGE CENTER 135.0 225.4
FAIRBANKS RADIO 122.05
CTAF 122.5

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° C (4°F) or above 54°C (130°F). Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Rwy 4 helicopter visibility reduction below 3/4 SM NA.
VOR/DME or TACAN RWY 22
FORT YUKON (FYU) (PFYU)

Inop table does not apply. Circling NA southeast of Rwy 4-22. Rwy 22 Straight-In and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-22</td>
<td>960-1 513 (600-1)</td>
<td>960-13/513 (600-1/513)</td>
<td></td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>960-1 513 (600-1)</td>
<td>960-13/513 (600-1/513) 1000-2 553 (600-2)</td>
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</tr>
</tbody>
</table>

AWOS-3P 125.8
ANCHORAGE CENTER 135.0 225.4
FAIRBANKS RADIO 122.05
CTAF 122.5
RNAV (GPS) RWY 26
EDWARD G PITKA SR (GAL)(PAGA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 3600 direct JINUV and hold, continue climb-in-hold to 3600.

AWOS-3P
132.525

ANCHORAGE CENTER
127.0 290.2

FAIRBANKS RADIO
122.2

CTAF
123.0

SAFETY INFORMATION
RNP APCH.

EDWARD G PITKA SR

SKI STRIP
2600 X 50

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024
MISSED APPROACH: Climb to 600 then climbing left turn to 2300 on heading 047° and GAL VOR/DME R-077 to BRADL/6 DME and hold.

Procedure NA for arrivals at ZOMBY on V489-452 eastbound.
RNAV (GPS) RWY 16
GAMBELL (GAM) (PAGM)

** RNAV (GPS) RWY 16 **
GAMBELL (GAM) (PAGM)

** AWOS-3P **
125.9

** ANCHORAGE CENTER **
132.2  281.4

** NOME RADIO **
122.0

** CTA F **
122.7

---

** JOTLY **
1800

** VADUZ **

** REIL Rwy 16 and 34 **

** QAYAQ **

** GAMBELL **

** EKAY and hold. **

** left turn on track 100° to GIYEN then on track 021° to EKAY and hold. **

---

** MISSPECIFIED APPROACH: Climb to 2500 direct KALIX then **
left turn on track 100° to GIYEN and on track 021° to EKAY and hold.

---

** CATEGORY **

** A **
LPV DA 230-1 200 (200-1)

** B **
LNNAV/ VNAV DA 523-1 493 (500-1)

** C **
LNNAV MDA 520-1 490 (500-1)

** D **
CIRCLING 520-1 490 (500-1) 520-1 490 (500-1) 660-2 630 (700-2)

---

** RW16 **

** RNAV (GPS) RWY 16 **
GAMBELL, ALASKA

---

** 63°46'N-171°44'W **

---
RNAV (GPS) RWY 34
GAMBELL (GAM) (PAGM)

Circling NA east of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below ±20°C or above ±54°C. For inop ALS, increase LNAV/VNAV Cat A and B visibility to 1 1/2 SM. Inop table does not apply to LPV all Cats and LNAV Cats A and B visibilities.

MISSED APPROACH: Climb to 2500 direct VADUZ then right turn on track 048° to ZADOK and on track 123° to EEEKAY and hold.
Circling NA northeast of Rwy 16-34.

CAUTION: GAM aural ident should be monitored to ensure against possible reception of foreign stations.

MISSED APPROACH: Climbing right turn to 3000 in GAM NDB/DME holding pattern.

Remain within 10 NM

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-16</td>
<td>980-1¼</td>
<td>980-1½</td>
<td>980-3</td>
<td>953 (1000-3)</td>
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<td>953 (1000-1¼)</td>
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<tr>
<td>CIRCLING</td>
<td>980-1¼</td>
<td>980-1½</td>
<td>980-3</td>
<td>953 (1000-3)</td>
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<tr>
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<td>953 (1000-1¼)</td>
<td>953 (1000-1½)</td>
<td>980-3</td>
<td>953 (1000-3)</td>
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GAMBELL, ALASKA

Amdt 1B 22AUG13

AK, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 3
GOLOVIN (GLV) (PAGL)

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct WUKPO and on track 210° to WONAB and hold.

AWOS-3P  135.75
ANCHORAGE CENTER  133.3  290.4
NOME RADIO  122.05
CTAF  122.9
RNAV (GPS)-A
Golovin (GLV) (PAGL)

Circling NA southeast of Rwy 3-21.

MISSED APPROACH: Climbing right turn to 3000 direct TOCOT and on track 246° to FEMEB and on track 285° to WONAB and hold.

RNP APCH.

AWOS-3P 135.75
ANCHORAGE CENTER 133.3 290.4
NOME RADIO 122.05
CTAF 122.9

Holding Pattern

6000 3200

296° 116°

DADYA

285° (13.1)

246° (13.9)

FEMEB

WONAB

116°

147°

1688

2089

2211

1464

1707

1332

3200 (NoPT)

5500

3200

4000

JIRAV

DADYA (FAF)

GIDCE (MAP)

SERAI (IF/IAF)

TOCOT

FEMEB

116°

MIRL Rwy 3-21

6000

3200

296°

116°

1900

GIDCE

6 NM

5 NM

6 NM

5 NM

246°

285°

4 NM

30 NM to JIRAV

30 NM to NOCIL (NoPT)

30 NM to JIRAV

6 NM to NOCIL

6 NM to NOCIL

CATEGORY
A
B
C
D

CIRCLING
480-1
423 (500-1)

520-1
463 (500-1)

680-1¾
623 (700-1¾)

1000-3
943 (1000-3)

64°33'N-163°00'W

229
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 280’ per NM to 1700.
Rwy 21: Standard with a minimum climb of 350’ per NM to 2000.

TAKEOFF OBSTACLE NOTES
Rwy 3: Vertical structure and vegetation beginning 12’ from DER, 9’ right of centerline, up to 39’ MSL.
   Vertical structure, vegetation, and vehicles on road beginning 13’ from DER, 21’ left of centerline, up to 39’ MSL.
   Vehicles on road beginning 168’ from DER, 80’ left of centerline, up to 46’ MSL.
Rwy 21: Vertical structure and vegetation beginning 12’ from DER, 23’ right of centerline, up to 8’ AGL/64’ MSL.
   Vertical structure 55’ from DER, 1’ left of centerline, 60’ MSL.
   Vertical structure 443’ from DER, 614’ right of centerline, 22’ AGL/78’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 026° to 557, then climbing left turn direct KUSEY, thence . . . .

TAKEOFF RUNWAY 21: Climb heading 206° to 557, then climbing right turn direct KUSEY, thence . . . .

. . . . on track 251° to OME VOR/DME, maintain 5000.
Circling NA west of Rwy 17-35. Rwy 17 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Use Shageluk altimeter setting; when not received, use Anvik altimeter setting.

Final approach course offset 20.00°

MISSED APPROACH: Climbing left turn to 7000 direct ZAKEK and hold, continue climb-in-hold to 7000.

<table>
<thead>
<tr>
<th>WAAS CH 93540 W17A</th>
<th>APP CRS 191°</th>
<th>Rwy Idg 4000</th>
<th>TDZE 136</th>
<th>Apt Elev 138</th>
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<tr>
<td>Radar required for procedure entry.</td>
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</table>

SHX/PAHX AWOS-3P
121.575

ANCHORAGE CENTER
118.15  251.05

KENAI RADIO
122.4

CTAF
122.9
NAVIGATION:
Circling NA west of Rwy 17-35. Rwy 35 helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA.
Use Shageluk altimeter setting; when not received, use Anvik altimeter setting.

**MISSING APPROACH**: Climbing right turn to 7000 direct ZAKEK and hold, continue climb-in-hold to 7000.

**HOLDING PATTERNS**
- **WUPDO**
  - 4 NM Holding Pattern
  - 351° to 171°
  - 1900 FT
  - 7 NM
  - 1.8 NM
  - 3.6 NM

**TERMINAL DEPARTURE ZONE (TDZE)**
- 138 FT

**APP CRS**
- CH 48840 W35A
- 4000 FT
- 138 FT
- 138 FT

**RNAV (GPS) RWY 35**
- Grayling (KGX)(PAXG)
- Orig 12OCT17
- 62°54'N-160°04'W

**ACROSS THE PAGES**
- **ANCHORAGE CENTER**
  - 118.15 251.05

**DIRECTION OF TRAFFIC**
- CTAF 122.9

**WEATHER**
- SHX/PAHX AWOS-3P
  - 121.575
- **ANCHORAGE CENTER**
  - 118.15 251.05
- **KENAI RADIO**
  - 122.4

**AIRPORTS**
- UYUCE
  - 1575 FT
- **WEMUB**
  - 3500 FT

**DISTANCE**
- 3.0 NM to UYUCE
- 3.6 NM to RW35
- 3.6 NM to RW35
- 4 NM

**FT/IAF**
- UYUCE

**ATC**
- **KENAI RADIO**
  - 122.4
- **ANCHORAGE CENTER**
  - 118.15 251.05

**TEMPERATURE**
- **351°**
  - -24°C
RNAV (GPS) RWY 15L
GULKANA (GKN) (PAGK)

Circling Rwy 15R, 33L NA at night. Rwy 15L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

Procedure NA for arrivals at BEFTI northeast bound.

Procedure NA for arrivals at SMOKY on V456 southwest bound.

Procedure NA for arrivals at UREKA 10000.

MISSED APPROACH: Climb to 2100 then climbing right turn to 7000 direct SMOKY and hold, continue climb-in-hold to 7000.

RNAV (GPS) RWY 15L
GULKANA (GKN) (PAGK)

Systems, LNAV/VNAV NA below -21°C or above 54°C.

RNAV (GPS) RWY 15L
GULKANA (GKN) (PAGK)

RNAV (GPS) RWY 15L
GULKANA (GKN) (PAGK)

RNAV (GPS) RWY 15L
GULKANA (GKN) (PAGK)

RNAV (GPS) RWY 15L
GULKANA (GKN) (PAGK)
RNAV (GPS) RWY 33R
GULKANA (GKN) (PAGK)

- Holding Pattern
- RPN APCH-GPS
- Circling Rwy 15R, 33L NA at night. Rwy 33R helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

ASOS  134.85
ANCHORAGE CENTER  119.5 317.5
CTAF  122.9

Category

LPV DA

RNAV/VNAV DA

LNAV MDA

CIRCLING

GULKANA, ALASKA
Orig-A 08SEP22

Orig-A 08SEP22

ELEV 1586
TDZE 1573

RNAV (GPS) RWY 33R
GULKANA (GKN) (PAGK)

Orig-A 08SEP22

Orig-A 08SEP22

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Orig-A 08SEP22
Circling Rwy 15R, 33L NA at night. Rwy 15L helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct GKN VOR/DME and hold, continue climb-in-hold to 4000.
Circling to Rwy 15R, Rwy 33L NA at night. Rwy 15R, 33L helicopter visibility reduction below 1 SM NA.

**Procedure NA for arrivals at SMOKY on V456 southwest bound.**

**CIRCLING**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<td>2060-1</td>
<td>2080-1</td>
<td>2080-1½</td>
<td>2200-2</td>
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<td>474 (500-1)</td>
<td>494 (500-1)</td>
<td>494 (500-1½)</td>
<td>614 (700-2)</td>
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</table>
RNAV (GPS) RWY 29
GUSTAVUS(GST)(PAGS)

Circling NA northeast of Rwy 11-29. Ry 29 helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrivals at CSPER on V317, T278 westbound.

Procedure NA for arrivals at PELTE on V428 southbound.

RNAV (GPS) RWY 29
GUSTAVUS (GST) (PAGS)
GUSTAVUS TWO DEPARTURE (OBSTACLE)

**TAKING MINIMUMS**
- **Rwy 2:** 1600-3 for VCOA.
- **Rwy 11:** Standard with minimum climb of 230' per NM to 1000 or 1600-3 for VCOA.
- **Rwy 20:** Standard with minimum climb of 215' per NM to 1100 or 1600-3 for VCOA.
- **Rwy 29:** 300-1½ or standard with minimum climb of 270' per NM to 300 or 1600-3 for VCOA.

**NOTICE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKING RUNWAY 2:** VCOA.

**TAKING RUNWAY 11:** Climb to at or above 4000 to intercept SSR R-297 to SSR VORTAC.

**TAKING RUNWAY 20:** Climbing left turn to at or above 4000 to intercept SSR R-297 to SSR VORTAC.

**TAKING RUNWAY 29:** Climbing left turn to at or above 4000 to intercept SSR R-297 to SSR VORTAC.

**VCOA ALL RUNWAYS:** Obtain ATC approval for VCOA when requesting IFR clearance.

Climb in visual conditions to cross GUSTAVUS airport southeast bound at or above 1500, continue climb to at or above 4000 on SSR R-297 to SSR VORTAC.
TAKEOFF OBSTACLE NOTES

Rwy 11: Tree, navaids, vegetation beginning 2’ from DER, 64’ right of centerline, up to 11‘ AGL/36’ MSL.
Navaid 10’ from DER, 54’ left of centerline, 2‘ AGL/30’ MSL.
Navaid, tree beginning 10’ from DER, 148’ left of centerline, up to 6‘ AGL/33’ MSL.
Tree 118’ from DER, 329’ left of centerline, 12‘ AGL/38’ MSL.
Trees beginning 154’ from DER, 520’ right of centerline, up to 18‘ AGL/43’ MSL.
Tree 329’ from DER, 355’ left of centerline, 15‘ AGL/41’ MSL.
Tree 441’ from DER, 371’ left of centerline, 20‘ AGL/43’ MSL.
Tree 644’ from DER, 575’ left of centerline, 43‘ AGL/65’ MSL.
Trees beginning 691’ from DER, 496’ right of centerline, up to 90‘ AGL/115’ MSL.
Tree 906’ from DER, 587’ left of centerline, 103‘ AGL/129’ MSL.
Trees beginning 917’ from DER, 531’ right of centerline, up to 105‘ AGL/130’ MSL.
Trees beginning 922’ from DER, 609’ left of centerline, up to 111‘ AGL/136’ MSL.
Trees beginning 1173’ from DER, 550’ left of centerline, up to 114‘ AGL/140’ MSL.
Trees beginning 1349’ from DER, 561’ left of centerline, up to 116‘ AGL/141’ MSL.
Tree 1448’ from DER, 779’ right of centerline, 113‘ AGL/136’ MSL.
Trees beginning 1555’ from DER, 247’ right of centerline, up to 126‘ AGL/151’ MSL.
Trees beginning 2044’ from DER, 334’ left of centerline, up to 128‘ AGL/152’ MSL.
Trees beginning 2164’ from DER, 311’ left of centerline, up to 133‘ AGL/157’ MSL.
Trees beginning 2210’ from DER, 63’ right of centerline, up to 131‘ AGL/154’ MSL.
Trees beginning 2298’ from DER, 153’ left of centerline, up to 141‘ AGL/166’ MSL.

Rwy 20: Vegetation 2’ from DER, 130‘ left of centerline, 2‘ AGL/31’ MSL.
Vegetation 2’ from DER, 199’ right of centerline, 3‘ AGL/31’ MSL.
Vegetation 44’ from DER, 198’ right of centerline, 4‘ AGL/32’ MSL.
Trees, vegetation, fence beginning 51’ from DER, 129’ right of centerline, up to 86‘ AGL/113’ MSL.
Fence 68’ from DER, 350’ left of centerline, 7‘ AGL/35’ MSL.
Trees beginning 152’ from DER, 210’ left of centerline, up to 92‘ AGL/120’ MSL.
Trees beginning 621’ from DER, 197’ right of centerline, up to 93‘ AGL/121’ MSL.
Trees beginning 917’ from DER, 288’ left of centerline, up to 99‘ AGL/127’ MSL.
Trees beginning 984’ from DER, 197’ left of centerline, up to 101‘ AGL/130’ MSL.
Trees beginning 1041’ from DER, 267’ right of centerline, up to 94‘ AGL/122’ MSL.
Trees beginning 1079’ from DER, 261’ right of centerline, up to 100‘ AGL/127’ MSL.
Trees beginning 1100’ from DER, 261’ left of centerline, up to 106‘ AGL/133’ MSL.
Trees beginning 1159’ from DER, 2’ left of centerline, up to 121‘ AGL/148’ MSL.
Trees beginning 1592’ from DER, 462’ right of centerline, up to 112‘ AGL/141’ MSL.
Trees beginning 1691’ from DER, 35’ right of centerline, up to 114‘ AGL/142’ MSL.
Trees beginning 2141’ from DER, 9’ right of centerline, up to 121‘ AGL/148’ MSL.
Trees beginning 2596’ from DER, 688’ right of centerline, up to 129‘ AGL/155’ MSL.
Trees beginning 2758’ from DER, 23’ right of centerline, up to 144‘ AGL/169’ MSL.
Trees beginning 3516’ from DER, 308’ left of centerline, up to 124‘ AGL/149’ MSL.
Trees beginning 3703’ from DER, 90’ left of centerline, up to 130‘ AGL/155’ MSL.
Tree 5387’ from DER, 1409’ right of centerline, 147‘ AGL/172’ MSL.

(Continued on following page)
TAKEOFF OBSTACLE NOTES

Rwy 29: Vegetation 1' from DER, 457' left of centerline, 4' AGL/37' MSL.
   Navaid beginning 9' from DER, 54' right of centerline, up to 2' AGL/38' MSL.
   Navaid beginning 9' from DER, 64' left of centerline, up to 2' AGL/38' MSL.
   Navaid 10' from DER, 152' left of centerline, 5' AGL/40' MSL.
   Navaid, vegetation beginning 10' from DER, 140' right of centerline, up to 5' AGL/40' MSL.
   Tree 139' from DER, 312' right of centerline, 6' AGL/42' MSL.
   Tree 177' from DER, 385' left of centerline, 16' AGL/49' MSL.
   Tree 263' from DER, 473' left of centerline, 18' AGL/51' MSL.
   Trees beginning 354' from DER, 360' left of centerline, up to 30' AGL/63' MSL.
   Trees beginning 650' from DER, 368' left of centerline, up to 35' AGL/68' MSL.
   Tree 923' from DER, 631' right of centerline, 78' AGL/111' MSL.
   Tree 946' from DER, 396' right of centerline, 88' AGL/121' MSL.
   Trees beginning 1054' from DER, 280' right of centerline, up to 95' AGL/130' MSL.
   Trees beginning 1117' from DER, 167' left of centerline, up to 68' AGL/101' MSL.
   Trees beginning 1146' from DER, 147' right of centerline, up to 97' AGL/133' MSL.
   Trees beginning 1318' from DER, 430' left of centerline, up to 82' AGL/116' MSL.
   Trees beginning 1400' from DER, 486' left of centerline, up to 87' AGL/121' MSL.
   Trees beginning 1493' from DER, 145' right of centerline, up to 103' AGL/139' MSL.
   Tree 1896' from DER, 994' left of centerline, 90' AGL/124' MSL.
   Trees beginning 1930' from DER, 118' left of centerline, up to 121' AGL/156' MSL.
   Trees beginning 2220' from DER, 117' left of centerline, up to 134' AGL/169' MSL.
   Trees beginning 2383' from DER, 165' right of centerline, up to 108' AGL/144' MSL.
   Trees beginning 2680' from DER, 431' left of centerline, up to 135' AGL/170' MSL.
   Trees beginning 2835' from DER, 207' left of centerline, up to 139' AGL/174' MSL.
   Trees beginning 3552' from DER, 352' right of centerline, up to 121' AGL/158' MSL.
   Trees beginning 4183' from DER, 1024' left of centerline, up to 140' AGL/176' MSL.
   Trees beginning 4474' from DER, 1071' left of centerline, up to 141' AGL/177' MSL.
   Trees beginning 4741' from DER, 127' left of centerline, up to 159' AGL/195' MSL.
   Tree 5082' from DER, 24' right of centerline, 133' AGL/171' MSL.
   Trees beginning 5326' from DER, 188' right of centerline, up to 142' AGL/181' MSL.
   Trees beginning 5350' from DER, 21' left of centerline, up to 169' AGL/204' MSL.
   Trees beginning 5448' from DER, 86' right of centerline, up to 148' AGL/186' MSL.
   Trees beginning 5551' from DER, 14' left of centerline, up to 175' AGL/210' MSL.
   Trees beginning 5668' from DER, 39' right of centerline, up to 151' AGL/188' MSL.
   Trees beginning 5760' from DER, 3' right of centerline, up to 153' AGL/191' MSL.
   Trees beginning 5844' from DER, 85' right of centerline, up to 156' AGL/193' MSL.
   Trees beginning 5893' from DER, 64' right of centerline, up to 157' AGL/195' MSL.
   Trees beginning 1 NM from DER, 87' right of centerline, up to 174' AGL/212' MSL.
TAKEOFF OBSTACLE NOTES

Rwy 2: Vegetation beginning 6' from DER, 135' left of centerline, up to 6' AGL/35' MSL.
Vegetation 11' from DER, 262' right of centerline, 4' AGL/33' MSL.
Vegetation 32' from DER, 129' right of centerline, 3' AGL/35' MSL.
Vegetation, trees beginning 56' from DER, 178' right of centerline, up to 8' AGL/39' MSL.
Vegetation beginning 99' from DER, 173' left of centerline, up to 6' AGL/37' MSL.
Vegetation 112' from DER, 451' left of centerline, 7' AGL/38' MSL.
Tree 703' from DER, 164' right of centerline, 22' AGL/51' MSL.
Tree 1014' from DER, 747' right of centerline, 35' AGL/63' MSL.
Tree 1088' from DER, 314' left of centerline, 44' AGL/70' MSL.
Trees beginning 1089' from DER, 199' right of centerline, up to 67' AGL/99' MSL.
Tree 1118' from DER, 233' left of centerline, 67' AGL/99' MSL.
Tree 1140' from DER, 184' left of centerline, 70' AGL/101' MSL.
Tree 1142' from DER, 399' left of centerline, 86' AGL/121' MSL.
Trees beginning 1157' from DER, 364' right of centerline, up to 107' AGL/140' MSL.
Trees beginning 1214' from DER, 13' right of centerline, up to 113' AGL/145' MSL.
Tree 1222' from DER, 177' left of centerline, up to 105' AGL/140' MSL.
Tree 1339' from DER, 517' left of centerline, 110' AGL/142' MSL.
Trees beginning 1350' from DER, 13' left of centerline, up to 114' AGL/147' MSL.
Trees beginning 2872' from DER, 83' left of centerline, up to 115' AGL/149' MSL.
Trees beginning 3954' from DER, 78' right of centerline, up to 114' AGL/146' MSL.
Trees beginning 4206' from DER, 1324' left of centerline, up to 122' AGL/157' MSL.
Tree 1.9 NM from DER, 382' right of centerline, 158' AGL/365' MSL.
Trees beginning 1.9 NM from DER, 410' left of centerline, up to 136' AGL/369' MSL.
Tree 2 NM from DER, 810' right of centerline, 154' AGL/366' MSL.
Trees beginning 2 NM from DER, 57' right of centerline, up to 173' AGL/411' MSL.
Tree 2 NM from DER, 2653' left of centerline, 59' AGL/386' MSL.
Tree 2 NM from DER, 2050' left of centerline, 121' AGL/413' MSL.
Tree 2 NM from DER, 3311' left of centerline, 128' AGL/447' MSL.
Trees beginning 2.1 NM from DER, 39' left of centerline, up to 128' AGL/473' MSL.
Tree 2.1 NM from DER, 2107' right of centerline, 147' AGL/420' MSL.
Trees beginning 2.1 NM from DER, 846' right of centerline, up to 146' AGL/423' MSL.
Trees beginning 2.2 NM from DER, 2437' left of centerline, up to 86' AGL/529' MSL.
Tree 2.2 NM from DER, 472' right of centerline, 137' AGL/447' MSL.
Tree 2.2 NM from DER, 3161' right of centerline, 120' AGL/462' MSL.
Trees beginning 2.2 NM from DER, 2054' left of centerline, up to 144' AGL/589' MSL.
Trees beginning 2.2 NM from DER, 1069' right of centerline, up to 101' AGL/477' MSL.
Trees beginning 2.3 NM from DER, 1251' left of centerline, up to 153' AGL/633' MSL.
Trees beginning 2.3 NM from DER, 670' right of centerline, up to 92' AGL/531' MSL.
Trees beginning 2.3 NM from DER, 98' left of centerline, up to 94' AGL/642' MSL.
Trees beginning 2.3 NM from DER, 1340' right of centerline, up to 119' AGL/591' MSL.
Tree 2.4 NM from DER, 2405' left of centerline, 111' AGL/744' MSL.
Trees beginning 2.4 NM from DER, 146' right of centerline, up to 193' AGL/683' MSL.
Trees beginning 2.4 NM from DER, 1354' left of centerline, up to 171' AGL/851' MSL.
Trees beginning 2.4 NM from DER, 404' left of centerline, up to 189' AGL/919' MSL.
Tree 2.4 NM from DER, 1934' right of centerline, 135' AGL/780' MSL.
Tree 2.4 NM from DER, 2671' right of centerline, up to 133' AGL/781' MSL.
Trees beginning 2.5 NM from DER, 796' right of centerline, up to 171' AGL/953' MSL.
Tree 2.5 NM from DER, 2715' right of centerline, 155' AGL/962' MSL.
Tree 2.5 NM from DER, 2236' right of centerline, 153' AGL/967' MSL.
Trees beginning 2.5 NM from DER, 151' right of centerline, up to 161' AGL/977' MSL.
RNAV (GPS) RWY 15
HEALY RIVER (HRR) (PAHV)

Circling NA northeast of Rwy 15-33. Procedure NA at night. Use McKinley Park altimeter setting; when not received, procedure NA. Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 5800 direct TOTLE and on track 278° to EVIEE and hold.

Missed approach requires minimum climb of 340 feet per NM to 3100.

INR/PAIN AWOS 3P
135.75

ANCHORAGE CENTER
120.9 319.2

CTAF
122.9

RNAV (GPS) RWY 15
HEALY RIVER (HRR) (PAHV)

RNAV (GPS) RWY 15
HEALY RIVER (HRR) (PAHV)
RNAV (GPS)-A
HEALY RIVER (HRR) (PAHV)

Procedure NA at night. Rwy 15 and 33 helicopter visibility reduction below 1 SM NA. Use McKinley Park altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 5800 direct TOTLE and on track 278° to EVIEE and hold.

INR/PAIN AWOS-3P
135.75

ANCHORAGE CENTER
120.9 319.2

CTAF
122.9

HEALY, ALASKA
AL-10968 (FAA)
22363

RNAV (GPS)-A
HEALY RIVER (HRR) (PAHV)

MISSED APCH FIX

EVIEE

TOTLE

(MAP)

WATOP

FURZY

LOUMA

LOUMA

(F) (FAF)

WATOP

WATOP

5800

TOTLE

EVIEE

TR 278°

Procedure NA for arrivals at CAWIN on V438 and T227 southwest bound.

Please note the aerial view and the map details including waypoints, elevations, and navigation instructions.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb on heading 336° to 1800, then climb direct to ZOBIN, then on track 312° to RUTOY, then on track 290° to cross EVIEE at or above MEA for route of flight.
RNAV (GPS) RWY 2
HOLY CROSS (HCA) (PAHC)

AWOS-3P
ANCHORAGE CENTER
KENAI RADIO
CTAF

118.325
118.15 251.05
122.45
122.8

Category

A     B     C     D
LP MDA  560-1  486 (500-1)  560-1½  486 (500-1½)
LNAV MDA  800-1  726 (800-1)  800-2  726 (800-2)
CIRCLING  800-1  725 (800-1)  800-2  725 (800-2)  800-2/4  725 (800-2/4)

Amdt 1 11JUL24

HOLY CROSS, ALASKA
Amdt 1 11JUL24

62°11’N-159°46’W

HOLY CROSS, ALASKA
AL-9470 (FAA)

Circling Rwy 20 NA at night. Circling NA west of Rwy 2-20. Rwy 2 helicopter visibility reduction below ½ SM NA. VDP NA when using Anvik altimeter setting.

When local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet and LNAV visibility Cat B, C and D ½ SM, and LP visibility Cat C and D ¾ SM, and Circling all visibilities ½ SM.

AWOS-3P  118.325
ANCHORAGE CENTER  118.15 251.05
KENAI RADIO  122.45
CTAF  122.8

ELEV 75  TDZE 74

MISSED APPROACH: Climbing right turn to 3400 direct LOKPE and on track 241° to TRUMN and hold, continue climb-in-hold to 3400.
Circling NA west of Rwy 2-20. Rwy 20 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Anchorage local altimeter setting and increase all MDAs 120 feet. LNAV all visibilities 1/2 SM, LP visibilities Cats C and D 1 1/2 SM, and Circling visibilities Cats B, C, and D 1 SM. Straight-in and Circling Rwy 20 NA at night.

AWOS-3P
118.325

ANCHORAGE CENTER
118.15 251.05

KENAI RADIO
122.45

CTAF
122.8

HOLY CROSS, ALASKA

RNAV (GPS) RWY 20

HOLY CROSS (HCA)(PAHC)

MISSED APPROACH: Climbing left turn to 2700 direct GODHY and on track 351° to NUANC and hold.
**RNAV (GPS) Y Rwy 4**

**HOMER (HOM) (PAHO)**

**WAAAS**
- CH 86933
- W04B

**APP CRS**
- 038°

**RNAV APCH:**
- Circling NA northwest of Rwy 4-22. Inop table does not apply to LP and LNAV Cats A/B. Circling NA to waterways 6W and 24W. For inop ALS, increase LP Cat C/D visibility to 1 1/2 SM.

**AFIS**
- 135.65

**ANCHORAGE CENTER**
- 125.9  270.3

**HOMER RADIO**
- 123.6 (CTAF)

**UNICOM**
- 122.7  123.0  123.05

**MALISF**
- ε

**MISSED APPROACH:** Climb to 500 then climbing right turn to 3500 direct HUMOD and hold.

**Procedure NA for arrivals at ELDOH on V321 southwest bound.**

**Procedure NA for arrivals at JEKEX on V439 southwest bound.**

**Visual Segment - Obstacles:**
- 038° 3400
- 2000
- DIDCU
- FOVPU
- HUMOD

** CATEGORY**
- A
- B
- C
- D

**LP MDA**
- 460-1
- 382 (400-1)

**LNAV MDA**
- 760-1  682 (700-1)
- 760-3/4 682 (700-1/4)

**CIRCLING**
- 760-1  676 (700-1)
- 676 (700-2)
- 676 (700-2/4)

**HOMER, ALASKA**

Amdt 1D  20JUN19

**HOMER (HOM) (PAHO)**

59°39'N-151°29'W
RNAV (GPS) Y RWY 22
HOMER (HOM) (PAHO)

Inop table does not apply to LP and LNAV Cat A/B. Circling NA northwest of Rwy 4-22. Circling NA to waterways 6W and 24W. For inop ALS, increase LP Cat C/D visibility to 1½ SM and LNAV Cat C/D to 1½ SM.

Procedure NA for arrivals at KASSI on V435 northbound.

Procedure NA for arrivals at ZIBVI on V438 northbound.

Final approach course offset 9.82°.

MISSED APPROACH: Climb to 2600 direct PUCK and hold.

<table>
<thead>
<tr>
<th>AFIS</th>
<th>ANCHORAGE CENTER</th>
<th>HOMER RADIO</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.65</td>
<td>125.9 270.3</td>
<td>123.6 (CTAF)</td>
<td>122.7 123.0 123.05</td>
</tr>
</tbody>
</table>

**RNP APCH.**

**MALSIR**

**UNICOM**

**HOMER RADIO**

**ANCHORAGE CENTER**

**AFIS**

**MALSIR**

**UNICOM**

**HOMER RADIO**

**ANCHORAGE CENTER**

**AFIS**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Inop table does not apply to LPV all Cats.

Procedure NA for arrivals at ELDOH on V321 southwest bound.

Procedure NA for arrivals at JEKEX on V439 southbound.

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00°/TCH 52).

LPV DA
- DDA 444-1 366 (400-1)

LNAV/ VNAV DA
- DDA 558-1 366 (500-1)

HOMER, ALASKA
Amdt 1C 20JUN19

59°39’N-151°29’W
RNAV (GPS) Z RWY 22
HOMER (HOM) (PAHO)

Helicopter visibility reduction below ½ SM NA. Inop table does not apply to LPV minimums. Baro-VNAV NA. When local altimeter setting not received, procedure NA. For inop ALS increase LNAV/VNAV all Cats visibility to 1½ SM.

Procedure NA for arrivals at KASSI on V435 northbound.
Procedure NA for arrivals at ZIBVI on V438 northbound.
Procedure NA for arrivals at KASSI on V435 northbound.
Procedure NA for arrivals at ZIBVI on V438 northbound.

MISSED APPROACH: Climb to 2600 direct PLICK and hold.

AFIS 135.65
ANCHORAGE CENTER 125.9 270.3
HOMER RADIO 123.6 (CTAF)
UNICOM 122.7 123.0 123.05
**RNAV (GPS) RWY 32**

**HOOPER BAY (HPB) (PAHP)**

**AWOS-3P**

**135.1**

**ANCHORAGE CENTER**

**124.5**

**KENAI RADIO**

**122.4**

**CTAF**

**123.0**

**RNP APCH - GPS.**

- Rwy 32 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.

**MISSING APCH FIX**

- 4 NM COYRA

**MISSED APPROACH:** Climb to 2000 direct COYRA and hold.

**REIL** Rwy 14 and 32

**MIRL Rwy 14-32**

**AWOS-3P**

**135.1**

**KENAI RADIO**

**122.4**

**CTAF**

**123.0**

**HOOPER BAY, ALASKA**

**AL-6831 (FAA)**

**Amdt 2 08SEP22**

**61°31'N-166°09'W**

**255**
RNAV (GPS) RWY 18
HUGHES (HUS) (PAHU)

AIR NAV MDA

CIRCLING

APP CRS 181°
Rwy Idg 3381
TDZE 299
Apt Elev 299

RNP APCH-GPS.

NA

Procedure NA at night. Circling NA west of Rwy 18-36. Rwy 18 helicopter visibility reduction below 1 SM NA. Use Indian Mountain LRRS altimeter setting. When Indian Mountain LRRS altimeter setting not received, procedure NA.

ANCHORAGE CENTER 124.6 352

CTAF 122.9

CTAF 122.9

MISSED APPROACH: Climb to 6300 direct AJDUV and on track 105° to MOGFO and hold, continue climb-in-hold to 6300.

MISSING APCH FIX

MOGFO

AJDUV

VUTOF

5 NM

HOLD 9000 4100

5 NM

IBVAW

6300 AJDUV

MOGFO

CEANY

RW18

181°

2500

2700

209°

209°

029° 9000 4100

3.00°

105°

3.7 NM

3.5 NM

047°

4100

5 NM

HOLD 9000 4100

3.7 NM

AJDUV

Rwy 18

MOGFO

257

181° to RW18

MIRL Rwy 18-36

66°02'N-154°16'W

1061 (1100-1 1)

1360-1/18 3045

273°

4100

105°

Holding Pattern

CEANY

347°

343°

2500

105°

2700

209°

209°

9000 4100

CTAF 122.9

MOGFO

AJDUV

VUTOF

5 NM

HOLD 9000 4100

3.7 NM

AJDUV

Rwy 18

MOGFO

257
RNAV (GPS) RWY 36
HUGHES (HUS) (PAHU)

**RNPA**
Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA west of Rwy 18-36. Use Indian Mountain LRRS altimeter setting. When Indian Mountain LRRS altimeter setting not received, procedure NA.

**ANCHORAGE CENTER**
124.6 352

**CTAF**
122.9

**RNAV (GPS) RWY 36**
HUGHES (HUS) (PAHU)

**Category**
<table>
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<tr>
<td>LNAV MDA</td>
<td>1440-1/4</td>
<td>1440-1/2</td>
<td>1440-3</td>
<td>NA</td>
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<tr>
<td>LP  MDA</td>
<td>1440-1/4</td>
<td>1440-1/2</td>
<td>1440-3</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1440-1/4</td>
<td>1440-1/2</td>
<td>1580-3</td>
<td>NA</td>
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</tbody>
</table>

**Procedure NA** for arrivals at TOYKU westbound on V229-V531.

**MISSED APPROACH:** Climb to 5000 direct UHHOV and on track 026° to VUTOF and hold, continue climb-in-hold to 5000.

**CTAF**
122.9

**RNAV (GPS) RWY 36**
HUGHES (HUS) (PAHU)

**Category**
<table>
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<tr>
<td>CIRCLING</td>
<td>1440-1/4</td>
<td>1440-1/2</td>
<td>1580-3</td>
<td>NA</td>
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</table>

**Anchorage Center**
124.6 352

**CTAF**
122.9

**RNAV (GPS) RWY 36**
HUGHES (HUS) (PAHU)

**Category**
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<td>1440-1/4</td>
<td>1440-1/2</td>
<td>1580-3</td>
<td>NA</td>
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**Anchorage Center**
124.6 352

**CTAF**
122.9

**RNAV (GPS) RWY 36**
HUGHES (HUS) (PAHU)

**Category**
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<td>1440-1/2</td>
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</table>
DEPARTURE ROUTE DESCRIPTION

NOTE: Chart not to scale.

AL-10156 (FAA)

(OBSTACLE) (RNAV)

HUGHES ONE DEPARTURE

HUGHES, ALASKA

HUS (PAHU)

NOTE: Procedure NA at night.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: RNAV 1.

Rwy 36: 400' 2', 180' per NM to 1400.

TAKEOFF RUNWAY 18: Climb on heading 181° to 799, then direct AJDUV, then on track 092° to MOGFO, cross MOGFO at or above MEA/MCA for assigned route of flight.

TAKEOFF RUNWAY 36: Climb on heading 001° to 799, then direct CEANY, then on track 167° to MOGFO, cross MOGFO at or above MEA/MCA for assigned route of flight.

TAKEOFF MINIMUMS

Rwy 18: Standard with minimum climb of 315' per NM to 1400.

Rwy 36: 400' 2', 180' per NM to 1400.

TWO DEPARTURE (OBSTACLE) (RNAV)

NOTES CONTINUED ON FOLLOWING PAGE

ANCHORAGE CENTER

124.6 322

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024
TAKEOFF OBSTACLE NOTES

Rwy 18: Tree 5' from DER, 205' right of centerline, 32' AGL/324' MSL.
  - Trees beginning 13' from DER, 150' right of centerline, up to 41' AGL/332' MSL.
  - Trees beginning 36' from DER, 176' left of centerline, up to 59' AGL/350' MSL.
  - Trees beginning 161' from DER, 244' left of centerline, up to 61' AGL/352' MSL.
  - Tree 187' from DER, 471' left of centerline, 61' AGL/354' MSL.
  - Trees beginning 235' from DER, 64' left of centerline, up to 65' AGL/358' MSL.
  - Trees beginning 510' from DER, 187' left of centerline, up to 68' AGL/362' MSL.
  - Tree 1484' from DER, 855' right of centerline, 51' AGL/347' MSL.
  - Tree 1886' from DER, 561' right of centerline, 54' AGL/350' MSL.
  - Tree 2187' from DER, 325' right of centerline, 54' AGL/353' MSL.
  - Trees beginning 2199' from DER, 106' right of centerline, up to 64' AGL/364' MSL.
  - Tree 2510' from DER, 16' left of centerline, 72' AGL/365' MSL.
  - Trees beginning 2524' from DER, 52' right of centerline, up to 68' AGL/370' MSL.
  - Trees beginning 2626' from DER, 168' right of centerline, up to 76' AGL/377' MSL.
  - Tree 2664' from DER, 7' left of centerline, 81' AGL/375' MSL.
  - Trees beginning 2666' from DER, 225' right of centerline, up to 78' AGL/379' MSL.

Rwy 36: Trees, vehicles on road beginning 1' from DER, 345' right of centerline, up to 28' AGL/322' MSL.
  - Vegetation 42' from DER, 123' left of centerline, 5' AGL/301' MSL.
  - Trees beginning 76' from DER, 90' left of centerline, up to 35' AGL/318' MSL.
  - Trees, vehicles on road beginning 77' from DER, 86' right of centerline, up to 31' AGL/328' MSL.
  - Poles, trees, catenary, vehicles on road, antenna, buildings, vertical structures beginning 105' from DER, 117' right of centerline, up to 34' AGL/331' MSL.
  - Trees beginning 138' from DER, 142' left of centerline, up to 44' AGL/337' MSL.
  - Trees beginning 294' from DER, 132' left of centerline, up to 46' AGL/340' MSL.
  - Tree, vehicles on road beginning 360' from DER, 482' right of centerline, up to 47' AGL/344' MSL.
  - Trees beginning 415' from DER, 528' right of centerline, up to 49' AGL/346' MSL.
  - Trees, vehicles on road, buildings, vertical structures, poles, lighting, tower, catenary, antenna beginning 448' from DER, 198' right of centerline, up to 51' AGL/348' MSL.
  - Trees, poles, catenary beginning 1012' from DER, 277' right of centerline, up to 48' AGL/403' MSL.
  - Trees beginning 1203' from DER, 568' right of centerline, up to 63' AGL/511' MSL.
  - Trees beginning 1415' from DER, 275' right of centerline, up to 52' AGL/553' MSL.
  - Tree 1573' from DER, 760' right of centerline, 54' AGL/587' MSL.
  - Trees beginning 1599' from DER, 394' right of centerline, up to 50' AGL/595' MSL.
  - Trees beginning 1780' from DER, 314' right of centerline, up to 52' AGL/607' MSL.
  - Trees beginning 1823' from DER, 316' right of centerline, up to 53' AGL/611' MSL.
  - Trees beginning 2200' from DER, 356' right of centerline, up to 54' AGL/630' MSL.
  - Tree 2.1 NM from DER, 3729' right of centerline, 18' AGL/627' MSL.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3500 direct SECOB and via 098° track to TOYKU and hold, continue climb-in-hold to 3500.

**AWOS-3P** 135.75

**ANCHORAGE CENTER** 127.0 290.2

**FAIRBANKS RADIO** 122.4

**UNICOM** 122.8 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSCD APPROACH: Climb to 3000 direct ECAGU and via 164° track to HISOB and hold.

MISSED APPROACH: Climb to 3000 direct ECAGU and via 164° track to HISOB and hold.
HUSLIA, ALASKA

VOR/DME RWY 3
HUSLIA (HLA) (PAHL)

Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on heading 201° and HSL R-171 to HISOB/14.1 DME and hold.

AWOS-3P
135.75

ANCHORAGE CENTER
127.0  290.2

FAIRBANKS RADIO
122.4

UNICOM
122.8 (CTAF)

REMINDERS:
- VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).
- Helicopter visibility reduction below 3/4 SM NA.

HUSLIA
117.4 HSL  Chan 121

FITUT
HSL 14

Remain within 10 NM

3000
002°

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

S-3

CIRCLING
600-1
380 (400-1)

AL-9273 (FAA)
19283

Ak, 11 Jul 2024 to 05 Sep 2024

HUSLIA (HLA) (PAHL)

65°42'N-156°21'W

Orig-C 13NOV14

AK, 11 JUL 2024 to 05 SEP 2024
<table>
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<tr>
<th>CATEGORY</th>
<th>A</th>
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<tbody>
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<td>LNAV MDA</td>
<td>460-1</td>
<td>370 (400-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>580-1</td>
<td>490 (500-1)</td>
<td>660-1</td>
<td>570 (600-1)</td>
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</tbody>
</table>
RNAV (GPS) RWY 23
IGIUGIG (IGG)(PAIG)

**APP CRS**
- 233°
- 3000
- 90
- 90

**ELEV**
- 90

**CTAF**
- 122.8°

**AWOS 3P**
- 119.925

**ANCHORAGE CENTER**
- 118.8

**RNAV (GPS) RWY 23**

**MISSED APPROACH:** Climbing left turn to 4000 direct GAGTE and hold.

if local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

- **IGIUGIG, ALASKA**
- **AL-10157 (FAA)**
- **21280**
- **AK, 11 JUL 2024 to 05 SEP 2024**

- **AWOS 3P** - 119.925
- **ANCHORAGE CENTER** - 118.8
- **CTAF** - 122.8°

**Procedure**

4000 GAGTE

- VDP NA with Iliamna altimeter setting.

- 1.3 NM to RW23

CEKIT

**LNAV MDA**
- 440-1
- 350 (400-1)
- NA

**CIRCLING**
- 580-1
- 490 (500-1)
- 660-1
- 570 (600-1)
- NA

- **IGIUGIG, ALASKA**
- **Orig-E 07OCT21**
RNAV (GPS) RWY 8
ILIAMNA (ILI) (PAIL)

AFIS 134.95
ANCHORAGE CENTER 118.8
ILIAMNA RADIO 123.6 (CTAF)

Rwy Idg 5086
TDZE 192
Apt Elev 192

When local altimeter setting not received, procedure NA.
Rwy 8 helicopter visibility reduction below ½ SM NA.
Circling NA to waterways N, S, E, W.

MISSPAPED APPROACH: Climb to 600, then
climbing right turn to 7000 direct NUTUW
and hold, continue climb-in-hold 7000.

Category A

LNAV MDA 580-1 388 (400-1)

CIRCLING 740-1 548 (600-1)

RNAV (GPS) RWY 8
ILIAMNA (ILI) (PAIL)

ANMIA, ALASKA

Amdt 4A  21MAR24

266
RNAV (GPS) RWY 18
ILIAMNA (ILI) (PAIL)

MISSED APPROACH: Climb to 7000 direct AGONE and on track 233° to NUTUW and hold, continue climb-in-hold to 7000.

AFIS 134.95
ANCHORAGE CENTER 118.8
ILIAMNA RADIO 123.6 (CTAF)

RATIONALE:
- Rwy 18 helicopter visibility reduction below 3/4 SM NA. When Iliamna altimeter setting not received, procedure NA.
- Circling NA to waterways N, S, E, W.
RNAV (GPS) RWY 26
ILLIAMNA (ILI) (PAIL)

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C. When local altimeter setting not received, procedure NA.

Circling NA to waterways N, S, E, W.

MISSED APPROACH: Climb to 600, then climbing left turn to 7000 direct NUTUW and hold, continue climb-in-hold to 7000.
RNAV (GPS) RWY 36
ILIAMNA (ILI) (PAIL)

AFIS 134.95  ANCHORAGE CENTER 118.8  ILIAMNA RADIO 123.6 [CTAF]

MISSED APCH FIX
FORAX

ELEV 192  TDZE 179
REIL Rwys 26 and 36
MIRL Rwys 8-26 and 18-36

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C. When local altimeter setting not received, procedure NA. Circling NA to waterways N, S, E, W.

Amdt 3A  21MAR24

RNAV (GPS) RWY 36
ILIAMNA (ILI) (PAIL)

59°45'N-154°55'W
Circling Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below 1/2 SM NA. Circling NA to waterways N, S, E, W.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 186° then climbing right turn to 4800 direct ILI NDB/DME and hold, continue climb-in-hold to 4800.

AFIS
134.95

ANCHORAGE CENTER
118.8

ILIAMNA RADIO
123.6 (CTAF)

ELEV 192
TDZE 179

REIL Rwys 26 and 36
MIRL Rwys 8-26 and 18-36

MIRL Rwys 8-26 and 18-36

NDB RWY 36
ILIAMNA (ILI) (PAIL)

ILIAMNA, ALASKA
Amdt 28  21MAR24

59°45'N-154°55'W
**RNAV (GPS) RWY 24**

**INDIAN MOUNTAIN LRRS (PAIM)**

**ANCHORAGE CENTER**

| 124.6 352.0 |

**CTAF**

| 126.2 |

**FAIRBANKS RADIO**

| 122.6 |

**NOT FOR CIVIL USE**

4313

**MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY**

**EMERG SAFE ALT 100 NM 10,100**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LNNAV MDA</strong></td>
<td>2360-1½</td>
<td>2360-1½</td>
<td>NA</td>
</tr>
</tbody>
</table>

**UTOPIA CREEK, ALASKA**

**AL-2335 (USAF)**

**APCH CRS**

| 243° |

**Rwy Idg**

| 4100 |

**TDZE**

| 1161 |

**Arpt Elev**

| 1261 |

**AWOS-3**

**CAUTION**

- Terrain 960 ft MSL, 200 ft from threshold, 200 ft left of course.
- Night operations not authorized.
- DME/DME RNP -0.3 NA
- Uncontrolled airspace below 7000 AGL within 4 NM of Indian Mountain airport.

**CIRCLING NOT AUTHORIZED**

**UTOPIA CREEK, ALASKA**

66°00'N - 153°42'W

**INDIAN MOUNTAIN LRRS (PAIM)**

Amdt 3 14JUL22

AK, 11 JUL 2024 to 05 SEP 2024
**NOT FOR CIVIL USE**

**MILITARY CERTIFIED AIRCREWS or AUTHORIZED CONTRACT AIRCRAFT ONLY**

**EMERG SAFE ALT 100 NM 10,100**

**CATEGORY** | **A** | **B** | **C** | **D**
---|---|---|---|---
S-24 | 3940-1/4 | 3940-1/2 | 3940-3 | 2779 (2700-1/4)
      | 2779 (2700-1/2) | 2779 | 2779 (2700-3)

**CIRCLING** | **NOT AUTHORIZED**

**UTOPIA CREEK, ALASKA**

**TDZE 1161**

**Land Rwy 24**
**Take-off Rwy 6**

**REIL Rwy 24**

**ANCHORAGE CENTER APP/DEP CON**
**RCO**
**CTAF**
**AWOS-3**

**CAUTION** Rwy located on a slope of a 3415’ mountain with W end at the base of cliff, APPROACH ONLY FROM THE EAST.

**CAUTION** Terrain, 982’ MSL, 200’ from thld, 872’ left of course.

Successful go around improbable if initiated past MAP.

Uncontrolled Airspace below 700’ AGL within 4 NM of Indian Mountain airport.

Visibility reduction by helicopters NA.

PAPI Beyond 8° right of RCL unusable.

**UTOPIA CREEK, ALASKA**

**66°00’N-153°42’W**

**INDIAN MOUNTAIN LRRS**
**PAIM**

**NDB RWY 24**

**MISSED APPROACH**: Climb to 5000, then climbing left turn to 6600 direct UTO ND8 and hold. Continue climb climb-in-hold to 6600.
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 06: Climb heading 063° to 2000, then right turn direct CLYDD, then right turn on track 171° to ELCON, climb and maintain 8000.

TAKE-OFF RWY 24: NA

GPS REQUIRED
Circling NA at night. Rw 8 helicopter visibility reduction below 
1 SM NA. When Juneau altimeter setting not received, procedure NA. 
When VGSI inap, procedure NA at night. Lead-in lights not aligned 
with final approach course. For inap Lead-in lights, increase visibility 
to 4 SM. Circling NA north of Rw 8-26.

MISSED APPROACH: Climbing left turn to 
9000 direct MUGGZ and an 281° track to 
CHILL and hold, continue climb-in-hold to 
9000. *Missed approach requires 
minimum climb of 363 feet per NM to 
3200.

ATIS  135.2
ANCHORAGE CENTER  139.3
JUNEAU TOWER*  118.7 (CTAF)  278.3
GND CON  121.9
CLNC DEL  121.9
JUNEAU RADIO  122.2
UNICOM  122.95

MISSED APCH FIX
7 NM

HIRL Rwy 8-26
REIL Rwy 8 and 26
RLLS Rwy 8

ELEV 25
D

RNNP APCH - GPS.

LNAV MDA*  1880-2  1855 (1900-2)  NA
LNAV MDA  2340-3  2315 (2400-3)  NA
CIRCLING  2340-3  2315 (2400-3)  NA
Circling to Rwy 26 NA at night. Circling NA north of Rwy 8-26. Rwy 8 helicopter visibility reduction below 1 SM NA. Inop table does not apply. When Juneau altimeter setting not received, procedure NA. CAUTION: Any go-around after passing MAP will not provide standard obstruction clearance. Circling Cat A night visibility minimum 5 SM, Circling Cat B, C, D night visibility minimum 10 SM. Straight-in Rwy 8 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

Misssed Approach: Immediate climbing right turn to 5600 on heading 310° and on CGL NDB bearing 251° to intercept CGL NDB, hold. VORTAC R-027 direct SSR bearing 251° to intercept SSR heading 310° and on CGL NDB climbing right turn to 5600 on MSA CGL 25 NM.

ATIS 135.2 ANCHORAGE CENTER 133.9 JUNEAU TOWER* 118.7 (CTAF) 278.3 GND CON 121.9 CLNC DEL 121.9 JUNEAU RADIO 122.2 UNICOM 122.95

Remain within 10 NM

Use I-JDL DME when on LDA course.

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-LDA 8</td>
<td>3200-4</td>
<td>3175 (3200-4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3200-4</td>
<td>3175 (3200-4)</td>
<td>3340-4</td>
<td>3700-4</td>
</tr>
<tr>
<td></td>
<td>3315 (3400-4)</td>
<td>3675 (3700-4)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Juneau, Alaska

275
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
JUNEAU SIX DEPARTURE (OBSTACLE)

ANCHORAGE CENTER
133.9
ATIS
135.2
GND CON
121.9
JUNEAU TOWER
118.7 (CTAF) 278.3
JUNEAU RADIO
122.2

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 8: 1000-3 with minimum climb from 1000 as stated per transition.
Rwy 26: 600-2 or standard with minimum climb of 595’ per NM to 800, then as stated per transition.

NOTE: SISTERS ISLAND and ELEPHANT Transitions: Minimum climb of 330’ per NM to 2800.
NOTE: LEVEL ISLAND and SUMNER STRAIT Transitions: Minimum climb of 385’ per NM to 4600’.
NOTE: ADF required.
NOTE: Obtain ATC approval for this procedure if not issued as part of the IFR clearance.
CAUTION: Rapidly rising terrain to 3000’ MSL north, south and east of airport.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn as soon as practical. Climb in visual conditions direct CGL NDB or heading 279° to I-JDL West course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL West course/2 DME at or above 1000 MSL), thence. . . .

TAKEOFF RUNWAY 26: Climbing left turn heading 252° to CGL NDB or I-JDL West course/2 DME, thence. . . .

. . . .on I-JDL West course or 251° bearing from CGL NDB to BARLO I-JDL 8 DME, then on (transition).

ELEPHANT TRANSITION (JNU6.EEF): From over BARLO INT on EEF bearing 026° to EEF NDB.

LEVEL ISLAND TRANSITION (JNU6.LVD): From over BARLO INT on heading 140° and EEF bearing 075° to RADKY INT, then on SQM bearing 314° to SQM NDB, then on SQM bearing 048° and LVD R-228 to LVD VOR/DME.

SISTERS ISLAND TRANSITION (JNU6.SSR): From over BARLO INT on SSR R-027 to SSR VORTAC.

SUMNER STRAIT TRANSITION (JNU6.SQM): From over BARLO INT on heading 140° and EEF bearing 075° to RADKY INT, then on SQM bearing 314° to SQM NDB.

TAKEOFF OBSTACLE NOTES

Rwy 8: Trees beginning 47° from DER, on centerline, up to 1' AGL/66' MSL.
Rwy 26: Trees beginning 1157° from DER, 572° right of centerline, up to 81° MSL.
Tree 5798° from DER, 367° right of centerline, 180° MSL.
Tree 913° from DER, 229° right of centerline, up to 196° MSL.
Tree 6037° from DER, 727° right of centerline, up to 223° MSL.
Tree 1 NM from DER, 276° left of centerline, 178° MSL.
Trees beginning 1 NM from DER, 41° right of centerline, up to 269° MSL.
Trees beginning 1 NM from DER, 124° left of centerline, up to 228° MSL.
Trees beginning 1 NM from DER, 686° right of centerline, up to 281° MSL.
Trees beginning 1 NM from DER, 118° right of centerline, up to 298° MSL.
Trees beginning 1 NM from DER, 281° left of centerline, up to 269° MSL.
Trees beginning 1 NM from DER, 82° left of centerline, up to 273° MSL.
Trees beginning 1 NM from DER, 62° left of centerline, up to 334° MSL.
Trees beginning 1 NM from DER, 898' right of centerline, up to 317° MSL.
Trees beginning 1 NM from DER, 125° right of centerline, up to 339° MSL.
Trees beginning 1 NM from DER, 315° right of centerline, up to 348° MSL.
Trees beginning 1 NM from DER, 1483° right of centerline, up to 364° MSL.
Trees beginning 1.1 NM from DER, 80° left of centerline, up to 370° MSL.
Trees beginning 1.1 NM from DER, 129° right of centerline, up to 365° MSL.
Trees beginning 1.1 NM from DER, 312° right of centerline, up to 373° MSL.
Trees, tower beginning 1.1 NM from DER, 91° left of centerline, up to 403° MSL.
Trees beginning 1.1 NM from DER, 90° right of centerline, up to 402° MSL.
Tree 1.1 NM from DER, 712° right of centerline, 409° MSL.
Trees beginning 1.1 NM from DER, 165° right of centerline, up to 454° MSL.
Tree 1.1 NM from DER, 26° left of centerline, 409° MSL.
Trees, tower, poles beginning 1.1 NM from DER, 36° left of centerline, up to 435° MSL.
Tree 1.1 NM from DER, 721° right of centerline, 474° MSL.
Tree 1.1 NM from DER, 863° right of centerline, 488° MSL.
Tree 1.1 NM from DER, 997° right of centerline, 503° MSL.
Trees beginning 1.1 NM from DER, 550° right of centerline, up to 504° MSL.
Trees beginning 1.1 NM from DER, 141° right of centerline, up to 520° MSL.
Trees beginning 1.2 NM from DER, 100° right of centerline, up to 541° MSL.
Towers, trees beginning 1.2 NM from DER, 114° right of centerline, up to 63° AGL/588° MSL.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 8:** Climbing right turn as soon as practical. Climb in visual conditions direct CGL NDB or heading 279° to I-JDL West course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL West course/2 DME at or above 1000 MSL), thence . . . .

**TAKEOFF RUNWAY 26:** Climbing left turn heading 252° to CGL NDB or I-JDL West course/2 DME, thence . . . .

. . . via I-JDL West course or 251° bearing from CGL NDB to cross CUSHI INT/I-JDL 26 DME at or above 10000, then on I-JDL West course or CGL NDB bearing 251° to ASORT INT/I-JDL 37 DME.

**NOTE:** Chart not to scale.

**NOTE:** If climb-in-holding anticipated at CUSHI INT, advise ATC prior to departure.

**NOTE:** ADF or DME required.

**NOTE:** Rapidly rising terrain to 3000' MSL, north, south and east of airport. Terrain 1270' MSL and 1718' MSL approximately 2 NM SSE of Rwy 08.

**CAUTION:** Trees beginning 1045' from DER, 37' right of centerline, up to 148' AGL/564' MSL. Trees beginning 5862' from DER, 86' right of centerline, up to 148' AGL/564' MSL. Trees beginning 1.1 NM from DER, 67' left of centerline, up to 148' AGL/564' MSL.

Terrain beginning 1.1 NM from DER, 229' right of centerline, up to 462' MSL. Terrain beginning 1.1 NM from DER, 65' left of centerline, up to 462' MSL. Tower light, 1.2 NM from DER, 876' right of centerline, 63' AGL/588' MSL. Ant on OL twr, 1.2 NM from DER, 881' right of centerline, 585' MSL. Comm tower, 1.2 NM from DER, 1874' left of centerline, 84' AGL/252' MSL. Navaid, 17' from DER 469' right of centerline, 23' AGL/45' MSL.

OL AMOM, 20' DER, 466' right of centerline, 40' MSL. Pole, 1.2 NM from DER, 2118' right of centerline, 222' MSL. Pole, 1.3 NM from DER, 1129' left of centerline, 222' MSL.
RNAV (GPS) RWY 11
KAKE (AFE)(PAFE)

RNP APCH.

Circling NA north of Rwy 11-29. When local altimeter setting not received, use
Petersburg James A Johnson altimeter setting and increase all MDAs 100 feet.
Circling Rwy 29 NA at night. Rwy 11 helicopter visibility reduction below 3/4 SM NA.

AWOS-3P 135.25
ANCHORAGE CENTER 118.0 132.175
SITKA RADIO 122.65 121.3
CTAF 122.9 0

KAKE, ALASKA
Alaska Aeronautical Chart Office
AL-9231 (FAA) 23222

RNAV (GPS) RWY 11
KAKE (AFE)(PAFE)

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
</tr>
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<td>LNAV MDA</td>
<td>1120-1¼</td>
<td>1120-1½</td>
<td>1120-3</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>948 (1000-1¼)</td>
<td>948 (1000-1½)</td>
<td>948 (1000-3)</td>
<td>NA</td>
</tr>
</tbody>
</table>

VGS and descent angles not coincident
(VGS Angle 3.00/TCH 41).
Circling NA north of Rwy 11-29. When local altimeter setting not received use Petersburg James A Johnson altimeter setting and increase all MDAs 100 feet, and increase Cats B and C visibility ¼ mile. Circling Rwy 29 NA at night. Rwy 11 helicopter visibility reduction below ¾ SM NA.

**MISSING APPROACH:** Climb to 1200 then climbing right turn to 4300 via heading 325° and 265° bearing from AFE NDB/DME to UPAKY/6 DME and hold.

<table>
<thead>
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<th>D</th>
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<tr>
<td>S-11</td>
<td>1100-1½</td>
<td>934 (1000-1½)</td>
<td>1100-2¼</td>
<td>934 (1000-2¼)</td>
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<tr>
<td>CIRCLING</td>
<td>1100-1½</td>
<td>928 (1000-1½)</td>
<td>1100-2¼</td>
<td>928 (1000-2¼)</td>
</tr>
</tbody>
</table>
NOTE: DME required.

TAKEOFF MINIMUMS:
Rwy 11: 700-3 with a minimum climb of 379’ per NM to 1500, or 2900-3 for climb in visual conditions.
Rwy 29: 700-3 with a minimum climb of 390’ per NM to 1100, or 2900-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES:
Rwy 11: Terrain beginning 644’ from DER, 635’ left of centerline, up to 399’ MSL.
Trees beginning 3751’ from DER, 982’ left of centerline, 148’ AGL/647’ MSL.
Rwy 29: Treeline beginning 152’ from DER, 198’ left of centerline, up to 148’ AGL/347’ MSL.
Tower 6356’ from DER, 175’ left of centerline, 191’ AGL/328’ MSL.
Ship 1645’ from DER, 916’ left of centerline, up to 208’ AGL/208’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 11: Climb to 5000 on 116° bearing from AFE NDB/DME to DUKEC/17 DME, then on 116° course to LVD VOR/DME before proceeding on course, or climb in visual conditions to cross AFE NDB/DME at or above 2900 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF RWY 29: Climb to 800, then climbing left turn to 5000 on heading 067° and 116° bearing from AFE NDB/DME to DUKEC/17 DME, then on 116° course to LVD VOR/DME before proceeding on course, or climb in visual conditions to cross AFE NDB/DME at or above 2900 before proceeding on course. When executing VCOA, notify ATC prior to departure.
RNAV (GPS) RWY 7
KALSKAG (KLG)(PALG)

Amdt 1A  11JUL24

AWOS-3P  119.025
ANCHORAGE CENTER  118.15  251.05
UNICOM  122.8 (CTAF)

RNAV (GPS) RWY 7

Rwy 7 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA north of Rwy 7-25.

Procedure NA at night. Circling NA north of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 1800 direct JOCGI and hold.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

Rwy 7-25

MIRL Rwy 7-25

MIRL Rwy 7-25

MIRL Rwy 7-25

KALSKAG, ALASKA
AL-9461 (FAA)

KALSKAG (KLG)(PALG)
RNAV (GPS) RWY 7

KALSKAG, ALASKA
Amdt 1A  11JUL24

61°32'N-160°21'W

283
RNAV (GPS)-A

KALSKAG (KLG)(PALG)

Procedure NA at night. Circling NA north of Rwy 7-25.

**AWOS-3P**

**119.025**

**ANCHORAGE CENTER**

**118.15 251.05**

**UNICOM**

**122.8 (CTAF)**

**Amdt 1A  11JUL24**

**61°32'N-160°21'W**

**CATEGORY**

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<th>A</th>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>520-1</td>
<td>700-1</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>457 (500-1)</td>
<td>637 (700-1)</td>
<td></td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climbing left turn to 3000 direct KUREY and hold, continue climb-in hold to 3000.

**RNAV (GPS)-A**

**KALSAG, ALASKA**

**AL-9461 (FAA)**

**24193**

RNP APCH - GPS.

**KALSKAG, ALASKA**

**AN-9461 (FAA)**

**24193**

**RNAV (GPS)-A**

**KALSKAG (KLG)(PALG)**

**AWOS-3P**

**119.025**

**ANCHORAGE CENTER**

**118.15 251.05**

**UNICOM**

**122.8 (CTAF)**

**Amdt 1A  11JUL24**

**61°32'N-160°21'W**

**CATEGORY**

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<td>CIRCLING</td>
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<td>700-1</td>
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<tr>
<td></td>
<td>457 (500-1)</td>
<td>637 (700-1)</td>
<td></td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 3

KALTAG (KAL)(PAKV)

DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 1 SM NA.
Night Landing: Rwy 3 NA.

Missed Approach: Climbing right turn to 4600 directly KUTTE and hold.

Final approach course offset 10.83°.

Visual Segment - Obstacles.

KUTTE (IAF) LEMRE

5500

2800

1850

4600 (NoPt)

30 NM to KUTE (NoPt)

30 NM to KICEN

3037

5200

198°

108°

180°

288°

5 NM to KUTE (NoPt)

5 NM

Holding Pattern

4600

198°

018°

2800

3400

1600

4600

KUTTE

Visual Segment - Obstacles.

5200

108°

5000

12 NM to KICEN

3000

198°

KICEN

30 NM to KICEN

2883

3037

018° (2.2)

2800

4600 NoPt

1850

5500

KUTTE

4600

2800

30 NM to KUTE (NoPt)

198°

018°

JEDIT

KICEN

12 NM to KICEN

3000

181

5 NM

5200

KUTTE

(MAP) FIGED

1234

3.9 NM to FIGED

5500

3986

181

FIGED

3.9 NM

KUTTE

5200

KALTAG, ALASKA

AL-10158 (FAA)

KALTAG, ALASKA

Orig-D 12OCT17

285
KALTAG, ALASKA
AL-10158 (FAA)
23278

RNAV (GPS) RWY 21
KALTAG (KAL)(PAKV)

RNAV (GPS) RWY 21
KALTAG (KAL)(PAKV)

MISSED APPROACH: Climb to 4600 direct ARWUC and via track 195° to KUTTE and hold, continue climb-in-hold to 4600.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Helicopter visibility reduction below 3/4 SM NA. Circling Rwy 3 NA at night.

Category

LPV DA
LNAV/VNAV DA
LNAV MDA
CIRCLING

A
493-1
598-1 2/3
960-1
960-1 1/4

B
318 (400-1)
423 (500-1 2/3)
785 (800-1)
785 (800-1 1/4)

C

D
NA
NA
NA
NA

MISSED APPROACH FIX
KUTTE

-25°C

AWOS-3 135.25
ANCHORAGE CENTER 127.0 290.2
CTAF 122.9 0

ELEV 181
TDZE 175

KALTAG, ALASKA
Amdt 1C 17JUN21

64°19'N-158°44'W

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 17
KASIGLUK (Z09) (PFKA)

DME/DME RNP 0.3 NA. Use Nunapitchuk altimeter setting, when not received, use Bethel altimeter setting.

MISSED APPROACH: Climb to 2600 direct UNAWO and hold.

16A/PPIT AWOS-3P 121.55
BET/PAE ASOS 135.45
ANCHORAGE CENTER 125.2 372.0
CTAF 122.9

NA

AK, 11 JUL 2024 to 05 SEP 2024
RNNAV (GPS) RWY 35
KASIGLUK (Z09) (PFKA)

**APPROACH CRITICAL DATA**

- CATEGORY: C
- CRITICAL DATA:
  - MDA: 600-1, 632 (700-1)
  - NAVAID: 1800
  - LNAV MDA: 680-1, 632 (700-1)
  - CIRCLING: 720-1, 672 (700-1)

**LNAV MDA**

- **KASIGLUK, ALASKA**
  - **APPROACH CRITICAL DATA**
    - **Rwy Idg**: 3000
    - **TDZE**: 48
    - **Apt Elev**: 48
  - **RNAV (GPS) RWY 35**
    - **KASIGLUK** (Z09) (PFKA)
    - **CIRCLING**
      - **APPROACH CRITICAL DATA**
        - **Rwy Idg**: 3000
        - **TDZE**: 48
        - **Apt Elev**: 48

**MISSED APPROACH**

- Climb to 2500 direct ZEREL and hold.
- Use Nunapitchuk altimeter setting, when not received, use Bethel altimeter setting.

**AIRPORT INFORMATION**

- **AIRPORT INFORMATION**
  - **16A/PPII AWOS-3P**: 121.55
  - **BET/PABE ASOS**: 135.45
  - **ANCHORAGE CENTER**: 125.2 372.0
  - **CTAF**: 122.9

**METEOROLOGICAL INFORMATION**

- **METEOROLOGICAL INFORMATION**
  - **DATE**: AK, 11 JUL 2024 to 05 SEP 2024
  - **TWO METERS**: 174° 354°
  - **UNAWO**: 2600
  - **XIRNY**: 174° 354° 1800
  - **ZEREL**: 2500
  - **RNNAV (GPS) RWY 35**
  - **ELEV**: 48
  - **TDZE**: 48
  - **CTAF**: 122.9

ILS Y or LOC Y RWY 20R
KENAI MUNI (ENA) (PAEN)

**LOC/DME I-ENA**
- 108.9
- Chan 26

**APP CRS**
- 196°
- 7575

**Rwy Idg**
- 98

**TCE**
- 200 (200-)

**Apt Elev**
- 100

**TACAN required.**
- Circling NA to Rwy 2W and 20W. Circling Rwy 2R, 20L NA at night. For inop ALS, increase S-ILS 20R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 20R Cat E visibility to 1½ SM.

**MALS R**
- 12.2

**MALSR**
- 11.8

**HOLD**
- Loc 108.9
- I-ENA 125°
- Chan 26

**ATIS**
- 133.35

**ANCHORAGE CENTER**
- 125.7
- 379.1

**KENAI TOWER**
- 121.3 (CTAF)
- 239.3

**GND CON**
- 118.75

**KENAI RADIO**
- 122.65

**ELEV**
- 100

**TDZE**
- 98

**1.2 NM**
- 2.8 NM
- 6.4 NM

**LOC only**
- Use I-ENA DME when on the localizer course.

**LOCALIZER**
- 108.9
- Chan 125

**MALSR**
- 11.8

**Lane 213°

**Lane 275**

**Lane 117.6**

**LOCUS**
- 108.9
- I-ENA 125°
- Chan 26

**EDF**
- R-212
- Chan 26

**TBONE INT**
- Chan 26

**HOLD**
- 4500
- 2000

**Missed Approach Fix**
- Chan 26

**Missed Approach**
- Climb to 1800 then climbing right turn to 4000 on heading 046° and on EDF TACAN R-212 to TBONE INT/EDF 49.2 DME and hold.

† Missed approach requires minimum climb of 800 feet per NM to 4000; if unable to meet climb gradient, see ILS Z or LOC Z RWY 20R.

**Category**
- A
- B
- C
- D
- E

**S-ILS 20R†**
- 298/24
- 200 (200-½)

**S-LOC 20R†**
- 520/24
- 422 (500-½)
- 520/40
- 422 (500-½)

**CIRCLING**
- 560-1
- 580-1
- 580-½
- 680-2
- 760-2½

**Gradient, see ILS Z or LOC Z RWY 20R.**

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**Cat E visibility to 1 SM.**

**Visibility to RVR 4000.**

**For inop ALS, increase S-LOC 20R NA at night.**

**For inop ALS, increase S-ILS 20R Cat E**

**Circling NA to Rwy 2W and 20W.**

**Slips**

**REIL Rwy 2L**

**HIRL Rwy 2L-20R**

**HIRL Rwy 2L**

**HIRL Rwy 2L-20R**

**KCEN, AK, 11 JUL 2024 to 05 SEP 2024**
**DME required:**
- Circling NA to Rwys 2W and 20W. Circling Rwy 2R, 20L NA at night. # RVR 1800 authorized with use of FD or AP or HUD to DA.

**ALK, 11 JUL 2024 to 05 SEP 2024**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>ANCHORAGE CENTER</th>
<th>KENAI TOWER</th>
<th>GND CON</th>
<th>KENAI RADIO</th>
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<tr>
<td>133.35</td>
<td>125.7 379.1</td>
<td>121.3 (CTAF)</td>
<td>239.3</td>
<td>118.75</td>
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**ILS Z or LOC Z RWY 20R**

**KENAI MUNI (ENA) (PAEN)**

<table>
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<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
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<td>298/24</td>
<td>200 (200-1/2)</td>
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<td></td>
</tr>
<tr>
<td>S-LOC 20R</td>
<td>520/24</td>
<td>422 (500-1/2)</td>
<td>520/40</td>
<td>422 (500-3/4)</td>
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<tr>
<td>C Circling</td>
<td>560-1</td>
<td>460 (500-1)</td>
<td>580-1</td>
<td>480 (500-1/2)</td>
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</table>

**Kenai, Alaska**

Amdt 7 15AUG19

60°34'N-151°15'W
RNAV (GPS) RWY 2L
KENAI MUNI (ENA) (PAEN)

Missed Approach: Climb to 2000 direct TBONE and hold.

Atis 133.35  Anchorage Center 125.7 379.1  Kenai Tower* 121.3 (CTAF) 239.3  Gnd Con 118.75  Kenai Radio 122.65

Procedure NA for arrivals on ENA VOR/DME airway radials 198 CW 260.

Due to the presence of Soldotna's VOR/DME ground signal, LNAV/VNAV NA is not available. For uncompensated Baro-VNAV systems, Baro-VNAV NA is available at -18°C (0°F) or above 54°C (130°F). When using Soldotna's VOR/DME signal, use Soldotna's VOR/DME signal for all CATs.

For uncompensated Baro-VNAV systems, use Soldotna's VOR/DME signal for all CATs.

LPV DA: 344-3/4 250 (300-3/4)
LNAV/VNAV DA: 407-1 313 (400-1)
LNAV MDA: 480-1 386 (400-1/8)
LNAV 1/8 MDA: 480-1 386 (400-1/8)
LNAV 1/2 MDA: 560-1 460 (500-1)
LNAV 3/8 MDA: 580-1 480 (500-1/8)
LNAV 5/8 MDA: 740-2 640 (700-2)

Atis 133.35  Anchorage Center 125.7 379.1  Kenai Tower* 121.3 (CTAF) 239.3  Gnd Con 118.75  Kenai Radio 122.65

Procedure NA for arrivals on ENA VOR/DME airway radials 198 CW 260.

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LPV DA: 344-3/4 250 (300-3/4)
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LNAV 3/8 MDA: 580-1 480 (500-1/8)
LNAV 5/8 MDA: 740-2 640 (700-2)

Amdt 3A 13SEP18  
AK, 11 JUL 2024 to 05 SEP 2024
Circling Rwy 2R, 20L NA at night. DME required. When local altimeter setting not received, use Soldotna altimeter setting and increase all MDA 40 feet; increase S-2L Cat C and D visibility 1/4 mile and Circling Cat D visibility 1/4 mile. VDP NA with Soldotna altimeter setting. Circling Rwy 2W, 20W NA.

Procedure NA for arrivals at HOM VOR/DME on V438 southbound.

Remain within 10 NM

2200 012° 2200

Categories:
- **A**
  - 480-1
  - 480-1½
  - 580-1
  - 580-1½
  - 580-2
  - 580 [500-1]

- **B**
  - 386
  - 386 (400-1)
  - 386 (400-1½)

- **C**
  - 480-1
  - 480-2
  - 480 [500-1]

- **D**
  - 386
  - 386 (400-1)

ATIS
- **133.35**

ANCHORAGE CENTER
- **125.7 379.1**

KENAI TOWER
- **121.3 (CTAF) 239.3**

GND CON
- **118.75**

KENAI RADIO
- **122.65**

KENAI, ALASKA

VOR/DME ENA
- **117.6**
  - **012°**
  - **Rwy lhdg 7575**
  - **TDZE 94**
  - **Apt Elev 100**

Amdt 10A  13SEP18

AK, 11 JUL 2024 to 05 SEP 2024
Circling RWY 2R, 20L NA at night. DME required. VDP NA when using Soldotna altimeter setting. When local altimeter setting not received, use Soldotna altimeter setting and increase all MDA 40 feet, increase S-20R Cats C and D visibility to RVR 5000. Circling RWY 2W, 20W NA.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**RNAV (GPS) RWY 11**

**KETCHIKAN INTL (KTN)(PAKT)**

**AFIS** 134.45  
**ANCHORAGE CENTER** 118.5 284.6  
**KETCHIKAN RADIO** 123.6 (CTAF)

---

**For inoperative ALS, increase LPV DA visibility to RVR 6000.**

**AFIS** 134.45

Procedure NA for arrivals at DOOZI via V317 northwestbound.

**WATR RWY:** WNW-ESE 9500 X 1500

** mism. APCH FIX**

5 NM  
**300°**

**ANNEITE ISLAND ANN**

**Strong winds on final approach may cause severe turbulence.**

**Missed Approach requires minimum climb of 260 feet per NM to 4000. If unable to comply with climb gradient, use RNAV (GPS)-B.**

**Orig-A  02DEC21**

**5.1 NM**

**1.9 NM**

**6.8 NM**

**5000**

**FESVA**

**150°**

**ANN**

**MISSED APPROACH:** Climb to 5000 direct FESVA and on 150° track to ANN VOR/DME and hold.

**LPV DA** 442/40 350 (400-34) NA
**RNAV (GPS) RWY 29**

**KETCHIKAN INTL (KTN)(PAKT)**

**Missed Approach**: Climb to 5000 direct CLOYD and on track 296° to DOOZI and hold.

*Missed approach requires minimum climb of 425 feet per NM to 2160.* If unable to meet climb gradient, see RNAV (GPS)-B.

---

**AFIS**

134.45

---

**ANCHORAGE CENTER**

118.5  284.6

---

**KETCHIKAN RADIO**

123.6 (CTAF)

---

**CLOYD**

- 2561 A
- 2730
- 3014
- 3383
- 354

---

**DOOZI**

- 427

---

**MALSR**

5480

---

**MSA RW29 25 NM**

- 5800

---

**ANNETTE ISLAND**

- HOLD 6000
- 4500

---

**WATER RWY:**

- WNW-ESE 9500 X 1500

---

**RW29**

- 295°

---

**V317, T266 southeast bound.**

**Holding Pattern**

- GP 3.55°
- TCH 50

---

**LPV**

- DA* 722-1/8
- 630 (700-1/8)
- NA

---

**Origin**: 13SEP18

---

**55°21′N-131°43′W**

299
RNAV (GPS)-B
KETCHIKAN INTL (KTN)(PAKT)

APPROACH

Circling NA northeast of Rwy 29-11.

AFIS
134.45

ANCHORAGE CENTER
118.5 284.6

KETCHIKAN RADIO
123.6 (CTAF)

MISSED APPROACH: Climb to 5000 direct CLOYD and on track 296° to DOOZI and hold.

MISSING APCH FIX

5 NM

DOOZI

DWARF

ELEV 92

WATER RWY: WNW-ESE 9500 x 1500

HIRL Rwy 11-29

55°21'N-131°43'W

KETCHIKAN, ALASKA
Amdt 1 13SEP18

KETCHIKAN INTL (KTN)(PAKT)
RNAV (GPS)-B

55°21'N-131°43'W

KETCHIKAN, ALASKA
AL-6053 (FAA)

RNP APCH.

Circling NA northeast of Rwy 29-11.

AIRPORT

KETCHIKAN INTL
(KTN)(PAKT)

APP CRS
295°

Rwy Idg N/A

TDZE N/A

Apt Elev 92

RNP APCH.

Circling NA northeast of Rwy 29-11.

AFIS
134.45

ANCHORAGE CENTER
118.5 284.6

KETCHIKAN RADIO
123.6 (CTAF)

MISSED APPROACH: Climb to 5000 direct CLOYD and on track 296° to DOOZI and hold.

MISSING APCH FIX

5 NM

DOOZI

DWARF

ELEV 92

WATER RWY: WNW-ESE 9500 x 1500

HIRL Rwy 11-29

55°21'N-131°43'W

KETCHIKAN, ALASKA
Amdt 1 13SEP18

KETCHIKAN INTL (KTN)(PAKT)
RNAV (GPS)-B

55°21'N-131°43'W

KETCHIKAN, ALASKA
AL-6053 (FAA)

RNP APCH.

Circling NA northeast of Rwy 29-11.

AFIS
134.45

ANCHORAGE CENTER
118.5 284.6

KETCHIKAN RADIO
123.6 (CTAF)

MISSED APPROACH: Climb to 5000 direct CLOYD and on track 296° to DOOZI and hold.

MISSING APCH FIX

5 NM

DOOZI

DWARF

ELEV 92

WATER RWY: WNW-ESE 9500 x 1500

HIRL Rwy 11-29

55°21'N-131°43'W

KETCHIKAN, ALASKA
Amdt 1 13SEP18

KETCHIKAN INTL (KTN)(PAKT)
RNAV (GPS)-B

55°21'N-131°43'W

KETCHIKAN, ALASKA
AL-6053 (FAA)

RNP APCH.

Circling NA northeast of Rwy 29-11.

AFIS
134.45

ANCHORAGE CENTER
118.5 284.6

KETCHIKAN RADIO
123.6 (CTAF)

MISSED APPROACH: Climb to 5000 direct CLOYD and on track 296° to DOOZI and hold.

MISSING APCH FIX

5 NM

DOOZI

DWARF

ELEV 92

WATER RWY: WNW-ESE 9500 x 1500

HIRL Rwy 11-29

55°21'N-131°43'W

KETCHIKAN, ALASKA
Amdt 1 13SEP18

KETCHIKAN INTL (KTN)(PAKT)
RNAV (GPS)-B

55°21'N-131°43'W

KETCHIKAN, ALASKA
AL-6053 (FAA)

RNP APCH.

Circling NA northeast of Rwy 29-11.

AFIS
134.45

ANCHORAGE CENTER
118.5 284.6

KETCHIKAN RADIO
123.6 (CTAF)

MISSED APPROACH: Climb to 5000 direct CLOYD and on track 296° to DOOZI and hold.

MISSING APCH FIX

5 NM

DOOZI

DWARF

ELEV 92

WATER RWY: WNW-ESE 9500 x 1500

HIRL Rwy 11-29

55°21'N-131°43'W

KETCHIKAN, ALASKA
Amdt 1 13SEP18

KETCHIKAN INTL (KTN)(PAKT)
RNAV (GPS)-B

55°21'N-131°43'W

KETCHIKAN, ALASKA
AL-6053 (FAA)

RNP APCH.

Circling NA northeast of Rwy 29-11.

AFIS
134.45

ANCHORAGE CENTER
118.5 284.6

KETCHIKAN RADIO
123.6 (CTAF)

MISSED APPROACH: Climb to 5000 direct CLOYD and on track 296° to DOOZI and hold.

MISSING APCH FIX

5 NM

DOOZI

DWARF

ELEV 92

WATER RWY: WNW-ESE 9500 x 1500

HIRL Rwy 11-29

55°21'N-131°43'W

KETCHIKAN, ALASKA
Amdt 1 13SEP18

KETCHIKAN INTL (KTN)(PAKT)
RNAV (GPS)-B

55°21'N-131°43'W

KETCHIKAN, ALASKA
AL-6053 (FAA)
TAKEOFF MINIMUMS
Rwy 11: Standard with a minimum climb of 360' per NM to 2000.
Rwy 29: NA - ATC.

TAKEOFF OBSTACLE NOTES
Rwy 11: Electrical system 5' from DER, 55' left of centerline, 1' AGL/90' MSL.
   Electrical system 5' from DER, 54' right of centerline, 1' AGL/90' MSL.
   Tree 107' from DER, 514' left of centerline, 93' MSL.
   Tree 190' from DER, 508' left of centerline, 76' AGL/95' MSL.
   Tree 483' from DER, 572' right of centerline, 126' MSL.
   Trees 966' from DER, 692' right of centerline, 128' MSL.
   Tree 1072' from DER, 693' right of centerline, 144' MSL.
   Trees beginning 1195' from DER, 659' right of centerline, up to 154' MSL.
   Tree 2469' from DER, 1001' right of centerline, 164' MSL.
   Tree 2567' from DER, 1060' right of centerline, 168' MSL.
   Trees beginning 2768' from DER, 1014' right of centerline, up to 173' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 11: Climb heading 116° to 2000, then climbing right turn to 5000 on heading 190° to intercept ANN VOR/DME R-327 to ANN VOR/DME before proceeding on course.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS

Rwy 11: NA - ATC.
Rwy 29: 800-3 with a minimum climb of 275’ per NM to 5300 or standard with a minimum climb of 410’ per NM to 3000.

TAKEOFF OBSTACLE NOTES

Rwy 29: Trees beginning 428’ from DER, 549’ left of centerline, up to 121’ MSL.
- Trees beginning 671’ from DER, 572’ left of centerline, up to 135’ MSL.
- Tree 2370’ from DER, 1093’ left of centerline, 147’ MSL.
- Tree 2728’ from DER, 989’ left of centerline, 154’ MSL.
- Trees beginning 2787’ from DER, 1089’ left of centerline, up to 164’ MSL.
- Tree 3059’ from DER, 1264’ left of centerline, 188’ MSL.
- Trees beginning 3195’ from DER, 971’ left of centerline, up to 194’ MSL.
- Trees beginning 3558’ from DER, 1125’ left of centerline, up to 220’ MSL.
- Trees beginning 3658’ from DER, 1243’ left of centerline, up to 234’ MSL.
- Trees beginning 3754’ from DER, 840’ left of centerline, up to 238’ MSL.
- Trees beginning 5550’ from DER, 1591’ left of centerline, up to 250’ MSL.
- Tree 6050’ from DER, 1934’ left of centerline, 252’ MSL.
- Trees beginning 6070’ from DER, 1883’ left of centerline, up to 284’ MSL.
- Tree 1.9 NM from DER, 3275’ left of centerline, 390’ MSL.
- Tree 2 NM from DER, 3284’ left of centerline, 415’ MSL.
- Tree 2 NM from DER, 3381’ left of centerline, 462’ MSL.
- Tree 2.2 NM from DER, 4085’ left of centerline, 100’ AGL/576’ MSL.
- Trees beginning 2.2 NM from DER, 2371’ left of centerline, up to 607’ MSL.
- Trees beginning 2.3 NM from DER, 3644’ left of centerline, up to 100’ AGL/622’ MSL.
- Trees beginning 2.3 NM from DER, 2461’ left of centerline, up to 640’ MSL.
- Trees beginning 2.3 NM from DER, 2432’ left of centerline, up to 647’ MSL.
- Tree 2.3 NM from DER, 4153’ left of centerline, 100’ AGL/658’ MSL.
- Trees beginning 2.3 NM from DER, 2171’ left of centerline, up to 783’ MSL.
- Trees beginning 2.4 NM from DER, 2456’ left of centerline, up to 866’ MSL.

NOTE: Chart not to scale.

TAKEOFF RUNWAY 29: Climb to assigned altitude on I-ECH localizer NW course (295°) to intercept/join ANN VOR/DME R-309/V317 to DOOZI/40 DME before proceeding on course.
RNAV (GPS) RWY 25
BOB BAKER MEML (IAN) (PAIK)

Circling NA north of Rwy 7-25.
Circling Rwy 7 NA at night.
Baro-VNAV NA.

AWOS 3P 119.025
ANCHORAGE CENTER 119.2 263.0
CTAF 122.70

MISSING APCH FIX
KOBXU

KIANA, ALASKA
WAAS CH 63143 W25A
APP CRS 253° Rwby Iqd 4000
TDZE 175
Apt Elev 179

MISSED APPROACH: Climb to 900 then climbing left turn to 2900 direct KOBXU and hold.
# Missed approach requires minimum climb of 335 feet per NM to 1440.

Category

LPV DA# 450-1 275 (300-1)
LPV DA 639-1 646 (500-1 3/4)
LNAV/ VNAV DA 807-1 632 (700-1 3/4)
LNAV MDA 1740-1 1565 (1600-1 4/5) 1740-1 1565 (1600-1 1/2) 1740-3 1565 (1600-3)
CIRCLING 1740-1 1561 (1600-1 3/4) 1740-1 1561 (1600-1 1/2) 1740-3 1561 (1600-3)
**RNP APCH.**

**Procedure NA for arrivals at FARME on V401 westbound.**

**Circling to Rwy 7 NA at night.**

**Circling NA north of Rwy 7-25.**

**MISSED APPROACH:** Climb to 1900 then climbing left turn to 4200 direct FARME and hold.

---

**AWOS-3P**

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<th>Unit</th>
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**ANCHORAGE CENTER**

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**CTAF**

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</table>

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**KIANA, ALASKA**

**RNAV (GPS)-A**

**BOB BAKER MEML (IAN) (PAIK)**

---

**AWOS-3P**

- **Category:** A
- **Temperature:** 29°C
- **Visibility:** 5 NM
- **Wind Direction:** 276°
- **Wind Speed:** 096° (17.8)

**ANCORAGE CENTER**

- **Category:** A
- **Temperature:** 29°C
- **Visibility:** 5 NM
- **Wind Direction:** 096°
- **Wind Speed:** 276° (17.8)

---

**KIANA, ALASKA**

- **Latitude:** 66°59'N
- **Longitude:** 160°26'W

**RNAV (GPS)-A**

---

**BOB BAKER MEML (IAN) (PAIK)**

---

**KIANA, ALASKA**

- **Latitude:** 66°59'N
- **Longitude:** 160°26'W

---

**RNAV (GPS)-A**

---

**BOB BAKER MEML (IAN) (PAIK)**
NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwy 25: NA - Obstacles.
Rwy 7: Standard.

TAKEOFF OBSTACLE NOTES
Rwy 7: Trees beginning 36' from DER, 171' left of centerline, up to 23' AGL/157' MSL.
  Tree 425' from DER, 595' left of centerline, 24' AGL/161' MSL.
  Trees beginning 477' from DER, 474' left of centerline, up to 30' AGL/166' MSL.
  Tree 488' from DER, 601' left of centerline, 29' AGL/168' MSL.
  Trees beginning 552' from DER, 411' left of centerline, up to 34' AGL/169' MSL.
  Tree 581' from DER, 576' left of centerline, 31' AGL/170' MSL.
  Trees beginning 590' from DER, 434' left of centerline, up to 36' AGL/171' MSL.
  Trees beginning 601' from DER, 520' left of centerline, up to 35' AGL/172' MSL.
  Trees beginning 623' from DER, 438' left of centerline, up to 40' AGL/174' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 073° to 681 then right turn direct CITEM, then on track 167° to WLK VOR/DME, maintain 4000.
RNAV (GPS)-A
KING COVE(KVC)(PAVC)

Category B

APP CRS 289°
Rwy Ldg N/A
TDZE N/A
Apt Elev 149

RNP APCH.

Procedure NA at night.
Circling NA north Rwys 8 and 26.

HOLD 5 NM

MISSED APPROACH: Climbing left turn to 5600 direct HOKBU
and hold.

AWOS-3P 118.325
ANCHORAGE CENTER 118.5 278.3
CTAF 122.9

REIL Rwys 8 and 26
MIRL Rwy 8-26

KING COVE, ALASKA
Orig-C 31DEC20

55°07'N-162°16'W
NOTE: Cat C & D NA.
NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwy 8: Standard with minimum climb of 420’ per NM to 2600.
Rwy 26: NA-obstacles.

TAKEOFF OBSTACLE NOTES
Rwy 8: Fence, tree, vegetation beginning 14’ from DER, 77’ left of centerline, up to 8’ AGL/154’ MSL.
   Trees 20’ from DER, 286’ right of centerline, 8’ AGL/145’ MSL.
   Trees beginning 26’ from DER, 163’ right of centerline, up to 12’ AGL/153’ MSL.
   Fence 72’ from DER, 385’ left of centerline, 8’ AGL/158’ MSL.
   Tree, building, general utility beginning 99’ from DER, 252’ left of centerline, up to 11’ AGL/167’ MSL.
   Fence 129’ from DER, 383’ left of centerline, 10’ AGL/168’ MSL.
   Trees, fences, vegetation beginning 145’ from DER, 361’ left of centerline, up to 10’ AGL/175’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 8: Climb on heading 078° to 649, then climbing right turn to 4000 direct SHAKR, and on track 189° to JIMAV, and on track 253° to KOPEC, and on track 328° to CDB VORTAC.
Autopilot coupled approach NA below 700. For inop ALS, increase S-ILS 12 Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 12 Cat C-E visibility to RVR 5500. When control tower closed: increase S-ILS 12 and S-LOC 12 visibilities to RVR 5000 all Cats. When control tower closed, inop table does not apply.

**Atis** 128.8  
**Anchorage Center** 124.8 354.0  
**King Salmon Tower** 118.3 279.5  
**Gnd Con** 121.9  
**Unicom** 122.95  
**Ctaf** 121.90 352.05

**ILS Y or LOC Y RWY 12**

**King Salmon (AKN)(PAKN)**

**Misused Approach:** Climb to 600 then climbing right turn to 3000 on heading 240° and AKN VORTAC R-210 to OLLER/1.5 DME and hold.

**Atis** 128.8  
**Anchorage Center** 124.8 354.0  
**King Salmon Tower** 118.3 279.5  
**Gnd Con** 121.9  
**Unicom** 122.95  
**Ctaf** 121.90 352.05

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**Ctaf** 121.90 352.05

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**King Salmon Tower** 118.3 279.5  
**Gnd Con** 121.9  
**Unicom** 122.95  
**Ctaf** 121.90 352.05
**KING SALMON, ALASKA**

**LOC/DME I-AKN**
- 110.3
- Channel 40

**APP CRS**
- 301°

**Rwy Idg**
- TDZE 73

**Apt Elev**
- 73

**ELEV**
- 73

**TDZE**
- 73

**LOC BC RWY 30**

**KING SALMON (AKN)(PAKN)**

**ATIS**
- 128.8

**ANCHORAGE CENTER**
- 124.8 354.0

**KING SALMON TOWER**
- 118.3 279.5

**GND CON**
- 121.9

**UNICOM**
- 122.95

**CTAF**
- 121.9 352.05

**DISREGARD GS INDICATIONS.**

**LOC BC RWY 30**

**MISSED APPROACH:** Climb to 600 then climbing left turn to 3000 on heading 240° and AKN VORTAC R-210 to OLLER/15 DME and hold.

**BACK COURSE**

**ALTERNATE MISSED APCH FIX**

**CHINOOK**
- 355 AUB

**KING SALMON**
- 112.8 AKN
- Channel 40

**LOCALIZER 110.3**
- I-AKN
- Channel 75

**DISREGARD GS INDICATIONS.**

**WULAK**
- I-AKN
- Channel 40

**ZARLU**
- I-AKN
- 2.5

**CICAR**
- I-AKN
- 3.8

**FELUM**
- I-AKN
- 6.4

**OLAYA**
- I-AKN
- 9.8

**CIRCLING**
- 580-1
- 507 (600-1)

**LOCALIZER**
- 1000

**DISREGARD GS INDICATIONS.**

**TCH 45°**

**1400**

**301°**

**1600**

**301°**

**4500**

**121°**

**301°**

**121°**

**HOLD**

**2900**

**4500**

**Use I-AKN DME when on the localizer course.**

**Terminal route OLLER (IAF) to PUCID on 1.5 DME Arc for TACAN only equipped aircraft.**
AK, 11 JUL 2024 to 05 SEP 2024

**ATIS**
128.8

**ANCHORAGE CENTER**
124.8 354.0

**TOWER**
118.3 279.5

**GND CON**
121.9

**CTAF**
121.90 352.05

**UNICOM**
122.95
VOR Y or TACAN Y RWY 30

KING SALMON, ALASKA

-**VOR** or **TACAN** at KAL-1237 (FAA)

- Terminal route OL**ER** (IAF) to CAS**NO** on 15 DME Arc NA for TACAN only equipped aircraft.

- Holding Pattern VIII
  - **CHINOOK**: 355°, AUB
  - **OLLER**: 290° to CASNO on 15 DME Arc NA

- GND CON
  - 121.9
  - 122.95
  - 128.8
  - 279.5

- ATIS
  - KING SALMON TOWER 118.3
  - ANCHORAGE CENTER 124.8

- CTAF
  - 121.9
  - 352.05

- UNICOM
  - 121.9

- **LOCALIZATION** Category A
  - Amdt 12A 15JUN23

- **NOTAM**
  - 30 AUG 2022 to 30 SEP 2022
  - 11 JUL 2024 to 05 SEP 2024
Baro-VNAV NA when using Toksook Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. VDP NA when using Toksook Bay altimeter setting. When local altimeter setting not received use Toksook Bay altimeter setting: increase LPV DA to 389 feet and visibility all Cats ½ SM. Increase LNAV/VNAV DA to 553 feet and visibility all Cats ½ SM. Increase all MDA 120 feet. Increase LNAV Cat C and D visibility to 1½ SM, Circling Cat C to 2 SM, Cat D to 2½ SM.

**MISSED APPROACH:**
Climb to 500 then climbing left turn to 2400 direct JOSQO and hold.

**AWOS-3P**
| 118.325 |

**ANCHORAGE CENTER**
| 125.2 | 372.0 |

**CTAF**
| 122.7 |
RNAV (GPS) RWY 35
KIPNUK (IIK)(PAKI)

**Category C and D visibility to 1 SM, Circling Cat C to 2 SM, Cat D to 2 SM.**

**Baro-VNAV NA when using Toksook Bay altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

**Procedure NA at night. VDP NA when using Toksook Bay altimeter setting.** When local altimeter setting is not received use Toksook Bay altimeter setting: increase LPV DA to 389 feet and visibility all Cats ⅔ SM. Increase LNAV/VNAV DA to 465 and visibility all Cats ⅔ SM. Increase all MDA 120 feet. Increase LNAV Cat C and D visibility to 1½ SM, Circling Cat C to 2 SM, Cat D to 2½ SM.

**MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct ZERPU and hold.**

**Helicopter visibility reduction below ⅔ SM NA.**

**DME/DME RNP-0.3 NA.**

**Baro-VNAV NA when using Toksook Bay altimeter setting.**

**Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).**

**Helicopter visibility reduction below ¾ SM NA.**

**DME/DME RNP-0.3 NA.**

**Baro-VNAV NA when using Toksook Bay altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

**Proceed NA at night. VDP NA when using Toksook Bay altimeter setting.** When local altimeter setting is not received use Toksook Bay altimeter setting: increase LPV DA to 389 feet and visibility all Cats ⅔ SM. Increase LNAV/VNAV DA to 465 and visibility all Cats ⅔ SM. Increase all MDA 120 feet. Increase LNAV Cat C and D visibility to 1½ SM, Circling Cat C to 2 SM, Cat D to 2½ SM.

**MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct ZERPU and hold.**

**Helicopter visibility reduction below ⅔ SM NA.**

**DME/DME RNP-0.3 NA.**

**Baro-VNAV NA when using Toksook Bay altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

**Procedure NA at night. VDP NA when using Toksook Bay altimeter setting.** When local altimeter setting is not received use Toksook Bay altimeter setting: increase LPV DA to 389 feet and visibility all Cats ⅔ SM. Increase LNAV/VNAV DA to 465 and visibility all Cats ⅔ SM. Increase all MDA 120 feet. Increase LNAV Cat C and D visibility to 1½ SM, Circling Cat C to 2 SM, Cat D to 2½ SM.

**MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct ZERPU and hold.**
RNAV (GPS) RWY 12

KIVALINA (KVL)(PAVL)

MISSED APPROACH: Climb to 3000 direct DINEC and hold.

Noatak altimeter setting and increase all MDAs 340 feet and LNAV Cat C visibility 1 SM and Circling Cat B visibility 1/4 SM, Cat C 1 1/4 SM.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>340-1</td>
<td>327 (400-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>440-1</td>
<td>560-1</td>
<td>560-1/2</td>
<td>542 (600-1/2)</td>
</tr>
</tbody>
</table>

ELEV 18  TDZE 13

3000 X 60

4 NM

Holding Pattern

PIBIY

3000

COKRA

032°  302°

4 NM

CALGA

122°

DINEC

3000

NA 34° C

KIVALINA, ALASKA

KOTZEBUE RADIO

1453

122°

CIRCLING

560-1/2

542 (600-1/2)

115

122°

PIBIY

3000

5000

122°

4 NM

30 NM to CALGA

(400-1)

542 (600-1)

MINUS APPROACH: Climb to 3000 direct DINEC and hold.

3000 NOPT

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 340 feet and LNAV Cat C visibility 1 SM and Circling Cat B visibility 1/4 SM, Cat C 1 1/4 SM.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>WTK/PAWN AWOS-3P</th>
<th>ANCHORAGE CENTER</th>
<th>KOTZEBUE RADIO</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.8</td>
<td>135.75</td>
<td>119.2 263.0</td>
<td>122.55</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

MIRL Rwy 12-30

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 30
KIVALINA (KVL)(PAVL)

ASOS
135.8

WTK/PAWN AWOS-3P
135.75

ANCHORAGE CENTER
119.2 263.0

KOTZEBUE RADIO
122.55

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 3000 directed CALGA and hold, continue climb-in-hold to 3000.

VDP NA with Noatak altimeter setting. When local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 340 feet and visibility LNAV Cat 1 SM, Circling Cat B 1/2 SM, and Circling Cat C 1 1/2 SM.

Amdt 1C 08SEP22

KIVALINA, ALASKA
Ammdt 1C 08SEP22

67°44'N-164°34'W

323
RNAV (GPS) RWY 20
Klawock (AKW) (PAKW)

APP CRS
216°

Rwy Idg 5000
TDZE 80
Apt Elev 80

ASOS 135.45
ANCHORAGE CENTER 118.5 284.6
KETCHIKAN RADIO 122.25
CTAF 120.9

Final approach course offset 16.51°.

Procedure NA at night. Rw 20 helicopter visibility reduction below 1 SM NA. Circling NA east of Rw 2-20.

10°C

MISSED APPROACH: Climbing left turn to 6000 directed HIPSA and hold, continue climb-in-hold to 6000.

Procedure NA for arrivals at WOMDO on V318 northwest bound.

CATEGORY
A
B
C
D

LNAV MDA
2340-1 1/4
2260 (2300-1 1/4)
2340-1 1/2
2260 (2300-1 1/2)
NA

CIRCLING
2340-1 1/4
2260 (2300-1 1/4)
2340-1 1/2
2260 (2300-1 1/2)
NA
TAKING OFF MINIMUMS
Rwy 2: NA - Obstacles.
Rwy 20: Standard with a minimum climb of 250’ per NM to 4200.

TAKING OFF OBSTACLE NOTES
Rwy 20: Lighting beginning 1’ from DER, 34’ left of centerline, up to 2’ AGL/40’ MSL.
Lighting 2’ from DER, 54’ right of centerline, 2’ AGL/40’ MSL.
Electrical system, general utility beginning 6’ from DER, 94’ right of centerline, up to 5’ AGL/41’ MSL.
Electrical system, general utility beginning 7’ from DER, 94’ left of centerline, up to 5’ AGL/41’ MSL.
Fence 39’ from DER, 400’ right of centerline, 8’ AGL/46’ MSL.
Tree 58’ from DER, 495’ right of centerline, 114’ AGL/143’ MSL.
Tree 71’ from DER, 181’ left of centerline, 11’ AGL/45’ MSL.
Trees beginning 306’ from DER, 508’ right of centerline, up to 130’ AGL/146’ MSL.
Tree 510’ from DER, 488’ left of centerline, 109’ AGL/122’ MSL.
Trees beginning 5000’ from DER, 1670’ right of centerline, up to 133’ AGL/175’ MSL.
Tree 5317’ from DER, 1828’ right of centerline, 145 AGL/185’ MSL.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 20: Climb on heading 199° to 1000, then climb direct AKCOW, then climbing right turn direct UDENE, maintain 6000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.
NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 2: NA- Obstacles.
Rwy 20: Standard with a minimum climb of 427' per NM to 2500.

TAKEOFF RUNWAY 20: Climb heading 199° to 580, then climb to 6000 direct IPIYA and on depicted route to TURTY, thence . . . .

. . . . maintain ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.
<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>780-1 638 (700-1)</td>
<td>780-1 638 (700-1)</td>
<td>780-1 638 (700-1)</td>
<td>780-2 638 (700-2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>780-1 638 (700-1)</td>
<td>780-1 638 (700-1)</td>
<td>840-2 698 (700-2)</td>
<td>840-2 698 (700-2)</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 9
KOBUK (OBU) (PAOB)


**MISSP APPR**: Climbing right turn to 4000 direct JIDGA and hold.

**AFM/PAFM AWOS-3P**
132.1

**ANCHORAGE CENTER**
119.2 263.0

**KOTZEBUE RADIO**
122.0

**CTAF**
122.7

---

**ELEV**
142

**TDZE**
142

---

**AK, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 27
KOBUK (OBU) (PAOB)

Use Ambler altimeter setting. Circling NA north of Rwy 9-27. Rwy 27 helicopter visibility reduction below ½ SM NA.

Straight-in Rwy 27 NA at night, Circling Rwy 27 NA at night.

RNAV (GPS) RWY 27

MISSED APPROACH: Climb to 4000 direct ZANEM and on track 259° to JIDGA and hold.

AFM/PAFM AWOS-3P 132.1

ANCHORAGE CENTER 119.2 263.0

KOTZEBUE RADIO 122.0

CTAF 122.7 (OBU) (PAOB)

KOBUK, ALASKA

Category B

194 640-1

194 6700

194 498 (500-1)

LNAV MDA

640-1 498 (500-1) 640-1½ 498 (500-1½)

CIRCLING

700-1 558 (600-1) 700-1½ 558 (600-1½) 840-2½ 698 (700-2½)

ELEV 142 TDZE 142

NAD 38° C

RNP APCH - GPS.

AK, 11 JUL 2024 to 05 SEP 2024

Alaska, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024
Circling NA north of Rwy 8-26 and west of Rwy 1-19. Circling Rwy 1 NA at night. Circling NA to Rwy's 8, 11 and 19. Rapidly rising terrain north, west, and south of airport. ILS unusable from 2 DME inbound. When advised by ATC of tall ships in the harbor, procedure NA.

Arrivals on G2, G10, B12, and B27 descend to 4600 in RWO NDB holding pattern prior to commencing approach.

Use I-ADQ DME when on the localizer course.

330
RNAV (GPS) RWY 26
KODIAK (ADQ)(PADQ)

Circling NA north of Rwy 8-26 and west of Rwy 1-19. Procedure NA at night. Circling to Rwy 8, 11 and 19 NA. Rapidly rising terrain north, west, and south of airport.

ATIS
134.45

ANCHORAGE CENTER
125.1 281.4

KODIAK TOWER*
119.8 (CTAF) 239.0

GND CON
121.9

UNICOM
122.8

MISSED APPROACH: (Do not exceed 210K until HINBU)
Climbing left turn to 4000 direct HINBU and hold, continue climb-in-hold to 4000. *Missed approach requires minimum climb of 357 feet per NM to 1500.

ATIS
134.45

ANCHORAGE CENTER
125.1 281.4

KODIAK TOWER*
119.8 (CTAF) 239.0

GND CON
121.9

UNICOM
122.8

Circling NA north of Rwy 8-26 and west of Rwy 1-19. Procedure NA at night. Circling to Rwy 8, 11 and 19 NA. Rapidly rising terrain north, west, and south of airport.

ATIS
134.45

ANCHORAGE CENTER
125.1 281.4

KODIAK TOWER*
119.8 (CTAF) 239.0

GND CON
121.9

UNICOM
122.8

MISSED APPROACH: (Do not exceed 210K until HINBU)
Climbing left turn to 4000 direct HINBU and hold, continue climb-in-hold to 4000. *Missed approach requires minimum climb of 357 feet per NM to 1500.
Circling NA north of Rwy 8-26 and west of Rwy 1-19.
Circling Rwy 1 NA at night. Circling NA to Rwy 8, 11 and 19.
Rapidly rising terrain north, west, and south of airport.

MISSED APPROACH: Climbing left turn to 3700 on
heading 079° then left turn direct ODK VOR/DME
and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**KODIAK SEVEN DEPARTURE (OBSTACLE)**

**TAKEOFF MINIMUMS:**
- Rwy 26: NA - Terrain.
- Rwy 1: 1100-2 with a minimum climb of 445' per NM to 400, maintain 210K or less until established on the ODK R-240 or 062° course to RWO NDB, or 3200-3 for VCOA.
- Rwy 8: Standard.
- Rwy 11: 400-2 or standard with minimum climb of 258' per NM to 500.
- Rwy 19: Standard with the following minimum climb requirements: 150K or less, 400' per NM to 1200; more than 150K, 530' per NM to 1900, or 3200-3 for VCOA. Resume normal speed after passing ODK VOR/DME, RWO NDB.
- Rwy 29: 2500-5, NA at night.

**TAKEOFF OBSTACLE NOTES:**
- **Rwy 1:**
  - Vehicles beginning 28' from DER, 147' right of centerline, up to 15' AGL/50' MSL.
  - Vehicles beginning 56' from DER, 13' left of centerline, up to 15' AGL/50' MSL.
- **Rwy 8:**
  - Vehicles beginning 37' from DER, left and right of centerline, 15' AGL/50' MSL.
  - Trees and vegetation beginning 25' from DER, left and right of centerline, up to 15' AGL/23' MSL.
  - Ships beginning 2400' from DER, left and right of centerline, up to 35' AGL/35' MSL.
- **Rwy 11:**
  - Tree 10' from DER, 411' right of centerline, 38' AGL/64' MSL.
  - Tree 78' from DER, 330' right of centerline, 23' AGL/49' MSL.
  - Vegetation 132' from DER, 469' right of centerline, 17' AGL/43' MSL.
  - Ships beginning 3564' from DER, left and right of centerline, 210' AGL/210' MSL.
  - Tree 1.7 NM from DER, 2679' right of centerline, up to 100' AGL/360' MSL.
- **Rwy 19:**
  - Vehicles beginning 5' from DER, left and right of centerline, up to 15' AGL/59' MSL.
  - Trees and bushes beginning 31' from DER, 490' right of centerline, up to 50' AGL/84' MSL.
  - Building 1682' from DER, 608' right of centerline, 51' AGL/103' MSL.
  - Trees beginning 2183' from DER, left and right of centerline, up to 100' AGL/133' MSL.
  - Trees beginning 3355' from DER, left and right of centerline, up to 100' AGL/169' MSL.
- **Rwy 29:**
  - Trees beginning 13' from DER, 370' right of centerline, up to 39' AGL/76' MSL.
  - Vehicles 160' from DER, 486' left of centerline, up to 15' AGL/185' MSL.
  - Trees, bushes, and terrain beginning 184' from DER, 123' left of centerline, up to 100' AGL/185' MSL.
  - Trees, vehicle, bushes, and terrain beginning 130' from DER, right of centerline, up to 100' AGL/268' MSL.

**CAUTION:** Rapidly rising terrain to above 2500' MSL south, west, and north of the airport.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Initiate a climbing right turn as soon as practicable but not later than the DER to intercept ODK VOR/DME R-240 to ODK, or 062° course to RWO NDB. Thence. . . .

TAKEOFF RWY 8: Climb heading 078° to intercept ODK VOR/DME R-226 to ODK, or 051° course to RWO NDB. Thence. . . .

TAKEOFF RWY 11: Climbing left turn to intercept ODK VOR/DME R-226 to ODK, or 051° course to RWO NDB. Thence. . . .

TAKEOFF RWY 19: Climbing left turn to intercept ODK VOR/DME R-226 to ODK, or 051° to RWO NDB. Thence. . . .

TAKEOFF RWY 29: Climb in visual conditions direct ODK VOR/DME or RWO NDB (visual conditions must be maintained from takeoff until established over ODK VOR/DME or RWO NDB); cross ODK VOR/DME, or RWO NDB, at or above 2400 MSL. Thence. . . .

VISUAL CLIMB OVER AIRPORT RWYS 1, 19: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kodiak Airport at or above 3100 to intercept ODK R-226 to ODK or 062° course to RWO NDB. Thence. . . .

. . . climb to 4000 via ODK VOR/DME R-019 or 019° bearing from RWO NDB. V357 proceed on course, all others climbing left turn direct ODK VOR/DME or RWO NDB and then proceed on course.
RNAV (GPS) RWY 7
KOKHANOK (9K2) (PFKK)

MISSED APPROACH: Climbing left turn to 4400 direct UBICE and hold, continue climb-in-hold to 4400.

UBICE and hold, continue climb-in-hold to 4400.

Rwy 7 helicopter visibility reduction below 1 SM NA. DME/DME RNP 0.3 NA. Use Illimna altimeter setting. Procedure NA at night.
RNAV (GPS) RWY 9
KOLIGANEK (JZZ) (PAJZ)

MISSED APPROACH: Climb to 3400 direct IHNIT and hold, continue climb-in-hold to 3400.

When local altimeter setting not received, use new Stuyahok altimeter setting and increase all MDA 60 feet. Rw 9 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**Category**

<table>
<thead>
<tr>
<th>RWY</th>
<th>TDZE</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV</td>
<td>MDA</td>
<td>720-1</td>
<td>448 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>720-1</td>
<td>740-1</td>
<td>446 (500-1)</td>
<td>466 (500-1)</td>
<td>NA</td>
</tr>
</tbody>
</table>
When local altimeter setting not received, use New Stuyahok altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSING APPROACH: Climb to 2900 direct BIJGO and hold.
**RNAV (GPS) RWY 2**

**KOTLIK (2A9) (PFKO)**

### RNP APCH.

**RNAV (GPS) RWY 2**

Circling RWY 20 NA at night.

Rwy 2 helicopter visibility reduction below 3/4 SM NA.

- **AWOS-3P**: 118.1
- **ENM/PAEM AWOS-3P**: 135.35
- **ANCHORAGE CENTER**: 124.0
- **CTAF**: 122.9

**MISSED APPROACH:** Climb to 3500 direct KEGEY and hold.

**EMMONAK**

Procedure NA for arrivals at PICNI on V385 southwest bound.

Procedure NA for arrival on ENM VOR/DME airway radials 335 CW 133.

Procedure NA for arrivals at GOYWI on V488 southwest bound and V506 southeast bound.

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>500-1</td>
<td>487 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>560-1</td>
<td>546 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**KOTLIK, ALASKA**

Orig-E 25APR19

**340**

**KOTLIK, ALASKA**

**AL-9750 (FAA)**

**24193**

**340**

**63°02'N-163°32'W**
RNAV (GPS) RWY 20
KOTLIK (2A9) (PFKO)

**APP CRS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LANV MDA</strong></td>
<td>440-1</td>
<td>425 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>480-1</td>
<td>465 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Miscellaneous**

- Procedure NA for arrivals at WARVI via V385 northeast bound.
- Procedure NA at night.
- Use Emmonak altimeter setting.
- Climb to 8000 direct RICVO WP and hold.

**AVOOS-3P**

- 118.1

**ENM/PAEM AVOS-3P**

- 135.35

**ANCHORAGE CENTER**

- 124.0

**CTAF**

- 122.9

**RNAV (GPS) RWY 20**

**Apt Elev**

- 15

**KOTLIK, ALASKA**

**Orig-A 02JUL09**

**AK, 11 JUL 2024 to 05 SEP 2024**

63°02'N-163°32'W
### RNAV (GPS) RWY 9

**RALPH WIEN MEML (OTZ) (PAOT)**

**KOTZEBUE, ALASKA**

**WAAAS CH 57941**

**APP CRS 091°**

**Rwy Idg 13**

**TDZE 13**

**Apt Elev 15**

**5900**

**6000 X 150**

**3876 X 90**

**5900**

**APP CRS**

**Apt Elev**

**TDZE**

**W09A**

**15**

**13**

**RNP APCH.**

- **Circling Rwy 18, 36 NA at night, operational VGSI required, remain on or above VGSI glidespath until threshold. Rwy 9 helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.**

**AFIS**

**135.45**

**ANCHORAGE CENTER**

**119.2 263.0**

**KOTZEBUE RADIO**

**123.6 (CTAF)**

**MISSED APPROACH:** Climb to 500 then climbing right turn to 2000 direct HERDU and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>263/50</td>
<td>250 [300-1]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>263/50</td>
<td>250 [300-1]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>360/55</td>
<td>347 [400-1]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>520-1</td>
<td>505 [600-1]</td>
<td>720-2</td>
<td>720-2 1/4</td>
</tr>
</tbody>
</table>

**KOTZEBUE, ALASKA**

**Orig C 03JAN19**

**AK, 11 JUL 2024 to 05 SEP 2024**

**Ralph Wien Meml (OTZ) (PAOT)**

**RNAV (GPS) RWY 9**

**Kotzebue, Alaska**

**66°53'N-162°36'W**

**343**
RNAV (GPS) RWY 27
RALPH WIEN MEML (OTZ) (PAOT)

Circling Rwy 18, 36 NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 27 NA at night. Circling Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing left turn to 2000 direct NEMDE and hold.

AFIS
135.45

ANCHORAGE CENTER
119.2 263.0

KOTZEBUE RADIO
123.6 (CTAF)

ELEV 15  TDZE 15

2000
NEMDE

14000
HOLD

2000
NEMDE
4 NM

NEMDE
4 NM
Holding Pattern

CATEGORY
A
B
C
D
LNAV MDA
420-1  405 (500-1)
420-1/8  405 (500-1/8)
CIRCLING
520-1  505 (600-1)
720-2
720-2/4
705 (800-2)
705 (800-2/4)
Arrivals on B2, B3, B27, G18, and V506 descend to 4300 in HHM NDB holding pattern prior to commencing approach.

VOR RWY 9
RALPH WIEN MEML (OTZ) (PAOT)

DME required.

- Circling Rwy 18, 36 NA at night, circling Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 9 helicopter visibility reduction below RVR 4000 NA.

- MISSUED APPROACH: Climb to 1500 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.
Circling to Rwy 18, 36 NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 27 at night, Circling Rwy 27 at night, operational VGSI required, remain on or above glidepath until threshold.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.
RNAV (GPS) RWY 1
KOYUK ALFRED ADAMS (KKA) (PAKK)

KOYUK, ALASKA

AWOS-3P 134.95
ANCHORAGE CENTER 135.7 335.5
NOME RADIO 122.35
CTAF 122.80

RNP APCH - GPS.

Circling NA west of Rwy 01-19.

Category

LP MDA
LNAV MDA
CIRCLING

A  540-1  378 (400-1)
B  660-1  498 (500-1)
C  660-1  498 (500-1)
D  660-1  498 (500-1)

MIRL Rwy 1-19

AK, 11 JUL 2024, to 05 SEP 2024
RNAV (GPS) RWY 7
KOYUKUK (KYU) (PFKU)

Circling Rwy 25 NA at night. Rwy 7 helicopter visibility reduction below ½ SM NA. Use Galena altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 3700 direct BISXI and hold, continue climb-in-hold to 3700.
RNAV (GPS) RWY 25
KOYUKUK (KYU) (PFKU)

Category A B C D

LPV DA

LNAV/ VNAV DA

LNAV MDA

CIRCLING

471-1 322 (400-1)

471-1 322 (400-1)

720-1 571 (600-1)

720-1 571 (600-1)

720-1 571 (600-1)

1320-3 1171 (1200-3)

NA

NA

NA

NA

RNAV (GPS) RWY 25
KOYUKUK (KYU) (PFKU)

GAL/PAGA AWOS-3P 132.525

ANCHORAGE CENTER 127.0 290.2

CTAF 122.9

MISSED APPROACH: Climb to 4100 direct VODUY and hold, continue climb-in-hold to 4100.

Rwy 25 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Galena altimeter setting; when not received, procedure NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.

Use Galena altimeter setting; when not received, procedure NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.

KOYUKUK, ALASKA

Amdt 1 02DEC21

64°53'N 157°44'W

349
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 068° to 650, then climbing right turn to at or above 6000 direct DIBVY and on track 080° to GAL VOR/DME thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 248° to 650, then climbing left turn to at or above 6000 direct DIBVY and on track 080° to GAL VOR/DME thence. . . .

. . . on filed route and altitude.
RNAV (GPS) RWY 36
KWETHLUK (KWT) (PFKW)

**AWOS-3P**
120.0

**BET/PABE ASOS**
135.45

**ANCHORAGE CENTER**
125.2 372.0

**CTAF**
122.9

**RNAV (GPS) RWY 36**
**KWETHLUK (KWT) (PFKW)**

**ANECDOTAL INFORMATION**

**MISSING APPROACH:** Climb to 2200 direct FONUS and right turn via 115° track to ZALOS and via 197° track to WODIL and hold.

**Holding Pattern**

**Category A**

**LPV DA**
695-2'/670 (700-2'/2)

**LNAV/VNAV DA**
733-2'/708 (800-2'/2)

**LNAV MDA**
620-1 595 (600-1)
620-1'/2 595 (600-1'/2)
620-1'/4 595 (600-1'/4)
680-1 655 (700-1)
680-1'/4 655 (700-1'/4)
680-2 655 (700-2)

**CIRCLING**
680-1 655 (700-1)
680-1'/4 655 (700-1'/4)
680-2 655 (700-2)

**MIRL Rwy 18-36**

**REIL Rwy 18 and 36**

**OPSI**

**NA**

Baro-VNAV NA.
DME/DME RNP-0.3 NA.
When local altimeter setting not received use Bethel altimeter setting.
Rwy 36 helicopter visibility reduction below ½ SM NA.

**FTZS**

122.9 CTAF

**AWOS-3P**
120.0

**BET/PABE ASOS**
135.45

**ANCHORAGE CENTER**
125.2 372.0

**TPA**

**CTAF**
122.9

**AWOS-3P**
120.0

**BET/PABE ASOS**
135.45

**ANCHORAGE CENTER**
125.2 372.0

**TPA**

**CTAF**
122.9

**RNAV (GPS) RWY 36**
**KWETHLUK (KWT) (PFKW)**

**ANECDOTAL INFORMATION**

**MISSING APPROACH:** Climb to 2200 direct FONUS and right turn via 115° track to ZALOS and via 197° track to WODIL and hold.

**Holding Pattern**

**Category A**

**LPV DA**
695-2'/670 (700-2'/2)

**LNAV/VNAV DA**
733-2'/708 (800-2'/2)

**LNAV MDA**
620-1 595 (600-1)
620-1'/2 595 (600-1'/2)
620-1'/4 595 (600-1'/4)
680-1 655 (700-1)
680-1'/4 655 (700-1'/4)
680-2 655 (700-2)

**CIRCLING**
680-1 655 (700-1)
680-1'/4 655 (700-1'/4)
680-2 655 (700-2)

**MIRL Rwy 18-36**

**REIL Rwy 18 and 36**

**OPSI**
NOTE: GPS required.
NOTE: RNAV 1

TAKEOFF MINIMUMS
Rwy 36: Standard.
Rwy 18: 400-2 or standard with minimum climb of 240' per NM to 500'.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb heading 182° to 540 then right turn direct BET VORTAC, thence. . .
TAKEOFF RUNWAY 36: Climb heading 002° to 540 then left turn direct BET VORTAC, thence. . .

. . . maintain 2500 or ATC assigned altitude.
RNP APCH-GPS

- When ALS inop, increase CAT CD vis to 1\(\frac{1}{2}\) miles.
- Circling not authorized N of Rwy 7-25.

** MISSABLE APPROACH: Climbing left turn to 4200 direct IMARE and hold.**

** Procedure NA for arrivals at FIBEX on V301 southwest bound and at IMARE on V444 east bound.**

** 4200 IMARE VGS and descent angles not coincident (VGS angle 3.3°/TCH 67).**

** HIRL Rwy 7-25 **

Als non standard
**RNAV (GPS) RWY 18**

MANLEY HOT SPRINGS (MLY)(PAML)

**TAL/PATA ASOS**
135.1

**ANCHORAGE CENTER**
120.9 319.2

**FAIRBANKS RADIO**
122.3 122.65

**UNICOM**
122.8 (CTAF)

---

**WAAS CH 69541 W18A**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>203°</td>
<td>3400</td>
<td>275</td>
</tr>
<tr>
<td></td>
<td>275</td>
<td>275</td>
</tr>
</tbody>
</table>

---

**MISSED APPROACH:** Climbing left turn to 4400 direct OLSEE and hold.

**When Tanana altimeter setting not received, procedure NA.**

**Circling NA west of Rwy 18-36. Rwy 18 helicopter visibility reduction below 1 SM NA. Procedure NA at night.**

---

**Final approach course offset 19.90°**

**OLSEE**

**JODOG**

**275**

**MANLEY HOT SPRINGS, ALASKA**

**AL-10889 (FAA)**

**64°59'N-150°39'W**

**MANLEY HOT SPRINGS (MLY)(PAML)**

**RNAV (GPS) RWY 18**

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1860-1¼</td>
<td>1860-1½</td>
<td>1860-3</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1960-1¼</td>
<td>1960-1½</td>
<td>1960-3</td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>1685 (1700-1¼)</td>
<td>1685 (1700-1½)</td>
<td>1685 (1700-3)</td>
</tr>
</tbody>
</table>
Use Tanana altimeter setting; when not received, procedure NA.  
Circling NA west of Rwy 18-36.  Rwy 36 helicopter visibility reduction below 3/4 SM NA.  Procedure NA at night.

**RNAV (GPS) RWY 36**

**MANLEY HOT SPRINGS (MLY)(PAML)**

**FAIRBANKS RADIO**
122.3 122.65

**UNICOM**
122.8 (CTAF)

**TAL/PATA ASOS**
135.1

**ANCHORAGE CENTER**
120.9 319.2

**MISSED APPROACH:** Climbing right turn to 4400 direct OLSEE and hold.

**WAAS CH 63141**
W36A
APP CRS 022°
Rwy Idg 3400
TDZE 275
Apt Elev 275

**ELEV 275**
TDZE 275

**TADUE**

**OLSEE**

**SPLAY**

**HIKAT**

**DAFTY**

**FIRBI**

**Final approach course offset 19.37°.**

**Use**

**TADUE**

**OLSEE**

**HIKAT**

**DAFTY**

**2.96° TCH 40**

**2100**

**1200**

**6.2 NM**

**2.8 NM**

**2.1 NM**

**0.7**

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>720-1 445 (500-1)</td>
<td>720-1 445 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1020-1 745 (800-1)</td>
<td>1020-1 745 (800-1)</td>
<td>1020-2 745 (800-2)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1140-1 865 (900-1)</td>
<td>1280-1 1005 (1100-1)</td>
<td>1580-3 1305 (1400-3)</td>
<td>NA</td>
</tr>
</tbody>
</table>
Circling NA northwest of Rwys 3 and 21. DME/DME RNP-0.3 NA. VDP NA when using Dillingham altimeter setting. When local altimeter setting not received use Dillingham altimeter setting and increase all MDA 40 feet and increase LNAV Cat D visibility ¼ SM. Rwy 21 helicopter visibility below 1 SM NA.

MISSED APPROACH: Climb to 2800 direct MAJLE and hold.

**RNAV (GPS) RWY 21**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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</thead>
<tbody>
<tr>
<td>204°</td>
<td>3300</td>
<td>107</td>
<td>107</td>
</tr>
</tbody>
</table>

**AWOS-3P** 120.625  
**ANCHORAGE CENTER** 132.75 282.35  
**CTAF** 122.9 📞

**MANOKOTAK, ALASKA**

**MANOKOTAK (MBA) (PAMB)**

**MANOKOTAK (MBA) (PAMB)**

**MANOKOTAK, ALASKA**

**CIRCLING**

**MINIMUMS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>440-1</td>
<td>333 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>540-1</td>
<td>433 (500-1)</td>
<td>453 (500-1)</td>
<td>453 (500-1½)</td>
<td>553 (600-2)</td>
</tr>
</tbody>
</table>

**MIRL Rwy 3-21**

**58°56'N-158°54'W**

**AK, 11 JUL 2024 to 05 SEP 2024**

**AK, 11 JUL 2024 to 05 SEP 2024**

**AK, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 7
MARSHALL DON HUNTER SR (MDM) (PADM)

When local altimeter setting not received, use Russian Mission altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA.

MISSING APPROACH: Climb to 4000 direct BECAD and on track 050° to EYOPA and hold, continue climb-in-hold to 4000.

AWOS-3P 119.675
ANCHORAGE CENTER 124.0
CTAF 122.9

LP MDA 820-1½ 707 (800-1½) NA
LNAV MDA 1060-1½ 947 (1000-1½) NA
CIRCLING 1060-1½ 945 (1000-1½) 1140-1½ 1025 (1100-1½) NA

MARSHALL, ALASKA
Amdt 2B 17JUN21

61°52'N-162°02'W

MARSHALL DON HUNTER SR (MDM)(PADM)

MIRL Rwy 7
REIL Rwy 7-25
**RNAV (GPS)-A**

**MARSHALL DON HUNTER SR (MDM) (PADM)**

**When local altimeter setting not received, use Russian Mission altimeter setting and increase Cat B MDA 60 feet. DME/DME RNP: 0.3 NA.**

**MISSUED APPROACH:** Climb to 4000 direct DICEC and on track 296° to ANESE and hold, continue climb-in-hold to 4000.

<table>
<thead>
<tr>
<th>ST MARYS</th>
<th>ANCHORAGE CENTER</th>
<th>CTAH</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMA</td>
<td>119.675</td>
<td>124.0</td>
</tr>
<tr>
<td>ZOXIM 25 NM</td>
<td></td>
<td></td>
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<tr>
<td>233° to ZOXIM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3900</td>
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</tr>
</tbody>
</table>

**Procedure NA for arrivals on SMA NDB airway radials 195 CW 316.**

**Procedure NA for arrivals at MARSI on V506 northwest bound.**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>880-1</td>
<td>1140-1½</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td></td>
<td>765 (800-1)</td>
<td>1025 (1100-1½)</td>
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<td></td>
</tr>
</tbody>
</table>

**MARSHALL, ALASKA**

Amdt 2A 17JUN21
NOTE: GPS required.
NOTE: Pilots of RNP capable aircraft use RNP 1.0.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwy 7: Standard with minimum climb of 415’ per NM to 3000.
Rwy 25: Standard.

TAKEOFF OBSTACLE NOTES
Rwy 7: Lights beginning 9’ from DER, 40’ right of centerline, up to 3’ AGL/117’ MSL.
Lights beginning 9’ from DER, 39’ left of centerline, up to 3’ AGL/117’ MSL.
Trees beginning 1.1 NM from DER, 2110’ right of centerline, 60’ AGL/309’ MSL.
Trees beginning 1.8 NM from DER, 1199’ right of centerline, up to 60’ AGL/709’ MSL.
Rising terrain 1.4 NM from DER, 1605’ right of centerline, up to 651’ MSL.

Rwy 25: Lights beginning 9’ from DER, 40’ right of centerline, up to 6’ AGL/84’ MSL.
Lights beginning 9’ from DER, 39’ left of centerline, up to 3’ AGL/84’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 7: Climb to 3000 direct EPUTE, and on track 072° to CAGUL and climbing right turn direct BIBNE, before proceeding on course.

TAKEOFF RUNWAY 25: Climb to 3000 direct CATLU, and on track 251° to BIBNE, before proceeding on course.
RNAV (GPS) RWY 16
MC GRATH (MCG) (PAMC)

Circling NA for Cat D west of Rwy 16-34.

MISSED APPROACH: Climbing right turn to 4900 direct TIGUE and hold, continue climb-in-hold to 4900.

ASOS
135.65

ANCHORAGE CENTER
128.1 353.8

MCGRATH RADIO
123.6 (CTAF)

2950

5 NM Holding Pattern
TIGUE

4900

30 NM to TIGUE (No P)

3203

1677

5936 X 100

4234

2544

6 NM to TIGUE

4900

6500

070°

250°

1460-3

1117 (1200-3)

1277 (1300-3)

160°

1 NM

62°57'N - 155°36'W

Amdt 1C 14JUL22
Circling NA for Cat D west of Rwy 16-34.

**LOC/DME RWY 16**

**MC GRATH (MCG)(PAMC)**

**ANCHORAGE CENTER**

- **ELEV 343**
- **TDZE 343**

**MC GRATH, ALASKA**

**LOC/DME I-MCG**

- **108.5**
- **Chan 22**

**APP CRS**

- **162°**

**Rwy Idg**

- **343**

**Apt Elev**

- **343**

**Missed Approach:** Climb to 1000 then climbing left turn to 4000 via MCG VORTAC R-102 to IRUCU/MCG 5 DME and hold, continue climb-in-hold to 4000.

**MCGRATH RADIO**

- **123.6 (CTAF)**

**ASOS**

- **135.65**

**MC GRATH, ALASKA (MCG)(PAMC)**

**AMDT 3C 14JUL22**

**AL-1225 (FAA)**

**AK, 11 JUL 2024 to 05 SEP 2024**

**MC GRATH, ALASKA**

**62°57'N-155°36'W**

**MC GRATH, ALASKA**

**62°57'N-155°36'W**
### MISSED APPROACH
Climb to 2200 then climbing left turn to 4000 direct MCG VORTAC and hold, continue climb-in-hold to 4000.

### ASOS
<table>
<thead>
<tr>
<th>Airport</th>
<th>Temperature</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANCHORAGE CENTER</td>
<td>128.1</td>
</tr>
<tr>
<td>MC GRATH RADIO</td>
<td>123.6</td>
</tr>
</tbody>
</table>

### ANCHORAGE CENTER
- **Temperature**: 353.8
- **Temperature**: 128.1
- **Temperature**: 123.6 (CTAF)

### MCGVOR/DME-C
- **VOR/DME-C**
- **WUGDO**: 282°
- **MCG**: 115.5
- **Chan**: 102
- **APP CRS**: 282°
- **Rwy Idg**: 343
- **Apt Elev**: N/A

### MC GRATH, ALASKA
- **Chan**: 102
- **Position**: 62°57'N-155°36'W
- **Amdt**: 2B 14JUL22

### CATEGORY
- **A**: 1060-1
- **B**: 717 (800-1)
- **C**: 1460-3
- **D**: 1620-3

### APP CRS
- **282°**

### Miscellaneous
- **Turn Procedure**: NA for Cat D west of Rwy 1-34.
RNAV (GPS) RWY 6
MEKORYUK (MYU) (PAMY)

Circling NA southeast of Rwy 6-24.

AWOS-3P  123.9
ANCHORAGE CENTER 124.5  372.0
KENAI RADIO  122.0
CTAF  122.9

MISSED APPROACH: Climb to 700 then climbing left turn to 2800 direct NANWK and hold.

HOLD 2800 1000 N

RNAV (GPS) RWY 6

MEKORYUK, ALASKA
AL-6821 (FAA)

Amdt 1 12AUG21

366
Circling NA southeast of Rwy 6-24.

Misssed Approach: Climb to 520 then climbing right turn to 2000 direct MKLUK and hold.
**RNAV (GPS) RWY 2**

**MIDDLETON ISLAND (MDO) (PAMD)**

**DME/DME RNP-0.3 NA**  
Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 1700 direct RUROC and hold.

**AWOS-3P**  
135.725

**ANCHORAGE CENTER**  
133.6 269.4

**JUNEAU RADIO**  
122.05

**CTAF**  
122.9

**Procedure NA** for arrivals at MODDS on V440 westbound and arrivals at DEALS on V441-508 westbound.

**Helicopter visibility reduction below 1 SM NA.**
RNAV (GPS) RWY 20
MIDDLETON ISLAND (MDO) (PAMD)

MISSED APPROACH: Climb to 1700 direct YULUP and hold.

Procedure NA for arrivals at MODDS on V440 westbound and arrivals at DEALS on V441-508 westbound.

Helicopter visibility reduction below 1 SM NA.

AWOS-3P 135.725
ANCHORAGE CENTER 133.6 269.4
JUNEAU RADIO 122.05
CTAF 122.9

RNAV (GPS) RWY 20
MIDDLETON ISLAND (MDO) (PAMD)
MIDDLETON ISLAND, ALASKA

**VOR/RWY 2**

**MIDDLETON ISLAND (MDO) (PAMD)**

- **AWOS-3P**: 135.725
- **ANCHORAGE CENTER**: 133.6 269.4
- **JUNEAU RADIO**: 122.05
- **CTAF**: 122.9

**Approach**

- **VOR/DME MDO**: 115.3
- **Chan**: 100
- **Rwy Idg**: 022°
- **TDZE**: 100
- **Apt Elev**: 100

**Notes**

- When local altimeter setting not received, procedure NA.
- Procedure NA at night.
- Helicopter visibility reduction below 1 SM NA.
- MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 direct MDO VOR/DME and hold.

**Airports**

- **ANCHORAGE CENTER**: 370
- **JUNEAU RADIO**: 122.05
- **CTAF**: 122.9

**Route**

- **Remain within 10 NM**
- **MDO VOR/DME**
- **1000**
- **1500**
- **MDO**

**Elevation**

- **ELEV 100**
- **TDZE 100**

**Visibility**

- **Helicopter visibility reduction below 1 SM NA.**
- **Procedure NA at night.**
- **When local altimeter setting not received, procedure NA.**

**Amdt 3B 24JUL14**

- **AWOS-3P**: 135.725
- **ANCHORAGE CENTER**: 133.6 269.4
- **JUNEAU RADIO**: 122.05
- **CTAF**: 122.9

**Min. Altitudes**

- **MDO 115.3 MDO**
- **Chan 100**

**VOR RWY 2**

- **Middleton Island, Alaska**
- **Amdt 3B 24JUL14**
- **59°27′N-146°18′W**

**AK, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 3
MINCHUMINA (MHM) (PAMH)

MISSED APPROACH: Climb to 4200 direct FEGEL and hold.

Procedure NA for arrivals at SUCOD via V480 southwest bound.

Category A B C D
LNAV MDA 1360-1 678 (700-1) 1360-2 678 (700-2) 
CIRCLING 1360-1 678 (700-1) 1460-2\(\frac{3}{4}\) 778 (800-2\(\frac{3}{4}\)) 1460-2\(\frac{1}{2}\) 778 (800-2\(\frac{1}{2}\))
RNAV (GPS) RWY 21
MINCHUMINA (MHM) (PAMH)

MISSED APPROACH: Climb to 3400 direct BECAG and hold.

AWOS-3P
135.55

ANCHORAGE CENTER
120.9 319.2

FAIRBANKS RADIO
122.2

CTAF
122.9

Procedure NA for arrivals at HEMRO via V480 northeast bound.
37°C

Circling NA west of Rwy 3-21.

MISSED APPROACH: Climbing right turn to 2500 in MHM NDB holding pattern.

AWOS-3P 135.55
ANCHORAGE CENTER 120.9 319.2
FAIRBANKS RADIO 122.2
CTAF 122.9

* 3510

* 2053

* 2100

* 1812

* 1254

* 1035

* 1786

MINCHUMINA, ALASKA
Amdt 3E 05NOV20

63°53’N-152°18’W

373
RNAV (GPS) RWY 2
MOUNTAIN VILLAGE (MOU) (PAMO)

AWOS-3P 118.35
ANCHORAGE CENTER 124.0
CTAF 122.9

MISSED APPROACH: Climb to 760 then climbing left turn to 3000 direct AGEPE and hold, continue climb-in-hold to 3000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

LPV DA 534-1 200 [200-1]
LNAV/ VNAV DA 584-1 250 [300-1]
LNAV MDA 600-1 266 [300-1]
CIRCLING 700-1 840-1 840-1 1/2 900-2

CATEGORY A B C D

AGP 3.00°
TCH 25

MOUNTAIN VILLAGE, ALASKA

Amdt 2 30JAN20

62°06’N-163°41’W

REIL Rwy 2-20

MIRL Rwy 2-20

4 NM 30° 312° 339° 350° 374°
RNAV (GPS) RWY 20
MOUNTAIN VILLAGE (MOU) (PAMO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

ANALOGUE NAVIGATION AIDS - PAMI

ELEV 339  TDZE 339

* LNAV only

MITTLED APPROACH: Climb to 740 then climbing right turn to 3000 direct AGEPE and hold, continue climb-in-hold to 3000.

740 3000 AGEPE

VGSI and RNAV glidpath not coincident ( VGSI Angle 3.00°/TCH 25), BOPNE

HOLD 4 NM

4 NM Holding Pattern

203° 6000 203° 2600

GP 3.00°

TCH 30

CATEGORY

A  B  C  D

LPV  DA

LNAV/ VNAV

LNAV MDA

CIRCLING

LPV<br>DA<br>LNAV/VNAV<br>LNAV MDA<br>CIRCLING

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MOUNTAIN VILLAGE, ALASKA

AL-9445 (FAA)

20030

RNAV (GPS) RWY 20
MOUNTAIN VILLAGE (MOU) (PAMO)

LPV 200 (200-1)

LNAV/VNAV 250 (300-1)

LNAV MDA 261 (300-1)

CIRCLING 900-2 561 (600-2)

MOUNTAIN VILLAGE, ALASKA

Amdt 2 30JAN20

62°06'N-163°41'W

375

LNAV only

LNAV only

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.
RNAV (GPS) RWY 16

NAPAKIAK (WNA) (PANA)

AWOS-3P
121.425

ANCHORING CENTER
125.2 372.0

CTAF
122.9

4 NM Holding Pattern

2200 CUGAV JETPI LIKIY

GOVBE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

KOKCE

MISSED APPROACH: Climb to 2200 direct CUGAV and right turn on track 272° to JETPI on track 356° to LIKIY and hold.

AWOS-3P
121.425

ANCHORING CENTER
125.2 372.0

CTAF
122.9

4 NM Holding Pattern

2200 CUGAV JETPI LIKIY

GOVBE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

KOKCE

MISSED APPROACH: Climb to 2200 direct CUGAV and right turn on track 272° to JETPI on track 356° to LIKIY and hold.

ANA, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 16

NAPAKIAK (WNA) (PANA)

AWOS-3P
121.425

ANCHORING CENTER
125.2 372.0

CTAF
122.9

4 NM Holding Pattern

2200 CUGAV JETPI LIKIY

GOVBE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

KOKCE

MISSED APPROACH: Climb to 2200 direct CUGAV and right turn on track 272° to JETPI on track 356° to LIKIY and hold.

AWOS-3P
121.425

ANCHORING CENTER
125.2 372.0

CTAF
122.9

4 NM Holding Pattern

2200 CUGAV JETPI LIKIY

GOVBE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

KOKCE

MISSED APPROACH: Climb to 2200 direct CUGAV and right turn on track 272° to JETPI on track 356° to LIKIY and hold.

AWOS-3P
121.425

ANCHORING CENTER
125.2 372.0

CTAF
122.9

4 NM Holding Pattern

2200 CUGAV JETPI LIKIY

GOVBE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

KOKCE

MISSED APPROACH: Climb to 2200 direct CUGAV and right turn on track 272° to JETPI on track 356° to LIKIY and hold.
RNAV (GPS) RWY 34
NAPAKIAK (WNA) (PANA)

AWOS-3P
121.425

ANCHORAGE CENTER
125.2 372.0

CTAF
122.9

ELEV 17
TDZE 17

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bethel altimeter setting. Procedure NA at night for Cat C and D aircraft. Rwy 34 helicopter visibility reduction 1 SM NA.

MISSPED APPROACH: Climb to 2700 direct KOKCE and left turn on track 232° to FODEK on track 147° to NUYIL and hold.

RNAV (GPS) RWY 34
NAPAKIAK (WNA) (PANA)
Procedure NA at night. Rwy 8 helicopter visibility reduction below 1 SM NA.

**RNAV (GPS) RWY 8**

**NELSON LAGOON (OUL) (PAOU)**

**APP CRS**
- Rwy Idg: 4003
- TDZE: 14
- Apt Elev: 14

**ELEV**
- 122.9

**CTAF**
- 119.025

**AWOS-3P**
- 118.5

**ANCHORAGE CENTER**
- 278.3

**RNAV (GPS) RWY 8**

**NELSON LAGOON, ALASKA**

**AL-9293 (FAA)**

**MISSED APPROACH:** Climb to 500, then climbing left turn to 3000 direct AMNIA and hold.

**CTAF**
- 118.5

**ALONG RTH**
- 278.3

**OUL (PAOU)**

**APCRS**
- Apt Elev 14

**LNAV MDA**
- 380-1
- 366 (400-1)

**CIRCLING**
- 380-1
- 480-1
- 480-1½
- 580-2

**CIRCLING**
- 366 (400-1)
- 466 (500-1)
- 466 (500-1½)
- 566 (600-2)

**KIRL RWY 8-26**

**KIRL**
- 380-1
- 366 (400-1)
- 480-1
- 480-1½
- 580-2

**KIRL**
- 366 (400-1)
- 466 (500-1)
- 466 (500-1½)
- 566 (600-2)

**ELEV 14**
**TDZE 14**

**AWOS-3P**
**ELEV 14**
**TDZE 14**

**PROcedure NA at night.**
**Rwy 8 helicopter visibility reduction below 1 SM NA.**

**LNAV MDA**
**CIRCLING**
**PROcedure NA at night.**
**Rwy 8 helicopter visibility reduction below 1 SM NA.**
**RNAV (GPS) RWY 26**

**NELSON LAGOON (OUL) (PAOU)**

**LPV**

- LNAV MDA
- CIRCLING

**CTAF**

- NELSON LAGOON RNAV (GPS) RWY 26 (OUL) (PAOU)

**APP CRS**

- 265°

**Rwy Idg**

- 4003

**TDZE**

- 10

**Apt Elev**

- 14

**MISSED APPROACH:** Climb to 500, then climbing right turn to 3400 direct FIKSA and hold. Continue climb in hold to 3400.

**CTAF**

- 122.9

**AWOS-3P**

- 119.025

**ANCHORAGE CENTER**

- 118.5 278.3

**ELEV**

- 14

**TDZE**

- 10

**LNAV 4003 X 75**

**NELSON LAGOON, ALASKA**

**Amdt 1 05DEC19**

**AK, 11 JUL 2024 to 05 SEP 2024**

- 56°00'N-161°10'W

- 381
DEPARTURE ROUTE DESCRIPTION

NELSON LAGOON, ALASKA

HITEN

BOYAR

BINAL

NOTE: RNAV 1.

NOTE: Chart not to scale

TAKEOFF OBSTACLE NOTES

Rwy 8: Trees beginning 77' from DER, 210' left of centerline, up to 20' AGL/43' MSL.
Tree beginning 142' from DER, 56' right of centerline, up to 20' AGL/30' MSL.
Rwy 26: Trees beginning 21' from DER, 10' right of centerline, up to 20' AGL/40' MSL.
Tree 265' from DER, 559' left of centerline, 20' AGL/34' MSL.
Trees beginning 296' from DER, 25' left of centerline, up to 20' AGL/40' MSL.

TAKEOFF MINIMUMS

Rwys 8, 26: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale

TAKEOFF RUNWAY 8: Climb direct HITEN, then right turn direct BINAL, thence...

TAKEOFF RUNWAY 26: Climb direct BOYAR, then on track 226° to BINAL, thence...

...on assigned route, maintain 5000, expect clearance to filed altitude 10 minutes after departure.
When local altimeter setting not received, use Fairbanks Intl altimeter setting and increase all MDAs 100 feet and LNAV Cat C and Circling Cats C/D visibility 1/4 SM. Circling NA west of Rwy 4L-22R. Procedure NA at night. Circling NA to Rwy 4R, 22L, 4W and 22W.

Rwy 4L helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct ICEBI and hold.
Circling NA northwest of Rwys 4L-22R. When local altimeter setting not received, use Fairbanks Intl altimeter setting and increase all MDAs 100 feet and S-4L Cat C and Circling Cats C/D visibility 1/2 SM. Procedure NA at night. Circling NA to Rwys 4R, 22L, 4W and 22W. Rwys 4L, helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3200 on ICW NDB 135° bearing, then right turn direct ICW NDB and hold.
NEW STUYAHOK, ALASKA

RNAV (GPS) RWY 32
NEW STUYAHOK (KNW) (PANW)

When local altimeter setting not received, use Koliganek altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CUTRA and hold.

AWOS-3P
120.275

ANCHORAGE CENTER
132.75 282.35

DILLINGHAM RADIO
122.55

CTAF
122.9

NAKNEK 1
MOA
4 NM

30 NM to FEVON

16 NM to FEVON

0.8 NM to CICGA

0.8 NM to CICGA

3000

JIKAL

3000

RNAV (GPS) RWY 32
RNAV (GPS) RWY 32

AL-10173 (FAA)

NEW STUYAHOK, ALASKA

Orig-A 31MAR16

59°27'N-157°22'W

NEW STUYAHOK (KNW) (PANW)

RNAV (GPS) RWY 32

NEW STUYAHOK, ALASKA

AWOS-3P
120.275

ANCHORAGE CENTER
132.75 282.35

DILLINGHAM RADIO
122.55

CTAF
122.9

NAKNEK 1
MOA
4 NM

30 NM to FEVON

16 NM to FEVON

0.8 NM to CICGA

0.8 NM to CICGA

3000

JIKAL

3000

RNAV (GPS) RWY 32
RNAV (GPS) RWY 32

AL-10173 (FAA)

NEW STUYAHOK, ALASKA

Orig-A 31MAR16

59°27'N-157°22'W

NEW STUYAHOK (KNW) (PANW)

RNAV (GPS) RWY 32

NEW STUYAHOK, ALASKA

AWOS-3P
120.275

ANCHORAGE CENTER
132.75 282.35

DILLINGHAM RADIO
122.55

CTAF
122.9

NAKNEK 1
MOA
4 NM

30 NM to FEVON

16 NM to FEVON

0.8 NM to CICGA

0.8 NM to CICGA

3000

JIKAL

3000

RNAV (GPS) RWY 32
RNAV (GPS) RWY 32

AL-10173 (FAA)

NEW STUYAHOK, ALASKA

Orig-A 31MAR16

59°27'N-157°22'W

NEW STUYAHOK (KNW) (PANW)

RNAV (GPS) RWY 32

NEW STUYAHOK, ALASKA

AWOS-3P
120.275

ANCHORAGE CENTER
132.75 282.35

DILLINGHAM RADIO
122.55

CTAF
122.9

NAKNEK 1
MOA
4 NM

30 NM to FEVON

16 NM to FEVON

0.8 NM to CICGA

0.8 NM to CICGA

3000

JIKAL

3000

RNAV (GPS) RWY 32
RNAV (GPS) RWY 32

AL-10173 (FAA)

NEW STUYAHOK, ALASKA

Orig-A 31MAR16

59°27'N-157°22'W

NEW STUYAHOK (KNW) (PANW)

RNAV (GPS) RWY 32
MISSED APPROACH: Climb to 5000 direct HIBVU and hold, continue climb-in-hold to 5000.
RNAV (GPS) RWY 23
NIKOLAI (FSP)(PAFS)

Rwy 23 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct NURTE and hold.

AWOS-3P  118.325  ANCHORAGE CENTER  128.1  353.8  CTAF  122.8

V

Holding Pattern

AWOS-3P

Rwy 23

AWOS-3P

NIKOLAI, ALASKA

AL-10179 (FAA)  24081

AK, 11 JUL 2024 to 05 SEP 2024

LNAV  MDA
CIRCLING
APP CRS 230°

Rwl Idg 4001
TDZE 448
Apt Elev 448

MISSED APPROACH: Climb to 3000 direct NURTE and hold.

ELEV 448  TDZE 448
For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C. Circling Rwy 19 NA at night.

Procedure NA for arrivals at FIWWI on T229 southeast bound.

Procedure NA for arrivals at WANLY on T267 southbound.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3400 direct FITSU and hold.
RNAV (GPS) RWY 19
NOATAK (WTK)(PAWN)

**AWOS-3P**
135.75

**ANCHORAGE CENTER**
119.2 263.0

**KOTZEBUE RADIO**
122.4

**UNICOM**
122.8 (CTAF)

Rwy 19 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night.

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct WEDET and hold.

Rwy 19 NA at night.

Straight-in Rwy 19 NA at night.

RNP APCH-GPS.

**AWOS-3P**
135.75

**ANCHORAGE CENTER**
119.2 263.0

**KOTZEBUE RADIO**
122.4

**UNICOM**
122.8 (CTAF)

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct WEDET and hold.

Rwy 19 NA at night.

Straight-in Rwy 19 NA at night.

RNP APCH-GPS.

**AWOS-3P**
135.75

**ANCHORAGE CENTER**
119.2 263.0

**KOTZEBUE RADIO**
122.4

**UNICOM**
122.8 (CTAF)

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct WEDET and hold.

Rwy 19 NA at night.

Straight-in Rwy 19 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct EMMMO and hold.
RNAV (GPS) RWY 3
NOME (OME)(PAOM)

DME/DME RNP 0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 21 NA. Circling NA for Cats C and D north of Rwy 10-28.

AFIS
119.925

ANCHORAGE CENTER
133.3 290.4

NOME RADIO
123.6 (CTAF)
AK, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 28
NOME (OME)(PAOM)

Inop table does not apply to LPV 28 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 18°C or above 54°C. Circling NA for Cats C and D north of Rwy 10-28. NA. Rwy 28 helicopter visibility reduction below 4000 NA. Circling Rwy 21 NA at night.

CIRCLING

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>275/40</td>
<td>250 (300-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>301/40</td>
<td>276 (300-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>440/40</td>
<td>415 (400-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>540-1 499 (500-1)</td>
<td>540-1 1/2 499 (500-1/2)</td>
<td>700-2</td>
<td>659 (700-2)</td>
</tr>
</tbody>
</table>

AFIS 119.925
ANCHORAGE CENTER 133.3 290.4
NOME RADIO 123.6 (CTAF)

RNAV (GPS) RWY 28
NOME, ALASKA

APM 2A 21MAR24

AK, 11 JUL 2024 to 05 SEP 2024
For inop ALS, increase S-28 BEMTE fix minimums Cat A/B visibility to RVR 5000, increase Cat C/D visibility to 1 NM. Circling NA for Cats C and D north of Rwy 10-28. Circling Rwy 21 NA at night. Rwy 28 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct OME VOR/DME and hold, continue climb-in-hold to 3000.
NOME, ALASKA

AFIS 119.925
ANCHORAGE CENTER 133.3 290.4
NOME RADIO 123.6 (CTAF)

FDV

Circling NA for Cats C and D north of Rwy 10-28.
Helicopter visibility reduction below 1 SM NA.
Night Landing: Rwy 21, NA.

MISSED APPROACH: Climb to 1200 then climbing
left turn to 3000 direct FDV NDB and hold.

AFIS to MAP 3.2 NM

Knots
Min:Sec
60 90 120 150 180
3:12 2.08 1:36 1:17 1:04

CATEGORY
A B C D
CIRCLING 540-1 502 (600-1)

1200 3000 FDV

REIL Rwys 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21

FDV

Remain within 10 NM

3.2 NM

64°31'N-165°27'W

NOME (OME)(PAOM)
NDB-A

AK, 11 JUL 2024 to 05 SEP 2024

AL-1231 (FAA)

NDB-FDV

529

APP CRS

275°

Rwy Idg

TDZE

Apt Elev

Rwy

ELEV

38

D
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb on course 204° to JESUX, then on depicted route to ILI NDB/DME. Then on assigned route and altitude.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Do not exceed 160K until GIDLE.

TAKEOFF MINIMUMS
Rwy 2: NA - Obstacles.
Rwy 20: Standard with minimum climb of 474’ per NM to 2100.

TAKEOFF OBSTACLE NOTE
Rwy 20: Trees 1.3 NM from DER, 1760’ right of centerline, up to 50’ AGL/549’ MSL.

NOTE: Chart not to scale.
RNAV (GPS) RWY 24
ROBERT/BOB/CURTIS MEML (D76) (PFNO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 2700 direct ODMEE and hold, continue climb-in-hold to 2700.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 2700 direct ODMEE and hold, continue climb-in-hold to 2700.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

Misssed Approach: Climb to 2300 then climbing right turn to 7400 direct CIMGO and hold, continue climb-in-hold to 7400.

Procedure NA for arrivals at CIMGO on V444-T232 westbound.

Procedure NA for arrivals at JUTBU on V456 southwest bound.

Procedure NA for arrivals at YEDNU on V444 and T372 southeast bound.

Routing to WIRIS (not to scale)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

Misssed Approach: Climb to 2300 then climbing right turn to 7400 direct CIMGO and hold, continue climb-in-hold to 7400.

Procedure NA for arrivals at CIMGO on V444-T232 westbound.

Procedure NA for arrivals at JUTBU on V456 southwest bound.

Procedure NA for arrivals at YEDNU on V444 and T372 southeast bound.
TAKEOFF MINIMUMS
Rwy 24: Standard.
Rwy 6: Standard with a minimum climb of 227’ per NM to 3600, or 2800-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES
Rwy 6: Light poles 0’ from DER, 70’ left of centerline, 1720’ MSL. Light poles 5’ from DER, 107’ right of centerline, 1720’ MSL.
Light poles 5’ from DER, 104’ left of centerline, 1721’ MSL. Tree 22’ from DER, 255’ right of centerline, 1722’ MSL. Trees beginning 29’ from DER, 263’ right of centerline, up to 1723’ MSL. Trees beginning 56’ from DER, 367’ left of centerline, up to 1725’ MSL. Tree 81’ from DER, 481’ right of centerline, 1728’ MSL. Trees beginning 115’ from DER, 298’ right of centerline, up to 1731’ MSL. Trees beginning 149’ from DER, 367’ left of centerline, up to 1726’ MSL. Tree 212’ from DER, 480’ right of centerline, 1748’ MSL. Tree 235’ from DER, 431’ left of centerline, 1722’ MSL. Tree 276’ from DER, 468’ left of centerline, 1728’ MSL. Trees beginning 663’ from DER, 615’ right of centerline, up to 1752’ MSL. Trees beginning 1070’ from DER, 399’ right of centerline, up to 1765’ MSL. Trees beginning 1168’ from DER, 595’ right of centerline, up to 1778’ MSL. Tree 1229’ from DER, 824’ right of centerline, 1780’ MSL. Tree, pole, catenary wires beginning 1242’ from DER, 503’ right of centerline, up to 1790’ MSL. Tree 1701’ from DER, 900’ left of centerline, 1763’ MSL. Tree 1708’ from DER, 726’ left of centerline, 1768’ MSL. Trees beginning 1744’ from DER, 891’ left of centerline, up to 1773 MSL.

Rwy 24: Light poles, vegetation beginning 0’ from DER, 70’ right of centerline, up to 1724’ MSL. Tree 35’ from DER, 427’ left of centerline, 1722’ MSL. Trees beginning 119’ from DER, 333’ left of centerline, up to 1730’ MSL. Tree 167’ from DER, 267’ right of centerline 1731’ MSL. Tree 1150’ from DER, 649’ left of centerline, up to 1769’ MSL. Tree 1223’ from DER, 675’ left of centerline, 1781’ MSL. Trees beginning 1244’ from DER, 16’ left of centerline, up to 1792’ MSL. Trees beginning 1772’ from DER, 82’ right of centerline, up to 1784’ MSL. Tree 2028’ from DER, 387’ right of centerline, 1787’ MSL. Tree 2051’ from DER, 455’ right of centerline, 1795’ MSL. Trees beginning 2079’ from DER, 178’ right of centerline, up to 1799’ MSL. Trees beginning 2270’ from DER, 646’ right of centerline, up to 1801’ MSL. Trees beginning 2295’ from DER, 113’ right of centerline, up to 1802’ MSL.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 6: Climb on heading 059° to 2800, then climbing right turn heading 198° to intercept ORT VORTAC R-067 to ORT and hold, thence . . .
TAKEOFF RUNWAY 24: Climb on heading 239° to 2800, then climbing left turn heading 073° to intercept ORT VORTAC R-230 to ORT and hold, thence . . .
. . . continue climb in ORT holding pattern to cross ORT at or above MEA for route of flight.

VCOA RUNWAY 6: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Northway Airport at or above 4400 before proceeding on course.
RNAV (GPS) RWY 5
NUIQSUT (AQT) (PAQT)

RNAV (GPS) RWY 5
NUIQSUT, ALASKA

Procedure NA for arrivals at CEDUN on G16 westbound.

VSGI and RNAV glidepath not coincident [VSGI Angle 3.00°/TCH 33].

MISSED APPROACH:
Climb to 1700 direct IQUQU and hold.

Procedure NA for arrivals at ZADRO on G16 northeast bound.

ELEV 45  TDZE 45
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 34°C (93°F). DME/DME RNP 0.3 NA. Baro-VNAV NA with Deadhorse altimeter setting. When local altimeter setting not received, use Deadhorse altimeter setting and increase all DA 123 feet and all MDA 140 feet, increase LPV all Cats and LNAV Circling Cat C visibility 1/4 mile, increase LNAV/VNAV all Cats and LNAV Cat C visibility 1/2 mile.

MISSED APPROACH: Climb to 1700 direct BIQFI and hold.

Procedure NA for arrivals at CEDUN on G16 westbound.

Procedure NA for arrivals at ZADRO on G16 northeast bound.

LVNAV only for departures to BIQFI and hold.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 33).

LNAV only
RNAV (GPS) RWY 21
NULATO (NUL) (PANU)

RAwy 21 helicopter visibility reduction below 1 SM NA. DME/DME RNP 0.3 NA. Use Galena altimeter setting. Procedure NA at night.

**MISSING APPROACH:** Climb to 1600 then climbing left turn to 3500 direct TOYUP and hold.

**Final Approach Course offset 19.83°.**

**Visual Segment - Obstacles.**
Circling NA northeast of Rwy 16-28. Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrival on BGQ VORTAC airway radials 336 CW 054.
RNAV (GPS)-A
WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ)

Procedure NA for arrivals at BGQ on V456 southwest bound.

Procedure NA for arrivals at BGQ on V456 southwest bound.

Procedure NA for arrivals at BGQ on V456 southwest bound.

Procedure NA for arrivals at BGQ on V456 southwest bound.

Procedure NA for arrivals at BGQ on V456 southwest bound.

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Procedure NA for arrivals at BGQ on V456 southwest bound.

Procedure NA for arrivals at BGQ on V456 southwest bound.
ANCHORAGE DEP CON
118.6  290.5
CTAF
123.6

NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Rwy 16: Do not exceed 210K until established direct BGQ VORTAC.

TAKEOFF MINIMUMS
Rwy 10: NA-obstacles.
Rwy 16: Standard with minimum climb of 319\degree per NM to 1100.
Rwy 28: 300-1\% , or standard with minimum climb of 209\degree per NM to 750.
Rwy 34: Standard with minimum climb of 432\degree per NM to 900.

(TAKING OFF CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 164\degree to 750, then right turn direct to cross BGQ VORTAC at or above 4000, thence. . . .
TAKEOFF RUNWAY 28: Climb heading 277\degree to 750, then left turn direct to cross BGQ VORTAC at or above 4000, thence. . . .
TAKEOFF RUNWAY 34: Climb heading 344\degree to 750, then left turn direct to cross BGQ VORTAC at or above 4000, thence. . . .

. . . . . . maintain 4000 or assigned altitude, expect filed altitude 10 minutes after departure.
TAKEOFF OBSTACLE NOTES

Rwy 16: NAVAID beginning 3’ from DER, 40’ right of centerline, up to 2’ AGL/222’ MSL.
   NAVAID, fence beginning 4’ from DER, 49’ left of centerline, up to 1’ AGL/222’ MSL.
   Terrain beginning 197’ from DER, 393’ right of centerline, up to 227’ MSL.
   Trees beginning 584’ from DER, 161’ left of centerline, up to 60’ AGL/274’ MSL.
   Catenary 910’ from DER, 623’ right of centerline, 39’ AGL/259’ MSL.
   Trees beginning 991’ from DER, 40’ right of centerline, up to 72’ AGL/292’ MSL.
   Trees beginning 2340’ from DER, 246’ right of centerline, up to 90’ AGL/301’ MSL.

Rwy 28: NAVAID beginning 3’ from DER, 27’ right of centerline, up to 2’ AGL/234’ MSL.
   NAVAID beginning 11’ from DER, 37’ left of centerline, up to 1’ AGL/234’ MSL.
   Vegetation 11’ from DER, 48’ right of centerline, 3’ AGL/236’ MSL.
   Vertical structure, tree, vegetation beginning 20’ from DER, 183’ right of centerline,
   up to 22’ AGL/259’ MSL.
   Trees beginning 20’ from DER, 10’ left of centerline, up to 90’ AGL/322’ MSL.
   Tree, vegetation beginning 278’ from DER, 18’ right of centerline, up to 79’ AGL/317’ MSL.
   Tree, pole, catenary, antenna beginning 513’ from DER, 12’ right of centerline,
   up to 92’ AGL/328’ MSL.
   Trees beginning 1377’ from DER, 45’ left of centerline, up to 94’ AGL/331’ MSL.
   Trees beginning 2121’ from DER, 594’ left of centerline, up to 97’ AGL/337’ MSL.
   Trees beginning 3799’ from DER, 876’ left of centerline, up to 67’ AGL/345’ MSL.
   Tree 3965’ from DER, 773’ left of centerline, 69’ AGL/354’ MSL.

Rwy 34: Tree, NAVAID beginning 1’ from DER, 39’ right of centerline, up to 79’ AGL/287’ MSL.
   NAVAID beginning 9’ from DER, 40’ left of centerline, up to 2’ AGL/250’ MSL.
   Sign 28’ from DER, 198’ left of centerline, 3’ AGL/251’ MSL.
   Vegetation 38’ from DER, 431’ left of centerline, 4’ AGL/253’ MSL.
   Tree 73’ from DER, 192’ right of centerline, 47’ AGL/289’ MSL.
   Trees beginning 138’ from DER, 144’ right of centerline, up to 82’ AGL/306’ MSL.
   Vegetation beginning 164’ from DER, 287’ left of centerline, up to 2’ AGL/255’ MSL.
   Tree 270’ from DER, 545’ left of centerline, 5’ AGL/257’ MSL.
   Tree, catenary, pole beginning 393’ from DER, 108’ right of centerline, up to 73’ AGL/313’ MSL.
   Tree 575’ from DER, 512’ left of centerline, 4’ AGL/265’ MSL.
   Trees beginning 653’ from DER, 170’ left of centerline, up to 4’ AGL/266’ MSL.
   Catenary, pole, tree beginning 1046’ from DER, 52’ left of centerline, up to 42’ AGL/284’ MSL.
   Trees beginning 1123’ from DER, 133’ left of centerline, up to 83’ AGL/327’ MSL.
   Trees beginning 1129’ from DER, 12’ right of centerline, up to 82’ AGL/325’ MSL.
   Tree 1256’ from DER, 397’ left of centerline, 80’ AGL/329’ MSL.
   Trees beginning 1880’ from DER, 34’ left of centerline, up to 97’ AGL/352’ MSL.
   Tree 1990’ from DER, 75’ right of centerline, 102’ AGL/341’ MSL.
   Trees beginning 2184’ from DER, 4’ right of centerline, up to 109’ AGL/344’ MSL.
   Trees beginning 2546’ from DER, 162’ left of centerline, up to 98’ AGL/356’ MSL.
   Tree 2963’ from DER, 1188’ right of centerline, 82’ AGL/355’ MSL.
   Trees beginning 2973’ from DER, 1191’ right of centerline, up to 86’ AGL/364’ MSL.
   Trees beginning 4046’ from DER, 1574’ right of centerline, up to 119’ AGL/379’ MSL.
   Tree 4818’ from DER, 1704’ right of centerline, 118’ AGL/385’ MSL.
   Tree 1 NM from DER, 2106’ right of centerline, 96’ AGL/590’ MSL.
**RNAV (GPS) RWY 2**

**PERRYVILLE (PEV) (PAPE)**

**APP CRS**
- **Rwy Idg:** 3300
- **TDZE:** 30
- **Apt Elev:** 30

**MISSED APPROACH:** (Do not exceed 230K until completion of climbing right turn) Climbing right turn to 9000 direct ZOLOP and on track 249° to GESSE, continue climb-in-hold to 9000.

*Missed approach requires minimum climb of 418’ per NM to 2400.

**AWOS-3PT**
- 118.1

**AJC/PAJC AWOS-3P**
- 135.75

**ANCHORAGE CENTER**
- 125.35
- 346.3

**CTAF**
- 122.9

**Final approach course offset 8.37°.**

**MISSED APCH FIX**
- **GESSE**
- **WAREX**

**WAREX**
- **ECALE**
- **GEYED**

**Final approach course offset 8.37°.**

**CIRCLING**
- **Rwy 2-20**
- **LNAV MDA**

**NA**
- Rwy 2 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Chignik altimeter setting.
NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 2: NA - obstacles.
Rwy 20: 400-1 with minimum climb of 500' per NM to 530, then minimum climb of 262' per NM to 2400, or standard with minimum climb of 680' per NM to 1100.

TAKEOFF OBSTACLE NOTES
Rwy 20: Tree 52’ from DER, 264’ right of centerline, 50’ AGL/67’ MSL.
   Trees beginning 83’ from DER, 17’ right of centerline, up to 50’ AGL/99’ MSL.
   Trees beginning 103’ from DER, 190’ left of centerline, up to 50’ AGL/50’ MSL.
   Trees beginning 549’ from DER, 86’ left of centerline, up to 50’ AGL/64’ MSL.
   Vehicle 1567’ from DER, 156’ left of centerline, 15’ AGL/64’ MSL.
   Tree 1690’ from DER, 54’ left of centerline, 50’ AGL/70’ MSL.
   Trees beginning 1937’ from DER, 35’ right of centerline, up to 50’ AGL/149’ MSL.
   Tree 2385’ from DER, 125’ left of centerline, 50’ AGL/90’ MSL.
   Tree 2633’ from DER, 301’ left of centerline, 50’ AGL/100’ MSL.
   Trees beginning 2666’ from DER, 303’ right of centerline, up to 50’ AGL/249’ MSL.
   Tree 2831’ from DER, 21’ left of centerline, 50’ AGL/113’ MSL.
   Trees beginning 2850’ from DER, 322’ left of centerline, up to 50’ AGL/149’ MSL.
   Trees beginning 4867’ from DER, 1170’ left of centerline, up to 50’ AGL/349’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 20: Climb heading 203° to 530, then climb direct CILAC to at/above 10000, continue climb in CILAC holding pattern to at/above 10000 before proceeding on assigned route.
When local altimeter setting not received, use Wrangell altimeter setting and increase all MDA 80 feet. Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA.

MISSING APPROACH: Climb to 6000 direct WAKEV and on track 173° to LVD VOR/DME and hold, continue climb-in-hold to 6000.

Procedure NA for arrivals on LVD VOR/DME airway radials 249 CW 298.

AWOS-3P
125.8

ANCHORAGE CENTER
118.0

SIKA RADIO
122.35

CTAF
122.5
PETERSBURG, ALASKA

LOC/DME  I-PSG
110.5
Chan 42

APP CRS
164°

Rwy Idg
N/A
TDZE
N/A

Apt Elev
113

11°C

Circling to Rwy 5 NA at night. Inop table does not apply.
Circling NA southeast of Rwy 5-23. When local altimeter
setting not received, use Wrangell altimeter setting and
increase all MDA 80 feet.

AWOS-3P
125.8

ANCHORAGE CENTER
118.0

SITKA RADIO
122.35

CTAF
122.5

#LDA/DME-D

PETERSBURG JAMES A JOHNSON
(PWG)

PETERSBURG, ALASKA

ELEV
113

LEVEL ISLAND
116°
Chan 112

WEBUP
I-PSG 4

4000

Use I-PSG DME when on the localizer course.

LOCAIZER 110.5
I-PSG 10.2

LOCALIZER
I-PSG 16.7

SANDI
I-PSG 21.7

JERDU
I-PSG 21.7

LVD
117°

Set MDA on the localizer course.

Missed Approach: Climbing left turn to 4000
on heading 117° then climbing right turn to 7000
on LVD VOR/DME R-019 to LVD VOR/DME and
hold, continue climb-in-hold to 7000.

DME REQUIRED

Final approach course offset 65.75°.

Comminging missed approach after WEBUP will not provide
adequate obstacle clearance.

* CAUTION: MALF or
runway must be visible
to continue for landing.

* If I-PSG LDA not received when
crossing LVD R-346, proceed
direct to LVD VOR/DME and hold.

AWOS-3P
125.8

ANCHORAGE CENTER
118.0

SITKA RADIO
122.35

CTAF
122.5

#LDA/DME-D

PETERSBURG JAMES A JOHNSON
(PWG)

PETERSBURG, ALASKA

ELEV
113

LEVEL ISLAND
116°
Chan 112

WEBUP
I-PSG 4

4000

Use I-PSG DME when on the localizer course.

LOCAIZER 110.5
I-PSG 10.2

LOCALIZER
I-PSG 16.7

SANDI
I-PSG 21.7

JERDU
I-PSG 21.7

LVD
117°

Set MDA on the localizer course.

Missed Approach: Climbing left turn to 4000
on heading 117° then climbing right turn to 7000
on LVD VOR/DME R-019 to LVD VOR/DME and
hold, continue climb-in-hold to 7000.

DME REQUIRED

Final approach course offset 65.75°.

Comminging missed approach after WEBUP will not provide
adequate obstacle clearance.

* CAUTION: MALF or
runway must be visible
to continue for landing.

* If I-PSG LDA not received when
crossing LVD R-346, proceed
direct to LVD VOR/DME and hold.

AWOS-3P
125.8

ANCHORAGE CENTER
118.0

SITKA RADIO
122.35

CTAF
122.5

#LDA/DME-D

PETERSBURG JAMES A JOHNSON
(PWG)

PETERSBURG, ALASKA

ELEV
113

LEVEL ISLAND
116°
Chan 112

WEBUP
I-PSG 4

4000

Use I-PSG DME when on the localizer course.

LOCAIZER 110.5
I-PSG 10.2

LOCALIZER
I-PSG 16.7

SANDI
I-PSG 21.7

JERDU
I-PSG 21.7

LVD
117°

Set MDA on the localizer course.

Missed Approach: Climbing left turn to 4000
on heading 117° then climbing right turn to 7000
on LVD VOR/DME R-019 to LVD VOR/DME and
hold, continue climb-in-hold to 7000.

DME REQUIRED

Final approach course offset 65.75°.

Comminging missed approach after WEBUP will not provide
adequate obstacle clearance.

* CAUTION: MALF or
runway must be visible
to continue for landing.

* If I-PSG LDA not received when
crossing LVD R-346, proceed
direct to LVD VOR/DME and hold.

AWOS-3P
125.8

ANCHORAGE CENTER
118.0

SITKA RADIO
122.35

CTAF
122.5

#LDA/DME-D

PETERSBURG JAMES A JOHNSON
(PWG)

PETERSBURG, ALASKA

ELEV
113

LEVEL ISLAND
116°
Chan 112

WEBUP
I-PSG 4

4000

Use I-PSG DME when on the localizer course.

LOCAIZER 110.5
I-PSG 10.2

LOCALIZER
I-PSG 16.7

SANDI
I-PSG 21.7

JERDU
I-PSG 21.7

LVD
117°

Set MDA on the localizer course.

Missed Approach: Climbing left turn to 4000
on heading 117° then climbing right turn to 7000
on LVD VOR/DME R-019 to LVD VOR/DME and
hold, continue climb-in-hold to 7000.

DME REQUIRED

Final approach course offset 65.75°.

Comminging missed approach after WEBUP will not provide
adequate obstacle clearance.

* CAUTION: MALF or
runway must be visible
to continue for landing.

* If I-PSG LDA not received when
crossing LVD R-346, proceed
direct to LVD VOR/DME and hold.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**

- **Rwy 5:** Standard with a minimum climb of 340' per NM to 9000.
- **Rwy 23:** 6400-3 for climb in visual conditions.

**TAKEOFF OBSTACLE NOTES**

- **Rwy 5:** Multiple trees beginning 883' from DER, 560' left of centerline, up to 65' AGL/144' MSL.
- Multiple trees beginning 170' from DER, 353' right of centerline, up to 100' AGL/193' MSL.
- NAVAID light 10' from DER, 55' left of centerline, 3' AGL/107' MSL.

- **Rwy 23:** Multiple trees beginning 896' from DER, 199' left of centerline, up to 58' AGL/177' MSL.
- Multiple trees beginning 532' from DER, 559' right of centerline, up to 122' AGL/240' MSL.
- Fence 801' from DER, 178' left of centerline, up to 8' AGL/193' MSL.

**TAKEOFF RUNWAY 5:** Climb to MEA for direction of flight via climbing left turn heading 300° to intercept I-PSG LDA north course (344°) to JERDU/I-PSG 22 DME, then on LVD VOR/DME 42 DME Arc CCW to WUBDO/LVD 42 DME, then on LVD 42 DME Arc CCW to ZARUT/LVD 42 DME before proceeding on course. Thence. . . .

**TAKEOFF RUNWAY 23:** For climb in visual conditions cross Petersburg James A Johnson Airport at or above 6400 before proceeding on course. When executing VCOA, notify ATC prior to departure. Thence. . . .

. . . . expect filed altitude 10 minutes after departure.
DME/DME RNAV 0.3 NA. When local altimeter setting not received, use King Salmon altimeter setting and increase all MDA 180 feet.

**MISSED APPROACH:** Climbing left turn to 2500 direct ZILKO and hold.

<table>
<thead>
<tr>
<th>AWOS-3P</th>
<th>ANCHORAGE CENTER</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.375</td>
<td>132.9 288.3</td>
<td>122.9</td>
</tr>
</tbody>
</table>

**Visual Segment - Obstacles:**

- **FEDBO**
- **FILAD**
- **ZILKO**
- **RW07**

**Category:**

- **LNAV MDA:**
  - A: 520-1 463 (500-1)
  - B: NA
  - C: 600-1 543 (600-1)
  - D: NA

**RNAV (GPS) RWY 7**

**PILOT POINT, ALASKA**

**PILOT POINT (PNP)(PAPN)**

**AN-10169 (FAA)**

** history:**

- **Orig-C 12OCT17**

**57°35'N-157°34'W**

**20198**

**TANIE**

**2000**

**360**

**073°**

**5 NM**

**073° to RW07**

**2500 ZILKO**

**3280 x 75**

**244**

**3200 034° (IAP)**

**3200 073° (IF)**

**4700 MSA RW07 25 NM**

**KA 11 JUL 2024 to 05 SEP 2024**

**PILOT POINT, ALASKA**

**57°35'N-157°34'W**

**421**
RNAV (GPS) RWY 25
PILOT POINT (PNP)(PAPN)

PILOT POINT, ALASKA
Orig-C 12OCT17

AWOS-3P
118.375

ANCHORAGE CENTER
132.9 288.3

CTAF
122.9

APP CRS
253°
Rwy Idg 3280
TDZE 57
Apt Elev 57

DME/DME RNP-0.3 NA. When local altimeter setting not received, use King Salmon altimeter setting and increase all MDA 180 feet.

MISSED APPROACH: Climbing right turn to 2500 direct ZILKO and hold.

Category
A
B
C
D

LNAV MDA
540-1 483 (500-1)
NA

CIRCLING
600-1 543 (600-1)
NA

ELEV
57
TDZE 57

57°35'N-157°34'W

AL-10169 (FAA) 20198

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

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AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024

AK, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: For use by Cat A and B aircraft only.
NOTE: Rwy 7: Do not exceed 200K until ZILKO WP.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb to 3000 direct WOBES WP then left turn direct ZILKO WP, thence . . .

TAKEOFF RUNWAY 25: Climb to 3000 direct FILAD WP then right turn direct ZILKO WP, thence . . .

. . . . via assigned route or further clearance.
RNAV (GPS) RWY 14
PLATINUM (PTU)(PAPM)

### AWOS-3P
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### ANCHORAGE CENTER
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### UNICOM
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<tr>
<td>122.8 (CTAF)</td>
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</table>

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Procedure NA for arrivals on OSE
NDB airway bearings 292 CW 349.

---

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Togiak altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Togiak altimeter setting; increase LPV DA to 371 feet; increase LNAV/VNAV DA to 424 feet and all Cats visibilities ½ SM; increase all MDA 120 feet and increase LNAV and Circling Cat C visibility ¼ SM.

---

**MISSED APPROACH:** Climb to 420 then Climbing right turn to 2500 direct FELTI and hold.

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<thead>
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<th>A</th>
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<th>C</th>
<th>D</th>
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<tr>
<td><strong>CATEGORY</strong></td>
<td><strong>A</strong></td>
<td><strong>B</strong></td>
<td><strong>C</strong></td>
<td><strong>D</strong></td>
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<td>LFV DA</td>
<td>268-1</td>
<td>250 (300-1)</td>
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<td>LNAV/VNAV DA</td>
<td>321-1</td>
<td>303 (400-1)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>400-1</td>
<td>382 (400-1)</td>
<td>400-1</td>
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<tr>
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<td>400-1</td>
<td>382 (400-1)</td>
<td>382 (400-1 1/2)</td>
<td>NA</td>
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<tr>
<td>C CIRCLING</td>
<td>460-1</td>
<td>480-1</td>
<td>462 (500-1)</td>
<td>520-1 1/2</td>
</tr>
<tr>
<td></td>
<td>442 (500-1)</td>
<td>462 (500-1)</td>
<td>502 (600-1 1/2)</td>
<td>NA</td>
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**PLATINUM, ALASKA**

**Amdt 2 17AUG17**

**AK, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 19
POINT HOPE (PHO) (PAPO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 700 then climbing left turn to 2800 direct FENOM and hold.

Procedure NA for arrival on LUR NDB airway bearings 128 CW 191.

Procedure NA for arrivals at SUGRE on V531/T229 southeast bound.

LPV DA
269-1 250 (300-1)

LNAV/ VNAV DA
269-1 250 (300-1)

LNAV MDA
360-1 341 (400-1)

CIRCLING
380-1 480-1 480-1/2 580-2
361 (400-1) 461 (500-1) 461 (500-1/2) 561 (600-2)
RNAV (GPS) RWY 5

POINT LAY, ALASKA

APP CRS 053°

AWOS-3P 135.65
ANCHORAGE CENTER 119.65 363.25
BARROW RADIO 122.4
CTAF 122.8

33°C DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct DUHIV and hold.

REIL Rwys 5 and 23

8000

0.5 4.7 NM

ELEV 29

TDZE 29

4 NM

Holding Pattern

BACIZ

CEKGO

FIRDA

233°

5°

233°

4000

BACIZ

(IAF)

RABSE

(IAF)

GOBNE

(IAF)

(FAF)

(5)

(5)

6 NM

4.7 NM

0.5

CATEGORY

A

B

C

D

LNAV MDA

380-1

351 (400-1)

380-1/4

351 (400-1/4)

NA

CIRCLING

440-1

411 (500-1)

480-1

451 (500-1)

480-1/2

451 (500-1/2)

NA

AWOS-3P

ANCHORAGE CENTER

BARROW RADIO

CTAF

AWOS-3P

ANCHORAGE CENTER

BARROW RADIO

CTAF

69°44'N-163°00'W

427
RNNAV (GPS) RWY 23
POINT LAY LRRS (PIZ)(PPIZ)

- DME/DME RNP- 0.3 NA. When local altimeter setting not received, procedure NA.
- MISSED APPROACH: Climb to 2000 direct BACIZ and hold.

**AWOS-3P**
- 135.65

**ANCHORAGE CENTER**
- 119.65 363.25

**BARROW RADIO**
- 122.4

**CTAF**
- 122.8

**ELEV**
- 29

**TDZE**
- 24

**TDZE**
- 24

**MIRL Rwy 5-23**
- REIL Rwy 5 and 23

**ANCHORAGE CENTER**
- 119.65 363.25

**BARROW RADIO**
- 122.4

**CTAF**
- 122.8

**ELEV**
- 29

**TDZE**
- 24

**MIRL Rwy 5-23**
- REIL Rwy 5 and 23

**ANCHORAGE CENTER**
- 119.65 363.25

**BARROW RADIO**
- 122.4

**CTAF**
- 122.8

**ELEV**
- 29

**TDZE**
- 24

**MIRL Rwy 5-23**
- REIL Rwy 5 and 23

**ANCHORAGE CENTER**
- 119.65 363.25

**BARROW RADIO**
- 122.4

**CTAF**
- 122.8

**ELEV**
- 29

**TDZE**
- 24

**MIRL Rwy 5-23**
- REIL Rwy 5 and 23
Aircraft arriving on G18 northbound, or on T277 westbound, shall descend in holding to 7000 prior to starting procedure turn.

**AWOS-3P**

**ANCHORAGE CENTER**

**BARROW RADIO**

**CTAF**

<table>
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<tr>
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<th>135.65</th>
<th>119.65</th>
<th>363.25</th>
<th>122.4</th>
<th>122.8</th>
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**MSA PIZ 25 NM**

**PIZ NDB**

**PIE**

**MIRL Rwy 5-23**

**REIL Rwy 5 and 23**

**PIZ RWY**

**POINT LAY, ALASKA**

**APM 1A 04FEB16**

**AWOS-3P**

**ANCHORAGE CENTER**

**BARROW RADIO**

**CTAF**

**PIZ NDB**

**PIE**

**MIRL Rwy 5-23**

**REIL Rwy 5 and 23**

**PIZ RWY**

**POINT LAY, ALASKA**

**APM 1A 04FEB16**
RNAV (GPS) RWY 6R
WILDER RUNWAY (05K)(PAKX)

Procedure NA at night. Rwy 6R helicopter visibility reduction below 1 SM NA. Circling NA south of Rwy 6R-24L.

Final approach course offset 16.90°.

Procedure NA for arrivals at AWOMY on V427 southwest bound.

Procedure NA for arrivals at ALUPE on T370 northeast bound.

Procedure NA at night. Rwy 6R helicopter visibility reduction below 1 SM NA. Circling NA south of Rwy 6R-24L.

Final approach course offset 16.90°.

Procedure NA for arrivals at AWOMY on V427 southwest bound.

Procedure NA for arrivals at ALUPE on T370 northeast bound.

Final approach course offset 16.90°.

Procedure NA for arrivals at AWOMY on V427 southwest bound.

Procedure NA for arrivals at ALUPE on T370 northeast bound.

Final approach course offset 16.90°.

Procedure NA for arrivals at AWOMY on V427 southwest bound.

Procedure NA for arrivals at ALUPE on T370 northeast bound.

Final approach course offset 16.90°.
TAKEOFF OBSTACLE NOTES

Rwy 24L: Trees beginning abeam DER, 93’ left of centerline, up to 80’ AGL/380’ MSL.
Trees beginning abeam DER, 74’ right of centerline, up to 80’ AGL/380’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 242° to 800, then climb direct GOTFD, then
turn left on track 133° to MARVN. Maintain ATC assigned altitude, expect clearance to
filed altitude within 10 minutes after departure.
RNAV (GPS) RWY 6
PORT HEIDEN (PTH)(PAPH)

Rwy 6 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2500 direct BEBCU and hold.

- AWOS-3P 135.4
- ANCHORAGE CENTER 132.9 288.3
- CTAF 122.8

Port Heiden, Alaska

Amdt 1 05DEC19

56°58'N-158°38'W
RNAV (GPS) RWY 14
PORT HEIDEN (PTH)(PAPH)

**NOTICE**
- **RNAV (GPS) RWY 14**
- **PORT HEIDEN (PTH)(PAPH)**

**APP CRS**
- **135°**

**Rwy Idg**
- **4000**

**TDZE**
- **85**

**Apt Elev**
- **95**

**MISSED APPROACH:** Climbing right turn to 2900 direct UPPIV and hold, continue climb-in-hold to 2900.

**AWOS-3P**
- **135.4**

**ANCHORAGE CENTER**
- **132.9 288.3**

**CTAF**
- **122.8**

**ELEV**
- **95**

**TDZE**
- **85**

**135°**

**HOLD 6000 2900**

**2900**

**UPPIV (NAPT)**

**30 NM to UPPIV (NAPT)**

**4 NM**

**315°**

**135°**

**UPPIV**

**2900**

**2900 NAPT (B)**

**225°**

**315°**

**Holding Pattern**

**UPPIV**

**2900**

**2900 NAPT (B)**

**225°**

**315°**

**4.5 NM**

**ZUDAL**

**CIGNO**

**3.0°**

**TCH 30**

**2900**

**UPPIV**

**LNAV MDA**
- **500-1**
- **415 (500-1)**
- **500-1 1/2**
- **415 (500-1 1/2)**

**CIRCLING**
- **500-1**
- **465 (500-1)**
- **560-1 1/2**
- **465 (500-1 1/2)**
- **700-2**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**56°58'N 158°38'W**

**AL-1240 (FAA)**

**Amdt 1 05DEC19**

**AK, 11 JUL 2024 to 05 SEP 2024**
NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwys 6, 14, 24, 32: Standard

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 058° to 1500, then climbing left turn to 3000 direct ITAWU and hold. Thence . . .

TAKEOFF RUNWAY 14: Climb on heading 135° to 1500, then climbing right turn to 3000 direct ITAWU and hold. Thence . . .

TAKEOFF RUNWAY 24: Climb on heading 238° to 1500, then climbing right turn to 3000 direct ITAWU and hold. Thence . . .

TAKEOFF RUNWAY 32: Climb on heading 315° to 1500, then climbing left turn to 3000 direct ITAWU and hold. Thence . . .

. . . . continue climb in holding pattern to at or above 10000 before proceeding on course.
RNAV (GPS) RWY 12
QUINHAGAK (AQH) (PAQH)

**Procedure NA at night. Baro-VNAV and VDP NA when using Kipnuk altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Kipnuk altimeter setting and increase all DA and MDA 160 feet; increase LPV all Cats visibility and LNAV/VNAV all Cats visibility ½ SM, LNAV Cats C, D visibility ¾ SM, increase Circling Cat C visibility ½ SM, increase Circling Cat D visibility ¾ SM.

**MISSED APPROACH: Climb to 5200 direct CUTEB and hold, continue climb-in-hold to 5200.**

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<th>A</th>
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<td>LPV DA</td>
<td>292-1</td>
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<tr>
<td>LNAV/ VNAV DA</td>
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<td>250 (300-1)</td>
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<tr>
<td>LNAV MDA</td>
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<td>458 (500-1)</td>
<td>500-1½</td>
<td>458 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>500-1</td>
<td>458 (500-1)</td>
<td>580-1½</td>
<td>538 (600-1½)</td>
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**AWOS-3P**

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<th>QUINHAGAK, ALASKA</th>
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<td>ANCHORAGE CENTER</td>
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<td>KENAI RADIO</td>
<td>122.1</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.8 (CTAF)</td>
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</table>

**DIA**

- HOTKU (IF/IAF)
- AVNAC (IAF)
- BATTU (IAF)
- JOSAD (FAF)
- CUTEB (6.5)

**coordinates**

- HOTKU (AQH) (PAQH)
- AVNAC
- BATTU
- JOSAD
- CUTEB (6.5)
Baro-VNAV NA when using Galena altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Galena altimeter setting and increase all DA/MDA 340 feet and all visibilities 1 SM.

MISSED APPROACH: Climb to 6000 direct WEKAK and left turn via 121° track to JUNUB and via 031° track to AGIVE and hold.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 30).

当地大气压设定未接收到时，使用加利福尼亚大气压设定并增加所有 DA/MDA 340 英尺和所有能见度 1 海里。

缺失进近：爬升至 6000 直接 WEKAK 并左转沿 121° 轨道到 JUNUB，然后沿 031° 轨道到 AGIVE 并保持。
### RNAV (GPS) RWY 18

**RUSSIAN MISSION, ALASKA**

**MISSED APPROACH:** Climbing left turn to 3400 direct YOSCU and hold.

**AWOS-3P**
- 118.375

**ANCHORAGE CENTER**
- 118.15
- 251.05

**CTAF**
- 122.9

**Amdt 1**
- 20JUN19

**RUSSIAN MISSION, ALASKA**

**ANP CRS**
- 176°

**APP CRS**
- 173°
- Rwy Idg 3620
- TDZE 58
- Apt Elev 58

**RNAV (GPS) RWY 18**

**category:**
- A
- B
- C
- D

**LP**
- MDA 580-1
- 522 (600-1)
- 580-1½
- 522 (600-1½)

**LNAV**
- MDA 660-1
- 602 (700-1)
- 660-1½
- 602 (700-1½)

**CIRCLING**
- 740-1
- 682 (700-1)
- 1120-3
- 1062 (1100-3)
- 1360-3
- 1302 (1400-3)

**MIRL Rwy 18-36**
- 36W

**ELEV**
- 58

**TDZE**
- 58

---

**RUSSIAN MISSION (RSH)(PARS)**

**RNAV (GPS) RWY 18**

**AK, 11 JUL 2024 to 05 SEP 2024**
Circling Rwy 18 NA at night.
Rwy 36 helicopter visibility reduction below ¾ SM NA.

Missed Approach: Climbing right turn to 3400 direct YOSCU and hold.

AWOS-3P 118.375
ANCHORAGE CENTER 118.15 251.05
CTAF 122.9
DME from SRI NDB/DME. Simultaneous reception of I-PBV and SRI DME required. Circling NA north of Rwy 11-29. ADF and DME required. Inop table does not apply to S-LOC 11 Cats A and B and S-ILS 11 all Cats.

**MISSING APPROACH:** Climb to 3200 on SRI NDB/DME bearing 110° to LUFY/SRI 7.7 DME and hold, continue climb-in-hold to 3200.

---

**ADF and DME REQUIRED**

**CATEGORY**

- **S-ILS**
  - A: 428-1 300 (300-1)
  - B: 840-1 712 (800-1)
  - C: 840-1 712 (800-1)
  - D: 840-1 712 (800-1)

- **S-LOC**
  - A: 840-1 980-1 852 (900-1) 852 (900-2)
  - B: 840-1 980-1 852 (900-1) 852 (900-2)
  - C: 840-1 980-1 852 (900-1) 852 (900-2)
  - D: 840-1 980-1 852 (900-1) 852 (900-2)

---

**ST GEORGE, ALASKA**

**AL-9124 (FAA)**

**MISSED APPROACH:** Climb to 3200 on SRI NDB/DME bearing 110° to LUFY/SRI 7.7 DME and hold, continue climb-in-hold to 3200.
RNAV (GPS) RWY 11
ST GEORGE (PBV) (PAPB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. Circling NA north of Rwy 11-29. Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase LNAV/VNAV all Cats visibility to 2 ½ SM. For inop ALS, increase LNAV Cat C visibility to 2 ½ SM.

ASOS
135.45

ANCHORAGE CENTER
119.1 339.8

CTAF
122.8 0

ST GEORGE, ALASKA
Orig 13SEP18

56°35'N-169°40'W

RNAV (GPS) RWY 11
ST GEORGE (PBV) (PAPB)
RNAV (GPS)-D
ST GEORGE (PBV) (PAPB)

ST GEORGE, ALASKA
56°35'N-169°40'W

ASOS
135.45

ANCHORAGE CENTER
119.1 339.8

CTAF
122.8

DME/DME RNP-0.3 NA. Circling NA north of Rwy 11-29.

MISSED APPROACH: Climbing right turn to 2100 direct HEKEL and hold.

ANALOG CENTER
telephone: 119.1 339.8

APP CRS
069°

Rwy Idg
N/A

TDZE
N/A

Apt Elev
128

Rwy Idg
N/A

TDZE
N/A

Apt Elev
128

ST PAUL ISLAND
SPY

HEKEL

AJBOS

JEZIO

[IF/IAF] HEKEL

[FAF] AJBOS

(MAP) JEZIO

ELEV 128

Holding Pattern

JEZIO

AJBOS

HEKEL

6 NM

4.5 NM

CATEGORY
A
B
C
D

CIRCLING
760-1
980-1 1/4
980-2 1/2
NA

632 (700-1)
852 (900-1 1/4)
852 (900-2 1/2)

AK, 11 JUL 2024 to 05 SEP 2024
Circling to Rwy 6 NA at night. Circling NA east of Rwy 17-35. Inop table does not apply.

MISSED APPROACH: Climb to 2100 direct RUVHO and hold.

AWOS-3P 128.7
ANCHORAGE CENTER 124.0
CTAF 122.3
Circling NA east of Rwy 17-35. Rwy 35 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Mountain Village altimeter setting. When uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Mountain Village altimeter setting and increase all DA 29 feet and all MDAs 40 feet and LNAV visibility Cat C/D ½ SM and Circling visibility Cat C ½ SM, Cat D ¼ SM.

MISSING APCH FIX

4 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 37).

LPV DA
508-1 200 (200-1)

LNAV/ VNAV DA
884-2 576 (600-2)

LNAV MDA
960-1 652 (700-1) 960-1½ 652 (700-1½)

CIRCLING
960-1 648 (700-1) 960-1½ 648 (700-1½)
RNAV (GPS) RWY 2

**If local altimeter setting not received, use Unalakleet altimeter setting and increase all MDAs 120 feet. Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.**

* VDP NA with Unalakleet altimeter setting.

**MISSED APPROACH:**
Climbing right turn to 2200 direct DUKGE and hold.

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**APP CRS**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>580-1</td>
<td>482 (500-1)</td>
<td>580-1¼</td>
<td>580-1½</td>
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<tr>
<td>CIRCLING</td>
<td>580-1</td>
<td>482 (500-1)</td>
<td>580-1½</td>
<td>660-2</td>
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</table>

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**AWOS-3P**
119.275

**ANCHORAGE CENTER**
135.7

**NOME RADIO**
122.3

**UNICOM**
122.8 (CTAF)

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**ST MICHAEL, ALASKA**
Orig-A 25SEP08

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**AREA OF OPERATION**

- **ST MICHAEL (SMK) (PAMK)**
- **RNAV (GPS) RWY 2**
- **63° 29' N-162° 07' W**
- **UNOLOGISTE**
- **447**

---

**ST MICHAEL, ALASKA**
Orig-A 25SEP08
If local altimeter setting not received, use Unalakleet altimeter setting and increase all DAs/MDAs 120 feet. Circling NA west of Rwy 2-20.

If uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (120°F).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (120°F).
ILS or LOC RWY 36

ST PAUL ISLAND, ALASKA

**LOC I-PAU**
- **Crs** 109.9
- **DME** 6500
- **Elev** 66

**APP CRS**
- **Crs** 360°
- **DME** 47
- **Elev** 66

**APCH FIX**
- **I-PAU** 109.9
- **LOCALIZER**
- **LNAV**

**CTAF**
- **CTAF** 122.3

**ASOS**
- **Stn** 135.75

**ANCHORAGE CENTER**
- **Stn** 119.1
- **DME** 339.8

**ELEV** 66

**TDZE** 47

**MISSED APPROACH:** Climb to 2700 on I-PAU north course (360°) to EVANN/SPY 5.2 DME and hold, continue climb-in-hold to 2700.

**ST PAUL ISLAND**
- **ILS or LOC RWY 36**

**Procedure for arrivals at SPY NDB/DME on R99 northwest bound and T222/V480 northeast bound.**

**ALT MIN MISSED APCH FIX**
- **SPY** 1.1
- **EVANN**

**Category**
- **A**
- **B**
- **C**
- **D**

**S-ILS 36**
- **247.7° 200 (200-2/3)**

**S-LOC 36**
- **380.0° 333 (400-3/4)**

**CIRCLING**
- **800-1**
- **734 (800-1)**
- **800-2**
- **800-2/4**

**DISTANCES**
- **6.7 NM**
- **2.4 NM**
- **1 NM**
- **1 NM**

**Clinical Statement**
- **Circling NA west of Rwy 18-36. Inop table does not apply to S-ILS. When local altimeter setting not received, procedure NA. DME from SPY NDB/DME. Simultaneous reception of I-PAU and SPY DME required.**

**ADF and DME required for procedure entry. DME required.**

**ST PAUL ISLAND, ALASKA**

Amdt 4A 30JAN20

57°10'N-170°13'W

ST PAUL ISLAND (SNP) (PASN)
**RNAV (GPS) RWY 18**

**ST PAUL ISLAND (SNP) (PASN)**

**ASOS**
- 135.75

**ANCHORAGE CENTER**
- 119.1
- 339.8

**CTAF**
- 122.3

**MALSF**
- 3

**CTAF**
- 122.3

**RNP APCH.**
- Inoperative table does not apply.
  - Circling NA west of Rwy 18-36.
  - Rwy 18 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing left turn to 2300 direct KUNNA and hold.

**APP CRS**
- 180°

**Rwy Idg**
- 6500

**TDZE**
- 66

**Apt Elev**
- 66

**ELEV**
- 66

**TDZE**
- 66

**HIREL Rwy 18-36**
- 66

**2300**
- KUNNA

**EVANN**

**KUNNA**
- 30 NM to KUNNA (NPT)

**HYLEE**
- 30 NM to HYLEE

**Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
</table>
| LNAV MDA | 740-1 | 674 (700-1) | 740-1¾ | 740-2  
|          | 674 (700-1¾) | 674 (700-2) | 674 (700-2) | 674 (700-2) |
| CIRCLING | 800-1 | 734 (800-1) | 800-2 | 800-2¼  
|          | 734 (800-2) | 734 (800-2) | 734 (800-2) | 734 (800-2) |

**AK, 11 JUL 2024 to 05 SEP 2024**

**ST. PAUL ISLAND, ALASKA**

**Amdt 2D 10SEP20**

**57°10'N-170°13'W**
LOC/DME BC RWY 18
ST PAUL ISLAND (SNP) (PASN)

Disregard glide slope indications.

ST. PAUL ISLAND, ALASKA

Amdt 4D  10SEP20

ST PAUL ISLAND
57°10'N-170°13'W

LOC I-PAU
109.9

APP CRS
180°

Rwy Idg
6500

TDZE
66

Apt Elev
66

MALSF
-

MISSED APPROACH: Climb to 2800 via I-PAU south course to DIGGS/SPY 4.3 DME and hold, continue climb-in-hold to 2800.

Inoperative table does not apply. Circling NA west of Rwy 18-36. Rwy 18 helicopter visibility reduction below 1 SM NA. DME from SPY NDB/DME. Simultaneous reception of I-PAU and SPY DME required.

ST. PAUL ISLAND, ALASKA

ASOS
135.75

ANCHORAGE CENTER
119.1 339.8

CTAF
122.3 0

LOC  I-PAU
109.9

APP CRS
180°

Rwy Idg
6500

TDZE
66

Apt Elev
66

MALSF
-

LOC/DME BC RWY 18
ST PAUL ISLAND (SNP) (PASN)

Disregard glide slope indications.

LOCALIZER 109.9
I-PAU

ST. PAUL ISLAND
314 SPY

DME Chan 36 (109.9)

ELEV
66

TDZE
66

LOC  I-PAU
109.9

APP CRS
180°

Rwy Idg
6500

TDZE
66

Apt Elev
66

MALSF
-

LOC/DME BC RWY 18
ST PAUL ISLAND (SNP) (PASN)

Disregard glide slope indications.
1000
166
P

5213 X 150
14
32
ELEV
APP CRS
Apt Elev
TDZE

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When local altimeter setting not received, procedure NA. Circling NA northeast of Rwy 14-32. DME/DME RNP-0.3 NA.

MISSING APPROACH: Climb to 7000 direct POYNE and on track 014° to RESEW and on track 084° to CUBPA and hold, continue climb-in-hold to 7000.

AWOS-3P ANCHORAGE CENTER CLNC DEL COLD BAY RADIO UNICOM
134.85 125.35 346.3 122.3 (CTAF) 122.8

MISS APCH FIX
7 NM

CUBPA

POYNE

1534
1402
10 NM to DODPE
30 NM to HORKA

2283

1630

584

4100

4500

4100 N0FT [45, 48B] (8)

30 NM to HORKA

4 NM

318°

138°

4100

318°

1700

7000

POYNE

RESEW

CUBPA

LGSI and RNAV glidepath not coincident (LGSI Angle 3.60/TCH 36).

* LNAV only

+ 1.8 NM to RW32

FONIN

1700

1.8 NM

3.4 NM

8 NM

138°

318°

4100

GP 3.00°

TCH 36

CATEGORV

A

B

C

D

LPV DA

566-11/8

542 (600-1/8)

LNAV/ VNAV DA

859-21/2

835 (900-21/2)

LNAV MDA

760-1 736 (800-1)

760-2 736 (800-2)

CIRCLING

760-1 736 (800-1)

1520-3

1496 (1500-3)

NA

MIRL Rwy 14-32

REIL Rwy 14 and 32

318°

55°19'N-160°31'W

453
RNAV (GPS) Y RWY 14
SAND POINT (SDP) (PASD)

**MISSED APPROACH:** Climb to 5000 on the RNAV missed approach route to DUGAC and hold.

- Procedure NA for arrivals at RAYMD on G12 northwest bound.
- Misapproach: Climb to 5000 on the RNAV missed approach route to DUGAC and hold.

**RNAV (GPS) Y RWY 14**

**SAND POINT (SDP) (PASD)**

**AWOS-3P**
- 134.85

**ANCHORAGE CENTER**
- 125.35
- 346.3

**CLNC DEL**
- 122.3 (CTAF)

**COLD BAY RADIO**
- 122.3

**UNICOM**
- 122.8

**DUGAC**
- 585
- 456

**HEVIL**

**KOANS**
- 3600

**FOBAN**
- 3500

**REOIL**
- 3000

**SETIE**
- 2964

**JEITO**

**HEMPTY**
- 2.2 NM to HEVIL

**HREMOT**

**MISSED APCH FIX**

**KOANS**

**REOIL**

**5000**

**REOIL**

**5000**

**HEMPTY**

**2.2 NM to HEVIL**

**1.1 NM to HEVIL**

**RNAV (GPS) Y RWY 14**

** CATEGORY **

** LP MDA **

- 720-1 697 (700-1)

- 720-2 697 (700-2)

** LNAV MDA **

- 840-1 817 (900-1)

- 840-1¼ 817 (900-1¼)

- 840-2 817 (900-2)

- 840-2¼ 817 (900-2¼)

** CIRCLING **

- 840-1¼ 816 (900-1¼)

- 1580-3 1556 (1600-3)

- 2240-3 2216 (2300-3)

** MSPD HEVIL 25 NM **

** ELEV 24 **

** TDZE 23 **

** SAND POINT, ALASKA **

** Orig A 24MAR22 **

** 55°19’N-160°31’W **

** SAND POINT, ALASKA **

** AL-6537 (FAA) **

** 24137 **
RNAV (GPS) Z RWY 14
SAND POINT (SDP) (PASD)

Miscon: Climbing right turn to 5000 on the RNAV missed approach route to DUGAC and hold.

Procedure NA for arrivals at DUGAC on G12 westbound.

Final approach course offset 16.42°.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>660-1</td>
<td>637 (700-1)</td>
<td>660-1¾</td>
<td>637 (700-1¾)</td>
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<tr>
<td>LNAV MDA</td>
<td>820-1</td>
<td>820-1¼</td>
<td>820-2½</td>
<td>797 (800-2½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>820-1</td>
<td>820-1¼</td>
<td>1580-3</td>
<td>2240-3</td>
</tr>
</tbody>
</table>

AWOS-3P | 134.85  | ANCHORAGE CENTER | 125.35  | 346.3 |
| CLNC DEL | 122.3 (CTAF) | COLD BAY RADIO | 122.3 |
| UNICOM | 122.8 |

Amdt 2 02DEC21

AK, 11 JUL 2024 to 05 SEP 2024
Circling NA northeast of Rwy 14-32. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct HBT NDB and hold, continue climb-in-hold to 3500.

Procedure NA for arrival at SAFKO on G10-G8 southwest bound.

Helicopter visibility reduction below SM NA.

3500 direct HBT NDB and hold, continue climb-in-hold to 3500.
TAKEOFF MINIMUMS

Rwy 14: Standard.
Rwy 32: Standard with minimum climb of 350' per NM to 1200, or 2600-3 for VCOA.

TAKEOFF OBSTACLE NOTES

Rwy 32: Ships beginning 1493’ from DER, crossing extended runway centerline, 100’ MSL.
Vegetation beginning 1.4 NM from DER, 392’ right of centerline, up to 6’ AGL/256’ MSL.
Vegetation, terrain beginning 1.5 NM from DER, 534’ right of centerline, up to 296’ MSL.
Vegetation beginning 1.6 NM from DER, 995’ right of centerline, up to 7’ AGL/315’ MSL.
Terrain, vegetation beginning 1.7 NM from DER, on and left of centerline, up to 410’ MSL.
Vegetation beginning 1.7 NM from DER, 1493’ right of centerline, up to 6’ AGL/351’ MSL.
Vegetation beginning 1.9 NM from DER, 161’ right of centerline, up to 7’ AGL/401’ MSL.
Terrain, vegetation beginning 2 NM from DER, 326’ right of centerline, up to 456’ MSL.
Vegetation 2.1 NM from DER, 2753’ right of centerline, 5’ AGL/478’ MSL.
Terrain, vegetation beginning 2.2 NM from DER, 388’ right of centerline, up to 619’ MSL.
Terrain 2.5 NM from DER, 1994’ right of centerline, 472’ MSL.

NOTE: ADF required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb on heading 138° to intercept bearing 139° from HBT NDB to 2400 then climbing left turn direct HBT NDB, thence.

TAKEOFF RUNWAY 32: Climb on heading 318° to intercept bearing 316° from HBT NDB to 2400 then climbing right turn direct HBT NDB, or for VCOA, cross Sand Point Airport at or above 2500, thence.

VCOA RUNWAY 32: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sand Point Airport at or above 2500 then climb direct HBT NDB, thence.

. . . .continue climb in HBT NDB holding pattern to 10000 before proceeding on course.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb heading 138° to 1800, then climbing left turn direct RAYMD, thence. . . .

TAKEOFF RUNWAY 32: Climb heading 318° to 1000, then climbing right turn direct RAYMD, thence. . . .

. . . . maintain ATC assigned altitude, continue climb in RAYMD holding pattern to MEA before proceeding on course.
RNAV (GPS) RWY 23
SAVOONGA (SVA) (PASA)

SAVOONGA, ALASKA
AL-6772 (FAA)

WAAS CH 58245 W23A
APPRO CRS: 235°
Rwy Idg: 4400
TDZE: 58

Apt Elev: 59

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Circling NA southeast of Rwy 5-23.

AWOS-3P
SAVOONGA
Elevation 59
TDZE 58

ANCHORAGE CENTER
Elevation 281.4
CTAF 122.7

NOME RADIO
Elevation 132.2
CTAF 122.3

SAVOONGA AL-6772 (FAA)

RNAV (GPS) RWY 23

MISSED APPROACH: Climb to 510 then climbing right turn to 2000 direct NADNY and hold.

SAVOONGA
SAVOONGA (PASA)

SAVOONGA, ALASKA
Amdt 2 11JUL24
63°41'N-170°30'W

SAVOONGA, ALASKA

SAVOONGA, ALASKA

SAVOONGA, ALASKA

SAVOONGA, ALASKA
RNAV (GPS) Y RWY 5
SAVOONGA (SVA) (PASA)

RNP APCH - GPS.

- Circling NA southeast of Rwy 5-23.
- MISSED APPROACH: Climb to 800, then climbing left turn to 2000 direct NADNY and hold.

**AWOS-3P**
- Savoonga, AK
- 121.3

**ANCHORAGE CENTER**
- 132.2
- 281.4

**NOME RADIO**
- 122.3

**CTAF**
- 122.7

- **ELEV** 59
- **TDZE** 59

---

**APP CRS 069°**
- Rwy Idg 4400
- TDZE 59
- Apt Elev 59

**RNAV (GPS) Y RWY 5**

- RNAV (GPS) Y RWY 5
- RNAV (GPS) Y RWY 5
- RNAV (GPS) Y RWY 5

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**SAVOONGA, ALASKA**

**AL-6772 (FAA)**

**RNAV (GPS) Y RWY 5**

- Savoonga, AK
- 11 Jul 2024 to 05 Sep 2024

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**Savoonga, AK**

**11 Jul 2024 to 05 Sep 2024**

**SAVOONGA (SVA) (PASA)**

- Savoonga, AK
- 11 Jul 2024 to 05 Sep 2024

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**SAVOONGA (SVA) (PASA)**

**RNAV (GPS) Y RWY 5**

- Savoonga, AK
- 11 Jul 2024 to 05 Sep 2024

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**SAVOONGA, ALASKA**

**Orig 11 Jul 2024**

**63°41'N-170°30'W**

**461**
SAVOONGA, ALASKA

VOR/DME RWY 23
SAVOONGA (SVA) (PASA)

AWOS-3P 121.3
ANCHORAGE CENTER 132.2 281.4
NOME RADIO 122.3
CTAF 122.7

Circling NA southeast of Rwy 5-23. When local altimeter setting not received, use Gambell altimeter setting and increase all MDAs 100 feet; increase S-23 Cat C/D visibility ¼ SM and Circling Cat C visibility ½ SM. VDP NA with Gambell altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 via heading 090° and via ULL VOR/DME R-059 then left turn via ULL VOR/DME R-059 to ULL VOR/DME and hold.

MIRL Rwy 5-23

VOR/DME RWY 23
SAVOONGA (SVA) (PASA)

AWOS-3P 121.3
ANCHORAGE CENTER 132.2 281.4
NOME RADIO 122.3
CTAF 122.7

Circling NA southeast of Rwy 5-23. When local altimeter setting not received, use Gambell altimeter setting and increase all MDAs 100 feet; increase S-23 Cat C/D visibility ¼ SM and Circling Cat C visibility ½ SM. VDP NA with Gambell altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 via heading 090° and via ULL VOR/DME R-059 then left turn via ULL VOR/DME R-059 to ULL VOR/DME and hold.

MIRL Rwy 5-23

VOR/DME RWY 23
SAVOONGA (SVA) (PASA)

AWOS-3P 121.3
ANCHORAGE CENTER 132.2 281.4
NOME RADIO 122.3
CTAF 122.7

Circling NA southeast of Rwy 5-23. When local altimeter setting not received, use Gambell altimeter setting and increase all MDAs 100 feet; increase S-23 Cat C/D visibility ¼ SM and Circling Cat C visibility ½ SM. VDP NA with Gambell altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 via heading 090° and via ULL VOR/DME R-059 then left turn via ULL VOR/DME R-059 to ULL VOR/DME and hold.

MIRL Rwy 5-23

VOR/DME RWY 23
SAVOONGA (SVA) (PASA)

AWOS-3P 121.3
ANCHORAGE CENTER 132.2 281.4
NOME RADIO 122.3
CTAF 122.7

Circling NA southeast of Rwy 5-23. When local altimeter setting not received, use Gambell altimeter setting and increase all MDAs 100 feet; increase S-23 Cat C/D visibility ¼ SM and Circling Cat C visibility ½ SM. VDP NA with Gambell altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 via heading 090° and via ULL VOR/DME R-059 then left turn via ULL VOR/DME R-059 to ULL VOR/DME and hold.
**RNAV (GPS) RWY 10**

**SCAMMON BAY (SCM) (PACM)**

**Holding Pattern**
- DME/DME RNP-0.3 NA.
- Visibility reduction by helicopters NA.
- VDP NA when using Hooper Bay altimeter setting. When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet.

**Circling**
- Circling NA south of RW 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hooper Bay altimeter setting. When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet.

**MISSED APPROACH**
- Climbing left turn to 2900 direct JTSKI and hold.

**AWOS-3P**
- 118.425

**ANCHORAGE CENTER**
- 124.5

**UNICOM**
- 123.0 (CTAF)

**Category**

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1100-1¼</td>
<td>1100-1½</td>
<td>NA</td>
<td></td>
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<tr>
<td></td>
<td>1086 (1100-1¼)</td>
<td>1086 (1100-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1100-1¼</td>
<td>1100-1½</td>
<td>NA</td>
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<tr>
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<td>1086 (1100-1¼)</td>
<td>1086 (1100-1½)</td>
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</tr>
</tbody>
</table>

**Altitude**
- MIRL Rwy 10-28
- MIRL Rwy 10-28
- 101° to RW10

**Origin**
- 27AUG09
RNAV (GPS) RWY 28
SCAMMON BAY (SCM) (PACM)

When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet increase LP Cat B visibility ½ mile. Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at AKELT on T250 northwest bound.

Procedure NA for arrivals at AKELT on V488, T225 northeast bound.

Amdt 1A 24JUL14

-21°C
Circling Rwy 9, 27 NA at night. Rwy 4 helicopter visibility reduction below ½ SM NA.

AWOS-3P
135.65

ANCHORAGE CENTER
119.2 263.0

KOTZEBUE RADIO
122.5

CTAF
122.7

MISSED APPROACH: Climbing right turn to 3400 direct PIYIL and hold.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

RNP APCH.

Circling Rwy 9, 27 NA at night. Rwy 4 helicopter visibility reduction below ½ SM NA.
RNAV (GPS) RWY 27
SELAWIK (WLK) (PASK)

1. **RNAV (GPS) RWY 27**
   - **SELAWIK, ALASKA**
   - **AL-9207 (FAA)**
   - **24081**

2. **RNP APCH.**
   - **V**
   - Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 27 NA at night, Circling Rwy 9 NA at night.
   - **AWOS-3P**
     - 135.65
   - **ANCHORAGE CENTER**
     - 119.2 263.0
   - **KOTZEBUE RADIO**
     - 122.5
   - **CTAF**
     - 122.7

3. **RNAP CRS 270°**
   - **Rwy Idg 2659**
   - **TDZE 15**
   - **Apt Elev 17**

4. **RNAV (GPS) RWY 27**
   - **SELAWIK (WLK) (PASK)**
   - **Circling RNAV (GPS) RWY 27**
   - **Holding Pattern**
     - **1378**
     - **2500 URAKY**
     - **VGSI and descent angles not coincident**
       - (VGSI Angle 3.00/TCH 25).
   - **NININY**
     - **270°**
     - **271°**
     - **1700**
   - **LARGE**
   - **URAKY**
     - **271°**
     - **2500**
   - **EVALE**
     - **4300**
     - **18°**
   - **30 NM to EVALE**
   - **4 NM Holding Pattern**
     - **091° 4000**
     - **271° 6000**
     - **2500**
   - **CATEGORY**
     - **A**
     - **B**
     - **C**
     - **D**
   - **LNAV MDA**
     - **420-1**
     - **405 (500-1)**
     - **420-1/4**
     - **405 (500-1/4)**
   - **CIRCLING**
     - **480-1**
     - **463 (500-1)**
     - **580-1**
     - **563 (600-1)**
     - **580-1/2**
     - **563 (600-1/2)**
     - **580-2**
     - **563 (600-2)**
   - **ELEV 17**
   - **TDZE 15**

5. **AWOS-3P**
   - **135.65**

6. **ANCHORAGE CENTER**
   - **119.2 263.0**

7. **KOTZEBUE RADIO**
   - **122.5**

8. **CTAF**
   - **122.7**

9. **CTAF**
   - **122.7**

10. **MISSED APPROACH:** Climbing left turn to 2500 direct URAKY and hold.

11. **AWOS-3P**
    - **135.65**

12. **ANCHORAGE CENTER**
    - **119.2 263.0**

13. **KOTZEBUE RADIO**
    - **122.5**

14. **CTAF**
    - **122.7**
RNAP APCH.

Circling Rwy 9, 27 NA at night.

MISSED APPROACH: Climb to 3000 direct BECAY and left turn on track 127° to APACU and left turn on track 037° to ESAVE and hold.

AWOS-3P 135.65
ANCHORAGE CENTER 119.2  263.0
KOTZEBUE RADIO 122.5
CTAF 122.7

SELAWIK, ALASKA
Orig-E 17JUN21

RNAV (GPS) Y RWY 22
SELAWIK (WLK) (PASK)

AK, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) Y RWY 22
SELAWIK (WLK) (PASK)

AK, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) Z RWY 22

SELAWIK (WLK) (PASK)

AWOS-3P
135.65

ANCHORAGE CENTER
119.2 263.0

KOTZEBAU RADIO
122.5

CTAF
122.7

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 49°C.

HOLD 3000 6000

RW22

BEACON 100

MIRL Rwys 9-27 and 4-22

LPV DA
267-1 250 (300-1)

LNAV/ VNAV DA
364-1 347 (400-1 1/4)

66°36’N-159°59’W

469

Orig-C 28FEB19
VOR RWY 4

SELAWIK (WLK) (PASK)

AWOS-3P | 135.65
ANCHORAGE CENTER | 119.2 263.0
KOTZEBUE RADIO | 122.5
CTAF | 122.7

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct WLK VOR/DME and hold, continue climb-in-hold to 2500.

Rwy 4 helicopter visibility reduction below ¾ SM NA. Circling Rwy 9, 27 NA at night.

 Categories

<table>
<thead>
<tr>
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<th>C</th>
<th>D</th>
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<td>520-1½</td>
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AK, 11 JUL 2024 to 05 SEP 2024

SELAWIK, ALASKA

Amdt 1D 17JUN21

66°36’N-159°59’W
Circling Rwy 9, 27 NA at night.

AWOS-3P 135.65
ANCHORAGE CENTER 119.2 263.0
KOTZEBUE RADIO 122.5
CTAF 122.7

GODBE Fix Minimums

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GODBE Fix Minimums

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<td>463 (500-1)</td>
<td>580-1½</td>
<td>563 (600-1½)</td>
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</table>

VI
VOR/DME WLK 114.2
Rwy Idg 3002
TDZE 17
Apt Elev 17

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct WLK VOR/DME and hold, continue climb-in-hold to 2500.

Selawik, Alaska
66°36'N-159°59'W

VOR RWY 22
223° to VOR/DME

Remain within 10 NM

1.6 NM

SELAWIK, ALASKA
AL-9207 (FAA)

21224

VOR RWY 22
SELAWIK (WLK) (PASK)

Ak, 11 Jul 2024 to 05 Sep 2024

Amdt 1D 17Jun21
RNAV (GPS)-A
SEWARD (SWD) (PAWD)

When local altimeter setting not received, procedure NA.
Circling NA southwest Rwy 13 and west of Rwy 34.
Procedure NA at night. Rwy 13, 16, 31 and 34 helicopter visibility reduction below 1 SM NA.

ASOS
135.2

ANCHORAGE CENTER
119.7 269.0

KENAI RADIO
122.6

CTAF
122.9

PROCEDURE NA for arrivals at COPVI on V441 northwest bound.

MISSED APPROACH: Climb to 9500 direct TUJVE and on track 230° to HEXEG and on track 319° to WIXIR and on track 005° to SEWAR and hold.

166° to ECAXE

SEWARD, ALASKA
Orig-B 17JUN21

60°08'N-149°25'W
NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Rapidly rising terrain east and west of track to TUJVE.

TAKEOFF MINIMUMS
Rwy 31, 34, 16: NA- Terrain.
Rwy 13: Standard with minimum climb of 490' per NM to 2700.

TAKEOFF OBSTACLE NOTES
Rwy 13: Terrain beginning 49' from DER, 14' left of centerline, up to 36' MSL.
Terrain beginning 135' from DER, 142' right of centerline, up to 23' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb to 9000 on heading 127° to intercept course 154° to TUJVE, and on track 230° to HEXEG, and on track 319° to WIXIR, and on track 005° to SEWAR before proceeding on course.
RNAV (GPS) RWY 16
SHAGELUK (SHX) (PAHX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA for Cats C and D east of Rwy 16-34.

### RNAV (GPS) RWY 16

**Category**

- **A**
  - LPV DA
  - LNAV/ VNAV DA
  - LNAV MDA
- **B**
- **C**
- **D**

**Circling**

- 460-1
- 540-1
- 540-1½
- 721 (800-2¼)

**Apt Elev**

- 79

**TDZE**

- 79

**HDG**

- 165°

**HOLD**

- 4000

**MISSED APPROACH**

- Climb to 1000 then climbing left turn to 3400 direct WOGRA and hold.
RNAV (GPS) RWY 34
SHAGELUK (SHX) (PAHX)

**AWOS-3P**
- 121.575

**ANCHORAGE CENTER**
- 135.7
- 335.5

**KENAI RADIO**
- 122.4

**UNICOM**
- 122.8 (CTAF)

**RNP APCH.**

- **V** - RNAV (GPS) RWY 34
- **A** - SHAGELUK

**MISSED APPROACH:** Climb to 600 then climbing left turn to 2700 direct ZILAR and hold.

**APP CRS**
- 345°

**Rwy Idg**
- 3400

**Apt Elev**
- 79

**ELEV**
- 79

**TDZE**
- 79

**WAAS CH 72643 W34A**

**Category**
- A
- B
- C
- D

**LPV**
- DA
  - 329-1 250 (300-1)

**LNAV/VNAV**
- DA
  - 329-1 250 (300-1)

**LNAV MDA**
- 400-1 321 (400-1)

**CIRCLING**
- 460-1 381 (400-1)
- 540-1 461 (500-1)
- 540-1/2 461 (500-1/2)
- 800-2 721 (800-2/4)

**SHAGELUK, ALASKA**

**Amdt 1 10OCT19**

**62°42’N-159°34’W**

**475**
RNAV (GPS) RWY 15

**A** RNP APCH.

- Baro-VNAV and VDP NA when using Unalakleet altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received use Unalakleet altimeter setting and increase all DA 72 feet and all MDA 80 feet; increase LNAV Cats C and D visibility 3/4 SM, and Circling Cat D visibility 3/4 SM.

**D** MISSED APPROACH: Climb to 3500 direct FANUB and hold, continue climb-in-hold to 3500.

---

**SHAKTOOLIK (2C7) (PFSH)**

**APP CRS**

- Rwy Idg 4001
- TDZE 21
- Apt Elev 24

**ELEV 24**

**TDZE 21**

**SHAKTOOLIK, ALASKA**

Amdt 2 15AUG19

64°22'N-161°13'W

RNAV (GPS) RWY 15
RNAV (GPS) RWY 33

SHAKTOOLIK (2C7) (PFSH)

When local altimeter setting not received, use Unalakleet altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D and Circling Cat D visibility ½ SM.

RNAV (GPS) RWY 33

SHAKTOOLIK (2C7) (PFSH)

When local altimeter setting not received, use Unalakleet altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D and Circling Cat D visibility ½ SM.

RNAV (GPS) RWY 33

SHAKTOOLIK (2C7) (PFSH)

When local altimeter setting not received, use Unalakleet altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D and Circling Cat D visibility ½ SM.

RNAV (GPS) RWY 33

SHAKTOOLIK (2C7) (PFSH)
RNAV (GPS) RWY 5
SHISHMAREF (SHH) (PASH)

MISSED APPROACH: Climb to 2500 direct SIPOC and hold.

AWOS-3P
121.1

ANCHORAGE CENTER
119.2 263.0

NOME RADIO
122.4

CTAF
123.0 0

SHISHMAREF, ALASKA

RNAV (GPS) RWY 5
SHISHMAREF (SHH) (PASH)

Amdt 1 05OCT23

SHISHMAREF, ALASKA

66°15'N-166°05'W
RNAV (GPS) RWY 23
SHISHMAREF (SHH) (PASH)

MISSED APPROACH: Climb to 2500 direct TITOC and hold.

**AWOS-3P**  121.1
**ANCHORAGE CENTER**  119.2  263.0
**NOME RADIO**  122.4
**CTAF**  123.0

**APP CRS**  237°
**Rwy Idg**  13
**TDZE**  14
**Apt Elev**  14

RNP AR APCH - GPS.

**LNAV MDA**
- 480-1, 467 (500-1)
- 480-1 3/8, 467 (500-1 3/8)
**CIRCLING**
- 480-1, 466 (500-1)
- 466 (500-1 3/8)
- 580-2

**SIPOC (IF/IAF)**

**SHISHMAREF, ALASKA**

**MIRL Rwy 5-23**

**ELEV**  14
**TDZE**  13

**ANCHORAGE CENTER**  119.2  263.0

**NOME RADIO**  122.4

**CTAF**  123.0

**LOWS-3P**  121.1

**SHISHMAREF, ALASKA**

**TDZE**  13

**Apt Elev**  14

**AWOS-3P**  121.1

**ANCHORAGE CENTER**  119.2  263.0

**NOME RADIO**  122.4

**CTAF**  123.0

**RWP 23**

** Holding Pattern**

**TCH 45**

**3.00°**

**SIPOC**

**4 NM**

**HOLD 6000 2500**

**VGS and descent angles not coincident (VGS Angle 3.00/TCH 25).**
**RNAV (GPS) RWY 10**

**Wx and Aeronautical Information**

- **Category:** A
- **LP MDA:** 480-1
- **LNAV MDA:** 540-1
- **CIRCLING:** 600-1 (395-1)

**Wx Conditions**

- **Wx Condition:** A
- **Visibility:** 103°
- **Temp:** -36°C
- **Wind:** 8.6°
- **Pressure:** 1025.4
- **Altitude:** 205
- **AWOS:** 3P
- **Temperature:** 118.525

**Rwy Information**

- **Rwy Idg:** 6001
- **MIRL:** 103° to RW10
- **Holding Pattern:** 0.8% U P

**Circling to Rwy 28 NA at night.**

**Missed Approach:** Climb to 6000 direct GUYER and on track 044° to PAYIS and hold, continue climb-in-hold to 6000.

**AWOS-3P**

**ANCHORAGE CENTER**

**KOTZEBUE RADIO**

**CTAF**

Freq 122.0 required for AMF communications below 10000 MSL.
RNAV (GPS) RWY 28
SHUNGNAK (SHG)(PAGH)

Rwy 28 helicopter visibility reduction below 1 SM NA. Rwy 28 Straight-in and Circling minimums NA at night.

Freq 122.0 required for AMF communications below 10000 MSL.

Circling minimums NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

CIRCLING:
- 600-1
- 395 (400-1)
- 660-1
- 455 (500-1)
- 660-1½

NA

NA

RNAV (GPS) RWY 28

SHUNGNAK, ALASKA
AMBLR THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 104° to 705, then direct GIMOW then on depicted route, thence. . .

TAKEOFF RUNWAY 28: Climb on heading 284° to 705, then direct EGIXE then on depicted route, thence. . .

. . . Maintain 4000 or as assigned by ATC.

NOTE: Chart not to scale.
When local altimeter setting not received, procedure NA. Circling NA northeast of Rwy 11-29.

MISSED APPROACH: Climbing right turn to 5000 direct BKA VORTAC and hold, continue climb-in-hold to 5000.
RNAV (GPS)-B

**SITKA ROCKY GUTIERREZ (SIT)(PASI)**

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<tr>
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<th>C</th>
<th>D</th>
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<td>1220-3</td>
<td>1620-3</td>
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<td>1593 (1600-3)</td>
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**ANKOR R Crs 004°**

**3000**

**10000**

**6.8 NM**

**4.7 NM**

**REIL Rwy 11-29**

**AFIS**

**135.9**

**ANCHORAGE CENTER**

**126.1**

**335.5**

**SITKA RADIO**

**123.6 (CTAF)**

**122.2**

**UNICOM**

**122.95**

**SITKA, ALASKA**

**Orig 08SEP22**

<table>
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<tr>
<th>APP CRS</th>
<th>RVy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<td>004°</td>
<td>N/A</td>
<td>N/A</td>
<td>27</td>
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**Circling NA northeast of Rwy 11-29. When local altimeter setting not received, procedure NA.**

**MISSING APPROACH:** (Do not exceed 200K until BKA VORTAC) Climb to 600 then climbing left turn to 3400 direct BKA VORTAC and hold, continue climb-in-hold to 3400.

NoPT for arrival on BKA VORTAC airway radials R-107 and R-128.

Climb to 600 then climbing left turn to 3400 direct BKA VORTAC.

**RNAV (GPS)-B**

**ANZOKGUT**

**11 JUL 2024 to 05 SEP 2024**

**SITKA, ALASKA**

**AL-5414 (FAA)**

**24081**

**AK, 11 JUL 2024 to 05 SEP 2024**

**SITKA, ALASKA**

**UNICOM**

**122.95**

**SITKA ROCKY GUTIERREZ (SIT)(PASI)**

**RNAV (GPS)-B**
Circling NA northeast of Rwy 11-29.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 5500 on heading 192° and BKA VORTAC R-012 to BKA VORTAC and hold, continue climb-in-hold to 5500.

Missed approach: Climb to 600 then climbing right turn to 5500 on heading 192° and BKA VORTAC R-012 to BKA VORTAC and hold, continue climb-in-hold to 5500.

When local altimeter setting not received, procedure NA.
BIORKA FOUR DEPARTURE (OBSTACLE)

TAKEOFF MINIMUMS
Rwy 11: Standard with the following minimum climb requirements:
- 180K or less, 410' per NM to 1900; more than
- 180K, 645' per NM to 3400, or 3900-3 for climb in visual conditions.
Rwy 29: Standard with minimum climb of 233' per NM to 1000, or 3900-3 for climb in visual conditions.

WARNING: High terrain all quadrants,
Mount Edgecumbe 3201',
13 NM southwest of Sitka Airport.

TAKEOFF OBSTACLE NOTES
Rwy 11: Trees beginning 1418' from DER, 776' right of centerline, up to 78' AGL/102' MSL.
- Trees beginning 1524' from DER, 576' right of centerline, up to 64' AGL/100' MSL.
- Trees beginning 2001' from DER, 492' right of centerline, up to 89' AGL/115' MSL.
- Trees beginning 2055' from DER, 753' left of centerline, up to 83' AGL/108' MSL.
- Trees beginning 2120' from DER, 548' right of centerline, up to 113' AGL/138' MSL.
- Trees beginning 2210' from DER, 533' right of centerline, up to 110' AGL/135' MSL.
- Trees beginning 3496' from DER, 792' left of centerline, up to 122' AGL/139' MSL.
- Trees beginning 4035' from DER, 774' left of centerline, up to 160' AGL/185' MSL.
- Trees beginning 4203' from DER, 847' left of centerline, up to 123' AGL/153' MSL.
- Trees beginning 4445' from DER, 838' left of centerline, up to 104' AGL/174' MSL.
- Trees beginning 4541' from DER, 529' left of centerline, up to 99' AGL/159' MSL.
- Trees beginning 5139' from DER, 20' right of centerline, up to 161' MSL.
- Tree 6074' from DER, 34' left of centerline, 145' AGL/184' MSL.
Rwy 29: Tree 124' from DER, 505' right of centerline, 20' AGL/35' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climbing right turn heading 223° to intercept BKA R-358 to BKA VORTAC, thence.

TAKEOFF RUNWAY 29: Climbing left turn direct BKA VORTAC, thence.

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sitka Rocky Gutierrez Airport at or above 3800 then climb direct BKA VORTAC, thence.

. . . .continue climb in BKA VORTAC holding pattern to cross BKA VORTAC at or above MEA for direction of flight before proceeding on course.
WARNING: High terrain all quadrants, Mount Edgecumbe 3201’ MSL,
13 NM southwest of Sitka Airport.

TAKEOFF MINIMUMS
Rwy 11: Standard with the following minimum climb requirements: 180K or less, 410’ per NM to 1900;
morer than 180K, 645’ per NM to 3400.
Rwy 29: Standard with minimum climb of 233’ per NM to 1000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climbing right turn heading 223° to intercept SIT NDB 178° course
to SIT NDB thence. . . .
TAKEOFF RUNWAY 29: Climbing left turn direct SIT NDB thence. . . .

. . . .continue climb in SIT NDB holding pattern to cross SIT NDB at or above MEA for
direction of flight before proceeding on course, maintain ATC assigned altitude.
**SITKA NINE DEPARTURE**

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS**

Rwy 11: Standard with the following minimum climb requirements: 180K or less, 390' per NM to 4500; more than 180K, 645' per NM to 3400.

Rwy 29: Standard with minimum climb of 357' per NM to 5400.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 11:** Climbing right turn heading 288° to join V428 and SSR R-167 to SSR VORTAC or on SIT 346° bearing and EEF 347° course to EEF NDB.

**TAKEOFF RUNWAY 29:** Climbing heading 296° to join V428 to SSR VORTAC or SIT NDB 346° bearing and EEF 347° course to EEF NDB.
RNAV (GPS) RWY 33
SLEETMUTE (SLQ)(PASL)

**AWOS-3P** 134.85
**ANCHORAGE CENTER** 128.5 379.9
**UNICOM** 122.8 (CTAF)

Circling NA west of Rwy 15-33. Procedure NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 600, then climbing right turn to 3000 direct WUGAP, then track 219° to WAKOX and hold.

---

**Topo Map**

- **WAAS** CH 45743
  - **APP CRS** 333°
  - **Rwy Idg** 3100
  - **Apt Elev** 192

- **RWP** 1600
- **YUGUT** 3000
- **WUGAP** 600
- **WAKOX** 1600
- **ZIKIL** 224 ±
- **ZIDOD**
- **ZEPiK**
- **WITUT**
- **WAKOX IAF**
- **ZIDOD IAF**
- **ZEGIR**

**Runway Data**

- **Rwy 33**
  - **LNAV MDA** 960 (3000)
  - **RNAV (GPS) MDA** 900-1
  - **RNAV (GPS) MDA** 388 (400-1)

**ELEV** 192
**TDZE** 192

**Charts Effective**

- **AK, 11 JUL 2024 to 05 SEP 2024**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb direct CEPMO, then on track 099° to SQA VOR/DME, cross SQA VOR/DME at or above MEA/MCA for assigned route of flight.

NOTE: GPS required.
RNAV (GPS) RWY 7
SOLDOTNA (SXQ)(PASX)

AWOS-3P
135.45

ANCHORAGE CENTER
125.7 379.1

KENAI RADIO
122.35

CTAF
122.5

Circling NA to Rwys 7S and 25S. Rwy 7 helicopter visibility reduction below 1 SM NA. Rwy 7 Straight-In and Circling minimums NA at night.

MISSED APPROACH: Climb to 700 then climbing right turn to 2600 direct BERAC and hold.

LP MDA
480-1 378 (400-1)

LNAV MDA
640-1 538 (600-1) 640-1½ 538 (600-1½)

CIRCLING
740-1 627 (700-1) 780-1 667 (700-1) 820-2 707 (800-2) 980-2 867 (900-2½)
Circling NA to Rwys 7S and 25S.
Circling Rwy 7 NA at right.

**AWOS-3P**
135.45

**ANCHORAGE CENTER**
125.7 379.1

**KENAI RADIO**
122.35

**CTAF**
122.5

**MISSED APPROACH:** Climbing right turn to 3700 on heading 184° and on ENA R-138 to CABUG/ENA 12 DME and hold, continue climb-in-hold to 3700.

**ELEV 113**

**CABUG**
SOLDOTNA, ALASKA
Amdt 8 15AUG19

**SOLDOTNA, ALASKA**
AL-5464 (FAA)
Circling NA to Rwy 7S and 25S. Straight-in Rwy 7 NA at night, Circling Rwy 7 NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA.

MISSING APPROACH: Climb to 2100 direct OLT NDB/DME and hold.

AWOS-3P 135.45
ANCHORAGE CENTER 125.7 379.1
KENAI RADIO 122.35
CTAF 122.5 

NDB/RWY 7
SOLDOTNA (SXQ)(PASX)

AL-5464 (FAA)

Category
A
B
C
D
S-7
860-1
860-1
860-2
980-2
758 (800-1)
758 (800-1)
758 (800-1)
758 (800-1)
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758 (800-1)
758 (800-1)
Circling NA to Rwy 7S and 25S. Circling Rwy 7 NA at night.

**MISSING APPROACH:** Climb to 1000 then climbing left turn to 2400 direct OLT NDB and hold.

### SOLDOTNA, ALASKA

**NDB/DME OLT**

- **Ch 106 (115.9)**
- **346**
- **495**

**APP CRS**

- **255°**
- **113**

**Rwy Idg**

- **5001**
- **1900**

**Apt Elev**

- **113**
- **255**

---

**AWOS-3P**

- **135.45**

**ANCHORAGE CENTER**

- **125.7 379.1**

**KENAI RADIO**

- **122.35**

**CTAF**

- **122.5**

---

**JOSKI OLT**

- **346 DME Ch 106 (115.9)**

**OLT NDB/DME**

- **1500**

**Remain within 10 NM**

---

**MIRL Rwy 7-25**

- **075°**

---

**MIKAF**

- **300°**

---

**JOSKI FIX MINIMUMS**

- **900**
- **4.3**
- **ALT**

---

**SOLDOTNA, ALASKA**

**Amdt 3E 20JUN19**

**60°29'N-151°02'W**

---

**CTAF**

- **122.5**

---

**KENAI**

- **117°6' EIA Chan 123**

**ZIPPS ENA**

- **14°**

---

**SIDE**

- **2400**

---

**SIDE**

- **1000**

---

**SIDE**

- **2400**

---

**SIDE**

- **1900**

---

**SIDE**

- **940 when using Kenai altimeter setting.
When local altimeter setting not received, use King Salmon altimeter setting and increase all MDA 40 feet. Circling Rwy 5 NA at night. VDP NA when using King Salmon altimeter setting.

**Category A**

- **LP MDA**: 480-1
- **LNAV MDA**: 500-1
- **CIRCLING**: 560-1

**Category B**

- **LP MDA**: 320 (400-1)
- **LNAV MDA**: 340 (400-1)
- **CIRCLING**: 398 (400-1)

**Category C**

- **LP MDA**: NA
- **LNAV MDA**: NA
- **CIRCLING**: NA

**Category D**

- **LP MDA**: NA
- **LNAV MDA**: NA
- **CIRCLING**: NA
Baro-VNAV and VDP NA when using King Salmon altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use King Salmon altimeter setting and increase all DA/MDA 40 feet. Circling Rwy 5 NA at night.

**MISSING APPROACH:**
Climb to 700 then climbing left turn to 3200 direct TIKGU and hold.

**AWOS-3P**
121.575

**ANCHORAGE CENTER**
124.8 354.0

**CTAF**
122.9

**ELEV**
162

**TDZE**
160

**CTAF**
122.9

---

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>LPV DA</td>
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<td>250 (300-1)</td>
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<td>LNAV/ VNAV DA</td>
<td>410-1</td>
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<td>540 (600-1)</td>
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<td>CIRCLING</td>
<td>700-1</td>
<td>538 (600-1)</td>
<td>NA</td>
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</tbody>
</table>
NIGHT OPERATIONS NOT AUTHORIZED.
CIRCLING NOT AUTHORIZED.
DME/DME RNP-0.3 NA

ANCHORAGE CENTER
134.3 351.8

KENAI RCO
122.5

UNICOM
126.2 (CTAF)

AWOS-3

NOT FOR CIVIL USE

MILITARY CERTIFIED AIRCRAFT OR AUTHORIZED CONTRACT AIRCRAFT ONLY

Procedure NA when MOA 1782 [NAKNEK 2 MOA] is active unless coordination with Anchorage Center is completed.

CAUTION: Rwy located on slope of 3236’ mountain. Approach from S only, land Rwy 34 only.

CAUTION: Terrain 1530’ MSL, 2773’ from thld, 1008’ left of course.
Terrain 1756’ MSL, 1.1 NM from thld, 850’ right of crs.
Terrain 1389’ MSL, 200’ from thld, 200’ left of crs.
Terrain 1753’ MSL, 1.2 NM from thld, 1217’ left of crs.
Terrain 1369’ MSL, 200’ from thld, at centerline.

EMERG SAFE ALT 100 NM 13,500 FROM JIXIB

VGSI AND DESCENT ANGLE NOT COINCIDENT (VGSI ANGLE 4°00/TCH 52)

CATEGORY
A   B   C   D
LNAV MDA
3080-1¼ 3240-1½ 3320-3 1844
1604 (1600-1¼) 1764 (1700-1½) 1800-3

CIRCLING
NOT AUTHORIZED

SPARREVOHN, ALASKA
Amdt 2 16JUL20

SPARREVOHN LRRS (PASV)

RNAV (GPS) Rwy 34

AL-2332 [USAF]

SPARREVOHN LRRS (PASV) 61° 06’N-155° 34’W

RNAV (GPS) Rwy 34
**MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY**

**NOT FOR CIVIL USE**

---

**SPARREVOHN LRRS (PASV)**

**NDB RWY 34**

---

**ANCHORAGE CENTER** 134.3 351.8

**KENAI RCO** 122.5

**SPARREVOHN RADIO** 126.2 (CTAF)

**AWOS-3**

---

**CAUTION:** Rwy surrounded by mountains. Rwy located on slope of 3236’ mountain. Approach from S only, land Rwy 34 only.

**CAUTION:** Terrain 1530’ MSL, 2773’ from thld, 1008’ left of course.

Successful go-around improbable if initiated past the MAP.

Uncontrolled Airspace below 700’ AGL within 3 NM of Sparrevohn airport.

---

**EMERG SAFE ALT 100 NM 13,500**

---

**CATEGORY** | **A** | **B** | **C** | **D**
---|---|---|---|---
S-34 | 3580-1/4 | 3580-1/2 | 3580-3 | 2104 (2100-1/4)

---

**CIRCLING** NOT AUTHORIZED

---

**REIL Rwy 34** 34

---

**AK, 11 JUL 2024 to 05 SEP 2024**

---

**AK, 11 JUL 2024 to 05 SEP 2024**

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**AK, 11 JUL 2024 to 05 SEP 2024**

---

**AK, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 1
TALKEETNA (TKA) (PATK)

Circling NA east of Rwy 1-19. Rwy 1 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 direct JOZPO and hold.

TALKEETNA ALASKA
AL-1222 (FAA)
Circling NA east of Rwy 1-19.
Rwy 1 helicopter visibility reduction below 1 SM NA.

29°C Straight-in Rwy 1 NA at night, Circling Rwy 1 NA at night.

Procedure NA for arrival at TKA VOR/DME on T242 southeast bound and on V436 northbound.
RNAV (GPS) RWY 7

TANANA, ALASKA

AL-1227 (FAA) 24081

RNP APCH-GPS.

\( \diamondsuit \) Circling NA north of Rwy 7-25.
\( \blacklozenge \) Rwy 7 helicopter visibility reduction below 3/4 SM NA.

ASOS
135.1

ANCHORAGE CENTER
120.9  285.4

FAIRBANKS RADIO
122.65

CTAF
122.9  2380

AVN MDA
4400

TDZE
235

Apt Elev
242

MISSED APPROACH: Climbing right turn to 3500 direct CUPUN and hold.

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 24).

RNP APCH-GPS.

Circling NA north of Rwy 7-25.
Rwy 7 helicopter visibility reduction below 3/4 SM NA.
Circling NA north of Rwy 7-25. Rwy 7 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climbing right turn to 4000 via heading 275° and TAL VOR/DME R-258 to OCULA 12 DME and hold, continue climb-in-hold to 4000.

VGSIs and descent angles not coincident (VGSIs Angle 3.00/TCH 24).
AK, 11 JUL 2024 to 05 SEP 2024

TAKOTNA, ALASKA

RNAV (GPS) RWY 35

APCH CRS
Rwy Idg 3820
TDZE 925
Arpt Elev 933

[USAF]

TATALINA LRRS (PATL)

RNP APCH

\[ \text{Circling not authorized to Rwy 17. Night Operations not authorized.} \]

KENAI RADIO 122.3

UNICOM 126.2 (CTAF) 364.2

AWOS-3

Uncontrolled Airspace below 1200' AGL within 4 NM of Tatalina airport

NOT FOR CIVIL USE

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY

EMERG SAFE ALT 100 NM 12,000

ELEV 933
TDZE 925

TAKOTNA, ALASKA

62° 54'N-155° 59'W

Amdt 3 30NOV23

RNAV (GPS) RWY 35
**TATALINA FOUR DEPARTURE (RNAV) (OBSTACLE) (TLJ4.MCG)**

**AWOS-3**
KENAI RADIO • 3570
122.3
CTAF
126.2 364.2

**[USAF]**

**RNAV1 - GPS**
RADAR required for Non-GPS aircraft
Night operations not authorized

---

**Uncontrolled Airspace below 1200' AGL within 4 NM of Tatalina airport**

**NOT FOR CIVIL USE**

**MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY**

**▼ DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 17**: Climb heading 170° to 2200, then turn left direct MCG, maintain 4000 or higher as assigned.

**TAKEOFF RWY 35**: Not Authorized.

---

**TATALINA FOUR DEPARTURE (RNAV) (OBSTACLE) (TLJ4.MCG)**

**Orig 30NOV23**

**TAKOTNA, ALASKA**

**TATALINA LRRS (PATL)**
Use Valdez altimeter setting. Circling NA northeast of Rwy 31-13. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**RNAV (GPS) RWY 31**

**TATITLEK (7KA) (PAKA)**

**ANCHORAGE CENTER**

**119.3**

**JUNEAU RADIO**

**122.2**

**CTAF**

**122.7**

**MISSED APPROACH:** Climbing left turn to 4400 direct VALUC and on track 205° to BLIGH and on track 132° to JOH VOR/DME and hold.

**ELEV**

**62**

**TDZE**

**60**

**WATER RWY:13W-31W**

**8000 X 4000**

**298°**

**TATITLEK, ALASKA**

Orig:B 24JUL14

**60°52'N-146°41'W**

**RNAV (GPS) RWY 31**

**TATITLEK (7KA) (PAKA)**
RNAV (GPS) RWY 8
TELLER (TER) (PATE)

-36°C

AWOS-3P
118.375

ANCHORAGE CENTER
133.3 290.4

NOME RADIO
135.6

CTAF
123.0

RNAV (GPS) RWY 8
TELLER (TER) (PATE)

Circling NA south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.

MISSED APPROACH: Climb to 3700 direct DITAY and hold, continue climb-in-hold to 3700.

AWOS-3P
118.375

ANCHORAGE CENTER
133.3 290.4

NOME RADIO
135.6

CTAF
123.0

RNAV (GPS) RWY 8
TELLER (TER) (PATE)
RNAV (GPS) RWY 26
TELLER (TER) (PATE)

**RNAV (GPS) RWY 26**

**TELLER (TER) (PATE)**

**Category**

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<td>DA</td>
<td>549-1</td>
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<td>NA</td>
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<td><strong>LNAV/VNAV DA</strong></td>
<td>549-1</td>
<td>250 (300-1)</td>
<td>NA</td>
<td></td>
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<td>1060-1</td>
<td>1060-1½</td>
<td>1060-2½</td>
<td>NA</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1060-1</td>
<td>1060-1½</td>
<td>1060-2½</td>
<td>NA</td>
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</tbody>
</table>

**Circling NA south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.**

**Missed Approach:** Climb to 4000 direct ATAYI and hold.

- ATAYI 2983
- AVEYU 080° 3700
- DITAY 3700
- HAKEX 080° 3500
- GUYET 260° 693
- 30 NM to AVEYU
- 30 NM to DITAY

**ELEV 299 TDZE 299**

**Awos-3P** 118.375

**Anchorage Center** 133.3 290.4

**Nome Radio** 135.6

**CTAF** 123.0
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 26: Standard.
Rwy 8: Standard with minimum climb of 285’ per NM to 1700.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 080° to 800, then climbing right turn direct MUJUD, thence. . . .

TAKEOFF RUNWAY 26: Climb on heading 260° to 800, then climbing left turn direct MUJUD, thence. . . .

. . . .continue climb in MUJUD holding pattern to at or above 6000 then maintain ATC assigned altitude before proceeding on course.

MUJUD ONE DEPARTURE (RNAV)
(MUJUD1.MUJUD) 05OCT23
**MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY**

**NOT FOR CIVIL USE**

RNAV 1
DME/DME RNP - 0.3 NA

Night operations not authorized
CAUTION: 2289' mountain 2 NM west of airport.

Uncontrolled airspace below 700' AGL within 7 NM of Tin City airport.

**GPS REQUIRED**

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 16:** Climb to 7000 direct HONPO, then climbing left turn, track 117° to JIPAK.

**TAKE-OFF RWY 34:** NA
MILITARY CERTIFIED
AIRCREW OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

NOT FOR CIVIL USE

Night operations not authorized

CAUTION: 2289’ mountain 2 NM west of airport.

Uncontrolled airspace below 700’ AGL within
7 NM of Tin City airport.

WARNING: High terrain within 2 NM of departure end of runway
requiring prompt compliance with departure procedure instructions;
do not delay start of initial turn.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: NA

TAKEOFF RWY 34: Climb heading 345° to 800, then climbing right turn direct JEKLI,
then track 046° to DELRY. Maintain 7000 or ATC assigned altitude.
TIN CITY FOUR RWY 16 DEPARTURE (TNC4 • JIPAK)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climbing left turn to 7000, intercept TNC 123° bearing to ATAYI, then direct JIPAK.

TAKE-OFF RWY 34: NA

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY

NOT FOR CIVIL USE

Uncontrolled Airspace below 700’ AGL within 7 NM of Tin City airport.

Night operations not authorized.
TOGIAK VILLAGE, ALASKA

RNAV (GPS) RWY 3

TOGIK (TOG)(PATG)

AWOS-3P 119.3
ANCHORAGE CENTER 132.75 282.35
CTAF 122.5

Circling NA northwest of Rwy 3-21.

Rwy 3 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 420 then climbing right turn to 4400 direct ROGOC and hold, continue climb-in-hold to 4400.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

MISSED APPROACH: Climb to 420 then climbing right turn to 4400 direct ROGOC and hold, continue climb-in-hold to 4400.

VGSI and descent angles not coincident

Final approach course offset 6.99°.

NoPT for arrival at ROGOC on T223/V462 northeast bound.

CIRCLING

LP MDA 380-1 362 (400-1)

LNAV MDA 400-1 382 (400-1) 400-1/2 382 (400-1/2)

TOGIK VILLAGE, ALASKA

Amdt 1 24MAY18

59°03'N-160°24'W

517
Circling NA northwest of Rwy 3-21. Rwy 21 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night.

RNAV (GPS) RWY 21
TOGIAK (TOG)(PATG)

AWOS-3P
119.3

ANCHORAGE CENTER
132.75 282.35

CTAF
122.5 🔴

MISSING APPROACH: Climb to 4400 direct ROGOC and hold, continue climb-in-hold to 4400.

ROGOC

MIRA L Rwy 3-21

CIRCLING

FEVBU

VGSi and descent angles not coincident (VGSi Angle 3.00°/TCH 31).
RNAV (GPS) RWY 8
TOK JUNCTION (6K8) (PFTO)

- **Missed Approach**: Climb to 8000 direct NUNIC and on track 131° to CIMGO and hold, continue climb-in-hold to 8000.

- **RNAV (GPS) RWY 8**: Special operational procedures and requirements.

**AWOS-3P**
- **KUNNE** 118.1

**ANCHORAGE CENTER**
- **LISEY** 126.55
- **CIMGO** 323.0

**NORTHWAY RADIO**
- **KUNNE IF**
- **EGAXE IAF**

**UNICOM**
- **122.8 (CTAF)**

**KUNNE**
- ELEV 1643
- TDZE 1643

**GP** 3.04°
- TCH 40

**LNAV/ VNAV**
- DA 2120-1 477 (500-1) NA

**LNAV MDA**
- 2120-1 477 (500-1) NA

**CIRCLING**
- 2180-1 537 (600-1) NA
RNAV (GPS)-A
TOK JUNCTION (6K8) (PFTO)

MISSED APPROACH: Climb to 8000 direct GEYET and on track 273° to EGAXE and hold, do not exceed 230K when continuing climb-in-hold to 8000.

Procedure NA for arrivals at CIMGO on T232 and V444 eastbound.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 8:** Climb on heading 082° to 2143, then right turn direct BLUEW.

**TAKEOFF RUNWAY 26:** Climb on heading 262° to intercept course 185° to BLUEW.

Thence, . . .

. . . . thence on track 210° to GKN VOR/DME. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

**TAKEOFF OBSTACLE NOTES**

**Rwy 8:** Building 1' from DER, 384' left of centerline, 11' AGL/1652' MSL. Vertical structure, vehicle on road beginning 14' from DER, 390' left of centerline, up to 17' AGL/1658' MSL. Tree 46' from DER, 321' left of centerline, 28' AGL/1668' MSL. Pole, trees, vegetation, vehicles on road, buildings, vertical structure beginning 48' from DER, 172' left of centerline, up to 41' AGL/1681' MSL. Trees beginning 65' from DER, 316' right of centerline, up to 56' AGL/1699' MSL. Trees beginning 201' from DER, 249' left of centerline, up to 44' AGL/1684' MSL. Trees beginning 487' from DER, 167' right of centerline, up to 56' AGL/1700' MSL. Trees beginning 774' from DER, 4' left of centerline, up to 45' AGL/1686' MSL.

**Rwy 26:** Buildings beginning 16' from DER, 328' right of centerline, up to 16' AGL/1658' MSL. Vertical structure, vegetation beginning 18' from DER, 193' right of centerline, up to 21' AGL/1663' MSL. Tree, buildings, pole, antenna beginning 29' from DER, 391' right of centerline, up to 61' AGL/1702' MSL. Tree 55' from DER, 504' left of centerline, 60' AGL/1705' MSL. Trees, vehicles on road beginning 58' from DER, 297' left of centerline, up to 62' AGL/1706' MSL. Tree, building beginning 134' from DER, 382' right of centerline, up to 62' AGL/1703' MSL. Trees, buildings, vertical structure, vehicles on road, poles beginning 148' from DER, 68' right of centerline, up to 64' AGL/1705' MSL. Trees beginning 937' from DER, 397' left of centerline, up to 62' AGL/1708' MSL. Trees beginning 1119' from DER, 230' left of centerline, up to 64' AGL/1709' MSL. Trees beginning 1523' from DER, 59' left of centerline, up to 72' AGL/1717' MSL. Trees beginning 2001' from DER, 25' right of centerline, up to 66' AGL/1707' MSL. Trees beginning 2043' from DER, 117' left of centerline, up to 75' AGL/1718' MSL. Trees beginning 2417' from DER, 2' right of centerline, up to 72' AGL/1711' MSL.

**NOTE:** Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 8:** Climb on heading 082° to 2143, then climbing left turn direct EGAXE, thence . . . .

**TAKEOFF RUNWAY 26:** Climb direct EGAXE, thence . . . .

. . . . thence as assigned by ATC. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

**TAKEOFF MINIMUMS**

Rwy 8: Standard with minimum climb of 264'/NM to 3500.
Rwy 26: Standard.

**NOTE:** Chart not to scale.
Circling NA west of Rwy 16-34. When local altimeter setting not received, use Mekoryuk altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 600 then climbing right turn to 2600 direct NECIC and hold.

Amdt 3C 05OCT23

AK, 11 JUL 2024 to 05 SEP 2024

60°32'N-165°05'W

523
RNAV (GPS) RWY 34

**TUNUNAK (4KA) (POKA)**

**AWOS-3P**
- 118.25

**ANCHORAGE CENTER**
- 125.2
- 372.0

**CTAF**
- 122.9

**RNP APCH - GPS.**

- **MISSING APCH FIX**
  - 4 NM to BOWAY

**Final approach course offset 19.86°.**

**MISSED APPROACH: Climb to 500, then climb to 2400 directed ALULY then on track 331° to BOWAY and hold.**

**ELEV 62**

**TDZE 62**
RNAV (GPS) Y RWY 16

TUNUNAK (4KA) (POKA)

**APP CRS**
- 140°
- Rwy Idg: 3300
- TDZE: 61
- Apt Elev: 62

**RNAV APCH - GPS.**
- Circling NA east of Rwy 16-34. VDP NA when using Toksook Bay altimeter setting. When local altimeter setting not received, use Toksook Bay altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:** Climb to 2700 direct JIRIM and hold.

**AWOS-3P**
- 118.25

**ANCHORAGE CENTER**
- 125.2
- 372.0
- CTAF: 122.9

**TUNUNAK, ALASKA**
- Orig 11 Jul 2024

**RNAV (GPS) Y RWY 16**
- TUNUNAK (4KA) (POKA)
- AL-10177 (FAA)
- 24193

**RNAV (GPS) Y RWY 16**
- TUNUNAK (4KA) (POKA)
- AL-10177 (FAA)
- 24193

**Category**
- A
- B
- C
- D

**LNAV MDA**
- 680-1
- 619 (700-1)
- 680-1¼
- 619 (700-1¼)
- NA

**CIRCLING**
- 680-1
- 619 (700-1)
- 1120-3
- 1058 (1100-3)
- NA
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 16**: Climb on course 160° to APPAG, then on track 073° to OZPEB, then on track 060° to EZEPU, thence. . . .

**TAKEOFF RUNWAY 34**: Climb on course 340° to PYCHE, then on track 065° to UCIXO, then on track 112° to EZEPU, thence. . . .

. . . . on filed route and altitude.
RNAV (GPS) RWY 33
UNALAKLEET (UNK)(PAUN)

Circling NA east of Rwy 15-33. Circling Rwy 9 NA at night.
Rwy 33 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP - 0.3 NA.

Procedure NA for arrival on UNK VOR/DME airway radials 223 CW 273.

Final approach course offset 15.00°.

MISSED APPROACH:
Climbing left turn to 3700 direct HERLA and hold, continue climb-in-hold to 3700.

UNALAKLEET, ALASKA
UNALAKLEET (UNK)(PAUN)
MIRL Rwy 9-27
HIRL Rwy 15-33
RNAV (GPS) RWY 33
CIRCLING
5900
25
27

AWOS-3P
132.25
ANKORCHAGE CENTER
135 7
ANOME RADIO
335.5
CTAF
122.3
123.0

Final approach course
offset 15.00°.

ZOGTA
5900 X 150
15
33
1900 X 75

AGSIH
1.2 NM to
offset 15.00°.

BEJJI
WIKIP
4 NM
348°

4 NM
ZOGTA
holding pattern

3700
HERLA

348°

3700
3700 x 37
348°

348°

198°

1910
1800
1945
1925

AGSIH

RNAV (GPS) RWY 33

CIRCLING
5900
25
27

AWOS-3P
132.25
ANKORCHAGE CENTER
135 7
ANOME RADIO
335.5
CTAF
122.3
123.0

Final approach course
offset 15.00°.

MISSED APPROACH:
Climbing left turn to 3700 direct HERLA and hold, continue climb-in-hold to 3700.

UNALAKLEET, ALASKA
UNALAKLEET (UNK)(PAUN)
MIRL Rwy 9-27
HIRL Rwy 15-33
RNAV (GPS) RWY 33
CIRCLING
5900
25
27

AWOS-3P
132.25
ANKORCHAGE CENTER
135 7
ANOME RADIO
335.5
CTAF
122.3
123.0

Final approach course
offset 15.00°.

MISSED APPROACH:
Climbing left turn to 3700 direct HERLA and hold, continue climb-in-hold to 3700.

UNALAKLEET, ALASKA
UNALAKLEET (UNK)(PAUN)
MIRL Rwy 9-27
HIRL Rwy 15-33
RNAV (GPS) RWY 33
CIRCLING
5900
25
27

AWOS-3P
132.25
ANKORCHAGE CENTER
135 7
ANOME RADIO
335.5
CTAF
122.3
123.0

Final approach course
offset 15.00°.

MISSED APPROACH:
Climbing left turn to 3700 direct HERLA and hold, continue climb-in-hold to 3700.
Circling to Rwy 9 NA at night.
Circling NA east of Rwy 15-33.
DME/DME RNP-0.3 NA.

CIRCLING

AWOS-3P
132.25

ANCHORAGE CENTER
135.7 335.5

NOME RADIO
122.3

CTAF
123.0

Holding Pattern

No PT for arrival at EARMI on V440 eastbound.

MISSED APPROACH: Climbing right turn to 3000 direct EARMI and hold.

No PT for arrival at EARMI on V440 eastbound.

CIRCLING

4 NM

TDZE

Apt Elev

N/A

27

ELEV 27

APP CRS
110°

Rwy Idg

TDZE

Apt Elev

N/A

N/A

RNAV (GPS)-A

UNALAKLEET (UNK)(PAUN)

AK, 11 JUL 2024 to 05 SEP 2024
Circling NA northeast of Rwy 15-33. Circling Rwy 9 NA at night. Circling Rwy 27 NA.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3400 direct UNK VOR/DME and hold, continue climb-in-hold to 3400.

Procedure NA for arrivals at UNK VOR/DME on V440 eastbound.
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climbing right turn to intercept UNK VOR/DME R-210 to 1800, then climbing right turn to intercept UNK VOR/DME R-240 to UNK VOR/DME before proceeding on course.

TAKEOFF RUNWAY 15: Climbing right turn to intercept UNK VOR/DME R-210 to 1600, then climbing right turn to intercept UNK VOR/DME R-235 to UNK VOR/DME before proceeding on course.

TAKEOFF RUNWAY 27: Climb on heading 267° and UNK VOR/DME R-250 to 1600, then climbing left turn to intercept UNK VOR/DME R-229 to UNK VOR/DME before proceeding on course.

TAKEOFF RUNWAY 33: Climbing left turn to intercept UNK VOR/DME R-265 to 1600, then climbing left turn to intercept UNK VOR/DME R-238 to UNK VOR/DME before proceeding on course.
UNALAKLEET ONE DEPARTURE (OBS racle)

TAKEOFF OBSTACLE NOTES

Rwy 9: Buildings beginning 30’ from DER, 346’ right of centerline, up to 27’ AGL/45’ MSL. Vehicles on road beginning 99’ from DER, crossing extended runway centerline, up to 15’ AGL/39’ MSL. Catenary 2.2 NM from DER, 2658’ left of centerline, 32’ AGL/369’ MSL. Catenaries, trees beginning 2.3 NM from DER, 2699’ left of centerline, up to 37’ AGL/402’ MSL.

Rwy 15: Building 111’ from DER, 510’ right of centerline, 9’ AGL/30’ MSL. Antenna, building, pole beginning 417’ from DER, 278’ right of centerline, up to 26’ AGL/47’ MSL. Antenna, buildings beginning 498’ from DER, 520’ right of centerline, up to 36’ AGL/56’ MSL. Antenna, light pole beginning 1050’ from DER, 425’ right of centerline, up to 45’ AGL/64’ MSL. Tower 2118’ from DER, 140’ right of centerline, 6’ AGL/82’ MSL. Poles, catenary, antenna beginning 492’ from DER, 594’ left of centerline, up to 32’ AGL/46’ MSL. Catenary, pole beginning 689’ from DER, 585’ left of centerline, up to 33’ AGL/47’ MSL. Antenna 1276’ from DER, 136’ left of centerline, 40’ AGL/60’ MSL. Building 1280’ from DER, 133’ left of centerline, 62’ MSL.

Rwy 27: Vegetation 10’ from DER, 308’ right of centerline, 25’ MSL. Fence beginning 53’ from DER, 425’ left of centerline, up to 8’ AGL/28’ MSL. Terrain 244’ from DER, 333’ right of centerline, 33’ MSL.

Rwy 33: Vehicles on road, tree beginning 12’ from DER, 145’ right of centerline, up to 15’ AGL/48’ MSL. Vehicles on road 674’ from DER, 9’ left of centerline, 15’ AGL/51’ MSL. Trees beginning 1.2 NM from DER, 1978’ right of centerline, up to 36’ AGL/251’ MSL. Trees, vegetation beginning 1.3 NM from DER, 1965’ right of centerline, up to 32’ AGL/291’ MSL. Trees beginning 1.4 NM from DER, 1598’ right of centerline, up to 33’ AGL/334’ MSL. Trees, terrain, vegetation beginning 1.5 NM from DER, 1596’ right of centerline, up to 31’ AGL/408’ MSL. Terrain, vegetation, tree beginning 1.6 NM from DER, 1397’ right of centerline, up to 26’ AGL/414’ MSL.
Strong winds may cause severe turbulence.

**UNALASKA, ALASKA**

Amdt 3A 08SEP22

**CIRCLING**

- 2900-1¼
- 2900-1½
- 2900-3
- 2878 (2900-1¼)
- 2878 (2900-1½)
- 2878 (2900-3)

**ZORNI FIX MINIMUMS (DME REQUIRED)**

- 2200-1¼
- 2200-1½
- 2200-3
- 2178 (2200-1¼)
- 2178 (2200-1½)
- 2298 (2300-3)
- 2478 (2500-3)

**CATEGORY**

- C
- D

A - B - C - D

- CIRCLING

**CTAF**

122.6 *  

**AWOS-3P**

125.8

**ANCHORAGE CENTER**

121.4

**MSA DUT 25 NM**

**ELEV 22**

**IAF**

DUTCH HARBOR

DUT NDB/DME bearing 171° then climbing left turn to 4300 direct DUT NDB/DME and hold.

**ANCHORAGE CENTER**

CTAF 122.6 *

**AWOS-3P** 125.8

**ANCHORAGE CENTER** 121.4

**CIRCLING**

- 2900-1¼
- 2900-1½
- 2900-3
- 2878 (2900-1¼)
- 2878 (2900-1½)
- 2878 (2900-3)

**ZORNI FIX MINIMUMS (DME REQUIRED)**

- 2200-1¼
- 2200-1½
- 2200-3
- 2178 (2200-1¼)
- 2178 (2200-1½)
- 2298 (2300-3)
- 2478 (2500-3)

**CATEGORY**

- C
- D

A - B - C - D

- CIRCLING

**CTAF**

122.6 *

**AWOS-3P** 125.8

**ANCHORAGE CENTER** 121.4

**CIRCLING**

- 2900-1¼
- 2900-1½
- 2900-3
- 2878 (2900-1¼)
- 2878 (2900-1½)
- 2878 (2900-3)

**ZORNI FIX MINIMUMS (DME REQUIRED)**

- 2200-1¼
- 2200-1½
- 2200-3
- 2178 (2200-1¼)
- 2178 (2200-1½)
- 2298 (2300-3)
- 2478 (2500-3)

**CATEGORY**

- C
- D

A - B - C - D

- CIRCLING

**CTAF**

122.6 *

**AWOS-3P** 125.8

**ANCHORAGE CENTER** 121.4

**CIRCLING**

- 2900-1¼
- 2900-1½
- 2900-3
- 2878 (2900-1¼)
- 2878 (2900-1½)
- 2878 (2900-3)

**ZORNI FIX MINIMUMS (DME REQUIRED)**

- 2200-1¼
- 2200-1½
- 2200-3
- 2178 (2200-1¼)
- 2178 (2200-1½)
- 2298 (2300-3)
- 2478 (2500-3)

**CATEGORY**

- C
- D

A - B - C - D

- CIRCLING

**CTAF**

122.6 *

**AWOS-3P** 125.8

**ANCHORAGE CENTER** 121.4

**CIRCLING**

- 2900-1¼
- 2900-1½
- 2900-3
- 2878 (2900-1¼)
- 2878 (2900-1½)
- 2878 (2900-3)
Category B/C/D

WILEY POST-WILL ROGERS MEML (BRW)(PABR)

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BRW VOR/DME and hold, continue climb-in-hold to 2000.

ALT: 290.

Circling NA for Cat A north of Rwy 8-26.
Autopilot coupled approach NA below 290.
For inop ALS, increase S-LOC 8 Cat C/D visibility to RVR 4500.
# RVR 1800 authorized with use of HUD to DA.

Process NA for arrivals at BRW VOR/DME on T228 northeast bound.

Process NA for arrivals at VIR NDB on G16 northeast bound.

Loc/DME: I-BRW 110.5
App Crs: 080°
Rwy Idg: 5900
TDZE: 49
Apt Elev: 49

DME required.

AFIS 132.15
ANCHORAGE CENTER 135.3 239.25
BARROW RADIO 123.6 (CTAF)

CVR: 281 VIR

BRW 116.2 BRW Chan 109

BARROW VOR/DME 1000 to OBCIN 2000 from VIR NDB

HOLD 2000 to OBCIN 2000 from VIR NDB

HOLD 2000 to OBCIN 2000 from VIR NDB

ILS or LOC RWY 8

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BRW VOR/DME and hold, continue climb-in-hold to 2000.

DSR: 135.3 239.25
BARROW RADIO 123.6 (CTAF)

BROWERVILLE 281 VIR:

Localizer 110.5
Chan 42

BARROW VOR/DME 1000 to OBCIN 2000 from VIR NDB

HOLD 2000 to OBCIN 2000 from VIR NDB

ILS or LOC RWY 8

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BRW VOR/DME and hold, continue climb-in-hold to 2000.

DSR: 135.3 239.25
BARROW RADIO 123.6 (CTAF)

BROWERVILLE 281 VIR:

Localizer 110.5
Chan 42

BARROW VOR/DME 1000 to OBCIN 2000 from VIR NDB

HOLD 2000 to OBCIN 2000 from VIR NDB

ILS or LOC RWY 8

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BRW VOR/DME and hold, continue climb-in-hold to 2000.
RNAV (GPS) RWY 8

WILEY POST-WILL ROGERS MEML (BRW) (PABR)

UTQIAGVIK, ALASKA

Amdt 1A  02DEC21

RNP APCH-GPS.

Inop table does not apply to LPV and LNAV/VNAV all Cats.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-18°C or above 54°C. Circling NA for Cat A north of Rwy 8-26.

BARROW RADIO

123.6 (CTAF)

VPASS

AFIS

132.15

ANCHORAGE CENTER

135.3  239.25

UTQIAGVIK, ALASKA

RAIL Rwy 8-26

REIL Rwy 26

HIL Rwy 8-26

71°17’N-156°46’W

535
RNAV (GPS) RWY 26
WILEY POST-WILL ROGERS MEML (BRW)(PABR)

MISSED APPROACH: Climb to 2000 direct OBCIN and hold.

AFIS
132.15

ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
123.6 (CTAF)

ELEV 49  TDZE 46

RNAV (GPS) RWY 26
WILEY POST-WILL ROGERS MEML (BRW)(PABR)

Circling NA for Cat A north of Rwy 8-26

UTQIAGVIK, ALASKA
AL-5463 (FAA)

APP CRS
Rwy Idg 5900
260°
TDZE 46

APR APCH-GPS.

Circling NA for Cat A north of Rwy 8-26

MISSED APPROACH: Climb to 2000 direct OBCIN and hold.

AFIS
132.15

ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
123.6 (CTAF)

ELEV 49  TDZE 46

RNAV (GPS) RWY 26
WILEY POST-WILL ROGERS MEML (BRW)(PABR)

Circling NA for Cat A north of Rwy 8-26

MISSED APPROACH: Climb to 2000 direct OBCIN and hold.

AFIS
132.15

ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
123.6 (CTAF)

ELEV 49  TDZE 46

RNAV (GPS) RWY 26
WILEY POST-WILL ROGERS MEML (BRW)(PABR)

Circling NA for Cat A north of Rwy 8-26

MISSED APPROACH: Climb to 2000 direct OBCIN and hold.

AFIS
132.15

ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
123.6 (CTAF)

ELEV 49  TDZE 46

RNAV (GPS) RWY 26
WILEY POST-WILL ROGERS MEML (BRW)(PABR)

Circling NA for Cat A north of Rwy 8-26

MISSED APPROACH: Climb to 2000 direct OBCIN and hold.

AFIS
132.15

ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
123.6 (CTAF)

ELEV 49  TDZE 46

RNAV (GPS) RWY 26
WILEY POST-WILL ROGERS MEML (BRW)(PABR)

Circling NA for Cat A north of Rwy 8-26

MISSED APPROACH: Climb to 2000 direct OBCIN and hold.

AFIS
132.15

ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
123.6 (CTAF)

ELEV 49  TDZE 46

RNAV (GPS) RWY 26
WILEY POST-WILL ROGERS MEML (BRW)(PABR)

Circling NA for Cat A north of Rwy 8-26

MISSED APPROACH: Climb to 2000 direct OBCIN and hold.

AFIS
132.15

ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
123.6 (CTAF)

ELEV 49  TDZE 46

RNAV (GPS) RWY 26
WILEY POST-WILL ROGERS MEML (BRW)(PABR)

Circling NA for Cat A north of Rwy 8-26

MISSED APPROACH: Climb to 2000 direct OBCIN and hold.

AFIS
132.15

ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
123.6 (CTAF)

ELEV 49  TDZE 46

RNAV (GPS) RWY 26
WILEY POST-WILL ROGERS MEML (BRW)(PABR)

Circling NA for Cat A north of Rwy 8-26

MISSED APPROACH: Climb to 2000 direct OBCIN and hold.

AFIS
132.15

ANCHORAGE CENTER
135.3 239.25

BARROW RADIO
123.6 (CTAF)

ELEV 49  TDZE 46

RNAV (GPS) RWY 26
WILEY POST-WILL ROGERS MEML (BRW)(PABR)

Circling NA for Cat A north of Rwy 8-26

MISSED APPROACH: Climb to 2000 direct OBCIN and hold.
DME required.

Circling NA for Cat A north of Rwy 8-26.

Procedure NA for arrivals on VIR NDB airway bearings 278 CW 316.

Procedure NA for arrivals on BRW VOR/DME airway radials 088 CW 135.

Use I-BRW DME when on the localizer course. Disregard glide slope indications.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct BRW VOR/DME and hold, continue climb-in-hold to 2000.
WILEY POST-WILL ROGERS MEML (BRW)(PABR)

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct BRW VOR/DME and hold, continue climb-in-hold to 2000.

Circling NA for Cat A north of Rwy 8-26.
CIRCLING NA north of Rwy 6-24. Circling Rwy 24 NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Cordova altimeter setting and increase all MDAs 1020 feet.

Procedure NA for arrivals at MNL NDB on A7.

Procedure NA for arrival on JOH VOR/DME airway radials 273 CW 015.

MISSLSED APPROACH: Climb on I-VDZ localizer course to 4600 then climbing right turn to 7800 on heading 265° and I-VDZ SW course (237°) to OLLEO INT/I-VDZ 20 DME and hold, continue climb-in-hold to 7800.

One Minute Holding Pattern

HOLD 10000 7800

PAYDI L-VDZ 14.8
JIKAN L-VDZ 13
LOCIB L-VDZ 11.2
HORUL L-VDZ 5.2

5.2 NM
6 NM
1.8 NM
1.8 NM
JMAAL THREE DEPARTURE (OBSTACLE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwy 6: 1200-3 with minimum climb of 460’ per NM to 6000 from MNL NDB, procedure NA at night.
Rwy 24: Standard with minimum climb of 460’ per NM to 6000.

TAKEOFF OBSTACLE NOTES
Rwy 24: Trees 469’ from DER, 482’ right of centerline, up to 100’ AGL/137’ MSL.
Trees 623’ from DER, 385’ left of centerline, up to 100’ AGL/130’ MSL.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Turn right as soon as practical, climb in visual conditions to MNL NDB at or above 1300, then on MNL NDB bearing 236° to OLLEO INT, thence.

TAKEOFF RUNWAY 24: Climb direct to MNL NDB then on MNL bearing 236° to OLLEO INT, thence.

. . . continue climb to 6000 via JOH VOR/DME R-328 southbound to JMAAL/JOH VOR/DME 25 DME, fly JOH VOR/DME 25 DME arc counterclockwise to NAKED/JOH VOR/DME R-273 25 DME.
**NAKED SIX DEPARTURE**

**NAKED6.NAKED**

**DEPARTURE ROUTE DESCRIPTION**

Proceed in visual conditions from Valdez airport to BLIGH (JOH R-314/25 DME) to cross BLIGH at or above 1900' (visual conditions must be maintained from takeoff until established over BLIGH at or above 1900') (DOD aircraft: Cross BLIGH at or above 2700'). Proceed CCW on JOH 25 DME arc to NAKED; cross RANMO at or above 3200'. Cross RAPYU as assigned by ATC. Thence via (assigned route).

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS**

Rwy 6, 24: 2000-3 (DOD aircraft 3500-3)

NA at night.

**NOTE:** Do not proceed CCW beyond BLIGH without ATC clearance.

**NOTE:** DME required.
RNAV (GPS) RWY 4
VENETIE (VEE) (PAVE)

### VENETIE, ALASKA

**APP CRS**
- Rwy Idg 4000
- TDZE 572
- Apt Elev 574

**RNAV APCH-GPS.**
- **NA** Rwy 4 helicopter visibility reduction below 1 SM NA.
- Use Fort Yukon altimeter setting. Procedure NA at night.
- **Missed Approach:** Climbing right turn to 2200, direct VENAE and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>1220-1 648 (700-1)</td>
<td>1220-1 648 (700-1)</td>
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<td>1260-2 686 (700-2)</td>
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<td>Circling</td>
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<td>1220-1 646 (700-1)</td>
<td>1260-2 686 (700-2)</td>
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**CTAF** 122.9

**FYY/PFYU AWOS-3P** 125.8

**ANCHORAGE CENTER** 135.0 225.4

**MISSED APPROACH:** Climbing right turn to 2200, direct VENAE and hold.

Procedure NA for arrivals at CURUP on airways B4 westbound and T273 southbound.

**Amdt 1 17JUN21**

**AK, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 22
VENETIE (VEE) (PAVE)

**App CRS**
- **244°**

**Rwy Ldg**
- 4000

**TDZE**
- 574

**Apt Elev**
- 574

**MISSED APPROACH:** Climbing left turn to 2200, direct AVPOW and hold.

**FYU/PFYU AWOS-3P**
- 125.8

**ANCHORAGE CENTER**
- 135.0
- 225.4

**CTAF**
- 122.9

**Rwy 22 helicopter visibility reduction below 1 SM NA. Use Fort Yukon altimeter setting. Procedure NA at night.**

**MIRL Rwy 4-22**

**VENVETIE, ALASKA**

Amdt 1

17JUN21

**AL-10346 (FAA)**

23334

**AK, 11 JUL 2024 to 05 SEP 2024**

67°01'N-146°22'W

543
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 044° to 1075, then right turn direct CUBRA, thence. . . .

TAKEOFF RUNWAY 22: Climb on heading 224° to 1075, then left turn direct CUBRA, thence. . . .

. . . on track 117° to FYU VORTAC, maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

NOTE: Chart not to scale.

ANCHORAGE CENTER
135.0 225.4
FYU/FYU AWOS-3P
125.8

NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Runway is gravel.
NOTE: Procedure NA for Cat C/D aircraft.

TAKEOFF MINIMUMS
Rwys 4, 22: Standard.
WAINWRIGHT, ALASKA

RNAV (GPS) RWY 6
WAINWRIGHT (AWI) (PAWI)

APPROACH

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct MEXIW and hold, continue climb-in-hold to 4000.

ASOS-3 132.25
ANCHORAGE CENTER 135.3 239.25
BARROW RADIO 122.5
CTAF 122.8

ELEV 45
TDZE 45

WAINWRIGHT, ALASKA
Amdt 2A 05OCT23

AK, 11 JUL 2024 to 05 SEP 2024

545
RNAV (GPS) RWY 18
WALES (IWK) (PAIW)

Final approach course offset 19.92°.

MISSED APPROACH: Climb to 500 then climbing right turn to 2600 direct COGNU and hold.

AWOS-3P
118.525

ANCHORAGE CENTER
133.3 290.4

NOME RADIO
122.6

CTAF
123.0

WALES, ALASKA

Amdt 1 08NOV18
Final approach course offset 14.93°.
RNAV (GPS) RWY 4
WASILLA (IYS) (PAWS)

WASILLA, ALASKA
AL-9296 (FAA)

<table>
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<th>APP CRS</th>
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<td>038°</td>
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</table>

**RNAV APCH.**

⚠️ Circling NA to Rwys 4S and 22S. Baro-VNAV and VDP NA when using Palmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Palmer altimeter setting and increase all DA 46 feet, all MDA 60 feet and all visibilities ¼ mile.

- **AWOS-3P** 135.25
- **CTAF** 122.8
- **ANCHORAGE APP CON** 119.1 363.2

**MISSING APPROACH:** Climb to 1000 then climbing left turn to 3000 direct BGQ VORTAC and hold.

**Procedure NA for arrivals at HEVEB on V436 northwest bound.**

4 NM Holding Pattern

- **GP 3.00° TCH 45**
- **AVERR**
- **ZINEV** 1.8 NM to RW04
- **RW04**

**CATEGORY**

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<td>646 (700-1)</td>
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**WAAS, ALASKA**

Amdt 1A 20JUN19

61°34'N-149°32'W

549
RNAV (GPS) RWY 33
WHITE MOUNTAIN (WMO) (PAWM)

Circling NA northeast of Rwy 15-33.

RNAV (GPS) RWY 33
WHITE MOUNTAIN, ALASKA
ELEV 267  TDZE 267

Procedure NA for arrivals at EZATY on V452 westbound.

Procedure NA for arrivals at MOS VOR/DME on T270 southeast bound.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct WOZHO and hold.

- LNAV only
- 0.9 NM to RW33
- 4 NM Holding Pattern

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CIRCLING
- 620-1 353 (400-1)
- 720-1 453 (500-1)
- 1080-2 813 (900-2½)

APCH CRS
APP CRS 332°
Rwy Idg 3000
TDZE 267
Apt Elev 267

| AWOS-3P | 121.45 |
| ANCHORAGE CENTER | 133.3 290.4 |
| NOME RADIO | 122.05 |
| CTA F | 122.9 |

2089

1125

167° 6000

347° 2500

GP 3.00° TCH 40

0.9 3.5 NM 3.8 NM

238° (24.9) 2500

517-1 250 (300-1) 2500 NoPT 257° (9.9) 4000

347° 167° 2500 347° 1700 6000

332° 1700 4 NM

1700 347° 332° RW33

347° ZEVIX WOZHO

076° (15.1) 2500 NoPT 257° (9.9)

1700 2500 NoPT 1688

5000 2500

1100 2500

WOZHO WOZHO

579

9° 2500 N oPT 257°

MOS POINT MOSES AK, 11 JUL 2024 to 05 SEP 2024

552
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<td>4400</td>
<td>215</td>
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**Use Wasilla altimeter setting.** Procedure NA at night.

**DME/DME RNP-0.3 NA.**

**MISSED APPROACH:** Climbing right turn to 3100 direct ZUSRA and hold.

**RNAV (GPS) RWY 13**

**WILLOW (UUO)(PAUO)**

**IYS/PAWS AWOS-3P**

| 135.25 |

**ANCHORAGE CENTER**

| 133.7 | 279.6 |

**CTAF**

| 122.8 |

---

**ELEV 215**

**TDZE 215**

**ZUSRA**

**3100**

**FODVU**

**5 NM**

**Holding Pattern**

**3100**

**CIRCLING**

**5000**

**3168**

**AK, 11 JUL 2024 to 05 SEP 2024**

**133°**

**AK, 11 JUL 2024 to 05 SEP 2024**

**553**

**553**

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**CATEGORY**

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<td>1005 (1100-1/4)</td>
<td>1005 (1100-1/2)</td>
<td>1005 (1100-3)</td>
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<td>1220-1/4</td>
<td>1220-1/2</td>
<td>1220-3</td>
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<td>1005 (1100-1/2)</td>
<td>1005 (1100-3)</td>
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</table>
APP CRS
Rwy Ldg  4000
TDZE  213
Apt Elev  215

Use Wasilla altimeter setting.
Procedure NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3200 direct
TADYU and hold.

DME/DME RNP-0.3 NA.
Procedure NA at night.
Use Wasilla altimeter setting.

TADYU and hold.

MISSED APPROACH: Climbing left turn to 3200 direct
TADYU and hold.

DME/DME RNP-0.3 NA.
Procedure NA at night.
Use Wasilla altimeter setting.

TADYU and hold.

MISSED APPROACH: Climbing left turn to 3200 direct
TADYU and hold.

DME/DME RNP-0.3 NA.
Procedure NA at night.
Use Wasilla altimeter setting.

TADYU and hold.

MISSED APPROACH: Climbing left turn to 3200 direct
TADYU and hold.

DME/DME RNP-0.3 NA.
Procedure NA at night.
Use Wasilla altimeter setting.

TADYU and hold.
NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:
Rwy 13: 300-1/4 or standard with minimum climb of 467' per NM to 700.
Rwy 31: Standard.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Tower 5595' from DER, 1670' right of centerline, 102' AGL/460' MSL.
Rwy 31: T-L tower 1058' from DER, 645' right of centerline, 39' AGL/237' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb direct NIYTI, then on track 150° to BGQ VORTAC, thence . . . .

TAKEOFF RUNWAY 31: Climb heading 313° to 800, then climbing left turn direct BGQ VORTAC, thence . . .

. . . .continue climb in BGQ VORTAC holding pattern to cross BGQ VORTAC at or above MEA for direction of flight.
**RNAV (GPS) RWY 10**

**WRANGLER (WRG) (PAWG)**

**ATC ID:**
- **APP CRS:** 101°
- **Rwy Idg:** 6000
- **TDZE:** 27
- **Apt Elev:** 44

**AWOS-3P:** 128.5
**ANCHORAGE CENTER:** 118.0
**SITKA RADIO:** 122.45
**CTAF:** 122.6

**Airport Information:**
- **WRANGLER, ALASKA**
- **Orig:** 08SEP22
- **AK, 11 JUL 2024 to 05 SEP 2024**

**Missed Approach:**
- Climb right turn to 4800
- Direct HALKU and hold

**Weather Conditions:**
- **3°C**
- **Helicopter visibility reduction below 1 SM NA**
- **AWOS-3P**

**RNAV (GPS) RWY 10**

**Table: LNAV MDA**

<table>
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<th>CATEGORY</th>
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<th>D</th>
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<tr>
<td>LNAV MDA</td>
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<td>2053 (2100-2½)</td>
<td>2080-3</td>
<td>2053 (2100-3)</td>
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<tr>
<td>CIRCLING</td>
<td>2080-2½</td>
<td>2036 (2100-2½)</td>
<td>2500-3</td>
<td>2456 (2500-3)</td>
</tr>
</tbody>
</table>

**VGSIs:**
- **HALKU**
- **ZATSU**
- **WIDEB 8 NM to HITLI**
- **VEZHU 7 NM to HITLI**
- **FOBAY 3.5 NM to HITLI**
- **HITLI**

**HITLI to VEZHU to FOBAY to HALKU**

**5 NM Holding Pattern**

**Category:**
- **A**
- **B**
- **C**
- **D**

**NDM:**
- **556**

**Notes:**
- Clipping NA South of Rwy 10-28
- Procedure NA at night

**Helicopter Information:**
- Visibility reduction below 1 SM NA
- Procedure NA at night
Circling NA north of Rwy 10-28. DME Required. Any go-around commenced after passing the MAP will not provide standard obstacle clearance.

**Missed Approach:** Climbing right turn to 6000 on LVD VOR/DME R-071 to LVD VOR/DME and hold.
NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTES

TAKEOFF RUNWAY 10: Turn left as soon as practicable, climb in visual conditions until established on LVD R-069 at JUMKI/LVD 22 DME fix on a westerly course (visual conditions must be maintained from takeoff until established over JUMKI at/above 1000). Cross JUMKI at or above 1000 then climb on LVD R-069 to LVD VOR/DME. Thence . . . .

TAKEOFF RUNWAY 28: Climb heading 281° to 500 then climbing left turn heading 230° to intercept LVD R-069 to LVD VOR/DME. Do not exceed 180K until established on LVD R-069 westbound. Thence . . . .

. . . . continue climb in hold to MEA for route of flight.
RNAV (GPS) RWY 2
YAKUTAT (YAK) (PAYA)

Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below 3/4 SM NA. When Yakutat altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct FACAD and hold.

ASOS
135.75

ANCHORAGE CENTER
119.0  263.1

JUNEAU RADIO
123.6 (CTAF)

RNAV (GPS) RWY 2
YAKUTAT, ALASKA

59°30'N-139°40'W
561

YAKUTAT, ALASKA
AL-1193 (FAA)
RNAV (GPS) RWY 11
YAKUTAT (YAK) (PAYA)

YAKUTAT, ALASKA
AL-1193 (FAA) 23054

RNAV (GPS) RWY 11
YAKUTAT (YAK) (PAYA)

**ASOS**
135.75

**ANCHORAGE CENTER**
119.0 263.1

**JUNEAU RADIO**
123.6 (CTAF)

**ELEV 40**

**TDZE 40**

**MALSR**

**CIRCLING**

Yakutat altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.

MISSED APPROACH: Climb to 600 then climbing right turn to 2900 direct HEJNO and hold.

**CATEGORY**

A  |  B  |  C  |  D
---|---|---|---
LPV DA | 240/24 | 200 (200-1/2) |
LNAV/VNAV DA | 445/50 | 405 (500-1) |
LNAV MDA | 480/24 | 440 (500-1/2) | 480/40 | 440 (500-3/4) |
CIRCLING  | 520-1 | 540-1 | 820-2 1/4 | 820-2 1/2 |

**HOLD**

4 NM to HEJNO

**YAKUTAT, ALASKA**

Amdt 5 08SEP22

59°30’N-139°40’W
Circling Rwy 20 NA at night. Rwy 29 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV, LNAV/VNAV all Cats, LNAV Cat A and B. When Yakutat altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat C and D visibility to 1 ½ SM.

**MISSED APPROACH:** Climb to 600 then climbing left turn to 3000 direct CIMUF and hold, continue climb-in-hold to 3000.
Circling Rw 20 NA at night. Rw 29 helicopter visibility reduction below 1/4 SM NA. Inop table does not apply to S-LOC 29 Cats A and B. When Yakutat altimeter setting not received, procedure NA. For inop ALS, increase S-LOC 29 Cats C and D visibility to 1 1/2 SM. DME from YAK VOR/DME. DME use requires simultaneous reception of I-YAK and YAK DME.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 on YAK VOR/DME R-117 to CIMUF/YAK 12 DME and hold.

Procedure NA for arrivals on YAK VOR/DME airway radial 119.
**FAKES FOUR DEPARTURE**

**TOP ALTITUDE:** ASSIGNED BY ATC

**YAKUTAT (YAK) (PAYA)**

**ANCHORAGE CENTER**
119.0 263.1
**JUNEAU RADIO**
123.6 (CTAF)

**NOTE:** Chart not to scale.

**FAKES FOUR DEPARTURE**

**TAKING OFF MINIMUMS**
Rwys 2, 11, 20, 29: Standard with minimum climb of 280’ per NM to FL180.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 2:** Climbing right turn on heading 133°, thence.

**TAKEOFF RUNWAY 11:** Climbing left turn on heading 083°, thence.

**TAKEOFF RUNWAY 20:** Climbing left turn on heading 033°, thence.

**TAKEOFF RUNWAY 29:** Climbing right turn on heading 143°, thence.

. . . intercept YAK VOR/DME R-098 to FAKES. Cross FAKES at or above FL180 for assigned route of flight.
INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS
RATE OF CLIMB/DESCENT TABLE
(ft per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

<table>
<thead>
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<th>ft/NM</th>
<th>%</th>
<th>GROUND SPEED (knots)</th>
<th>ANGLE</th>
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