

ALASKA TERMINAL

07 AUG 25 to 02 OCT 25



**Federal Aviation
Administration**

TM

U.S. Terminal Procedures Publication

Alaska Vol 1 of 1

Effective: 0901Z

07 AUG 2025

to: 0901Z

02 OCT 2025



Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:

http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

Published from digital files compiled in accordance with Interagency Air
Committee specifications and agreements approved by

Department of Defense - Federal Aviation Administration



TERMINAL PROCEDURES TABLE OF CONTENTS

Inoperative Components or Visual Aids Table.....	A1
Explanation of Terms/Landing Minima Data.....	B1
General Information.....	C1
Abbreviations.....	D1
Legend—IAP Planview.....	E1
Legend—IAP Profile.....	F1
Legend—Standard Terminal Arrival Charts.....	G1
Legend—Departure Procedure Charts.....	G2
Legend—Airport Diagram/Sketch.....	H1
Legend—Approach Lighting Systems.....	I1
Supplemental Tables—Frequency Pairing.....	J1
Supplemental Tables—Rate of Climb Table.....	J2
Supplemental Tables—Rate of Descent Table.....	J3
Index of Terminal Charts and Minimums.....	K1
IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors).....	L1
IFR Alternate Airport Minimums.....	M1
Radar Minimums.....	N1
Land and Hold-Short Operations (LAHSO).....	O1
Hot Spots.....	P1
Standard Terminal Arrival Charts.....	Z1
Terminal Charts.....	Page 1

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/

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

FOR PROCUREMENT:

For digital products, visit our website at: 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/

Frequently asked questions (FAQ) are answered on our website at: <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

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

TERMS/LANDING MINIMA DATA 20142

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	A		B		C		D	
	S-ILS 27		S-LOC 27		CIRCLING			
DA	1352/24		288		200		(200-½)	
Visibility (RVR 100's of feet)	1440/24		1540-1		1640-1		1640-1½	
Aircraft Approach Category	361 (400-1)		461 (500-1)		461 (500-1½)		561 (600-2)	
HAT	1440/50		1740-2					
MDA	361 (400-1)		461 (500-1)		461 (500-1½)		561 (600-2)	
HAA								
Visibility in Statute Miles								

All weather minimums in parentheses not applicable to Civil Pilots.
Military Pilots refer to appropriate regulations.

COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA
Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA 20142

TERMS/LANDING MINIMA DATA 25163

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

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

Comparable Values of RVR and Visibility

The following table 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.

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1600	¼	2400	½	3500	⅝	5500	1
1800	½	2600	½	4000	¾	6000	1¼
2000	½	3000	⅝	4500	⅞		
2200	½	3200	⅝	5000	1		

RADAR MINIMA

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

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

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

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored (V) VHF emergency frequency (121.5) monitored (U) UHF emergency frequency (243.0) monitored

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

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

TERMS/LANDING MINIMA DATA 25163

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

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

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.



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

MISCELLANEOUS

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

For Civil (FAA) 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.

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025


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



PBN Requirements Box	From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1 GPS from MAP to YARKU.
Equipment Requirements Box	DME required for LOC only.
Standard Procedure Notes Box	 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


PBN Requirements Box	RNAV 1 - DME/DME/IRU or GPS
Equipment Requirements 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 "L" symbol beside the name to indicate pilot controlled lighting.

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

KEY MIKE

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

FUNCTION

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

ABBREVIATIONS 25107

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

ABBREVIATIONS 25107

LDA.....	Localizer Type Directional Aid	OPSPEC.....	Operations Specification
Ldg.....	Landing	PAR.....	Precision Approach Radar
LIRL.....	Low Intensity Runway Lights	PDC.....	Pre-Departure Clearance
LNAV.....	Lateral Navigation	PRM.....	Precision Runway Monitor
LOA.....	Letter of Agreement/Authorization	Pvt.....	Private
LOC.....	Localizer	R.....	Radial
LOM.....	Locator Outer Marker	RA.....	Radio Altimeter setting height
LP.....	Localizer Performance	RAIL.....	Runway Alignment Indicator Lights
LPV.....	Localizer Performance with Vertical Guidance	RCLS.....	Runway Centerline Light System
LR.....	Lead Radial	REIL.....	Runway End Identifier Lights
LRRS.....	Long Range RADAR Station	RF.....	Radius to Fix
MAA.....	Maximum Authorized Altitude	RGNL.....	Regional
MALS.....	Medium Intensity Approach Lighting System	RLLS.....	Runway Lead-in Light System
MALSF.....	Medium Approach Lighting System with Sequenced Flashers	RNAV.....	Area Navigation
MALSR.....	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	RNP.....	Required Navigation Performance
MAP.....	Missed Approach Point	RPI.....	Runway Point of Interception)
MCAF.....	Marine Corps Air Facility	RVR.....	Runway Visual Range
MCALF.....	Marine Corps Auxiliary Landing Field	RWY.....	Runway
MCAS.....	Marine Corps Air Station	S.....	Straight-in
MCB.....	Marine Corps Base	SALS.....	Simplified Short Approach Light System
MCOLF.....	Marine Corps Outlying Field	SALSF.....	Short Approach Lighting System with Sequenced Flashing Lights
MDA.....	Minimum Descent Altitude	SDF.....	Simplified Directional Facility
MEA.....	Minimum Enroute Altitude	SFB.....	Space Force Base
MEML.....	Memorial	SID.....	Standard Instrument Departure
METRO.....	Metropolitan	SM.....	Statute Mile
MIRL.....	Medium Intensity Runway Lights	SR-SS.....	Sunrise-Sunset
MM.....	Middle Marker	SSALF.....	Short Approach Lighting System with Sequenced Flashing Lights
MOCA.....	Minimum Obstruction Clearance Altitude	SSALR.....	Simplified Short Approach Light System with Runway Alignment Indicator Lights
MRA.....	Minimum Reception Altitude	SSALS.....	Simplified Short Approach Lighting System
MSL.....	Mean Sea Level	ST.....	Saint
MSPEC.....	Management Specification	STE.....	Sainte
MUNI.....	Municipal	STAR.....	Standard Terminal Arrival
N/A.....	Not Applicable	TAA.....	Terminal Arrival Area
NA.....	Not Authorized	TACAN.....	Tactical Air Navigation
NAAS.....	Naval Auxiliary Air Station	TCH.....	Threshold Crossing Height
NAF.....	Naval Air Facility	TDZ.....	Touchdown Zone
NALF.....	Naval Auxiliary Landing Field	TDZE.....	Touchdown Zone Elevation
NAS.....	Naval Air Station	TDZ/CL.....	Touchdown Zone and Runway Centerline Lighting
NDB.....	Nondirectional Radio Beacon	TDZL.....	Touchdown Zone Lights
NM.....	Nautical Mile	THR.....	Threshold
NOLF.....	Naval Outlying Field	TODA.....	Takeoff Distance Available
NoPT.....	No Procedure Turn	TORA.....	Takeoff Run Available
NOTAM.....	Notice to Airmen	tr.....	Track
NS.....	Naval Station	TRML.....	Terminal
NTL.....	National	TWR.....	Tower
ODALS.....	Omnidirectional Approach Lighting System	UNICOM.....	Universal Communications Station
ODP.....	Obstacle Departure Procedure	USA.....	United States Army
OM.....	Outer Marker	USAF.....	United States Air Force

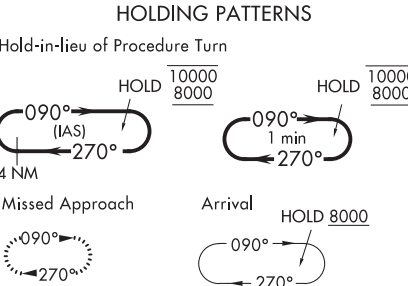
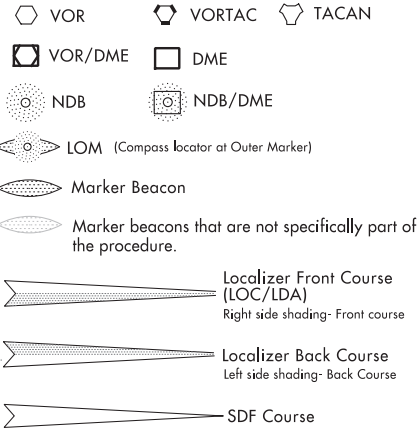
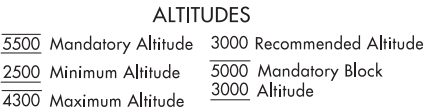
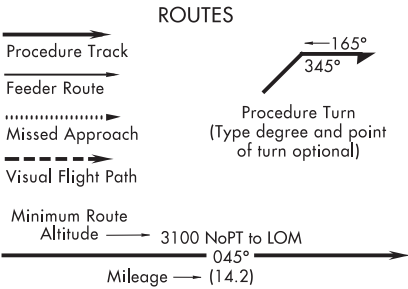
ABBREVIATIONS 25107

USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules
VGSI.....	Visual Glide Slope Indicator
VNAV.....	Vertical Navigation
VOR.....	Very High Frequency Omni-Directional Range
VORTAC.....	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS.....	Wide Area Augmentation System
WP/WPT.....	Waypoint

AK, 07 AUG 2025 to 02 OCT 2025

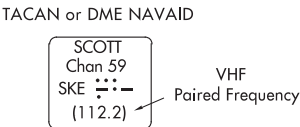
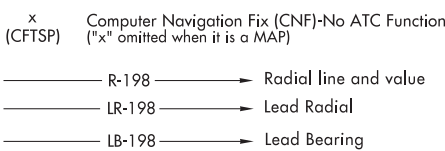
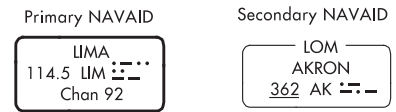
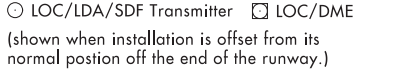
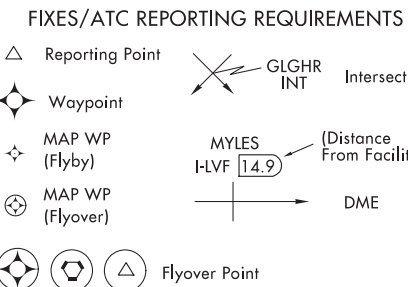
AK, 07 AUG 2025 to 02 OCT 2025

PLANVIEW SYMBOLS



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

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



LEGEND 23110

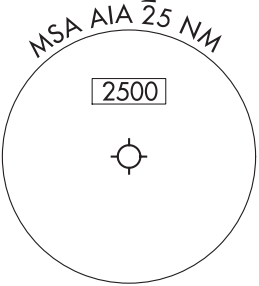
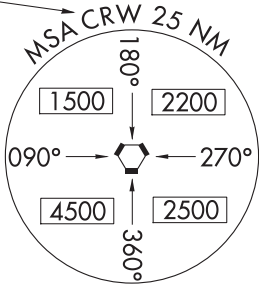
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

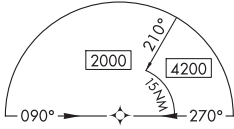
Facility Identifier

Airport Identifier

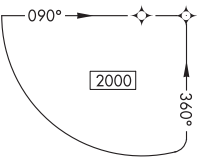


(arrows on distance circle identify sectors)

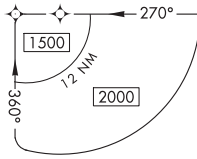
TERMINAL ARRIVAL AREA (TAA)



Straight-in Area



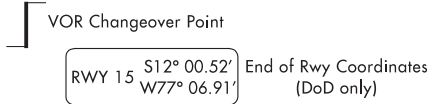
Right Base Area



Left Base Area

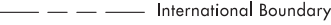
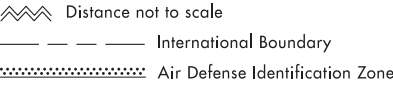
MISCELLANEOUS

SPECIAL USE AIRSPACE



R-Restricted
P-Prohibited
MOA-Military Operations Area

W-Warning
A-Alert



AIRPORTS

OBSTACLES



LEGEND 23110

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

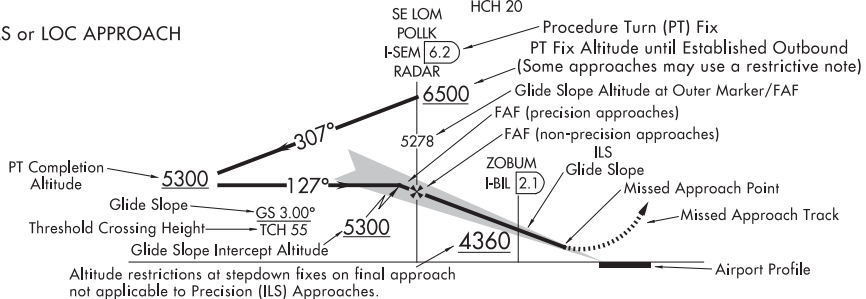
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $\angle 3.00^\circ$ TCH 55

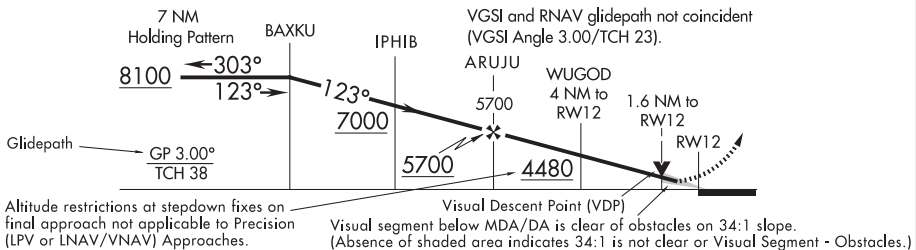
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: $\angle 3.00^\circ$ TCH 50

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: $\angle 3.00^\circ$ TCH 55. On Copter procedures this is depicted in the following format: $\angle 7.30^\circ$ HCH 20

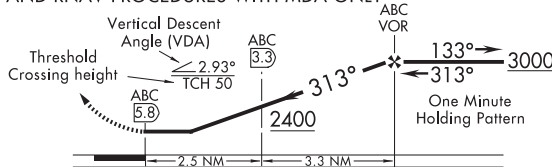
ILS or LOC APPROACH



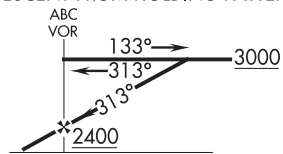
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



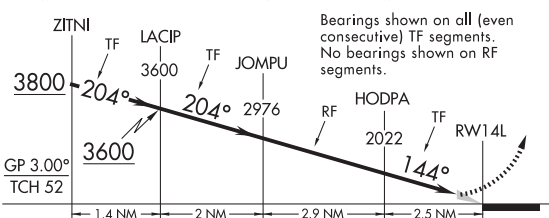
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



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

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

PROFILE SYMBOLS

	Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND 24361

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:



Localizer Back Course
(Shading on left)

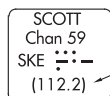
(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

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

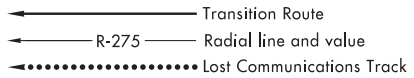
TACAN or DME NAVAID Box



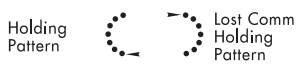
VHF Paired Frequency

ROUTES

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



V12 J80 Airway/Jet Route Identification



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

SPECIAL USE AIRSPACE



R-Restricted
P-Prohibited
MOA-Military Operations Area

ALTITUDES

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



Block Altitude

Altitude change at other than Radio Aids to Navigation

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)
△ Reporting Point (Non-Compulsory)

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

Waypoint (Compulsory) Waypoint (Non-Compulsory)

Flyover Point

x (CFTSP) 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)

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

N

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

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus identifier

LEGEND 23334

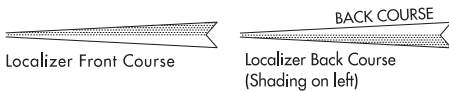
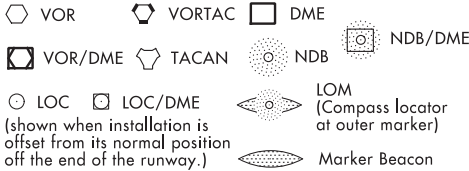
DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:

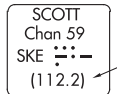


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVIAID Box



VHF Paired Frequency

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

FIXES/ATC REPORTING REQUIREMENTS

→ | Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

→ Obvious DME (DME mileage matches route mileage)

[75] → DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

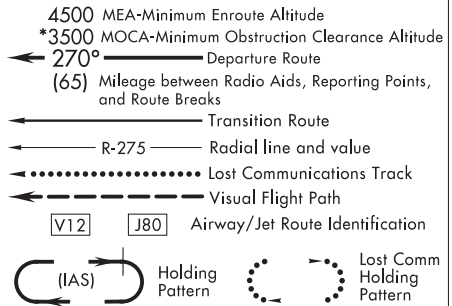
x (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS



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

ROUTES

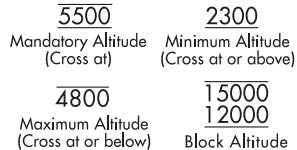


Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE

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

ALTITUDES



TOP ALTITUDE: 5000 Top altitude restriction

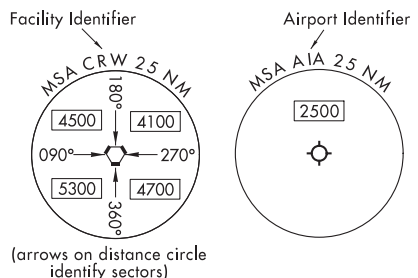
INDICATED AIRSPEED



AIRPORTS



MINIMUM SAFE ALTITUDE (MSA)



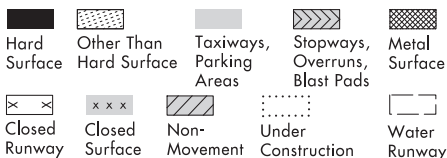
LEGEND 23334

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

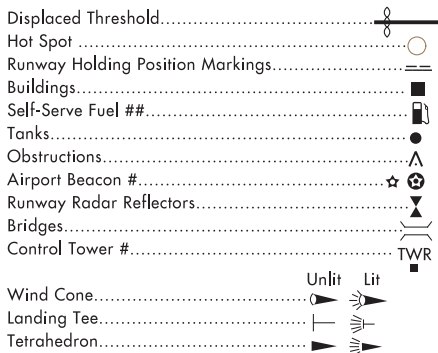
Runways



ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES



When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas (H) (H) (H) (H) (H)

Negative Symbols used to identify Copter Procedures

landing point.....	Ⓜ	⊕	Ⓜ	Ⓜ	⊕
--------------------	---	---	---	---	---

NOTE:

Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope..... ← 0.3% Down..... 0.8% UP →
(shown when rounded runway slope is $\geq 0.3\%$)

NOTE:

Runway Slope measured to midpoint on runways 8000 feet or longer.

■ U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ± 600 feet unless otherwise noted on the chart.

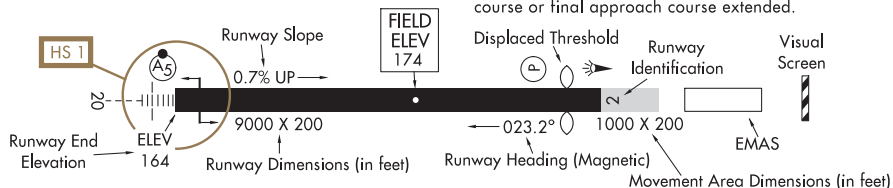
Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A **D** symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE:

All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP.
(Foreign Only)

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



Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

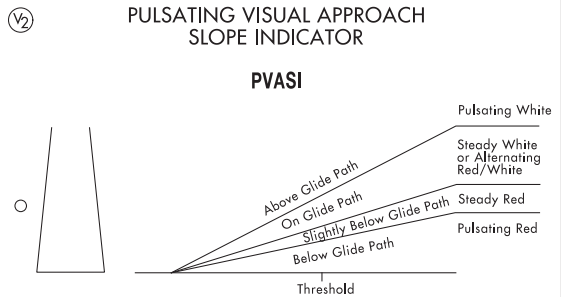
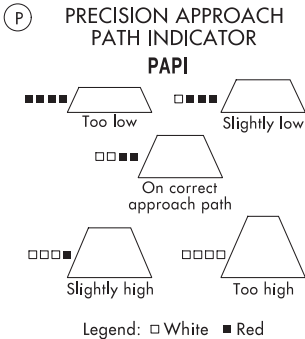
LEGEND

LEGEND 22195

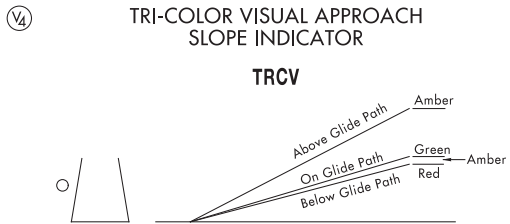
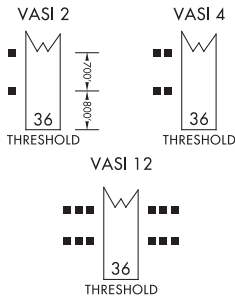
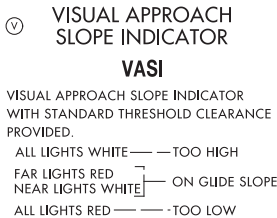
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

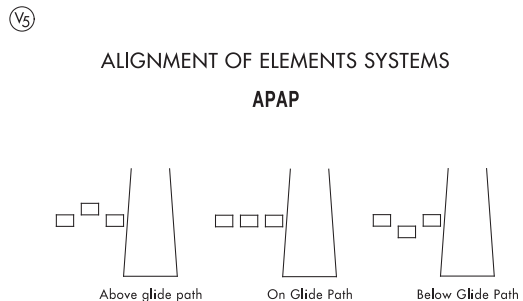
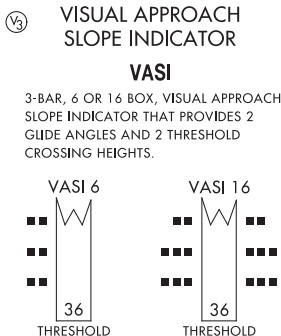
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A₁). Negative symbology, e.g., (A₁), (V) indicates Pilot Controlled Lighting (PCL).



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



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



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

LEGEND 22195

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

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

The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.

ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF DESCENT TABLE												
The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.												
ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

SUPPLEMENTAL TABLES 25107

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

ADAK ISLAND, AK

ADAK(ADK)(PADK)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS Y OR LOC Y RWY 23	1
	ILS Z OR LOC Z RWY 23	2
	RNAV (GPS) RWY 23	3
	TACAN RWY 23	4
	NDB/DME RWY 23	5
DPS	JALEX THREE (RNAV)	6
	TTAUN FOUR (RNAV)	7

AKHIOK, AK

AKHIOK(AKK)(PAKH)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS)-A	8
DPS	JOGMO ONE (OBSTACLE) (RNAV)	9

AKIAK, AK

AKIAK(AKI)(PFAK)		
TAKEOFF MINIMUMS		
IAPS	RNAV (GPS) RWY 03	10
	RNAV (GPS) RWY 21	11
DPS	AKIAK ONE (OBSTACLE) (RNAV)	12

AKUTAN, AK

AKUTAN(7AK)(PAUT)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 09	13
	RNAV (GPS) RWY 27	14
	RNAV (GPS)-A	15
DPS	ZEBUV ONE (OBSTACLE) (RNAV)	16

ALLAKAKET, AK

ALLAKAKET(6A8)(PFAL)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 05	17
	RNAV (GPS) RWY 23	18

ALLEN AAF(BIG)(PABI)

DELTA JUNCTION/FORT GREELY, AK	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	ILS OR LOC/DME RWY 10
	RNAV (GPS) RWY 10
	RNAV (GPS) RWY 19
	VOR/DME OR TACAN RWY 19
	VOR RWY 19
	NDB-A

AMBLER, AK

AMBLER(AFM)(PAFM)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 01	25

ANAKTUVUK PASS, AK

ANAKTUVUK PASS(AKP)(PAKP)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS)-A	26
DPS	AKUMY FIVE (OBSTACLE) (RNAV)	27

ANCHORAGE, AK

LAKE HOOD(LHD)(PALH)	
AIRPORT DIAGRAM	28
MERRILL FLD(MRI)(PAMR)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	RNAV (GPS) RWY 34 29
	RNAV (GPS) Y RWY 07 30
	RNAV (GPS) Z RWY 07 31
	RNAV (GPS)-A 32
AIRPORT DIAGRAM	33
DPS	MERRILL ONE (RNAV) 34
TED STEVENS ANCHORAGE INTL(ANC)(PANC)	
TAKEOFF MINIMUMS	L
DIVERSE VECTOR AREA	L
ALTERNATE MINIMUMS	M
HOT SPOT	P
STARS	AMOTT FOUR Z1
	ELLAM FIVE Z3
	KROTO FIVE (RNAV) Z9
	NEELL SEVEN (RNAV) Z11
	PTERS THREE (RNAV) Z13
	TAGER NINE Z14
	WITTI FIVE (RNAV) Z15
	YESKA SIX Z17
IAPS	ILS OR LOC RWY 07L 35
	ILS OR LOC RWY 07R 36
	ILS RWY 15 37
	ILS RWY 07R (SA CAT I) 38
	ILS RWY 07L (SA CAT I - II) 39
	ILS RWY 07R (CAT II - III) 40
	RNAV (RNP) RWY 33 41
	RNAV (RNP) Z RWY 07R 42
	RNAV (GPS) RWY 07L 43
	RNAV (GPS) RWY 15 44
	RNAV (GPS) Y RWY 07R 45
	HIGHWAY VISUAL RWY 25R 46
	SEWARD VISUAL RWY 25L 47
AIRPORT DIAGRAM	48
DPS	ANCHORAGE ONE 49
	FFITZ FOUR (RNAV) 50
	KNIK THREE 51
	NOEND FOUR (RNAV) 52
	POTTR THREE 53
	TURNAGAIN EIGHT 54

ANCHORAGE, AK

---SEE ELMENDORF AFB

ANIAK, AK

ANIAK(ANI)(PANI)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 11	55
	RNAV (GPS) RWY 11	56
	RNAV (GPS) RWY 29	57

ANVIK, AK

ANVIK(ANV)(PANV)		
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS	RNAV (GPS) RWY 17	58
	RNAV (GPS) RWY 35	59

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

ARCTIC VILLAGE, AK
ARCTIC VILLAGE(ARC)(PARC)
TAKEOFF MINIMUMS L
IAPS RNAV (GPS) RWY 02 60
 RNAV (GPS) RWY 20 61
DPS TUVVO ONE (OBSTACLE) (RNAV) 62

ATKA, AK
ATKA(AKA)(PAAK)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS M
IAPS RNAV (GPS)-A 63
DPS HIMKI ONE (OBSTACLE) (RNAV) 64
 INOTY ONE (OBSTACLE) (RNAV) 65

ATQASUK, AK
ATQASUK EDWARD BURNELL SR MEML(ATK)
(PATQ)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS M
IAPS RNAV (GPS) RWY 07 66
 RNAV (GPS) RWY 25 67

BARTER ISLAND, AK
BARTER ISLAND(BTI)(PABA)
IAPS RNAV (GPS) RWY 07 68
 RNAV (GPS) RWY 25 69

BEAVER, AK
BEAVER(WBQ)(PAWB)
TAKEOFF MINIMUMS L
IAPS RNAV (GPS) RWY 05 70
 RNAV (GPS) RWY 23 71

BETHEL, AK
BETHEL(BET)(PABE)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS M
HOT SPOT P
IAPS ILS Y OR LOC Y RWY 19R 72
 ILS Z OR LOC Z RWY 19R 73
 RNAV (GPS) RWY 01L 74
 RNAV (GPS) RWY 01R 75
 RNAV (GPS) RWY 19L 76
 RNAV (GPS) RWY 19R 77
 RNAV (GPS)-A 78
 VOR RWY 01L 79
AIRPORT DIAGRAM 80

BETTLES, AK
BETTLES(BTT)(PABT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS M
IAPS RNAV (GPS) RWY 02 81
 RNAV (GPS) RWY 20 82
 VOR RWY 02 83

BIG LAKE, AK
BIG LAKE(BGQ)(PAGQ)
TAKEOFF MINIMUMS L
IAPS RNAV (GPS) RWY 07 84
 RNAV (GPS) RWY 25 85
 VOR RWY 07 86

BOB BAKER MEML
---SEE KIANA, AK

BREVIG MISSION, AK
BREVIG MISSION(KTS)(PFKT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS M
IAPS RNAV (GPS) RWY 12 87
 RNAV (GPS) RWY 30 88
DPS BREVIG THREE (OBSTACLE) (RNAV) 89

BRYANT AAF(FRN)(PAFR)
FORT RICHARDSON (ANCHORAGE), AK
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
IAPS RNAV (GPS) RWY 18 90
 RNAV (GPS) RWY 36 91

BUCKLAND, AK
BUCKLAND(BVK)(PABL)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS M
IAPS RNAV (GPS) RWY 11 92
 RNAV (GPS) RWY 29 93

CAPE LISBURN LRRS(LUR)(PALU)
CAPE LISBURN, AK
TAKEOFF MINIMUMS L
IAPS RNAV (GPS) RWY 27 94
 NDB/DME-A 95
DPS CAPE LISBURN EIGHT (OBSTACLE) 96
 GRAAY FOUR (RNAV) 97

CAPE NEWENHAM LRRS(EHM)(PAEH)
CAPE NEWENHAM, AK
TAKEOFF MINIMUMS L
IAPS RNAV (GPS) RWY 15 98
 NDB/DME RWY 15 99
DPS CABNN THREE (OBSTACLE) (RNAV) 100

CAPE ROMANZOF LRRS(CZF)(PACZ)
CAPE ROMANZOF, AK
TAKEOFF MINIMUMS L
IAPS RNAV (GPS) RWY 02 101
 NDB/DME RWY 02 102
DPS CAPE ROMANZOF SIX (OBSTACLE) 103
 HUDEM ONE (RNAV) 104

CENTRAL, AK
CENTRAL(CEM)(PACE)
TAKEOFF MINIMUMS L
IAPS RNAV (GPS) RWY 08 105
 RNAV (GPS) RWY 26 106
DPS BACMY TWO (RNAV) 107

CHALKYITSIK, AK
CHALKYITSIK(CIK)(PACI)
TAKEOFF MINIMUMS L
IAPS RNAV (GPS) RWY 04 108
 RNAV (GPS) RWY 22 109

AK, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K3

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
CHEVAK, AK			DEADHORSE, AK		
CHEVAK(VAK)(PAVA)			DEADHORSE(SCC)(PASC)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 02	110		IAPS ILS OR LOC RWY 06	138	
RNAV (GPS) RWY 20	111		RNAV (GPS) Z RWY 06	139	
			RNAV (GPS) Z RWY 24	140	
CHUATHBALUK, AK			LOC BC RWY 24	141	
CHUATHBALUK(9A3)(PACH)			VOR RWY 06	142	
TAKEOFF MINIMUMS	L		VOR Y RWY 24	143	
IAPS RNAV (GPS) RWY 09	112		VOR Z RWY 24	144	
RNAV (GPS) RWY 27	113				
DPS EBSIH ONE (OBSTACLE) (RNAV)	114		DEERING, AK		
CLARKS POINT, AK			DEERING(DEE)(PADE)		
CLARKS POINT(CLP)(PFCL)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		ALTERNATE MINIMUMS	M	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 03	145	
IAPS RNAV (GPS) RWY 18	115		RNAV (GPS) RWY 12	146	
RNAV (GPS) RWY 36	116		RNAV (GPS) RWY 21	147	
			RNAV (GPS) RWY 30	148	
COLD BAY, AK			DELTA JUNCTION/FORT GREELY, AK		
COLD BAY(CDB)(PACD)			---SEE ALLEN AAF		
TAKEOFF MINIMUMS	L		DILLINGHAM, AK		
ALTERNATE MINIMUMS	M		DILLINGHAM(DLG)(PADL)		
IAPS HI-ILS OR LOC RWY 15	117		TAKEOFF MINIMUMS	L	
ILS OR LOC RWY 15	118		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 15	119		IAPS RNAV (RNP) Y RWY 01	149	
RNAV (GPS) RWY 26	120		RNAV (RNP) Y RWY 19	150	
RNAV (GPS) RWY 33	121		RNAV (GPS) Z RWY 01	151	
LOC BC RWY 33	122		RNAV (GPS) Z RWY 19	152	
VOR RWY 15	123		LOC RWY 19	153	
HI-VOR OR TACAN RWY 15	124		VOR RWY 01	154	
AIRPORT DIAGRAM	125		EAGLE, AK		
DPS CHUNA TWO	126		EAGLE(EAA)(PAEG)		
WETSI TWO	127		TAKEOFF MINIMUMS	L	
COLDFOOT, AK			ALTERNATE MINIMUMS	M	
COLDFOOT(CXF)(PACX)			IAPS RNAV (GPS)-A	155	
TAKEOFF MINIMUMS	L		EARECKSON AS(SYA)(PASY)		
IAPS RNAV (GPS) RWY 02	128		SHEMYA, AK		
RNAV (GPS)-A	129		IAPS ILS OR LOC/DME RWY 28	156	
DPS BETTLES TWO (OBSTACLE) (RNAV)	130		RNAV (GPS) RWY 10	157	
			RNAV (GPS) RWY 28	158	
CORDOVA, AK			VOR/DME OR TACAN RWY 10	159	
MERLE K (MUDHOLE) SMITH(CDV)(PACV)			VOR/DME OR TACAN RWY 28	160	
TAKEOFF MINIMUMS	L		AIRPORT DIAGRAM	161	
ALTERNATE MINIMUMS	M		EDWARD G PITKA SR		
IAPS ILS OR LOC RWY 27	131		---SEE GALENA, AK		
RNAV (GPS) RWY 27	132		EEK, AK		
RNAV (GPS)-B	133		EEK(E EK)(PAEE)		
DPS CASEL SEVEN	134		TAKEOFF MINIMUMS	L	
EYAKS SIX	135		IAPS RNAV (GPS) RWY 18	162	
			RNAV (GPS) RWY 36	163	
CROOKED CREEK, AK					
CROOKED CREEK(CJX)(PACJ)					
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 14	136				
DPS AJOFY ONE (OBSTACLE) (RNAV)	137				

INDEX

25219

K3

AK, 07 AUG 2025 to 02 OCT 2025

AK1

INDEX

25219

K4

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
EGEGIK, AK					
EGEGIK(ELI)(PAII)					
TAKEOFF MINIMUMS		L	FAIRBANKS, AK		
IAPS	RNAV (GPS) RWY 12	164	FAIRBANKS INTL(FAI)(PAFA)		
	RNAV (GPS) RWY 30	165	TAKEOFF MINIMUMS		L
EIELSON AFB(ELI)(PAEI)					
FAIRBANKS, AK					
TAKEOFF MINIMUMS		L	DIVERSE VECTOR AREA		L
STARS	FALCO FIVE	24	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC/DME RWY 14	166	STARS	HRDNG FOUR (RNAV)	27
	ILS Y OR LOC/DME Y RWY 32	167		LIBER FIVE (RNAV)	210
	ILS Z OR LOC/DME Z RWY 32	168	IAPS	HI-ILS Y OR LOC Y RWY 20R	201
	RNAV (GPS) RWY 14	169		ILS OR LOC RWY 02L	202
	RNAV (GPS) RWY 32	170		ILS Z OR LOC Z RWY 20R	203
	TACAN RWY 14	171		ILS RWY 02L (SA CAT I)	204
	TACAN Y RWY 32	172		ILS Z RWY 20R (SA CAT I - II)	205
	TACAN Z RWY 32	173		ILS RWY 02L (CAT II - III)	206
AIRPORT DIAGRAM		174		RNAV (RNP) Z RWY 02L	207
DPS	ARUNY FOUR	175		RNAV (RNP) Z RWY 20R	208
	BOJAA FOUR	176		RNAV (GPS) RWY 02R	209
	CROUK ONE (RNAV)	177		RNAV (GPS) RWY 20L	210
	DELTA SEVEN	178		RNAV (GPS) Y RWY 02L	211
	HAWGG EIGHT	179		RNAV (GPS) Y RWY 20R	212
	NENANA SIX	180		TACAN RWY 20R	213
	RUNDY ONE (RNAV)	181	AIRPORT DIAGRAM		214
	WAPAX FOUR	182	DPS	DRRL FOUR (RNAV)	215
ELIM, AK					
ELIM(ELI)(PFEL)					
TAKEOFF MINIMUMS		L		GALENA EIGHT	216
ALTERNATE MINIMUMS		M		MCKINLEY FOUR	217
IAPS	RNAV (GPS) RWY 01	184		PUYVO FIVE (RNAV)	218
	RNAV (GPS)-A	185		RDFLG FIVE (RNAV)	219
DPS	ELIM TWO (OBSTACLE) (RNAV)	186	FAIRBANKS, AK		
ELMENDORF AFB(EDF)(PAED)					
ANCHORAGE, AK					
TAKEOFF MINIMUMS		L	---SEE EIELSON AFB		
DIVERSE VECTOR AREA		L	FAIRBANKS/FORT WAINWRIGHT, AK		
RADAR MINIMUMS		N	---SEE LADD AAF		
HOT SPOT		P	FORT RICHARDSON (ANCHORAGE), AK		
STARS	GRUUB ONE (RNAV)	25	---SEE BRYANT AAF		
	JINXX ONE (RNAV)	28	FORT YUKON, AK		
IAPS	ILS Y OR LOC/DME Y RWY 06	187	FORT YUKON(FYU)(PFYU)		
	ILS Z OR LOC/DME Z RWY 06	188	TAKEOFF MINIMUMS		L
	ILS X RWY 06 (SA CAT I)	189	IAPS	RNAV (GPS) RWY 04	220
	RNAV (GPS) RWY 06	190		RNAV (GPS) RWY 22	221
	TACAN RWY 06	191		VOR/DME OR TACAN RWY 22	222
	TACAN Y RWY 16	192	GALENA, AK		
	TACAN Z RWY 16	193	EDWARD G PITKA SR(GAL)(PAGA)		
AIRPORT DIAGRAM		194	TAKEOFF MINIMUMS		L
DPS	EEEG FIVE	195	ALTERNATE MINIMUMS		M
	ELMENDORF THREE (RNAV)	196	IAPS	RNAV (GPS) RWY 08	223
	YUKLA THREE	197		RNAV (GPS) RWY 26	224
EMMONAK, AK					
EMMONAK(ENM)(PAEM)					
TAKEOFF MINIMUMS		L		VOR RWY 26	225
ALTERNATE MINIMUMS		M	AIRPORT DIAGRAM		226
IAPS	RNAV (GPS) RWY 16	198	GAMBELL, AK		
	RNAV (GPS) RWY 34	199	GAMBELL(GAM)(PAGM)		
	VOR RWY 16	200	TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 16	227
				RNAV (GPS) RWY 34	228
				VOR-A	229

INDEX

25219

K4

AK1

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K5

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
GOLOVIN, AK					
GOLOVIN(GLV)(PAGL)					
TAKEOFF MINIMUMS		L	HUGHES, AK		
ALTERNATE MINIMUMS		M	HUGHES(HUS)(PAHU)		
IAPS RNAV (GPS) RWY 03		230	TAKEOFF MINIMUMS		L
RNAV (GPS)-A		231	IAPS RNAV (GPS) RWY 18		258
GRAYLING, AK			RNAV (GPS) RWY 36		259
GRAYLING(KGX)(PAGX)			DPS HUGHES ONE (OBSTACLE) (RNAV)		260
TAKEOFF MINIMUMS		L	HUSLIA, AK		
IAPS RNAV (GPS) RWY 17		232	HUSLIA(HLA)(PAHL)		
RNAV (GPS) RWY 35		233	TAKEOFF MINIMUMS		L
GULKANA, AK			IAPS RNAV (GPS) RWY 03		262
GULKANA(GKN)(PAGK)			RNAV (GPS) RWY 21		263
TAKEOFF MINIMUMS		L	VOR/DME RWY 03		264
IAPS RNAV (GPS) RWY 15L		234	IGIUGIG, AK		
RNAV (GPS) RWY 33R		235	IGIUGIG(IGG)(PAIG)		
VOR RWY 15L		236	TAKEOFF MINIMUMS		L
VOR-A		237	ALTERNATE MINIMUMS		M
GUSTAVUS, AK			IAPS RNAV (GPS) RWY 05		265
GUSTAVUS(GST)(PAGS)			RNAV (GPS) RWY 23		266
TAKEOFF MINIMUMS		L	ILIAMNA, AK		
ALTERNATE MINIMUMS		M	ILIAMNA(ILI)(PAIL)		
IAPS RNAV (GPS) RWY 29		238	TAKEOFF MINIMUMS		L
VOR RWY 29		239	ALTERNATE MINIMUMS		M
DPS GUSTAVUS TWO (OBSTACLE)		240	IAPS RNAV (GPS) RWY 08		267
HEALY, AK			RNAV (GPS) RWY 18		268
HEALY RIVER(HRR)(PAHV)			RNAV (GPS) RWY 26		269
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 36		270
IAPS RNAV (GPS) RWY 15		244	NDB RWY 36		271
RNAV (GPS)-A		245	INDIAN MOUNTAIN LRRS(UTO)(PAIM)		
DPS HEALY TWO (OBSTACLE) (RNAV)		246	UTOPIA CREEK, AK		
HOLY CROSS, AK			TAKEOFF MINIMUMS		L
HOLY CROSS(HCA)(PAHC)			IAPS RNAV (GPS) RWY 25		272
TAKEOFF MINIMUMS		L	NDB RWY 25		273
ALTERNATE MINIMUMS		M	DPS CLYDD FOUR (OBSTACLE) (RNAV)		274
IAPS RNAV (GPS) RWY 02		247	JUNEAU, AK		
RNAV (GPS) RWY 20		248	JUNEAU INTL(JNU)(PAJN)		
HOMER, AK			TAKEOFF MINIMUMS		L
HOMER(HOM)(PAHO)			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	IAPS RNAV (GPS) Y RWY 08		275
ALTERNATE MINIMUMS		M	LDA X RWY 08		276
IAPS RNAV (GPS) Y RWY 04		249	AIRPORT DIAGRAM		277
RNAV (GPS) Y RWY 22		250	DPS JUNEAO SIX (OBSTACLE)		278
RNAV (GPS) Z RWY 04		251	ASORT TWO		280
RNAV (GPS) Z RWY 22		252	KAKE, AK		
LOC BC RWY 22		253	KAKE(AFE)(PAFE)		
LOC RWY 04		254	TAKEOFF MINIMUMS		L
HOOPER BAY, AK			ALTERNATE MINIMUMS		M
HOOPER BAY(HPB)(PAHP)			IAPS RNAV (GPS) RWY 11		281
TAKEOFF MINIMUMS		L	DPS KAKE ONE (OBSTACLE) (RNAV)		282
ALTERNATE MINIMUMS		M	KALSKAG, AK		
IAPS RNAV (GPS) RWY 14		255	KALSKAG(KLG)(PALG)		
RNAV (GPS) RWY 32		256	TAKEOFF MINIMUMS		L
VOR RWY 32		257	ALTERNATE MINIMUMS		M
HOOPER BAY, AK			IAPS RNAV (GPS) RWY 07		284
HOOPER BAY(HPB)(PAHP)			RNAV (GPS)-A		285
TAKEOFF MINIMUMS		L	INDEX		
ALTERNATE MINIMUMS		M	25219		
IAPS RNAV (GPS) RWY 14		255			
RNAV (GPS) RWY 32		256			
VOR RWY 32		257			

INDEX

25219

K5

AK, 07 AUG 2025 to 02 OCT 2025

AK1

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

KALTAG, AK
KALTAG(KAL)(PAKV)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 03286
RNAV (GPS) RWY 21287

KASIGLUK, AK
KASIGLUK(Z09)(PFKA)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 17288
RNAV (GPS) RWY 35289

KENAI, AK
KENAI MUNI(ENA)(PAEN)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
HOT SPOTP
IAPS ILS Y OR LOC Y RWY 20R290
ILS Z OR LOC Z RWY 20R291
RNAV (GPS) RWY 02L292
RNAV (GPS) RWY 20R293
VOR RWY 02L294
VOR RWY 20R295
AIRPORT DIAGRAM296

KETCHIKAN, AK
KETCHIKAN INTL(KTN)(PAKT)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS Y OR LOC Y RWY 11297
ILS Z OR LOC Z RWY 11298
RNAV (GPS) RWY 11299
RNAV (GPS) RWY 29300
RNAV (GPS)-B301
LOC X RWY 11302
AIRPORT DIAGRAM303
DPS KETCHIKAN SIX (OBSTACLE)304
SKOWL TWO (OBSTACLE)305

KIANA, AK
BOB BAKER MEML(IAN)(PAIK)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 25306
RNAV (GPS)-A307
DPS SELAWIK TWO (OBSTACLE) (RNAV)308

KING COVE, AK
KING COVE(KVC)(PAVC)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS)-A309
DPS COLD BAY TWO (OBSTACLE) (RNAV)310

KING SALMON, AK
KING SALMON(AKN)(PAKN)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS HI-ILS Z OR LOC Z RWY 12311
ILS Y OR LOC Y RWY 12312
RNAV (GPS) RWY 12313
RNAV (GPS) RWY 30314
LOC BC RWY 30315
HI-VOR Z OR TACAN Z RWY 12316
HI-VOR Z OR TACAN Z RWY 30317
VOR Y OR TACAN Y RWY 12318
VOR Y OR TACAN Y RWY 30319
AIRPORT DIAGRAM320

KIPNUK, AK
KIPNUK(IIK)(PAKI)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 17321
RNAV (GPS) RWY 35322

KIVALINA, AK
KIVALINA(KVL)(PAVL)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 12323
RNAV (GPS) RWY 30324

KLAWOCK, AK
KLAWOCK(AKW)(PAKW)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 20325
RNAV (GPS) Y RWY 02326
DPS KLAWOOD ONE (OBSTACLE) (RNAV)327
TURTY FOUR (RNAV)328

KOBUK, AK
KOBUK(OBU)(PAOB)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 09329
RNAV (GPS) RWY 27330

KODIAK, AK
KODIAK(ADQ)(PADQ)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS Y OR LOC Y RWY 26331
RNAV (GPS) RWY 26332
VOR RWY 26333
AIRPORT DIAGRAM334
DPS KODIAK SEVEN (OBSTACLE)335

KOKHANOK, AK
KOKHANOK(9K2)(PFKK)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 07337
RNAV (GPS) RWY 25338

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

KOLIGANEK, AK
KOLIGANEK(JZZ)(PAJZ)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 09339
RNAV (GPS) RWY 27340

KOTLIK, AK
KOTLIK(2A9)(PFKO)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 02341
RNAV (GPS) RWY 20342

KOTZEBUE, AK
RALPH WIEN MEML(OTZ)(PAOT)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS ILS OR LOC RWY 09343
RNAV (GPS) RWY 09344
RNAV (GPS) RWY 27345
VOR RWY 09346
VOR RWY 27347

KOYUK, AK
KOYUK ALFRED ADAMS(KKA)(PAKK)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 01348

KOYUKUK, AK
KOYUKUK(KYU)(PFKU)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 07349
RNAV (GPS) RWY 25350
DPS DIBVY THREE (OBSTACLE) (RNAV)351

KWETHLUK, AK
KWETHLUK(KWT)(PFKW)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 18352
RNAV (GPS) RWY 36353
DPS BETHEL TWO (RNAV)354

LADD AAF(FBK)(PAFB)
FAIRBANKS/FORT WAINWRIGHT, AK
TAKEOFF MINIMUMSL
RADAR MINIMUMSN
IAPS RNAV (GPS) RWY 25355
NDB-A356

LAKE HOOD
---SEE ANCHORAGE, AK

MANLEY HOT SPRINGS, AK
MANLEY HOT SPRINGS(MLY)(PAML)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 18357
RNAV (GPS) RWY 36358

MANOKOTAK, AK
MANOKOTAK(MBA)(PAMB)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 03359
RNAV (GPS) RWY 21360

MARSHALL, AK
MARSHALL DON HUNTER SR(MDM)(PADM)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 07361
RNAV (GPS)-A362
DPS BIBNE THREE (OBSTACLE) (RNAV)363

MC GRATH, AK
MC GRATH(MCG)(PAMC)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 16364
LOC/DME RWY 16365
VOR/DME-C366

MEKORYUK, AK
MEKORYUK(MYU)(PAMY)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 06367
RNAV (GPS) RWY 24368

MERLE K (MUDHOLE) SMITH
---SEE CORDOVA, AK

MERRILL FLD
---SEE ANCHORAGE, AK

MIDDLETON ISLAND, AK
MIDDLETON ISLAND(MDO)(PAMD)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 02369
RNAV (GPS) RWY 20370
VOR RWY 02371

MINCHUMINA, AK
MINCHUMINA(MHM)(PAMH)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 03372
RNAV (GPS) RWY 21373
NDB RWY 03374

MOUNTAIN VILLAGE, AK
MOUNTAIN VILLAGE(MOU)(PAMO)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 02375
RNAV (GPS) RWY 20376

NAPAKIAK, AK
NAPAKIAK(WNA)(PANA)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 16377
RNAV (GPS) RWY 34378

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K8

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
NAPASKIAK, AK			NOORVIK, AK		
NAPASKIAK(PKA)(PAPK)			ROBERT/BOB/CURTIS MEML(D76)(PFNO)		
TAKEOFF MINIMUMSL			TAKEOFF MINIMUMSL		
IAPS RNAV (GPS) RWY 02379			ALTERNATE MINIMUMSM		
RNAV (GPS) RWY 20380			IAPS RNAV (GPS) RWY 06403		
			RNAV (GPS) RWY 24404		
NELSON LAGOON, AK			NORTHWAY, AK		
NELSON LAGOON(OLU)(PAOU)			NORTHWAY(ORT)(PAOR)		
TAKEOFF MINIMUMSL			TAKEOFF MINIMUMSL		
IAPS RNAV (GPS) RWY 08381			IAPS RNAV (GPS) RWY 06405		
RNAV (GPS) RWY 26382			RNAV (GPS) RWY 24406		
DPS BINAL TWO (OBSTACLE) (RNAV)383			VOR-A407		
			DPS NORTHWAY ONE (OBSTACLE)408		
NENANA, AK			NUIQSUT, AK		
NENANA MUNI(ENN)(PANN)			NUIQSUT(AQT)(PAQT)		
TAKEOFF MINIMUMSL			TAKEOFF MINIMUMSL		
ALTERNATE MINIMUMSM			ALTERNATE MINIMUMSM		
IAPS RNAV (GPS) RWY 04L384			IAPS RNAV (GPS) RWY 05409		
NDB RWY 04L385			RNAV (GPS) RWY 23410		
NEW STUYAHOK, AK			NULATO, AK		
NEW STUYAHOK(KNW)(PANW)			NULATO(NUL)(PANU)		
TAKEOFF MINIMUMSL			TAKEOFF MINIMUMSL		
ALTERNATE MINIMUMSM			ALTERNATE MINIMUMSM		
IAPS RNAV (GPS) RWY 14386			IAPS RNAV (GPS) RWY 03411		
RNAV (GPS) RWY 32387			RNAV (GPS)-A412		
NIKOLAI, AK			PALMER, AK		
NIKOLAI(FSP)(PAFS)			WARREN "BUD" WOODS PALMER MUNI(PAQ)(PAAQ)		
TAKEOFF MINIMUMSL			TAKEOFF MINIMUMSL		
IAPS RNAV (GPS) RWY 05388			ALTERNATE MINIMUMSM		
RNAV (GPS) RWY 23389			IAPS RNAV (GPS) RWY 10413		
NOATAK, AK			RNAV (GPS)-A414		
NOATAK(WTK)(PAWN)			DPS PALMER FIVE (OBSTACLE) (RNAV)415		
TAKEOFF MINIMUMSL			PERRYVILLE, AK		
ALTERNATE MINIMUMSM			PERRYVILLE(PEV)(PAPE)		
IAPS RNAV (GPS) RWY 01390			TAKEOFF MINIMUMSL		
RNAV (GPS) RWY 19391			IAPS RNAV (GPS) RWY 02417		
NOME, AK			DPS CILAC THREE (OBSTACLE) (RNAV)418		
NOME(OME)(PAOM)			PETERSBURG, AK		
TAKEOFF MINIMUMSL			PETERSBURG JAMES A JOHNSON(PSG)(PAPG)		
ALTERNATE MINIMUMSM			TAKEOFF MINIMUMSL		
IAPS ILS Y OR LOC Y RWY 28392			ALTERNATE MINIMUMSM		
ILS Z OR LOC Z RWY 28393			IAPS RNAV (GPS)-B419		
RNAV (GPS) RWY 03394			LDA-D420		
RNAV (GPS) RWY 10395			DPS PETERSBURG TWO (OBSTACLE)421		
RNAV (GPS) RWY 28396			PILOT POINT, AK		
LOC/DME BC RWY 10397			PILOT POINT(PNP)(PAPN)		
VOR RWY 28398			TAKEOFF MINIMUMSL		
NDB-A399			ALTERNATE MINIMUMSM		
AIRPORT DIAGRAM400			IAPS RNAV (GPS) RWY 07422		
NONDALTON, AK			RNAV (GPS) RWY 25423		
NONDALTON(5NN)(PANO)			DPS ZILKO ONE (OBSTACLE) (RNAV)424		
TAKEOFF MINIMUMSL					
IAPS RNAV (GPS) RWY 02401					
DPS DUMZU ONE (OBSTACLE) (RNAV)402					

INDEX

25219

K8

AK, 07 AUG 2025 to 02 OCT 2025

AK1

AK, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K9

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
PLATINUM, AK			RUSSIAN MISSION, AK		
PLATINUM(PTU)(PAPM)			RUSSIAN MISSION(RSH)(PARS)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 14	425	IAPS	RNAV (GPS) RWY 18	440
	RNAV (GPS) RWY 36			RNAV (GPS) RWY 36	441
POINT HOPE, AK			ST GEORGE, AK		
POINT HOPE(POH)(PAPO)			ST GEORGE(PBV)(PAPB)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 03	426	IAPS	ILS OR LOC RWY 11	442
	RNAV (GPS) RWY 21	427		RNAV (GPS) RWY 11	443
	RNAV (GPS)-A	428		RNAV (GPS)-D	444
POINT LAY, AK			ST MARY'S, AK		
POINT LAY LRRS(PIZ)(PPIZ)			ST MARY'S(KSM)(PASM)		
IAPS	RNAV (GPS) RWY 06	429	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 24	430	ALTERNATE MINIMUMS		M
PORT ALSWORTH, AK			IAPS	RNAV (GPS) RWY 17	445
WILDER RUNWAY(05K)(PAKX)				RNAV (GPS) RWY 35	446
TAKEOFF MINIMUMS		L		LOC RWY 17	447
ALTERNATE MINIMUMS		M	ST MICHAEL, AK		
IAPS	RNAV (GPS) RWY 06R	431	ST MICHAEL(SMK)(PAMK)		
DPS	MARVN ONE (OBSTACLE) (RNAV)	432	TAKEOFF MINIMUMS		L
PORT HEIDEN, AK			ALTERNATE MINIMUMS		M
PORT HEIDEN(PTH)(PAPH)			IAPS	RNAV (GPS) RWY 02	448
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 20	449
ALTERNATE MINIMUMS		M	ST PAUL ISLAND, AK		
IAPS	RNAV (GPS) RWY 06	433	ST PAUL ISLAND(SNP)(PASN)		
	RNAV (GPS) RWY 14	434	TAKEOFF MINIMUMS		L
DPS	ITAWU TWO (OBSTACLE) (RNAV)	435	ALTERNATE MINIMUMS		M
QUINHAGAK, AK			IAPS	ILS OR LOC RWY 36	450
QUINHAGAK(AQH)(PAQH)				RNAV (GPS) RWY 18	451
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 36	452
ALTERNATE MINIMUMS		M		LOC/DME BC RWY 18	453
IAPS	RNAV (GPS) RWY 12	436	SAND POINT, AK		
	RNAV (GPS) RWY 30	437	SAND POINT(SDP)(PASD)		
RALPH M CALHOUN MEML			TAKEOFF MINIMUMS		L
---SEE TANANA, AK			ALTERNATE MINIMUMS		M
RALPH WIEN MEML			IAPS	RNAV (GPS) RWY 32	454
---SEE KOTZEBUE, AK				RNAV (GPS) Y RWY 14	455
ROBERT/BOB/CURTIS MEML				RNAV (GPS) Z RWY 14	456
---SEE NOORVIK, AK				NDB RWY 14	457
RUBY, AK				NDB RWY 32	458
RUBY(RBY)(PARY)			DPS	BORLAND TWO (OBSTACLE)	459
TAKEOFF MINIMUMS		L		RAYMD THREE (RNAV)	460
ALTERNATE MINIMUMS		M	SAVOONGA, AK		
IAPS	RNAV (GPS) RWY 03	438	SAVOONGA(SVA)(PASA)		
	RNAV (GPS) RWY 21	439	TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 23	461
				RNAV (GPS) Y RWY 05	462
				VOR/DME RWY 23	463

INDEX

25219

K9

AK, 07 AUG 2025 to 02 OCT 2025

AK1

INDEX

25219

K10

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
SCAMMON BAY, AK			SITKA, AK		
SCAMMON BAY(SCM)(PACM)			SITKA ROCKY GUTIERREZ(SIT)(PASI)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 11	464	IAPS	RNAV (GPS) RWY 11	483
	RNAV (GPS) RWY 29	465		RNAV (GPS)-B	484
				LDA RWY 11	485
SELAWIK, AK			DPS	BIORKA FOUR (OBSTACLE)	486
SELAWIK(WLK)(PASK)				SITKA ONE	487
TAKEOFF MINIMUMS		L	SLEETMUTE, AK		
IAPS	RNAV (GPS) RWY 04	466	SLEETMUTE(SLQ)(PASL)		
	RNAV (GPS) RWY 27	467	TAKEOFF MINIMUMS		L
	RNAV (GPS) Y RWY 22	468	ALTERNATE MINIMUMS		M
	RNAV (GPS) Z RWY 22	469	IAPS	RNAV (GPS) RWY 33	488
	VOR RWY 04	470	DPS	SPARREVOHN ONE (OBSTACLE) (RNAV)	489
	VOR RWY 22	471			
SEWARD, AK			SOLDOTNA, AK		
SEWARD(SWD)(PAWD)			SOLDOTNA(SXQ)(PASX)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS)-A	472	IAPS	RNAV (GPS) RWY 07	490
DPS	SEWAR ONE (OBSTACLE) (RNAV)	473		RNAV (GPS) RWY 25	491
				VOR-A	492
SHAGELUK, AK				NDB RWY 07	493
SHAGELUK(SHX)(PAHX)				NDB RWY 25	494
TAKEOFF MINIMUMS		L	SOUTH NAKNEK, AK		
ALTERNATE MINIMUMS		M	SOUTH NAKNEK NR 2(WSN)(PFWS)		
IAPS	RNAV (GPS) RWY 16	474	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 34	475	ALTERNATE MINIMUMS		M
SHAKTOOLIK, AK			IAPS	RNAV (GPS) RWY 13	495
SHAKTOOLIK(2C7)(PFSH)				RNAV (GPS) RWY 31	496
TAKEOFF MINIMUMS		L	SPARREVOHN LRRS(SVW)(PASV)		
ALTERNATE MINIMUMS		M	SPARREVOHN, AK		
IAPS	RNAV (GPS) RWY 15	476	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 33	477	IAPS	RNAV (GPS) RWY 35	497
SHEMYA, AK				NDB RWY 35	498
---SEE EARECKSON AS			TAKOTNA, AK		
SHISHMAREF, AK			---SEE TATALINA LRRS		
SHISHMAREF(SHH)(PASH)			TALKEETNA, AK		
TAKEOFF MINIMUMS		L	TALKEETNA(TKA)(PATK)		
ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 05	478	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 23	479	IAPS	RNAV (GPS) RWY 01	499
SHUNGNAK, AK				RNAV (GPS) RWY 19	500
SHUNGNAK(SHG)(PAGH)				VOR RWY 01	501
TAKEOFF MINIMUMS		L	TANANA, AK		
ALTERNATE MINIMUMS		M	RALPH M CALHOUN MEML(TAL)(PATA)		
IAPS	RNAV (GPS) RWY 10	480	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 28	481	ALTERNATE MINIMUMS		M
DPS	TOMPY ONE (OBSTACLE) (RNAV)	482	IAPS	RNAV (GPS) RWY 07	502
				VOR/DME RWY 07	503

INDEX

25219

K10

INDEX

K11

25219

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
TATALINA LRRS(TLJ)(PATL)			UNALAKLEET, AK		
TAKOTNA, AK			UNALAKLEET(UNK)(PAUN)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 35	504	ALTERNATE MINIMUMS		M
	RNAV (GPS)-A	505	IAPS	RNAV (GPS) RWY 33	526
DPS	TATALINA FOUR (OBSTACLE) (RNAV)	506		RNAV (GPS)-A	527
				LOC RWY 15	528
			DPS	UNALAKLEET ONE (OBSTACLE)	529
TATITLEK, AK			UNALASKA, AK		
TATITLEK(7KA)(PAKA)			UNALASKA(DUT)(PADU)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 31	507	ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS)-B	531
				NDB-A	532
TED STEVENS ANCHORAGE INTL			UTOPIA CREEK, AK		
---SEE ANCHORAGE, AK			---SEE INDIAN MOUNTAIN LRRS		
TELLER, AK			UTQIAGVIK, AK		
TELLER(TER)(PATE)			WILEY POST-WILL ROGERS MEML(BRW)(PABR)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 08	508	IAPS	ILS OR LOC RWY 08	533
	RNAV (GPS) RWY 26	509		RNAV (GPS) RWY 08	534
DPS	MUJUD ONE (RNAV)	510		RNAV (GPS) RWY 26	535
				LOC BC RWY 26	536
				VOR RWY 26	537
TIN CITY LRRS(TNC)(PATC)			VALDEZ, AK		
TIN CITY, AK			VALDEZ PIONEER FLD(VDZ)(PAVD)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 35	511	ALTERNATE MINIMUMS		M
	NDB/DME RWY 35	512	IAPS	LDA-H	538
DPS	HONPO THREE (OBSTACLE) (RNAV)	513	DPS	JMAAL THREE (OBSTACLE)	539
	JEKLI THREE (OBSTACLE) (RNAV)	514		NAKED SIX	540
	TIN CITY FIVE RWY 17	515	VENETIE, AK		
TOGIK VILLAGE, AK			VENETIE(VEE)(PAVE)		
TOGIK(TOG)(PATG)			TAKEOFF MINIMUMS		
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 03	516			
	RNAV (GPS) RWY 21	517			
TOK, AK			WAINWRIGHT, AK		
TOK JUNCTION(6K8)(PFTO)			WAINWRIGHT(AWI)(PAWI)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 08	518	IAPS	RNAV (GPS) RWY 06	544
	RNAV (GPS)-A	519		RNAV (GPS) RWY 24	545
DPS	GULKANA ONE (OBSTACLE) (RNAV)	520	WALES, AK		
	EGAXE ONE (RNAV)	521	WALES(IWK)(PAIW)		
TOKSOOK BAY, AK			TAKEOFF MINIMUMS		
TOKSOOK BAY(OOK)(PAOO)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 34	522			
TUNUNAK, AK			WARREN "BUD" WOODS PALMER MUNI		
TUNUNAK(4KA)			---SEE PALMER, AK		
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 34	523			
	RNAV (GPS) Y RWY 16	524			
DPS	EZEPU ONE (OBSTACLE) (RNAV)	525			

INDEX

25219

K11

AK1

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

WASILLA, AK
WASILLA(IYS)(PAWS)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 04548
RNAV (GPS) RWY 22549

WHITE MOUNTAIN, AK
WHITE MOUNTAIN(WMO)(PAWM)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 15550
RNAV (GPS) RWY 33551

WILDER RUNWAY
---SEE PORT ALSWORTH, AK

WILEY POST-WILL ROGERS MEML
---SEE UTQIAGVIK, AK

WILLOW, AK
WILLOW(UUO)(PAUO)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 13552
RNAV (GPS) RWY 31553
DPS BIG LAKE TWO (OBSTACLE) (RNAV)554

WRANGELL, AK
WRANGELL(WRG)(PAWG)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 10555
LDA-C556
LDA-D557
DPS LEVEL ISLAND THREE (OBSTACLE)558

YAKUTAT, AK
YAKUTAT(YAK)(PAYA)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
STARS YAKUTAT THREEZ16
IAPS ILS OR LOC RWY 11559
RNAV (GPS) RWY 02560
RNAV (GPS) RWY 11561
RNAV (GPS) RWY 29562
LOC BC RWY 29563
VOR/DME RWY 29564
DPS FAKES FOUR565

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

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

25219

INSTRUMENT APPROACH PROCEDURE CHARTS

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 as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

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

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

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

ADAK ISLAND, AK

ADAK (ADK) (PADK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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)

25219

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

25219

AKIAK, AK

AKIAK (AKI) (PFAK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27AUG09 (09239) (FAA)

DEPARTURE PROCEDURE:

Use AKIAK DEPARTURE.

AKUTAN, AK

AKUTAN (7AK) (PAUT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05DEC19 (22195) (FAA)

DEPARTURE PROCEDURE:

Use ZEBUV DEPARTURE.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

ALLAKAKET, AK

ALLAKAKET (6A8) (PFAL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22AUG13 (13234) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

ALLEN AAF (BIG) (PABI)

DELTA JUNCTION/FORT GREELY, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07AUG25 (25219) (USA)

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

AMBLER, AK

AMBLER (AFM) (PAFM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwys 10, 28, NA-Obstacles.**Rwy 1**, std w/min climb of 253'/NM to 2300, or 3300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 1, climb on a heading between 090° CW to 189° from DER.**Rwy 19**, climb on a heading between 062° CW to 279° from DER.

VCOA:

Rwy 1, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ambler airport at or above 3500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 1771' from DER, 938' left of centerline, 51' AGL/315' MSL.

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

25219

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

25219

ANAKTUVUK PASS, AK

ANAKTUVUK PASS (AKP) (PAKP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 21MAY20 (20142) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, NA-obstacles.

DEPARTURE PROCEDURE:

Rwy 2, Use AKUMY RNAV DEPARTURE.

ANCHORAGE, AK

MERRILL FLD (MRI) (PAMR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05DEC19 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwys 5, 23, NA - ATC.**Rwy 7**, 300-1½ or std. w/min. climb of 210' per NM to 400, or alternatively, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.**Rwy 25**, 300-1½ or std. w/min. climb of 365' per NM to 500.

DEPARTURE PROCEDURE:

Rwy 7, climbing left turn to intercept the BGQ VORTAC R-152 to BGQ VORTAC, thence...**Rwy 16**, climbing right turn to intercept the BGQ VORTAC R-152 to BGQ VORTAC, thence...**Rwy 25**, climbing right turn direct BGQ VORTAC, thence...**Rwy 34**, climbing left turn direct BGQ VORTAC, thence...

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

TAKEOFF OBSTACLE NOTES:

Rwy 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.

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

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

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

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

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

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

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

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

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

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

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

Rwy 34, pole 451' from DER, 158' left of centerline, 37' AGL/157' MSL.

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

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

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

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

Rwy 7L, 300-1½ 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.

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

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

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

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

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

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

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

CON'T

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

25219

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

25219

ANCHORAGE, AK (CON'T)

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

Rwy 7L (CON'T), pole 5244' from DER, 1181' left of centerline, 174' AGL/257' MSL.

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

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

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

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

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

Trees beginning 1039' from DER, 599' right of centerline, up to 229' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 1.2 NM from DER, 2433' right of centerline, 310' MSL.

Rwy 25L, NAVAID 4' from DER, on centerline, 11' AGL/135' MSL.

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

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

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

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

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

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

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

Rwy 25R, NAVAID 9' from DER, 55' right of centerline, 6' AGL/128' MSL.

Rwy 33, vegetation 88' from DER, 496' right of centerline, 155' MSL.

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

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

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)

25219

ANIAK, AK

ANIAK (ANI) (PANI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, std. w/min. climb of 275' per NM to 3900, or 2800-3 for VCOA.**Rwy 29**, std. w/min. climb of 315' per NM to 1000, or 2800-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 109° to 2800 before turning left.**Rwy 29**, climb heading 289° to 1800 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Aniak Airport at or above 2700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, fence 5' from DER, 203' right of centerline, 8' AGL/99' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ANVIK, AK

ANVIK (ANV) (PANV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, multiple trees beginning 56' from DER, 30' left of centerline, up to 50' AGL/436' MSL.

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

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

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

ARCTIC VILLAGE, AK

ARCTIC VILLAGE (ARC) (PARC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 16FEB06 (06047) (FAA)

DEPARTURE PROCEDURE:

Use TUVVO DEPARTURE.

ATKA, AK

ATKA (AKA) (PAAK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (10210) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, use HIMKI DEPARTURE.**Rwy 34**, use INOTY DEPARTURE.

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

25219

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

25219

ATQASUK, AK

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

BEAVER, AK

BEAVER (WBQ) (PAWB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27AUG09 (09239) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, multiple trees beginning 229' from DER, 262' right of centerline, up to 60' AGL/419' MSL.
Multiple trees beginning 1263' from DER, 373' right of centerline, up to 60' AGL/419' MSL.
Vehicle on road 392' from DER, 9' right of centerline, 10' AGL/369' MSL.
Rwy 23, multiple trees beginning 1259' from DER, 374' right of centerline, up to 60' AGL/419' MSL.
Multiple trees beginning 1277' from DER, 366' left of centerline, up to 60' AGL/419' MSL.

BETHEL, AK

BETHEL (BET) (PABE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 22JUN17 (17173) (FAA)
TAKEOFF MINIMUMS:
Rwy 30, 300-1% or std. w/ min. climb of 240' per NM to 400.
TAKEOFF OBSTACLE NOTES:
Rwy 1L, bush and wind sock, beginning 7' from DER, 92' right of centerline. up to 10' AGL/108' MSL.
Wind sock 99' from DER, 282' left of centerline, 9' AGL/105' MSL.
Rwy 1R, tree 124' from DER, 452' left of centerline, 125' MSL.
Rwy 12, bushes beginning 13' from DER, 58' left of centerline, 2' AGL/128' MSL.
Rwy 19L, bush 40' from DER, 427' right of centerline, 4' AGL/125' MSL.
Trees beginning 20' from DER, 175' right of centerline, up to 130' MSL.
Rwy 19R, tree 11' from DER, 477' right of centerline, 11' AGL/131' MSL.
Trees beginning 21' from DER, 312' left of centerline, up to 130' MSL.
Vehicles on road beginning 46' from DER, 484' right of centerline, up to 15' AGL/132' MSL.
Wind sock and pole 214' from DER, 400' right of centerline, up to 35' AGL/133' MSL.
Wind sock 218' from DER, 414' right of centerline, 10' AGL/133' MSL.
Rwy 30, building, antenna on building, and a vent beginning 312' from DER 532' right of centerline, up to 25' AGL/148' MSL.
Tower 5780' from DER, 66' right of centerline, 139' AGL/294' MSL.

BETTLES, AK

BETTLES (BTT) (PABT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 24MAY18 (18144) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 500 and 2½ or std. w/ min. climb of 285' per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 016° to 2500 then climbing left turn to 3600 direct BTT VOR/DME, continue climb in BTT holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above MEA/MCA for route of flight.
Rwy 20, climb heading 196° to 2000 then climbing left turn to 3600 direct BTT VOR/DME, continue climb in BTT VOR/DME holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above MEA/MCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicle on road 4' from DER, 108' left of centerline, 660' MSL.
Vehicle on road 19' from DER, 165' right of centerline, 659' MSL.
Tree, vehicle on road beginning 24' from DER, 25' left of centerline, up to 37' AGL/671' MSL.
Vehicle on road 49' from DER, 71' right of centerline, 660' MSL.
Trees beginning 138' from DER, 29' left of centerline, up to 45' AGL/679' MSL.
Tree 410' from DER, 587' right of centerline, 41' AGL/684' MSL.
Trees beginning 506' from DER, 108' right of centerline, up to 48' AGL/691' MSL.
Tree 2016' from DER, 972' left of centerline, 65' AGL/698' MSL.
Tree 2108' from DER, 870' left of centerline, 72' AGL/704' MSL.
Tree 2432' from DER, 1112' left of centerline, 78' AGL/712' MSL.
Tree 1.7 NM from DER, 2988' right of centerline, 67' AGL/929' MSL.
Trees beginning 1.8 NM from DER, 2436' right of centerline, up to 38' AGL/1037' MSL.
Tree, terrain + veg beginning 1.9 NM from DER, 1946' right of centerline, up to 44' AGL/1059' MSL.
Rwy 20, vehicle on road 2' from DER, 112' left of centerline, 649' MSL.
Tree, sign, vehicle on road, vegetation, antenna beginning 2' from DER, 16' left of centerline, up to 36' AGL/670' MSL.
Sign 9' from DER, 93' right of centerline, 4' AGL/638' MSL.
Trees beginning 104' from DER, 189' right of centerline, up to 30' AGL/666' MSL.
Trees beginning 139' from DER, 11' right of centerline, up to 38' AGL/674' MSL.
Trees beginning 342' from DER, 270' right of centerline, up to 52' AGL/687' MSL.

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

25219

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

25219

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

ORIG 31OCT24 (24305) (USA)

TAKE-OFF MINIMUMS:

NOTE: NOT FOR CIVIL USE.

Rwy 18, NA-Airspace.

DEPARTURE PROCEDURE:

NOTE: NOT FOR CIVIL USE.

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

TAKEOFF OBSTACLE NOTES:

Rwy 36, treeline 81' from DER, 171' left of centerline, 100' AGL/422' MSL.

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.

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

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

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

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

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

25219

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

25219

CAPE LISBURNE LRRS (LUR) (PALU)

CAPE LISBURNE, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 12JUN25 (25163) (USAF)

DEPARTURE PROCEDURE:

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

Diverse departure NA.

TAKEOFF OBSTACLE NOTES:

Rwy 9, twr 2419' from DER, 532' right of cntrln, 110' AGL/151' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

CAPE NEWENHAM LRRS (EHM) (PAEH)

CAPE NEWENHAM, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 21MAR24 (24081) (USAF)

DEPARTURE PROCEDURE:

Diverse departures NA.

Rwy 15, NA.**Rwy 33**, use CABNN DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 33, terrain 0' from DER, 500' right of centerline, 270' MSL.

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

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

CAPE ROMANZOF LRRS (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 abeam the DER, 500' left of centerline, 454' MSL.

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

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

CENTRAL, AK

CENTRAL (CEM) (PACE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwys 8, 26, 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 8, 26, for climb in visual conditions, cross Central Airport at or above 3700 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 149' from DER, left and right of centerline, up to 73' AGL/972' MSL.**Rwy 26**, trees beginning 80' from DER, left and right of centerline, up to 78' AGL/1045' MSL.

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

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

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

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

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

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

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

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

25219

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

25219

CHALKYITSIK, AK

CHALKYITSIK (CIK) (PACI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 16JUL20 (20198) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, vehicle on road 3' from DER, 432' right of centerline, 559' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CHEVAK, AK

CHEVAK (VAK) (PAVA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JAN20 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 20, lighting 0' from DER, 66' right of centerline, 3' AGL/48' MSL

CHUATHBALUK, AK

CHUATHBALUK (9A3) (PACH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22OCT09 (09295) (FAA)

DEPARTURE PROCEDURE:

See EBSIH DEPARTURE.

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, 900-2% 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

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

25219

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

25219

COLD BAY, AK (CON'T)

COLD BAY (CDB) (PACD) (CON'T)

Rwy 33, climb direct ELF NDB or CDB VORTAC, thence...

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, bush 166' from DER, 331' left of centerline, 105' MSL.

Rwy 15, tree 161' from DER, 414' left of centerline, 104' MSL.

Rwy 26, grd beginning 1.5 NM from DER, 2395' left of centerline, up to 461' MSL.

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

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

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

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

COLDFOOT, AK

COLDFOOT (CXF) (PACX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20AUG15 (15232) (FAA)

DEPARTURE PROCEDURE:

Use BETTLES DEPARTURE.

CORDOVA, AK

MERLE K (MUDHOLE) SMITH (CDV) (PACV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

Rwys 16, 34, NA – ATC.

Rwy 27, std. w/min. climb of 283' per NM to 4300.

DEPARTURE PROCEDURE:

Rwy 9, climb to assigned altitude on I-CDV localizer east course to FORAT/I-CDV 44.63 DME before proceeding on course.

Rwy 27, climbing left turn to 5000 on GCR NDB bearing 205° to EYAKS INT and hold (S, right turn, 025° inbound), continue climb-in-hold to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees and poles beginning 101' from DER, 454' left of centerline, up to 30' AGL/68' MSL.

Rwy 27, trees beginning 15' from DER, 423' left of centerline, up to 30' AGL/84' MSL.

NOTE:

Rwy 9, DME required.

Rwy 27, ADF Required, do not exceed 210K until established on 205° bearing from GCR NDB.

CROOKED CREEK, AK

CROOKED CREEK (CJX) (PACJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwys 14, NA-ATC.

DEPARTURE PROCEDURE:

Rwy 32, use AJOFY DEPARTURE (RNAV).

TAKEOFF OBSTACLE NOTES:

Rwy 32, trees beginning 1643' from DER, 913' right of centerline, up to 278' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

25219

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

25219

DEADHORSE, AK

DEADHORSE (SCC) (PASC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 12OCT17 (17285) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, sign 13' from DER, 250' left of centerline, 2' AGL/62' MSL.**Rwy 24**, light 10' from DER, 5' right of centerline, 1' AGL/68' MSL.

DEERING, AK

DEERING (DEE) (PADE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05JAN17 (17005) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, std. w/ min. climb of 350' per NM to 700, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 21, climb heading 209° to 600 before turning left.

VCOA:

Rwy 12, for climb in visual conditions, cross Deering airport at or above 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vegetation 20' from DER, 138' right of centerline, 23' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Terrain, grd, beginning 1.1 NM from DER, 109' left of centerline, up to 253' MSL.

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

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

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

Terrain 1.02 NM from DER, 1312' right of centerline, 253' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CON'T

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

25219

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

25219

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, 250' right of centerline, up to 60' MSL.

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

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

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

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

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

DILLINGHAM, AK

DILLINGHAM (DLG) (PADL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 05SEP24 (24249) (FAA)

DEPARTURE PROCEDURE:

Rwy 1, climb on a heading between 338° CW to 195° from DER, or min climb of 235'/NM to 3000 for all other headings.

Rwy 19, climb on heading 196° to 800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 1, NAVAID 1' from DER, 121' left of centerline, 8' AGL/69' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees, building beginning 2582' from DER, 44' left of centerline, up to 189' MSL.

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

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

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

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

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

EAGLE, AK

EAGLE (EAA) (PAEG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

25219

EEK, AK

EEK (EEK) (PAEE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10OCT19 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

EGEGIK, AK

EGEGIK (EII) (PAII)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, NA-Environmental.

EIELSON AFB (EIL) (PAEI)

FAIRBANKS, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 05SEP24 (24249) (USAF)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees 3606' from DER, 1378' left of centerline, 85' AGL/654' MSL.**Rwy 32**, trees 3317' from DER, 1040' right of centerline, 70' AGL/621' MSL.

ELIM, AK

ELIM (ELI) (PFEL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08APR10 (10098) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 19, use ELIM (RNAV) DEPARTURE.

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 cntrn, 209'MSL.

Terrain at DER, 500' right of cntrn, 207'MSL.

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

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

Rwy 24, terrain at DER, 500' left of cntrn, 175' MSL.

Storage container 3557' from DER, 1241' right of cntrn, 283'MSL.

Terrain beginning 619' from DER, 585' right of cntrn, up to 261' MSL.

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

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

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

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

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 24MAY18 (18144) (FAA)

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

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

25219

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.

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.

Rwys 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, 498' left of centerline, 6' AGL/154' MSL.

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

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

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

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

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

25219

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

25219

GAMBELL, AK

GAMBELL (GAM) (PAGM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08JAN15 (15008) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

GOLOVIN, AK

GOLOVIN (GLV) (PAGL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

GRAYLING, AK

GRAYLING (KGX) (PAGX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 17, bush 49' from DER, 397' right of centerline, 6' AGL/150' MSL.

Trees beginning 63' from DER, 336' right of centerline, up to 85' AGL/234' MSL.

Trees beginning 597' from DER, 395' right of centerline, up to 88' AGL/243' MSL.

Tree 655' from DER, 547' right of centerline, 94' AGL/251' MSL.

Trees beginning 1196' from DER, 543' right of centerline, up to 85' AGL/264' MSL.

Trees beginning 1879' from DER, 322' right of centerline, up to 80' AGL/272' MSL.

Trees beginning 2123' from DER, 281' right of centerline, up to 85' AGL/279' MSL.

Trees beginning 2317' from DER, 480' right of centerline, up to 103' AGL/283' MSL.

Trees beginning 4041' from DER, 683' right of centerline, up to 103' AGL/289' MSL.

Trees beginning 4646' from DER, 1031' right of centerline, up to 107' AGL/293' MSL.

Rwy 35, bushes beginning 39' from DER, 155' right of centerline, up to 7' AGL/96' MSL.

Signs beginning 55' from DER, 419' left of centerline, up to 12' AGL/103' MSL.

Tree 747' from DER, 128' right of centerline, 38' AGL/116' MSL.

Trees beginning 812' from DER, 108' right of centerline, up to 52' AGL/133' MSL.

Tree 1116' from DER, 605' left of centerline, 52' AGL/134' MSL.

Trees beginning 1303' from DER, 10' right of centerline, up to 59' AGL/140' MSL.

Trees beginning 1697' from DER, 334' right of centerline, up to 58' AGL/141' MSL.

Tree 1912' from DER, 585' left of centerline, 62' AGL/145' MSL.

Trees beginning 2060' from DER, 210' right of centerline, up to 58' AGL/148' MSL.

Tree 2147' from DER, 345' right of centerline, 58' AGL/150' MSL.

Trees beginning 2257' from DER, 5' right of centerline, up to 62' AGL/152' MSL.

Tree 2383' from DER, 693' left of centerline, 68' AGL/154' MSL.

Trees beginning 2997' from DER, 326' right of centerline, up to 51' AGL/179' MSL.

Tree 3124' from DER, 414' right of centerline, 52' AGL/185' MSL.

Tree 3155' from DER, 1189' left of centerline, 83' AGL/190' MSL.

Trees beginning 3158' from DER, 198' right of centerline, up to 60' AGL/211' MSL.

Trees, tank and tower beginning 3169' from DER, 185' right of centerline, up to 68' AGL/230' MSL.

Trees beginning 3643' from DER, 9' left of centerline, up to 66' AGL/257' MSL.

Trees beginning 1.4 NM from DER, 190' left of centerline, up to 103' AGL/396' MSL.

Trees beginning 1.4 NM from DER, 370' right of centerline, up to 88' AGL/404' MSL.

Trees beginning 1.6 NM from DER, left and right of centerline, up to 93' AGL/588' MSL.

Trees beginning 2.2 NM from DER, left and right of centerline, up to 83' AGL/756' MSL.

Trees beginning 2.4 NM from DER, on centerline, up to 63' AGL/808' MSL.

Trees beginning 2.5 NM from DER, on centerline, up to 53' AGL/848' MSL.

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

25219

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

25219

GULKANA, AK

GULKANA (GKN) (PAGK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 16JUL20 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwys 15R, 33L, NA-Environmental.

DEPARTURE PROCEDURE:

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

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 15L, tree 263' from DER, 562' left of centerline, 1592' MSL.

Tree 597' from DER, 557' right of centerline, 1610' MSL.

Tree 1144' from DER, 551' left of centerline, 1604' MSL.

Tree 1940' from DER, 490' right of centerline, 1612' MSL.

Trees beginning 1942' from DER, 316' left of centerline, up to 1643' MSL.

Trees beginning 2028' from DER, 377' right of centerline, up to 1618' MSL.

Rwy 33R, tree 227' from DER, 467' right of centerline, 1637' MSL.

Tree 490' from DER, 594' left of centerline, 1660' MSL.

Tree 569' from DER, 570' right of centerline, 1640' MSL.

Tree 709' from DER, 686' right of centerline, 1652' MSL.

Trees beginning 1275' from DER, 495' right of centerline, up to 1663' MSL.

Tree 2613' from DER, 399' left of centerline, 1669' MSL.

GUSTAVUS, AK

GUSTAVUS (GST) (PAGS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27JUN13 (13178) (FAA)

DEPARTURE PROCEDURE:

Use GUSTAVUS DEPARTURE.

HEALY, AK

HEALY RIVER (HRR) (PAHV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22JUN17 (17173) (FAA)

DEPARTURE PROCEDURE:

Use HEALY DEPARTURE.

HOLY CROSS, AK

HOLY CROSS (HCA) (PAHC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11JUL24 (24193) (FAA)

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 021° to 900 before proceeding on course.

Rwy 20, climb on heading 201° to 700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 26' from DER, 221' left of centerline, up to 60' AGL/138' 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.

CONT

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

25219

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

25219

HOLY CROSS, AK (CON'T)

HOLY CROSS (HCA) (PAHC) (CON'T)

Rwy 20 (CON'T), trees beginning 1104' from DER, 139' left of centerline, up to 86' AGL/152' MSL.

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

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

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

HOMER, AK

HOMER (HOM) (PAHO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwys 6W, 24W, NA - Environmental.

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

DEPARTURE PROCEDURE:

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

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

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

HOOPER BAY, AK

HOOPER BAY (HPB) (PAHP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08SEP22 (22251) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

HUGHES, AK

HUGHES (HUS) (PAHU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02DEC21 (21336) (FAA)

DEPARTURE PROCEDURE:

Use HUGHES (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

CON'T

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

25219

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

25219

HUGHES, AK (CON'T)

HUGHES (HUS) (PAHU) (CON'T)

Rwy 18 (CON'T), 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.

HUSLIA, AK

HUSLIA (HLA) (PAHL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

IGIUGIG, AK

IGIUGIG (IGG) (PAIG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 13' from DER, 154' right of centerline, up to 60' AGL/159' MSL.

Rwy 23, trees beginning 13' from DER, 153' left of centerline, up to 60' AGL/209' MSL.

ILIAMNA, AK

ILIAMNA (ILI) (PAIL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, std. w/min. climb of 400' per NM to 2900, or 3000 - 3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 8, climb to 2100, then climbing right turn via 281° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (south, right turn, 006° inbound) to 4500 before proceeding enroute.

Rwy 18, climb to 2100, then climbing left turn via 331° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (south, right turn, 006° inbound) to 4500 before proceeding enroute.

Rwy 26, climb heading 243° to 2100, then climbing left turn via 044° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (south, right turn, 006° inbound) to 4500 before proceeding enroute.

Rwy 36, climb to 2900, then climbing left turn via 141° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (south, right turn, 006° inbound) to 4500 before proceeding enroute.

VCOA:

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

CON'T

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

25219

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

25219

ILIAMNA, AK (CON'T)

ILIAMNA (ILI) (PAIL) (CON'T)

TAKEOFF OBSTACLE NOTES:

- Rwy 8**, WSK 1' from DER, 358' left of centerline, 16' AGL/160' MSL.
Tree 304' from DER, 363' left of centerline, 11' AGL/155' MSL.
Rwy 18, trees beginning 59' from DER, 442' right of centerline, up to 30' AGL/199' MSL.
Rwy 26, trees beginning 76' from DER, 211' right of centerline, up to 30' AGL/262' MSL.
Trees beginning 208' from DER, 12' left of centerline, up to 30' AGL/263' MSL.
Rwy 36, trees beginning 85' from DER, 18' left of centerline, up to 30' AGL/239' MSL.
Trees beginning 757' from DER, 39' right of centerline, up to 30' AGL/238' MSL.
Bushes beginning 247' from DER, 281' left of centerline, up to 30' AGL/205' MSL.
Bush 434' from DER, 258' right of centerline, 11' AGL/194' MSL.
Vehicle on road 436' from DER, 407' left of centerline, up to 15' AGL/219' MSL.

INDIAN MOUNTAIN LRRS (UTO) (PAIM)

UTOPIA CREEK, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31OCT24 (24305) (USAF)

TAKEOFF MINIMUMS:

Rwy 7, 3500-3 climb in visual conditions.**Rwy 25**, NA.

DEPARTURE PROCEDURE:

Diverse departures NA.

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

Rwy 7, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Indian Mountain LRRS at or above 4600' MSL before proceeding on course. Remain within 3 NM of Indian Mountain LRRS during climb in visual conditions.

TAKEOFF OBSTACLE NOTES:

- Rwy 7**, terrain 380' from DER, 602' right of centerline, 1007' MSL.
Terrain 887' from DER, 738' right of centerline, 1004' MSL.
Terrain 634' from DER, 670' right of centerline, 1012' MSL.
Terrain 880' from DER, 640' right of centerline, 994' MSL.
Terrain 147' from DER, 506' right of centerline, 994' MSL.
Terrain abeam the DER, 287' right of centerline, 963' MSL.
REIL 2' from DER, 76' left of centerline, 3' AGL/968' MSL.
REIL 55' from DER, 226' left of centerline, 3' AGL/966' MSL.
Bldg 118 34' inward of DER, 421' left of centerline, 22' AGL/1023' 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.

KAKE, AK

KAKE (AFE) (PAFE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31OCT24 (24305) (FAA)

DEPARTURE PROCEDURE:

Use KAKE (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

- Rwy 11**, trees 26' from DER, 250' left of centerline, 148' AGL/345' MSL.
Trees beginning 93' from DER, 3' right of centerline, up to 148' AGL/319' MSL.
Trees beginning 153' from DER, 16' left of centerline, up to 148' AGL/365' MSL.
Trees beginning 281' from DER, 123' left of centerline, up to 148' AGL/385' MSL.
Trees beginning 409' from DER, 103' left of centerline, up to 148' AGL/424' MSL.
Trees beginning 859' from DER, 210' left of centerline, up to 148' AGL/447' MSL.
Trees beginning 987' from DER, 316' left of centerline, up to 148' AGL/470' MSL.
Trees beginning 1114' from DER, 2' left of centerline, up to 148' AGL/493' MSL.
Trees beginning 1572' from DER, 43' right of centerline, up to 148' AGL/339' MSL.
Trees beginning 1895' from DER, 170' right of centerline, up to 148' AGL/345' MSL.
Trees beginning 2023' from DER, 64' right of centerline, up to 148' AGL/395' MSL.
Trees beginning 2346' from DER, 191' right of centerline, up to 148' AGL/401' MSL.
Trees beginning 2473' from DER, 84' right of centerline, up to 148' AGL/431' MSL.
Trees beginning 2796' from DER, 211' right of centerline, up to 148' AGL/447' MSL.
Trees beginning 2924' from DER, 104' right of centerline, up to 148' AGL/463' MSL.
Trees beginning 3119' from DER, 338' right of centerline, up to 148' AGL/467' MSL.
Trees beginning 3247' from DER, 231' right of centerline, up to 148' AGL/480' MSL.
Trees beginning 3299' from DER, 215' left of centerline, up to 148' AGL/519' MSL.
Trees beginning 3375' from DER, 124' right of centerline, up to 148' AGL/486' MSL.
Trees beginning 3427' from DER, 7' left of centerline, up to 148' AGL/549' MSL.
Trees beginning 3502' from DER, 18' right of centerline, up to 148' AGL/496' MSL.

CON'T

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

25219

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

25219

KAKE, AK (CON'T)**KAKE (AFE) (PAFE) (CON'T)****Rwy 11 (CON'T)**, trees beginning 3698' from DER, 251' right of centerline, up to 148' AGL/503' MSL.

Trees beginning 3825' from DER, 145' right of centerline, up to 148' AGL/532' MSL.

Trees beginning 3953' from DER, 12' right of centerline, up to 148' AGL/545' MSL.

Trees beginning 1 NM from DER, 14' left of centerline, up to 148' AGL/559' MSL.

Trees beginning 1 NM from DER, 32' right of centerline, up to 148' AGL/555' MSL.

Trees beginning 1.9 NM from DER, 2314' right of centerline, up to 148' AGL/568' MSL.

Trees beginning 2.3 NM from DER, 3311' left of centerline, up to 148' AGL/637' MSL.

Trees beginning 2.4 NM from DER, 3418' left of centerline, up to 148' AGL/696' MSL.

Rwy 29, trees 21' from DER, 353' left of centerline, 148' AGL/280' MSL.

Trees beginning 28' from DER, 7' right of centerline, up to 148' AGL/290' MSL.

Trees beginning 88' from DER, 13' left of centerline, up to 148' AGL/293' MSL.

Trees beginning 1124' from DER, 3' right of centerline, up to 148' AGL/309' MSL.

Trees beginning 3316' from DER, 23' right of centerline, up to 148' AGL/316' MSL.

Trees beginning 3639' from DER, 44' right of centerline, up to 148' AGL/322' MSL.

Trees beginning 3962' from DER, on centerline, up to 148' AGL/336' MSL.

Trees beginning 5380' from DER, 233' right of centerline, up to 148' AGL/339' MSL.

Trees beginning 5508' from DER, 126' right of centerline, up to 148' AGL/342' MSL.

Trees beginning 5635' from DER, 20' right of centerline, up to 148' AGL/352' MSL.

Trees beginning 5831' from DER, 40' right of centerline, up to 148' AGL/365' MSL.

Trees 5876' from DER, 86' left of centerline, 148' AGL/299' MSL.

Tower, trees beginning 1 NM from DER, 65' left of centerline, up to 191' AGL/328' MSL.

Trees beginning 1 NM from DER, 1529' right of centerline, up to 148' AGL/391' MSL.

Trees beginning 1.1 NM from DER, 1549' right of centerline, up to 148' AGL/414' MSL.

Trees beginning 1.2 NM from DER, 2144' right of centerline, up to 148' AGL/437' MSL.

Trees beginning 1.3 NM from DER, 2038' right of centerline, up to 148' AGL/486' MSL.

Trees beginning 1.4 NM from DER, 1887' right of centerline, up to 148' AGL/542' MSL.

Trees beginning 2 NM from DER, 3287' right of centerline, up to 148' AGL/545' MSL.

Trees beginning 2.3 NM from DER, 2477' right of centerline, up to 148' AGL/598' MSL.

Trees beginning 2.5 NM from DER, 2371' right of centerline, up to 148' AGL/605' MSL.

KALSKAG, AK**KALSKAG (KLG) (PALG)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2 08SEP22 (22251) (FAA)****TAKEOFF MINIMUMS:****Rwy 7**, NA-Environmental.**DEPARTURE PROCEDURE:****Rwy 25**, climb on heading 251° to 1000 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 25**, pole, vegetation beginning 5' from DER, 273' right of centerline, up to 86' MSL.

Wind indicator 11' from DER, 251' left of centerline, 73' MSL.

Trees, pole beginning 52' from DER, 194' left of centerline, up to 71' AGL/126' MSL.

Trees, poles beginning 249' from DER, 445' right of centerline, up to 115' MSL.

Trees, poles beginning 487' from DER, 423' left of centerline, up to 127' MSL.

Trees, pole beginning 929' from DER, 17' right of centerline, up to 124' MSL.

Trees, pole beginning 1099' from DER, 19' left of centerline, up to 70' AGL/131' MSL.

KALTAG, AK**KALTAG (KAL) (PAKV)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG-A 05JAN17 (17005) (FAA)****TAKEOFF MINIMUMS:****Rwy 3**, std. w/min. climb of 460' per NM to 4000, or 3000-3 for VCOA.**Rwy 21**, std. w/min. climb of 481' per NM to 4000, or 3000-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 3**, climb heading 029° to 1100 before proceeding on course.**Rwy 21**, climb heading 209° to 1100 before proceeding on course.**VCOA:**

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kaltag airport at or above 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 3**, trees beginning 786' from DER, crossing centerline, 221' MSL.

Vehicle on road 809' from DER, 349' right of centerline, 192' MSL.

Tower 1319' from DER, 529' right of centerline, 130' AGL/240' MSL.

Rwy 21, bush 81' from DER, 463' left of centerline, 196' MSL.

Trees beginning 628' from DER, 593' right of centerline, up to 277' MSL.

Trees beginning 1915' from DER, 449' left of centerline up to 288' MSL.

Trees beginning 2777' from DER, 329' left of centerline, up to 308' MSL.

Trees beginning 3732' from DER, 134' left of centerline, up to 308' MSL.

Tree 4872' from DER, 244' right of centerline, 304' MSL.

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

25219

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

25219

KASIGLUK, AK

KASIGLUK (Z09) (PFKA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22AUG13 (13234) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

KENAI, AK

KENAI MUNI (ENA) (PAEN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwys 2W, 20W, NA- Environmental.

DEPARTURE PROCEDURE:

Rwys 2L/R, climb on a heading between 304° clockwise to 196° from DER.**Rwys 20L/R**, climb heading 196° to 1100, then climb on a heading between 226° counter clockwise to 016° from DER.

TAKEOFF OBSTACLE NOTES:

Rwy 2L, sign 20' from DER, 122' right of centerline, 4' AGL/100' MSL.

Windsock 523' from DER, 599' left of centerline, 20' AGL/120' MSL.

Rwy 2R, trees and catenary beginning 533' from DER, 262' right of centerline, up to 39' AGL/137' MSL.**Rwy 20L**, trees beginning 900' from DER, 524' left of centerline, up to 50' AGL/141' MSL.

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

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

Rwy 20R, vehicle on road 9' from DER, 497' right of centerline, 15' AGL/117' MSL.

Trees beginning 599' from DER, 354' right of centerline, up to 76' AGL/153' MSL.

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

KETCHIKAN, AK

KETCHIKAN INTL (KTN) (PAKT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

Rwy 11, use KETCHIKAN DEPARTURE.**Rwy 29**, use SKOWL DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 11, electrical system 5' from DER, 55' left of centerline, 1' AGL/90' MSL.

Electrical system 5' from DER, 54' right of centerline, 1' AGL/90' MSL.

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

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

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

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

Tree 1072' from DER, 693' right of centerline, 144' MSL.

Trees beginning 1195' from DER, 659' right of centerline, up to 154' MSL.

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

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

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

Rwy 29, trees beginning 428' from DER, 549' left of centerline, up to 121' MSL.

Trees beginning 671' from DER, 572' left of centerline, up to 135' MSL.

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

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

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

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

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

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

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

Trees beginning 3754' from DER, 840' left of centerline, up to 238' MSL.

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

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

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

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

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

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

Tree 2.2 NM from DER, 4085' left of centerline, 100' AGL/576' MSL.

Trees beginning 2.2 NM from DER, 2371' left of centerline, up to 607' MSL.

Trees beginning 2.3 NM from DER, 3644' left of centerline, up to 100' AGL/622' MSL.

Trees beginning 2.3 NM from DER, 2461' left of centerline, up to 640' MSL.

Trees beginning 2.3 NM from DER, 2432' left of centerline, up to 647' MSL.

Tree 2.3 NM from DER, 4153' left of centerline, 100' AGL/658' MSL.

Trees beginning 2.3 NM from DER, 2171' left of centerline, up to 783' MSL.

Trees beginning 2.4 NM from DER, 2456' left of centerline, up to 866' MSL.

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

25219

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

25219

BIANA, 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.

KIPNUK, AK

KIPNUK (IIK) (PAKI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 01FEB18 (18032) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, rwy light beginning 9' from DER, 40' right of centerline, up to 2' AGL/20' MSL.

Rwy light beginning 9' from DER, 51' left of centerline, up to 3' AGL/20' MSL.

Rwy light 10' from DER, 40' left of centerline, 3' AGL/21' MSL.

Rwy 35, segmented circle marker, rwy light beginning 0' from DER, 40' left of centerline, up to 6' AGL/20' MSL.

Rwy light beginning 9' from DER, 40' right of centerline, up to 2' AGL/20' MSL.

KIVALINA, AK

KIVALINA (KVL) (PAVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15OCT15 (15288) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, windsock 143' from DER, 267' left of centerline, 22' AGL/30' MSL.

Tower 3544' from DER, 150' left of centerline, 100' AGL/115' MSL.

Rwy 30, bush 2' from DER, 82' left of centerline, 2' AGL/18' MSL.

Bush 16' from DER, 85' left of centerline, 2' AGL/18' MSL.

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

25219

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

25219

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

AMDT 1 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, std w/min climb of 425'/NM to 4000, or 4000-3 for VCOA.**Rwy 27**, std w/min climb of 400'/NM to 4000, or 4000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 095° to 4000 before proceeding on course.**Rwy 27**, climb on heading 275° to 4000 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kobuk airport at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, light poles on DER, 48' left of centerline, 2' AGL/139' MSL.

Tree 60' from DER, 241' left of centerline, 149' MSL.

Trees beginning 64' from DER, 17' left of centerline, up to 203' MSL.

Trees beginning 213' from DER, 115' right of centerline, up to 147' MSL.

Tree 1418' from DER, 31' right of centerline, 174' MSL.

Pole 1615' from DER, 836' right of centerline, 33' AGL/181' MSL.

Tree 1876' from DER, 12' right of centerline, 186' MSL.

Tree 2177' from DER, 102' right of centerline, 193' MSL.

Trees beginning 2180' from DER, 93' left of centerline, up to 204' MSL.

Trees beginning 2266' from DER, 94' right of centerline, up to 200' MSL.

Tree 2869' from DER, 122' right of centerline, 215' MSL.

Rwy 27, light poles on DER, 47' left of centerline, 2' AGL/141' MSL.

Tree 48' from DER, 489' left of centerline, 146' MSL.

Tree 166' from DER, 486' left of centerline, 155' MSL.

Trees beginning 298' from DER, 461' left of centerline, up to 173' MSL.

Tree 877' from DER, 690' left of centerline, 190' MSL.

Tree 977' from DER, 647' left of centerline, 196' MSL.

KODIAK, AK

KODIAK (ADQ) (PADQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, NA-terrain.

DEPARTURE PROCEDURE:

Rwys 1, 8, 11, 19, 29, use KODIAK DEPARTURE.

KOKHANOK, AK

KOKHANOK (9K2) (PFKK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 400-1¾.

DEPARTURE PROCEDURE:

Rwy 7, climbing left turn direct ILI NDB/DME, continue climb in ILI NDB/DME holding pattern (hold south, right turns, 006° 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, 006° 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.

Tree 1694' 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/290' 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 1792' from DER, 268' left of centerline, up to 80' AGL/205' MSL.

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

25219

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

25219

KOLIGANEK, AK

KOLIGANEK (JZZ) (PAJZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20AUG15 (15232) (FAA)

DEPARTURE PROCEDURE:

Rwy 9, climb heading 093° to 900 before turning North.**Rwy 27**, climb heading 273° to 1500 before turning North.

TAKEOFF OBSTACLE NOTES:

Rwy 9, multiple bushes beginning 50' from DER, 15' right of centerline, up to 15' AGL/327' MSL.

Multiple bushes beginning 180' from DER, 69' left of centerline, up to 15' AGL/340' MSL.

Rwy 27, multiple bushes beginning 76' from DER, 146' left and right of centerline, up to 15' AGL/271' MSL.

Power pole 845' from DER, 716' right of centerline, 50' AGL/267' MSL.

KOTLIK, AK

KOTLIK (2A9) (PFKO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT1 10NOV16 (16315) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 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.

Tree 137' from DER, 233' right of centerline, 16' AGL/21' MSL.

Tree 171' from DER, 154' right of centerline, 13' AGL/23' MSL.

Tree 324' from DER, 181' right of centerline, 15' AGL/24' MSL.

Tree 606' from DER, 221' right of centerline, 24' AGL/30' MSL.

Rwy 20, bush 8' from DER, 105' left of centerline, 5' AGL/14' MSL.

Tree 24' from DER, 132' right of centerline, 10' AGL/16' MSL.

KOTZEBUE, AK

RALPH WIEN MEML (OTZ) (PAOT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07DEC17 (20366) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300 - 1/4 or std. w/ min. climb of 285' per NM to 300.

TAKEOFF OBSTACLE NOTES:

Rwy 9, terrain, traverse way beginning 400' from DER, 150' right of centerline, up to 39' MSL.

Terrain, traverse way beginning 487' from DER, 113' right of centerline, up to 43' MSL.

Traverse way, terrain beginning 555' from DER, 18' left of centerline, up to 37' MSL.

Traverse way, terrain beginning 570' from DER, 199' right of centerline, up to 61' MSL.

Terrain beginning 586' from DER, 155' right of centerline, up to 55' MSL.

Traverse way, terrain beginning 600' from DER, 27' left of centerline, up to 49' MSL.

Terrain 745' from DER, 201' left of centerline, 50' MSL.

Traverse way 757' from DER, 199' left of centerline, 60' MSL.

Traverse way, terrain beginning 775' from DER, 75' left of centerline, up to 61' MSL.

Terrain, traverse way beginning 777' from DER, 3' right of centerline, up to 61' MSL.

Traverse way, terrain beginning 845' from DER, 29' right of centerline, up to 62' MSL.

Terrain beginning 969' from DER, 29' right of centerline, up to 67' MSL.

Terrain 1000' from DER, 505' left of centerline, 64' MSL.

Terrain beginning 1000' from DER, 280' left of centerline, up to 72' MSL.

Terrain beginning 1151' from DER, 194' left of centerline, up to 80' MSL.

Terrain, traverse way beginning 1183' from DER, 128' right of centerline, up to 106' MSL.

Terrain beginning 1396' from DER, 33' left of centerline, up to 83' MSL.

Terrain beginning 1400' from DER, 2' right of centerline, up to 120' MSL.

Terrain beginning 1539' from DER, 597' right of centerline, up to 124' MSL.

Terrain beginning 1554' from DER, 321' left of centerline, up to 89' MSL.

Tree, terrain beginning 1582' from DER, 0' of centerline, up to 9' AGL/131' MSL.

Terrain beginning 1638' from DER, 195' left of centerline, up to 90' MSL.

Terrain beginning 1800' from DER, 201' left of centerline, up to 100' MSL.

Tree, terrain beginning 1896' from DER, 39' right of centerline, up to 9' AGL/137' MSL.

Terrain beginning 1928' from DER, 9' left of centerline, up to 107' MSL.

Terrain 3548' from DER, 316' left of centerline, 109' MSL.

Terrain 3599' from DER, 820' left of centerline, 111' MSL.

Terrain 3599' from DER, 398' left of centerline, 114' MSL.

Terrain beginning 3600' from DER, 336' left of centerline, up to 117' MSL.

Terrain beginning 3636' from DER, 183' left of centerline, up to 120' MSL.

Terrain beginning 3799' from DER, 385' left of centerline, up to 124' MSL.

Tower 3948' from DER, 698' left of centerline, 27' AGL/147' MSL.

NAVAID, terrain beginning 3949' from DER, 519' left of centerline, up to 32' AGL/152' MSL.

CONT

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

25219

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

25219

KOTZEBUE, AK (CON'T)

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

Rwy 18, terrain, lighting beginning 3' from DER, 64' right of centerline, up to 15' MSL.

Lighting 9' from DER, 61' left of centerline, 2' AGL/12' MSL.

Traverse way, terrain, tree beginning 13' from DER, 143' right of centerline, up to 25' MSL.

Traverse way beginning 47' from DER, 196' left of centerline, up to 20' MSL.

Traverse way beginning 399' from DER, 179' right of centerline, up to 26' MSL.

Antenna 5815' from DER, 1697' left of centerline, 81' AGL/190' MSL.

Tower 5818' from DER, 1690' left of centerline, 107' AGL/218' MSL.

Rwy 27, traverse way beginning 5' from DER, 179' right of centerline, up to 25' MSL.

Traverse way beginning 36' from DER, 82' left of centerline, up to 25' MSL.

Rwy 36, lighting 8' from DER, 34' right of centerline, 1' AGL/13' MSL.

Lighting 9' from DER, 27' left of centerline, 1' AGL/13' MSL.

Pole, sign beginning 10' from DER, 66' left of centerline, up to 2' AGL/14' MSL.

Traverse way, vertical point beginning 12' from DER, 21' right of centerline, up to 20' MSL.

Traverse way beginning 172' from DER, 143' right of centerline, up to 21' MSL.

Vertical structure, traverse way beginning 312' from DER, 62' right of centerline, up to 31' AGL/40' MSL.

Tower, building, dome, antenna beginning 378' from DER, 394' left of centerline, up to 66' AGL/76' MSL.

NAVAID 1341' from DER, 612' right of centerline, 38' AGL/47' MSL.

KOYUK, AK

KOYUK ALFRED ADAMS (KKA) (PAKK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 05NOV20 (20310) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, NA - Obstacles.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

Trees, vegetation, pole, buildings, lighting beginning 47' from DER, 327' right of centerline, up to 34' AGL/211' MSL.

KOYUKUK, AK

KOYUKUK (KYU) (PFKU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22OCT09 (09295) (FAA)

DEPARTURE PROCEDURE:

USE DIBVY DEPARTURE.

KWETHLUK, AK

KWETHLUK (KWT) (PFKW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 292' from DER, 373' right of centerline, up to 35' AGL/63' MSL.

Trees beginning 341' from DER, 399' left of centerline, up to 35' AGL/134' MSL.

Rwy 36, trees beginning 95' from DER, 491' left of centerline, up to 35' AGL/84' MSL.

Trees beginning 203' from DER, 396' right of centerline, up to 18' AGL/42' MSL.

LADD AAF (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 15' AGL/460' MSL.

Railroad tracks 556' west of DER, up to 23' AGL/461' MSL.

Trees 556' west of DER, up to 25' AGL/460' MSL.

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

25219

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

25219

MANLEY HOT SPRINGS, AK

MANLEY HOT SPRINGS (MLY) (PAML)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, NA-Obstacles

DEPARTURE PROCEDURE:

Rwy 18, climb on a heading between 050° CW 220° from DER.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 286' from DER, 562' right of centerline, up to 68' AGL/334' MSL.

Tree 356' from DER, 592' left of centerline, 67' AGL/334' MSL.

Trees beginning 439' from DER, 586' left of centerline, up to 74' AGL/342' MSL.

Trees beginning 678' from DER, 585' right of centerline, up to 70' AGL/336' MSL.

Trees beginning 1087' from DER, 64' left of centerline, up to 86' AGL/355' MSL.

Tree 1923' from DER, 597' right of centerline, 70' AGL/337' MSL.

Trees beginning 1933' from DER, 129' right of centerline, up to 77' AGL/346' MSL.

Trees beginning 2435' from DER, 743' left of centerline, up to 92' AGL/360' MSL.

Trees beginning 2583' from DER, 553' left of centerline, up to 93' AGL/361' MSL.

Trees beginning 2621' from DER, 21' left of centerline, up to 93' AGL/362' MSL.

Tree 2666' from DER, 1053' right of centerline, 80' AGL/348' MSL.

Trees beginning 2860' from DER, 117' right of centerline, up to 85' AGL/353' MSL.

Trees beginning 2901' from DER, 278' left of centerline, up to 96' AGL/365' MSL.

Tree 2989' from DER, 731' left of centerline, 99' AGL/366' MSL.

Trees beginning 2992' from DER, 328' left of centerline, up to 98' AGL/367' MSL.

Tree 3008' from DER, 38' right of centerline, 88' AGL/356' MSL.

Trees beginning 3328' from DER, 7' left of centerline, up to 100' AGL/368' MSL.

Tree 3383' from DER, 15' right of centerline, 95' AGL/363' MSL.

Trees beginning 3523' from DER, 376' right of centerline, 97' AGL/365' MSL.

Tree 3571' from DER, 232' left of centerline, 103' AGL/371' MSL.

Tree 3573' from DER, 497' right of centerline, 97' AGL/366' MSL.

Tree 3836' from DER, 41' right of centerline, 105' AGL/373' MSL.

MANOKOTAK, AK

MANOKOTAK (MBA) (PAMB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27AUG09 (09239) (FAA)

DEPARTURE PROCEDURE:

Rwy 3, climbing right turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight.

Rwy 21, climbing left turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 1519' from DER, 899' right of centerline, up to 35' AGL/134' MSL.

Trees beginning 595' from DER, 150' left of centerline, up to 35' AGL/134' MSL.

Rising terrain 42' from DER, 136' right of centerline up to 105' MSL.

Rising terrain 12' from DER, 301' left of centerline up to 102' MSL.

Rwy 21, multiple trees beginning 136' from DER, 133' right of centerline, up to 35' AGL/109' MSL.

Multiple buildings beginning 359' from DER, 343' left of centerline, up to 30' AGL/96' MSL.

MARSHALL, AK

MARSHALL DON HUNTER SR (MDM) (PADM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (10210) (FAA)

DEPARTURE PROCEDURE:

Use BIBNE RNAV DEPARTURE.

MC GRATH, AK

MC GRATH (MCG) (PAMC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 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.

CONT

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

25219

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

25219

MC GRATH, AK (CON'T)

MC GRATH (MCG) (PAMC) (CON'T)

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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 2880' from DER, 596' left of centerline, 420' MSL.

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

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

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

Rwy 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' left of centerline, up to 408' MSL.

Tree 1757' from DER, 878' right of centerline, 392' MSL.

Trees beginning 1888' from DER, 807' right of centerline, up to 411' MSL.

Trees beginning 1942' from DER, 667' left of centerline, up to 414' MSL.

Trees beginning 2065' from DER, 671' right of centerline, up to 421' MSL.

Tree 2235' from DER, 1014' left of centerline, 416' MSL.

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

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

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

MEKORYUK, AK

MEKORYUK (MYU) (PAMY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12AUG21 (21224) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

Pole and vehicles on road beginning 517' from DER, 341' left of centerline, up to 34' AGL/85' MSL.

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

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

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

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

Vegetation beginning 98' from DER, 273' left of centerline, up to 2' AGL/56' MSL.

MIDDLETON ISLAND, AK

MIDDLETON ISLAND (MDO) (PAMD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10JAN13 (13010) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 2, aircraft on taxiway, 5' from DER, 195' left of centerline, up to 20' AGL/119' MSL.

Vehicle on taxiway, 131' from DER, 193' left of centerline, up to 15' AGL/114' MSL.

Rwy 20, vehicles on road beginning 3' from DER, 124' right of centerline, up to 15' AGL/164' MSL.

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

25219

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

25219

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, 141' left of centerline, up to 50' AGL/74' MSL.

Trees beginning 527' from DER, left and right of centerline, up to 50' AGL/74' MSL.

Trees 917' from DER, beginning 29' left of centerline, up to 50' AGL/74' MSL.

Rwy 20, trees beginning 32' from DER, left and right of centerline, up to 50' AGL/74' MSL.

Boats 620' from DER, 618' right of centerline, up to 50' AGL/50' MSL.

Trees beginning 1100' from DER, left and right of centerline, up to 50' AGL/74' MSL.

NELSON LAGOON, AK

NELSON LAGOON (OUL) (PAOU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05DEC19 (19339) (FAA)

DEPARTURE PROCEDURE:

Use BINAL TWO DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 77' from DER, 210' left of centerline, up to 20' AGL/43' MSL.

Trees beginning 142' from DER, 56' right of centerline, up to 20' AGL/30' MSL.

Rwy 26, trees beginning 21' from DER, 10' right of centerline, up to 20' AGL/40' MSL.

Trees 265' from DER, 559' left of centerline, 20' AGL/34' MSL.

Trees beginning 296' from DER, 25' left of centerline, up to 20' AGL/40' MSL.

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

25219

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

25219

NENANA, AK

NENANA MUNI (ENN) (PANN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 22OCT09 (09295) (FAA)

TAKEOFF MINIMUMS:

Rwy 4L, 600-2½ or std. with a min. climb of 325' per NM to 1100.**Rwys 4R, 4W, 22L, 22W**, NA-ATC.

DEPARTURE PROCEDURE:

Rwy 4L, climbing right turn via heading 127° to 1900 then climbing right turn direct ENN VORTAC, thence...**Rwy 22R**, climb via heading 218° to 1800 then climbing left turn direct ENN VORTAC, thence...

...continue climb in ENN VORTAC holding pattern (Southwest, left turn, 042° inbound) to MEA for route of flight before proceeding on course.

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 1B 05SEP24 (24249) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, light poles 10' from DER, 47' right of centerline, 5' AGL/329' MSL.

Tree 388' from DER, 431' left of centerline, 25' AGL/343' MSL.

Tree 400' from DER, 299' right of centerline, 31' AGL/341' MSL.

Tree 1316' from DER, 828' right of centerline, 46' AGL/363' MSL.

Tree 1399' from DER, 777' right of centerline, 52' AGL/367' MSL.

Rwy 32, terrain 49' from DER, 382' right of centerline, 373' MSL.

Tank 176' from DER, 423' right of centerline, 11' AGL/381' MSL.

Trees beginning 204' from DER, 489' left of centerline, up to 380' MSL.

Tree 292' from DER, 533' left of centerline, 383' MSL.

Tree 371' from DER, 572' left of centerline, 387' MSL.

Trees beginning 477' from DER, 494' left of centerline, up to 390' MSL.

Trees beginning 557' from DER, 350' right of centerline, up to 389' MSL.

NIKOLAI, AK

NIKOLAI (FSP) (PAFS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 19JUL18 (18200) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, lighting 0' from DER, 80' right of centerline, 5' AGL/451' MSL.

Trees beginning 80' from DER, 317' left of centerline, up to 20' AGL/476' MSL.

Vegetation 102' from DER, 89' right of centerline, 452' MSL.

Trees beginning 103' from DER, 498' right of centerline, up to 472' MSL.

Tree, vehicles on road beginning 146' from DER, 76' left of centerline, up to 506' MSL.

Tree 284' from DER, 498' left of centerline, 67' AGL/535' MSL.

Tree, building beginning 303' from DER, 144' left of centerline, up to 77' AGL/547' MSL.

Trees beginning 432' from DER, 265' right of centerline, up to 480' MSL.

Tree 650' from DER, 639' right of centerline, 488' MSL.

Trees beginning 716' from DER, 421' right of centerline, up to 496' MSL.

Tree 937' from DER, 675' right of centerline, 497' MSL.

Trees beginning 972' from DER, 7' right of centerline, up to 74' AGL/528' MSL.

Rwy 23, vegetation 0' from DER, 134' left of centerline, 446' MSL.

Trees beginning 6' from DER, 124' right of centerline, up to 458' MSL.

Trees beginning 48' from DER, 143' right of centerline, up to 484' MSL.

Vegetation 89' from DER, 272' left of centerline, 448' MSL.

Vegetation 100' from DER, 93' left of centerline, 449' MSL.

Vehicle on road 444' from DER, 550' left of centerline, 457' MSL.

Tree 648' from DER, 506' left of centerline, 473' MSL.

Trees beginning 662' from DER, 310' left of centerline, up to 484' MSL.

Trees beginning 698' from DER, 261' right of centerline, up to 494' MSL.

Trees beginning 880' from DER, 104' left of centerline, up to 487' MSL.

Trees beginning 1362' from DER, 67' left of centerline, up to 496' MSL.

Tree 1547' from DER, 633' left of centerline, 498' MSL.

Tree 1638' from DER, 890' right of centerline, 501' MSL.

Tree 1747' from DER, 892' right of centerline, 503' MSL.

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

25219

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

25219

NOATAK, AK

NOATAK (WTK) (PAWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 1, traverse way 52' from DER, 460' right of centerline, 15' AGL/97' MSL.

Building 100' from DER, 271' left of centerline, 26' AGL/115' MSL.

Lighting, traverse way, pole beginning 105' from DER, 320' left of centerline, up to 26' AGL/118' MSL.

Pole, traverse way, wind indicator beginning 129' from DER, 311' right of centerline, up to 36' AGL/118' MSL.

Antenna 1306' from DER, 224' left of centerline, 44' AGL/129' MSL.

Building 1446' from DER, 375' right of centerline, 40' AGL/128' MSL.

Tower, antenna beginning 1959' from DER, 249' left of centerline, up to 100' AGL/187' MSL.

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

Tree 167' from DER, 353' right of centerline, 92' MSL.

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

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

NOME, AK

NOME (OME) (PAOM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 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 ...**Rwy 10**, climb on heading 099° to 1200 thence ...**Rwys 21, 28**, turn left direct OME VOR/DME/FDV NDB, thence ...

... Departures northeast CW through westbound (040° CW 260°), climb on course. Departures 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/FDV 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.

Secondary 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.

Trees beginning 339' from DER, 6' left of centerline, up to 10' AGL/62' MSL.

Rwy 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 956' 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 3' AGL/45' MSL.

Secondary road beginning 559' from DER, 140' right of centerline, up to 15' AGL/47' MSL.

Ground 188' from DER, 396' right of centerline, 19' MSL.

Bushes beginning 595' from DER, 152' left of centerline, 13' AGL/48' MSL.

Trees beginning 585' from DER, 2' left of centerline, up to 9' AGL/40' MSL.

Secondary road beginning 540' from DER, 47' left of centerline, up to 15' AGL/43' MSL.

Poles beginning 1547' from DER, 89' left of centerline, up to 32' AGL/62' MSL.

Ground 597' from DER, 397' left of centerline, 29' MSL.

CONT

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

25219

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

25219

NOME, AK (CON'T)

NOME (OME) (PAOM) (CON'T)

Rwy 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.

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

AMDT 1 05SEP24 (24249) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 20, use DUMZU DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 20, trees 3' from DER, 313' left of centerline, 50' AGL/323' MSL.

Trees 41' from DER, 235' right of centerline, 50' AGL/382' MSL.

Trees 96' from DER, 192' left of centerline, 50' AGL/346' MSL.

Trees 134' from DER, 356' right of centerline, 50' AGL/395' MSL.

Trees beginning 189' from DER, 15' left of centerline, up to 50' AGL/359' MSL.

Trees beginning 228' from DER, 49' right of centerline, up to 50' AGL/405' MSL.

Trees beginning 749' from DER, 39' right of centerline, up to 50' AGL/415' MSL.

Trees beginning 1176' from DER, 281' right of centerline, up to 50' AGL/418' MSL.

Trees beginning 1269' from DER, 95' right of centerline, up to 50' AGL/425' MSL.

Trees beginning 1379' from DER, 25' left of centerline, up to 50' AGL/382' MSL.

Trees beginning 1604' from DER, 337' right of centerline, up to 50' AGL/428' MSL.

Trees beginning 1697' from DER, 30' right of centerline, up to 50' AGL/431' MSL.

Tower, trees, tank beginning 2032' from DER, 21' right of centerline, up to 75' AGL/451' MSL.

Trees beginning 2141' from DER, 34' left of centerline, up to 50' AGL/388' MSL.

Trees beginning 2646' from DER, 142' right of centerline, up to 50' AGL/454' MSL.

Trees beginning 2980' from DER, 77' right of centerline, up to 50' AGL/457' MSL.

Trees beginning 3073' from DER, 198' right of centerline, up to 50' AGL/464' MSL.

Trees beginning 3167' from DER, 12' right of centerline, up to 50' AGL/467' MSL.

Trees beginning 3594' from DER, 375' right of centerline, up to 50' AGL/474' MSL.

Trees beginning 3687' from DER, 68' right of centerline, up to 50' AGL/480' MSL.

Trees beginning 4115' from DER, 124' right of centerline, up to 50' AGL/484' MSL.

Trees beginning 4971' from DER, 663' right of centerline, up to 50' AGL/490' MSL.

Trees beginning 5064' from DER, 719' right of centerline, up to 50' AGL/497' MSL.

Trees beginning 1.1 NM from DER, 1920' right of centerline, up to 50' AGL/500' MSL.

NOORVIK, AK

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31DEC20 (20366) (FAA)

DEPARTURE PROCEDURE:

Rwy 6, climbing left turn to a heading between 244° CW to 286° from DER to 3800 before proceeding on course, or min. climb of 320' per NM to 2500 for a heading between 287° CW to 243°.

Rwy 24, climb on a heading between 110° CW to 314° from DER to 3700 before proceeding on course, or min. climb of 240' per NM to 2300 for a heading between 315° CW to 063°, and min. climb of 240' per NM to 2300 for a heading between 064° CW to 109°.

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

25219

NORTHWAY, AK

NORTHWAY (ORT) (PAOR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11JUL24 (24193) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, use NORTHWAY DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 6, light poles 0' from DER, 70' left of centerline, 1720' MSL.
 Light poles 5' from DER, 107' right of centerline, 1720' MSL.
 Light poles 5' from DER, 104' left of centerline, 1721' MSL.
 Tree 22' from DER, 255' right of centerline, 1722' MSL.
 Trees beginning 29' from DER, 263' right of centerline, up to 1723' MSL.
 Trees beginning 56' from DER, 367' left of centerline, up to 1725' MSL.
 Tree 81' from DER, 481' right of centerline, 1728' MSL.
 Trees beginning 115' from DER, 298' right of centerline, up to 1731' MSL.
 Trees beginning 149' from DER, 367' left of centerline, up to 1726' MSL.
 Tree 212' from DER, 480' right of centerline, 1748' MSL.
 Tree 235' from DER, 431' left of centerline, 1727' MSL.
 Tree 276' from DER, 468' left of centerline, 1728' MSL.
 Trees beginning 663' from DER, 615' right of centerline, up to 1752' MSL.
 Trees beginning 1070' from DER, 399' right of centerline, up to 1765' MSL.
 Trees beginning 1168' from DER, 595' right of centerline, up to 1778' MSL.
 Tree 1229' from DER, 824' right of centerline, 1780' MSL.
 Tree, pole, catenary wires beginning 1242' from DER, 503' right of centerline, up to 1790' MSL.
 Tree 1701' from DER, 900' left of centerline, 1763' MSL.
 Tree 1708' from DER, 726' left of centerline, 1768' MSL.
 Trees beginning 1744' from DER, 891' left of centerline, up to 1773' MSL.
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.

NUIQSUT, AK

NUIQSUT (AQT) (PAQT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08APR10 (10098) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, road with vehicles beginning 165' from DER, left and right of centerline, up to 15' AGL/89' MSL.
Rwy 23, terrain beginning 211' from DER, 523' left of centerline to 450' right of centerline, up to 74' MSL.

NULATO, AK

NULATO (NUL) (PANU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05JAN17 (17005) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 600-2¼ w/min. climb of 245' per NM to 1200 or 1200-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 029° to 1600 before turning left.**Rwy 21**, climb heading 209° to 1500 before proceeding on course.

VCOA: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Nulato airport at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 16' from DER, 237' right of centerline, up to 60' AGL/459' MSL.
 Trees beginning 18' from DER, 379' left of centerline, up to 60' AGL/459' MSL.
 Trees beginning 738' from DER, 54' right of centerline, up to 60' AGL/559' MSL.
 Trees beginning 1673' from DER, 179' right of centerline, up to 60' AGL/559' MSL.
 Trees beginning 2402' from DER, 93' right of centerline, up to 60' AGL/615' MSL.
 Trees beginning 4969' from DER, 293' right of centerline, up to 60' AGL/659' MSL.
 Trees beginning 6071' from DER, 263' right of centerline, up to 60' AGL/759' MSL.
 Trees beginning 1.2 NM from DER, 637' left of centerline, up to 60' AGL/859' MSL.
 Trees beginning 1.4 NM from DER, 1026' left of centerline, up to 60' AGL/959' MSL.
 Trees beginning 2 NM from DER, 785' left of centerline, up to 60' AGL/959' MSL.
 Tree 2.2 NM from DER, 4145' left of centerline, 60' AGL/859' MSL.
Rwy 21, trees, beginning 15' from DER, 118' right of centerline, up to 60' AGL/459' MSL.

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

25219

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

25219

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 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.

Beginning 2121' from DER, 594' left of centerline, up to 97' AGL/337' MSL.

Trees beginning 3799' from DER, 876' left of centerline, up to 67' AGL/345' MSL.

Tree 3965' from DER, 773' left of centerline, 69' AGL/354' MSL.

Rwy 34, tree, NAVAID beginning 1' from DER, 39' right of centerline, up to 79' AGL/287' MSL.

NAVAID beginning 9' from DER, 40' left of centerline, up to 2' AGL/250' MSL.

Sign 28' from DER, 198' left of centerline, 3' AGL/251' MSL.

Vegetation 38' from DER, 431' left of centerline, 4' AGL/253' MSL.

Tree 73' from DER, 192' right of centerline, 47' AGL/289' MSL.

Trees beginning 138' from DER, 144' right of centerline, up to 82' AGL/306' MSL.

Vegetation beginning 164' from DER, 287' left of centerline, up to 2' AGL/255' MSL.

Tree 270' from DER, 545' left of centerline, 5' AGL/257' MSL.

Tree, catenary, pole beginning 393' from DER, 108' right of centerline, up to 73' AGL/313' MSL.

Tree 575' from DER, 512' left of centerline, 4' AGL/265' MSL.

Trees beginning 653' from DER, 170' left of centerline, up to 4' AGL/266' MSL.

Catenary, pole, tree beginning 1046' from DER, 52' left of centerline, up to 42' AGL/284' MSL.

Trees beginning 1123' from DER, 133' left of centerline, up to 83' AGL/327' MSL.

Trees beginning 1129' from DER, 12' right of centerline, up to 82' AGL/325' MSL.

Tree 1256' from DER, 397' left of centerline, 80' AGL/329' MSL.

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

Tree 1990' from DER, 75' right of centerline, 102' AGL/341' MSL.

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

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

Tree 2963' from DER, 1188' right of centerline, 82' AGL/355' MSL.

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

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

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

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

PERRYVILLE, AK

PERRYVILLE (PEV) (PAPE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, NA-obstacles.

DEPARTURE PROCEDURE:

Rwy 20, Use CILAC (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

Tree 2633' from DER, 301' left of centerline, 50' AGL/100' MSL.

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

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

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

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

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

25219

25219

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.

POINT HOPE, AK

POINT HOPE (PHO) (PAPO)
 TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
 ORIG 05SEP24 (24249) (FAA)
 TAKEOFF OBSTACLE NOTES:
Rwy 3, trees, light poles, ship beginning 4' from DER, 1' left of centerline, up to 50' AGL/67' MSL.
 Trees beginning 18' from DER, 3' right of centerline, up to 50' AGL/67' MSL.
Rwy 21, trees, ship beginning 19' from DER, 1' left of centerline, up to 50' AGL/67' MSL.
 Trees beginning 34' from DER, 78' right of centerline, up to 50' AGL/67' MSL.

PORT ALSWORTH, AK

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

PORT HEIDEN, AK

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

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

25219

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.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 031° to 1400 then climbing right turn heading 282° to intercept GAL VOR/DME-072 to GAL VOR/DME, or for climb in visual conditions cross Ruby at or above 2400 before proceeding on course.**Rwy 21**, climb heading 211° to 1300 then climbing right turn heading 282° to intercept GAL VOR/DME-072 to GAL VOR/DME, or for climb in visual conditions cross Ruby at or above 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 177' from DER, 150' left of centerline, up to 50' AGL/714' MSL.**Rwy 21**, trees beginning 1299' from DER, 79' left of centerline, up to 50' AGL/874' MSL.

Rising terrain beginning 1895' from DER, 64' left of centerline, up to 801' MSL.

Tree 1272' from DER, on centerline, 27' AGL/726' MSL.

Trees beginning 122' from DER, 400' right of centerline, up to 50' AGL/881' MSL.

Rising terrain 4724' from DER, 101' right of centerline, up to 827' MSL.

RUSSIAN MISSION, AK

RUSSIAN MISSION (RSH) (PARS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 700-3 w/min. climb of 370' per NM to 2400 or 2000-3 for VCOA.**Rwy 36**, 500-2 w/min. climb of 370' per NM to 3700 or 2000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 36, climb on heading 356° to 500 before turning left.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Russian Mission airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 54' from DER, 143' right of centerline, up to 93' MSL.

Trees beginning 642' from DER, 659' right of centerline, up to 221' MSL.

Tree 935' from DER, 654' right of centerline, 228' MSL.

Tree 947' from DER, 749' right of centerline, 246' MSL.

Trees beginning 1007' from DER, 446' right of centerline, up to 257' MSL.

Trees beginning 1455' from DER, 198' left of centerline, up to 126' MSL.

Trees beginning 1886' from DER, 159' left of centerline, up to 139' MSL.

Trees beginning 2155' from DER, 169' left of centerline, up to 144' MSL.

Rwy 36, lighting 2' from DER, 99' left of centerline, 2' AGL/60' MSL.

Tree 90' from DER, 165' right of centerline, 69' MSL.

Trees beginning 121' from DER, 161' left of centerline, up to 71' MSL.

Tree, vehicle on roadway beginning 128' from DER, 20' right of centerline, up to 76' MSL.

Trees beginning 181' from DER, 161' left of centerline, up to 74' MSL.

Trees beginning 283' from DER, 70' left of centerline, up to 76' MSL.

Tree, building beginning 367' from DER, 17' right of centerline, up to 82' MSL.

Trees beginning 490' from DER, 20' right of centerline, up to 85' MSL.

Tree 570' from DER, 81' left of centerline, 77' MSL.

Trees beginning 610' from DER, 33' left of centerline, up to 79' MSL.

Trees beginning 672' from DER, 42' right of centerline, up to 89' MSL.

Trees beginning 689' from DER, 5' left of centerline, up to 82' MSL.

Trees beginning 709' from DER, 13' right of centerline, up to 94' MSL.

Bush 1790' from DER, 902' left of centerline, 110' MSL.

Building 1865' from DER, 927' left of centerline, 17' AGL/131' MSL.

Tree, building beginning 1905' from DER, 854' left of centerline, up to 145' MSL.

Tree 2021' from DER, 687' left of centerline, 146' MSL.

CON'T

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

25219

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

25219

RUSSIAN MISSION, AK (CON'T)

RUSSIAN MISSION (RSH) (PARS) (CON'T)

Rwy 36 (CON'T), tree, building beginning 2028' from DER, 804' left of centerline, up to 160' MSL.

Trees beginning 2156' from DER, 472' left of centerline, up to 206' MSL.

Trees beginning 2302' from DER, 457' left of centerline, up to 249' MSL.

Tree 2391' from DER, 635' left of centerline, 250' MSL.

Trees beginning 2452' from DER, 479' left of centerline, up to 260' MSL.

Tree 2533' from DER, 652' left of centerline, 272' MSL.

Tank 2539' from DER, 1013' left of centerline, 19' AGL/275' MSL.

Tree 2611' from DER, 756' left of centerline, 298' MSL.

Tree 2622' from DER, 950' left of centerline, 303' MSL.

Trees beginning 2696' from DER, 665' left of centerline, up to 308' MSL.

Trees beginning 2835' from DER, 682' left of centerline, up to 336' MSL.

Tree 2966' from DER, 1235' left of centerline, 356' MSL.

Trees beginning 3068' from DER, 884' left of centerline, up to 358' MSL.

ST. GEORGE, AK

ST GEORGE (PBV) (PAPB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 600-2% or std. w/min. climb of 405' per NM to 900.

Rwy 29, 600-2% or std. w/min. climb of 295' per NM to 800.

DEPARTURE PROCEDURE:

Rwy 11, climb on a heading between 107° CW 250° from DER to 1200 before proceeding on course.

Rwy 29, climb on heading 287° to 1200 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 11, ground 183' from DER, 474' left of centerline, 138' MSL.

Ground 1.6 NM from DER, crossing centerline, up to 556' MSL.

Ground 1.8 NM from DER, on centerline, 626' MSL.

Ground 1.8 NM from DER, 874' left of centerline, 673' MSL.

Ground 2.1 NM from DER, 4005' left of centerline, 700' MSL.

Rwy 29, ground 196' from DER, 495' right of centerline, 144' MSL.

Antenna 1023' from DER, 417' right of centerline, 17' AGL/165' MSL.

Ground 2.2 NM from DER, 2511' right of centerline, 635' MSL.

ST. MARY'S, AK

ST MARY'S (KSM) (PASM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE

AMDT 2 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 400-1% or std. w/min. climb of 466' per NM to 900.

Rwy 17, 300-1% 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, 29' AGL/316' 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, 321' MSL, tree 5865' from DER, 1935' left of centerline, 15' AGL/514' MSL.

Rwy 24, tree 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.

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

25219

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

25219

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 3 05SEP24 (24249) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 1000-3 w/ min climb of 400' per NM to 1100 or std w/ min climb of 602' per NM to 1300 or 2100-3 for VCOA.**Rwy 29**, std w/ min climb of 230' per NM to 2300, or 2100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 11, climb on heading 105° to 2100 before proceeding on course.**Rwy 29**, climb on heading 285° to 2300 before turning left.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 11, sign 10' from DER, 54' right of centerline, 4' AGL/20' MSL.

Sign 11' from DER, 55' left of centerline, 3' AGL/20' MSL.

Vegetation 643' from DER, 670' right of centerline, 37' MSL.

Vegetation 765' from DER, 693' right of centerline, 42' MSL.

Vegetation 985' from DER, 717' right of centerline, 46' MSL.

Terrain 1287' from DER, 841' right of centerline, 60' MSL.

Terrain 1387' from DER, 855' right of centerline, 63' MSL.

Vegetation, terrain beginning 1486' from DER, 874' right of centerline, up to 69' MSL.

Trees, terrain, vegetation 1.1 NM from DER, 1161' right of centerline, up to 232' MSL.

Vegetation, terrain, trees beginning 1.2 NM from DER, 868' right of centerline, up to 302' MSL.

Trees, vegetation, terrain beginning 1.3 NM from DER, 729' right of centerline, up to 10' AGL/362' MSL.

Trees, vegetation, terrain beginning 1.4 NM from DER, 692' right of centerline, up to 414' MSL.

Terrain, vegetation, beginning 1.4 NM from DER, 1027' left of centerline, up to 325' MSL.

Trees, vegetation, terrain beginning 1.5 NM from DER, 699' right of centerline, up to 200' AGL/689' MSL.

Terrain, vegetation beginning 1.6 NM from DER, 836' right of centerline, up to 200' AGL/693' MSL.

Terrain, vegetation beginning 1.6 NM from DER, 46' right of centerline, up to 200' AGL/732' MSL.

Terrain beginning 1.6 NM from DER, 849' left of centerline, up to 200' AGL/424' MSL.

Terrain beginning 1.6 NM from DER, 233' left of centerline, up to 200' AGL/437' MSL.

Terrain, vegetation beginning 1.6 NM from DER, 268' right of centerline, up to 200' AGL/735' MSL.

Terrain beginning 1.6 NM from DER, 11' left of centerline, up to 200' AGL/450' MSL.

Terrain beginning 1.7 NM from DER, 68' left of centerline, up to 200' AGL/460' MSL.

Terrain beginning 1.7 NM from DER, 153' right of centerline, up to 200' AGL/775' MSL.

Terrain beginning 1.7 NM from DER, 126' left of centerline, up to 200' AGL/492' MSL.

Terrain, vegetation beginning 1.7 NM from DER, 95' right of centerline, up to 200' AGL/778' MSL.

Terrain beginning 1.7 NM from DER, 241' left of centerline, up to 200' AGL/502' MSL.

CON'T

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

25219

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

25219

SCAMMON BAY, AK (CON'T)

SCAMMON BAY (SCM) (PACM) (CON'T)

Rwy 11 (CON'T), terrain, vegetation beginning 1.7 NM from DER, 38' right of centerline, up to 200' AGL/817' MSL.

Terrain beginning 1.7 NM from DER, 298' left of centerline, up to 200' AGL/512' MSL.

Terrain 1.8 NM from DER, 1645' left of centerline, 200' AGL/515' MSL.

Terrain beginning 1.8 NM from DER, 19' left of centerline, up to 200' AGL/532' MSL.

Terrain 1.8 NM from DER, 1703' left of centerline, up to 200' AGL/535' MSL.

Terrain beginning 1.8 NM from DER, 202' right of centerline, up to 200' AGL/821' MSL.

Terrain, vegetation beginning 1.8 NM from DER, 133' left of centerline, up to 200' AGL/555' MSL.

Terrain beginning 1.8 NM from DER, 30' right of centerline, up to 200' AGL/860' MSL.

Terrain 1.8 NM from DER, 1818' left of centerline, 200' AGL/548' MSL.

Terrain 1.9 NM from DER, 1875' left of centerline, 200' AGL/558' MSL.

Terrain, vegetation beginning 1.9 NM from DER, 26' left of centerline, up to 200' AGL/604' MSL.

Terrain beginning 1.9 NM from DER, 474' right of centerline, up to 200' AGL/893' MSL.

Terrain beginning 2 NM from DER, 417' right of centerline, up to 200' AGL/922' MSL.

Terrain beginning 2.1 NM from DER, 466' right of centerline, up to 200' AGL/942' MSL.

Rwy 29, light poles 10' from DER, 28' right of centerline, 1' AGL/14' MSL.

Vehicles on road beginning 151' from DER, 270' left of centerline, up to 26' MSL.

SELAWIK, AK

SELAWIK (WLK) (PASK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29MAY14 (14149) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, multiple bushes beginning 176' from DER, 429' left of centerline, up to 18' AGL/18' MSL.

Rwy 22, antenna on building, 1040' from DER, 448' right of centerline, 30' AGL/ 47' MSL.

Rwy 27, multiple antennas and buildings beginning 270' from DER, right and left of centerline, up to 108' AGL/125' MSL.

Bridge 2148' from DER, 249' right of centerline, 60' AGL/90' MSL.

Wind turbines beginning 3310' from DER, 1194' right of centerline, up to 110' AGL/165' MSL.

SEWARD, AK

SEWARD (SWD) (PAWD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20SEP12 (12264) (FAA)

DEPARTURE PROCEDURE:

Rwy 13, Use SEWARD DEPARTURE.

Rwys 16, 31, 34, NA - Terrain.

SHAGELUK, AK

SHAGELUK (SHX) (PAHX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20NOV08 (25219) (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.

Rwy 34, 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)

25219

SHISHMAREF, AK

SHISHMAREF (SHH) (PASH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05OCT23 (23278) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicle on road, fence beginning 44' from DER, 300' left of centerline, up to 26' MSL.
Building 83' from DER, 333' right of centerline, 10' AGL/19' MSL.
Tank 382' from DER, 455' left of centerline, 26' AGL/33' MSL.
Antenna, building beginning 773' from DER, 492' left of centerline, up to 63' AGL/74' MSL.
Pole, buildings, tank beginning 811' from DER, 604' left of centerline, up to 68' AGL/81' MSL.
Rwy 23, vehicle on road 23' from DER, 220' right of centerline, 28' MSL.

SHUNGNAK, AK

SHUNGNAK (SHG) (PAGH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31OCT24 (24305) (FAA)

DEPARTURE PROCEDURE:

Rwys 10, 28, use TOMPY (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 10, light poles beginning 9' from DER, 20' left of centerline, up to 2' AGL/207' MSL.
Light poles beginning 10' from DER, 20' right of centerline, up to 2' AGL/207' MSL.
Vegetation, trees beginning 58' from DER, 277' right of centerline, up to 219' MSL.
Trees, vehicles on road beginning 103' from DER, 111' right of centerline, up to 237' MSL.
Trees beginning 838' from DER, 29' left of centerline, up to 234' MSL.
Tree 1180' from DER, 589' left of centerline, 241' MSL.
Tree 1218' from DER, 608' left of centerline, 255' MSL.
Rwy 28, light poles beginning 9' from DER, 20' right of centerline, up to 3' AGL/176' MSL.
Light poles beginning 9' from DER, 19' left of centerline, up to 2' AGL/176' MSL.

SITKA, AK

SITKA ROCKY GUTIERREZ (SIT) (PASI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 18JAN07 (07018) (FAA)

DEPARTURE PROCEDURE:

Use BIORKA DEPARTURE.

SLEETMUTE, AK

SLEETMUTE (SLQ) (PASL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31DEC20 (20366) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, NA - Terrain.

DEPARTURE PROCEDURE:

Rwy 15, use SPARREVOHN DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 15, sign at DER, 67' right of centerline, 194' MSL.
Sign at DER, 69' left of centerline, 194' MSL.
Trees beginning 2' from DER, 187' left of centerline, up to 219' MSL.
Tree 30' from DER, 482' right of centerline, 240' MSL.
Trees beginning 124' from DER, 174' right of centerline, up to 245' MSL.
Tree 143' from DER, 496' right of centerline, 54' AGL/247' MSL.
Trees beginning 162' from DER, 271' left of centerline, up to 241' MSL.
Trees beginning 256' from DER, 21' right of centerline, up to 249' MSL.
Tree 292' from DER, 343' left of centerline, 247' MSL.
Trees beginning 368' from DER, 448' right of centerline, up to 253' MSL.
Trees beginning 395' from DER, 333' left of centerline, up to 248' MSL.
Tree 497' from DER, 570' right of centerline, 254' MSL.
Trees beginning 524' from DER, 19' right of centerline, up to 255' MSL.
Trees beginning 535' from DER, 268' left of centerline, up to 254' MSL.
Tree 692' from DER, 477' right of centerline, 256' MSL.
Trees beginning 719' from DER, 125' right of centerline, up to 263' MSL.
Trees beginning 724' from DER, 423' left of centerline, up to 256' MSL.
Trees beginning 920' from DER, 58' left of centerline, up to 268' MSL.
Trees beginning 1734' from DER, 43' right of centerline, up to 277' MSL.
Trees beginning 1975' from DER, 171' right of centerline, up to 292' MSL.
Trees beginning 2173' from DER, 22' left of centerline, up to 280' MSL.
Trees beginning 2198' from DER, 22' right of centerline, up to 294' MSL.
Trees beginning 3209' from DER, 66' right of centerline, up to 296' MSL.
Trees beginning 1.3 NM from DER, 2558' right of centerline, up to 433' MSL.
Tree 1.3 NM from DER, 2581' right of centerline, 454' MSL.
Trees beginning 1.3 NM from DER, 2515' right of centerline, up to 495' MSL.
Trees beginning 1.4 NM from DER, 2607' right of centerline, up to 509' MSL.
Trees beginning 1.4 NM from DER, 2351' right of centerline, up to 524' MSL.

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

25219

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

25219

SOLDOTNA, AK

SOLDOTNA (SXQ) (PASX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 300-2¼ or std. w/min climb of 375' per NM to 400.**Rwy 25**, 300-1¾.

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.

Tree 1045' from DER, 83' right of centerline, 39' AGL/132' MSL.

Tree 1052' from DER, 301' right of centerline, 41' AGL/133' MSL.

Pole beginning 1061' from DER, 54' right of centerline, up to 43' AGL/134' MSL.

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

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

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

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

Multiple trees beginning 1873' from DER, 81' left of centerline, up to 59' AGL/261' MSL.

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

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

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

Tree 1.4 NM from DER, 2803' left of centerline, 85' AGL/338' MSL.

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

SOUTH NAKNEK, AK

SOUTH NAKNEK NR 2 (WSN) (PFWs)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26MAY16 (16147) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 23, NA.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

Vehicles on road 211' from DER, 233' right of centerline, 15' AGL/167' MSL.

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

25219

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

25219

SPARREVOHN LRRS (SVW) (PASV)

SPARREVOHN, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31OCT24 (24305) (USAF)

TAKE-OFF MINIMUMS:

Rwy 17, 2200-3 for climb in visual conditions.**Rwy 35**, NA.

DEPARTURE PROCEDURE:

Diverse departures NA.

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

Rwy 17, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sparrevohn LRRS at or above 3600' MSL before proceeding on course. Remain within 3 NM of Sparrevohn LRRS during climb in visual conditions.**Rwy 35**, NA.

TAKEOFF OBSTACLE NOTES:

Rwy 17, terrain 1124' from DER, 801' left of centerline, 1513' MSL.

TALKEETNA, AK

TALKEETNA (TKA) (PATK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

Rwy 19, 300-1¼ or std. w/min. climb of 600' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 1, Climb heading 011° to 1000 then climbing left turn direct TKA VOR/DME, thence...**Rwy 19**, Climb heading 191° to 1900 then climbing right turn direct TKA VOR/DME, thence...

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

TAKEOFF OBSTACLE NOTES:

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

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

Tree 178' from DER, 494' right of centerline, 58' AGL/417' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 2179' from DER, 147' right of centerline, up to 88' AGL/452' MSL.

Trees beginning 2342' from DER, 606' right of centerline, up to 92' AGL/457' MSL.

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

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

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

Tree 4618' from DER, 1693' left of centerline, 125' AGL/493' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree, road (north), fence, terrain, antenna, satellite dish, light pole, building, VOR/DME beginning 1 NM from DER, 1382' left of centerline, up to 77' AGL/595' MSL.

CON'T

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

25219

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

25219

TALKEETNA, AK (CON'T) TALKEETNA (TKA) (PATK) (CON'T)

Rwy 19 (CON'T), tree, fence beginning 1.1 NM from DER, 1379' left of centerline, up to 70' AGL/600' MSL.
Tree, fence beginning 1.1 NM from DER, 1338' left of centerline, up to 78' AGL/602' MSL.
Tree 1.3 NM from DER, 1920' left of centerline, 90' AGL/575' MSL.

TANANA, AK

RALPH M CALHOUN MEML (TAL) (PATA) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1A 08NOV18 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 405' per NM to 1300, or 1200-3 for VCOA.
Rwy 25, 300-1% or std. w/min. climb of 256' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 7, climbing right turn on heading 102° and TAL VOR/DME R-081 to SATUE/TAL 12.00 DME.
Rwy 25, climbing left turn on heading 078° and TAL VOR/DME R-081 to SATUE.
All aircraft continue climb in SATUE/12.00 DME holding pattern (hold east, left turn, 261° inbound) to cross SATUE at or above 4000 before proceeding on course.

VCOA:

Rwy 7, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ralph M Calhoun Meml airport at or above 1300 then climb on TAL VOR/DME R-081 to SATUE, continue climb in SATUE holding pattern (hold east, left turn, 261° inbound) to cross SATUE at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, NAVAID 10' from DER, 60' left of centerline, 2' AGL/243' MSL.
Vegetation 21' from DER, 194' left of centerline, 9' AGL/244' MSL.
Tree 25' from DER, 422' right of centerline, 47' AGL/276' MSL.
Trees, vegetation beginning 83' from DER, 249' left of centerline, up to 26' AGL/260' MSL.
Tree beginning 117' from DER, 360' right of centerline, up to 52' AGL/280' MSL.
Tree 193' from DER, 513' left of centerline, 30' AGL/266' MSL.
Tree 373' from DER, 520' left of centerline, 32' AGL/267' MSL.
Trees beginning 460' from DER, 511' left of centerline, up to 32' AGL/268' MSL.
Trees beginning 1.4 NM from DER, 2394' left of centerline, up to 79' AGL/481' MSL.
Trees beginning 1.6 NM from DER, 2194' left of centerline, up to 89' AGL/587' MSL.
Trees beginning 1.6 NM from DER, 2360' left of centerline, up to 89' AGL/620' MSL.
Trees beginning 1.7 NM from DER, 1974' left of centerline, up to 85' AGL/658' MSL.
Trees beginning 1.8 NM from DER, 1989' left of centerline, up to 99' AGL/722' MSL.
Trees beginning 2 NM from DER, 1467' left of centerline, up to 95' AGL/806' MSL.
Trees beginning 2.1 NM from DER, 1470' left of centerline, up to 77' AGL/772' MSL.
Trees beginning 2.3 NM from DER, 1489' left of centerline, up to 93' AGL/856' MSL.
Tree, vehicles on road beginning 2.3 NM from DER, 1930' left of centerline, up to 88' AGL/868' MSL.
Tree, vehicles on road beginning 2.4 NM from DER, 1491' left of centerline, up to 61' AGL/853' MSL.
Tree, vehicles on road, vertical structure beginning 2.4 NM from DER, 1494' left of centerline, up to 60' AGL/869' MSL.
Rwy 25, building 5' from DER, 371' left of centerline, 10' AGL/232' MSL.
Tree 8' from DER, 343' left of centerline, 10' AGL/233' MSL.
Trees, NAVAID beginning 8' from DER, 59' left of centerline, up to 10' AGL/234' MSL.
NAVAID 9' from DER, 60' right of centerline, 2' AGL/231' MSL.
Trees beginning 224' from DER, 493' right of centerline, up to 44' AGL/273' MSL.
Trees, vehicles on road beginning 908' from DER, 573' right of centerline, up to 44' AGL/281' MSL.
Trees beginning 1911' from DER, 421' right of centerline, up to 39' AGL/282' MSL.
Trees beginning 2341' from DER, 559' right of centerline, up to 46' AGL/295' MSL.
Trees beginning 2934' from DER, 821' right of centerline, up to 62' AGL/324' MSL.
Trees beginning 3334' from DER, 922' right of centerline, up to 64' AGL/335' MSL.
Trees beginning 3621' from DER, 1057' right of centerline, up to 74' AGL/365' MSL.
Trees beginning 4086' from DER, 1156' right of centerline, up to 76' AGL/368' MSL.
Trees, catenary beginning 5357' from DER, 1369' right of centerline, up to 62' AGL/373' MSL.
Trees beginning 5763' from DER, 1764' right of centerline, up to 58' AGL/410' MSL.
Trees, catenary, pole beginning 5888' from DER, 1389' right of centerline, up to 65' AGL/418' MSL.
Tree, catenary, pole beginning 1 NM from DER, 1381' right of centerline, up to 60' AGL/427' MSL.
Trees beginning 1 NM from DER, 1301' right of centerline, up to 53' AGL/436' MSL.
Trees beginning 1.1 NM from DER, 1136' right of centerline, up to 48' AGL/425' MSL.

TATALINA LRRS (TLJ) (PATL)

TAKOTNA, AK TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 19MAY22 (22139) (USAF)

DEPARTURE PROCEDURE:

Diverse departures NA.

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

Rwy 17, use TATALINA DEPARTURE (RNAV1).

Rwy 35, NA.

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

25219



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



25219

TATITLEK, AK

TATITLEK (7KA) (PAKA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10JAN13 (13010) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

Note: rapidly rising terrain northwest of procedure.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees 335' from DER, 411' right of centerline, 39' AGL/79' MSL.

Trees 11' from DER, 467' left of centerline, 34' AGL/74' MSL.

Bush 429' from DER, 48' right of centerline, 12' AGL/52' MSL.

Vent on building 1172' from DER, 767' left of centerline, 58' AGL/98' MSL.

Pole 3072' from DER, 194' left of centerline, 99' AGL/139' MSL.

Rwy 31, trees beginning 23' from DER, 339' right of centerline, up to 100' AGL/703' MSL.

TELLER, AK

TELLER (TER) (PATE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 16JUL20 (20198) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, wind indicator 18' from DER, 377' left of centerline, 20' AGL/317' MSL.

Pole 264' from DER, 498' left of centerline, 34' AGL/332' MSL.

Vertical structure 298' from DER, 476' left of centerline, 34' AGL/333' MSL.

Antenna, poles beginning 303' from DER, 483' left of centerline, up to 56' AGL/355' MSL.

Rwy 26, lights beginning 8' from DER, 21' right of centerline, up to 2' AGL/282' MSL.

Light 9' from DER, 29' left of centerline, 2' AGL/282' MSL.

TIN CITY LRRS (TNC) (PATC)

TIN CITY, AK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31OCT24 (24305) (USAF)

TAKEOFF MINIMUMS:

Rwy 35, std w/min climb 357'/NM to 800' for JEKLI DEPARTURE. 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Diverse departures NA.

Rwy 17, use HONPO DEPARTURE.**Rwy 35**, use JEKLI DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 17, no takeoff obstacles.**Rwy 35**, terrain at DER, 500' right of centerline, 265' MSL.

Terrain 3925' from DER, 1056' left of centerline, 394' MSL.

Terrain 4228' from DER, 1027' left of centerline, 407' MSL.

Terrain 4835' from DER, 970' left of centerline, 407' MSL.



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



25219

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

25219

TOGIAC VILLAGE, AK

TOGIAC (TOG) (PATG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 3, vegetation and building beginning 7' from DER, 165' right and 80' left of centerline, 7' AGL/21' MSL.

Building and vegetation beginning 11' from DER, 85' right and 121' left of centerline, up to 8' AGL/22' MSL.

Buildings and vertical structure, beginning 332' from DER, 498' right of centerline, up to 27' AGL/39' MSL.

Poles, vertical structure, and catenaries beginning 697' from DER, 412' right of centerline, up to 33' AGL/45' MSL.

Poles, beginning 1002' from DER, 473' right of centerline, up to 33' AGL/46' MSL.

Pole 1155' from DER, 591' right of centerline, 35' AGL/48' MSL.

Antenna 1199' from DER, 605' right of centerline, 38' AGL/50' MSL.

Rwy 21, vehicles on road, buildings, and vegetation beginning 9' from DER, 85' left and 100' right of centerline, up to 8' AGL/33' MSL.

Wind indicator 289' from DER, 248' right of centerline, 21' AGL/38' MSL.

Boats beginning 500' from DER, 500' left of centerline, 80' MSL.

TOK, AK

TOK JUNCTION (6K8) (PFTO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 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.

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.

TOKSOOK BAY, AK

TOKSOOK BAY (OOK) (PAOO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 22AUG13 (13234) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 16, multiple lights beginning at DER, 40' left of centerline, up to 4' AGL/51' MSL.

Light 4' from DER, 78' right of centerline 2' AGL/52' MSL.

Lights 50' from DER, 356' right of centerline, 34' AGL/84' MSL.

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

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

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

25219



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



25219

TUNUNAK, AK

TUNUNAK (4KA) (POKA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11JUL24 (24193) (FAA)

DEPARTURE PROCEDURE:

Use EZEPU (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 16, terrain 2' from DER, 497' left of centerline, 65' MSL.

Vehicle on road 9' from DER, 46' right of centerline, 63' MSL.

Terrain 498' from DER, 597' left of centerline, 80' MSL.

Terrain, vegetation beginning 697' from DER, 384' left of centerline, up to 92' MSL.

Terrain beginning 897' from DER, 398' left of centerline, up to 100' MSL.

Terrain beginning 1095' from DER, 369' left of centerline, up to 109' MSL.

Terrain, vegetation beginning 1297' from DER, 291' left of centerline, up to 128' MSL.

Terrain beginning 1474' from DER, 357' left of centerline, up to 133' MSL.

Terrain beginning 1696' from DER, 597' left of centerline, up to 136' MSL.

Terrain 1834' from DER, 798' left of centerline, 137' MSL.

Terrain, vegetation beginning 1892' from DER, 494' left of centerline, up to 155' MSL.

Terrain beginning 2020' from DER, 598' left of centerline, up to 157' MSL.

Vegetation, terrain beginning 2217' from DER, 797' left of centerline, up to 7' AGL/158' MSL.

Rwy 34, catenary wires 950' from DER, 730' left of centerline, 40' AGL/81' MSL.

Vehicles on road, terrain beginning 1.2 NM from DER, 1914' right of centerline, 264' MSL.

Vehicles on road, terrain beginning 1.3 NM from DER, 1997' right of centerline, up to 329' MSL.

Vehicles on road, terrain beginning 1.4 NM from DER, 1998' right of centerline, up to 415' MSL.

Terrain beginning 1.5 NM from DER, 1797' right of centerline, up to 558' MSL.

Terrain beginning 1.6 NM from DER, 1798' right of centerline, up to 575' MSL.

Terrain 1.8 NM from DER, 3498' right of centerline, 494' MSL.

UNALAKLEET, AK

UNALAKLEET (UNK) (PAUN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24MAY18 (18144) (FAA)

DEPARTURE PROCEDURE:

Use UNALAKLEET DEPARTURE.

UNALASKA, AK

UNALASKA (DUT) (PADU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 1000-3. NA at night-obstacles.

Rwy 31, 600-2.

DEPARTURE PROCEDURE:

Rwys 13, 31, climb in visual conditions until established on DUT NDB/DME 360° bearing over JADPI/DUT 2 DME (visual conditions must be maintained from TAKEOFF until established over JADPI at or above 400). Cross JADPI at or above 400 then climb on the 360° bearing from DUT NDB/DME to 5500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rapidly rising terrain to above 2000' MSL east, south, and west of airport.

UTQIAGVIK, AK

WILEY POST-WILL ROGERS MEML (BRW) (PABR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-C 02DEC21 (21336) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, NAVAID beginning 8' from DER, 81' right of centerline, up to 1' AGL/38' MSL.

NAVAID beginning 8' from DER, 50' left of centerline, up to 1' AGL/38' MSL.

NAVAID 243' from DER, on centerline, 32' AGL/46' MSL.

Rwy 26, fence, NAVAID beginning abeam DER, 60' left of centerline, up to 6' AGL/51' MSL.

NAVAID beginning 7' from DER, 51' right of centerline, up to 1' AGL/49' MSL.

Vehicle on road beginning 57' from DER, 444' left of centerline, up to 54' MSL.

Sign 325' from DER, 268' right of centerline, 49' AGL/59' MSL.

Poles beginning 468' from DER, 552' right of centerline, up to 62' AGL/72' MSL.

VALDEZ, AK

VALDEZ PIONEER FLD (VDZ) (PAVD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 09FEB12 (21224) (FAA)

DEPARTURE PROCEDURE:

Rwys 6, 24, use JMAAL DEPARTURE.



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



25219

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

25219

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, 400-1½, 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 (UWO) (PAUO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28SEP06 (06271) (FAA)

DEPARTURE PROCEDURE:

Use BIG LAKE DEPARTURE.

25219

AK

25219

WRANGELL, AK

WRANGELL (WRG) (PAWG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25AUG11 (11237) (FAA)

DEPARTURE PROCEDURE:

Rwys 10, 28, use LEVEL ISLAND DEPARTURE.

YAKUTAT, AK

YAKUTAT (YAK) (PAYA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 29MAY14 (14149) (FAA)

DEPARTURE PROCEDURE:

Rwys 2, 11, 20, 29, all aircraft climb to airway MEA for direction of flight direct YAK VOR/DME or OCC NDB, continue climb to MEA via assigned airway.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees, obstruction light on TACAN monitor, tower beginning 372' from DER, 237' left of centerline, up to 89' AGL/114' MSL.

Trees beginning 457' from DER 317' right of centerline up to 74' AGL/99' MSL.

Tree 4347' from DER, 1617' left of centerline, 148' AGL/167' MSL.

Rwy 11, trees beginning 94' from DER, 344' right of centerline, up to 75' AGL/98' MSL.

Trees beginning 121' from DER, 376' left of centerline, up to 63' AGL/86' MSL.

Trees beginning 1658' from DER, 442' left of centerline, up to 92' AGL/115' MSL.

Rwy 20, tree beginning 78' from DER, 364' left of centerline, up to 67' AGL/181' MSL.

Trees beginning 129' from DER, 471' right of centerline, up to 50' AGL/60' MSL.

Trees beginning 1013' from DER, 283' left of centerline, up to 86' AGL/96' MSL.

Trees beginning 1087' from DER, 340' right of centerline, up to 50' AGL/64' MSL.

Trees beginning 3657' from DER, 497' left of centerline, up to 137' AGL/147' MSL.

Trees beginning 4184' from DER, 296' right of centerline, up to 148' AGL/158' MSL.

Rwy 29, tree 50' from DER, 280' left of centerline, 27' AGL/54' MSL.

Tree 122' from DER, 389' right of centerline, 52' AGL/79' MSL.

Tree 1268' from DER, 696' left of centerline, 42' AGL/69' MSL.


Trees beginning 1676' from DER, 729' right of centerline, up to 90' AGL/120' MSL.


Trees 2675' from DER, 860' left of centerline, up to 108' AGL/138' MSL.

Trees beginning 3303' from DER, 1050' right of centerline, up to 123' AGL/153' MSL.

AK, 07 AUG 2025 to 02 OCT 2025

AK

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



25219

L47

AK

INSTRUMENT APPROACH PROCEDURE CHARTS

A

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.

▲NA 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 **▲NA** designation are not listed in this section. **▲** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	600-2	800-2
▲ Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

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

NAME

ALTERNATE MINIMUMS

NAME

ALTERNATE MINIMUMS

ADAK ISLAND, AK

ADAK (ADK) (PADK).....**ILS Y or LOC Y Rwy 23¹**
ILS Z or LOC Z Rwy 23²
NDB/DME Rwy 23³⁴⁵
RNAV (GPS) Rwy 23⁵⁶
TACAN Rwy 23⁷

¹ILS, Categories A, B, C, D, E, 1600-5; LOC, Category A, B, 1500-2; 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, 1600-2; Category C, 1600-3; Category D, 2600-3.

⁴NA when control tower closed.

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.

AKUTAN, AK

ATUKAN (7AK) (PAUT).....**RNAV (GPS)-A¹²**
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 27³

¹NA when local weather not available.

²Category A, 900-2; Category B, 1100-2; Category C, 1500-3; Category D, 1900-3.

³Category A, 1100-2; Category B, 1100-2; Category C, 1500-3; Category D, 1900-3.

ALLEN AAF (PABI)

DELTA JUNCTION/
FORT GREELY, AK.....**Orig B 08325**
ILS or LOC/DME Rwy 10

NA when control tower closed.

AMBLER, AK

AMBLER (AFM) (PAFM).....**RNAV (GPS) Rwy 1**
Category D, 800-2¼.

ANAKTUVUK PASS, AK

ANAKTUVUK
PASS (AKP) (PAKP).....**RNAV (GPS)-A**
Categories A, B, 3600-2; Categories C, D, 4200-3.

NAME ALTERNATE MINIMUMS

DILLINGHAM, AK

DILLINGHAM (DLG) (PADL).....**LOC Rwy 19**
RNAV (GPS) Z Rwy 1
RNAV (GPS) Z Rwy 19
VOR Rwy 1

NA when local weather not available.

EAGLE, AK

EAGLE (EAA) (PAEG).....**RNAV (GPS)-A**
 NA when local weather not available.
 Categories A, B, 1900-2; Category C, 2200-3.

ELIM, AK

ELIM (ELI) (PFEL)**RNAV (GPS) Rwy 1¹**
RNAV (GPS)-A²

¹Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-2¾.

²Category B, 900-2.

EMMONAK, AK

EMMONAK (ENM) (PAEM)....**RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR Rwy 16

NA when local weather not available.

FAIRBANKS, AK

FAIRBANKS
 INTL (FAI) (PAFA).....**ILS or LOC Rwy 2L¹**
ILS Z or LOC Z Rwy 20R¹
TACAN Rwy 20R²

¹LOC, Category E, 800-2¼.

²Category E, 800-2½.

GALENA, AK

EDWARD G PITKA SR
 (GAL) (PAGA).....**VOR Rwy 26**
 NA when local weather not available.

GAMBELL, AK

GAMBELL (GAM) (PAGM).....**RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR-A¹

NA when local weather not available.

¹Categories A, B, 1000-2; Categories C, D, 1000-3.

GOLOVIN, AK

GOLOVIN (GLV) (PAGL).....**RNAV (GPS) Rwy 3**
RNAV (GPS)-A

Category D, 1000-3

GUSTAVUS, AK

GUSTAVUS
 (GST) (PAGS).....**RNAV (GPS) Rwy 29¹**
VOR Rwy 29²

NA when local weather not available.

¹Category C, 1000-2¾; Category D, 1200-3.

²Categories A, B, 1300-2; Categories C, D, 1300-3.

NAME ALTERNATE MINIMUMS

HOLY CROSS, AK

HOLY
 CROSS (HCA) (PAHC).....**RNAV (GPS) Rwy 2¹**
RNAV (GPS) Rwy 20²

NA when local weather not available.

¹Category D, 800-2¼.

²Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-2¾.

HOMER, AK

HOMER (HOM) (PAHO).....**LOC Rwy 4**
RNAV (GPS) Y Rwy 4
RNAV (GPS) Y Rwy 22

Category D, 800-2¼.

HOOPER BAY, AK

HOOPER BAY (HPB) (PAHP)...**RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR Rwy 32

NA when local weather not available.

IGIUGIG, AK

IGIUGIG (IGG) (PAIG).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

ILIAMNA, AK

ILIAMNA (ILI) (PAIL).....**NDB Rwy 36**
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 18¹
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 36

Category D, 1600-3

¹NA when local weather not available.

JUNEAU, AK

JUNEAU INTL (JNU) (PAJN).....**LDA X Rwy 8¹²**
RNAV (GPS) V Rwy 8³

NA when local weather not available.

¹NA when control tower closed.

²Categories A, B, 3200-4; Category C, 3400-4;

Category D, 3700-4.

³Categories A, B, 2400-3.

KAKE, AK

KAKE (AFE) (PAFE).....**RNAV (GPS) Rwy 11**
 NA when local weather not available.
 Categories A, B, 1000-2; Category C, 1000-3.

KALSKAG, AK

KALSKAG (KLG) (PALG).....**RNAV (GPS)-A**
RNAV (GPS) Rwy 7
 NA when local weather not available.

NAME

ALTERNATE MINIMUMS

KALTAG, AK

KALTAG (KAL) (PAKV).....RNAV (GPS) Rwy 3¹

RNAV (GPS) Rwy 21²³

¹Category A, 1100-2; Categories B, C, 1100-3.
²Category C, 1100-3.
³NA when local weather not available.

KENAI, AK

KENAI MUNI
(ENA) (PAEN).....ILS Y or LOC Y Rwy 20R¹

RNAV (GPS) Rwy 2L²

RNAV (GPS) Rwy 20R²

VOR Rwy 2L²

VOR Rwy 20R²

¹LOC, Category E, 800-2½;
²NA when local weather not available.

KETCHIKAN, AK

KETCHIKAN
INTL (KTN) (PAKT).....ILS Y or LOC Y Rwy 11¹²

ILS Z or LOC Z Rwy 11¹³

LOC X Rwy 11¹⁴

RNAV (GPS)-B⁵

¹NA when local weather not available.
²LOC, Categories A, B, 900-2; Categories C, D, 900-2½.
³LOC, Categories A, B, C, D, 900-2.
⁴Category A, 2100-2; Category B, 2600-2; Category C, 3000-3; Category D, 3300-3.
⁵Category A, 1900-2; Category B, 2600-2; Categories C, D, 2800-3.

KING COVE, AK

KING COVE (KVC) (PAVC).....RNAV (GPS)-A
NA when local weather not available.
Category A, 2000-6; Category B, 2400-6.

KING SALMON, AK

KING SALMON
(AKN) (PAKN).....ILS Y or LOC Y Rwy 12¹

LOC BC Rwy 30¹²

RNAV (GPS) Rwy 12²

RNAV (GPS) Rwy 30²

VOR Y or TACAN Y Rwy 12²

VOR Y or TACAN Y Rwy 30²

¹NA when control tower closed.
²Category D, 900-2½; Category E, 900-3.

KIPNUK, AK

KIPNUK (IIK) (PAKI).....RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

KIVALINA, AK

KIVALINA (KVL) (PAVL).....RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

KLAWOCK, AK

KLAWOCK (AKW) (PAKW)....RNAV (GPS) Rwy 20¹

RNAV (GPS) Y Rwy 2²

NA when local weather not available.
¹Categories A, B, 2300-2.
²Categories A, B, 1200-2, Category C, 1300-3.

KODIAK, AK

KODIAK (ADQ) (PADQ)....ILS Y or LOC Y Rwy 26¹

RNAV (GPS) Rwy 26²

VOR Rwy 26³

¹ILS, Categories A, B, C, 700-3; Category D, 800-3; LOC, Categories A, B, 800-2½; Categories C, D, 1100-3.
²Categories A, B, 900-2; Category C, 1000-2½; Category D, 2000-3.
³Category C, 1100-3.

KOLIGANEK, AK

KOLIGANEK (JZZ) (PAJZ).....RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

NA when local weather not available.

KOTZEBUE, AK

RALPH WIEN
MEML (OTZ) (PAOT).....ILS or LOC Rwy 9¹

RNAV (GPS) Rwy 9²

RNAV (GPS) Rwy 27²

VOR Rwy 9²

VOR Rwy 27²

¹LOC, Category D, 800-2½.
²Category D, 800-2½.

MANOKOTAK, AK

MANOKOTAK
(MBA) (PAMB).....RNAV (GPS) Rwy 3

RNAV (GPS) Rwy 21

NA when local weather not available.

MARSHALL, AK

MARSHALL DON HUNTER SR
(MDM) (PADM).....RNAV (GPS) Rwy 7¹

RNAV (GPS)-A²

NA when local weather not available.
¹Categories A, B, 1000-2.
²Category B, 900-2.

MC GRATH, AK

MC GRATH (MCG) (PAMC).....LOC/DME Rwy 16

RNAV (GPS) Rwy 16

VOR/DME-C

Category C, 1200-3; Category D, 1300-3.

MEKORYUK, AK

MEKORYUK (MYU) (PAMY)....RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 24

NA when local weather not available.
Category D, 900-2½.

NAME ALTERNATE MINIMUMS

MINCHUMINA, AK

MINCHUMINA (MHM) (PAMH).....NDB Rwy 3¹
RNAV (GPS) Rwy 3²
RNAV (GPS) Rwy 21²

¹Categories A, B, 1000-2; Category C, 1000-2¾;
Category D, 1000-3.

²Category C, 800-2¼; Category D, 800-2½.

NENANA, AK

NENANA MUNI (ENN) (PANN).....NDB Rwy 4L
RNAV (GPS) Rwy 4L

NA when local weather not available.

Category C, 900-2¾; Category D, 900-2¾.

NEW STUYAHOK, AK

NEW STUYAHOK
(KNW) (PANW).....**RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

NOATAK, AK

NOATAK (WTK) (PAWN).....**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

Category D, 800-2¼.

NOME, AK

NOME (OME) (PAOM).....**ILS Z or LOC Z Rwy 28¹**
VOR Rwy 28²

¹ILS, Category D, 700-2.

²Categories A, B, 1000-2; Category C, 1000-2¾;
Category D, 1000-3.

NOORVIK, AK

ROBERT/BOB/CURTIS
MEML (D76) (PFNO).....**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24

NA when local weather not available.

Category D, 800-2¼.

NULATO, AK

NULATO (NUL) (PANU).....**RNAV (GPS)-A**
Category B, 900-2; Category C, 900-2¾; Category
D, 1100-3.

NUIQSUT, AK

NUIQSUT (AQT) (PAQT).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

PALMER, AK

WARREN "BUD" WOODS PALMER
MUNI (PAQ) (PAAQ).....**RNAV (GPS) Rwy 10**
RNAV (GPS)-A

Categories C, D, 1100-3.

NAME ALTERNATE MINIMUMS

PETERSBURG, AK

PETERSBURG JAMES
A JOHNSON (PSG) (PAPG).....**LDA-D¹**
RNAV (GPS)-B²

NA when local weather not available.

¹Category A, 1700-5; Category B, 1800-5;
Category C, 3000-5.

²Categories A, B, 2400-2; Category C, 3000-3.

PILOT POINT, AK

PILOT POINT (PNP) (PAPN)....**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

PLATINUM, AK

PLATINUM (PTU) (PAPM)....**RNAV (GPS) Rwy 14**
NA when local weather not available.

POINT HOPE, AK

POINT
HOPE (PHO) (PAPO).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
RNAV (GPS)-A

NA when local weather not available.

PORT ALSWORTH, AK

WILDER
RUNWAY (05K) (PAKX).....**RNAV (GPS) Rwy 6R**
NA when local weather not available.
Category A, 1000-2; Category B, 1700-2.

PORT HEIDEN, AK

PORT
HEIDEN (PTH) (PAPH).....**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 14

NA when local weather not available.

QUINHAGAK, AK

QUINHAGAK
(AQH) (PAQH).....**RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

RUBY, AK

RUBY (RBY) (PARY).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

NA when local weather not available.

Category C, 800-2¼.

RUSSIAN MISSION, AK

RUSSIAN
MISSION (RSH) (PARS).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
Category C, 1100-3; Category D, 1400-3.

NAME

ALTERNATE MINIMUMS

SAND POINT, AK

SAND POINT (SDP) (PASD).....NDB Rwy 14¹

NDB Rwy 32²

RNAV (GPS) Y Rwy 14³

RNAV (GPS) Z Rwy 14³

RNAV (GPS) Rwy 32⁴

- ¹Categories A, B, 1900-2; Category C, 1900-3;
Category D, 2200-3.
- ²Categories A, B, 900-2; Category C, 1500-3;
Category D, 2200-3.
- ³Categories A, B, 900-2; Category C, 1600-3;
Category D, 2300-3.
- ⁴Category C, 1500-3; Category D, 2200-3.

SAVOONGA, AK

SAVOONGA (SVA) (PASA)...RNAV (GPS) Rwy 23¹

RNAV (GPS) Y Rwy 5¹

VOR/DME Rwy 23²

- NA when local weather not available.
- ¹Category D, 1100-3.
- ²Category D, 1200-3.

SCAMMON BAY, AK

SCAMMON
BAY (SCM) (PACM).....RNAV (GPS) Rwy 11

RNAV (GPS) Rwy 29

- NA when local weather not available.
- Categories A, B, 1100-2.

SEWARD, AK

SEWARD (SWD) (PAWD).....RNAV (GPS)-A
Categories A, B, 2700-2.

SHAGELUK, AK

SHAGELUK (SHX) (PAHX)...RNAV (GPS) Rwy 16

RNAV (GPS) Rwy 34

- NA when local weather not available.
- Category D, 800-2½.

SHAKTOOLIK, AK

SHAKTOOLIK
(2C7) (PFSH).....RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

- NA when local weather not available.
- Category D, 800-2½.

SHISHMAREF, AK

SHISHMAREF
(SHH) (PASH).....RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

- NA when local weather not available.

SHUNGNAK, AK

SHUNGNAK (SHG) (PAGH)...RNAV (GPS) Rwy 10

RNAV (GPS) Rwy 28

- NA when local weather not available.

NAME

ALTERNATE MINIMUMS

SITKA, AK

SITKA ROCKY
GUTIERREZ (SIT) (PASI).....LDA Rwy 11¹

RNAV (GPS)-B²

RNAV (GPS) Rwy 11³⁴

- ¹Category D, 1500-3.
- ²Category C, 1200-3; Category D, 1600-3.
- ³Category A, 1300-1¼; Category B, 1300-1½;
Category C, 1300-3; Category D, 1700-3.
- ⁴NA when local weather not available.

SLEETMUTE, AK

SLEETMUTE (SLQ) (PASL)...RNAV (GPS) Rwy 33
NA when local weather not available.

SOLDOTNA, AK

SOLDOTNA (SXQ) (PASX).....NDB Rwy 7¹

NDB Rwy 25¹

RNAV (GPS) Rwy 7²

RNAV (GPS) Rwy 25²

VOR-A³

- NA when local weather not available.
- ¹Category C, 800-2½; Category D, 900-2¾.
- ²Category D, 900-2¾.
- ³Categories A, B, 1000-2; Category C, 1000-2¾;
Category D, 1000-3.

SOUTH NAKNEK, AK

SOUTH NAKNEK
NR 2 (WSN) (PFWs).....RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

- NA when local weather not available

ST GEORGE, AK

ST GEORGE (PBV) (PAPB)...ILS or LOC Rwy 11¹

RNAV (GPS) Rwy 11²

RNAV (GPS)-D²

- ¹ILS, Category A, 800-2; Category B, 900-2;
Category C, 900-2½; LOC, Category B, 900-2;
Category C 900-2½.
- ²Category B, 900-2; Category C, 900-2½.

ST MARY'S, AK

ST MARY'S (KSM) (PASM).....LOC Rwy 17

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

- NA when local weather not available.

ST MICHAEL, AK

ST MICHAEL (SMK) (PAMK)...RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 20

- NA when local weather not available.

NAME ALTERNATE MINIMUMS

ST PAUL ISLAND, AK

ST PAUL
ISLAND (SNP) (PASN).....**ILS or LOC Rwy 36¹**
LOC/DME BC Rwy 18²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 36³

¹LOC, Category D, 800-2¼.

²Category D, 800-2¼.

³Category C, 800-2¼; Category D, 800-2½.

TALKEETNA, AK

TALKEETNA (TKA) (PATK).....**RNAV (GPS) Rwy 1¹**
RNAV (GPS) Rwy 19¹
VOR Rwy 1

NA when local weather not available.

¹Category D, 900-2¾.

TANANA, AK

RALPH M CALHOUN
MEML (TAL) (PATA).....**RNAV (GPS) Rwy 7**
VOR/DME Rwy 7

Categories C, D, 1100-3.

TELLER, AK

TELLER (TER) (PATA).....**RNAV (GPS) Rwy 8¹**
RNAV (GPS) Rwy 26²

NA when local weather not available.

¹Category C, 800-2¼.

²Category C, 800-2¾.

TOGIAK VILLAGE, AK

TOGIAK (TOG) (PATG).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

Category D, 800-2½.

TOK, AK

TOK JUNCTION
(6K8) (PFTO).....**RNAV (GPS) Rwy 8**
RNAV (GPS)-A

NA when local weather not available.

TOKSOOK BAY, AK

TOKSOOK
BAY (OOK) (PAOO).....**RNAV (GPS) Rwy 34**

NA when local weather not available.

TUNUNAK, AK

TUNUNAK (4KA) (POKA).....**RNAV (GPS) Rwy 34¹**
RNAV (GPS) Y Rwy 16²

NA when local weather not available.

¹Category C, 1000-3.

²Category C, 1100-3.

UNALAKLEET, AK

UNALAKLEET (UNK) (PAUN).....**LOC Rwy 15**
RNAV (GPS) Rwy 33
RNAV (GPS)-A

Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

UNALASKA, AK

UNALASKA (DUT) (PADU).....**NDB-A¹**
RNAV (GPS)-B²

NA when local weather not available.

¹Categories A, B, 2900-2; Categories C, D, 2900-3.

²Categories A, B, 2000-3; Category C, 2300-3, Category D, 2500-3.

UTQIAGVIK, AK

WILEY POST-WILL ROGERS
MEML (BRW) (PABR).....**ILS or LOC Rwy 8**
LOC BC Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
VOR Rwy 26

NA when local weather not available.

VALDEZ, AK

VALDEZ PIONEER
FLD (VDZ) (PAVD).....**LDA-H**
NA when local weather not available.
Categories A, B, C, 4400-5; Category D, 5100-5.

WAINWRIGHT, AK

WAINWRIGHT (AWI) (PAWI).....**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24

NA when local weather not available.

WALES, AK

WALES (IWK) (PAIW).....**RNAV (GPS) Rwy 36**
Categories A, B, 900-2; Category C, 900-2¾;
Category D, 900-3.

WASILLA, AK

WASILLA (IYS) (PAWS).....**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22

NA when local weather not available.

WHITE MOUNTAIN, AK

WHITE MOUNTAIN
(WMO) (PAWM).....**RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33

NA when local weather not available.

Category C, 900-2½.

WRANGELL, AK

WRANGELL (WRG) (PAWG).....**LDA-C¹**
LDA-D²
RNAV (GPS) Rwy 10³

¹Categories A, B, 1600-3; Category C, 2500-3.

²Category D, 3300-3.

³Categories A, B, 2100-2½, Category C, 2500-3.

25107

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
YAKUTAT, AK			
YAKUTAT			
(YAK) (PAYA).....	ILS or LOC Rwy 11 ¹		
	LOC BC Rwy 29 ²		
	RNAV (GPS) Rwy 2 ²		
	RNAV (GPS) Rwy 11 ²		
	RNAV (GPS) Rwy 29 ²		
	VOR/DME Rwy 29 ³		

¹LOC, Category C, 800-2¼; Category D, 800-2½.

²Category C, 800-2¼; Category D, 800-2½.

³Category D, 800-2¼.

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

25107

RADAR INSTRUMENT APPROACH MINIMUMS

ELMENDORF AFB (PAED), Anchorage, AK Amdt 2 30NOV23 (23334) (USAF)

ELEV 213

ANCHORAGE APP CON - 118.6 290.5

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	6	3.0°/54/1076	ABCDE	375/18	200	(200-½)
PAR ²	16	3.0°/53/1076	ABCDE	502-1	289	(300-1)

Elemendorf RADAR Final Control contact 259.1 or 134.9.

¹ PAR opr hr available by NOTAM. Maintenance Period daily 1300-1500Z++, Wednesday 0800-1500Z++.

When ALS inoperative, increase RVR to 40 and vis to ¼ for all categories. VGSI and PAR glidepath not coincident (VGSI Angle 3.00/TCH 77). When TDZ/CL lights inop, increase RVR to 24.

MISSED APPROACH: Climb to 3000, leaving 900 turn left heading 290° expect RADAR vectors. Missed approach requires use of RNAV or ATC RADAR monitoring.

² MISSED APPROACH: Climbing right turn to 3000 via EDF R-307 to HOBBS and hold.

Missed approach requires use of RNAV or ATC RADAR monitoring. VGSI and PAR glidepath not coincident (VGSI Angle 3.00/TCH 47). Emergency use for 3rd Wing aircraft only.



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

RADAR 1 Amdt 11 RADAR 2 Amdt 3 26DEC24 (24361) (USA)

ELEV 449

RADAR 1¹ - FAIRBANKS APP CON - 127.1 251.1 125.35 363.2 (E)

RADAR 2¹ - FAIRBANKS APP CON - 127.1 251.1 125.35 363.2 (E) LADD APP CON - 118.05 121.3 276.4

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
RADAR 1						
PAR ²	25	3.0°/65/1150	ABCDE	777-1	328	(400-1)
PAR W/O GS ^{2,3}	25		ABCDE	960-1	511	(600-1)
 CIR ⁴			A	1280-1¼	831	(900-1¼)
			B	1540-1½	1091	(1100-1½)
			CD	1540-3	1091	(1100-3)
			E	1920-3	1471	(1500-3)
RADAR 2						
ASR ⁵	25		AB	1140-1	691	(700-1)
			CDE	1140-1½	691	(700-1½)
 CIR ⁴			AB	1140-1	691	(700-1)
			C	1140-2	691	(700-2)
			D	1160-2¼	711	(800-2¼)
			E	1160-2½	711	(800-2½)

RNAV or DME required for missed approach.

¹ Procedure NA when control tower closed.

² VGSI and PAR glidepath not coincident (VGSI Angle 3.30/TCH 67).

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

⁴ Circling not authorized N of Rwy 7-25.

⁵ When ALS inop, increase CAT CDE vis to 2 miles.

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS

14261

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

THERE ARE NO LAND AND HOLD
SHORT OPERATIONS (LAHSO)
FOR ALASKA

AK, 07 AUG 2025 to 02 OCT 2025

14261

24193

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

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

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ANCHORAGE, AK		
TED STEVENS ANCHORAGE INTL (ANC) (PANC)	HS 1	Confusing int in close proximity of Rwy 07L-25R.
	HS 2	Acdt taxiing to Twy K via Twy E may confuse hold short instructions for Rwys 07R-25L and 07L-25R. Twy D signage may not be vis from Twy E hold positions.
ELMENDORF AFB (EDF) (PAED)	HS 1	Int of Rwy 06-24 and Rwy 16-34 is high rwy incursion location; possibility of unauthorized vehicular traffic.
	HS 2	Int of Rwy 06-24 and Twy D is high rwy incursion location; possibility of unauthorized vehicular traffic.
	HS 3	Int of Rwy 06-24 and Twy F is high rwy incursion location; possibility of unauthorized vehicular traffic.
	HS 4	Int of Rwy 16-34 and Twy M is high rwy incursion location; possibility of unauthorized vehicular traffic.
BETHEL, AK		
BETHEL (BET)	HS 1	Rwy 01L and Rwy 30.
KENAI, AK		
KENAI MUNI (ENA) (PAEN)	HS 1	Twy E, Twy A, and Twy J.
	HS 2	Twy A, Twy F, Twy G, and Twy H complex int.

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

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025


ANCHORAGE APP CON
126.4 270.25
ANC/PANC D-ATIS
135.5
MRI/PAMR ATIS
124.25
PAED ATIS★
124.3 273.5

SPARREVOHN
117.2 SQA $\frac{\cdot\cdot}{\cdot\cdot} \cdot -$
Chan 119

ANCHORAGE
113.15 TED 2..
Chan 78(Y)
3000

KENAI
117.6 ENA \div
Chan 123

HOMER
114.6 HOM $\frac{\cdot\cdot\cdot}{\cdot\cdot\cdot}-$
Chan 93

KODIAK
117.1 ODK 
Chan 118

NOTE: DME required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

AMOTT FOUR ARRIVAL
(AMOTT.AMOTT4) 29MAR18

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

AK, 07 AUG 2025 to 02 OCT 2025

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.

AK, 07 AUG 2025 to 02 OCT 2025

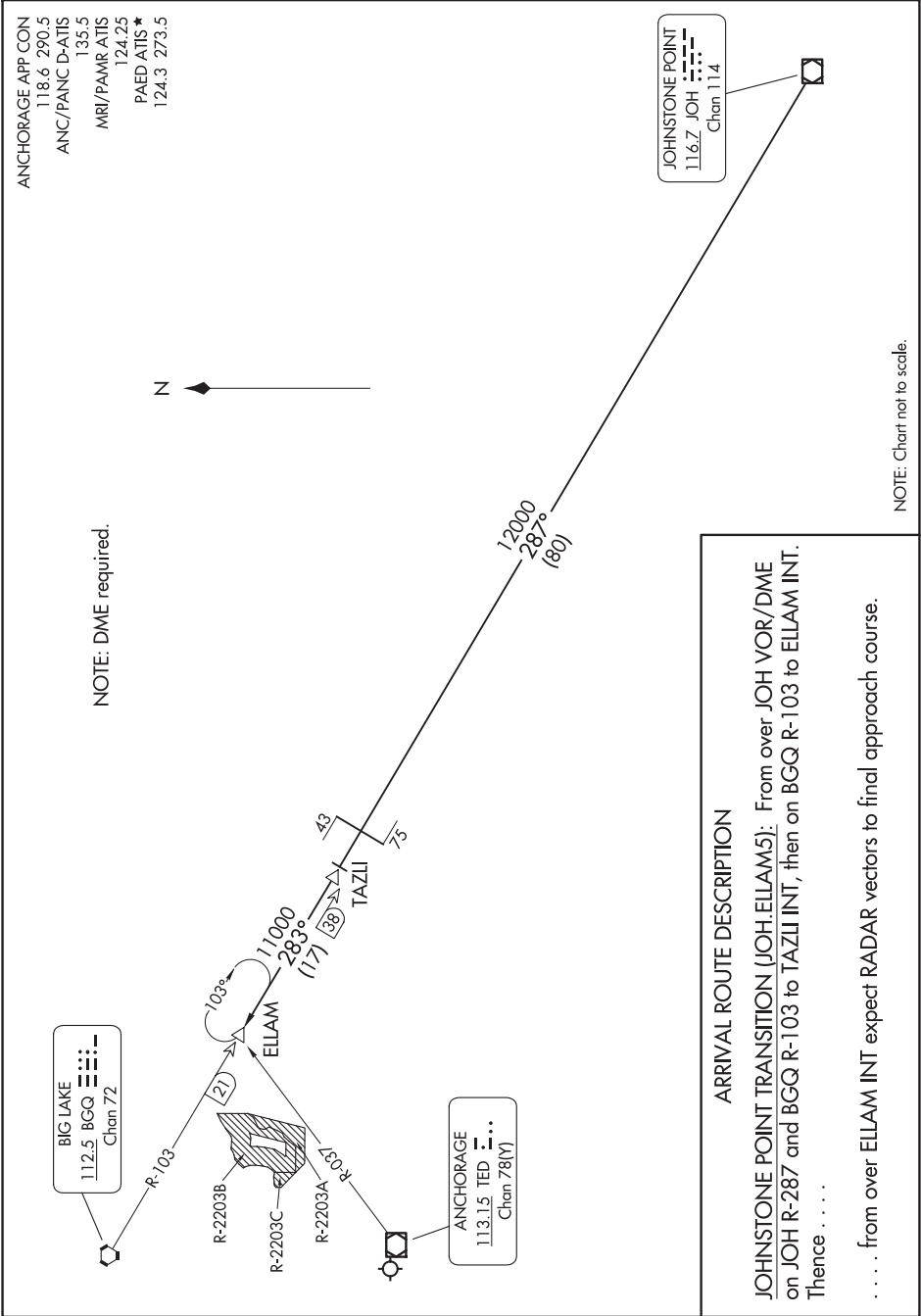
AK, 07 AUG 2025 to 02 OCT 2025

(ELLAM.ELLAM5) 24361

ELLAM FIVE ARRIVAL

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
AL-1500 (FAA) ANCHORAGE, ALASKA

AK, 07 AUG 2025 to 02 OCT 2025



ELLAM FIVE ARRIVAL
(ELLAM.ELLAM5) 15OCT15

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

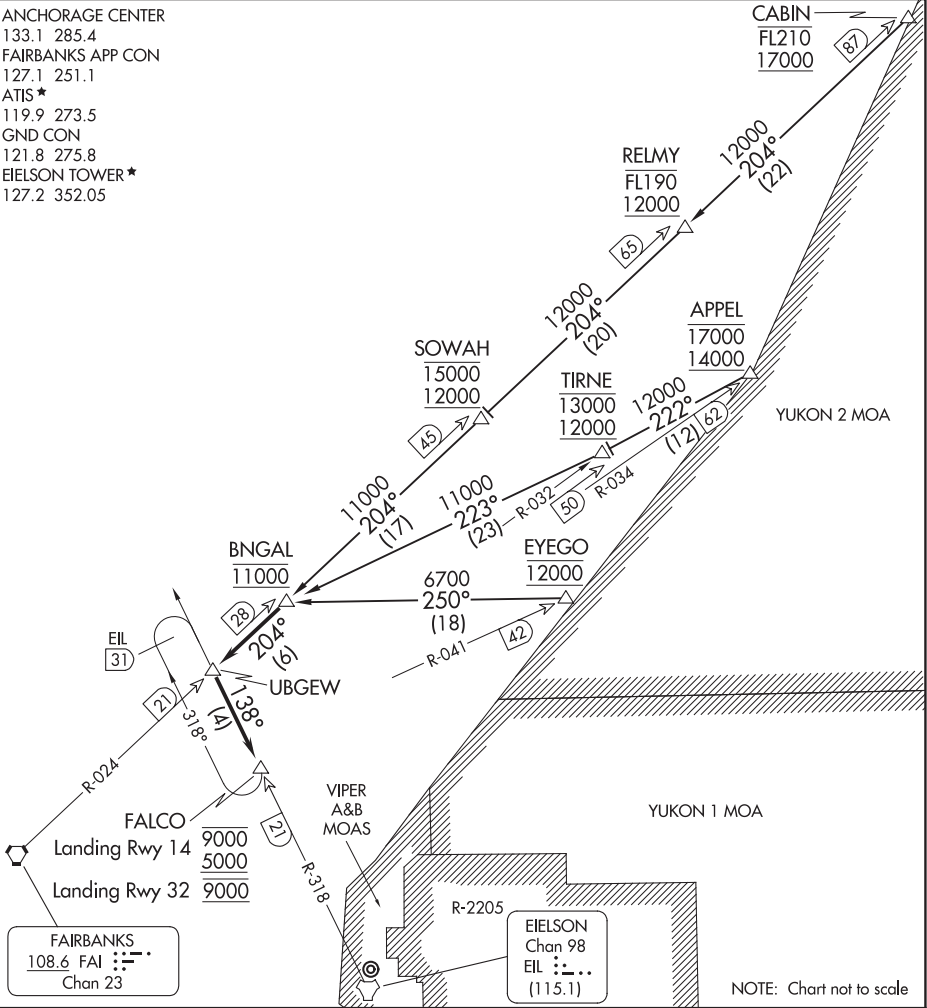
AK, 07 AUG 2025 to 02 OCT 2025

FALCO FIVE ARRIVAL

AL-1729 (FAA)

EIELSON AFB (PAEI)
FAIRBANKS, ALASKA

ANCHORAGE CENTER
133.1 285.4
FAIRBANKS APP CON
127.1 251.1
ATIS ★
119.9 273.5
GND CON
121.8 275.8
EIELSON TOWER ★
127.2 352.05



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 UBGWEW/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.

FALCO FIVE ARRIVAL

(FALCO.FALCO5) 31MAY12

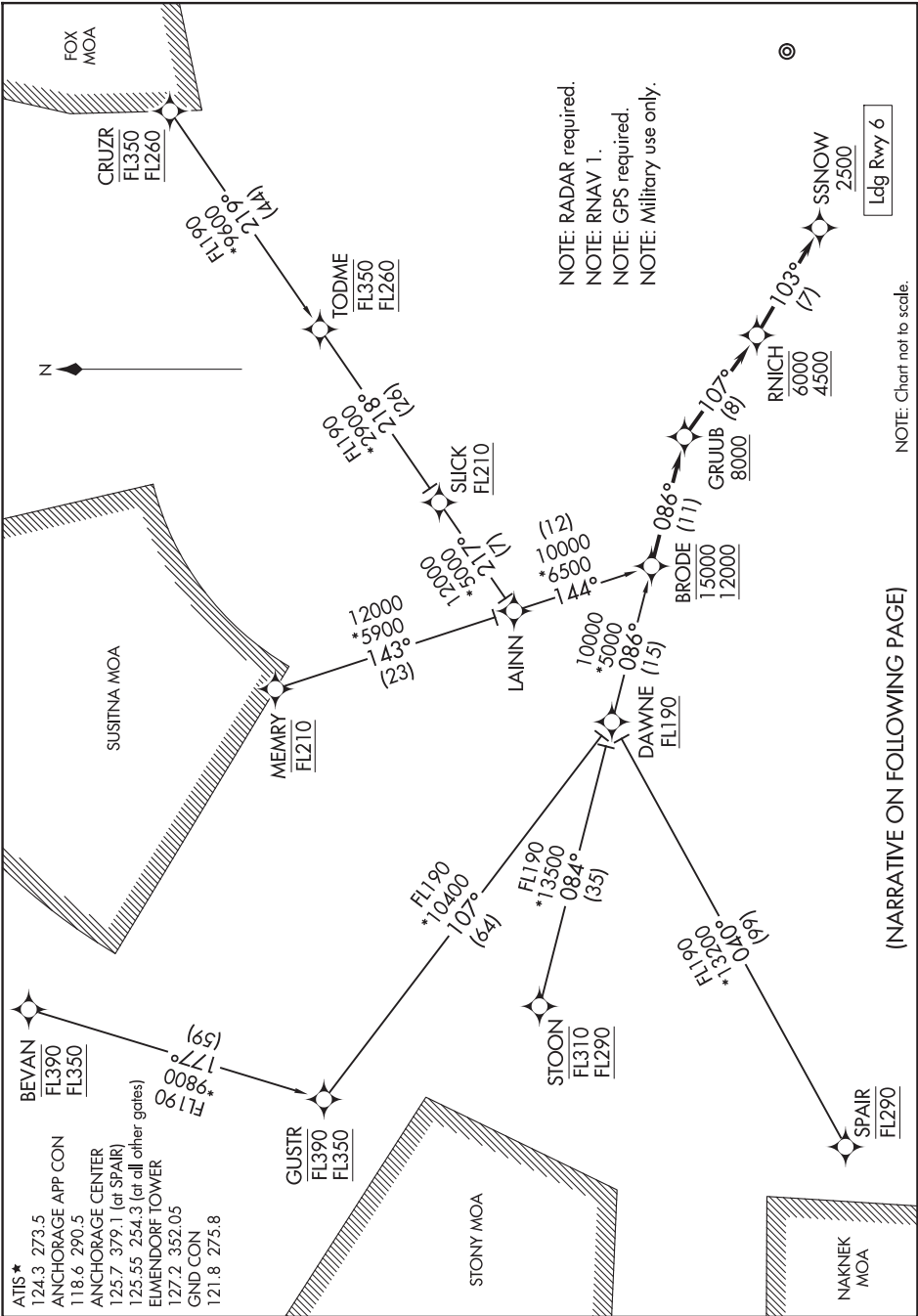
FAIRBANKS, ALASKA
EIELSON AFB (PAEI)

(BRODE.GRUUB1) 19115
GRUUB ONE ARRIVAL (RNAV)

AL-1196 (FAA)

ELMENDORF AFB (PAED)
ANCHORAGE, ALASKA

AK, 07 AUG 2025 to 02 OCT 2025



GRUUB ONE ARRIVAL (RNAV)
(BRODE.GRUUB1) 08NOV18

ANCHORAGE, ALASKA
ELMENDORF AFB (PAED)

AK, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

- BEVAN TRANSITION (BEVAN.GRUUB1)
- CRUZR TRANSTION (CRUZR.GRUUB1)
- GUSTR TRANSITION (GUSTR.GRUUB1)
- MEMRY TRANSITION (MEMRY.GRUUB1)
- SPAIR TRANSITION (SPAIR.GRUUB1)
- STOON TRANSITION (STOON.GRUUB1)

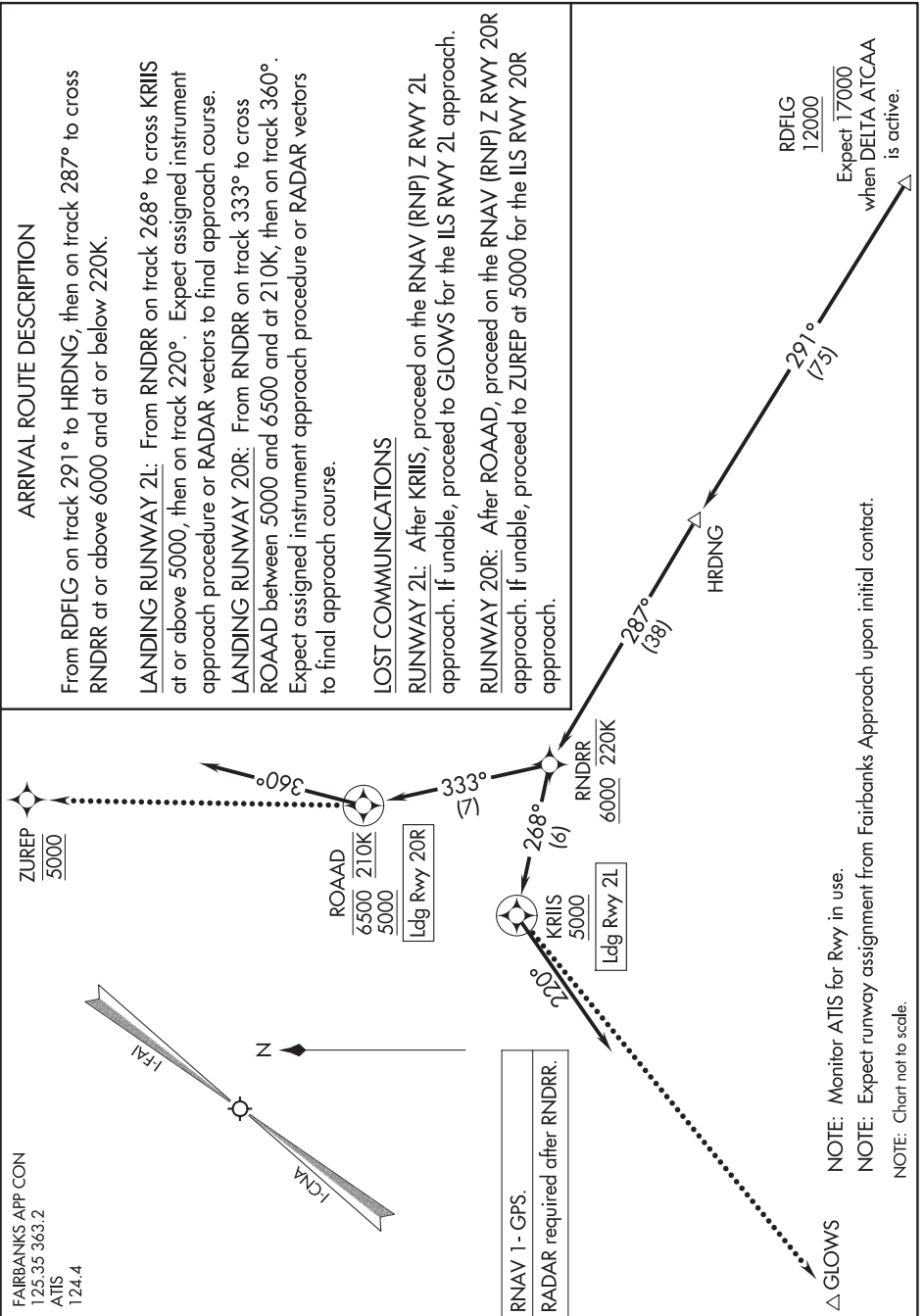
From BRODE on track 086° to cross GRUUB at or above 8000.

LANDING RUNWAY 6: From GRUUB on track 107° to cross RNICH between 4500 and 6000, then on track 103° to cross SSNOW at or above 2500. Expect ILS Z or LOC/DME RWY 6 approach.

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



AK, 07 AUG 2025 to 02 OCT 2025

HRDNG FOUR ARRIVAL (RNAV)

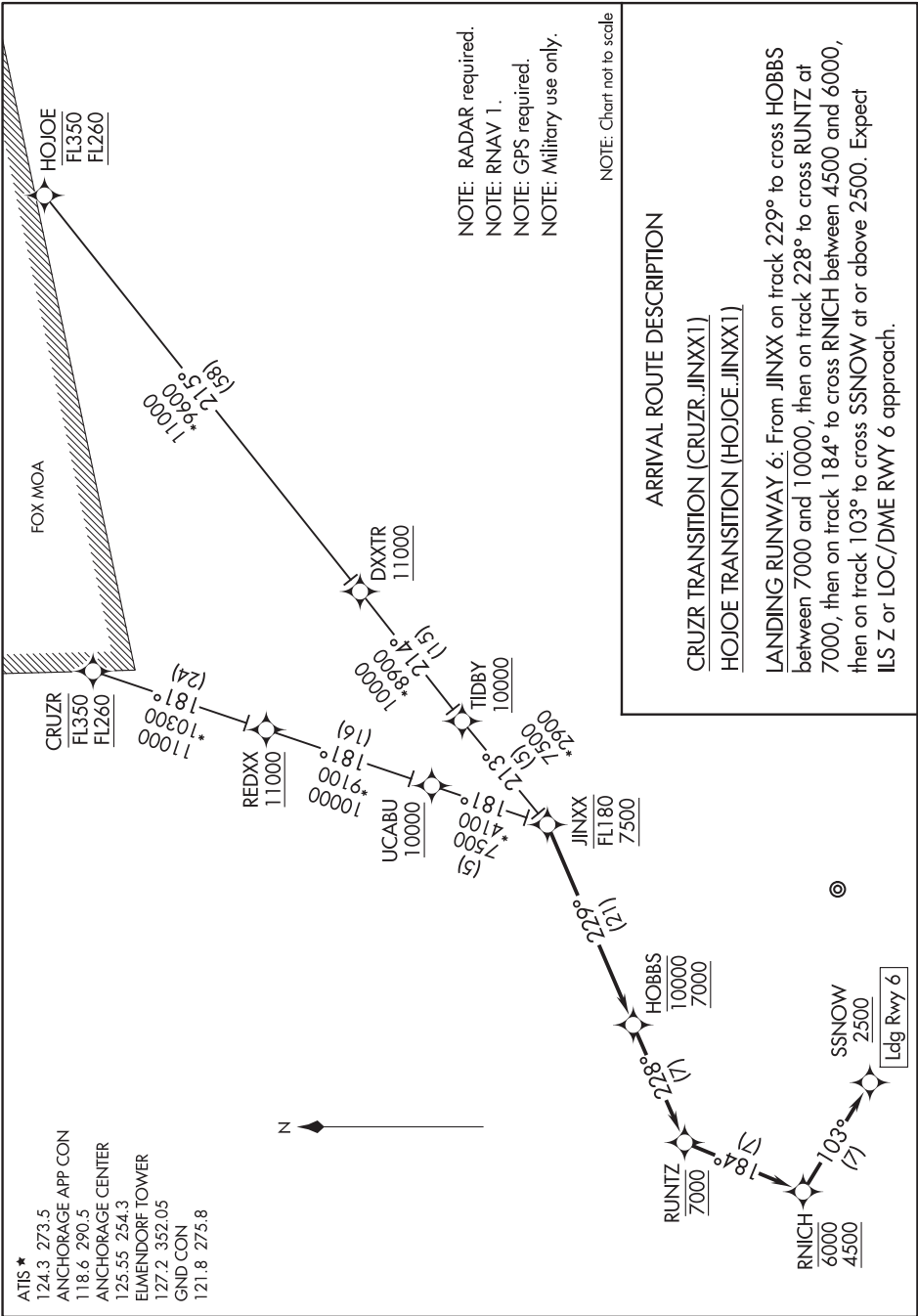
(RDFLG.HRDNG4) 05OCT23

FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI)(PAFA)

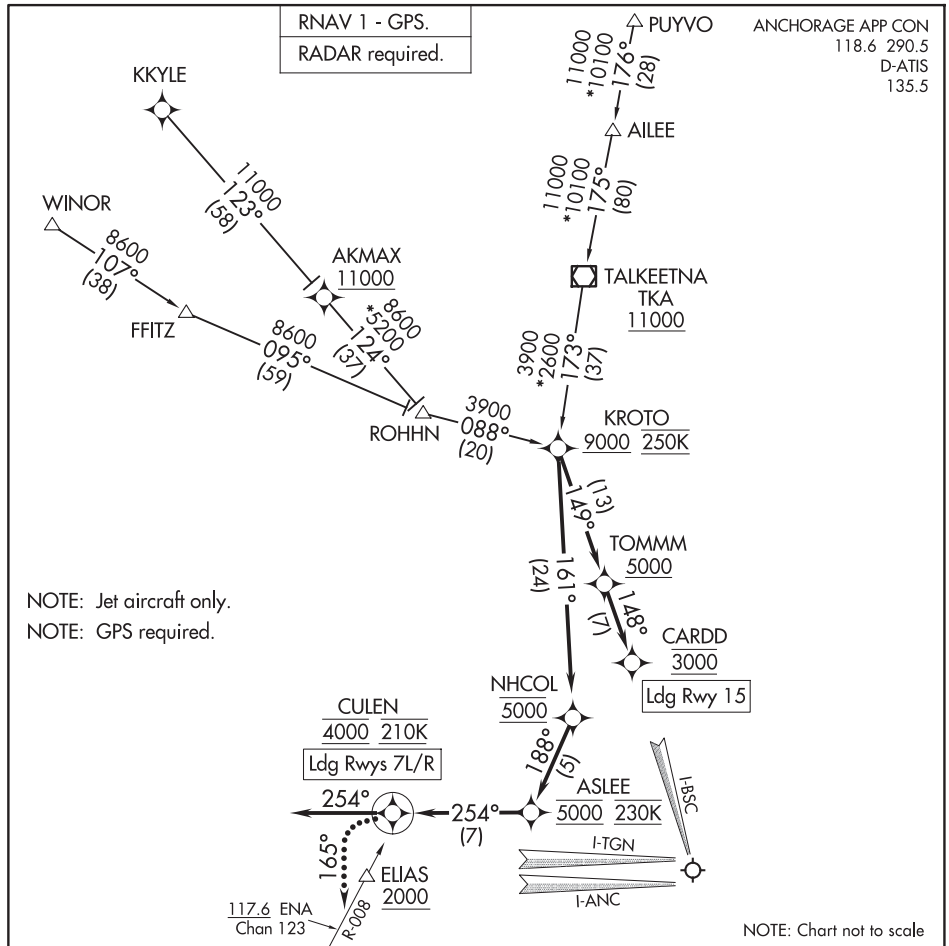
JINXX ONE ARRIVAL (RNAV)

ANCHORAGE, ALASKA
ELMENDORF AFB (PAED)

Z8



AK, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

KYLE TRANSITION (KYLE.KRTO5)

PUYVO TRANSITION (PUYVO.KROTO5)

WINOR TRANSITION (WINOR.KROTO5)

LANDING RUNWAYS 7L/R: From KROTO on track 161° to cross NHCOL at 5000, then on track 188° to cross ASLEE at 5000 and at 230K, then on track 254° to cross CULEN at 4000 and at 210K, then on track 254°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 15: From KROTO on track 149° to cross TOMMM at or above 5000, then on track 148° to cross CARDD at 3000. Expect ILS or RNAV RWY 15 approach.

LOST COMMUNICATIONS

RUNWAYS 7L/R: After CULEN, turn left heading 165°, intercept the ENA VOR/DME R-008 to cross ELIAS at or above 2000 and proceed on the ILS or LOC RWY 7R approach.

RUNWAY 15: After CARDD proceed on the ILS RWY 15 approach.

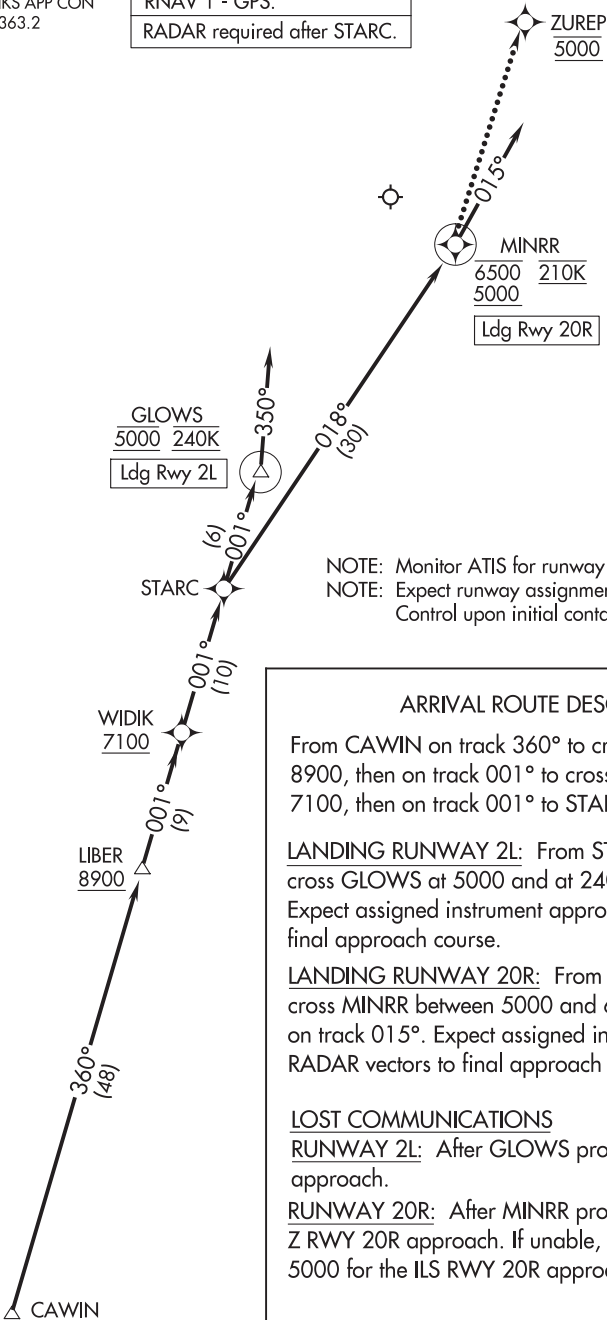
LIBER FIVE ARRIVAL (RNAV)

AL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

FAIRBANKS APP CON
125.35 363.2
ATIS
124.4

RNAV 1 - GPS.
RADAR required after STARC.



NOTE: Monitor ATIS for runway in use.
NOTE: Expect runway assignment from Fairbanks Approach Control upon initial contact.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From CAWN 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.

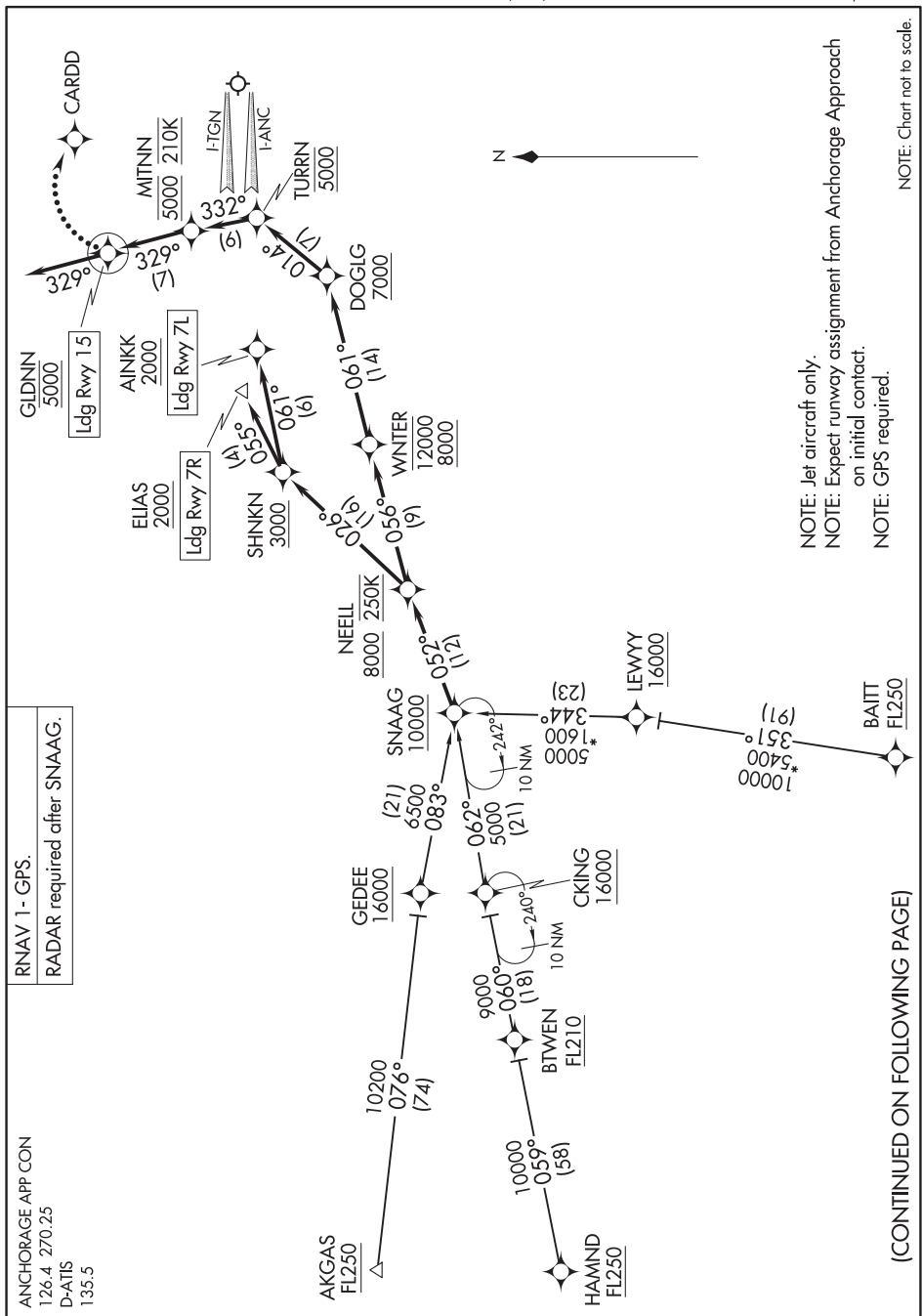
LANDING RUNWAY 2L: From STARC on track 001° to cross GLOWES at 5000 and at 240K, then on track 350°. Expect assigned instrument approach or RADAR vectors to final approach course.

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 GLOWES 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.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

AKGAS TRANSITION (AKGAS.NEELL7)

BAITT TRANSITION (BAITT.NEELL7)

HAMND TRANSITION (HAMND.NEELL7)

From SNAAG on track 052° to cross NEELL at or above 8000 and at 250K.

LANDING RUNWAY 7L: From NEELL on track 026° to cross SHNKN at or above 3000, then on track 061° to cross AINKK at or above 2000. Expect ILS or LOC RWY 7L approach.

LANDING RUNWAY 7R: From NEELL on track 026° to cross SHNKN at or above 3000, then on track 055° to cross ELIAS at or above 2000. Expect ILS or LOC RWY 7R approach.

LANDING RUNWAY 15: From NEELL on track 056° to cross WNTer between 8000 and 12000, then on track 061° to cross DOGLG at or above 7000, then on track 014° to cross TURRN at 5000, then on track 332° to cross MITNN at 5000 and at 210K, then on track 329° to cross GLDNN at 5000, then on track 329°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

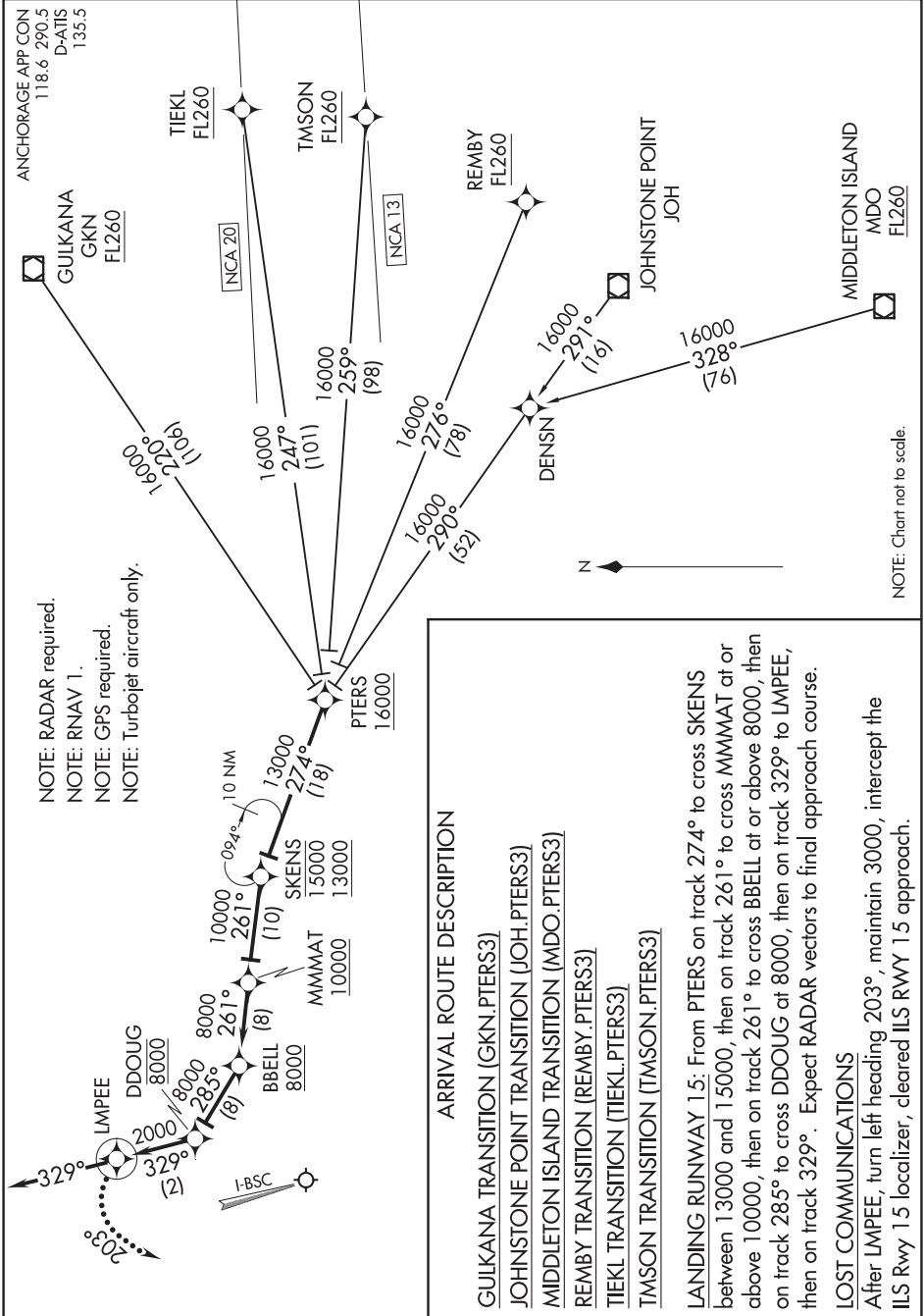
RUNWAY 15: After GLDNN, turn right to CARDD, then proceed on the ILS RWY 15 approach.

(PTERS.PTERS3) 24305

PTERS THREE ARRIVAL (RNAV)

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
AL-1500 (FAA) ANCHORAGE, ALASKA

AK, 07 AUG 2025 to 02 OCT 2025



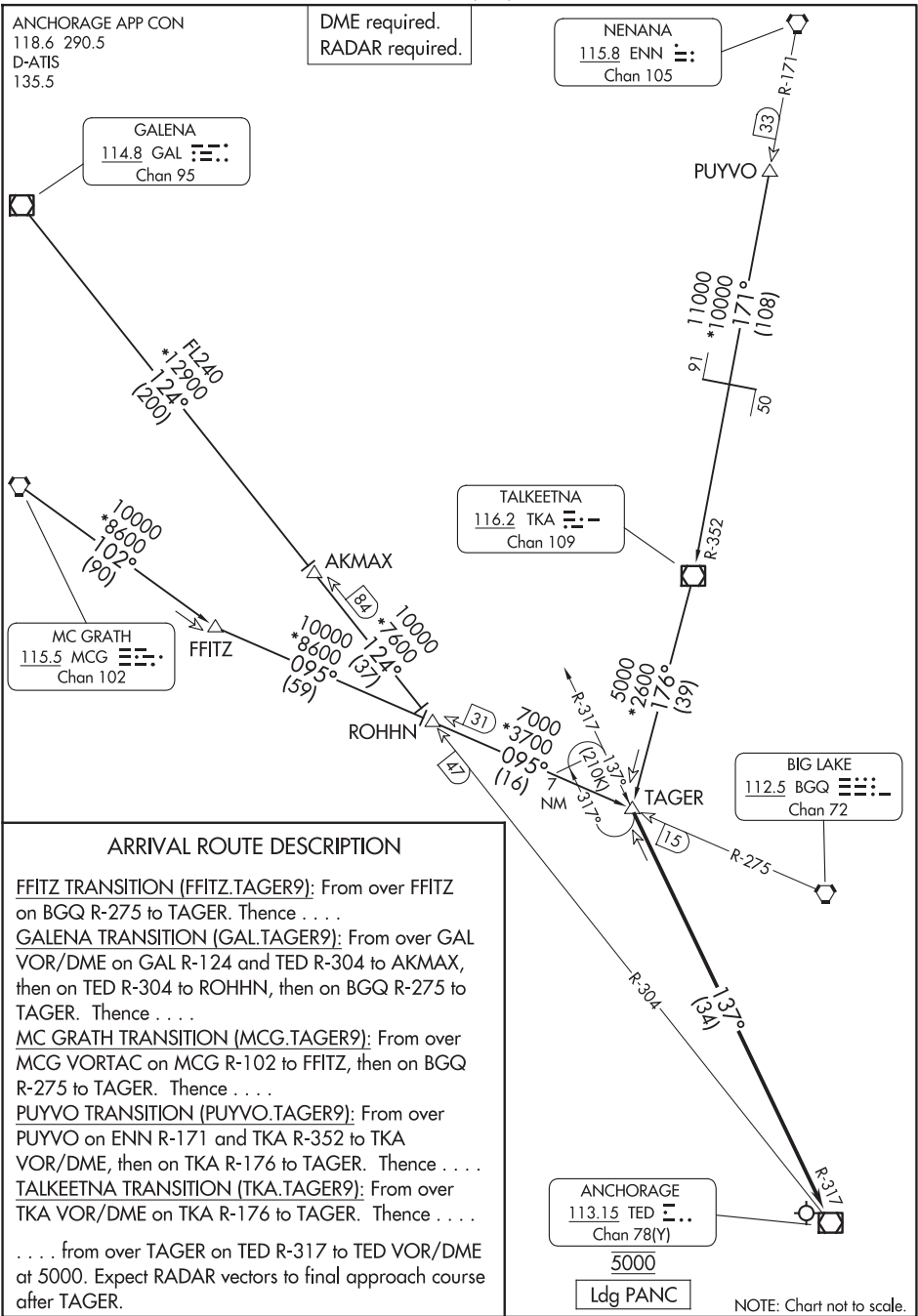
AK, 07 AUG 2025 to 02 OCT 2025

PTERS THREE ARRIVAL (RNAV)
(PTERS.PTERS3) 01FEB18

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

(TAGER.TAGER9) 24025
TAGER NINE ARRIVAL

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
ANCHORAGE, ALASKA



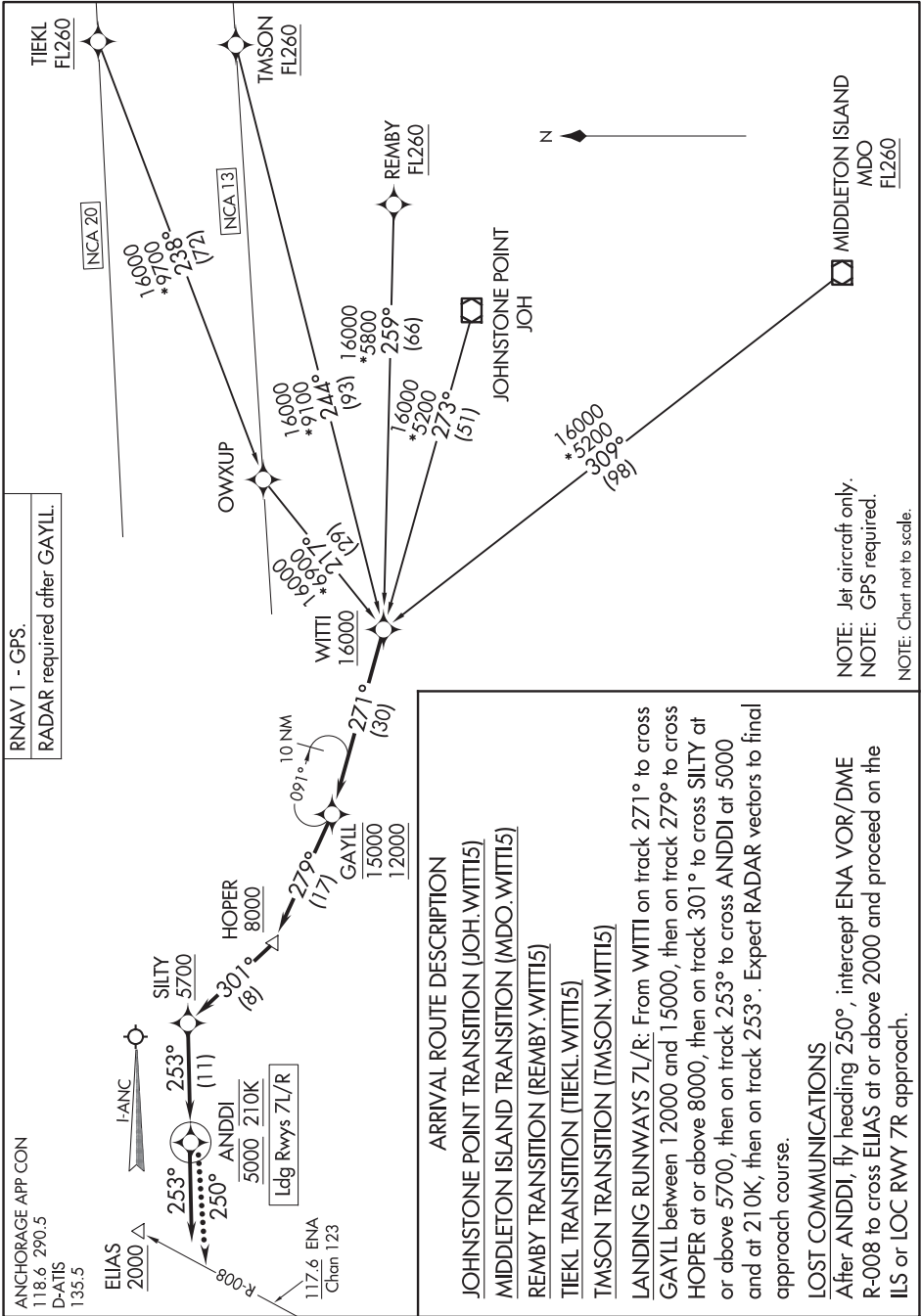
TAGER NINE ARRIVAL
(TAGER.TAGER9) 29DEC22

TED STEVENS ANCHORAGE INTL (ANC)(PANC)

(WITTI.WITTI5) 24305
WITTI FIVE ARRIVAL (RNAV)

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
AL-1500 (FAA) ANCHORAGE, ALASKA

AK, 07 AUG 2025 to 02 OCT 2025

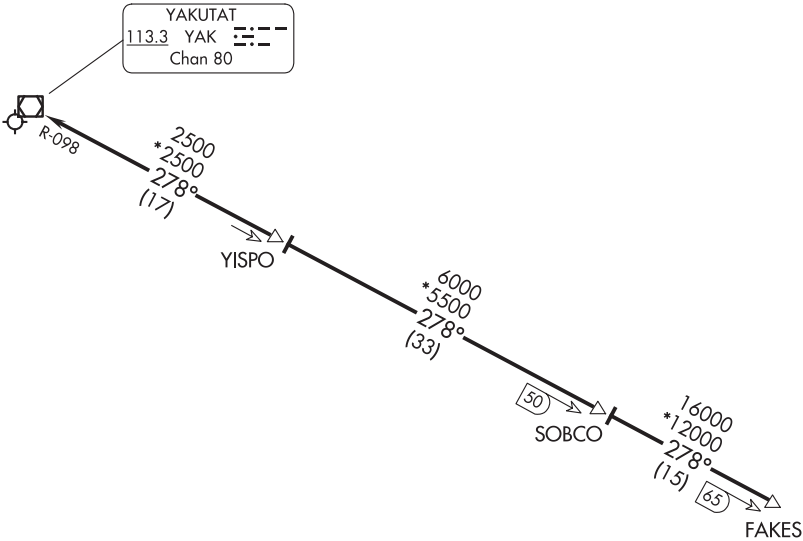


WITTI FIVE ARRIVAL (RNAV)
(WITTI.WITTI5) 31OCT24

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

AK, 07 AUG 2025 to 02 OCT 2025

ANCHORAGE CENTER
119.0 263.1
JUNEAU RADIO
123.6 (CTAF)
ASOS 135.75



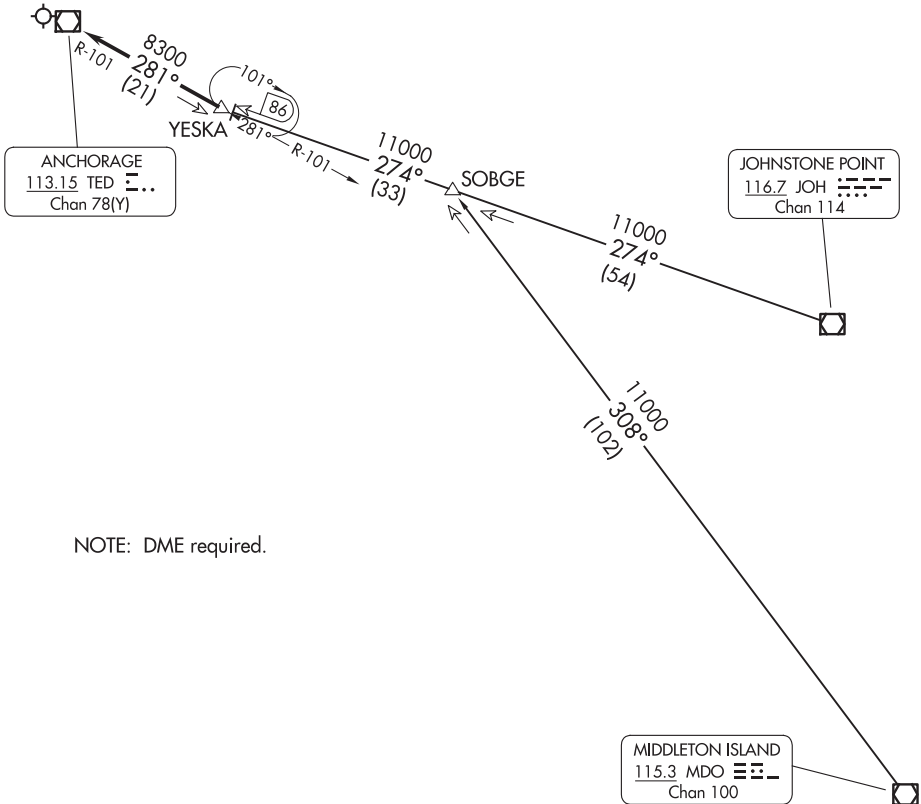
ARRIVAL ROUTE DESCRIPTION

From FAKES/65 DME via YAK R-098 to YAK VOR/DME.

(YESKA.YESKA6) 24025
YESKA SIX ARRIVAL

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
AL-1500 (FAA) ANCHORAGE, ALASKA

ANCHORAGE APP CON
126.4 270.25
ANC/PANC D-ATIS
135.5
MRI/PAMR ATIS
124.25
PAED ATIS ★
124.3 273.5



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

JOHNSTONE POINT TRANSITION (JOH.YESKA6): From over JOH VOR/DME on JOH R-274 to YESKA. Thence. . .

MIDDLETON ISLAND TRANSITION (MDO.YESKA6): From over MDO VOR/DME on MDO R-308 to SOBGE, then on JOH R-274 to YESKA. Thence. . .

. . . From over YESKA on TED R-101 to TED VOR/DME.

Expect RADAR vectors to final approach course after YESKA.

YESKA SIX ARRIVAL
(YESKA.YESKA6) 15OCT15

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

LOC I-BER	APP CRS	Rwy Ldg	6790
108.9	234°	TDZE	18
		Apt Elev	20

ILS Y or LOC Y RWY 23
ADAK (ADK) (PADK)

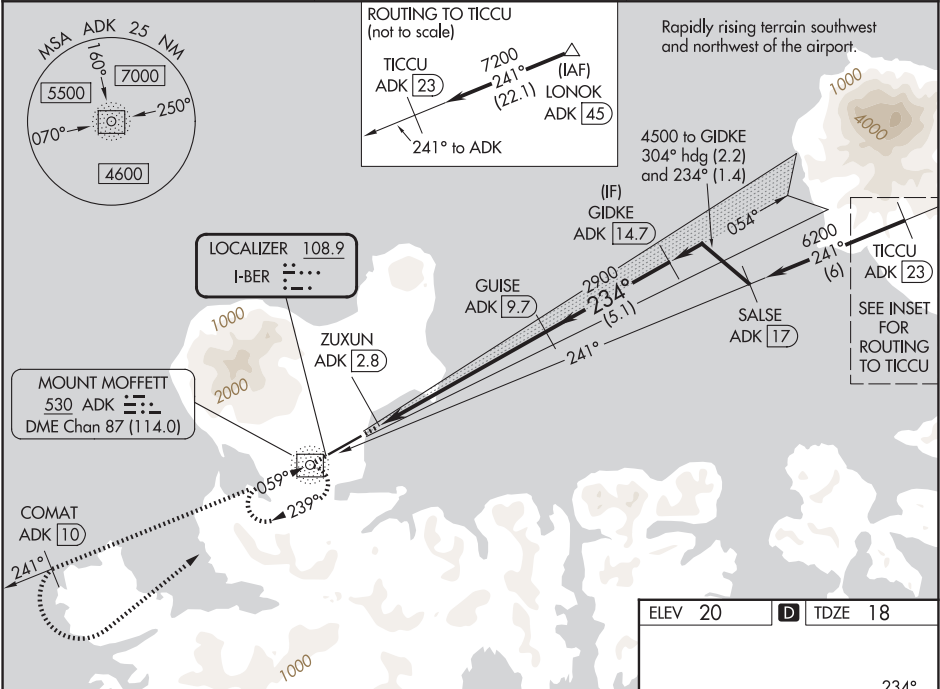
ADF and DME required.

⚠ Circling NA at night. Circling NA northwest of Rwy 5-23.
⚠ Rwy 23 helicopter visibility reduction below 3/4 SM NA.
DME from ADK NDB/DME. Simultaneous reception of I-BER and ADK DME required. Cat E for USAF/USN use only.

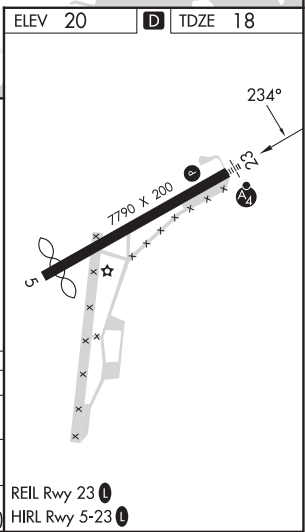
MALS

⚠ MISSED APPROACH: Climb to 5400 direct ADK NDB/DME and on the 241° bearing from ADK NDB/DME to COMAT/ADK 10 DME and left turn direct ADK NDB/DME and hold.

AWOS-3P 134.5	ANCHORAGE CENTER 126.4 254.3	CTAF 122.9 0
------------------	---------------------------------	-----------------



5400	ADK	ADK	COMAT	ADK	ADK	ADK
↑	241°	241°	241°	241°	241°	241°
*LOC only						
ADK NDB/DME	ZUXUN	*ADK	2900	234°	4500	
	ADK [2.8]	[5.9]	ADK [9.7]	ADK [14.7]		
					GS 3.50°	TCH 53
	0.8	3.1 NM	3.8 NM	5.1 NM		
CATEGORY	A	B	C	D	E	
S-ILS 23	1572-5 1554 (1600-5)					
S-LOC 23	1520-1¼ 1502 (1500-1½)	1520-1½ 1502 (1500-1½)	1520-3 1502 (1500-3)			
CIRCLING	1520-1¼ 1500 (1500-1½)	1520-1½ 1500 (1500-1½)	1520-3 1500 (1500-3)	2400-3 2380 (2400-3)	2440-3 2420 (2500-3)	



ADAK ISLAND, ALASKA

AL-1244 (FAA)

25219

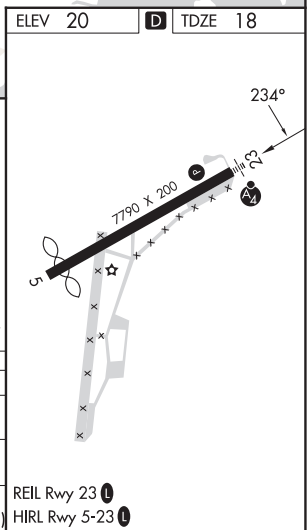
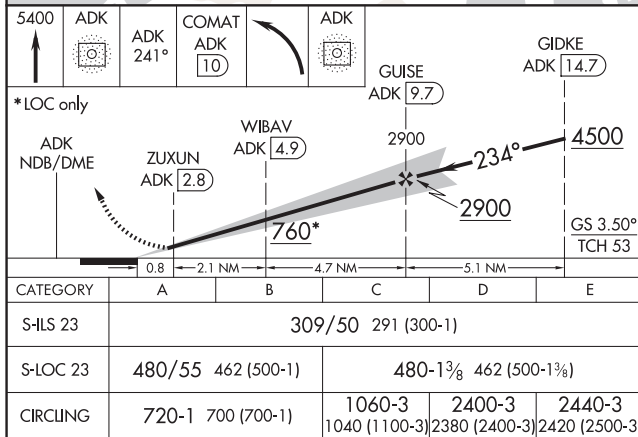
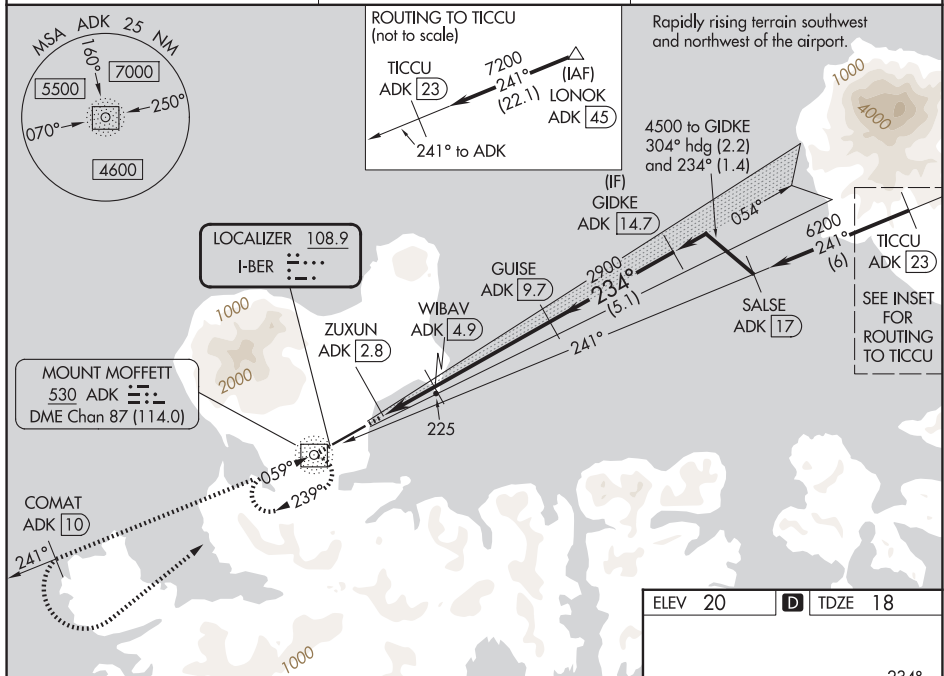
LOC I-BER	APP CRS	Rwy Ldg
108.9	234°	6790
		TDZE
		18
		Apt Elev
		20

ILS Z or LOC Z RWY 23

ADAK (ADK) (PADK)

ADF and DME required.	MALS	MISSED APPROACH: Climb to 5400 direct ADK NDB/DME and on the 241° bearing from ADK NDB/DME to COMAT/ADK 10 DME and left turn direct ADK NDB/DME and hold. Missed approach requires minimum climb of 409 feet per NM to 2700; if unable to meet climb gradient, see ILS Y or LOC Y RWY 23.
<p>⚠ Circling NA at night. Circling NA northwest of Rwy 5-23. Rwy 23 helicopter visibility reduction below ¾ SM NA. DME from ADK NDB. Simultaneous reception of I-BER and ADK DME required. Cat E for USAF/USN use only.</p>		

AWOS-3P 134.5	ANCHORAGE CENTER 126.4 254.3	CTAF 122.9
-------------------------	--	----------------------



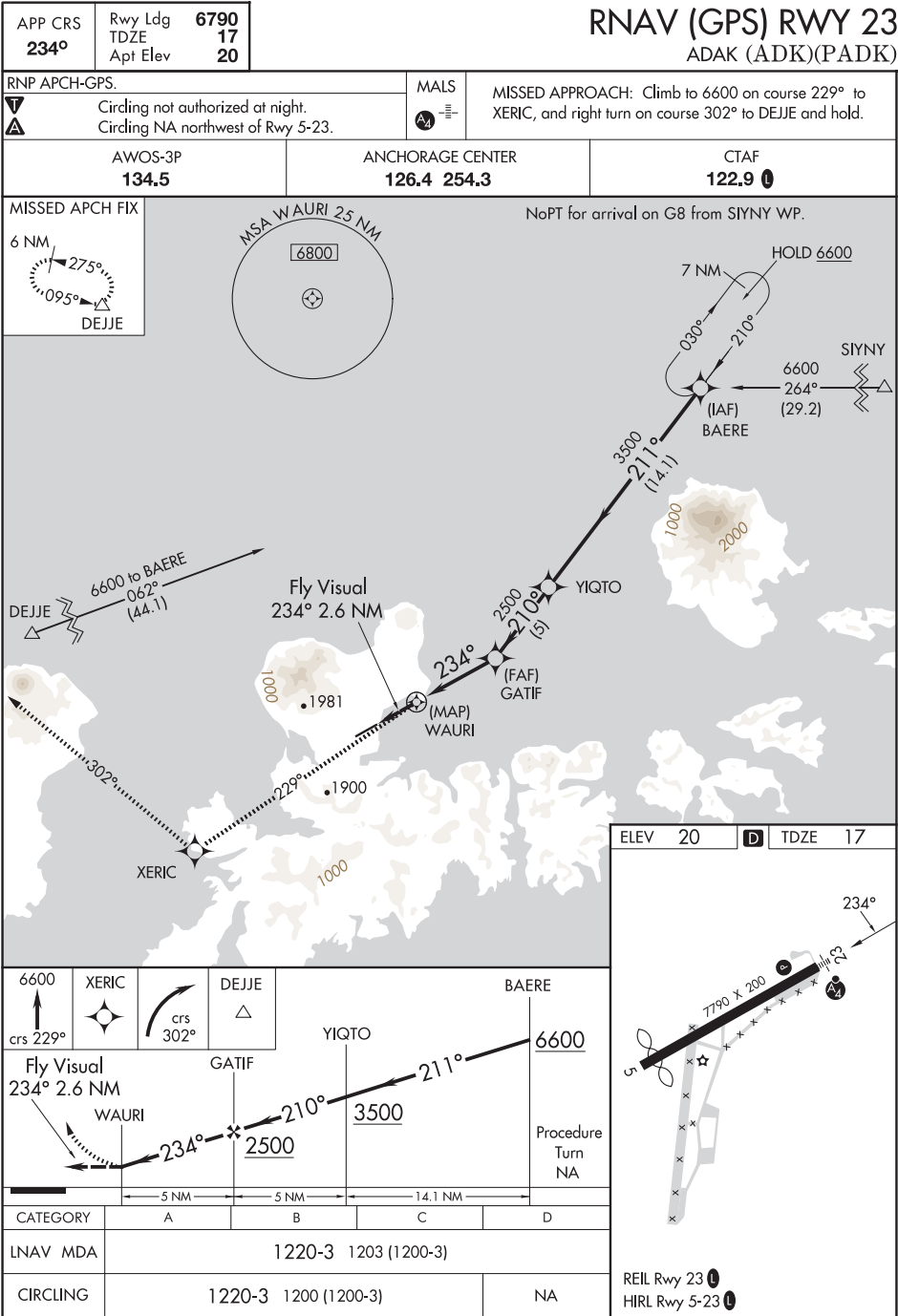
ADAK ISLAND, ALASKA
Orig 05DEC19

51°53'N-176°39'W

ILS Z or LOC Z RWY 23

ADAK (ADK) (PADK)

AK, 07 AUG 2025 to 02 OCT 2025



ADAK ISLAND, ALASKA

AL-1244 (FAA)

25219

TACAN BER Chan 77 (113.0)	APP CRS 233°	Rwy Ldg TDZE 17 Apt Elev 20
---	------------------------	---

TACAN RWY 23

ADAK (ADK)(PADK)

⚠ Circling NA northwest of Rwy 5-23. Rwy 23 helicopter visibility reduction below RVR 5000 NA. Straight-in Rwy 23 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

USAF only: When VGSI inop, Straight-in Rwy 23 authorized at night with command approval.

Circling NA at night - unlit terrain 21 feet MSL 200 feet from threshold, 551 feet right of centerline. For inop ALS, increase S-23* Cat C/D/E visibility to 2½ SM.

MAL5

A₂ =

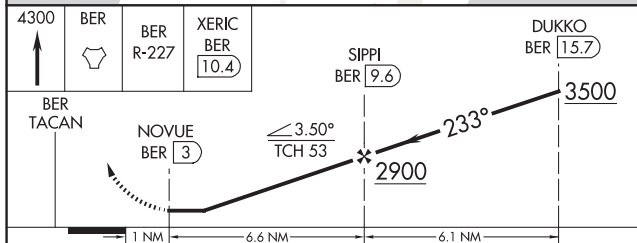
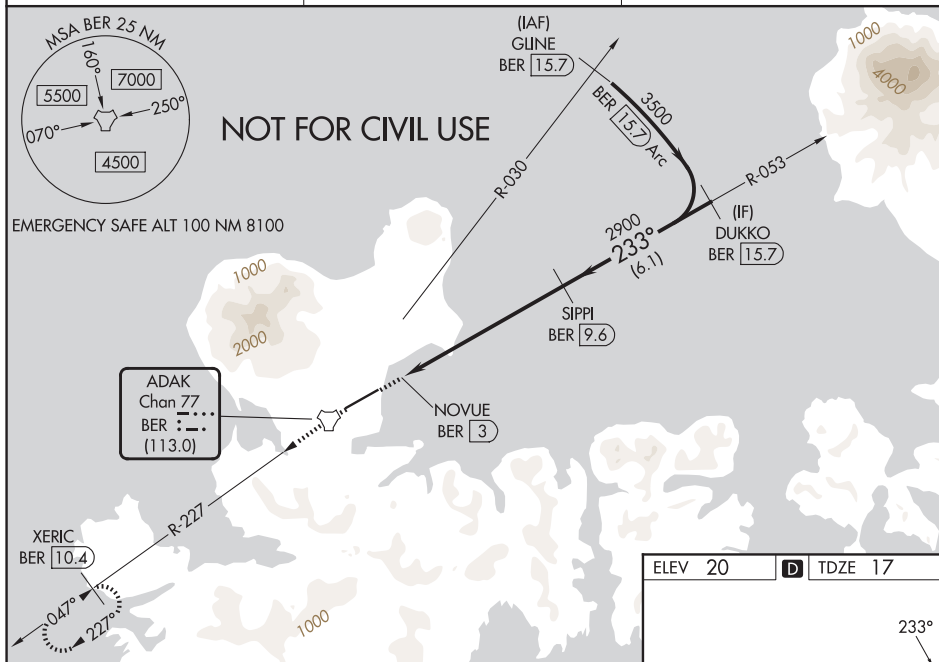
MISSED APPROACH: Climb to 4300 direct BER TACAN and continue on BER R-227 direct XERIC/BER 10.4 DME and hold, continue climb-in-hold to 4300.

*Missed approach requires minimum climb of 375 feet per NM to 2800.

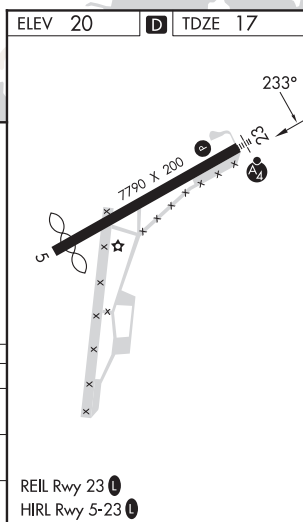
AWOS-3P
134.5

ANCHORAGE CENTER
126.4 254.3

CTAF
122.9 0



CATEGORY	A	B	C	D	E
S-23*	800/50	783 (800-1)	800-2	783 (800-2)	
S-23	1620-1¼ 1603 (1600-1¼)	1620-1½ 1603 (1600-1½)	1620-3	1603 (1600-3)	
CIRCLING	1620-1¼ 1600 (1600-1¼)	1620-1½ 1600 (1600-1½)	1620-3 1600 (1600-3)	2440-3	2420 (2500-3)



REIL Rwy 23 0

HIRL Rwy 5-23 0

ADAK ISLAND, ALASKA

Orig 03NOV22

51°53'N-176°39'W

ADAK (ADK)(PADK)

TACAN RWY 23

AK, 07 AUG 2025 to 02 OCT 2025

NDB/DME ADK	APP CRS	Rwy Ldg
530	234°	6790
Chan 87 (114.0)	TDZE	17
	Apt Elev	20

NDB/DME RWY 23

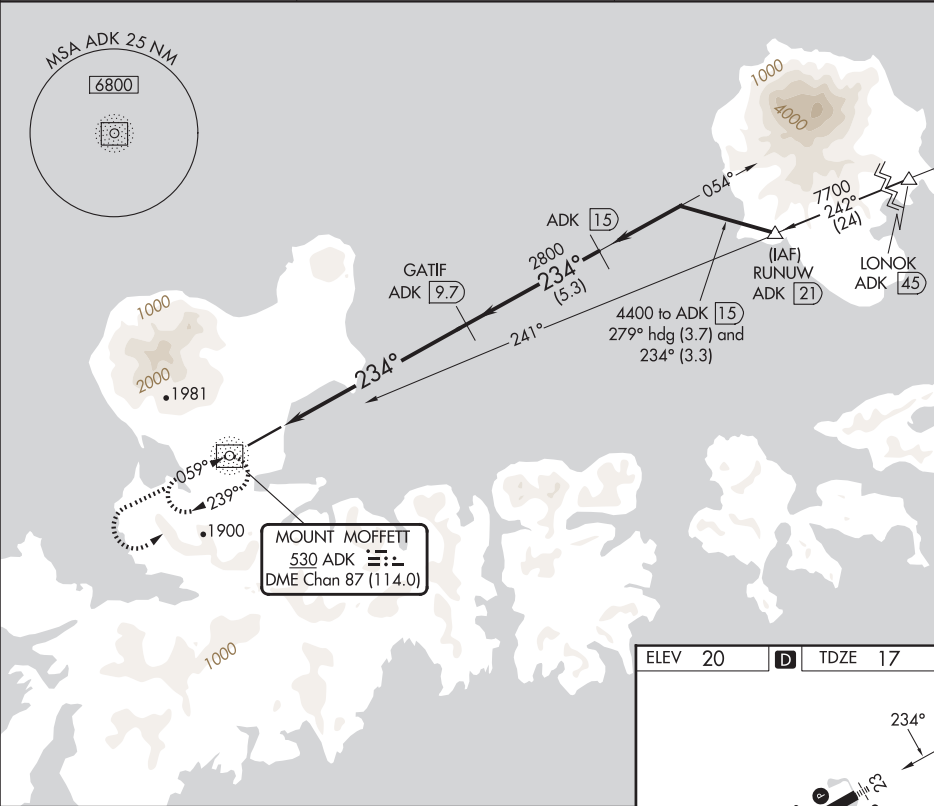
ADAK (ADK)(PADK)

Circling not authorized at night.
Circling NA northwest of Rwy 5-23.

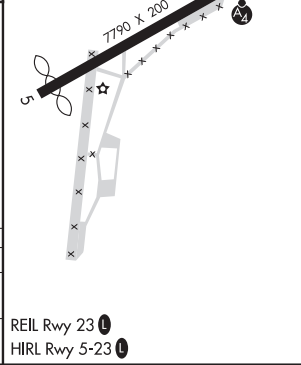
MALS

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.

AWOS-3P	ANCHORAGE CENTER	CTAF
134.5	126.4 254.3	122.9



5000	9000	ADK	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 53).	ADK
ADK 234°				15
ADK NDB/DME	ADK 2.7		GATIF ADK 9.7	4400
			2800	
			≤ 3.38° TCH 43	
	0.6	7 NM	5.3 NM	
CATEGORY	A	B	C	D
S-23	1600/60 1583 (1600-1¼)	1600-1½ 1583 (1600-1½)	1600-3	1583 (1600-3)
CIRCLING	1600-1¼ 1580 (1600-1¼)	1600-1½ 1580 (1600-1½)	1600-3	2540-3 2520 (3000-3)



(JALEX3.JALEX) 18312

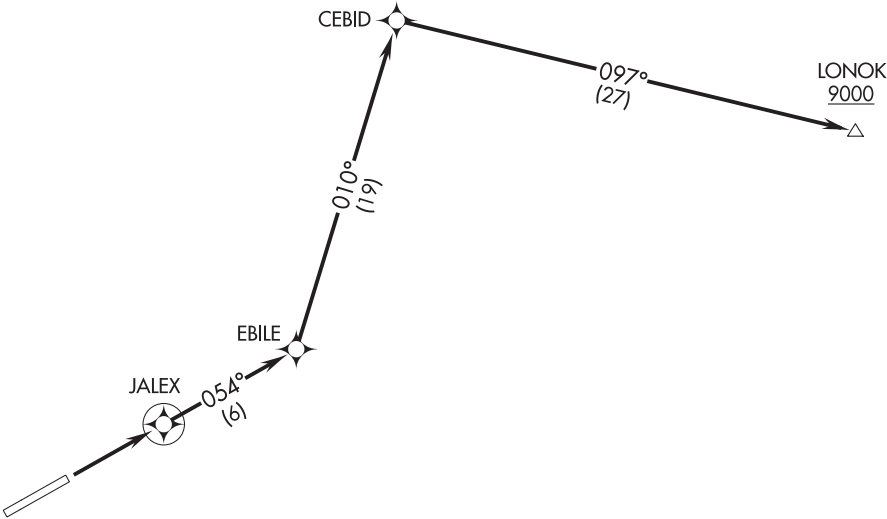
JALEX THREE DEPARTURE (RNAV)

AL-1244 (FAA)

ADAK (ADK)(PADK)
ADAK ISLAND, ALASKA

ANCHORAGE CENTER
126.4 254.3
CTAF
122.9

TOP ALTITUDE:
ASSIGNED BY ATC



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.

JALEX THREE DEPARTURE (RNAV)

(JALEX3.JALEX) 08NOV18

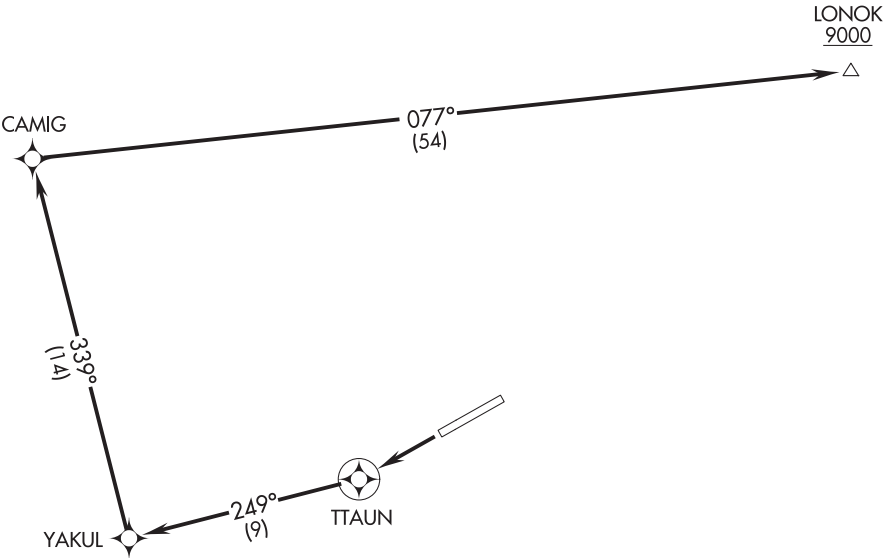
ADAK ISLAND, ALASKA
ADAK (ADK)(PADK)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

ANCHORAGE CENTER
126.4 254.3
CTAF
122.9

**TOP ALTITUDE:
ASSIGNED BY ATC**



NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwy 5: NA-ATC.
Rwy 23: 300-1 with minimum climb of 400' per NM to 1600.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 23: Climb to 9000 or ATC assigned higher altitude direct TTAUN, then on track 249° to YAKUL, then track 339° to CAMIG, then on track 077° to LONOK before proceeding on course.

AKHIOK, ALASKA

AL-9288 (FAA)

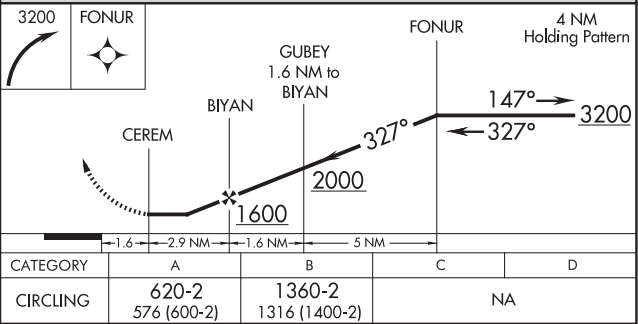
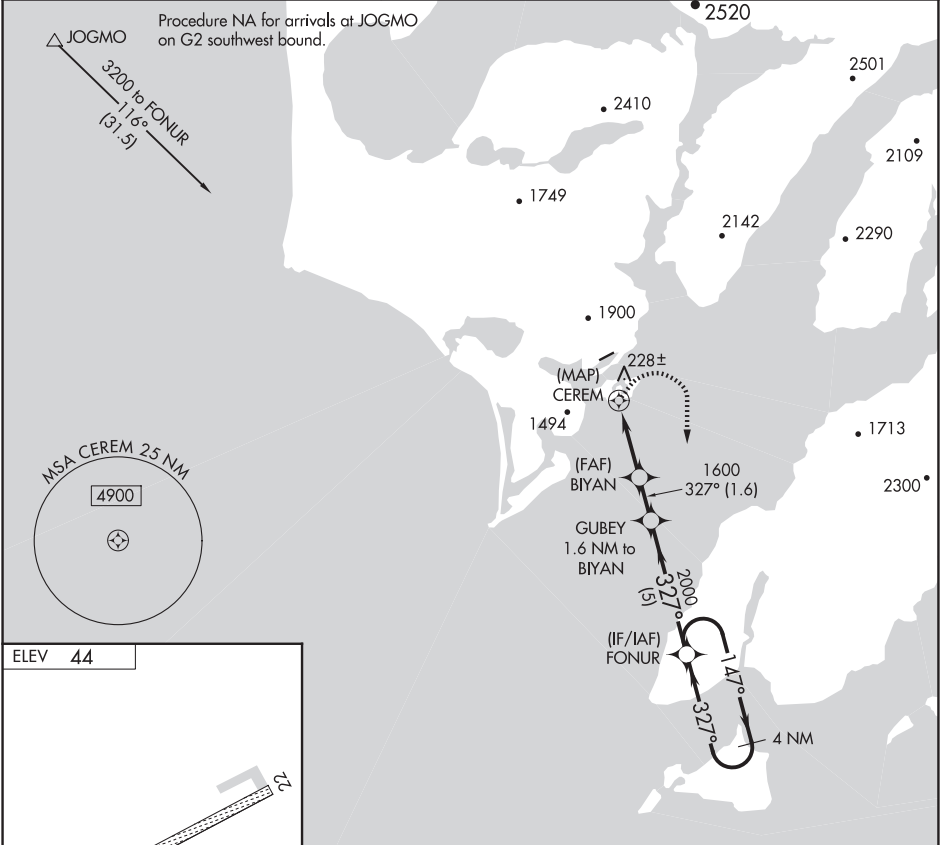
24081

APP CRS	Rwy Idg	N/A
327°	TDZE	N/A
	Apt Elev	44

RNAV (GPS)-A
AKHIOK (AKK) (PAKH)

 DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA northwest of Rwy 4/22.	MISSED APPROACH: Climbing right turn to 3200 direct FONUR WP and hold.
---	---

AWOS-3P 118.325	ANCHORAGE CENTER 125.1 281.4	KENAI RADIO 122.6	UNICOM 122.8 (CTAF)
--------------------	---------------------------------	----------------------	------------------------



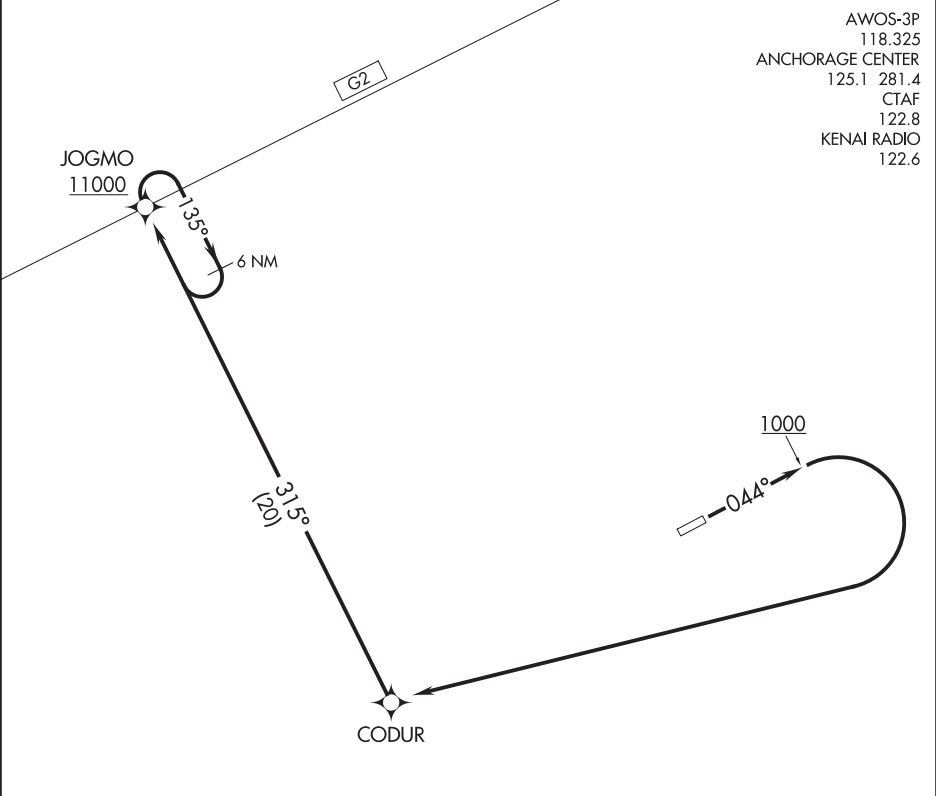
AKHIOK, ALASKA
Orig-C 07OCT21

56°56'N-154°11'W

AKHIOK (AKK) (PAKH)
RNAV (GPS)-A

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



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.

AKIAK, ALASKA

AL-9746 (FAA)

22139

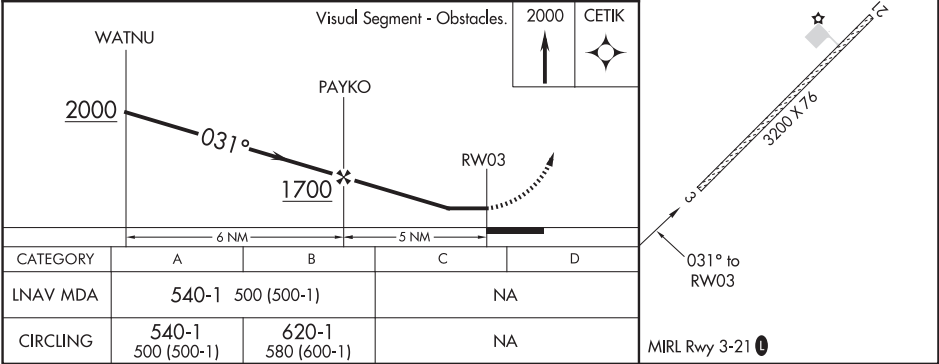
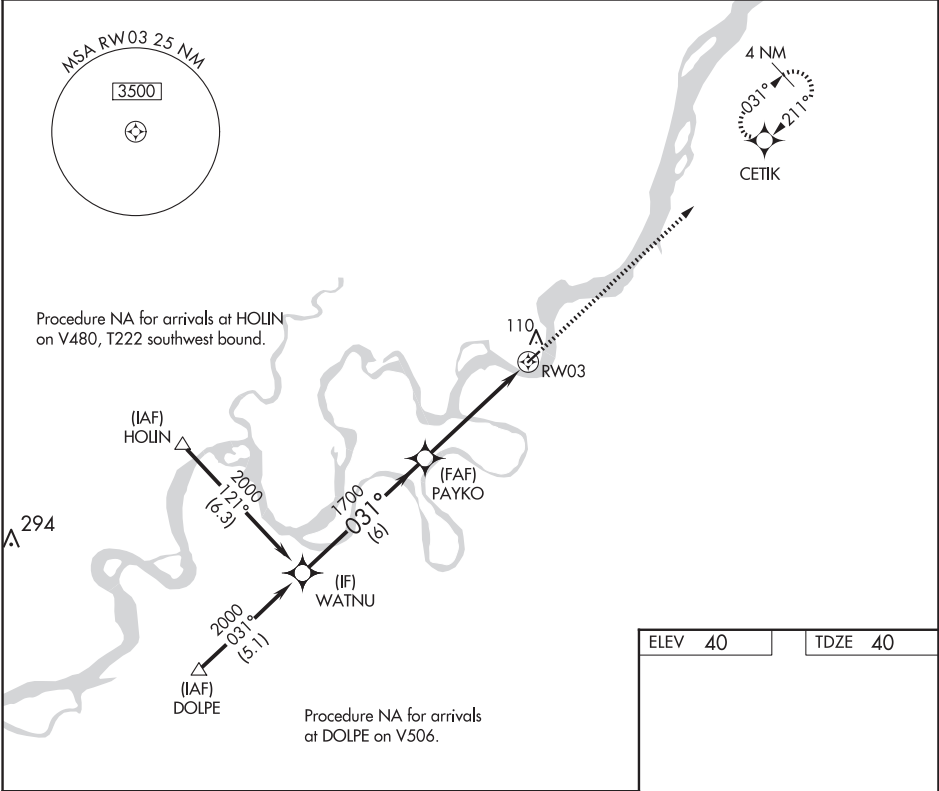
APP CRS	Rwy Idg	3200
031°	TDZE	40
	Apt Elev	40

RNAV (GPS) RWY 3

AKIAK (AKI) (PFAK)

RNP APCH.	Procedure NA at night. Use Bethel altimeter setting. Rwy 3 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 2000 direct CETIK and hold.
▼ ▲ NA		

BET/PABE ASOS 135.45	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
-------------------------	---------------------------------	-----------------



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

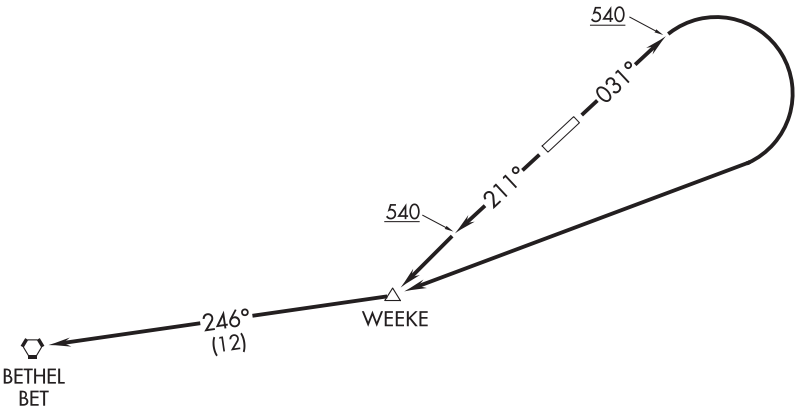
(AKIAK1.BET) 18032

AKIAK ONE DEPARTURE (OBSTACLE) (RNAV)

AL-9746 (FAA)

AKIAK (AKI) (PFAK)
AKIAK, ALASKA

ANCHORAGE CENTER
125.2 372.0
CTAF
122.9



TAKEOFF MINIMUMS

Rwy 3, 21: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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.

AKIAK ONE DEPARTURE (OBSTACLE) (RNAV)

(AKIAK1.BET) 27AUG09

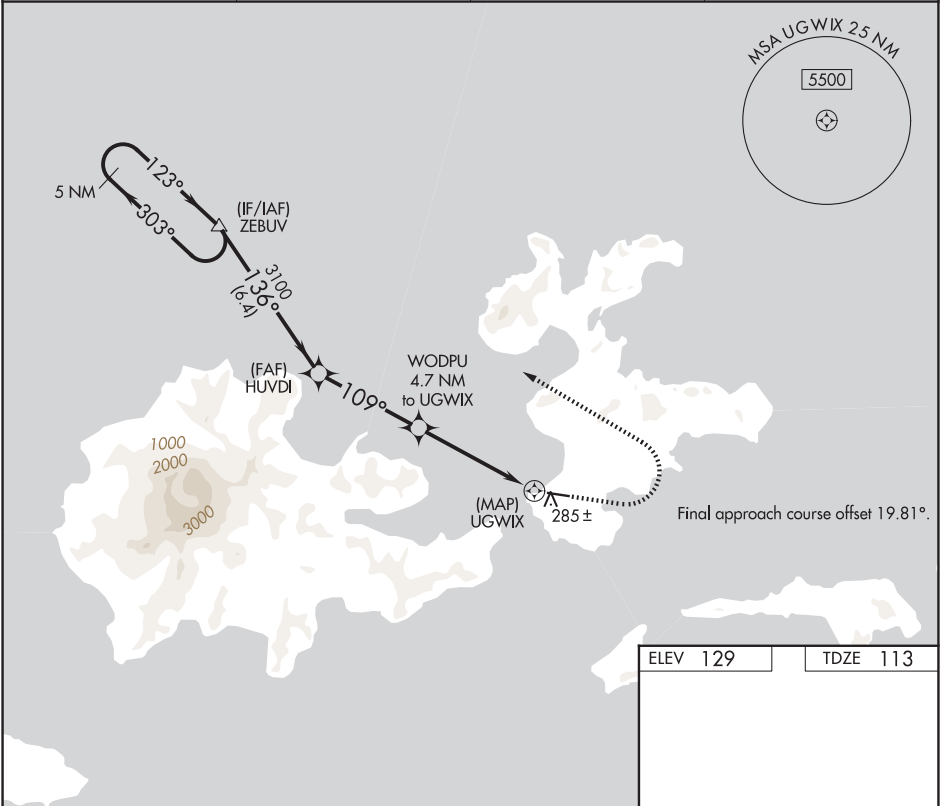
AKIAK, ALASKA
AKIAK (AKI) (PFAK)

APP CRS	Rwy Ldg	4500
109°	TDZE	113
	Apt Elev	129

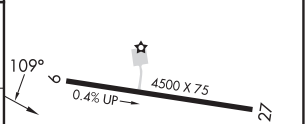
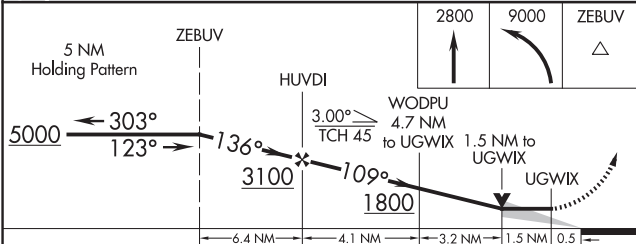
RNAV (GPS) RWY 9
AKUTAN (7AK)(PAUT)

	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.
--	---	---

AWOS-3P 129.05	ANCHORAGE CENTER 121.4	GCO 130.3	CTAF 122.9
-------------------	---------------------------	--------------	---------------



ELEV 129	TDZE 113
----------	----------



CATEGORY	A	B	C	D
LNAV MDA	780-1	667 (700-1)	780-1 7/8	667 (700-1 7/8)
CIRCLING	1020-1 1/4 891 (900-1 1/4)	1200-1 1/2 1071 (1100-1 1/2)	1600-3 1471 (1500-3)	1960-3 1831 (1900-3)

MIRL Rwy 9-27

AKUTAN, ALASKA

AL-10983 (FAA)

25219

APP CRS	Rwy Ldg	4500
269°	TDZE	129
	Apt Elev	129

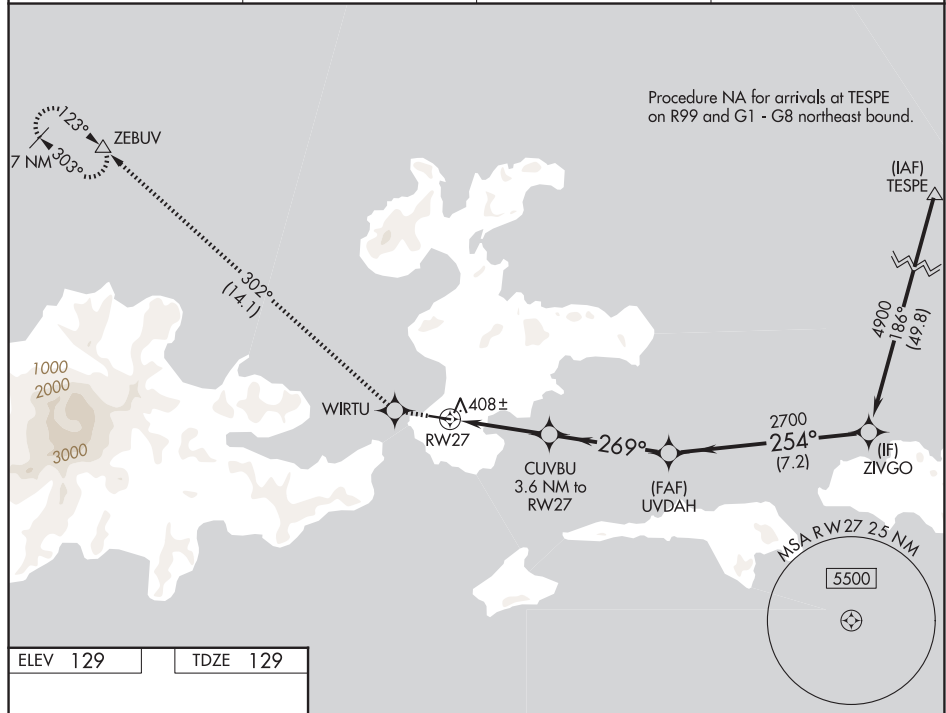
RNAV (GPS) RWY 27

AKUTAN (7AK)(PAUT)

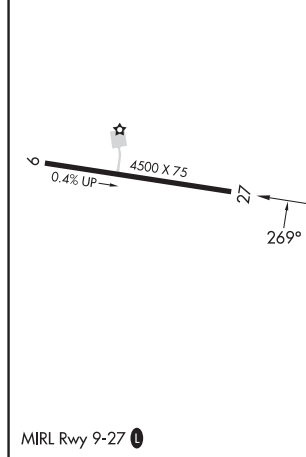
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 9000 direct WIRTU and on track 302° to ZEBUV and hold, continue climb-in-hold to 9000.

AWOS-3P 129.05	ANCHORAGE CENTER 121.4	GCO 130.3	CTAF 122.9
-------------------	---------------------------	--------------	---------------



ELEV 129	TDZE 129
----------	----------



9000 ↑	WIRTU ✦	tr 302°	ZEBUV △		
*LNAV only					
CATEGORY	A		B	C	D
LNAV/ VNAV	DA	848-2½ 719 (800-2½)			
LNAV MDA	1140-1¼ 1011 (1100-1¼)	1140-1½ 1011 (1100-1½)	1140-3	1011 (1100-3)	
CIRCLING	1140-1¼ 1011 (1100-1¼)	1200-1½ 1071 (1100-1½)	1600-3 1471 (1500-3)	1960-3 1831 (1900-3)	

AKUTAN, ALASKA
Amdt 1 13NOV14

54°09'N-165°36'W

RNAV (GPS) RWY 27

AKUTAN (7AK)(PAUT)

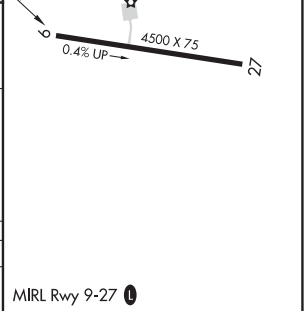
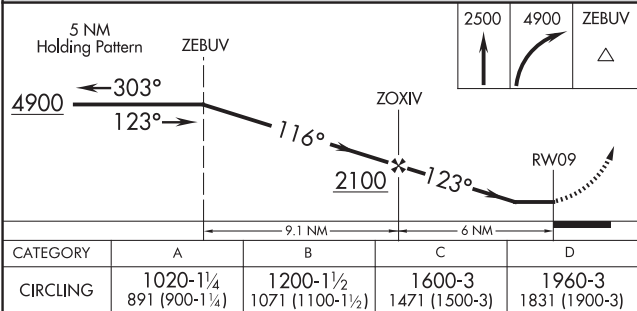
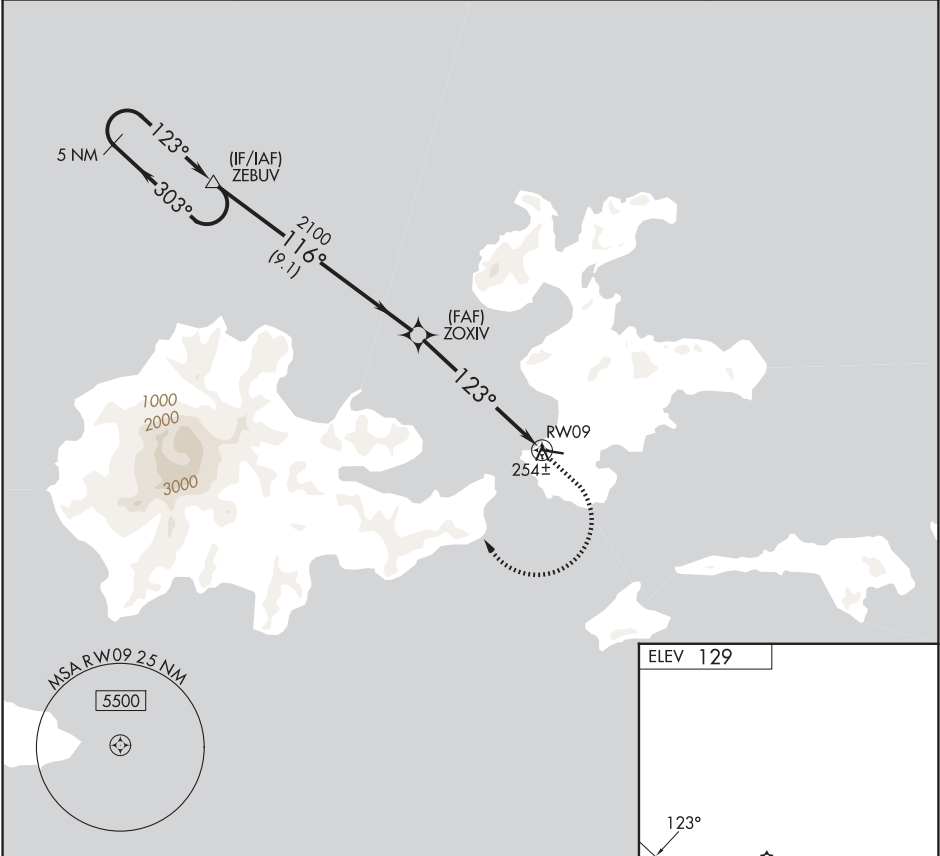
AK, 07 AUG 2025 to 02 OCT 2025

APP CRS 123°	Rwy Ldg TDZE Apt Elev N/A N/A 129
------------------------	---

RNAV (GPS)-A
AKUTAN (7AK) (PAUT)

⚠ ⚠ When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Procedure NA at night.	MISSED APPROACH: Climb to 2500 then climbing right turn to 4900 direct ZEBUV and hold.
---	--

AWOS-3P 129.05	ANCHORAGE CENTER 121.4	GCO 130.3	CTAF 122.9 ①
--------------------------	----------------------------------	---------------------	-------------------------------

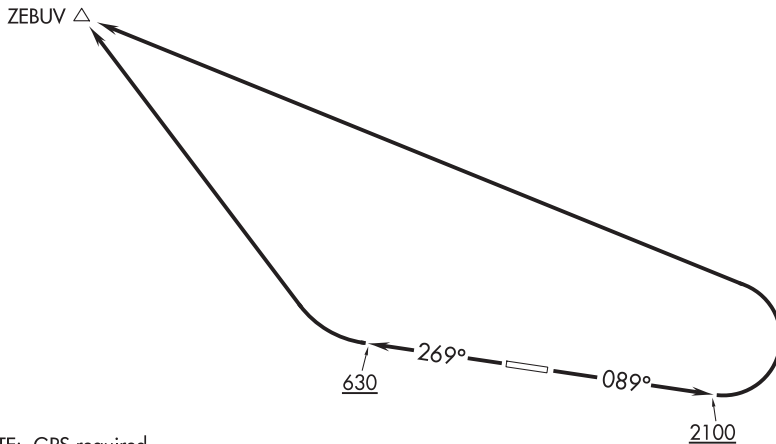


AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

(ZEBUV1.ZEBUV) 19339

ZEBUV ONE DEPARTURE (OBSTACLE) (RNAV)

AKUTAN (7AK) (PAUT)
AL-10983 (FAA) AKUTAN, ALASKAANCHORAGE CENTER
121.4

NOTE: GPS required.

NOTE: RNAV-1.

TAKEOFF MINIMUMS

Rwy 9: Standard with minimum climb of 240' per NM to 3400.

Rwy 27: Standard with minimum climb of 440' per NM to 630.

TAKEOFF OBSTACLE NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTIONTAKEOFF 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.

ZEBUV ONE DEPARTURE (OBSTACLE) (RNAV)

(ZEBUV1.ZEBUV) 05DEC19

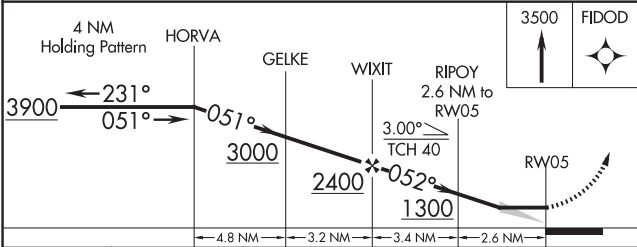
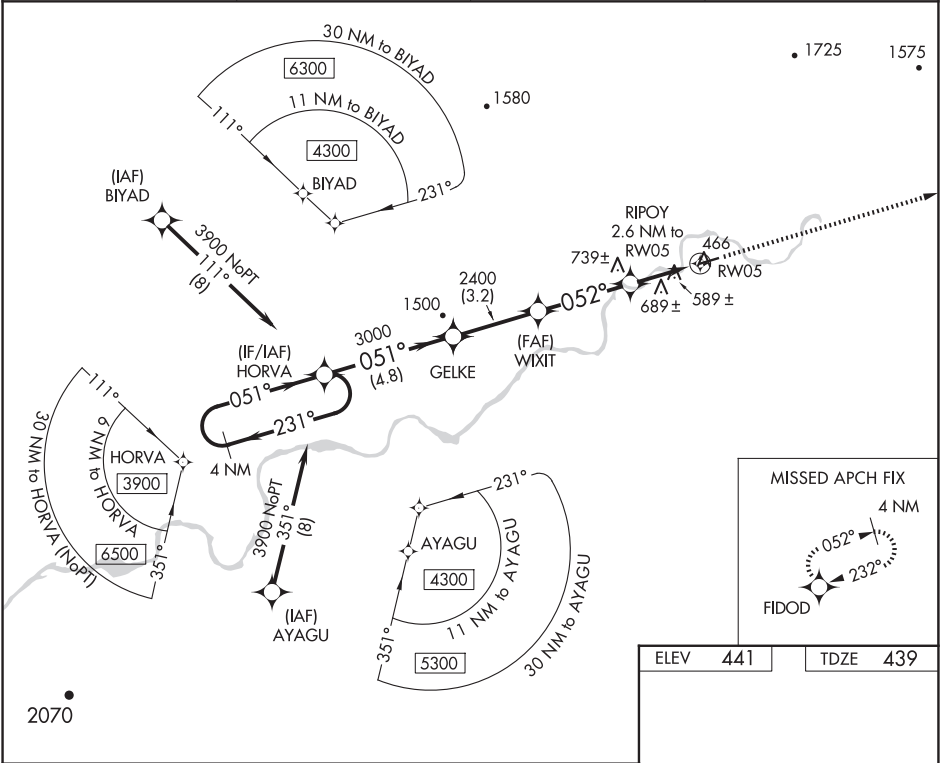
AKUTAN, ALASKA
AKUTAN (7AK) (PAUT)

WAAS CH 99622 W05A	APP CRS 052°	Rwy Ldg TDZE 439 Apt Elev 441
--	------------------------	---

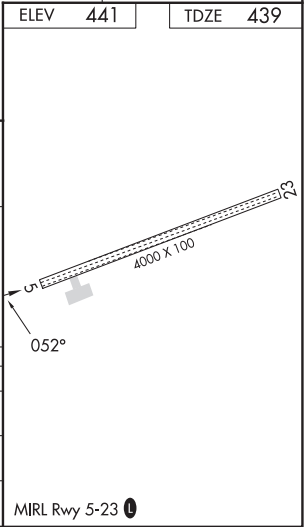
RNAV (GPS) RWY 5
ALLAKAKET (6A8) (PFAL)

NA -43°C	DME/DME RNP-0.3 NA. Use Bettles altimeter setting.	MISSED APPROACH: Climb to 3500 direct FIDOD and hold.
-------------	--	---

BTT/PABT ASOS 135.45	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.2	CTAF 122.9 0
--------------------------------	--	---------------------------------	------------------------



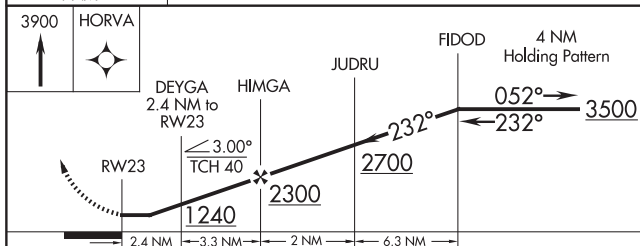
CATEGORY	A	B	C	D
LP MDA	960-1	521 (600-1)	960-1½ 521 (600-1½)	NA
LNAV MDA	1060-1	621 (700-1)	1060-1¾ 621 (700-1¾)	NA
CIRCLING	1100-1 659 (700-1)	1220-1 779 (800-1)	1240-2¼ 799 (800-2¼)	NA



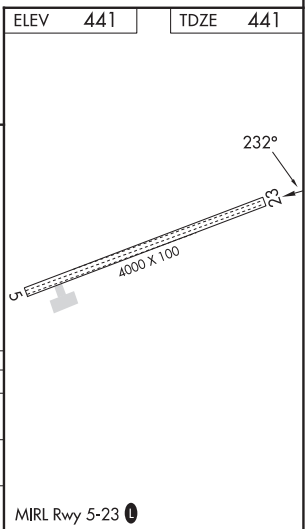
RNAV (GPS) RWY 23

ALLAKAKET (6A8) (PFAL)

BTT/PABT ASOS 135.45	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.2	CTAF 122.9 0
--------------------------------	--	---------------------------------	------------------------



CATEGORY	A	B	C	D
LP MDA	900-1 459 (500-1)		900-1 $\frac{3}{8}$ 459 (500-1 $\frac{3}{8}$)	NA
LNAV MDA	900-1 459 (500-1)		900-1 $\frac{3}{8}$ 459 (500-1 $\frac{3}{8}$)	NA
CIRCLING	1100-1 659 (700-1)	1220-1 779 (800-1)	1240-2 $\frac{1}{4}$ 799 (800-2 $\frac{1}{4}$)	NA



AK, 07 AUG 2025 to 02 OCT 2025

DELTA JUNCTION/FORT GREELY, ALASKA

RNAV (GPS) RWY 10

APCH CRS **101°** Rwy Idg **6115** TDZE **1253** Arpt Elev **1285** [USA] ALLEN AAF (PABI)

RNP APCH-GPS

* Circling not authorized East of Rwy 1-19.

MISSED APPROACH: Climb to 5000 direct POVLE, and via 027° track to VOPCU, left turn via 289° track to ARORA and hold.

ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5	CTAF 122.9	TOWER ★ 119.8 235.775 40.8 (E) FM	GND CON 118.225 251.05
------------------------	-----------------------	--	----------------------	---	----------------------------------

ELEV **1285** TDZE **1253**
 Rwy 1 Idg 8000'
 Rwy 19 Idg 8000'

HIRL Rwy 1-19 and 11-29
 MIRL Rwy 070°-250°
 REIL Rwy 11-29

OSUBE WOSOM HETMU RW10

5000 3600 2100

101° 3.06° TCH 51

4.6 NM 2.5 NM

CATEGORY	A	B	C	D
LNNAV MDA	1640-1	387 (400-1)	1640-1½	387 (400-1½)
CIRCLING*	1740-1 455 (500-1)	1780-1 495 (500-1)	1860-1½ 575 (600-1½)	2040-2½ 755 (800-2½)

DELTA JUNCTION/FORT GREELY, ALASKA

64°00'N-145°43'W

ALLEN AAF (PABI)

Amdt 1 15JUN23

RNAV (GPS) RWY 10

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

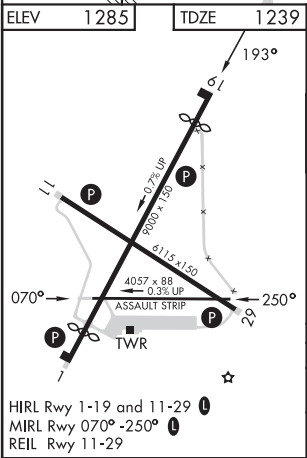
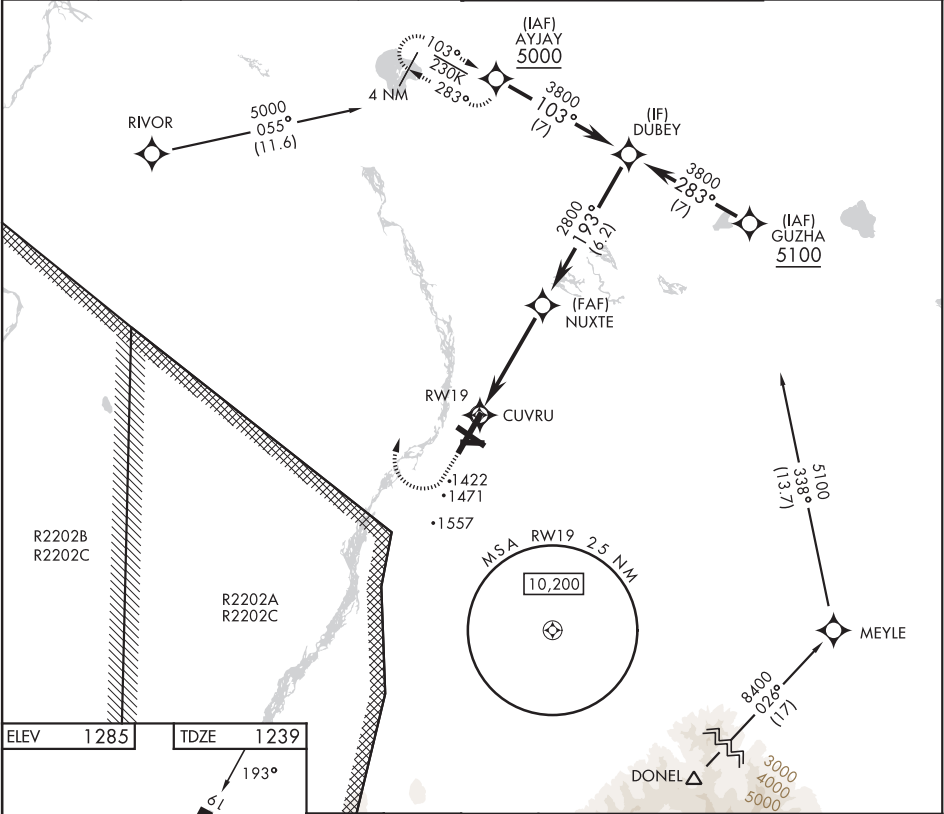
RNAV (GPS) RWY 19

APCH CRS	Rwy Idg	8000
193°	TDZE	1239
	Arprt Elev	1285

[USA]

ALLEN AAF (PABI)

RNP APCH - GPS				MISSED APPROACH: (Do not exceed 250 KIAS until initial turn completion.) Climb to 1800 then climbing right turn to 5000, direct AYJAY, continue climb in hold to 5000.			
* Circling not authorized East of Rwy 1-19.							
ATIS	ASOS	ANCHORAGE CENTER	CTAF	TOWER ★		GND CON	
132.075	135.65	135.3 322.5	122.9	119.8 235.775 40.8 (E) FM		118.225 251.05	



ELEV 1285		TDZE 1239	
1800		5000	
AYJAY		VGSi and descent angles not coincident (VGSi angle 3.00/TCH 74).	
1.2 NM to CUVRU		NUXTE	
CUVRU		3800	
0.2		4.5 NM	
CATEGORY	A	B	C
LNNAV MDA	1740-1 501 (500-1)	1740-1½ 501 (500-1½)	
CIRCLING *	1740-1 455 (500-1)	1780-1 495 (500-1)	1860-1½ 575 (600-1½) 2040-2½ 755 (800-2½)

RNAV (GPS) RWY 19

DELTA JUNCTION/FORT GREELY, ALASKA

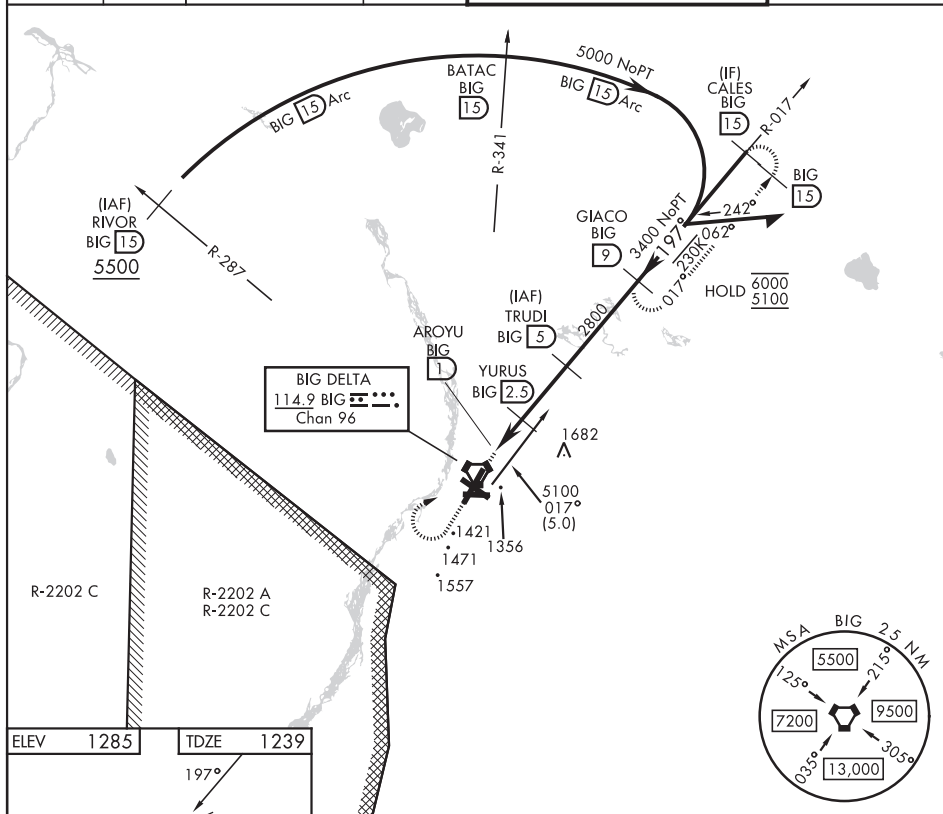
VOR/DME or TACAN RWY 19

VORTAC BIG 114.9 Chan 96	APCH CRS 197°	Rwy Idg TDZE 1239 Arpt Elev 1285
--	-------------------------	--

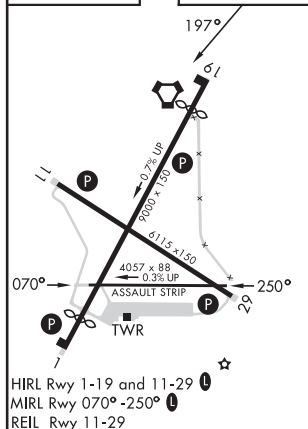
[USA]




ALLEN AAF (PABI)

*Circling not authorized East of Rwy 1-19.				MISSED APPROACH: Climb to 2100, then climbing right turn to 5100 via BIG R-017 to GIACO/9 DME and hold, continue climb in hold to 5100.			
ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5	CTAF 122.9	TOWER ★ 119.8 235.775 40.8 (E) FM			
				GND CON 118.225 251.05			



ELEV	1285	TDZE	1239
------	------	------	------



2100		5100		GIACO		TRUDI		VGSI and descent angles not coincident.	
				BIG R-017		BIG 9		BIG 5	
BIG VORTAC		AROYU		YURUS		GIACO		Remain within 10 NM	
		BIG 1		BIG 2.5		BIG 9		4300	
		1880		2.92° TCH 74		2800		3400	
		0.8 NM		1.5 NM		2.5 NM			
CATEGORY	A		B		C		D		
S-19	1660-1 421 (400-1)		1660-1 421 (400-1)		1660-1 421 (400-1 1/4)				
CIRCLING *	1740-1 455 (500-1)		1780-1 495 (500-1)		1860-1 575 (600-1 1/2)		2040-2 755 (800-2 1/2)		

DELTA JUNCTION/FORT GREELY, ALASKA

64°00'N-145°43'W

ALLEN AAF (PABI)

Amdt 3 07AUG25

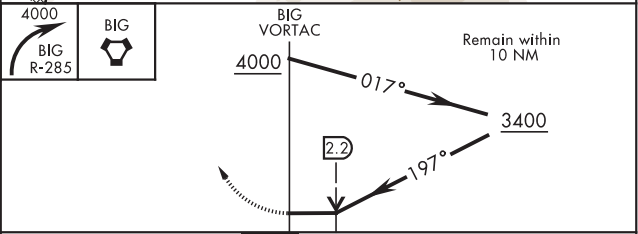
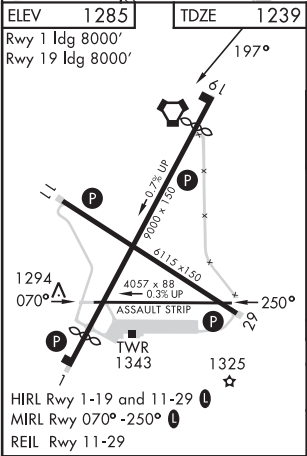
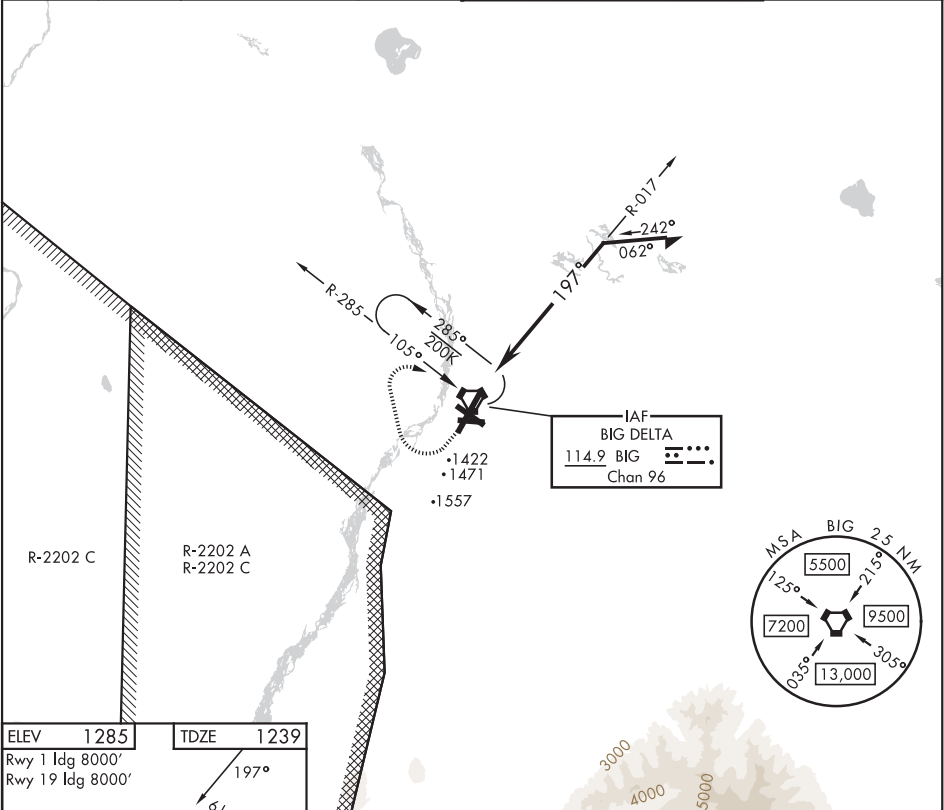
VOR/DME or TACAN RWY 19

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

VORTAC BIG 114.9 Chan 96	APCH CRS 197°	Rwy Idg 8000 TDZE 1239 Arpt Elev 1285	[USA]	ALLEN AAF (PABI)
--------------------------------	------------------	---	-------	------------------

* Circling not authorized East of Rwy 1-19.				MISSED APPROACH: Climbing right turn to 4000 via BIG R-285, then right turn direct BIG VORTAC and hold.	
ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5	CTAF 122.9 0	TOWER★ 119.8 235.775 40.8 (E) FM	GND CON 118.225 251.05



CATEGORY	A	B	C	D
S-19	1940-1 701 (700-1)	1940-2 701 (700-2)		
CIRCLING *	1940-1 655 (700-1)	1940-2 655 (700-2)	2040-2½ 755 (800-2½)	

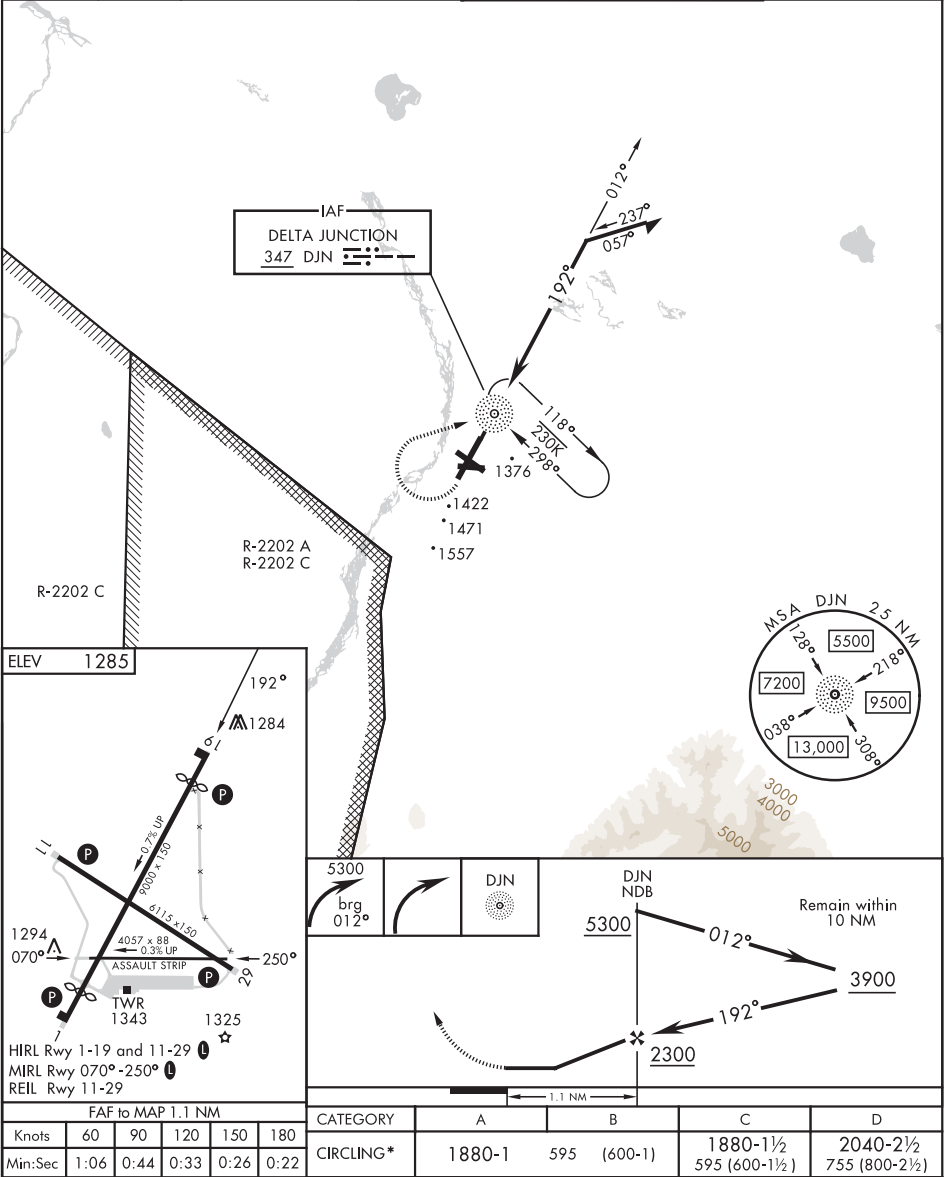
AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

DELTA JUNCTION/FORT GREELY, ALASKA

NDB-A

NDB DJN 347	APCH CRS 192°	Rwy Idg TDZE Arprt Elev N/A N/A 1285	[USA]	ALLEN AAF (PABI)
RNAV or RADAR required.			MISSED APPROACH: Climbing right turn to 5300 via 012° bearing from DJN NDB, then right turn direct DJN NDB and hold.	
* Circling not authorized East of Rwy 1-19.				
ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5	CTAF 122.9	TOWER ★ 119.8 235.775 40.8 (E) FM
			GND CON 118.225 251.05	



DELTA JUNCTION/FORT GREELY, ALASKA

64°00'N-145°43'W

ALLEN AAF (PABI)

Amtd 4 07AUG25

NDB-A

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

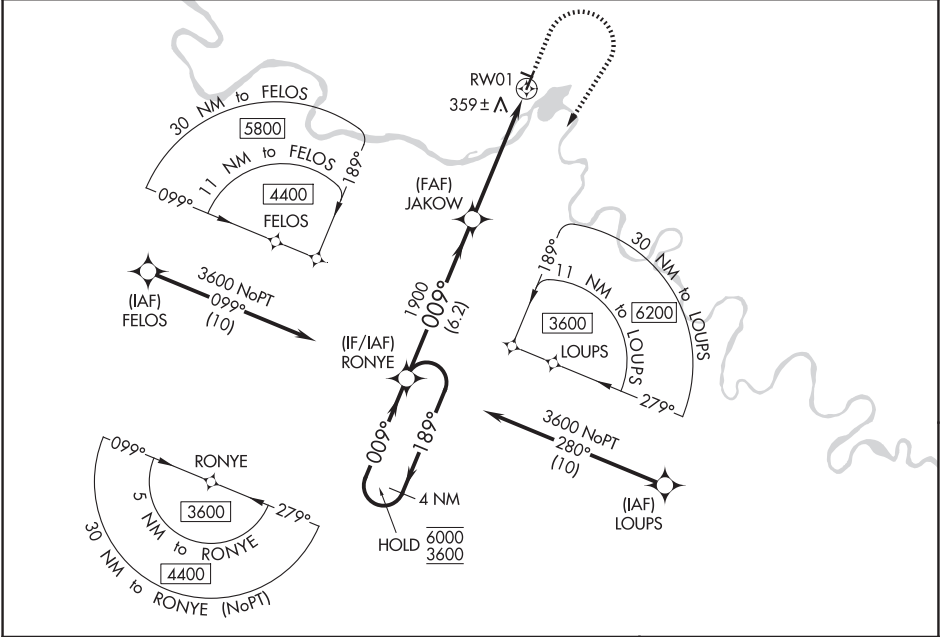
WAAS CH 40439 W01A	APP CRS 009°	Rwy Ldg TDZE Apt Elev	4000 268 293
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 1

AMBLER (AFM) (PAFM)

RNP APCH.	MISSED APPROACH: Climb to 1000 then climbing right turn to 3600 direct RONYE and hold, continue climb-in-hold to 3600. # Missed approach requires minimum climb of 210 feet per NM to 2300.
<div><div><div>⚠</div><div>⚠</div><div>❄</div></div><div>Circling NA west of Rwy 1-19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 42°C. -36°C</div></div>	

AWOS-3P 132.1	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.0	CTAF 122.7 0
-------------------------	--	--------------------------------	------------------------



VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 25).				ELEV 293	TDZE 268
4 NM Holding Pattern RONYE				MIRL Rwy 1-19 and 10-28	
GP 3.00° TCH 40				2400 X 60 1.1% UP	
6.2 NM 2.8 NM 2.3 NM				4000 X 25 0.5% UP	
CATEGORY	A	B	C	D	
LPV DA#	518-1 250 (300-1)				
LPV DA	686-1 3/8 418 (400-1 3/8)				
LNAV/VNAV DA	811-1 7/8 543 (600-1 7/8)				
LNAV MDA	1000-1 732 (800-1)	1000-1 1/4 732 (800-1 1/4)	1000-1 7/8 732 (800-1 7/8)	732 (800-1 7/8)	
CIRCLING	1000-1 707 (800-1)	1000-1 1/4 707 (800-1 1/4)	1000-2 707 (800-2)	1000-2 1/4 707 (800-2 1/4)	

ANAKTUVUK PASS, ALASKA

AL-9380 (FAA)

25163

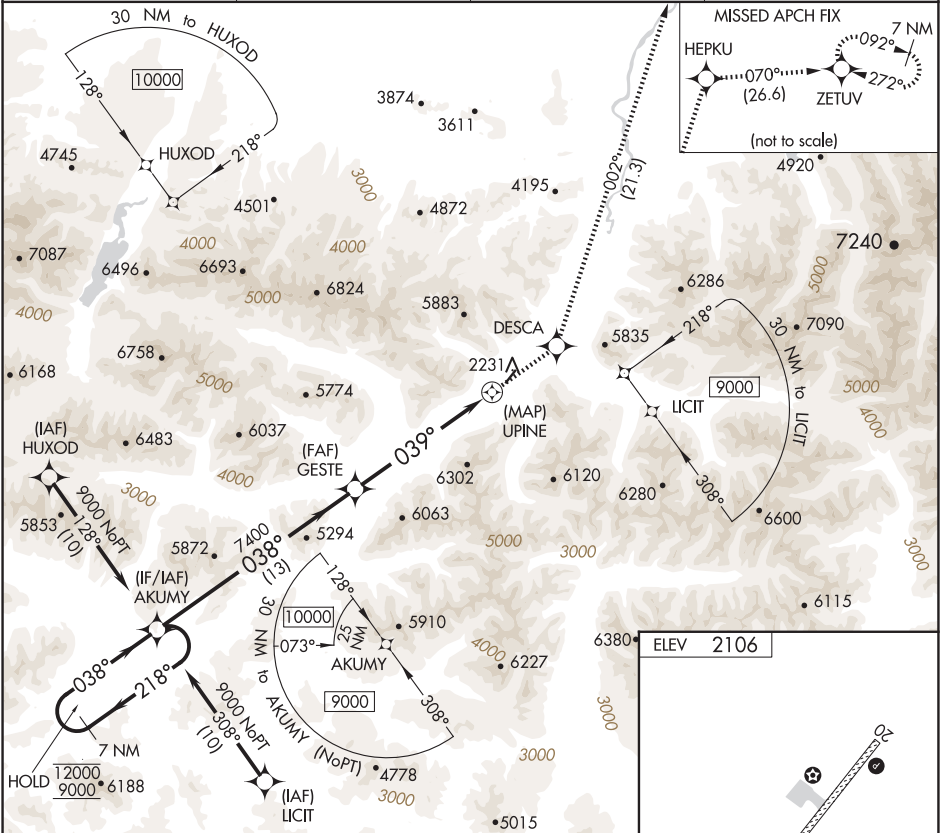
APP CRS	Rwy Ldg	N/A
039°	TDZE	N/A
	Apt Elev	2106

RNAV (GPS)-A

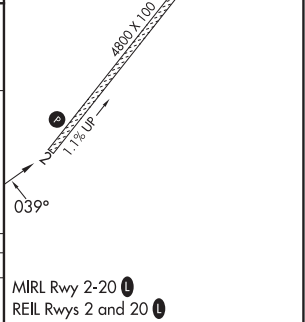
ANAKTUVUK PASS (AKP) (PAKP)

RNP APCH.		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.			
-31°C			

AWOS-3P	ANCHORAGE CENTER	FAIRBANKS RADIO	UNICOM
135.75	124.6 352.0	122.15	122.8 (CTAF) ①



7 NM Holding Pattern			AKUMY	10000 ↑	DESCA ✧	tr 002° ✧	HEPKU ✧	tr 070° ✧	ZETUV ✧
12000 ← 218° 9000 038° →			038°	7400	039°	UPINE			
			13 NM	9 NM	0.9 NM				
CATEGORY	A		B		C		D		
CIRCLING	5620-1¼ 3514 (4000-1¼)		5620-1½ 3514 (4000-1½)		6240-3		4134 (4200-3)		



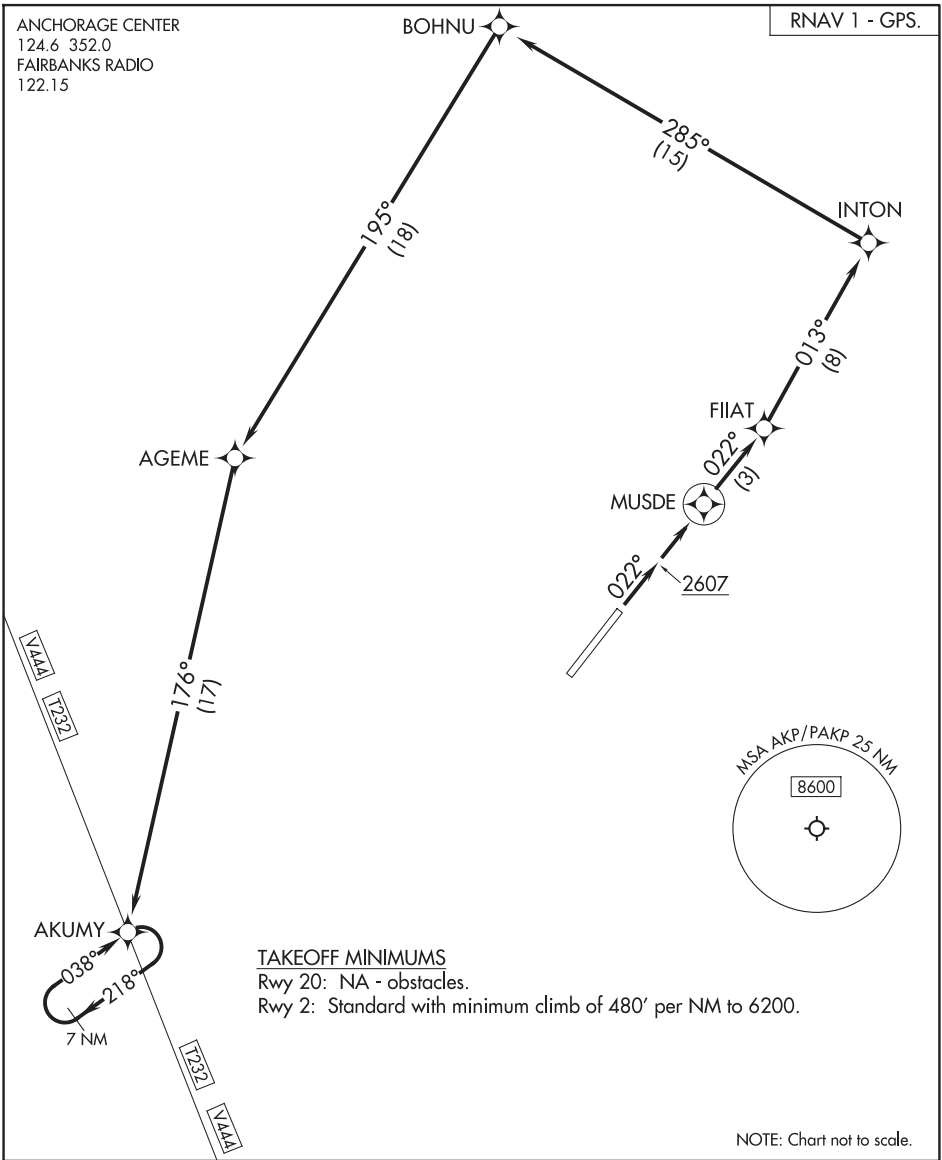
ANAKTUVUK PASS, ALASKA
Amdt 2 21MAY20

68°08'N-151°45'W

ANAKTUVUK PASS (AKP) (PAKP)
RNAV (GPS)-A

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



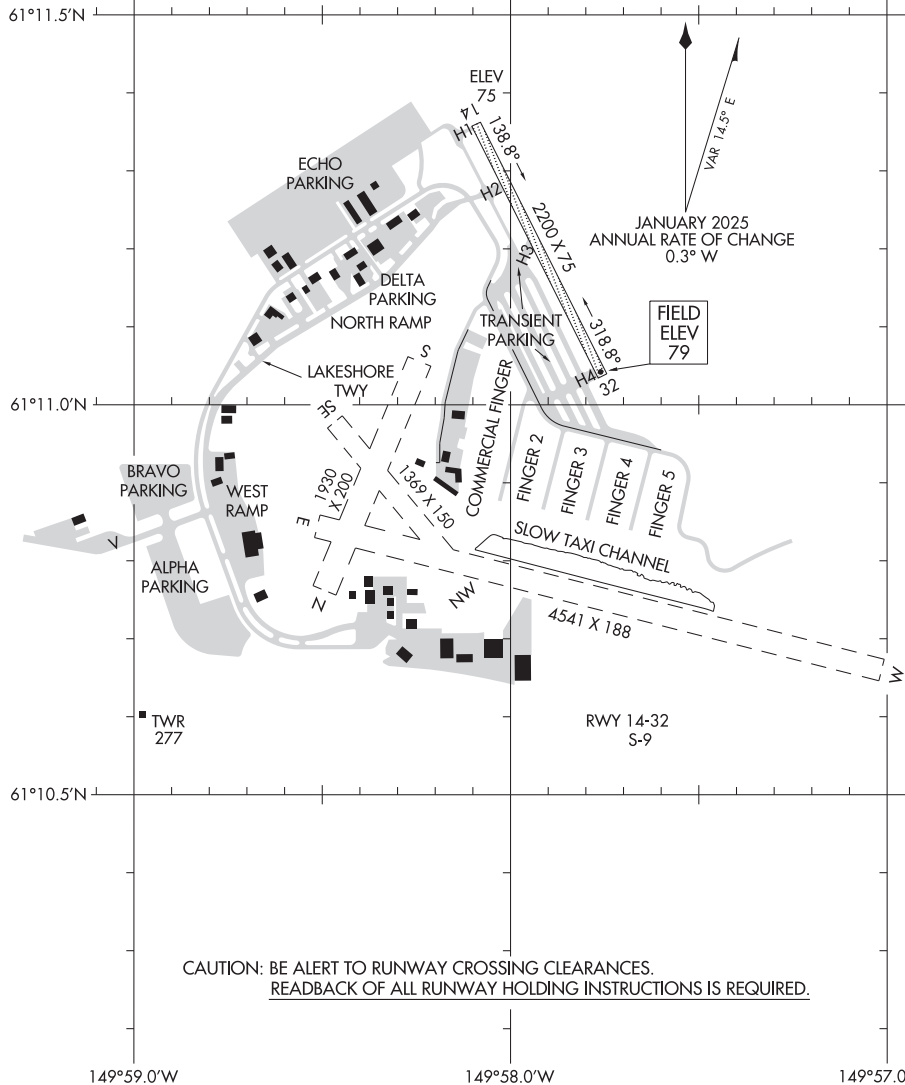
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022° to 2607, then direct MUSDE, then on depicted route to AKUMY, maintain 9000 or higher as assigned.

AL-10443 (FAA)

ANCHORAGE, ALASKA

ATIS	125.6
LAKE HOOD TOWER	126.8
CLNC DEL	119.4



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

25107

ANCHORAGE, ALASKA
LAKE HOOD (LHD) (PALH)

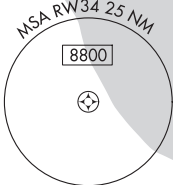
AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 34
MERRILL FLD (MRI) (PAMR)

RADAR required for procedure entry.

MISSED APPROACH: Climbing left turn to 2000 direct BQG VORTAC and hold.

MISSED APCH FIX



VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 21).

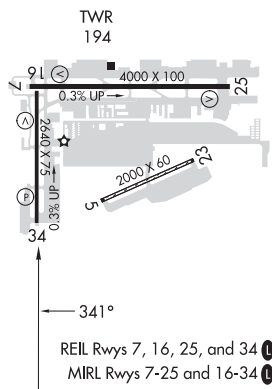
2000	BGQ

PEARY HAGUI FIMDA CURMI RW34

4000 — 346° — 2000 — 3.00° ≥ TCH 30 — 1700 — 341° — 900

2.4 NM to RW34

4 NM 4 NM 2.5 NM 2.4 NM



MERRILL FLD (MRI) (PAMR)
RNAV (GPS) RWY 34

ANCHORAGE, ALASKA

AL-1522 (FAA-O)

25107

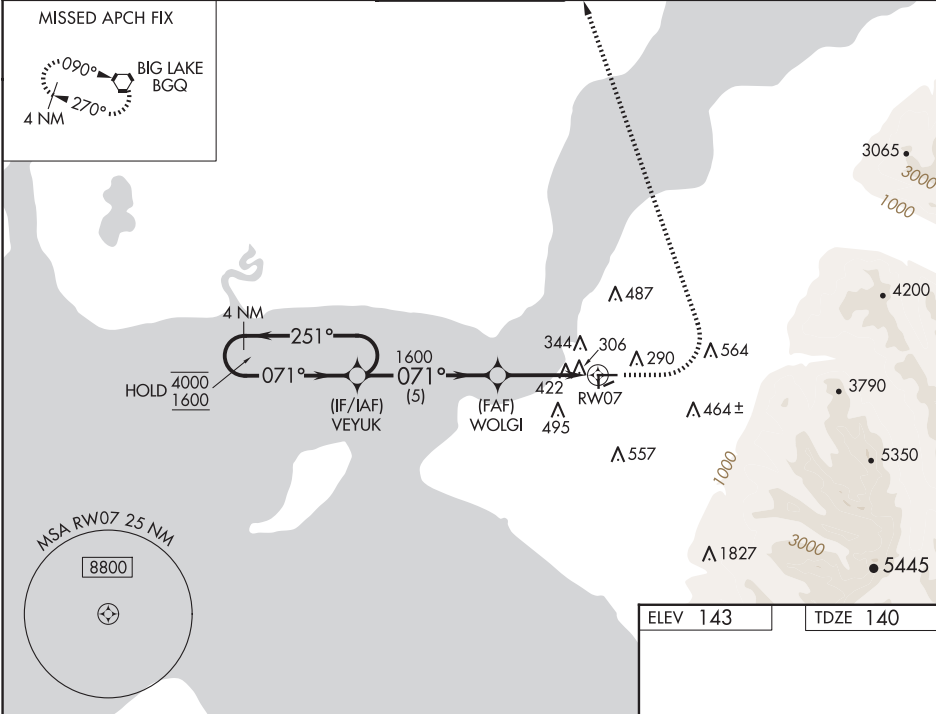
WAAS CH 67473 W07B	APP CRS 071°	Rwy Idg 4000 TDZE 140 Apt Elev 143
--	------------------------	---

RNAV (GPS) Y RWY 7

MERRILL FLD (MRI) (PAMR)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct BGQ VORTAC and hold.
RADAR required for procedure entry.	
⚠ When local altimeter setting not received, use Ted Stevens Anchorage Int'l altimeter setting and increase LPV DA to 801 feet. Increase all MDAs 20 feet. Helicopter visibility reduction below 1 SM NA. Circling Rwy 16, 34, 5 and 23 NA at night.	

ATIS 124.25	ANCHORAGE APP CON 119.1 363.2	MERRILL TOWER ★ 126.0 (CTAF) 0	GND CON 121.7	UNICOM 122.95
-----------------------	---	--	-------------------------	-------------------------



4 NM Holding Pattern		VEYUK	WOLGI	1000	2000	BGQ
4000 1600		251° 071°	071° 1600	RW07		
GP 3.75° TCH 43		5 NM 3.6 NM				
CATEGORY	A	B	C	D		
LPV DA	788-1 $\frac{7}{8}$	648 (700-1 $\frac{7}{8}$)	NA			
LNAV MDA	680-1	540 (600-1)	NA			
CIRCLING	740-1 597 (600-1)	800-1 657 (700-1)	NA			

ELEV 143 TDZE 140

TWR 194

071°

91

0.3% UP

4000 X 100

25

2000 X 60

34

0.3% UP

REIL Rws 7, 16, 25, and 34 0

MIRL Rws 7-25 and 16-34 0

ANCHORAGE, ALASKA
Orig 21MAR24

61°13'N-149°51'W

MERRILL FLD (MRI) (PAMR)

RNAV (GPS) Y RWY 7

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

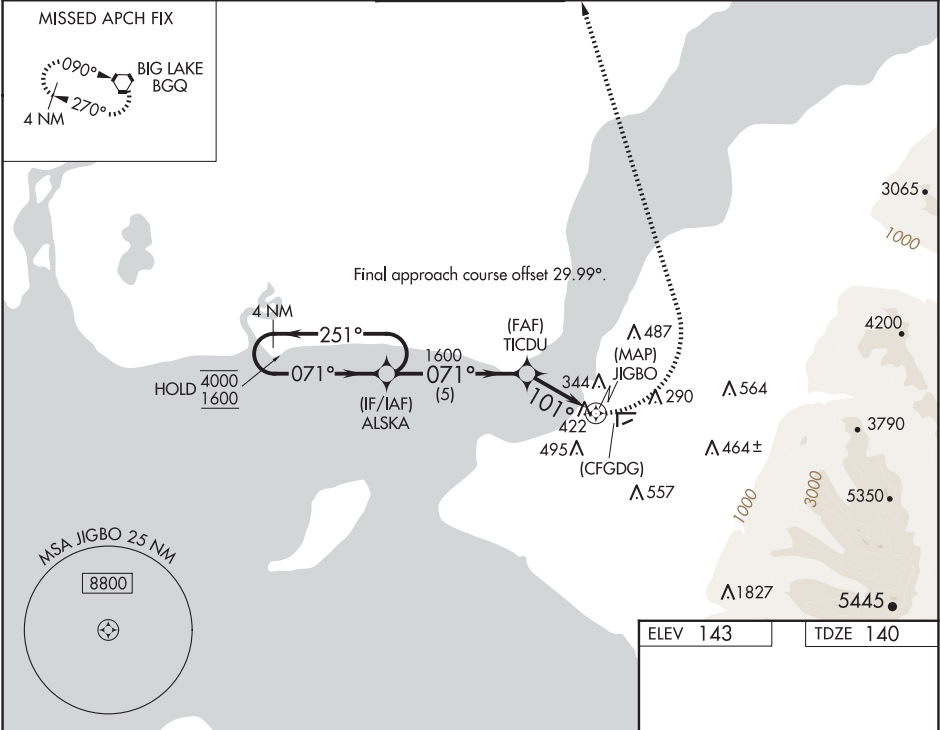
WAAS CH 51874 W07A	APP CRS 101°	Rwy Idg TDZE 140 Apt Elev 143
--	------------------------	---

RNAV (GPS) Z RWY 7

MERRILL FLD (MRI) (PAMR)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 2000 direct BQG VORTAC and hold.
RADAR required for procedure entry.	
<div><div></div><div>When local altimeter setting not received, use Ted Stevens Anchorage Intl altimeter setting and increase all MDAs 20 feet. Circling Rwy 16, 34, 5 and 23 NA at night. Helicopter visibility reduction below 1 SM NA.</div></div>	

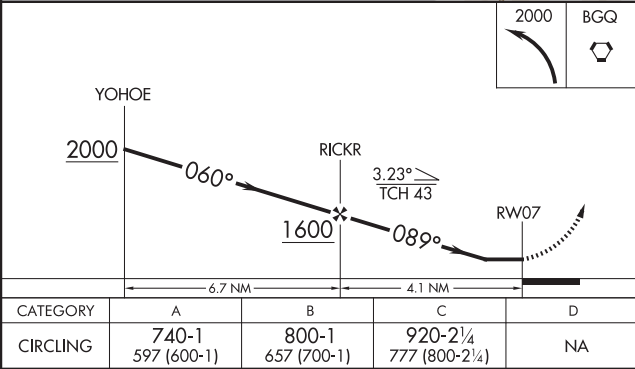
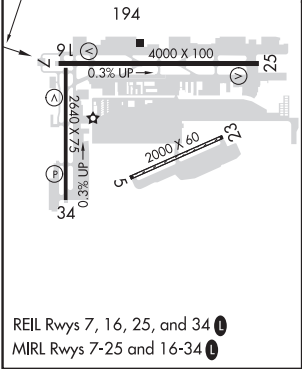
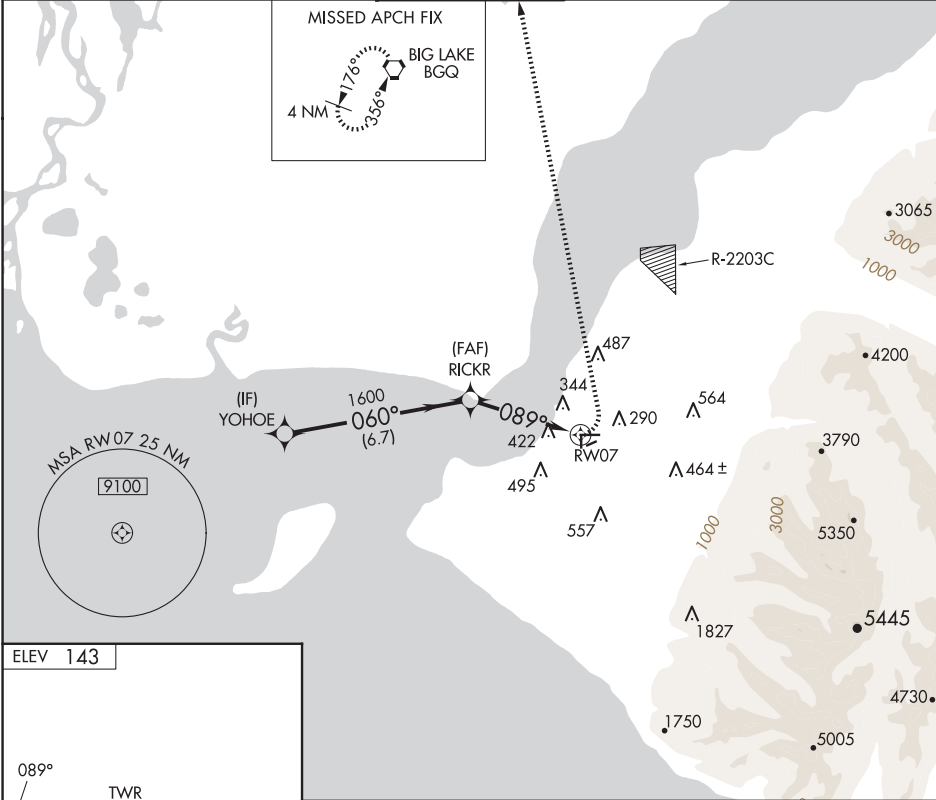
ATIS 124.25	ANCHORAGE APP CON 119.1 363.2	MERRILL TOWER ★ 126.0 (CTAF) 0	GND CON 121.7	UNICOM 122.95
-----------------------	---	--	-------------------------	-------------------------

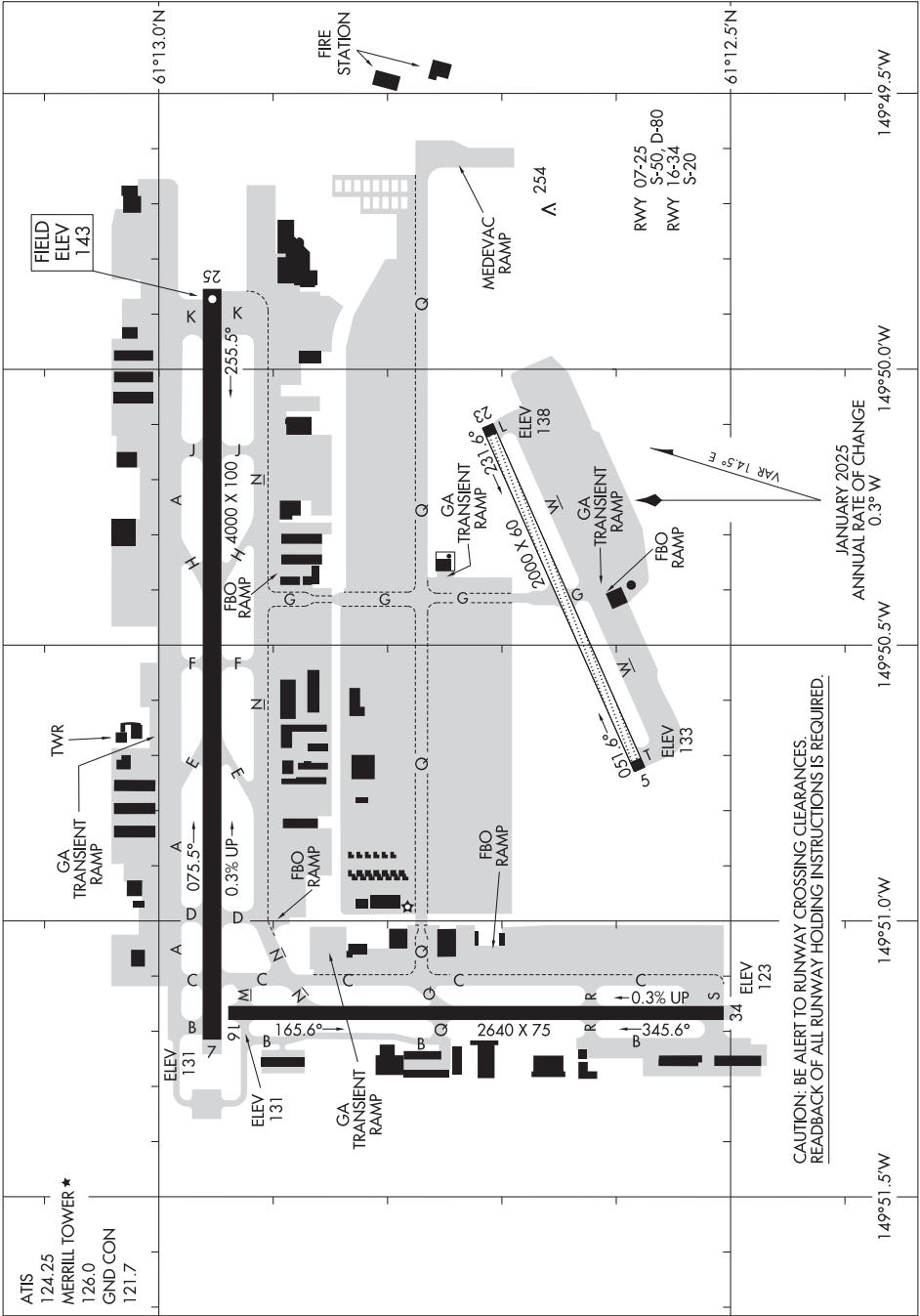


APP CRS	Rwy Idg	N/A
089°	TDZE	N/A
	Apt Elev	143

RNAV (GPS)-A
MERRILL FLD (MRI) (PAMR)

RNP APCH - GPS.			MISSED APPROACH: Climbing left turn to 2000 direct BGG 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





(PAMR1.BGQ) 24081

MERRILL ONE DEPARTURE (RNAV)

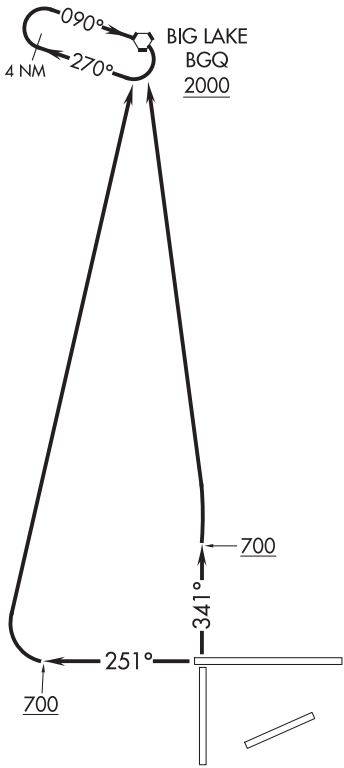
AL-1522 (FAA-O)

MERRILL FLD (MRI) (PAMR)
ANCHORAGE, ALASKA

TOP ALTITUDE:
5000

RNAV 1 - GPS.

ANCHORAGE DEP CON
119.1 363.2

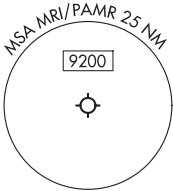


TAKEOFF MINIMUMS

Rwys 7, 16, 5 and 23: NA - ATC.

Rwy 34: Standard with minimum climb of 288' per NM to 700

Rwy 25: Standard with minimum climb of 417' per NM to 600.



NOTE: Chart not to scale.



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.

MERRILL ONE DEPARTURE (RNAV)

(PAMR1.BGQ) 21MAR24

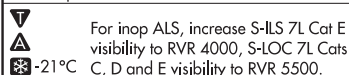
ANCHORAGE, ALASKA
MERRILL FLD (MRI) (PAMR)

LOC/DME I-TGN 109.9 Chan 36	APP CRS 074°	Rwy Ldg 10600 TDZE 128 Apt Elev 151
---	------------------------	--

ILS or LOC RWY 7L

TED STEVENS ANCHORAGE INTL (ANC)(PANC)

DME required.

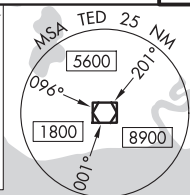


MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 230° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 600 then climbing right turn to 3000 on heading 230° on EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).

D-ATIS 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
------------------------	---	---------------------------------------	--------------------------------	--------------------------------

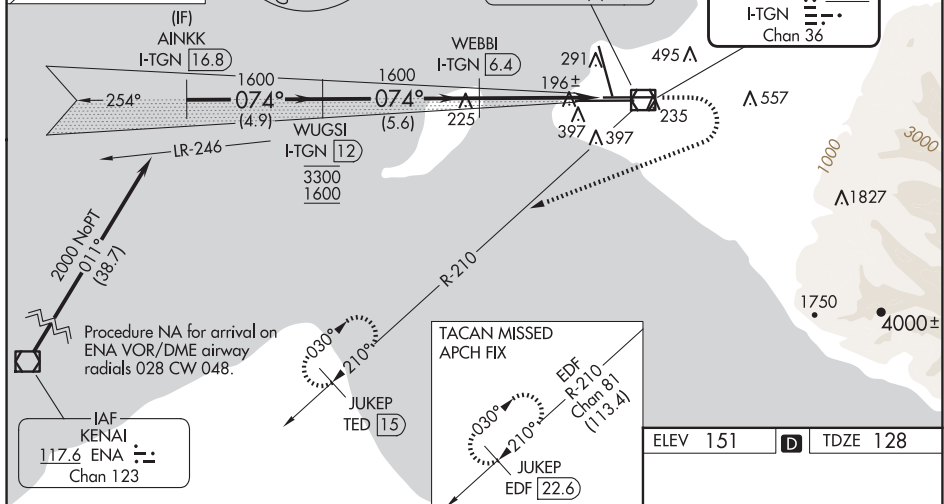
Diagram illustrating a flight path or heading sequence:

- 117.6 ENA
- 123 Chan
- 208° (marked with a dashed arc)
- R-028
- JUKEP (callout box)
- 34.2 (value associated with JUKEP)

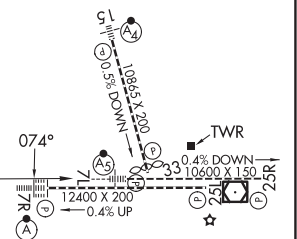
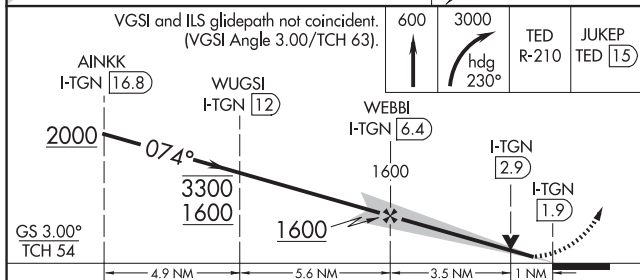



ELMENDORF
Chan 81
EDF $\frac{113.4}{113.4}$
(113.4)

LOCALIZER 109.9
I-TGN
Chan 36



ELEV 151	D	TDZE 128
----------	----------	----------



CATEGORY	A	B	C	D	E
S-ILS 7L	328/18 200 (200-½)				
S-LOC 7L	500/24 372 (400-½)		500/30 372 (400-¾)		
 CIRCLING	700-1 549 (600-1)		800-1¾ 649 (700-1¾)	920-2½ 769 (800-2½)	920-2¾ 769 (800-2¾)

REIL Rwy 33
TDZ/CL Rwy 7L and 7R
HIRL all Rwy

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

MISSED APPROACH: Climb to 780 then climbing right turn to 3000 on heading 230° and on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 780 then climbing right turn to 3000 on heading 230° and EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).

ELEV 151	D	TDZE 7R 132
		TDZE 7L 128

REIL Rwy 33
 TDZ/CL Rwy 7L and 7R
 HIRL all Rwy 33

ILS or LOC RWY 7R

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)

[illegible]

CATEGORY	A	B	C	D
S-ILS 15	351/40	200 (200- ³ / ₄)	401/40	250 (300- ³ / ₄)

AK, 07 AUG 2025 to 02 OCT 2025

AK. 07 AUG 2025 to 02 OCT 2025

ANCHORAGE, ALASKA

AL-1500 (FAA)

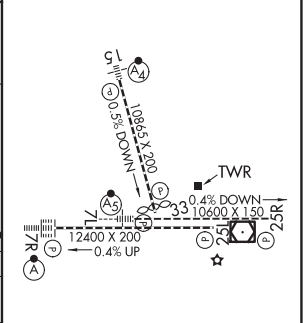
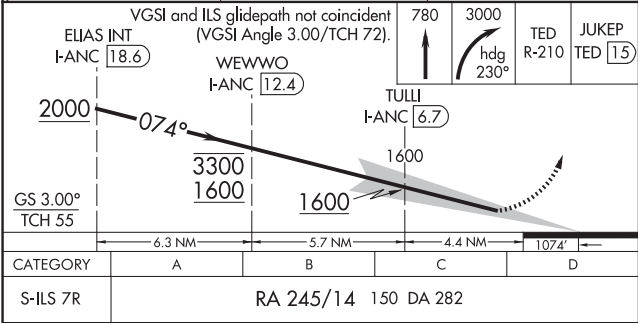
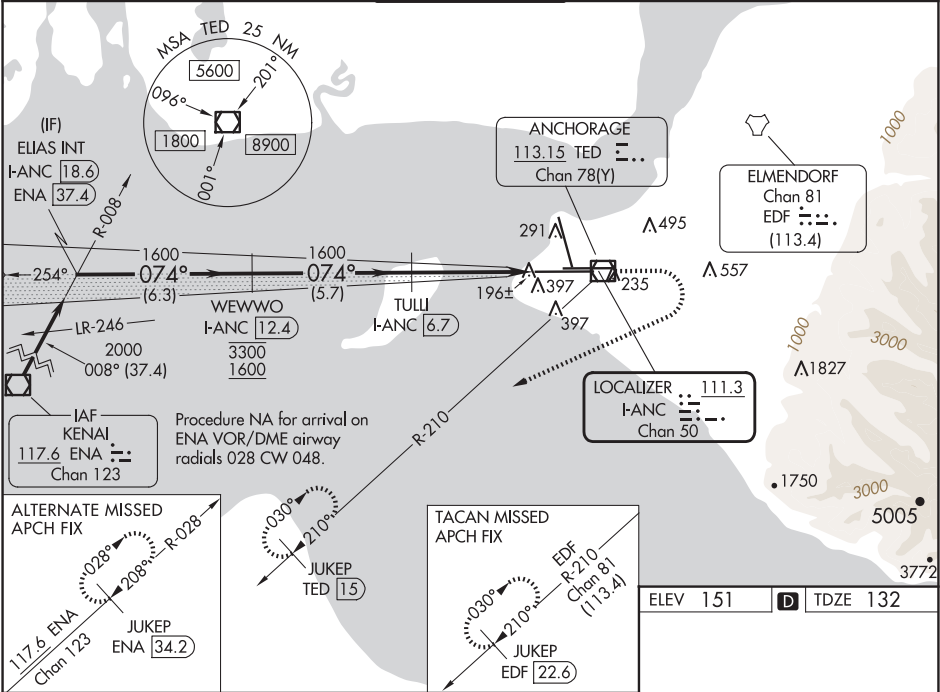
25163

LOC/DME I-ANC 111.3 Chan 50	APP CRS 074°	Rwy Ldg TDZE Apt Elev	12400 132 151
---	------------------------	-----------------------------	--

ILS RWY 7R (SA CAT I)
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

DME required. -21°C Requires specific OPSPEC, MSPEC, or LOA approval. Rwy 7L threshold 6140 feet east of Rwy 7R threshold.	ALSIF-2 	MISSED APPROACH: Climb to 780 then climbing right turn to 3000 on heading 230° and on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 780 then climbing right turn to 3000 on heading 230° and EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).
---	-------------	--

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
------------------------	---	---------------------------------------	--------------------------------	--------------------------------



SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

ILS RWY 7L (SA CAT I & II)
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

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).

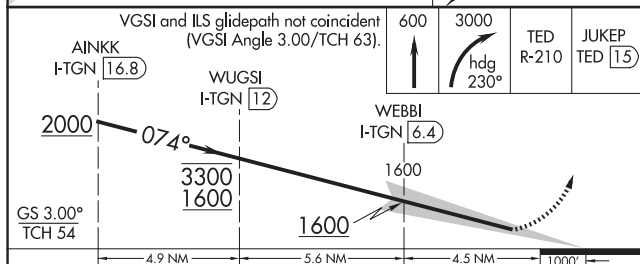


IAF
KENAI
117.6 ENA $\div \div$
Chan 123

TACAN MISSED
APCH FIX

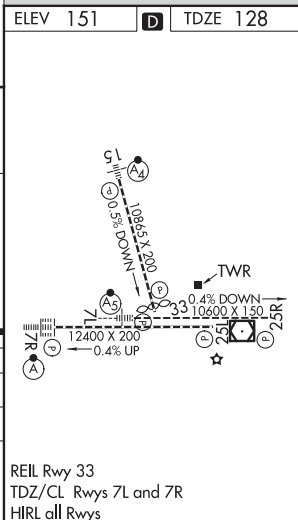
EDF R-210
Chan 81
(113.4)

JUKEP
EDF 22.6



CATEGORY	A	B	C	D
S-ILS 7L	SA CAT I	RA 158/14	150	DA 278
S-ILS 7L	SA CAT II	RA 108/12	100	DA 228

SA CATEGORY I & II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



ILS RWY 7R (CAT II & III)
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

MISSED APPROACH: Climb to 780 then climbing right turn to 3000 on heading 230° and on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 780 then climbing right turn to 3000 on heading 230° and EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).

<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 72).</p>				<p>780 ↑</p>	<p>3000 hdg 230°</p>	<p>TED R-210</p>	<p>JUKEP TED 15</p>
<p>ELIAS INT I-ANC 18.6</p>				<p>WEWVO I-ANC 12.4</p>		<p>TULLI I-ANC 6.7</p>	
<p>2000 074°</p>				<p>3300 1600</p>		<p>1600</p>	
<p>GS 3.00° TCH 55</p>				<p>6.3 NM</p>		<p>5.7 NM</p>	
<p>CATEGORY A</p>				<p>B</p>		<p>C</p>	
<p>S-ILS 7R</p>				<p>CAT II RA 115/12 100 DA 232</p>			
<p>S-ILS 7R</p>				<p>CAT III RVR 06</p>			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 33
TDZ/CL Rwy 7L and 7R
HRL all Rwy

ANCHORAGE, ALASKA

AL-1500 (FAA)

25163

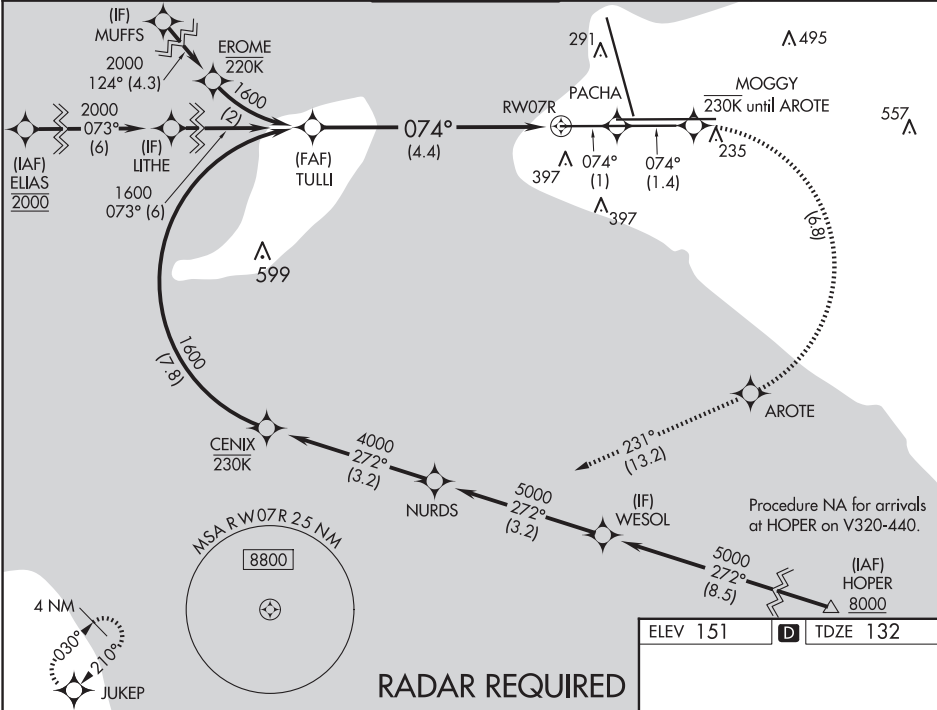
APP CRS	Rwy Ldg	12400
074°	TDZE	132
	Apt Elev	151

RNAV (RNP) Z RWY 7R

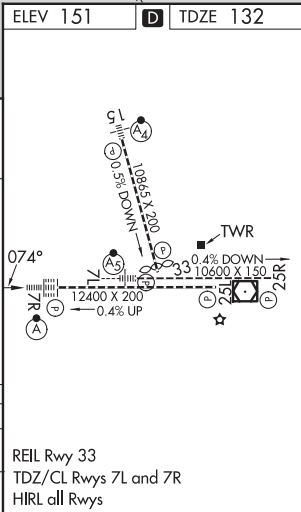
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

RNP AR APCH, RF required.		ALSIF-2	MISSED APPROACH: Climb to 3000 on the missed approach route to JUKEP and hold.
Missed approach requires RNP less than 1.0. For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM.			

D-ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
135.5	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1



3000	PACHA	tr 074°	MOGGY	AROTE	tr 231°	JUKEP
↑ tr 074°	✧	✧	✧	↷	✧	✧
TULLI			VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).			
1600	✧					
1600	↖					
GP 3.00° TCH 55		074°				RW07R
		See planview for multiple IF locations.				
		4.4 NM				
CATEGORY	A	B	C	D		
RNP 0.30 DA	562/50 430 (500-1)					
AUTHORIZATION REQUIRED						



ANCHORAGE, ALASKA
Orig-D 19JUL18

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
61°10'N-150°00'W
RNAV (RNP) Z RWY 7R

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86215 W07B	APP CRS 074°	Rwy Ldg 10600 TDZE 128 Apt Elev 151
--	------------------------	--

RNAV (GPS) RWY 7L

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

RNP APCH.

▼

▲

❄

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct JUKEP and hold.

D-ATIS 135.5	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25	CLNC DEL 119.4 323.1
------------------------	---	---------------------------------------	--------------------------------	--------------------------------

NAJIL	2000	074°	1600	WEBBI	1600	RW07L	397	343±	235	397	495	557	1000	1827	1750	4000±
-------	------	------	------	-------	------	-------	-----	------	-----	-----	-----	-----	------	------	------	-------

GP 3.00° TCH 54

6.5 NM

3.2 NM

1.3 NM

800

3000

JUKEP

* LNAV only

* 1.3 NM to RW07L

CATEGORY	A	B	C	D
LPV DA	328/18		200 (200-½)	
LNAV/VNAV DA	595/50		467 (500-1)	
LNAV MDA	600/24 472 (500-½)		600/50 472 (500-1)	
CIRCLING	700-1 549 (600-1)		800-1¾ 649 (700-1¾) 920-2½ 769 (800-2½)	

REIL Rwy 33

TDZ/CL Rwsy 7L and 7R

HIRL all Rwsy

ANCHORAGE, ALASKA

Amdt 3 10OCT19

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

61°10'N-150°00'W

RNAV (GPS) RWY 7L

43

ANCHORAGE, ALASKA

AL-1500 (FAA)

25163

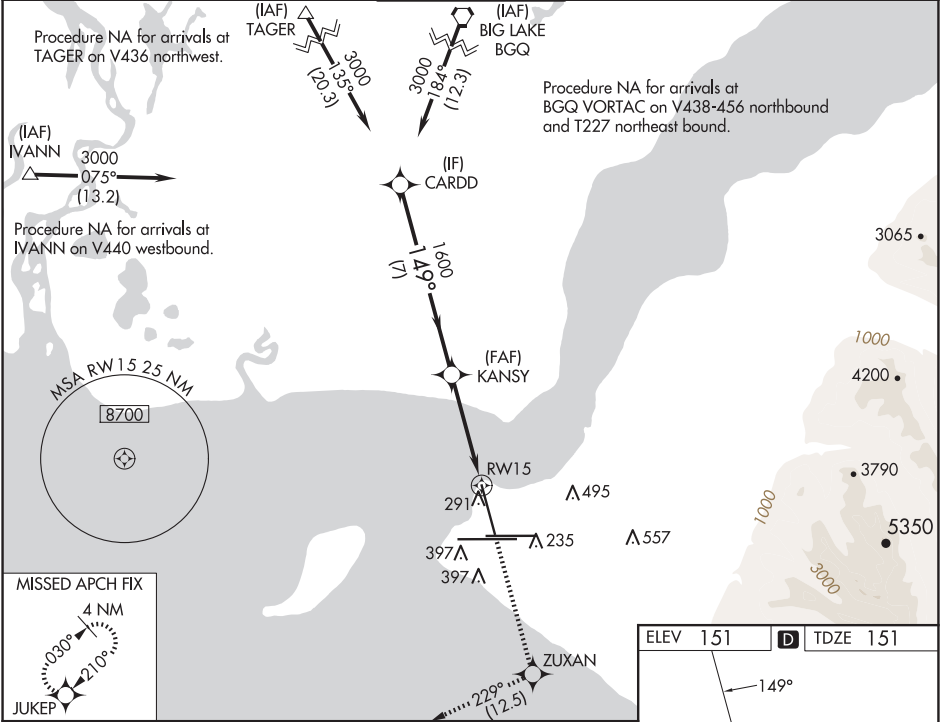
WAAS CH 90115 W15A	APP CRS 149°	Rwy Ldg TDZE 151 Apt Elev 151
--	------------------------	---

RNAV (GPS) RWY 15

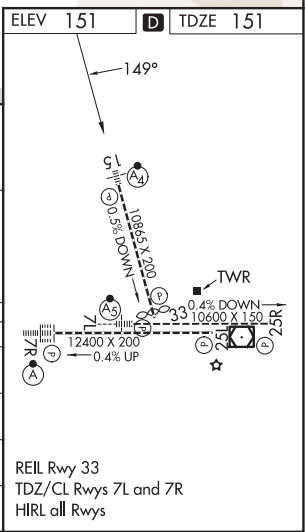
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

RNP APCH.	MALSF	MISSED APPROACH: Climb to 3000 direct ZUXAN and on track 229° to JUKEP and hold.
<p>⚠ Inop table does not apply to LPV, LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.</p> <p>❄ -21°C For inop ALS, increase LNAV Cat C/D visibility to 1 3/8 SM.</p>		

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
------------------------	---	---------------------------------------	--------------------------------	--------------------------------



CARD		VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 78).		3000	ZUXAN	tr 229°	JUKEP
3000			KANSY	1600			
GP 3.20° TCH 60		149°		1600	*0.8 NM to RW15	*LNAV only	
					RW15		
		7 NM		3.3 NM	0.8 NM		
CATEGORY	A	B	C	D			
LPV DA	351/40	200 (200-¾)	401/40	250 (300-¾)			
LNAV/ VNAV DA	404/40 253 (300-¾)						
LNAV MDA	600/40	449 (500-¾)	600/60	449 (500-1¼)			
CIRCLING	700-1	549 (600-1)	800-1¾ 649 (700-1¾)	920-2½ 769 (800-2½)			



ANCHORAGE, ALASKA
Amdt 3 10OCT19

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
61°10'N-150°00'W
RNAV (GPS) RWY 15

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **81815**
W07A

APP CRS
074°

Rwy Ldg **12400**
TDZE **132**
Apt Elev **151**

RNAV (GPS) Y RWY 7R

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

RNP APCH.

▼

▲

❄

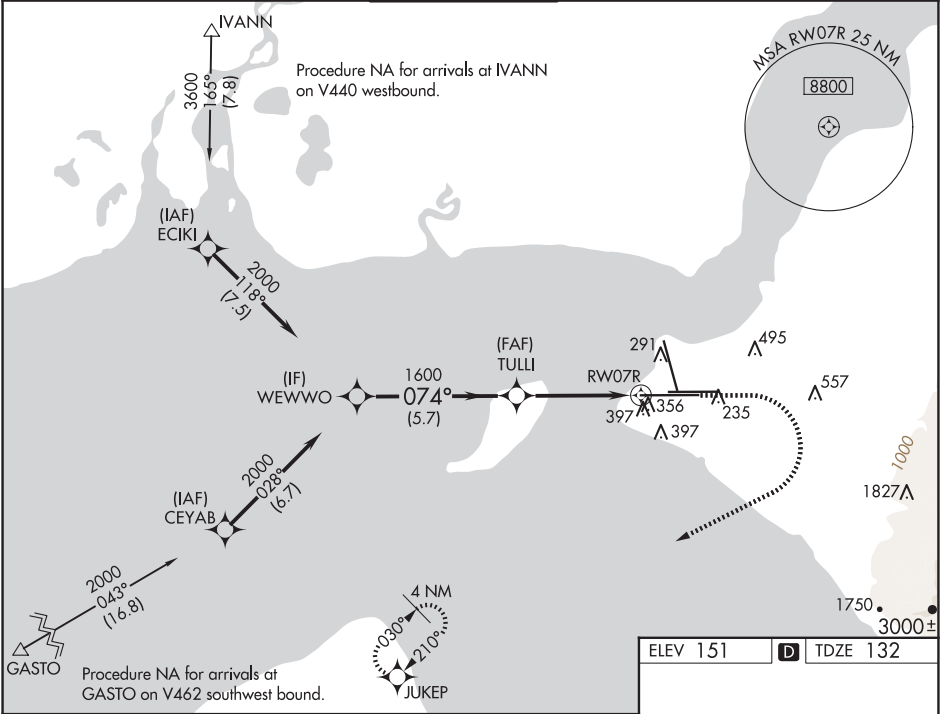
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 3⁄8 SM.

ALS F-2

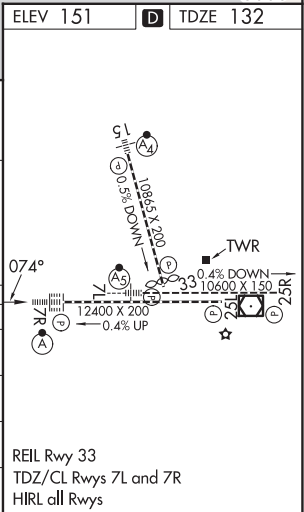
ⓐ

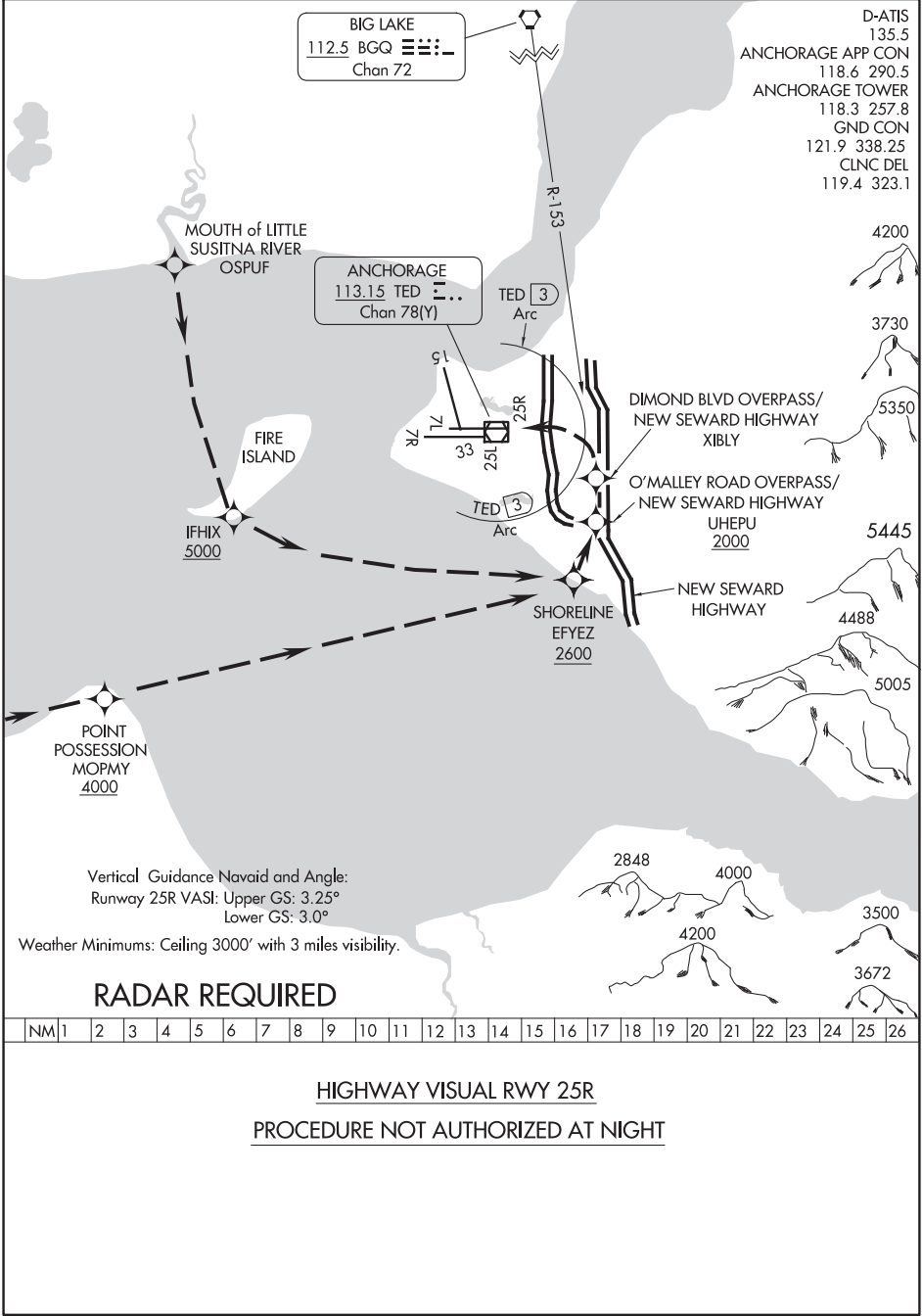
MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct JUKEP and hold.

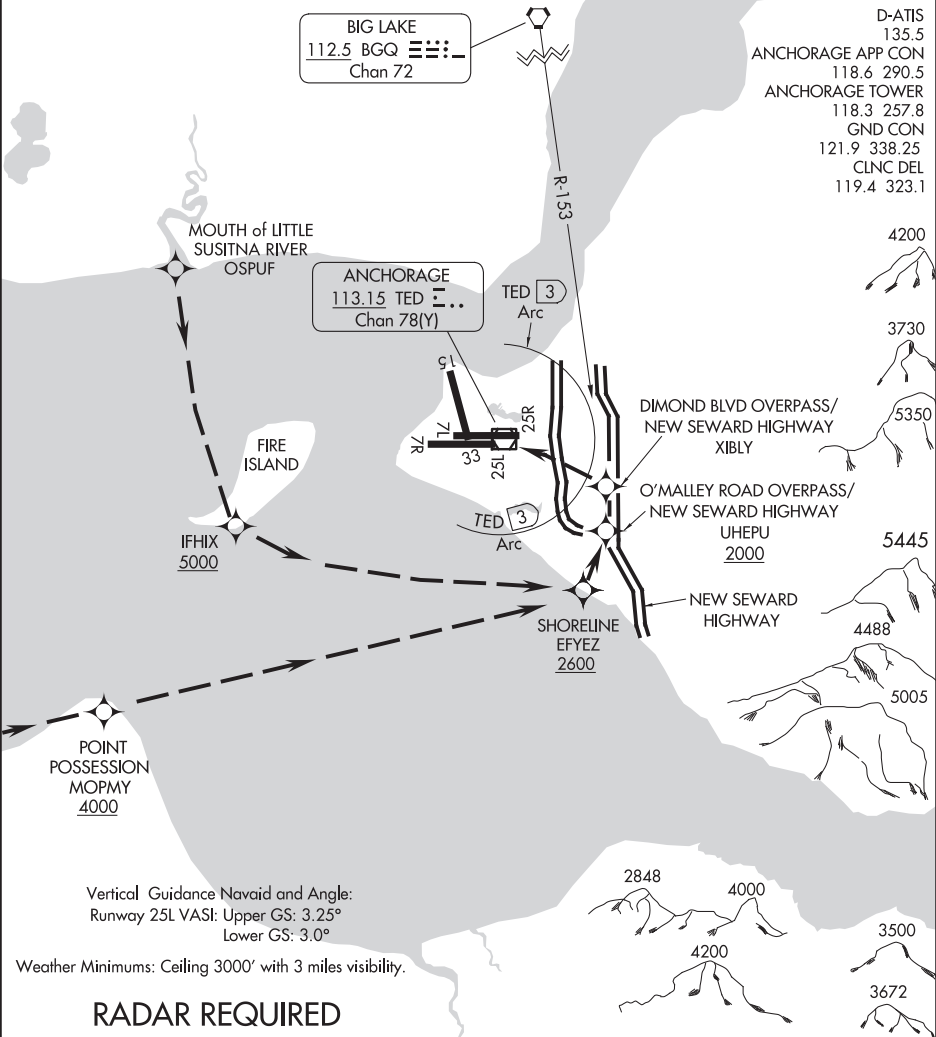
D-ATIS 135.5	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25	CLNC DEL 119.4 323.1
------------------------	---	---------------------------------------	--------------------------------	--------------------------------



WEWWO VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 72).				
CATEGORY	A	B	C	D
LPV DA	332/18		200 (200-1⁄2)	
LNAV/VNAV DA	648/55		516 (500-1)	
LNAV MDA	620/24	488 (500-1⁄2)	620/50	488 (500-1)
CIRCLING	700-1	549 (600-1)	800-1 3⁄4 649 (700-1 3⁄4)	920-2 1⁄2 769 (800-2 1⁄2)



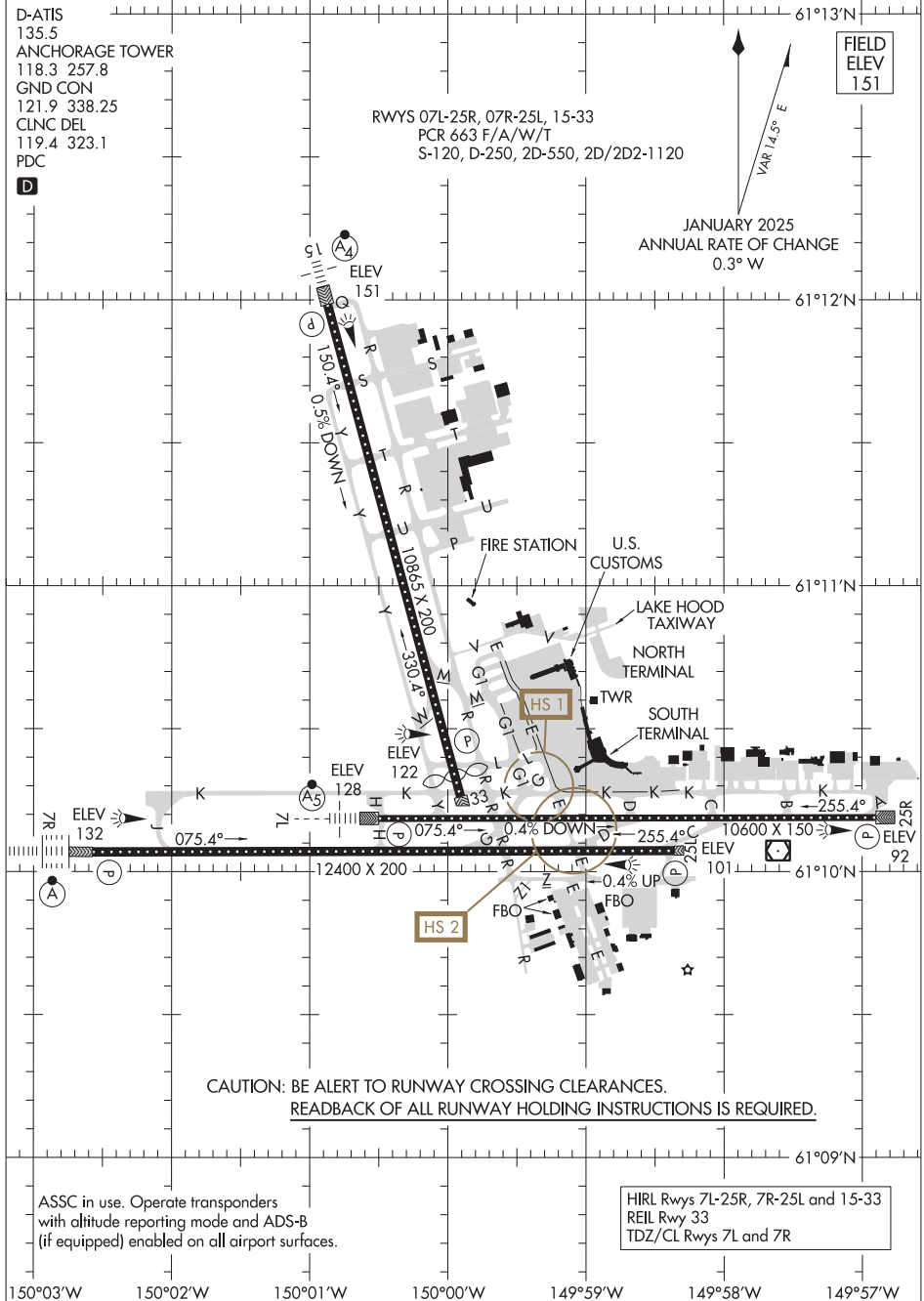




NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
SEWARD VISUAL RWY 25L																										
PROCEDURE NOT AUTHORIZED AT NIGHT																										

AIRPORT DIAGRAM

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
AL-1500 (FAA) ANCHORAGE, AK

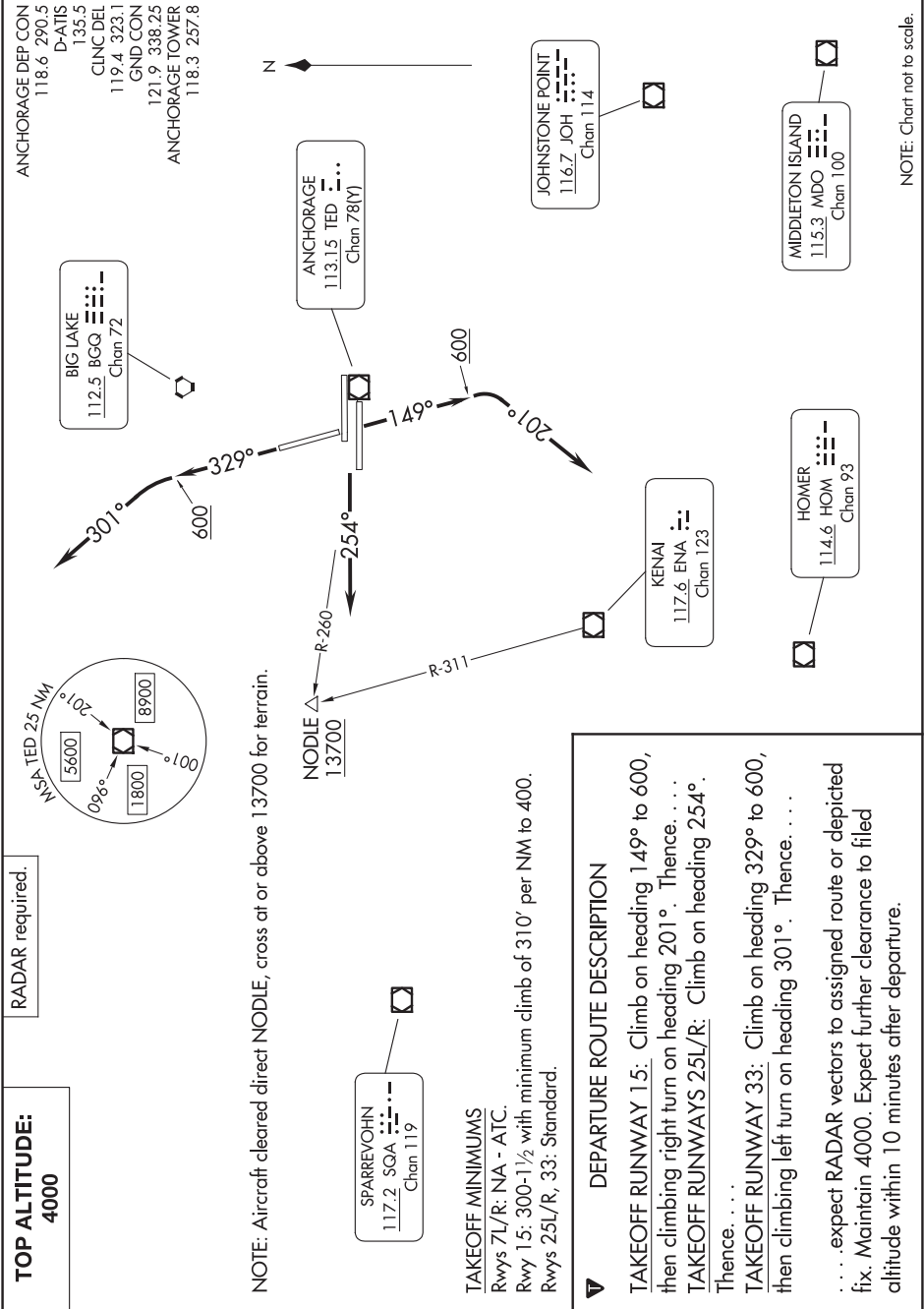


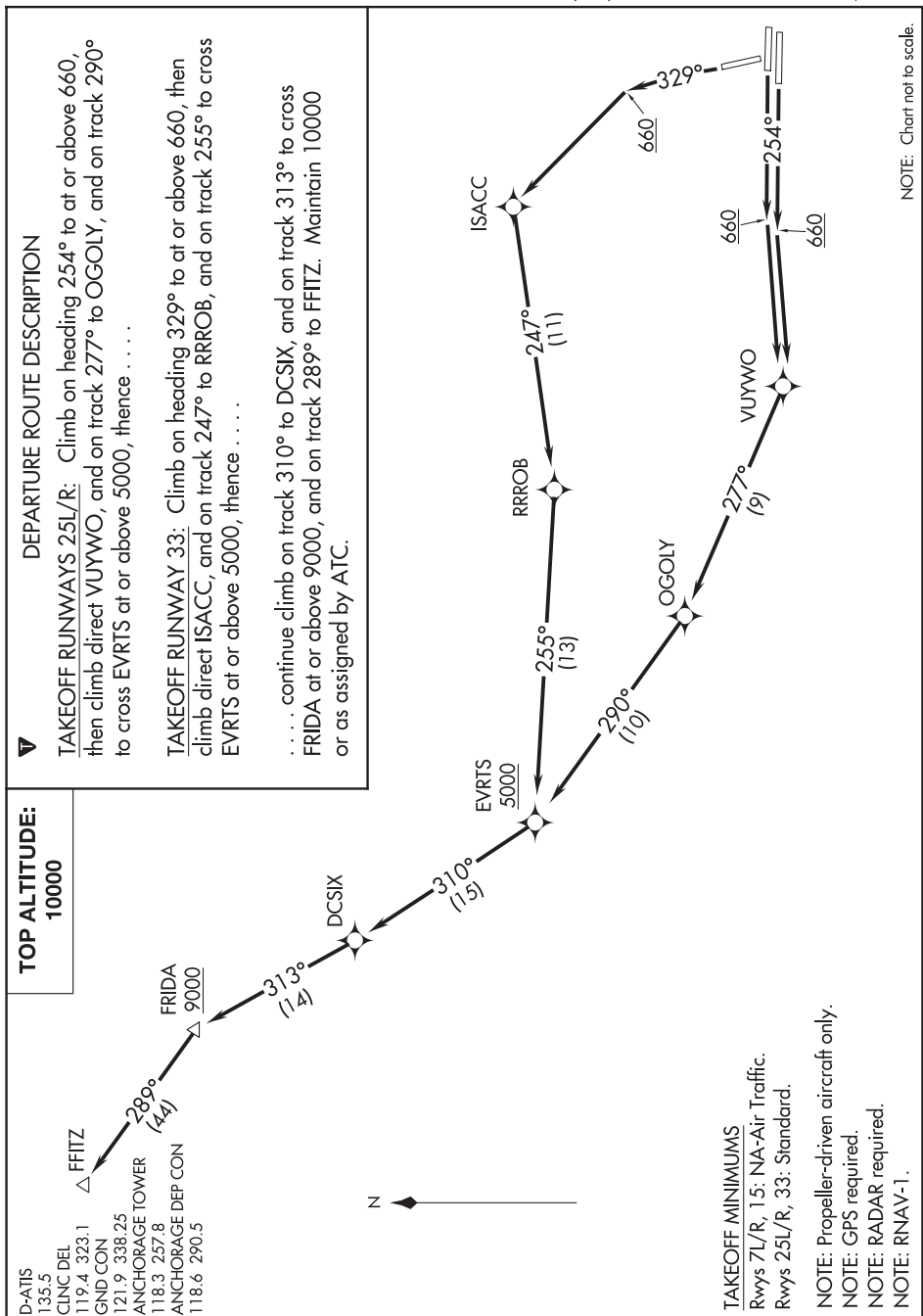
AK, 07 AUG 2025 to 02 OCT 2025

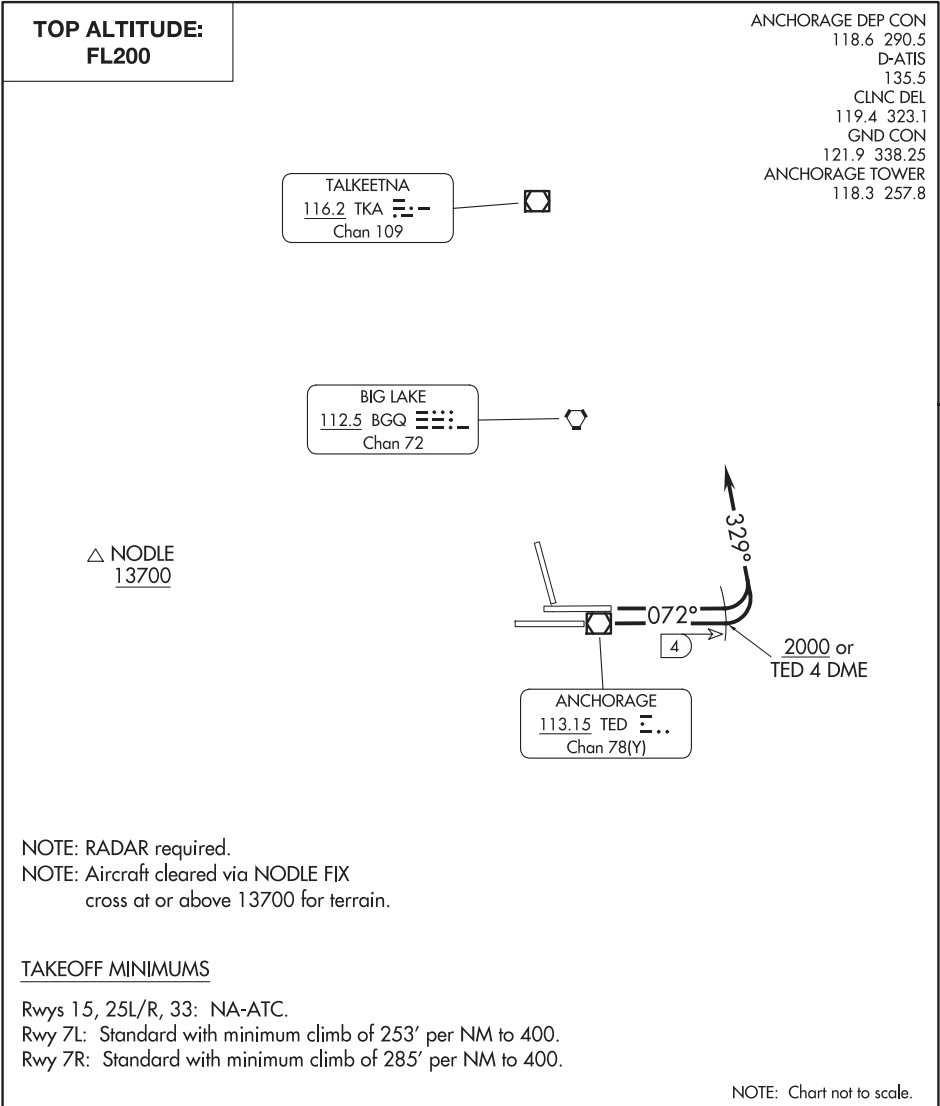
AIRPORT DIAGRAM

25163 ANCHORAGE, AK

TED STEVENS ANCHORAGE INTL (ANC) (PANC)







▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R: Climb heading 072° to 2000 or TED 4 DME, whichever comes first, then climbing left turn heading 329° for vectors to assigned route or fix. Maintain FL200 or assigned altitude, expect filed altitude 10 minutes after departure.

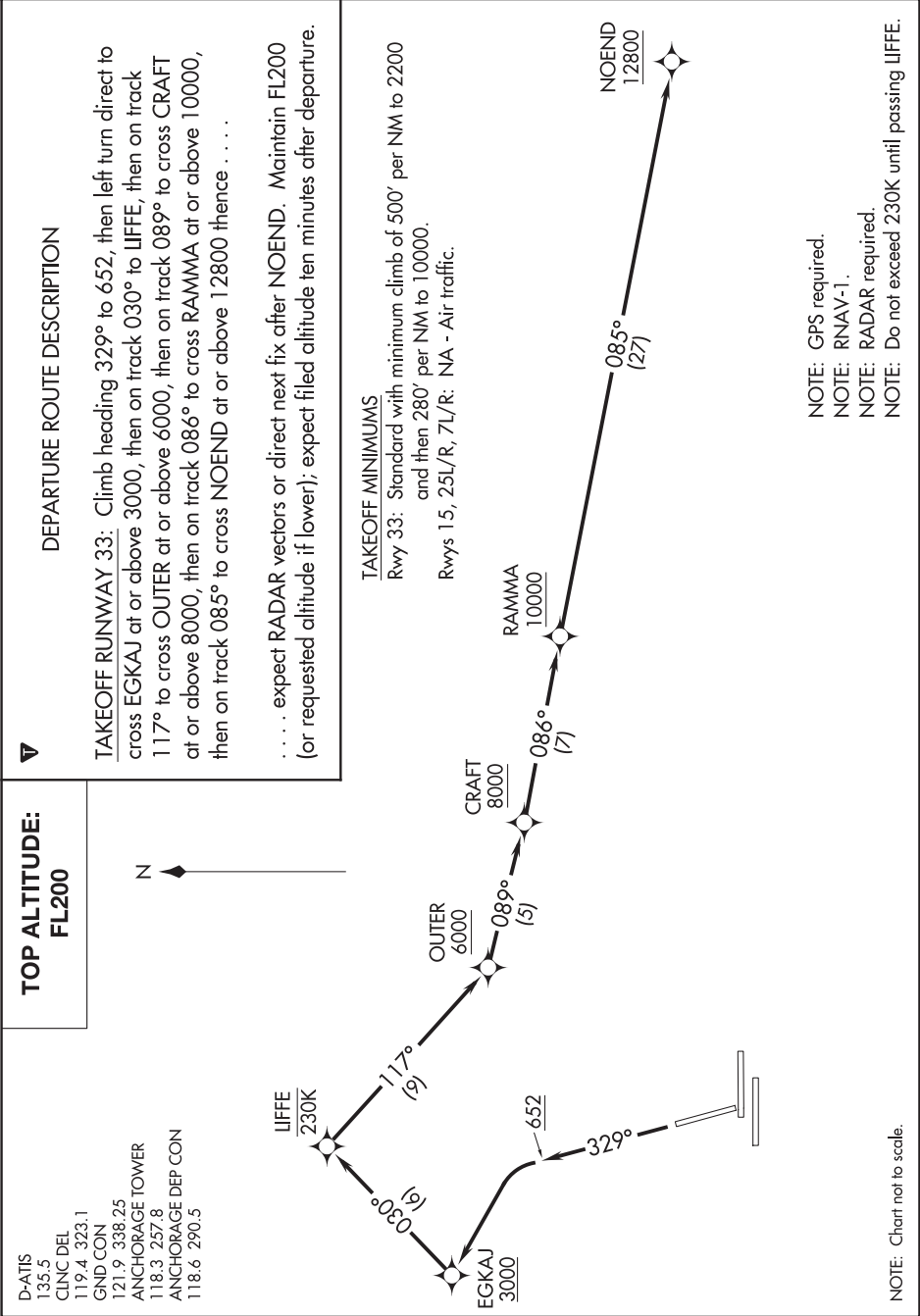
All aircraft, climb as rapidly as practical through 3000, if unable to reach 2000 by TED 4 DME advise ATC prior to departure.

(NOEND4.NOEND) 18032

NOEND FOUR DEPARTURE (RNAV)

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
AL-1500 (FAA) ANCHORAGE, ALASKA

AK, 07 AUG 2025 to 02 OCT 2025



(POTTR3.POTTR) 25107

POTTR THREE DEPARTURE

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

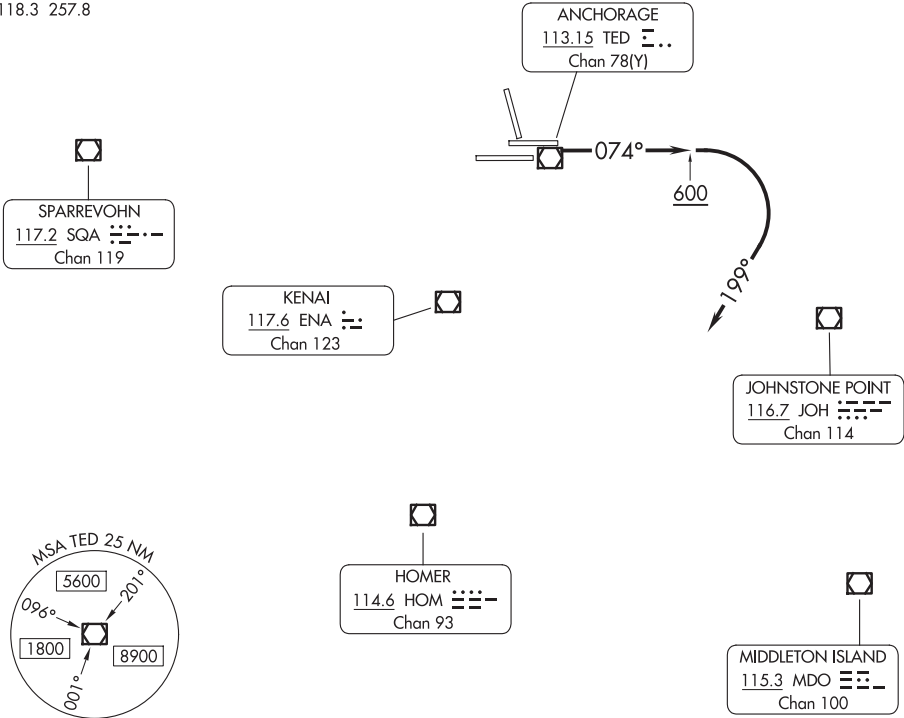
AL-1500 (FAA)

ANCHORAGE, ALASKA

ANCHORAGE DEP CON
126.4 270.25
D-ATIS
135.5
CLNC DEL
119.4 323.1
GND CON
121.9 338.25
ANCHORAGE TOWER
118.3 257.8

RADAR required.

TOP ALTITUDE:
4000



TAKEOFF MINIMUMS

Rwys 15, 25L/R, 33: NA - ATC.
Rwy 7L: 300-1½ or standard with minimum climb of 255 feet/NM to 400.
Rwy 7R: 300-1 or standard with minimum climb of 285 feet/NM to 400.

NOTE: Do not exceed 200K until established on 199° heading.
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. . .

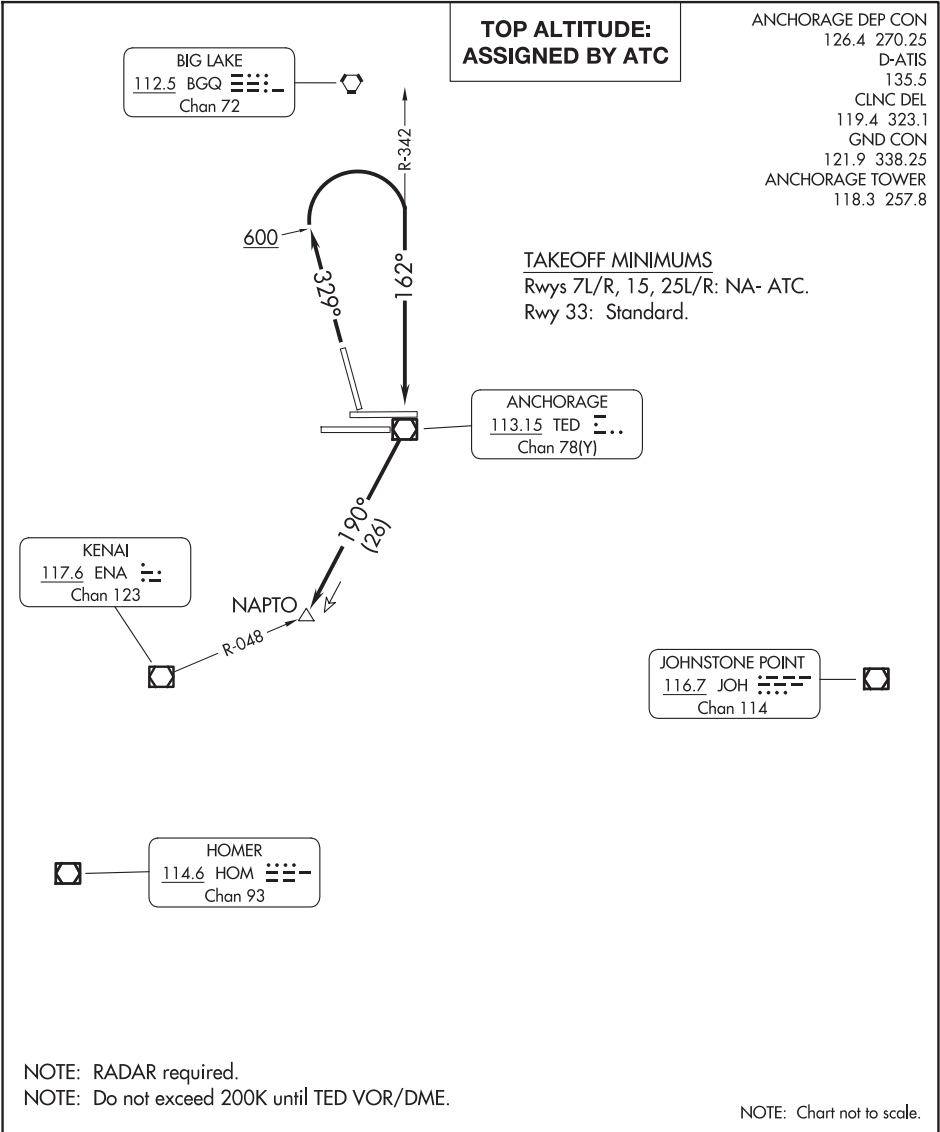
. . . expect RADAR vectors to assigned route or depicted fix. Maintain 4000. Expect further clearance to filed altitude within 10 minutes after departure.

POTTR THREE DEPARTURE

(POTTR3.POTTR) 17APR25

ANCHORAGE, ALASKA

TED STEVENS ANCHORAGE INTL (ANC) (PANC)



ILS or LOC RWY 11
ANIAK (ANI)(PANI)

MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 direct ANI NDB and hold, continue climb-in-hold to 3500. (ADF required)

122.1 L

Procedure NA for arrivals at ANIAK NDB on B3 south bound and on R39 northeast bound.

ANIAK
359 ANI

3366 •

LOCALIZER 109.7
I-ANI
Chan 34

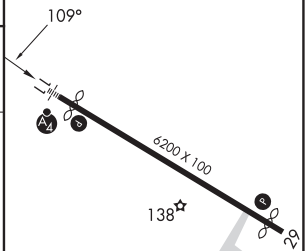
MSA ANI 25 NM
4800

4800

D

T	
---	--

9

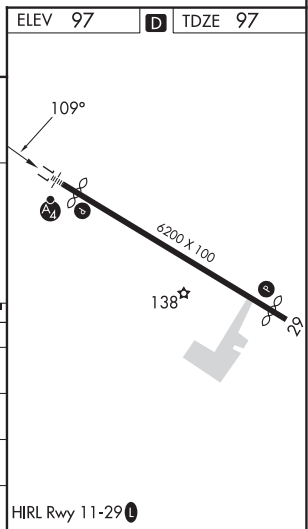
HIRL Rwy 11-29 **L**

RNAV (GPS) RWY 11
ANIK (ANI)(PANI)

MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 direct IKUFU and hold, continue climb-in-hold to 3500.

CTAF
122.1 **L**

AK, 07 AUG 2025 to 02 OCT 2025

HIRL Rwy 11-29 **L**

WAAS
CH **86538**
W29A

APP CRS
289°

Rwy Idg
TDZE
Apt Elev

5400
97
97

RNAV (GPS) RWY 29
ANIAK (ANI)(PANI)

RNP APCH.

Circling NA north of Rwy 11-29. Rwy 29 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

-37°C

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct APWIS and hold.

AWOS-3P 124.3	ANCHORAGE CENTER 118.15 251.05	CLNC DEL 118.15	CTAF 122.1
-------------------------	--	---------------------------	----------------------

ELEV 97

D

TDZE 97

1500

3500

APWIS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

HAFRU

APWIS

4 NM Holding Pattern

109°

289°

14000

3500

GP 3.00°

TCH 52

*LNAV only

*1.3 NM to RWY29

1700

289°

1700

1.3 NM

3.6 NM

6.2 NM

CATEGORY	A	B	C	D
LPV DA	347-1 250 (300-1)			
LNAV/ VNAV DA	460-1 363 (400-1)			
LNAV MDA	560-1 463 (500-1)	560-1¾ 463 (500-1¾)		
C CIRCLING	560-1 463 (500-1)	620-1 523 (600-1)	860-2¼ 763 (800-2¼)	1200-3 1103 (1200-3)

ANIAK, ALASKA

Amtd 3A 25FEB21

61°35'N-159°33'W

57

ANIAK (ANI)(PANI)

RNAV (GPS) RWY 29

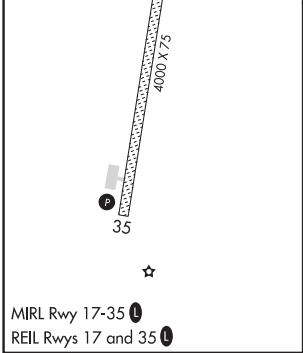
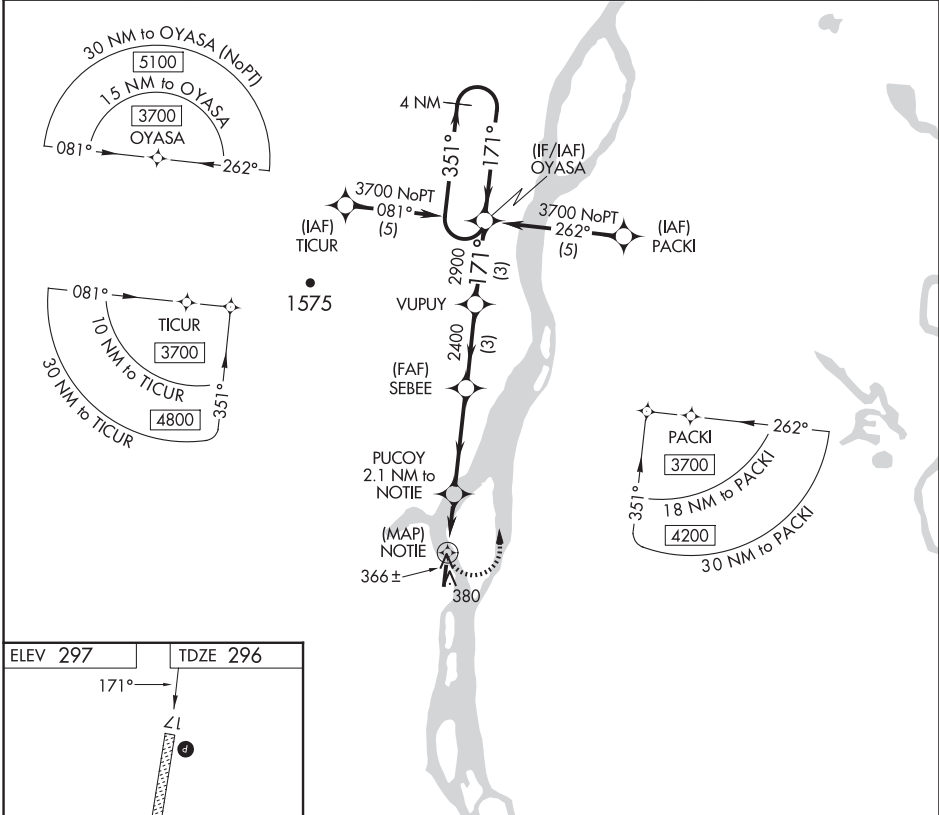
APP CRS	Rwy Idg	4000
171°	TDZE	296
	Apt Elev	297

RNAV (GPS) RWY 17

ANVIK (ANV)(PANV)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 3700 direct OYASA and hold, continue climb-in-hold to 3700.
Rwy 17 helicopter visibility reduction below ¾ SM NA.	

AWOS-3P 133.55	ANCHORAGE CENTER 135.7 335.5	KENAI RADIO 122.4	UNICOM 122.7 (CTAF) 0
-------------------	---------------------------------	----------------------	--------------------------



3700	OYASA	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).	OYASA	4 NM Holding Pattern
	PUCOY 2.1 NM to NOTIE	SEBEE	VUPLY	3700
	NOTIE	1140	2400	2900
	0.5	2.1 NM	3.8 NM	3 NM
CATEGORY	A	B	C	D
LNAV MDA	700-1	404 (500-1)	700-1½	404 (500-1½)
CIRCLING	840-1	543 (600-1)	840-1½	860-2
			543 (600-1½)	563 (600-2)

RNAV (GPS) RWY 2
ARCTIC VILLAGE (ARC) (PARC)

MISSED APPROACH: Climb to 10000 direct FIPNU and via 082° track to HULIS and right turn via 199° track to TUVVO and hold.

The diagram illustrates a flight profile and a map of the area. The flight profile starts at TUVVO (7000 ft) and proceeds to 334 ft (17.8) at 318°. It then turns to 138° and climbs to 7800 ft. A missed approach fix (MISSED APCH FIX) is shown at 1990 ft (39.9) at 138°. The profile continues to FIPNU (2199 ft) at 13.7°. A hold at 10000 ft is indicated. The map shows the flight path from TUVVO to FIPNU, passing through various waypoints including (IAF) TUVVO, (IF) DUCEK, ECADU, (FAF) RIYON, CODIV, (MAP) DEGEC, and FIPNU. The map also shows the MSA DEGEC 25 NM and the ELEV 2092 and TDZE 2087.

ELEV 2092

TDZE 2087

0.3% UP

4500 Y 75

017°

REIL Rwy 20

MIRL Rwy 2-20

ARCTIC VILLAGE (ARC)(PARC)
RNAV (GPS) RWY 2

AK, 07 AUG 2025 to 02 OCT 2025

APP CRS
194°

Rwy Idg
TDZE
Apt Elev

4500
2092
2092

RNAV (GPS) RWY 20
ARCTIC VILLAGE (ARC)(PARC)

▽

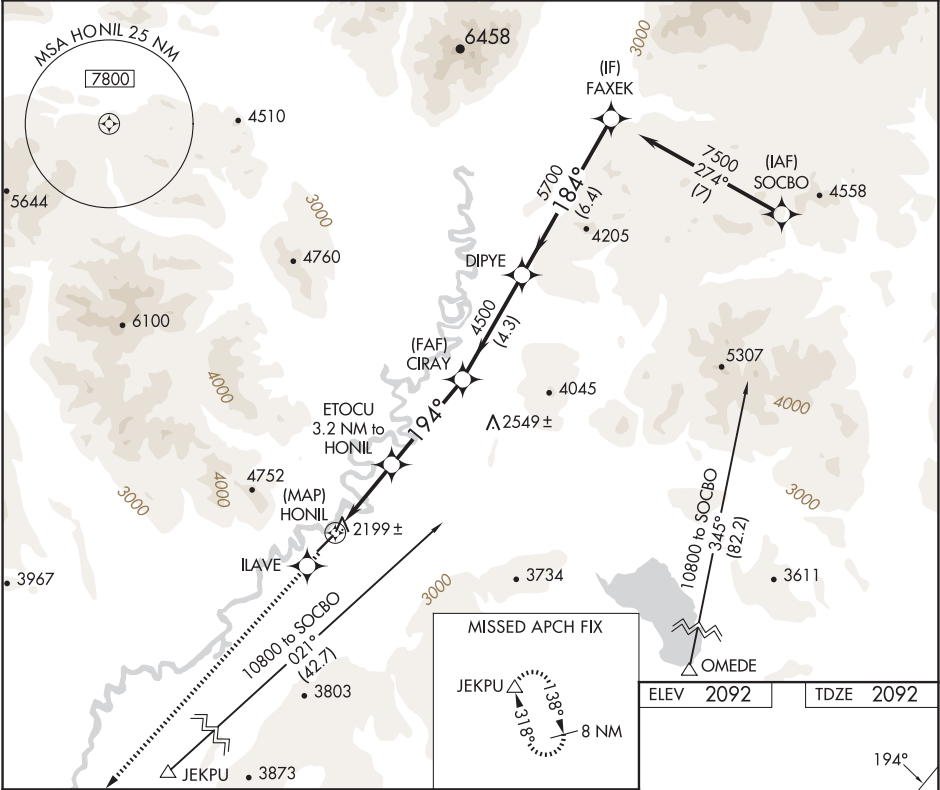
33

-37°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.

AWOS-3P 135.75	ANCHORAGE CENTER 135.0 225.4	FAIRBANKS RADIO 122.05	CTAF 122.9 0
-------------------	---------------------------------	---------------------------	-----------------



10000

↑

ILAVE

tr

196°

JEKPU

△

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 27).

ETOUCU
3.2 NM to
HONIL

1.4 NM to
HONIL

HONIL

3200

194°

CIRAY

4500

3.06°
TCH 45

DIPYE

5700

184°

FAXEK

7500

Procedure
Turn NA

0.2

1.4

1.8

4 NM

4.3 NM

6.4 NM

CATEGORY	A	B	C	D
RNAV MDA	2600-1	508 (600-1)	NA	NA
CIRCLING	2700-1 608 (700-1)	2900-1 808 (900-1)	NA	NA

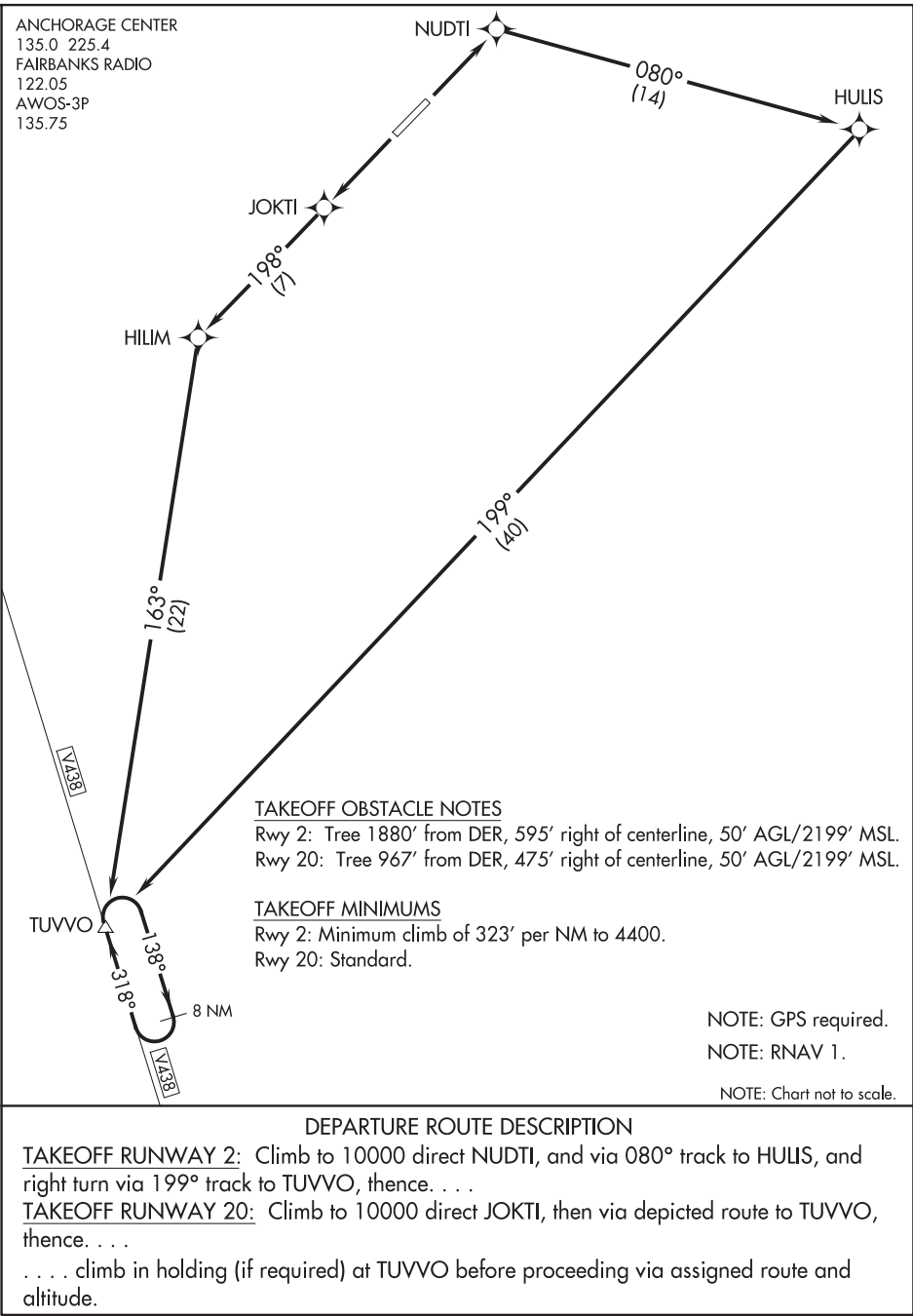
REIL Rwy 20 0

MIRL Rwy 2-20 0

(TUVVO1.TUVVO) 23278

TUVVO ONE DEPARTURE (OBSTACLE) (RNAV)

ARCTIC VILLAGE (ARC)(PARC)
AL-10232 (FAA) ARCTIC VILLAGE, ALASKA



TUVVO ONE DEPARTURE (OBSTACLE) (RNAV)
(TUVVO1.TUVVO) 16FEB06

ARCTIC VILLAGE, ALASKA
ARCTIC VILLAGE (ARC)(PARC)

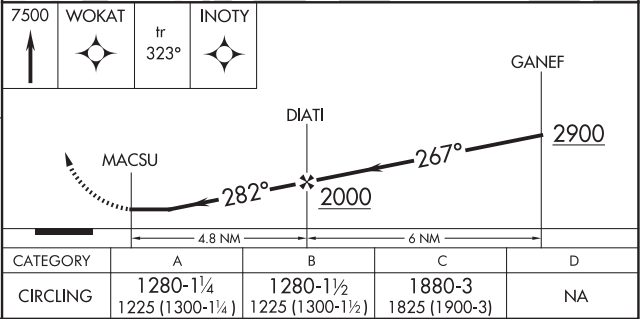
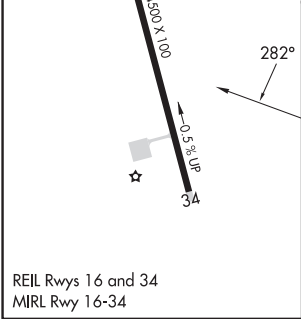
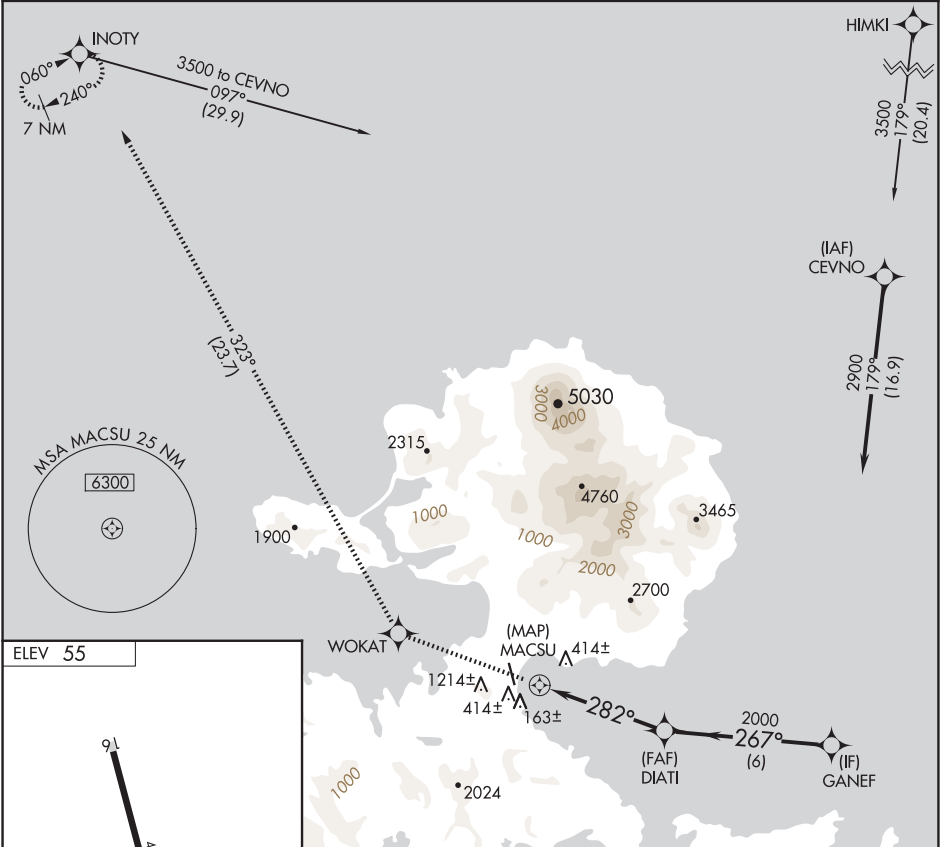
APP CRS	Rwy Idg	N/A
282°	TDZE	N/A
	Apt Elev	55

RNAV (GPS)-A

ATKA (AKA)(PAAK)

RNP APCH.	MISSED APPROACH: Climb to 7500 direct WOKAT and on track 323° to INOTY and hold. Continue climb-in-hold to 7500.
<div><div></div><div>Circling NA west of Rwy 16/34. Procedure NA at night. When local altimeter setting not received, procedure NA.</div></div>	

AWOS-3P 135.55	ANCHORAGE CENTER 126.4 254.3	GCO 122.15	COLD BAY RADIO 123.6	CTAF 122.9
-------------------	---------------------------------	---------------	-------------------------	---------------



(HIMKI1.HIMKI) 23278

HIMKI ONE DEPARTURE (OBSTACLE) (RNAV)

AL-9289 (FAA) ATKA (AKA)(PAAK)
ATKA, ALASKA

ANCHORAGE CENTER
126.4 254.3
COLD BAY RADIO
123.6
CTAF
122.9

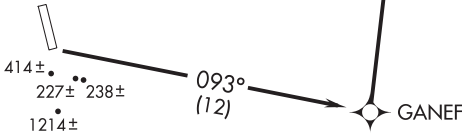
TAKEOFF MINIMUMS

Rwy 34: NA- ATC.
Rwy 16: 500-2.

- NOTE: GPS required.
- NOTE: RNAV 1.
- NOTE: Procedure NA at night.
- NOTE: Rapidly rising terrain south and west of airport.

TAKEOFF OBSTACLE NOTE

Rwy 16: Multiple trees and terrain starting 1571’ from DER,
786’ right of centerline, up to 15’ AGL/414’ MSL.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Immediate climbing left turn to 9000 or as assigned, to intercept course 093° to GANEF, then on track 359° to HIMKI.

HIMKI ONE DEPARTURE (OBSTACLE) (RNAV)

(HIMKI1.HIMKI) 29JUL10

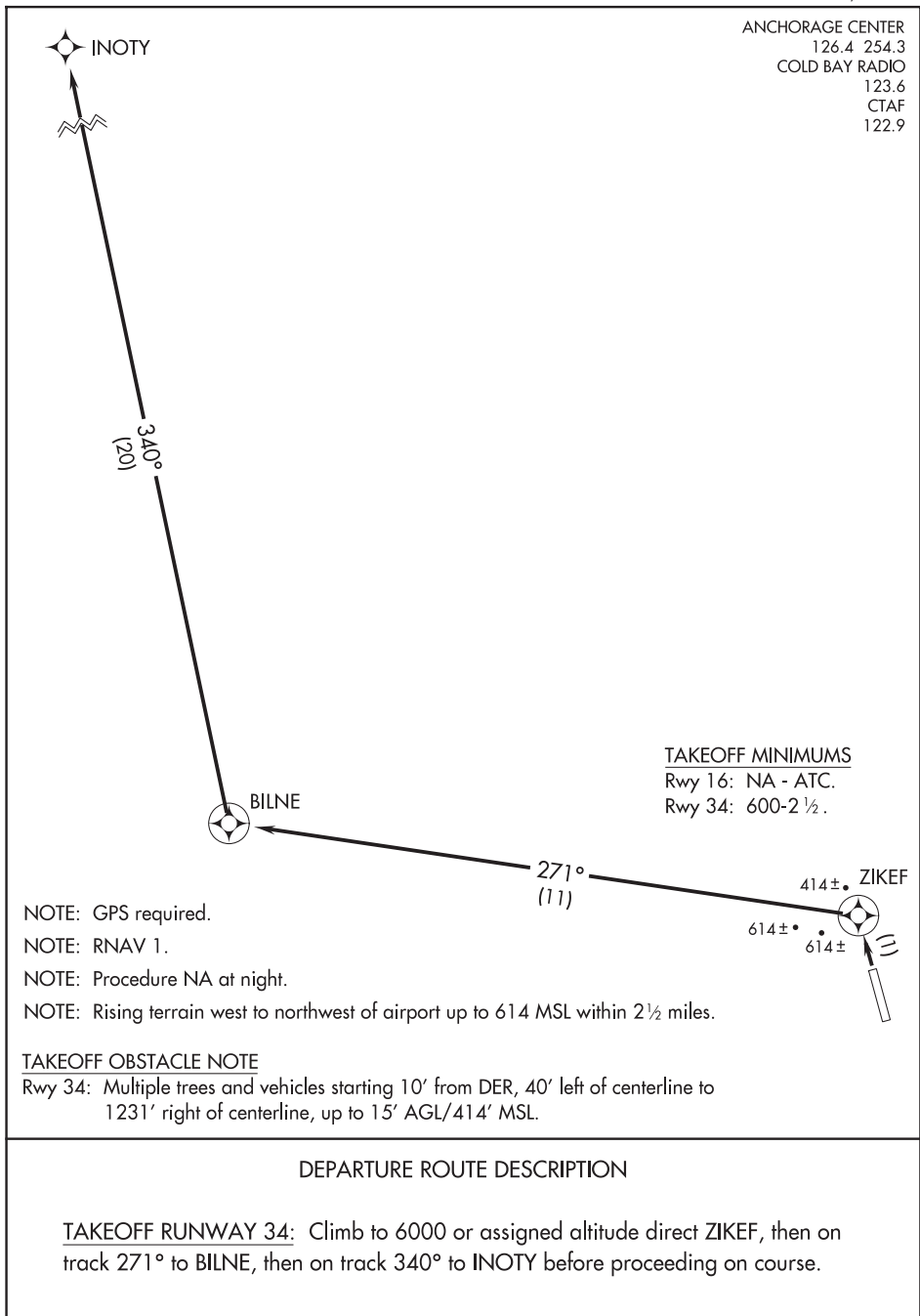
ATKA, ALASKA
ATKA (AKA)(PAAK)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

INOTY ONE DEPARTURE (OBSTACLE) (RNAV)

AL-9289 (FAA) ATKA (AKA)(PAAK)
ATKA, ALASKA



INOTY ONE DEPARTURE (OBSTACLE) (RNAV)

(INOTY1.INOTY) 29JUL10

ATKA, ALASKA
ATKA (AKA)(PAAK)

ATQASUK, ALASKA

AL-9246 (FAA)

23110

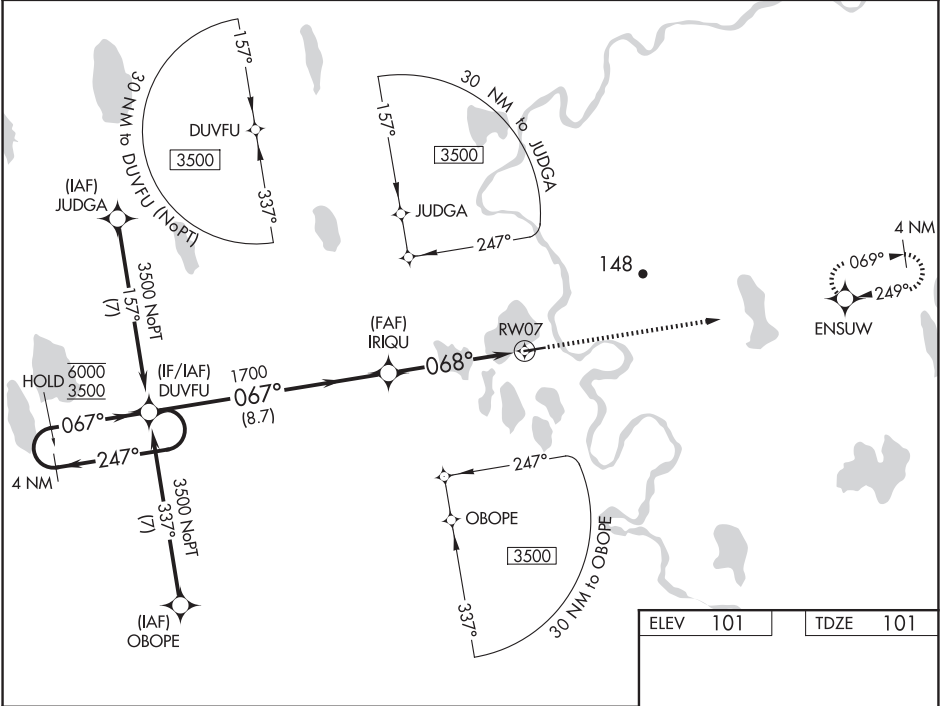
WAAS CH 93743 W07A	APP CRS 068°	Rwy Idg TDZE 101 Apt Elev 101	4370
--	------------------------	---	-------------

RNAV (GPS) RWY 7

ATQASUK EDWARD BURNELL SR MEML (ATK)(PATQ)

RNP APCH.	MISSED APPROACH: Climb to 3500 direct ENSUW and hold, continue climb-in-hold to 3500.
<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.</p>	

AWOS-3P 119.925	ANCHORAGE CENTER 135.3 239.25	CTAF 122.9
---------------------------	---	----------------------



4 NM Holding Pattern		DUVFU	*LNAV only.	3500	ENSUW
6000 ← 247°		IRIQU	1700	*1.2 NM to RW07	
3500 → 067°			1700	RW07	
GP 3.00°					
TCH 30					
		8.7 NM	3.7 NM	1.2	
CATEGORY	A	B	C	D	
LPV DA	351-1		250 (300-1)		
LNAV/VNAV DA	351-1		250 (300-1)		
LNAV MDA	500-1	399 (400-1)	500-1½	399 (400-1½)	
CIRCLING	500-1 399 (400-1)	560-1 459 (500-1)	560-1½ 459 (500-1½)	700-2 599 (600-2)	

ELEV 101	TDZE 101
REIL Rwy 7 and 25	
MRL Rwy 7-25	

ATQASUK, ALASKA
Amdt 2 31DEC20

ATQASUK EDWARD BURNELL SR MEML (ATK)(PATQ)
70°28'N-157°26'W

RNAV (GPS) RWY 7

AK, 07 AUG 2025 to 02 OCT 2025

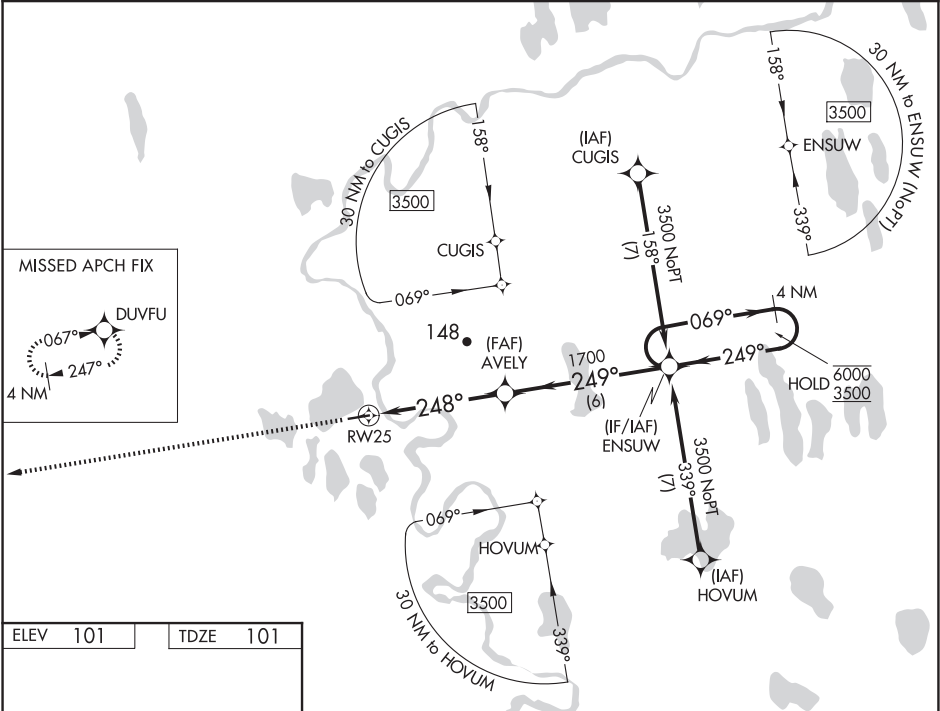
AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53543 W25A	APP CRS 248°	Rwy Idg TDZE 101 Apt Elev 101	4370
--	------------------------	---	-------------

RNAV (GPS) RWY 25

ATQASUK EDWARD BURNELL SR MEML (ATK)(PATQ)

RNP APCH.		MISSED APPROACH: Climb to 3500 direct DUVFU and hold, continue climb-in-hold to 3500.
AWOS-3P 119.925		CTAF 122.9
ANCHORAGE CENTER 135.3 239.25		



ELEV 101	TDZE 101
3500	DUVFU *LNAV only.
ENSUW 4 NM Holding Pattern	
AVELY 1700	
RW25 248°	
GP 3.00° TCH 30	
CATEGORY	A B C D
LPV DA	351-1 250 (300-1)
LNAV/VNAV DA	351-1 250 (300-1)
LNAV MDA	560-1 459 (500-1) 560-1 459 (500-1 1/2)
CIRCLING	560-1 459 (500-1) 560-1 459 (500-1 1/2) 700-2 599 (600-2)

BARTER ISLAND, ALASKA

AI-2306 (FAA)

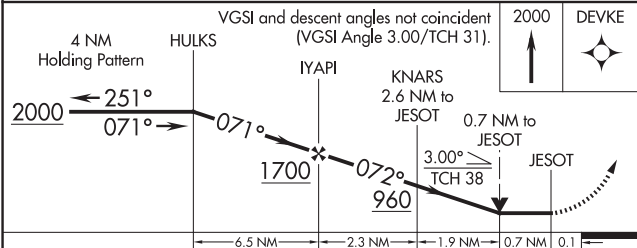
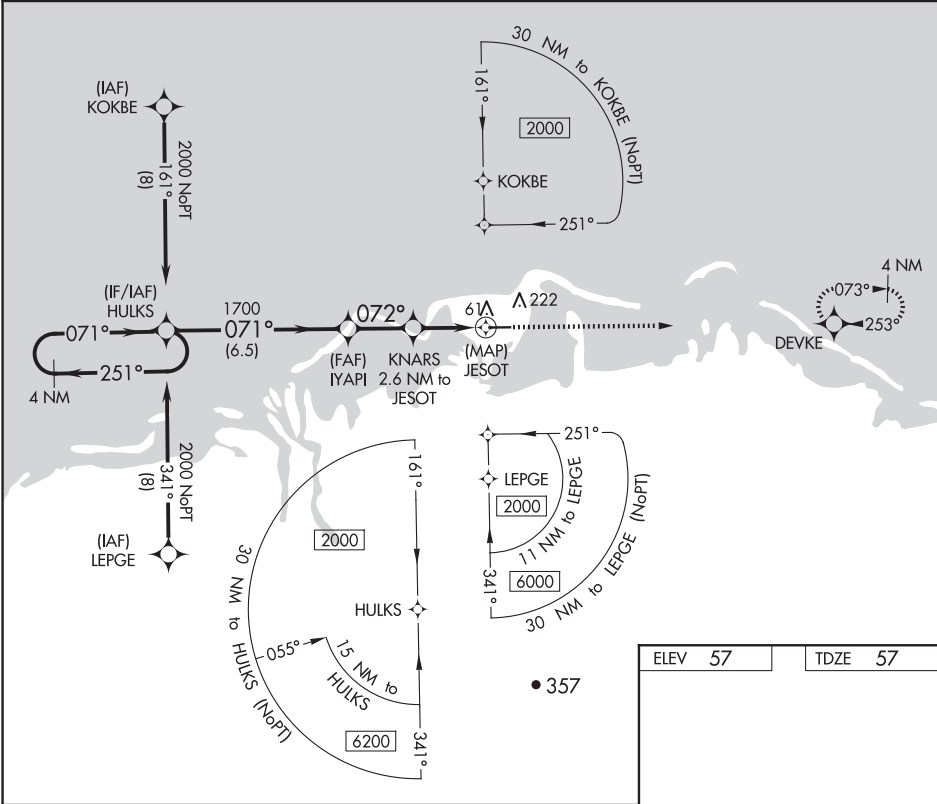
23334

APP CRS 072°	Rwy Idg	4500
	TDZE	57
	Apt Elev	57

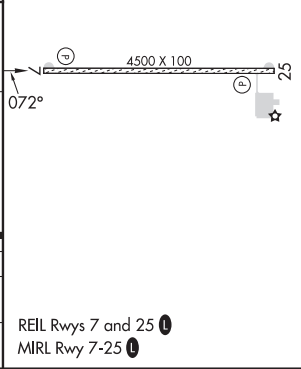
RNAV (GPS) RWY 7

BARTER ISLAND (BTI)(PABA)

DME/DME RNP-0.3 NA. Rwy 7 helicopter visibility reduction below ¾ 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 0



CATEGORY	A	B	C	D
RNAV MDA	320-1	263 (300-1)	560-1½ 503 (600-1½)	620-2 563 (600-2)
CIRCLING	560-1	503 (600-1)	560-1½ 503 (600-1½)	620-2 563 (600-2)



BARTER ISLAND, ALASKA
Orig 10NOV16

70°07'N-143°39'W

BARTER ISLAND (BTI)(PABA)

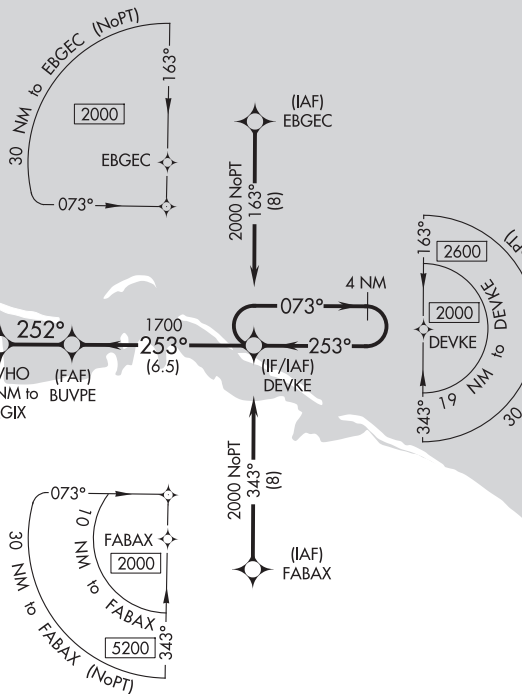
RNAV (GPS) RWY 7

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

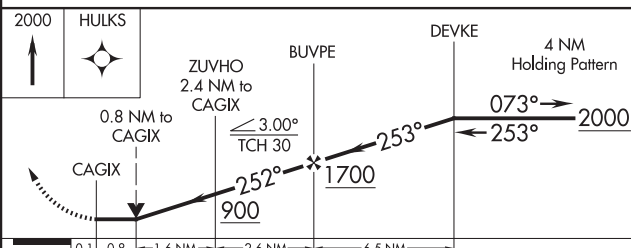
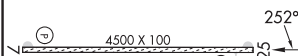
RNAV (GPS) RWY 25
BARTER ISLAND (BTI)(PABA)

MISSED APPROACH: Climb to 2000 direct HULKS and hold.

CTAF
122.8 **L**

TDZE 51

• 357



▶

LNAV MDA	320-1	269 (300-1)
----------	-------	-------------

620-2

MIRL Rwy 7-25 (L)

BARTER ISLAND (BTI)(PABA)
RNAV (GPS) RWY 25

AK, 07 AUG 2025 to 02 OCT 2025

BEAVER (WBQ)(PAWB)
RNAV (GPS) RWY 5

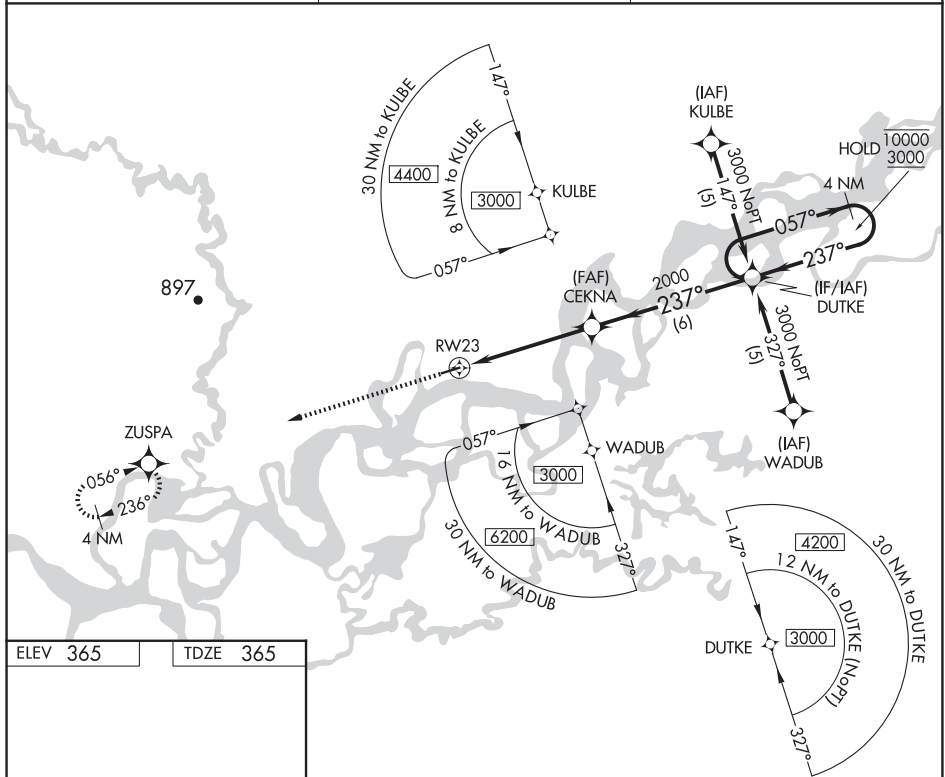
25163

RNAV (GPS) RWY 23
BEAVER (WBQ)(PAWB)

T	Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A NA	Use Fort Yukon altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZUSPA and hold.

FYU/PFYU AWOS-3P 125.8	FAIRBANKS RADIO 122.05 122.15	CTAF 122.9
----------------------------------	---	----------------------



CATEGORY	A	B	C	D
LNAV MDA	940-1 575 (600-1)		940-1 $\frac{5}{8}$ 575 (600-1 $\frac{5}{8}$)	NA
C CIRCLING	940-1 575 (600-1)		940-1 $\frac{5}{8}$ 575 (600-1 $\frac{5}{8}$)	NA

BEAVER (WBQ)(PAWB)
RNAV (GPS) RWY 23

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

ILS Y or LOC Y RWY 19R
BETHEL (BET)(PABE)

MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct ROLLR and hold.

CATEGORY	A	B	C	D
S-ILS 19R#	320/24 200 (200-½)			
S-LOC 19R	380/24 260 (300-½)			
CIRCLING	500-1 371 (400-1)	600-1 471 (500-1)	600-1½ 471 (500-1½)	680-2 551 (600-2)

BETHEL (BET)(PABE)

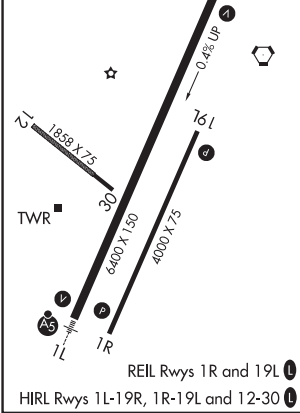
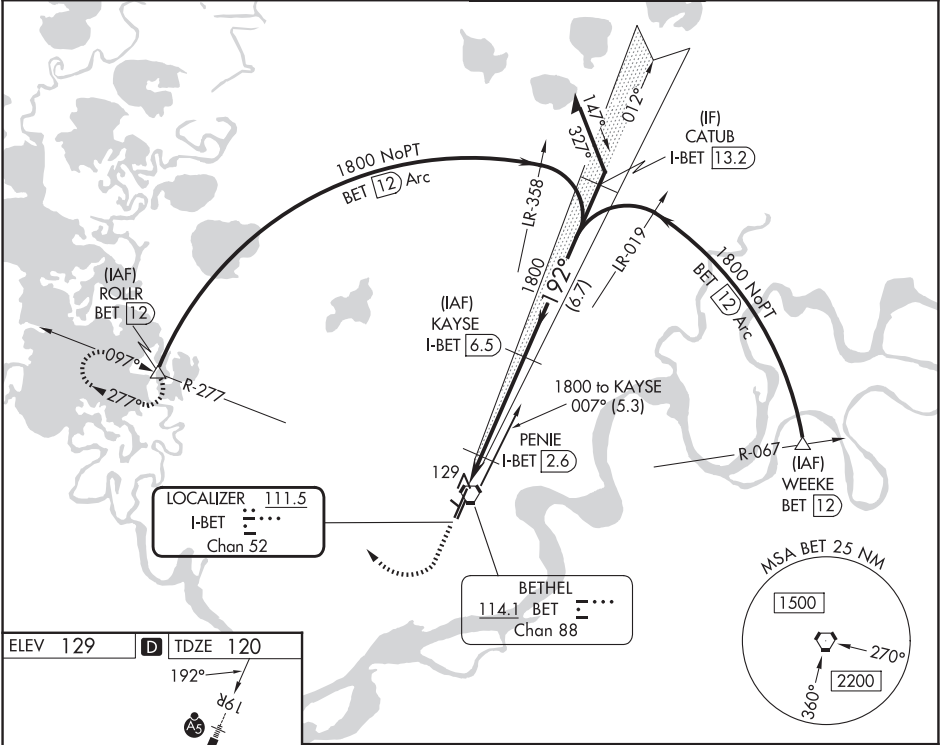
ILS Y or LOC Y RWY 19R

AK, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BET	APP CRS	Rwy Ldg	6400
111.5	192°	TDZE	120
Chan 52		Apt Elev	129

ILS Z or LOC Z RWY 19R
BETHEL (BET)(PABE)

DME required.		MALSR	MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on BET VORTAC R-277 to ROLLR/BET VORTAC 12 DME and hold.
ATIS 119.8		BETHEL TOWER 118.7 (CTAF) 0	GND CON 121.7
ANCHORAGE CENTER 125.2 372.0			



700	2000	ROLLR	KAYSE I-BET 6.5	Remain within 10 NM
*LOC only.	BET R-277	PENIE I-BET 2.6	1800	1800
I-BET 1.3	*I-BET 2.1	560*	1800	GS 3.00° TCH 52
0.8	0.5	3.9 NM		
CATEGORY	A	B	C	D
S-ILS 19R#	320/24	200 (200-½)		
S-LOC 19R	400/24	280 (300-½)		
CIRCLING	500-1 371 (400-1)	600-1 471 (500-1)	600-1½ 471 (500-1½)	680-2 551 (600-2)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

BETHEL, ALASKA

AL-5001 (FAA)

25219

WAAS CH 42707 W01A	APP CRS 012°	Rwy Ldg 6400 TDZE 127 Apt Elev 129
--	------------------------	---

RNAV (GPS) RWY 1L

BETHEL (BET)(PABE)

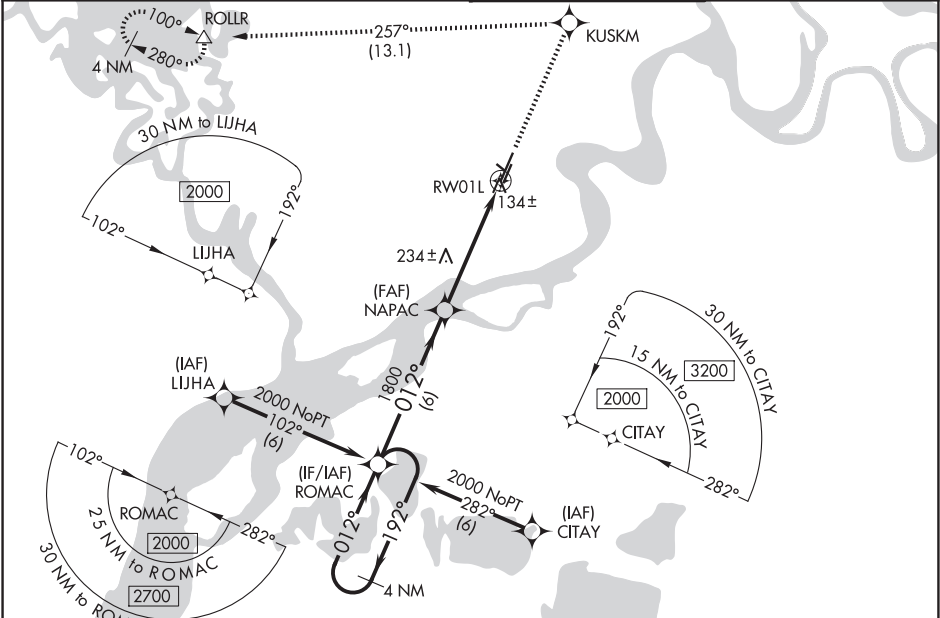
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).
Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.
For inop ALS, increase LNAV Cat C/D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2000 direct KUSKM and left turn on track 257° to ROLLR and hold.

ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7
----------------------	--	---	-------------------------



ELEV 129 D TDZE 127

HIRL Rwy's 1L-19R, 1R-19L and 12-30 0

REIL Rwy's 1R and 19L 0

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).

4 NM Holding Pattern ROMAC

2000 ← 192°

GP 3.00° TCH 47

012° →

012°

1800

6 NM

3.9 NM

1.1 NM

KUSKM

ROLLR

tr 257°

*LNAV only

*1.1 NM to RW01L

RW01L

CATEGORY	A	B	C	D
LPV DA	377/24 250 (300-½)			
LNAV/VNAV DA	555/50 428 (500-1)			
LNAV MDA	500/24	373 (400-½)	500/50	373 (400-1)
CIRCLING	500-1 371 (400-1)	600-1 471 (500-1)	600-1½ 471 (500-1½)	680-2 551 (600-2)

TWR

1858 X 75

30

6400 X 150

4000 X 75

161

0.4% Up

1L

1R

012°

BETHEL, ALASKA
Amdt 1C 22JUN17

60°47'N-161°50'W

BETHEL (BET)(PABE)

RNAV (GPS) RWY 1L

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 81940 W01B	APP CRS 012°	Rwy Ldg 4000 TDZE 124 Apt Elev 129
--	------------------------	---

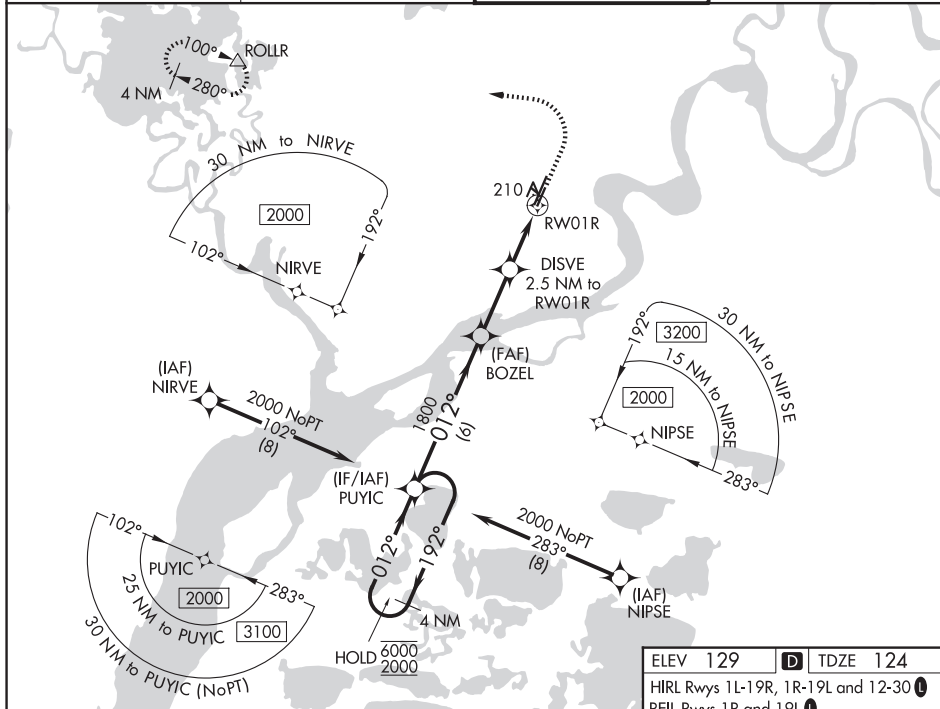
RNAV (GPS) RWY 1R
BETHEL (BET)(PABE)

RNP APCH.

T
A Circling NA west of Rwy 1L-19R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct ROLLR and hold.

ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7
----------------------	--	---	-------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).

4 NM Holding Pattern

6000 ← 192°

2000 → 012°

GP 3.00° TCH 55

PUYIC

BOZEL 1800

DISVE 2.5 NM to RW01R

*1 NM to RW01R

*960

6 NM

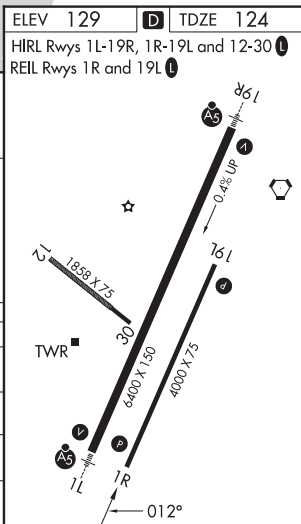
2.6 NM

1.5 NM

1 NM

* RNAV only

CATEGORY	A	B	C	D
LPV DA		374- ³ / ₄	250 (300- ³ / ₄)	
RNAV/DA		374- ³ / ₄	250 (300- ³ / ₄)	
RNAV MDA		460-1	336 (400-1)	
CIRCLING	500-1 371 (400-1)	600-1 471 (500-1)	600-1½ 471 (500-1½)	680-2 551 (600-2)



AK, 07 AUG 2025 to 02 OCT 2025

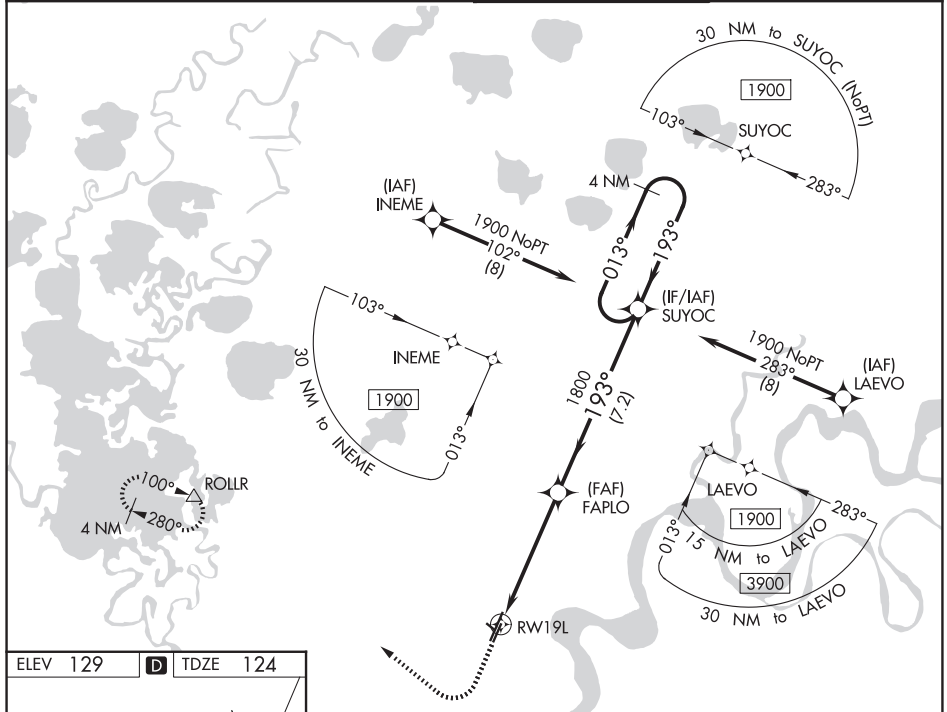
WAAS CH 99440 W19B	APP CRS 193°	Rwy Ldg 4000 TDZE 124 Apt Elev 129
--	------------------------	---

RNAV (GPS) RWY 19L
BETHEL(BET)(PABE)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct ROLLR and hold.

ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7
----------------------	--	---	-------------------------



ELEV 129 TDZE 124

REIL Rwy 1R and 19L
HIRL Rwy 1L-19R, 1R-19L and 12-30

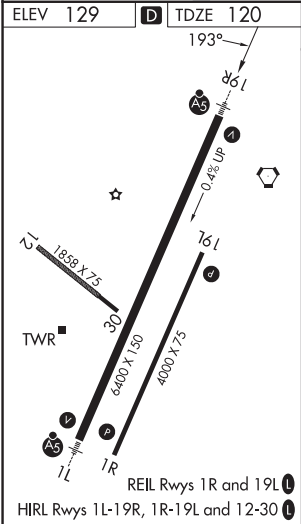
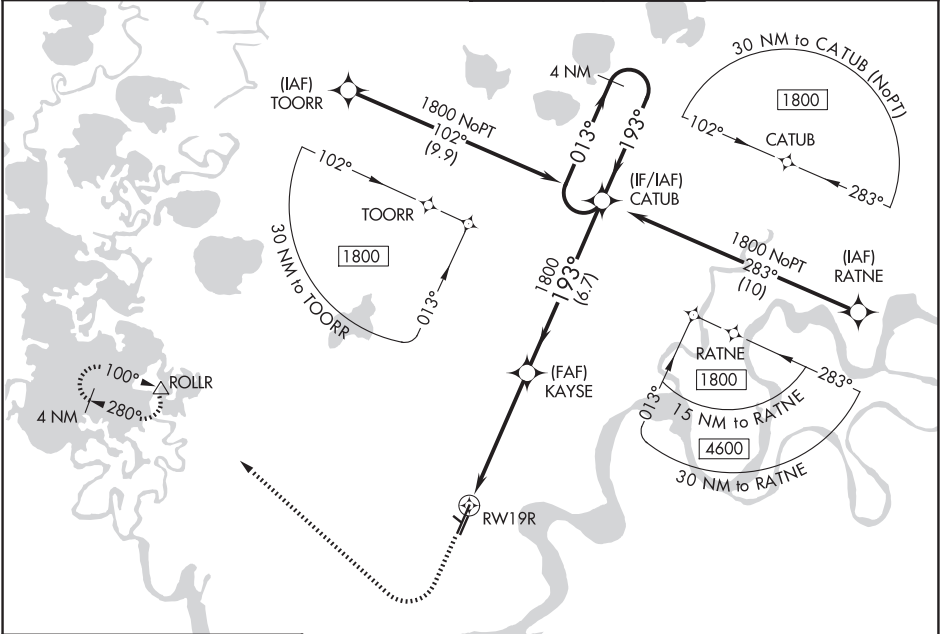
Diagram illustrating the FAPLO 1800 holding pattern. The pattern is a 4 NM holding pattern with a 193° inbound leg and a 013° outbound leg. The pattern is located 1.1 NM from the RW19L runway. The diagram shows the pattern's position relative to the runway, the holding pattern's dimensions, and the associated frequencies and altitudes.

CATEGORY	A	B	C	D
LPV DA	374-3/4	250 (300-3/4)		
LNAV/VNAV DA	374-3/4	250 (300-3/4)		
LNAV MDA	500-1	376 (400-1)		
CIRCLING	500-1 371 (400-1)	600-1 471 (500-1)	600-1 1/2 471 (500-1 1/2)	680-2 551 (600-2)

WAAS CH 70507 W19A	APP CRS 193°	Rwy Ldg 6400 TDZE 120 Apt Elev 129
--	------------------------	---

RNAV (GPS) RWY 19R
BETHEL (BET)(PABE)

<div><div><div>▼</div></div><div>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.</div></div>	<div><div>MALSR</div><div><div><div><div></div></div><div><div>A5</div></div><div><div></div></div></div><div><div></div><div></div><div></div><div></div><div></div></div></div></div>	MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct ROLL and hold.	
ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER★ 118.7 (CTAF) 0	GND CON 121.7



1700

2000

ROLLR

* LNAV only

* 1.3 NM to RW19R

RW19R

1.3 NM

3.9 NM

6.7 NM

GP 3.00°

TCH 52

KAYSE

1800

CATUB

4 NM Holding Pattern

1800

013°

193°

CATEGORY	A	B	C	D
LPV DA	320/24 200 (200-½)			
LNAV/VNAV DA	479/40 359 (400-¾)			
LNAV MDA	560/24 440 (500-½)		560/45 440 (500-¾)	
CIRCLING	560-1 431 (500-1)	600-1 471 (500-1)	600-1½ 471 (500-1½)	680-2 551 (600-2)

BETHEL, ALASKA

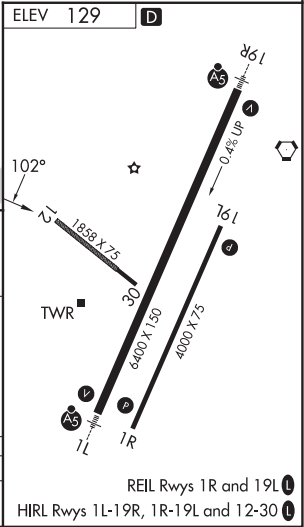
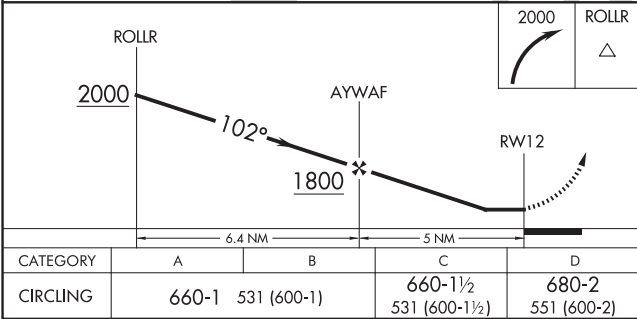
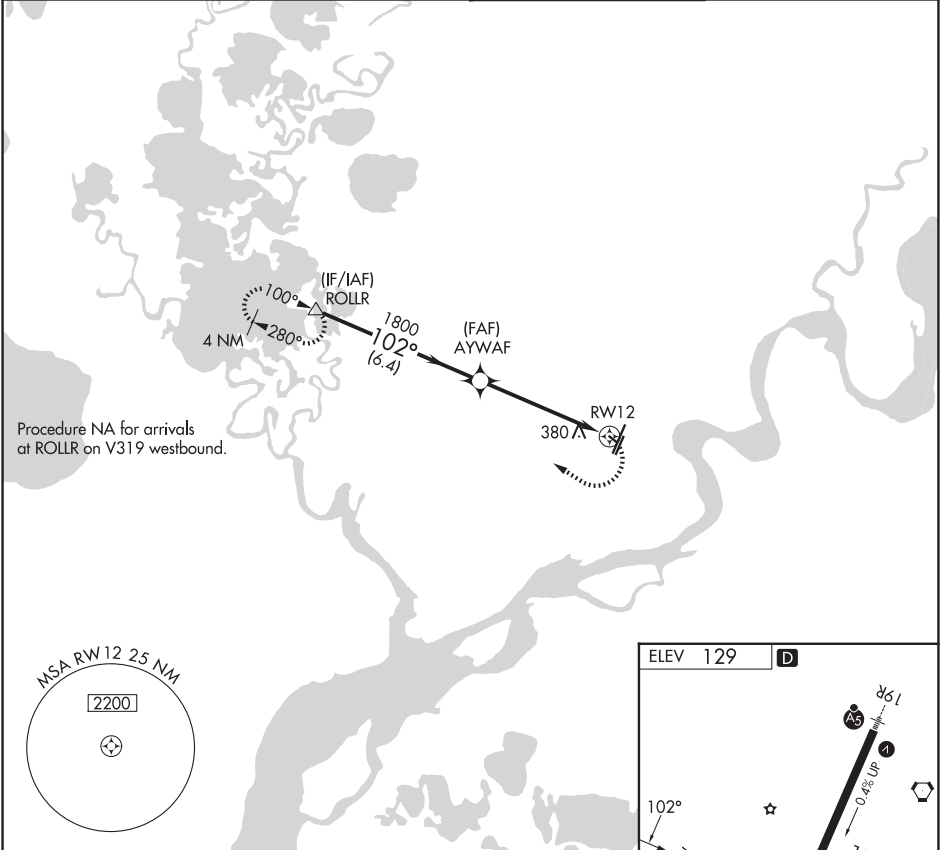
AL-5001 (FAA)

25219

APP CRS	Rwy Ldg	N/A
102°	TDZE	N/A
	Apt Elev	129

RNAV (GPS)-A
BETHEL(BET)(PABE)

RNP APCH.		MISSED APPROACH: Climbing right turn to 2000 direct ROLLR and hold.	
Cirding NA west of Rwy 1L-19R.			
ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7



BETHEL, ALASKA
Amdt 1C 20JUN19

60°47'N-161°50'W

BETHEL (BET)(PABE)
RNAV (GPS)-A

AK, 07 AUG 2025 to 02 OCT 2025

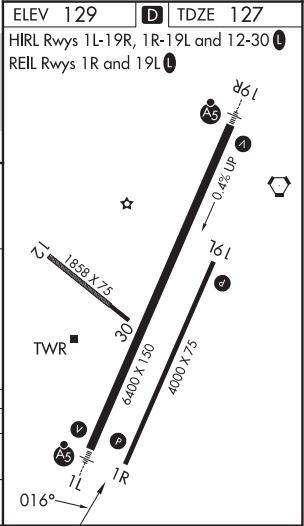
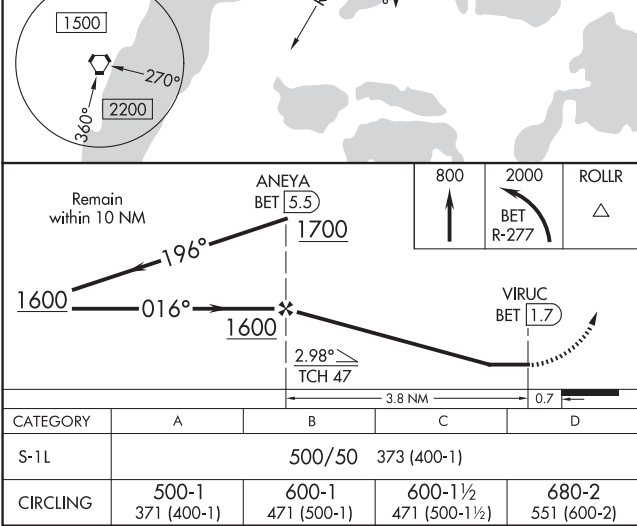
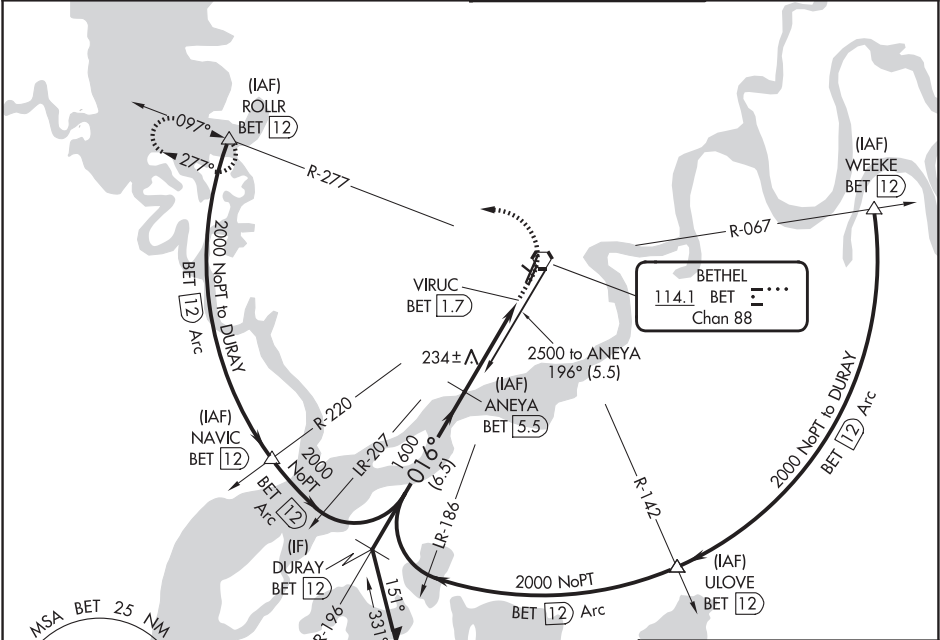
AK, 07 AUG 2025 to 02 OCT 2025

VORTAC BET	APP CRS	Rwy Ldg	6400
114.1	016°	TDZE	127
Chan 88		Apt Elev	129

VOR RWY 1L
BETHEL (BET)(PABE)

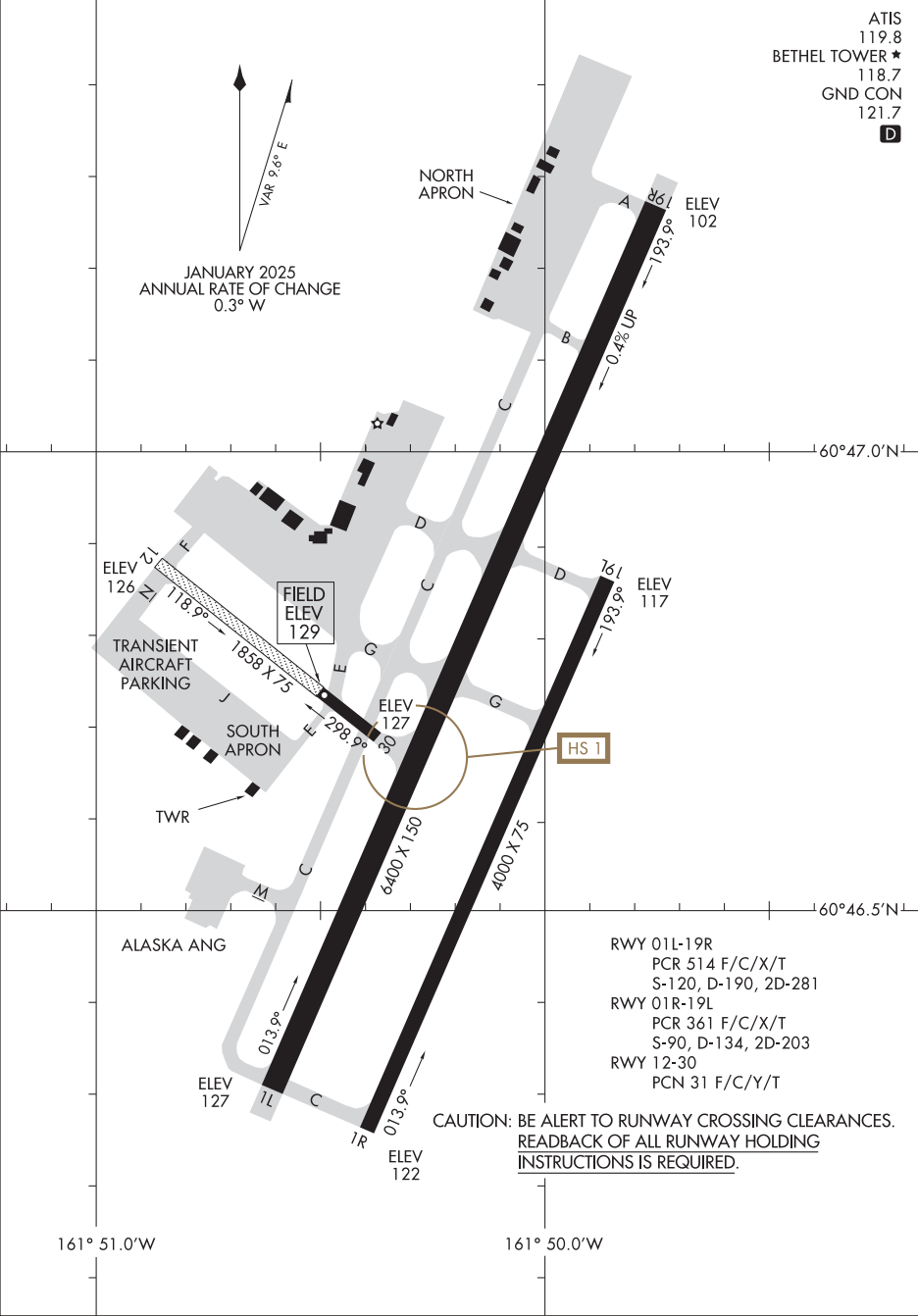
DME required.	MALSR	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 on BET VORTAC R-277 to ROLLR/12 DME and hold.
Circling NA west of Rwy 1L-19R. For inop ALS, increase S-1L Cat C/D visibility to RVR 5500.		

ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7
---------------	---------------------------------	----------------------------------	------------------



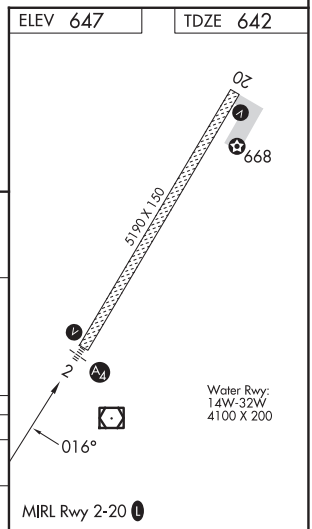
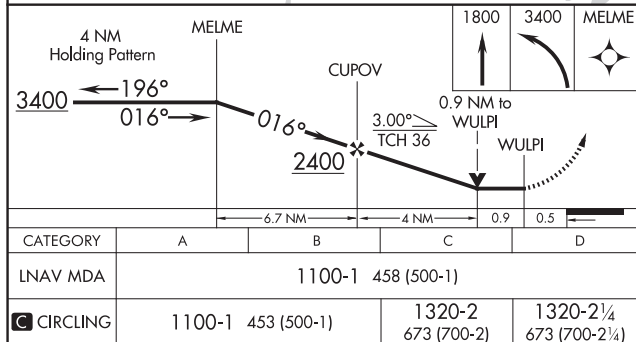
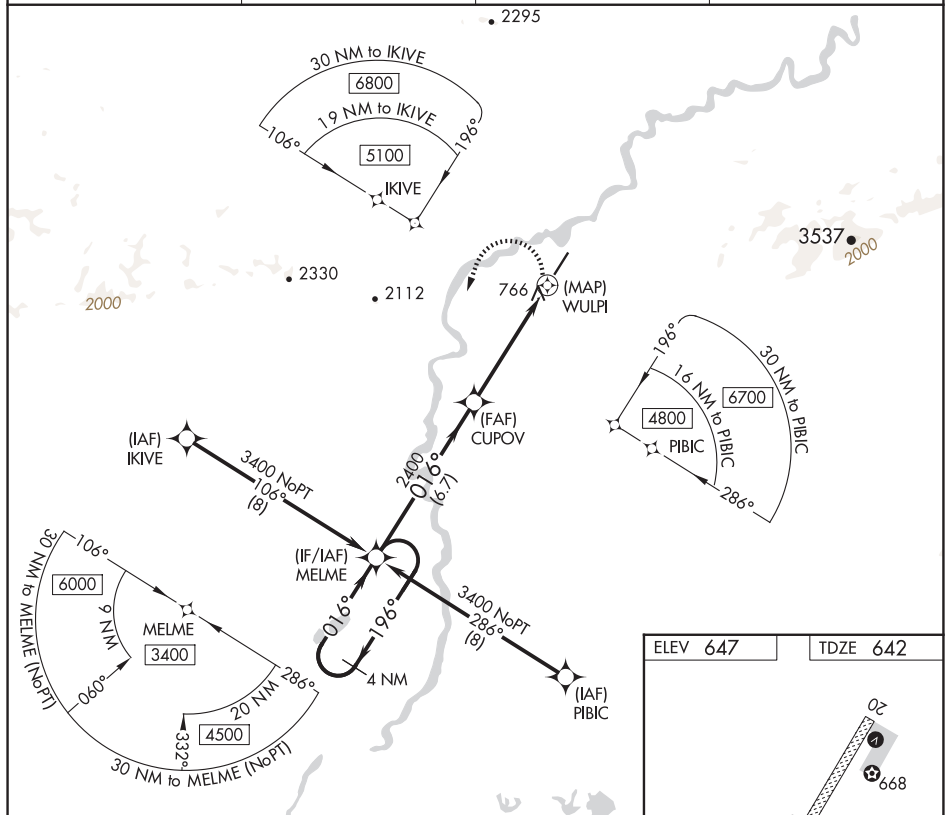
AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



BETTES(BTT)(PABT)

ASOS 135.45	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.2	CTAF 122.9 0
-----------------------	--	---------------------------------	------------------------



AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 20
BETTES(BTT)(PABT)

Circling NA east of Rwy 2-20. Rwy 20 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3200 direct SIYOD and on track 197° to MELME and hold.

Figure 1 is a 1000 ft MSL obstacle clearance chart. It shows a flight path from 3200 to 4300. The path starts at 3200, goes to 1.4 NM to LEVGE (191°), then to KIYEP (214°), then to WUTOM (216°), and finally to 4300. The chart includes various obstacles: SIYOD (197°), MELME, KIYEP, WUTOM, and NOYIR. The chart also shows a water runway (MIRL Rwy 2-20) and a 5190 X 150 area. The chart is divided into sections A, B, C, and D. The chart includes a table with the following data:

CATEGORY	A	B	C	D
LNAV MDA	1300-1	653 (700-1)	1300-1 7/8	653 (700-1 7/8)
CIRCLING	1300-1	653 (700-1)	1320-2 673 (700-2)	1320-2 1/4 673 (700-2 1/4)

BETTLES(BTT)(PABT)
RNAV (GPS) RWY 20

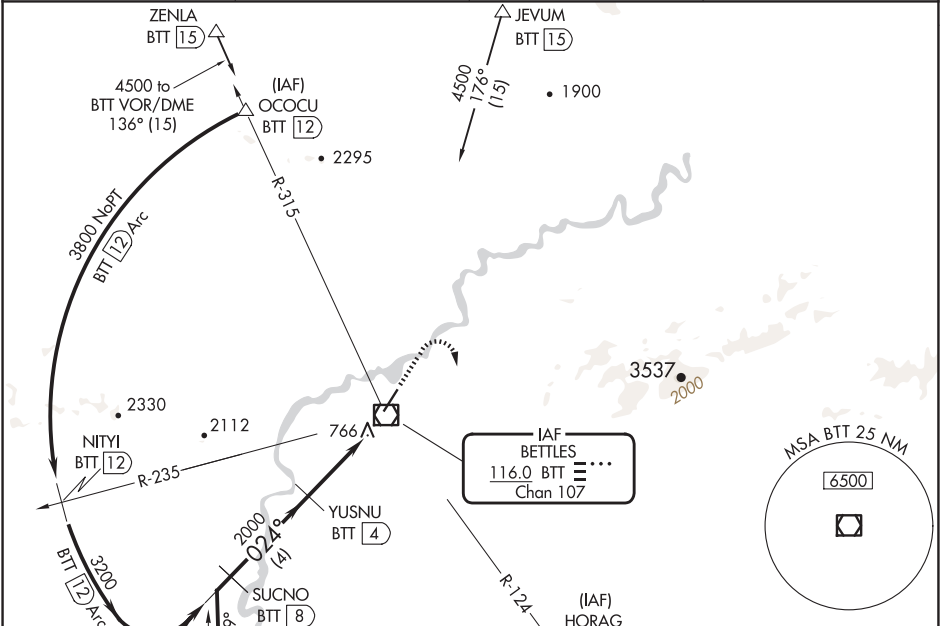
AK, 07 AUG 2025 to 02 OCT 2025

VOR/DME BTT	APP CRS	Rwy Idg	5190
116.0	024°	TDZE	642
Chan 107		Apt Elev	647

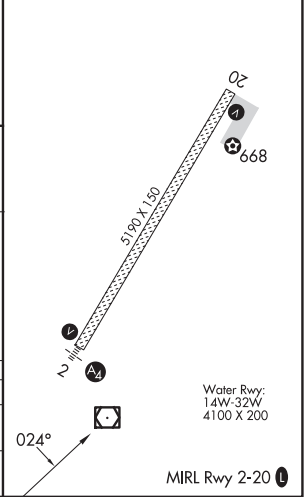
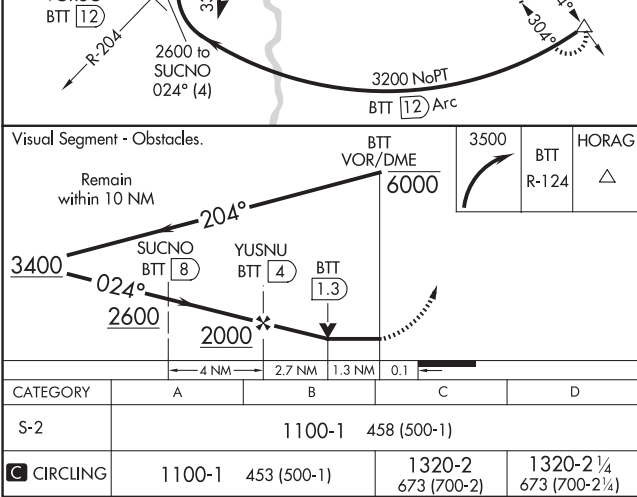
VOR RWY 2
BETTLES (BTT)(PABT)

DME required.	MALS	MISSED APPROACH: Climbing right turn to 3500 on BTT VOR/DME R-124 to HORAG/BTT 12 DME and hold, continue climb-in-hold to 3500.
<div><div>▼</div><div>▲</div><div>❄</div></div> <div>Rwy 2 helicopter visibility reduction below 3/4 SM NA. Circling NA east of Rwy 2-20. Inoperative table does not apply to Cats A/B. For inop ALS, increase S-2 Cat C/D visibility to 1 3/4 SM.</div>	<div><div>⬇</div><div>⬆</div><div>⬇</div></div>	

ASOS	ANCHORAGE CENTER	FAIRBANKS RADIO	CTAF
135.45	124.6 352.0	122.2	122.9 0



ELEV 647	TDZE 642
----------	----------



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

BIG LAKE, ALASKA

AL-5220 (FAA)

25107

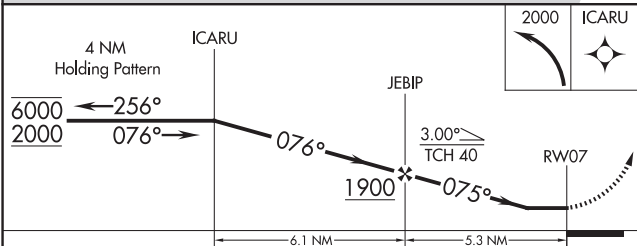
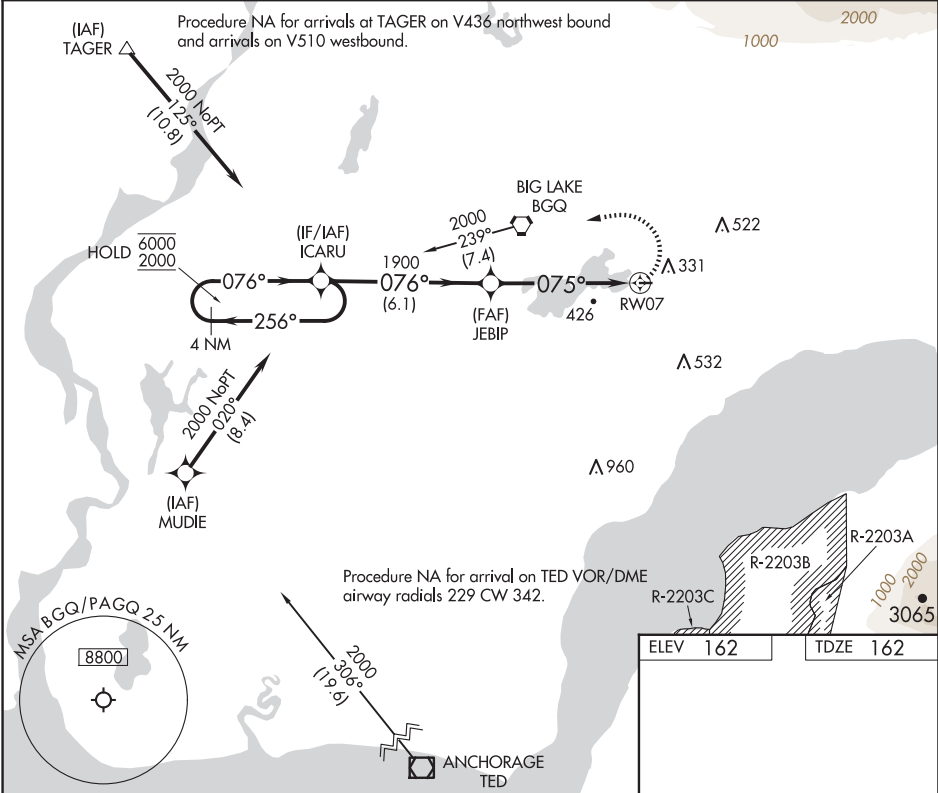
APP CRS	Rwy Idg	2450
075°	TDZE	162
	Apt Elev	162

RNAV (GPS) RWY 7

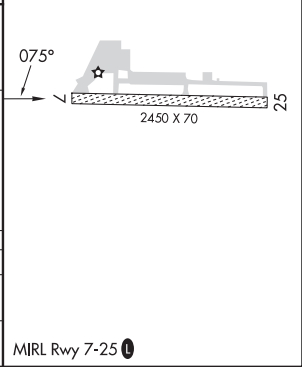
BIG LAKE (BGQ) (PAGQ)

RNP APCH.	MISSED APPROACH: Climbing left turn to 2000 direct ICARU and hold.
▼ Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA. Use Anchorage altimeter setting.	

ANC ASOS 135.5	ANCHORAGE APP CON 118.6	CTAF 122.80
-------------------	----------------------------	----------------



CATEGORY	A	B	C	D
LNAV MDA	940-1 778 (800-1)	940-1¼ 778 (800-1¼)	940-2½ 778 (800-2½)	NA
CIRCLING	940-1 778 (800-1)	960-1¼ 798 (800-1¼)	980-2½ 818 (900-2½)	NA



BIG LAKE, ALASKA
Amdt 2 17JUN21

61°32'N-149°49'W

BIG LAKE (BGQ) (PAGQ)

RNAV (GPS) RWY 7

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

APP CRS
255°

Rwy Idg
2450

TDZE
162

Apt Elev
162

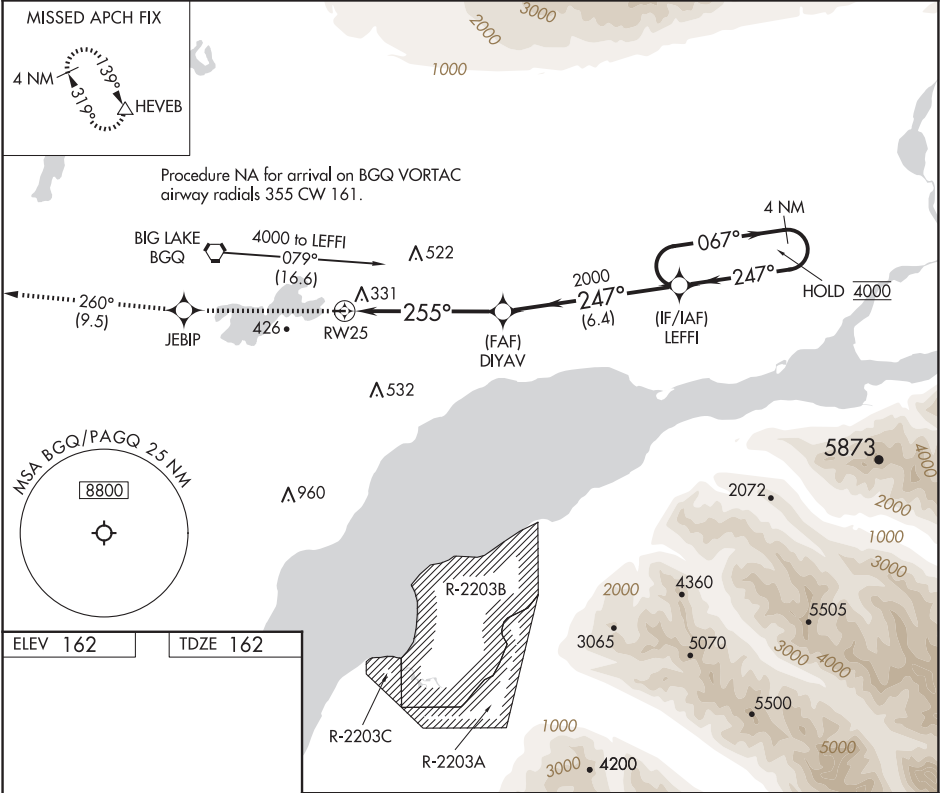
RNAV (GPS) RWY 25
BIG LAKE (BGQ) (PAGQ)

RNP APCH.

Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA. Use Anchorage altimeter setting.

MISSED APPROACH: Climb to 3000 direct JEBIP and on track 260° to HEVEB and hold.

ANC ASOS 135.5	ANCHORAGE APP CON 118.6	CTAF 122.8
--------------------------	-----------------------------------	----------------------



ELEV **162**

TDZE **162**

JEBIP

↑

tr 260°

↗

HEVEB

△

DIYAV

↘

LEFFI

→

4 NM Holding Pattern

067°

4000

255°

247°

2000

5.7 NM

6.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1020-1 858 (900-1)	1020-1¼ 858 (900-1¼)	1020-2½ 858 (900-2½)	NA
CIRCLING	1020-1¼ 858 (900-1¼)		1020-2½ 858 (900-2½)	NA

BIG LAKE, ALASKA

AL-5220 (FAA)

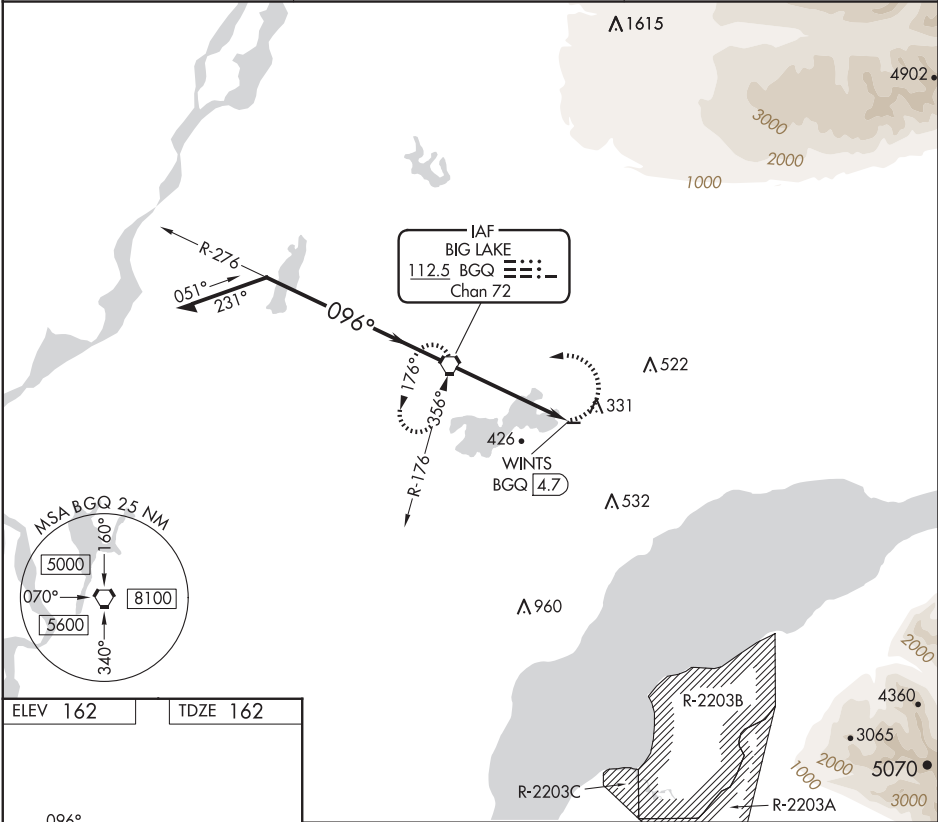
25107

VORTAC BQG	APP CRS	Rwy Idg	2450
112.5	096°	TDZE	162
Chan 72		Apt Elev	162

VOR RWY 7
BIG LAKE (BQG) (PAGQ)

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 BQG VORTAC and hold, climb-in-hold to 2000.
--	--

ANC ASOS 135.5	ANCHORAGE APP CON 118.6	CTAF 122.80
--------------------------	-----------------------------------	-----------------------



ELEV 162	TDZE 162
MIRL Rwy 7-25	
FAF to MAP 4.7 NM	
Knots	60 90 120 150 180
Min:Sec	4:42 3:08 2:21 1:53 1:34

Remain within 10 NM		BQG VORTAC	2000	BQG
2000		276°	096°	
1700		3.05° TCH 40	WINTS BQG 4.7	
4.7 NM				
CATEGORY	A	B	C	D
S-7	980-1 818 (900-1)	980-1¼ 818 (900-1¼)	980-2½ 818 (900-2½)	NA
CIRCLING	980-1¼ 818 (900-1¼)		980-2½ 818 (900-2½)	NA

BIG LAKE, ALASKA
Amdt 7B 17JUN21

61°32'N-149°49'W

BIG LAKE (BQG) (PAGQ)
VOR RWY 7

AK, 07 AUG 2025 to 02 OCT 2025

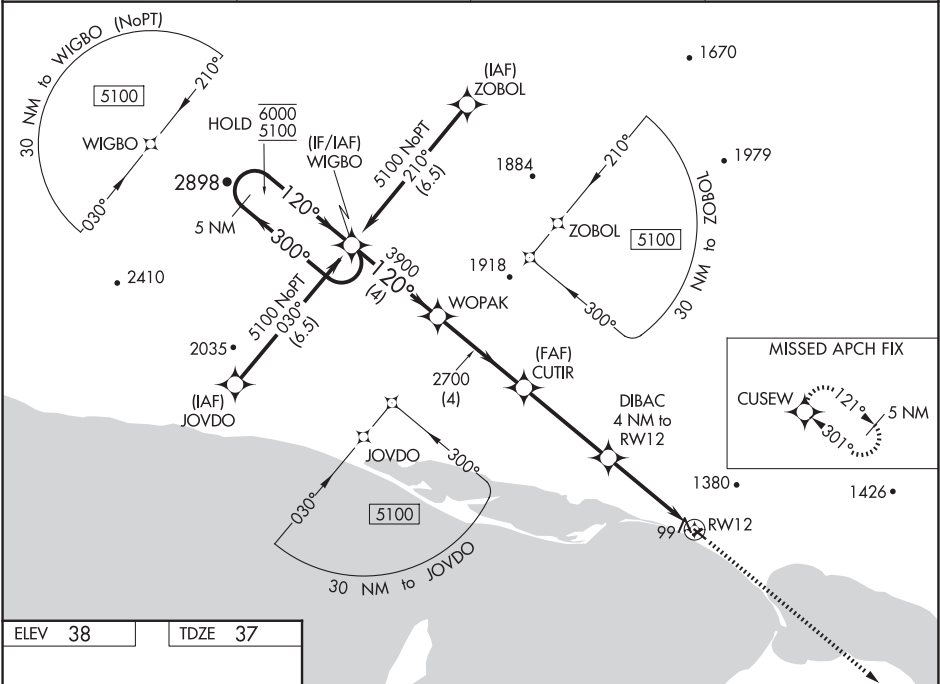
AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77628 W12A	APP CRS 120°	Rwy Idg TDZE Apt Elev	2990 37 38
--	------------------------	-----------------------------	---------------------------------------

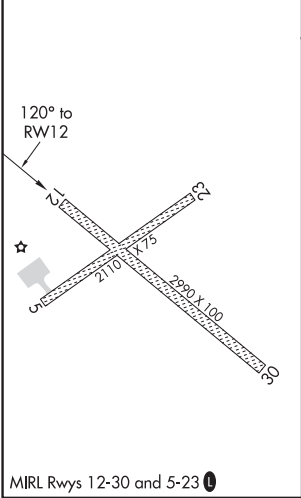
RNAV (GPS) RWY 12
BREVIG MISSION (KTS)(P'FKT)

RNP APCH.	MISSED APPROACH: Climb to 6300 direct CUSEW and hold, continue climb-in-hold to 6300.
<div><div></div><div></div></div> <div>Circling NA north of Rws 12 and 23. Circling Rwy 23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25° C or above 54°C.</div>	

AWOS-3P 121.55	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 135.6	CTAF 123.0
--------------------------	--	----------------------------	----------------------



ELEV 38	TDZE 37
---------	---------



5 NM Holding Pattern		WOPAK	CUTIR	DIBAC	CUSEW
6000 5100		2700	2700	2700	6300
GP 3.12° TCH 40		4 NM	4 NM	3.9 NM	3.1 NM
CATEGORY	A	B	C	D	
LPV DA	287-1	250 (300-1)		NA	
LNAV/VNAV DA	287-1	250 (300-1)		NA	
LNAV MDA	360-1	323 (400-1)		NA	
CIRCLING	620-1 582 (600-1)	1460-1½ 1422 (1500-1½)		NA	

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 30
BREVIG MISSION (KTS) (PFKT)

MISSED APPROACH: Climb to 5100 direct WIGBO and hold, continue climb-in-hold to 5100.

MRL Rwy 12-30 and 4-22

5100 WIGBO

* LNAV only.

RW30

EZIDU 4 NM to RW30

*3.1 NM to RW30

FETUP 2600

CUSEW

5 NM Holding Pattern

121° → 6300

← 301° 4600

301°

2600

1340*

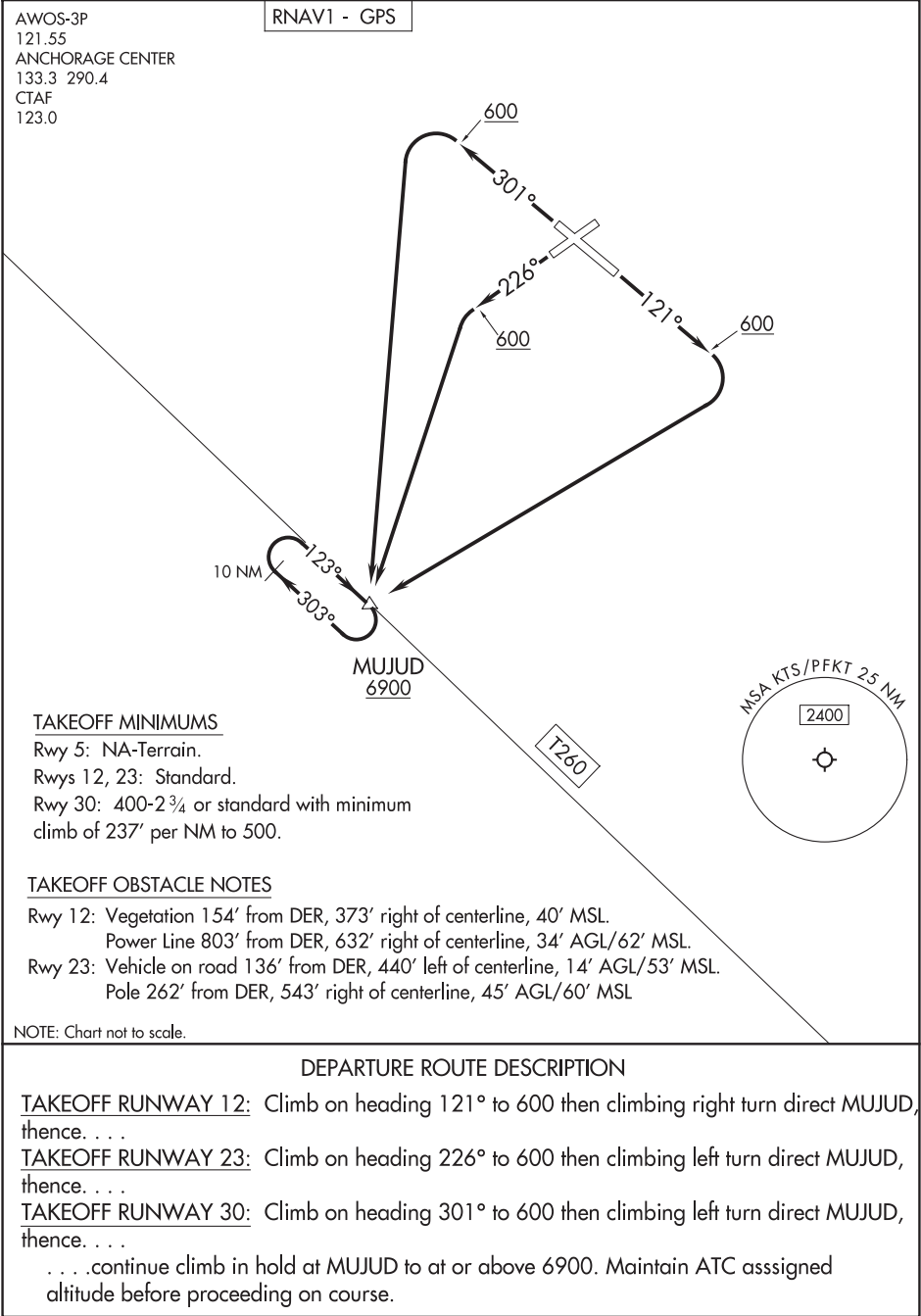
GP 3.00° TCH 40

3.1 NM 0.9 3.9 NM 8 NM

BREVIG MISSION (KTS) (PFKT)
RNAV (GPS) RWY 30

AK, 07 AUG 2025 to 02 OCT 2025

BREVIG THREE DEPARTURE (OBSTACLE) (RNAV)



FORT RICHARDSON (ANCHORAGE), ALASKA

RNAV GPS RWY 18

APCH CRS 176° **Rwy Idg** 4088 **TDZE** 387 **Arpt Elev** 387

RNP APCH - GPS

* Circling not authorized E of Rwy 18-36.

AWOS-3 134.25 **ANCHORAGE APP CON** 118.6 290.5 **TOWER ★** 125.0 (CTAF) 254.35 **GND CON** 121.25 239.25 **CLNC DEL** 119.1 363.2

MISSED APPROACH: Climbing right turn to 3000 direct BQG VORTAC and hold.

NOT FOR CIVIL USE
Procedure not authorized via V456 or V438 northbound without holding at Big Lake VORTAC.

Procedure:

- 4 NM → 348° → 128° → HOLD 17,500 3000
- BIG LAKE BQG
- 2200 112° (6.7) → (IAF) OGNEE
- 2200 176° (5) → (IF/IAF) WITLO
- 2000 176° (5) → (FAF) CEBAD
- 562 1606 → ARKEZ
- 581 1606 → RW18

MSA: RW18 25 NM, 6000, 5200, 9100, 100°, 010°

Legend: 3000 BQG

Diagram: ARKEZ 0.8 NM to ARKEZ 2.96° TCH 40 CEBAD 176° 2000 WITLO 112° 2200 OGNEE 2200

CATEGORY	A	B	C	D
LNNAV MDA	1100-1½ 713 (800-1½)	1100-2 713 (800-2)		
CIRCLING*	1100-1½ 713 (800-1½)	1100-2 713 (800-2)	1620-3 1233 (1300-3)	

ELEV 387 **TDZE** 387 **Rwy 36 Idg** 3418'

Diagram: 176° 81 4088 x 100 0.5° DOWN 36 TWR

MIRL Rwy 18-36 **REIL Rwy 18-36**

FORT RICHARDSON (ANCHORAGE), ALASKA 61° 16' N - 149° 39' E BRYANT AAF (FORT RICHARDSON) (FRN) (PAFR)
Orig 31OCT24

RNAV GPS RWY 18

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RNAV GPS RWY 36

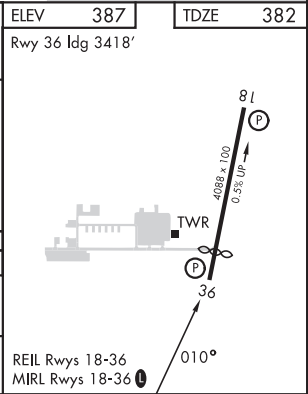
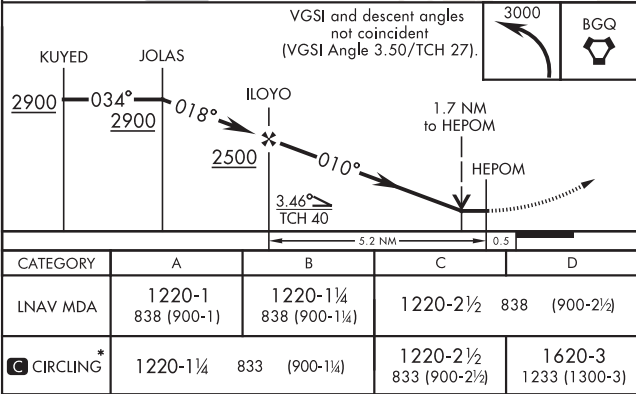
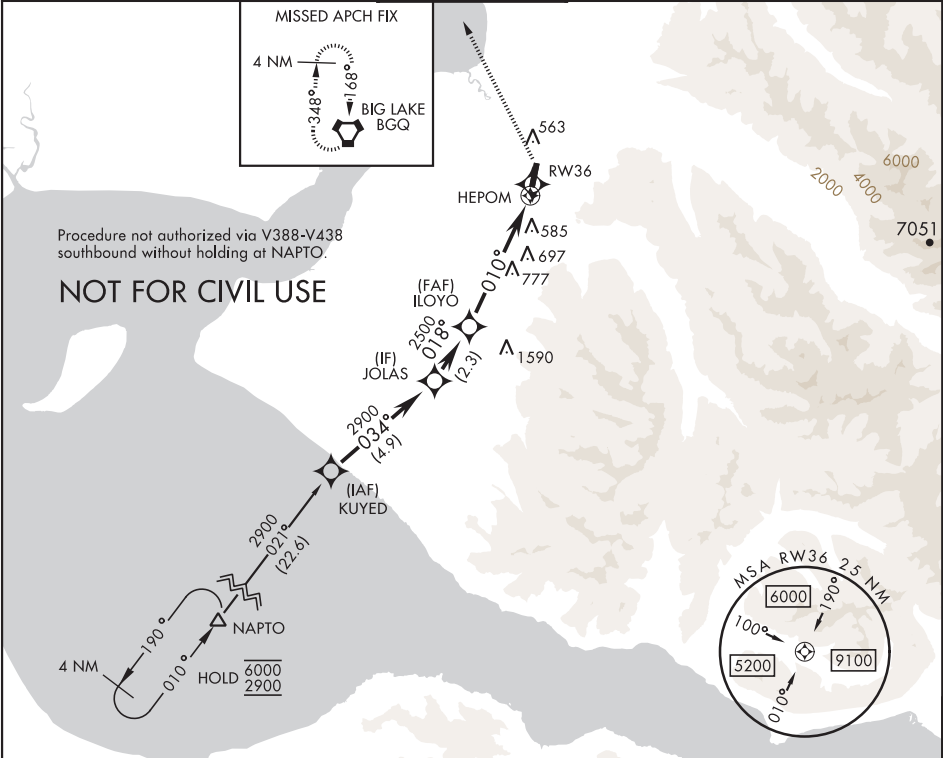
APCH CRS	Rwy ldg	3418
010°	TDZE	382
	Arpt Elev	387

[USA] BRYANT AAF (FORT RICHARDSON) (FRN) (PAFR)

RNP APCH - GPS
▼ Rwy 36 helicopter visibility reduction below 3/4 mile not authorized.
* Circling not authorized E of Rwy 18-36.

MISSED APPROACH: Climbing left turn to 3000 proceed direct BGQ VORTAC and hold.

AWOS-3 134.25	ANCHORAGE APP CON 118.6 290.5	TOWER ★ 125.0 (CTAF) 0254.35	GND CON 121.25 239.25	CLNC DEL 119.1 363.2
------------------	----------------------------------	---------------------------------	--------------------------	-------------------------



RNAV GPS RWY 36

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

BUCKLAND, ALASKA

AL-9226 (FAA)

21112

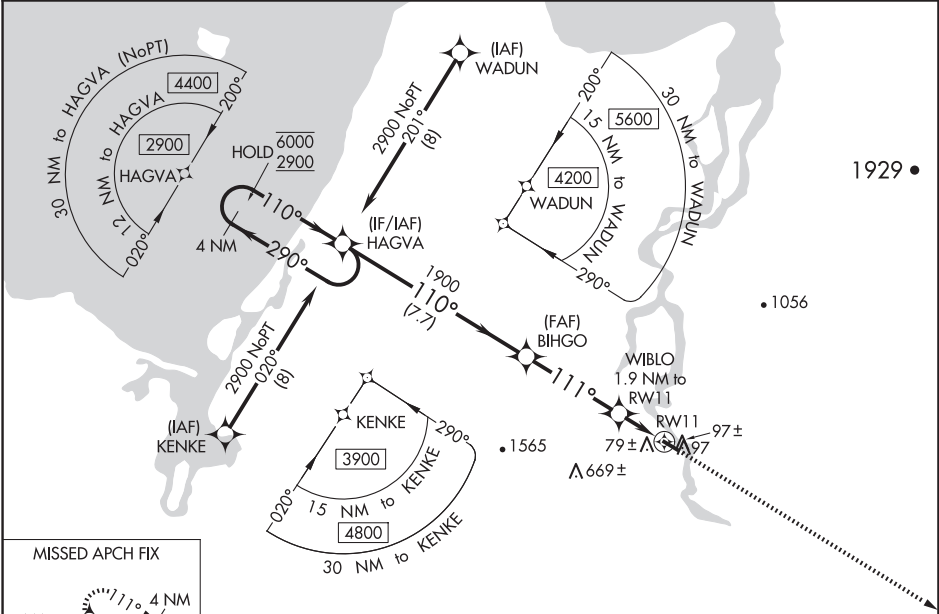
WAAS CH 58041 W11A	APP CRS 111°	Rwy Idg 3200 TDZE 29 Apt Elev 29
--	------------------------	---

RNAV (GPS) RWY 11

BUCKLAND (BVK)(PABL)

RNP APCH.	MISSED APPROACH: Climb to 3100 direct JAMUR and hold, continue climb-in-hold to 3100.
Baro-VNAV and VDP NA when using Selawik altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting is not received use Selawik altimeter setting: increase DA to 387 feet and all visibilities $\frac{3}{8}$ SM; increase all MDAs 120 feet and visibility Cat C $\frac{1}{4}$ SM.	

AWOS-3P 135.15	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.3	CTAF 122.9 0
--------------------------	--	--------------------------------	------------------------



JAMUR		ELEV 29		TDZE 29	
4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).		3100 JAMUR	
6000 ← 290°		HAGVA		↑	
2900 → 110°		BIHGO		✦	
GP 3.00°		1900		*LNAV only.	
TCH 30		WIBLO		*0.9 NM to RW11	
		1.9 NM to RW11		RW11	
		7.7 NM		3200 X 75	
		3.9 NM		111° to RW11	
		1 NM		300 X 75	
		0.9		29	
CATEGORY	A	B	C	D	
LPV DA	279-1 250 (300-1)			NA	
LNAV/VNAV DA	279-1 250 (300-1)			NA	
LNAV MDA	340-1 311 (400-1)			NA	
CIRCLING	540-1 511 (600-1)		640-1¾ 611 (700-1¾)		NA
					MIRL Rwy 11-29 0

BUCKLAND, ALASKA
Amdt 2A 03JAN19

65°59'N-161°09'W

BUCKLAND (BVK)(PABL)

RNAV (GPS) RWY 11

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82441 W29A	APP CRS 291°	Rwy Idg TDZE Apt Elev	3200 29 29
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 29

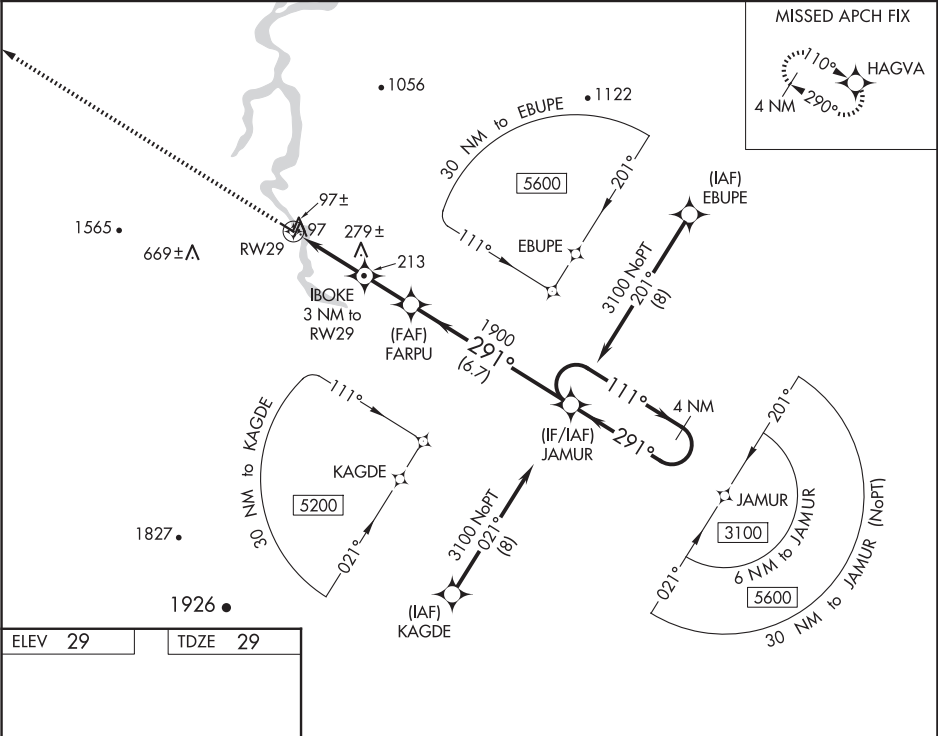
BUCKLAND (BVK)(PABL)

RNP APCH.

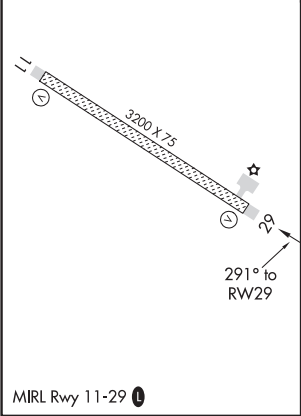
⚠ Rwy 29 helicopter visibility reduction below ¾ SM NA. VDP NA when using Selawik altimeter setting. When Buckland altimeter setting not received, use Selawik altimeter setting and increase all MDA 120 feet, LNAV Cat C visibility ¾ SM and Circling Cat C ¼ SM.

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 ⓘ
--------------------------	--	--------------------------------	-------------------------------



ELEV 29	TDZE 29
---------	---------



2900	HAGVA	IBOKE 3 NM to RW29	FARPU	JAMUR	4 NM Holding Pattern
1.1 NM to RW29	1.9 NM	2 NM	6.7 NM	111°→ ←291°	3100
1.1	1.9 NM	2 NM	6.7 NM		
CATEGORY	A	B	C	D	
LP MDA	480-1	451 (500-1)		NA	
LNAV MDA	540-1	511 (600-1)	540-1 3/8 511 (600-1 3/8)	NA	
C CIRCLING	540-1	511 (600-1)	640-1 3/4 611 (700-1 3/4)	NA	

CAPE LISBURNE, ALASKA

RNAV (GPS) RWY 27

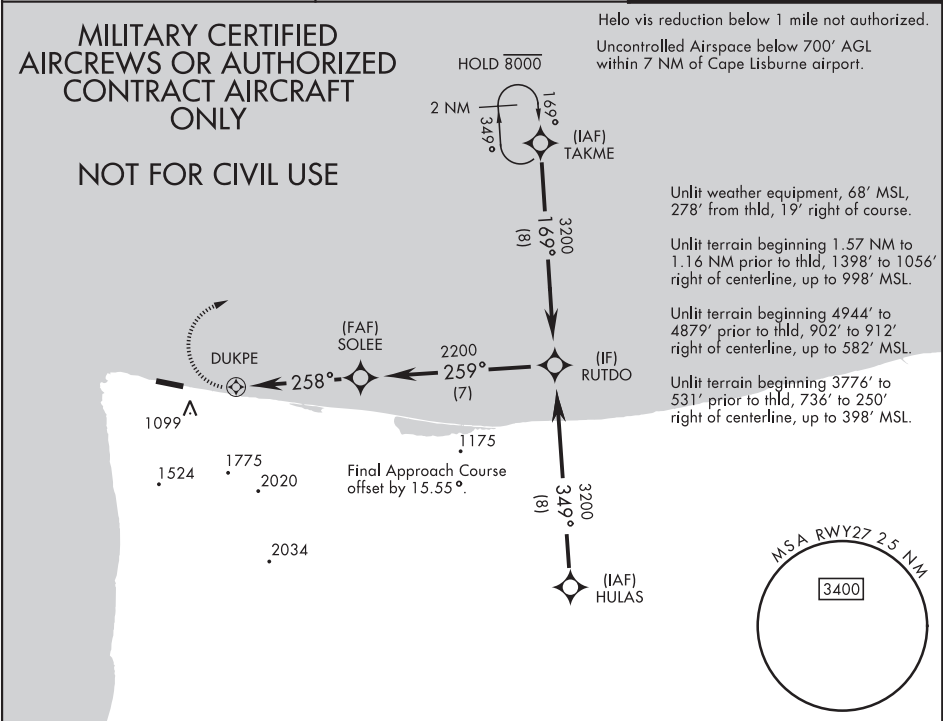
APCH CRS	Rwy Idg	4800
258°	THRE	14
	Arpt Elev	14

[USAF]

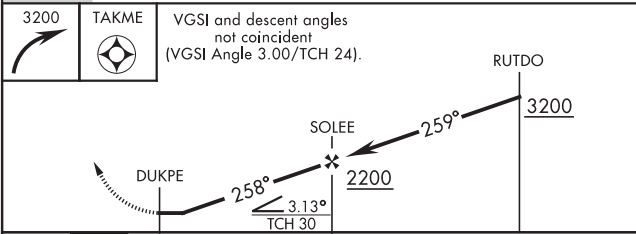
CAPE LISBURNE LRRS (PALU)

RNP APCH - GPS	MISSED APPROACH: (Do not exceed 220 KIAS until turn completion). Climbing right turn to 3200 direct TAKME and hold.
* Circling not authorized S of runway 9-27 Night operations not authorized.	

ANCHORAGE CENTER 119.65 363.25	KOTZEBUE RADIO ★ 122.3	CTAF 126.2
-----------------------------------	---------------------------	---------------



EMERG SAFE ALT 100 NM 6700



ELEV	14	THRE	14
<p>4800 x 135</p> <p>258°</p>			
REIL Rwy 9 and 27			

CAPE LISBURNE, ALASKA

68° 53'N - 166° 07'W

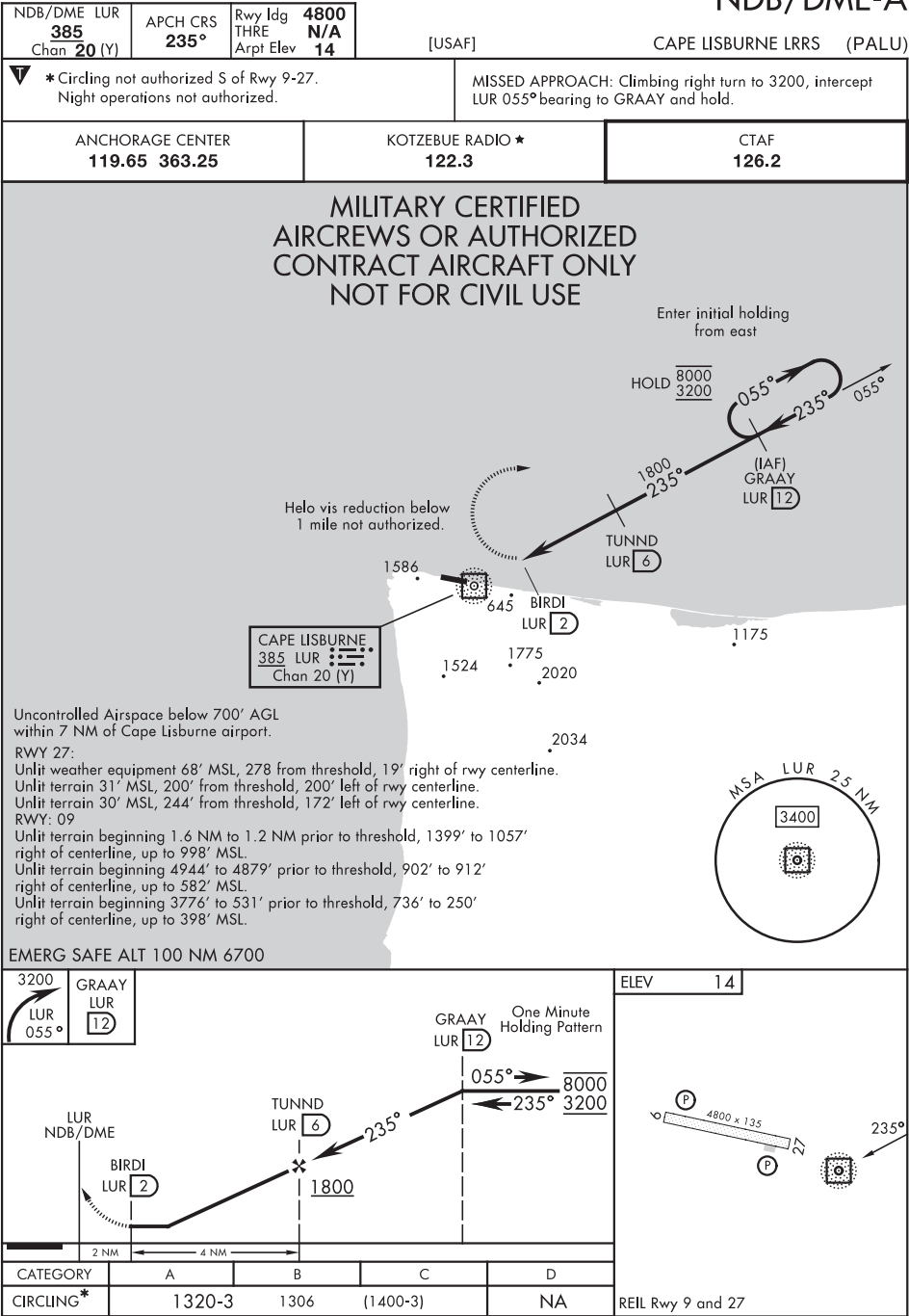
CAPE LISBURNE LRRS (PALU)

Amndt 2 07AUG25

RNAV (GPS) RWY 27

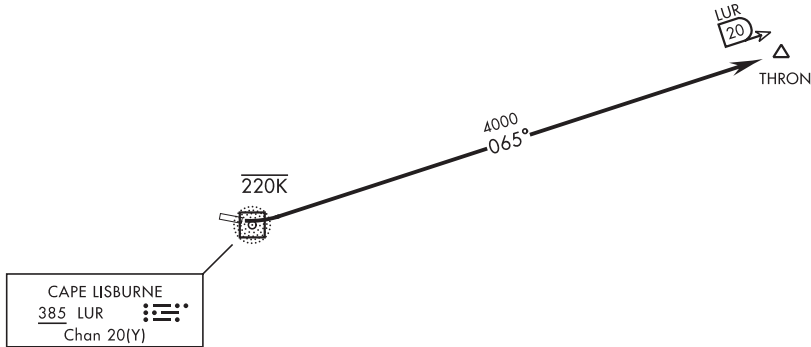
AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



ANCHORAGE CENTER
119.65 363.25
KOTZEBUE RADIO ★
122.3
CTAF
126.2

MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY
NOT FOR CIVIL USE
NIGHT OPERATIONS NOT AUTHORIZED.



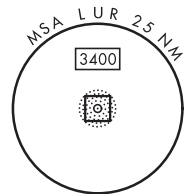
CAUTION: For Rwy 9, do not exceed 220 KIAS until intercepting LUR 065°

Procedure not authorized for CAT DE aircraft.

Uncontrolled airspace below 700' AGL within 7 NM of Cape Lisburne airport.

WARNING: High terrain within 2 NM of DER requiring prompt compliance with departure procedure instructions, do not delay start of initial turn.

2142



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Turn left within ½ mile of departure end and intercept LUR 065° outbound to THRON. Maintain 4000 or ATC assigned altitude.

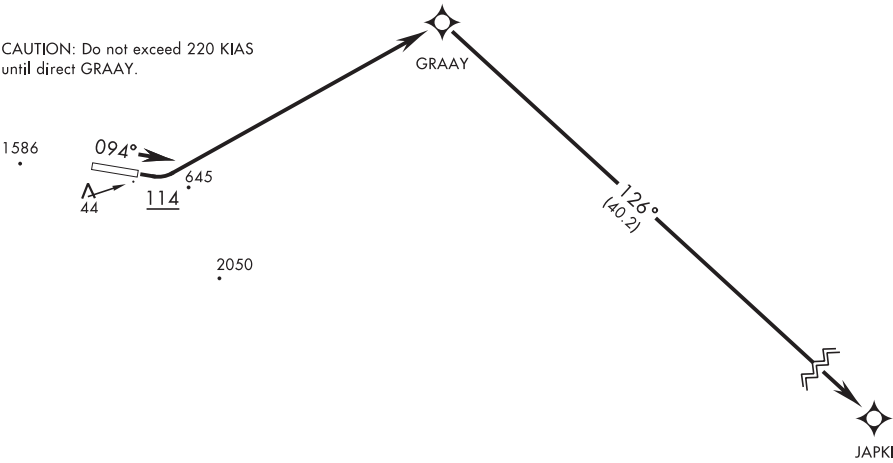
TAKEOFF RWY 27: Not authorized.

ANCHORAGE CENTER		RNAV1 - GPS		Rwy	Knots	60	120	180	240	300	360
119.65 363.25				9	V/V(fpm)	362	724	1086	1448	1810	2172
KOTZEBUE RADIO ★				Minimum climb gradient to 600							
122.3											
CTAF											
126.2											

NOT FOR CIVIL USE

FOR USE BY MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

CAUTION: Do not exceed 220 KIAS
until direct GRAAY.



WARNING: High terrain within 2 NM
of departure end of runway. Prompt
compliance with departure instructions
is essential to flight safety. Do not delay
initial turn at 114°.

Night operations not authorized.

Procedure NA for CAT E aircraft.

Uncontrolled Airspace below 700' AGL
within 7 NM of Cape Lisburne airport.

Takeoff minimums: Rwy 9, standard with
minimum climb or 362ft/NM to 600'.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb on heading 094° to 114, then climbing left turn direct GRAAY, then
track 126° to JAPKI, maintain 8000 or as assigned by ATC.

TAKEOFF RWY 27: NOT AUTHORIZED

CAPE NEWENHAM, ALASKA

RNAV (GPS) RWY 15

APCH CRS	Rwy Idg	3945
172°	TDZE	456
	Arprt Elev	531

- (USAF)

CAPE NEWENHAM LRRS (PAEH)

RNP APCH	MISSED APPROACH: Climbing right turn to 3500 direct WAGEN and hold.
----------	---

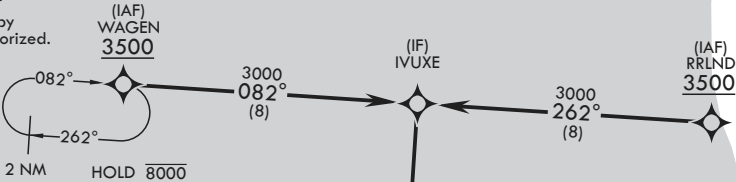
ANCHORAGE CENTER 124.2 251.1	RADIO 126.2 (CTAF)
---------------------------------	-----------------------

Straight-in Rwy 15 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

USAF Only: When VGSI inop, straight-in Rwy 15 authorized at night with command approval.

Visibility reduction by helicopters not authorized.

- CAUTION:
- 1. Rwy located on slope of 2306' mountain. High terrain both sides and S end of rwy.
 - 2. Successful go-around improbable if initiated past the MAP.



NOT FOR CIVIL USE

MILITARY CERTIFIED
AIRCRAFTS OR
AUTHORIZED CONTRACT
AIRCRAFT ONLY

Unlit terrain 235' MSL, 200' from threshold, 200' left of course.

Uncontrolled Airspace below 700' AGL within 7 NM of Cape Newenham airport.

EMERG SAFE ALT 100 NM 7100

3500	WAGEN	VGSI and descent angles not coincident (VGSI Angle 3.00°/TCH 45°).	IVUXE	ELEV 531	TDZE 456
<p>Diagram showing the final approach segment. The profile descends from IVUXE (3000) to KRSSS (2400) and then to CFKMW. The profile includes altitudes (3000, 2400, 246, 935, 2225) and distances (2.2, 4.5 NM). Headings are indicated (172°). A descent angle of ≤ 3.00° and TCH 41 are noted.</p>					
CATEGORY	A	B	C	D	Land Rwy 15
LNAV MDA	1260-3	804	(800-3)	NA	Tkof Rwy 33
CIRCLING	NOT AUTHORIZED				REIL Rwy 15

CAPE NEWENHAM, ALASKA

58°39'N - 162°04'W

CAPE NEWENHAM LRRS (PAEH)

Amtr 4 25JAN24

RNAV (GPS) RWY 15

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

NDB/DME RWY 15

NDB/DME EHM 385 Chan 18 (Y)	APCH CRS 182°	Rwy ldg TDZE Arpt Elev 3945 456 531
---	-------------------------	---

[USAF]

CAPE NEWENHAM LRRS (PAEH)

 Night operations not authorized.	MISSED APPROACH: Climbing right turn to 4500, intercept EHM NDB 002° bearing to ELPEE and hold, continue climb in holding to 4500.
--	--

ANCHORAGE CENTER 124.2 251.1	CAPE NEWENHAM RADIO 126.2
--	-------------------------------------

MILITARY CERTIFIED
AIRCRAFTS OR AUTHORIZED
CONTRACT AIRCRAFT
ONLY

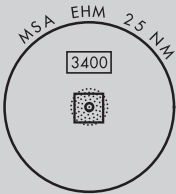
NOT FOR CIVIL USE

CAUTION:
1. Rwy located on slope of 2306' mountain.
High terrain both sides and S end of Rwy.

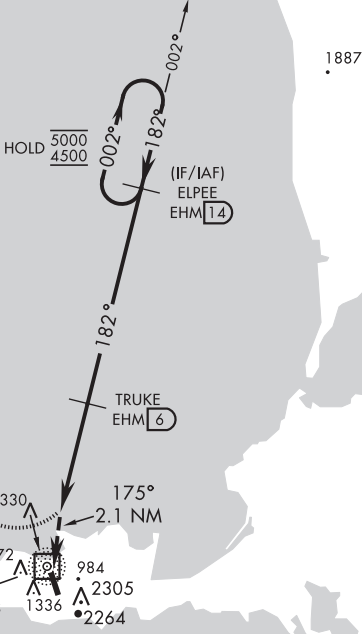
2. Successful go-around improbable
if initiated past the MAP.

Uncontrolled Airspace below 700' AGL
within 7 NM of Cape Newenham airport.


Terrain, 235' MSL, 200' from threshold,
1611' left of course.



CAPE NEWENHAM 385 EHM Chan 18 (Y)

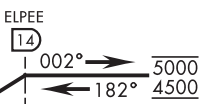


EMERG SAFE ALT 100 NM 7100

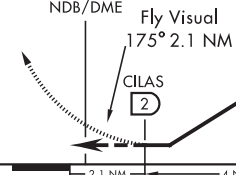


ELPEE
EHM
14

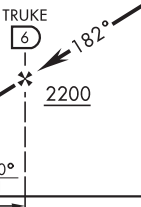
VGSI and descent angles
not coincident (VGSI 3.00/TCH 45)




ELPEE
14



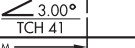
NDB/DME
Fly Visual
175° 2.1 NM



TRUKE
6

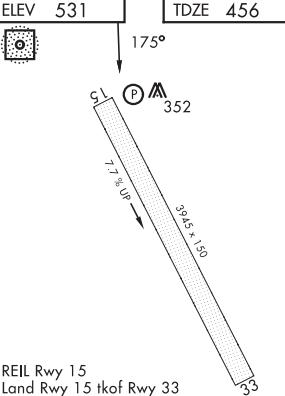


CILAS
2



TCH 41

CATEGORY	A	B	C	D
S-15	1240-2½	784	(800-2½)	NOT AUTHORIZED
CIRCLING	NOT AUTHORIZED			



ELEV 531 TDZE 456

REIL Rwy 15
Land Rwy 15 tkof Rwy 33

NDB/DME RWY 15

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RNAV1 - GPS

ANCHORAGE CENTER
124.2 251.1
CAPE NEWENHAM RADIO
126.2

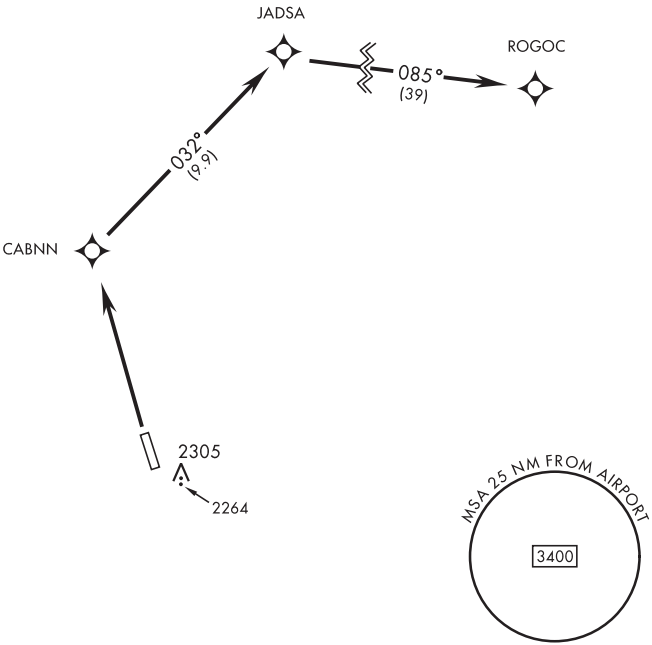
MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT
ONLY

NOT FOR CIVIL USE

Uncontrolled Airspace below 700' AGL
within 7 NM of Cape Newenham airport.

Night operations not authorized.

CAUTION:
High terrain both sides and south
end of runway.



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 15: NA

TAKEOFF RWY 33: Climb to 5000 direct CABNN, then via track 032° to JADSA, then via track 085° to ROGOC, join T223.

CAPE ROMANZOF, ALASKA

RNAV (GPS) RWY 2

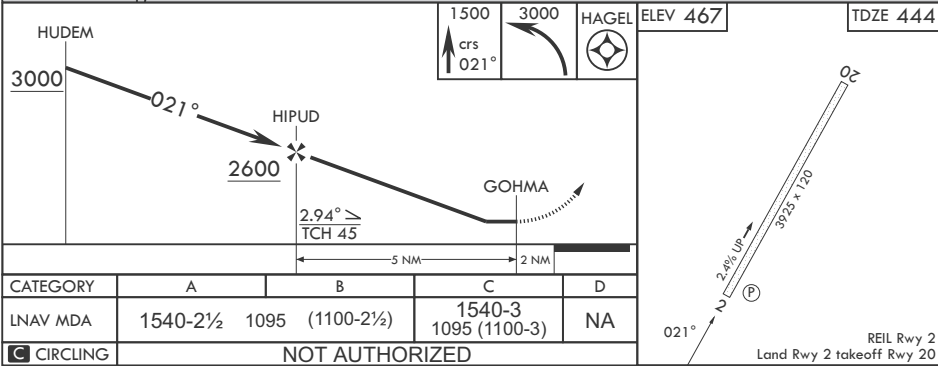
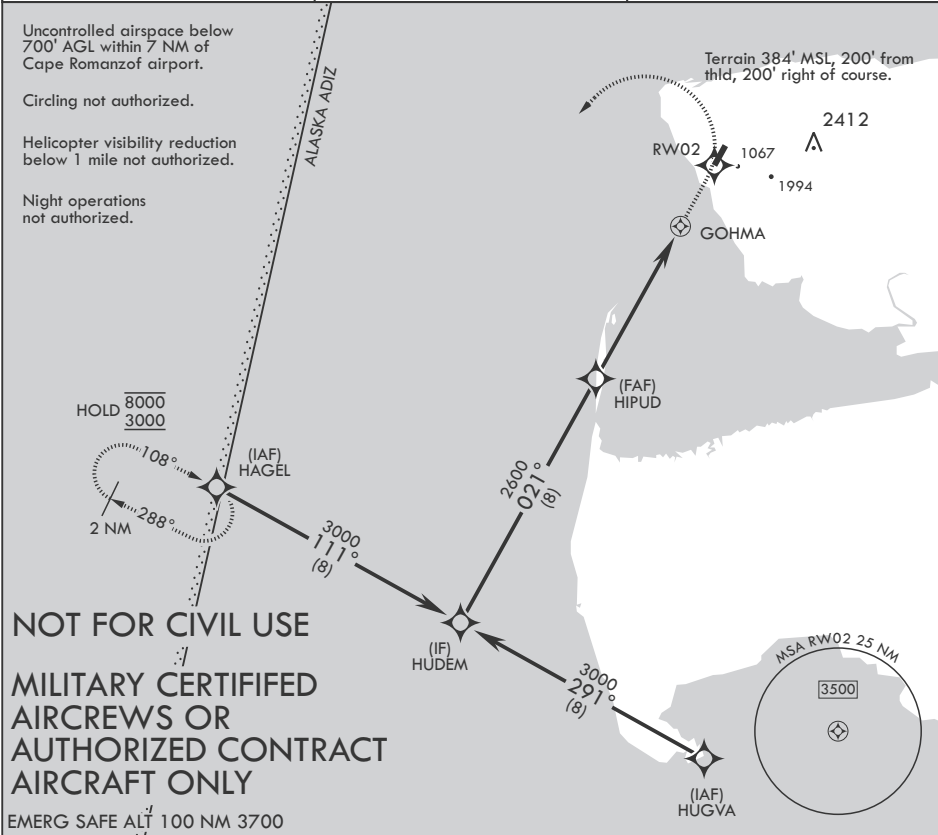
APCH CRS	Rwy Idg	3925
021°	TDZE	444
	Arpt Elev	467

- (USAF)

CAPE ROMANZOF LRRS (PACZ)

RNP APCH-GPS	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct HAGEL and hold.
--------------	---

ANCHORAGE CENTER 124.5 266.8	CTAF 126.2	KENAI RADIO 122.1
---------------------------------	---------------	----------------------



CAPE ROMANZOF, ALASKA

61°47'N - 166°02'W

CAPE ROMANZOF LRRS (PACZ)

Orig 11JUL24

RNAV (GPS) RWY 2

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

CAPE ROMANZOF, ALASKA

NDB/DME RWY 2

NDB CZF <u>275</u>	APCH CRS 051°	Rwy Idg 3925 TDZE 444 Arpt Elev 467
------------------------------	-------------------------	--

[USAF]

CAPE ROMANZOF LRRS (PACZ)

T Night operations not authorized.
Helicopter vis reduction below 1 mile not authorized.
Circling not authorized.

MISSED APPROACH: Climb left turn to 3600 to intercept CZF NDB 231° bearing to MOTRS/12 DME and hold.

ANCHORAGE CENTER 124.5 266.8	CTAF 126.2	KENAI RADIO 122.1
--	----------------------	-----------------------------

CAUTION:
Final Approach Course intersects extended
runway centerline 4520' prior to threshold.

Missed approach requires use of RNAV or ATC RADAR monitoring.

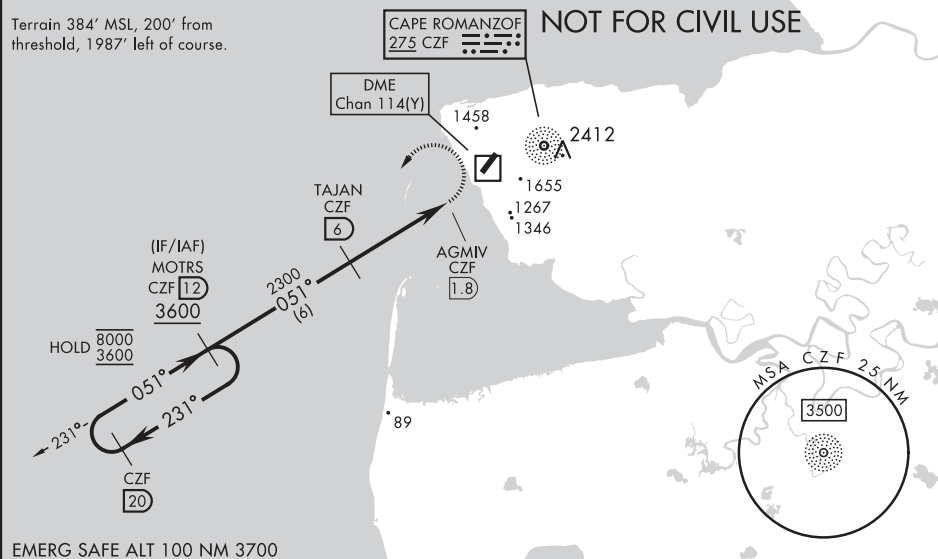
Successful go-around improbable if initiated beyond the MAP.

MILITARY CERTIFIED ✈️
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

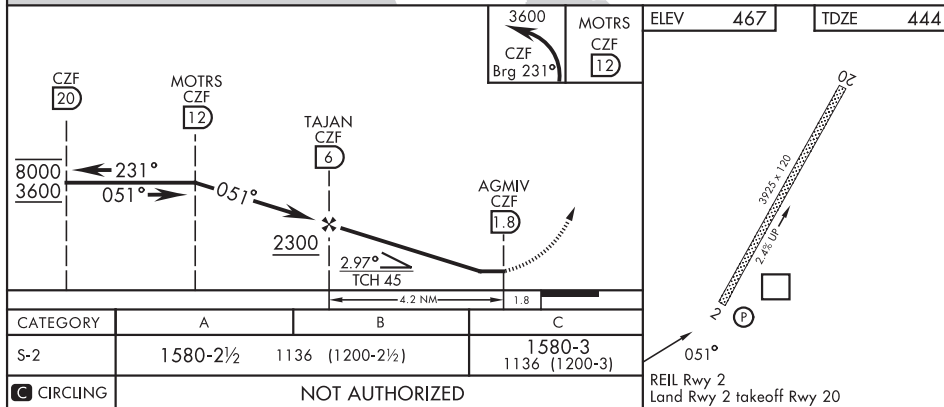
Uncontrolled Airspace below
700' AGL within 7 NM of
Cape Romanzof airport.

Terrain 384' MSL, 200' from
threshold, 1987' left of course.

NOT FOR CIVIL USE



EMERG SAFE ALT 100 NM 3700



CAPE ROMANZOF, ALASKA

61°47'N-166°02'W

CAPE ROMANZOF LRRS (PACZ)

Amdt 3 15JUN23

NDB/DME RWY 2

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

CTAF
126.2
KENAI RADIO
122.1
ANCHORAGE CENTER
124.5 266.8

[USAF]

MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

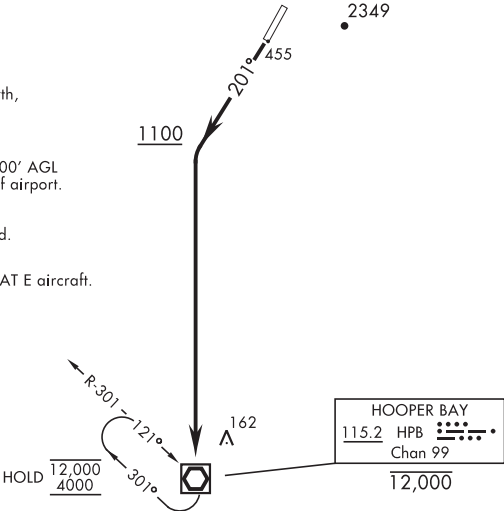
NOT FOR CIVIL USE

CAUTION:
Terrain rises rapidly West, North,
and East of centerline.

Uncontrolled Airspace below 700' AGL
within 7 NM of Cape Romanzof airport.

Night operations not authorized.

Procedure not authorized for CAT E aircraft.



DEPARTURE ROUTE DESCRIPTION

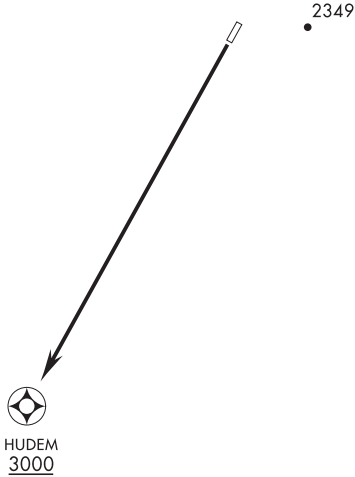
TAKEOFF RWY 2: Departures not authorized.

TAKEOFF RWY 20: Climb heading 201° to 1100, then climbing left turn direct
HPB VOR/DME and hold, continue climb to 4000 or ATC assigned altitude.

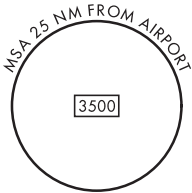
ANCHORAGE CENTER
124.5 266.8
KENAI RADIO
122.1
CTAF
126.2

[USAF]

MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY
NOT FOR CIVIL USE
NIGHT OPERATIONS NOT AUTHORIZED.



WARNING: Terrain rises rapidly West, North, and East of centerline.
Uncontrolled airspace below 700' AGL within 7 NM of Cape Romanzof airport.
Procedure not authorized for CAT DE aircraft.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 2: Departures not authorized.
- TAKEOFF RWY 20: Climb direct to HUDEM, maintain 3000 or higher as assigned.

APP CRS
083°

Rwy Ldg
TDZE
Apt Elev

2661
936
937

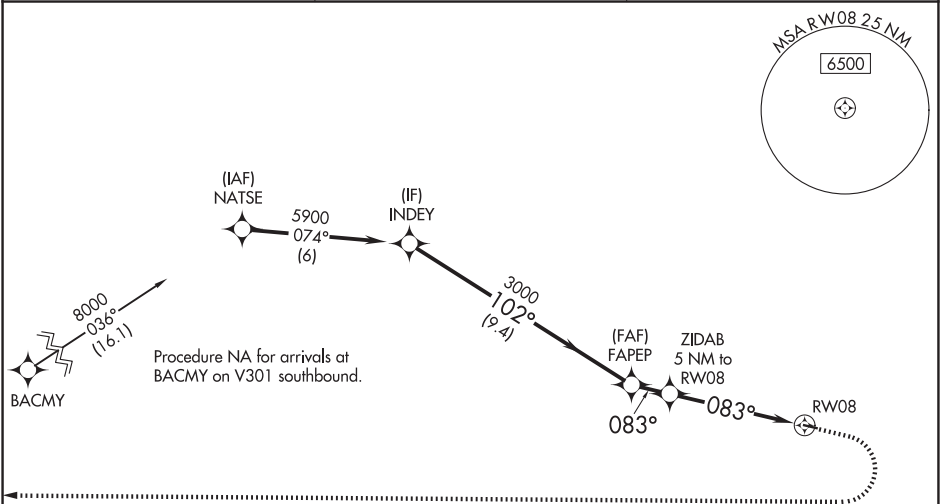
RNAV (GPS) RWY 8
CENTRAL (CEM) (PACE)

NA

DME/DME RNP-0.3 NA. Use Fort Yukon altimeter setting; when not received, procedure NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 8 NA.

MISSED APPROACH: Climb to 3700 then climbing right turn to 8000 direct BACMY and hold.

FYU/PFYU AWOS-3P 125.8	ANCHORAGE CENTER 135.0 284.7	CTAF 122.9 0
---------------------------	---------------------------------	-----------------



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

MISSED APCH FIX

ELEV 937

TDZE 936

Visual Segment - Obstacles.

CATEGORY	A	B	C	D
LNNAV MDA	2420-1¼ 1484 (1500-1¼)	2420-1½ 1484 (1500-1½)	NA	
CIRCLING	2420-1¼ 1483 (1500-1¼)	2420-1½ 1483 (1500-1½)	NA	

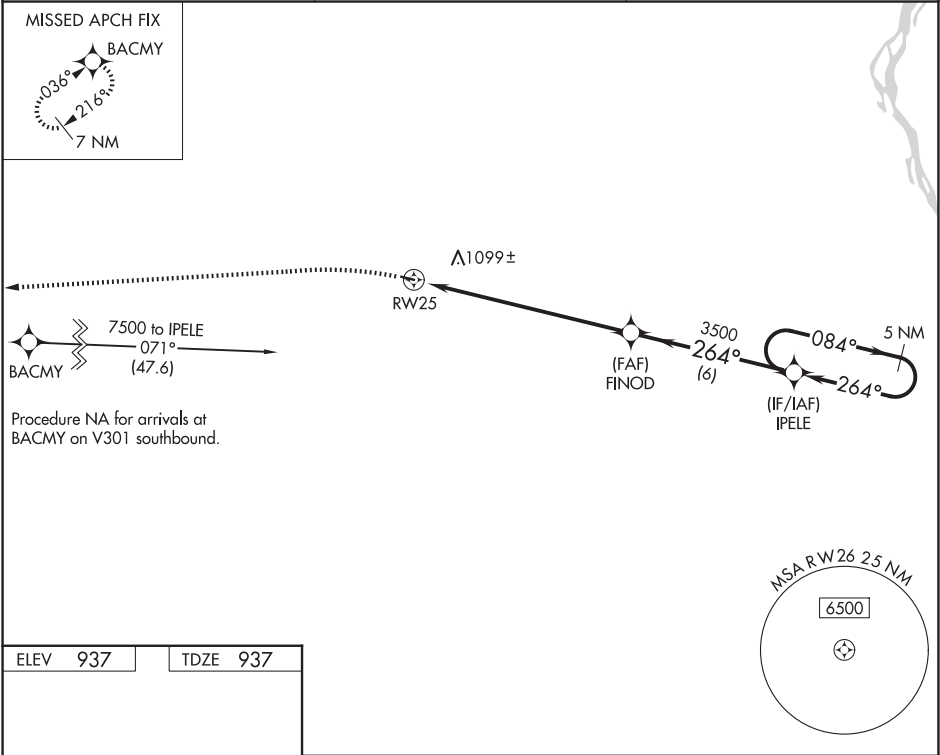
MIRL Rwy 8-26 0

WAAS CH 82631 W26A	APP CRS 264°	Rwy Ldg 2782 TDZE 937 Apt Elev 937
--	------------------------	---

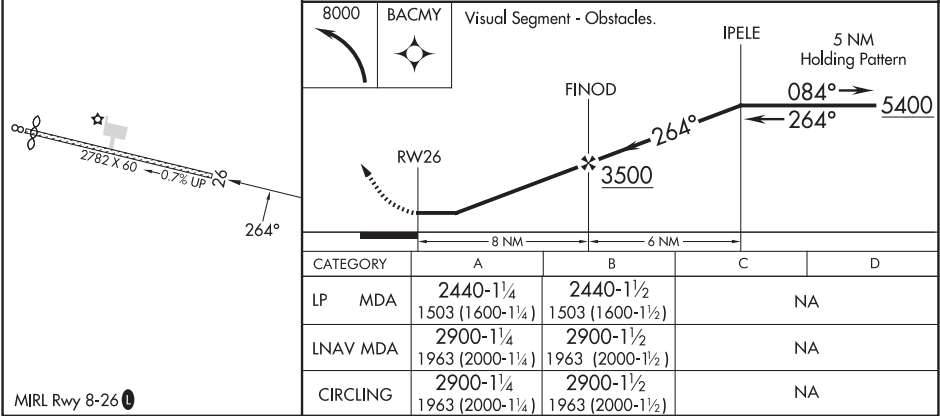
RNAV (GPS) RWY 26
CENTRAL (CEM) (PACE)

NA DME/DME RNP-0.3 NA. Use Fort Yukon altimeter setting; when not received, procedure NA. Helicopter visibility reduction below ¾ SM NA. Night Landing: Rwy 8 NA.	MISSED APPROACH: Climbing left turn to 8000 direct BACMY and hold.
---	--

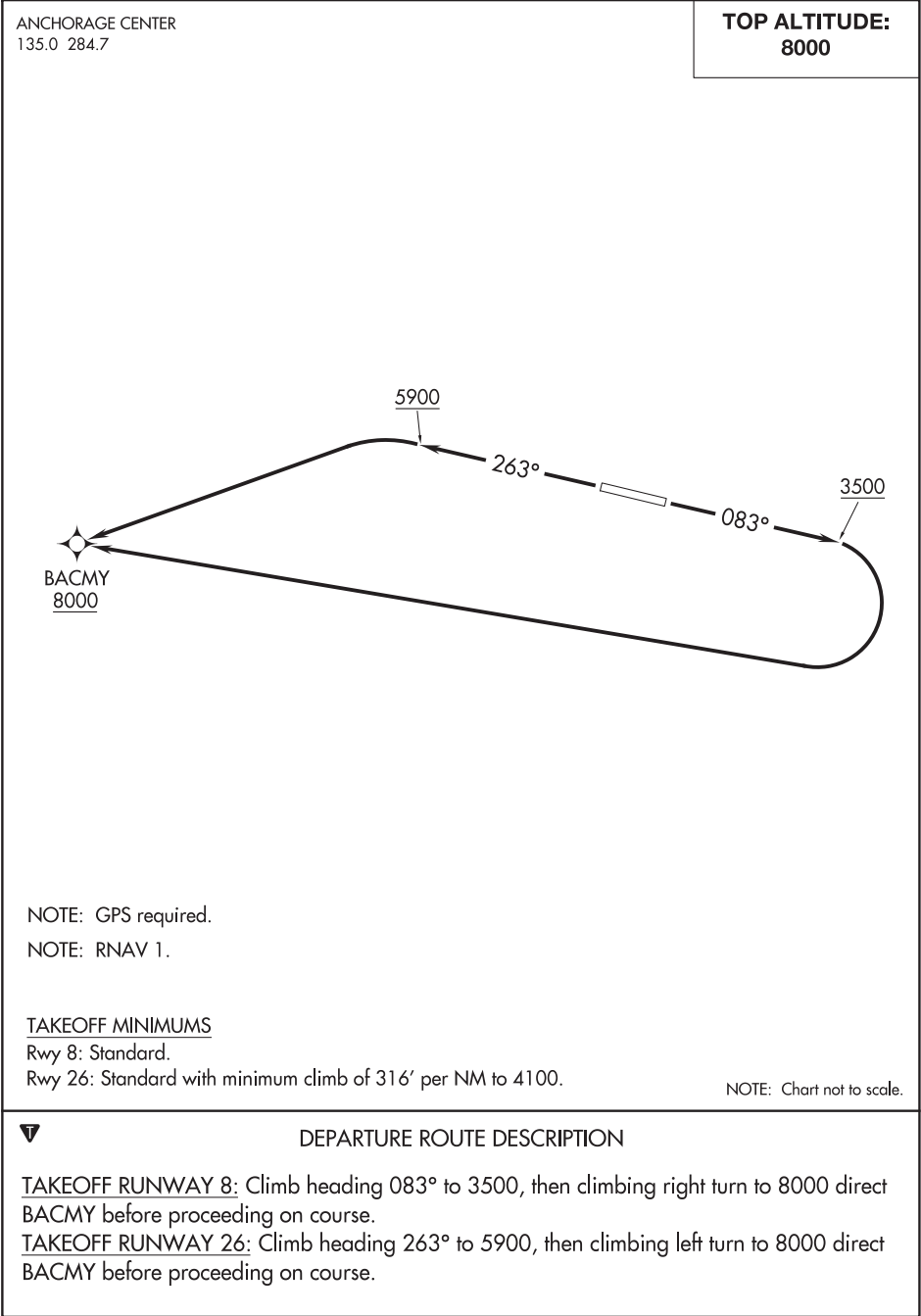
FYU/PFYU AWOS-3P 125.8	ANCHORAGE CENTER 135.0 284.7	CTAF 122.9
----------------------------------	--	----------------------



ELEV 937	TDZE 937
-----------------	-----------------



MIRL Rwy 8-26



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 3500, then climbing right turn to 8000 direct BACMY before proceeding on course.

TAKEOFF RUNWAY 26: Climb heading 263° to 5900, then climbing left turn to 8000 direct BACMY before proceeding on course.

CHALKYITSIK, ALASKA

AL-10151 (FAA)

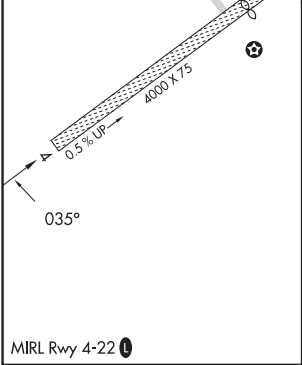
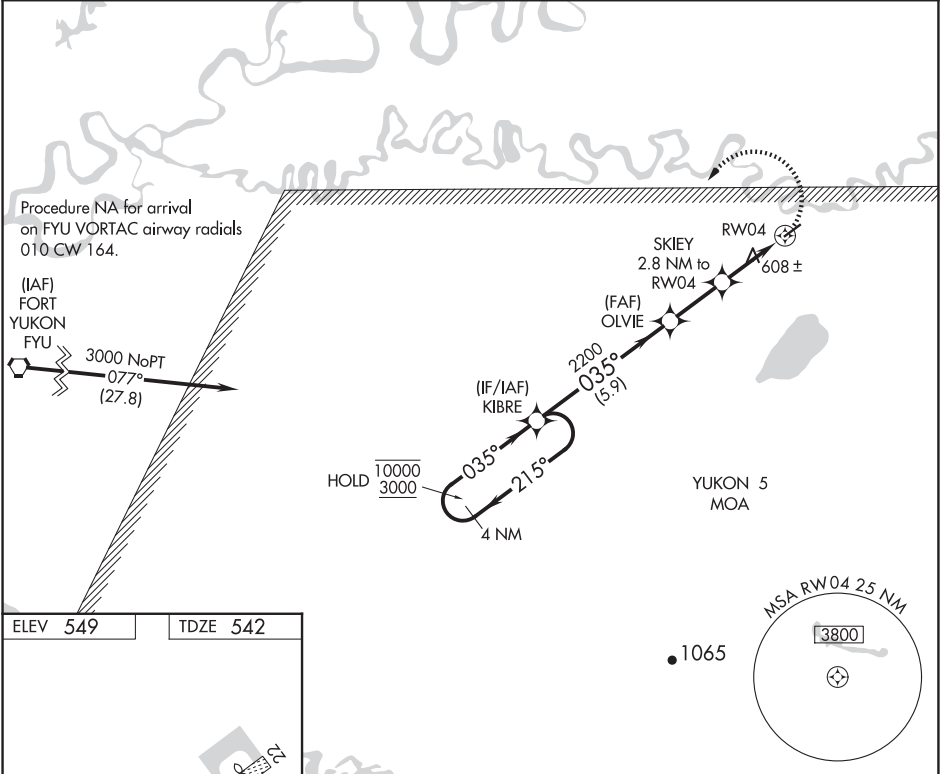
25163

APP CRS	Rwy Ldg	4000
035°	TDZE	542
	Apt Elev	549

RNAV (GPS) RWY 4
CHALKYITSIK (CIK) (PACI)

RNP APCH.	MISSED APPROACH: Climbing left turn to 3000 direct KIBRE and hold.
▼ Procedure NA at night. ▲ NA Rwy 4 helicopter visibility reduction below 1 SM NA. Use Fort Yukon altimeter setting.	

FYU/PFYU AWOS-3P 125.8	ANCHORAGE CENTER 135.0 225.4	CTAF 122.9
---------------------------	---------------------------------	---------------



4 NM Holding Pattern	KIBRE	OLVE	SKIEY 2.8 NM to RW04	RW04
10000 3000	215° 035°	035°	3.00° TCH 40	
		2200	1460	
	5.9 NM	2.3 NM	2.8 NM	
CATEGORY	A	B	C	D
LNAV MDA	960-1	418 (500-1)	960-1 1/8	418 (500-1 1/8)
CIRCLING	1080-1 531 (600-1)	1160-1 611 (700-1)	1200-1 3/4 651 (700-1 3/4)	1360-2 3/4 811 (900-2 3/4)

CHALKYITSIK, ALASKA
Amdt 1 16JUL20

66°39'N-143°44'W

CHALKYITSIK (CIK) (PACI)
RNAV (GPS) RWY 4

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

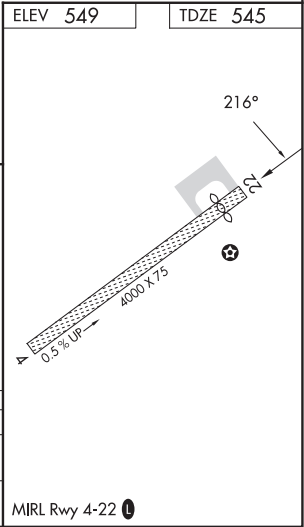
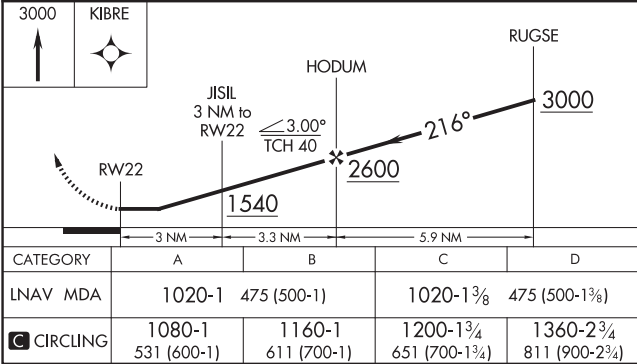
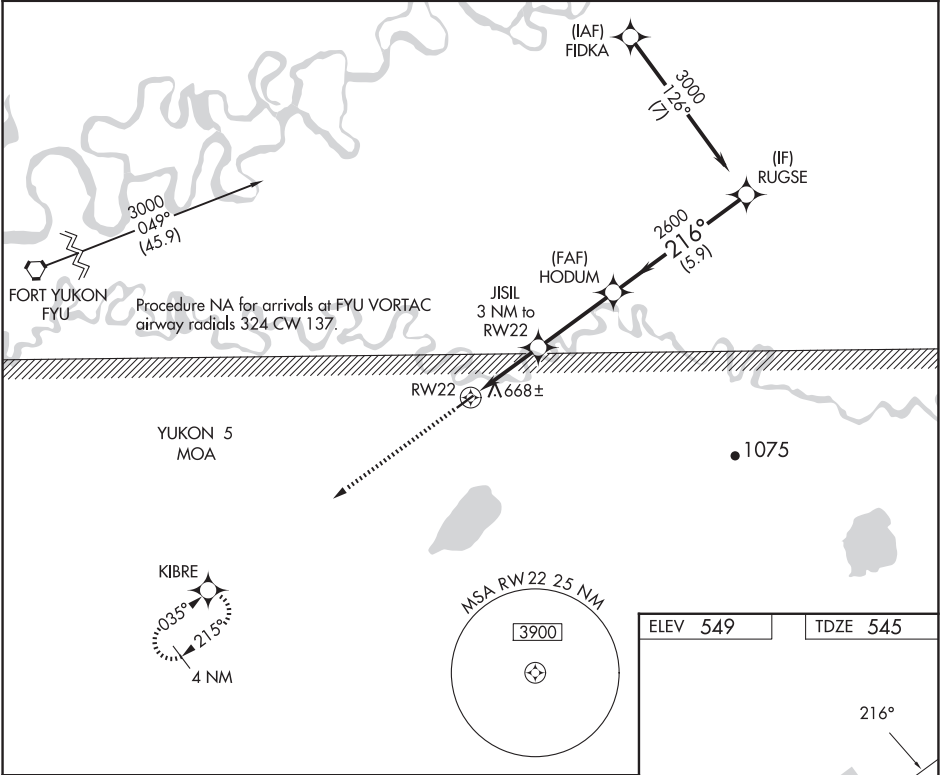
APP CRS	Rwy Ldg	3500
216°	TDZE	545
	Apt Elev	549

RNAV (GPS) RWY 22

CHALKYITSIK (CIK) (PACI)

RNP APCH.	Procedure NA at night. Rwy 22 helicopter visibility reduction below 1 SM NA. Use Fort Yukon altimeter setting.	MISSED APPROACH: Climb to 3000 direct KIBRE and hold.
-----------	--	---

FYU/PFYU AWOS-3P 125.8	ANCHORAGE CENTER 135.0 225.4	CTAF 122.9
---------------------------	---------------------------------	---------------

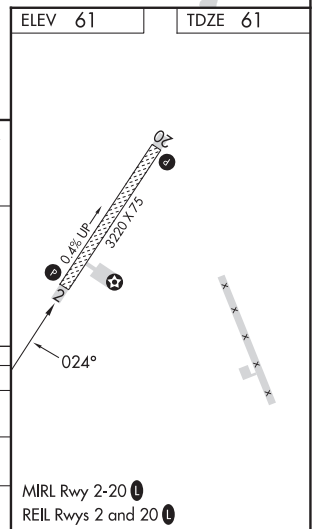


AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 2
CHEVAK (VAK)(PAVA)

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct CEKTA and hold.

CTAF
123.0 **L**

CHEVAK (VAK)(PAVA)
RNAV (GPS) RWY 2

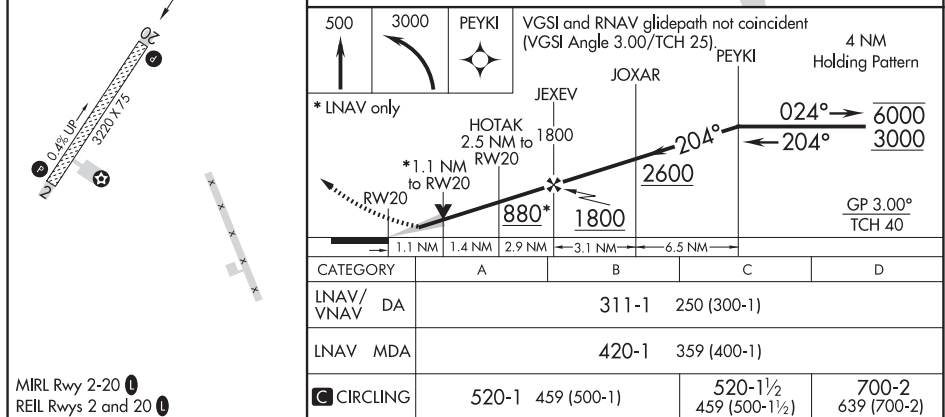
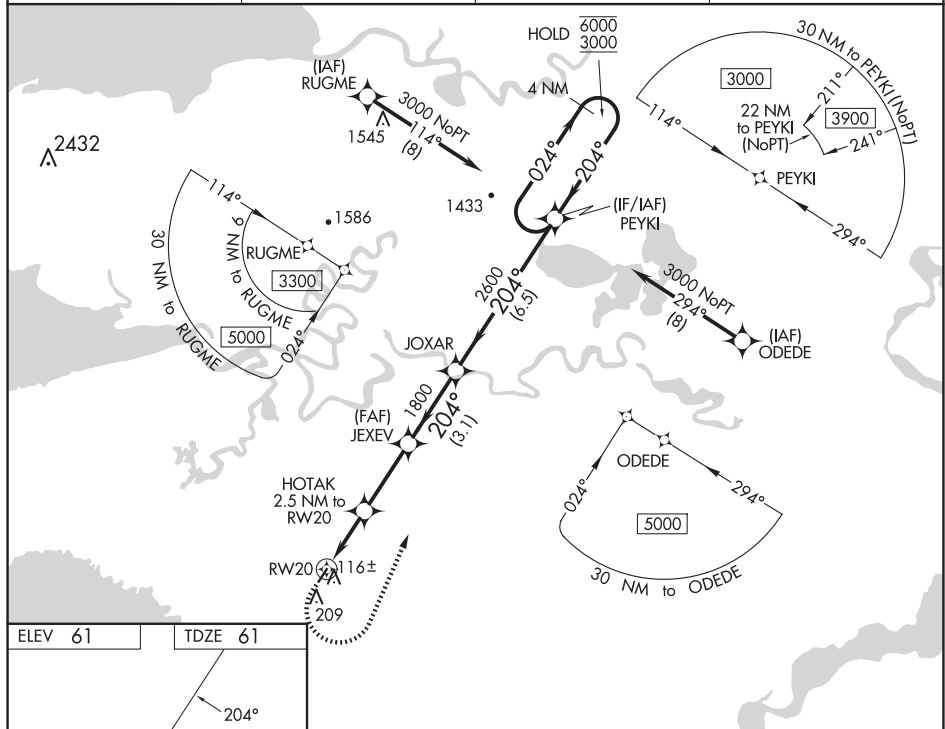
AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 20
CHEVAK (VAK)(PAVA)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
A -20°C or above 54°C.

MISSED APPROACH: Climb to 500. Then climbing left turn to 3000 direct PEYKI and hold.

AWOS-3P 120.625	ANCHORAGE CENTER 124.5	UNICOM 122.8 0	CTAF 123.0 0
---------------------------	----------------------------------	--------------------------	------------------------



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 48814 W09A	APP CRS 091°	Rwy Idg 3401 TDZE 244 Apt Elev 244
--	------------------------	---

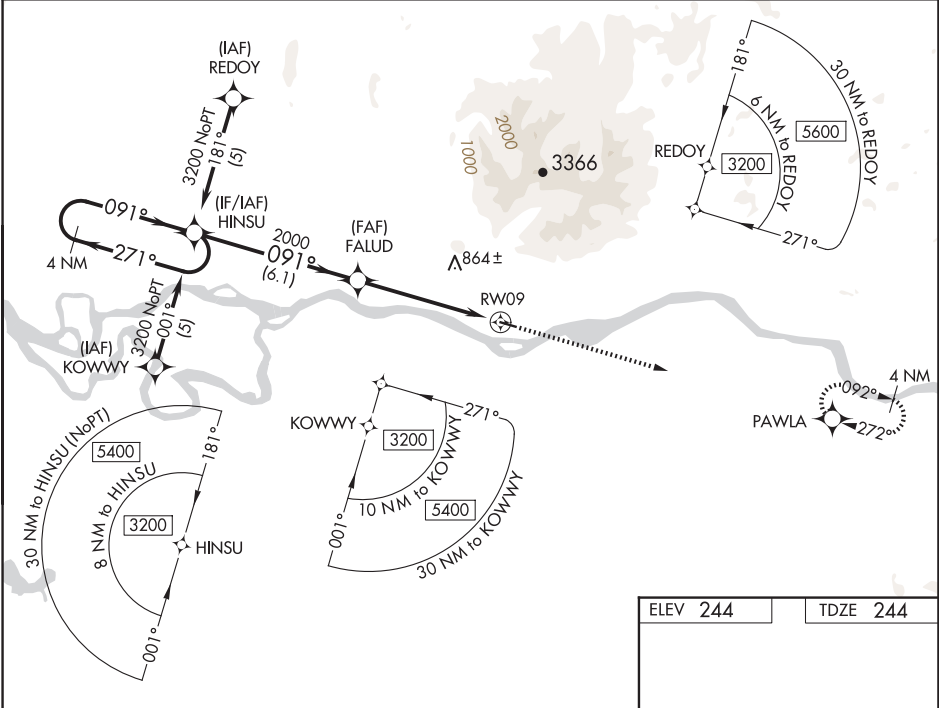
RNAV (GPS) RWY 9
CHUATHBALUK (9A3) (PACH)

NA
-31°C

Circling NA north of Rwy 9-27. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LPV all Cats visibility ¼ mile, and increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3400
direct PAWLA and hold.

ANCHORAGE CENTER 118.15 251.05	CTAF 122.9
--	----------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

4 NM Holding Pattern

GP 3.00° TCH 40

3400 PAWLA

6.1 NM 5.3 NM

CATEGORY	A	B	C	D
LPV DA	652-1½ 408 (500-1½)			NA
LNAV MDA	1000-1 756 (800-1)	1000-1¼ 756 (800-1¼)	1000-2¼ 756 (800-2¼)	NA
CIRCLING	1000-1 756 (800-1)	1000-1¼ 756 (800-1¼)	1000-2¼ 756 (800-2¼)	NA

MIRL Rwy 9-27

REIL Rws 9 and 27

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 93514 W27A	APP CRS 272°	Rwy Idg 3401 TDZE 238 Apt Elev 244
--	------------------------	---

RNAV (GPS) RWY 27

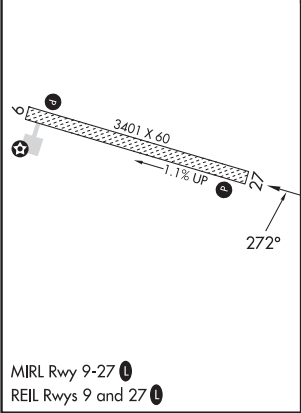
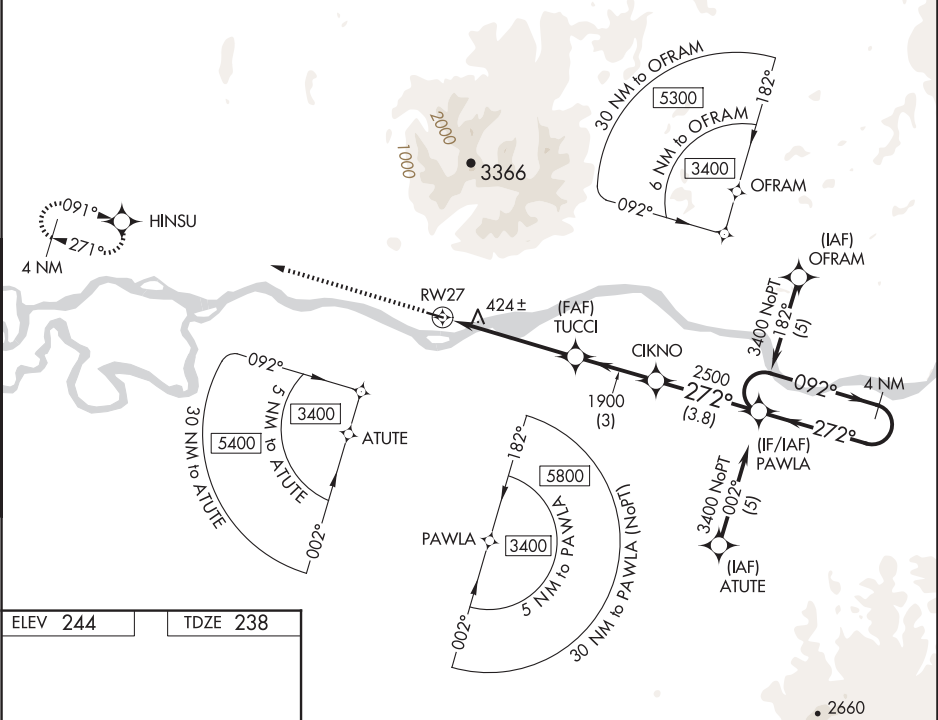
CHUATHBALUK (9A3) (PACH)

⚠ NA
❄ -31°C

Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LNAV and Circling Cats A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct HINSU and hold.

ANCHORAGE CENTER 118.15 251.05	CTAF 122.9 📶
--	-------------------------------



3200	HINSU	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 25).			4 NM Holding Pattern
		TUCCI	CIKNO	PAWLA	
		272°	272°	092°	3400
		1900	2500		
		5 NM	3 NM	3.8 NM	
CATEGORY	A	B	C	D	
LPV	DA	759-2 521 (600-2)			NA
LNAV	MDA	1100-1 862 (900-1)	1100-1¼ 862 (900-1¼)	1100-2½ 862 (900-2½)	NA
CIRCLING		1100-1 856 (900-1)	1100-1¼ 856 (900-1¼)	1100-2½ 856 (900-2½)	NA

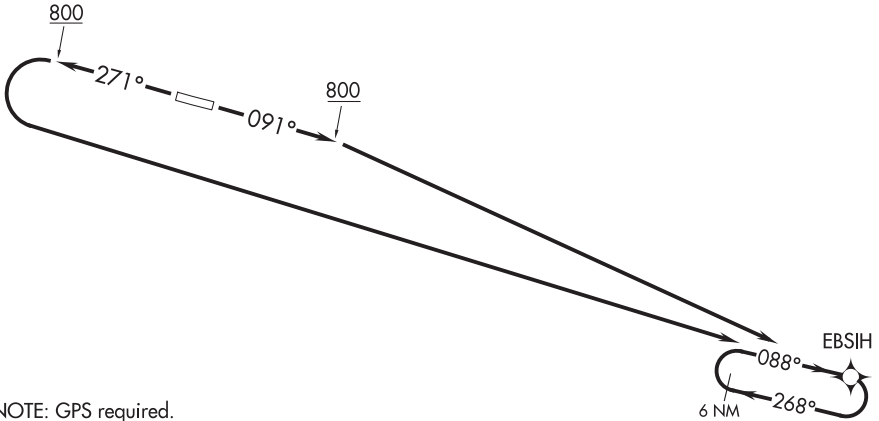
(EBSIH1.EBSIH) 18032

EBSIH ONE DEPARTURE (OBSTACLE) (RNAV)

CHUATHBALUK (9A3) (PACH)

AL-10322 (FAA)

CHUATHBALUK, ALASKA

ANCHORAGE CENTER
118.15 251.05

NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 9: 300-1½ or standard with minimum climb of 283' per NM to 600.

Rwy 27: 300-1 or standard with minimum climb of 624' per NM to 600.

TAKEOFF OBSTACLE NOTES

Rwy 9: Trees beginning 312' from DER, 10' left of centerline, up to 75' AGL/424' MSL.

Trees 5324' from DER, 205' right of centerline, 75' AGL/420' MSL.

Rwy 27: Windsock 313' from DER, 357' left of centerline, 28' AGL/268' MSL.

Trees beginning 1845' from DER, 114' left of centerline, up to 45' AGL/ 295' MSL.

Pole 2376' from DER, 531' left of centerline, 58' AGL/308' MSL.

Vehicle on road 176' from DER, 427' right of centerline, 15' AGL/254' MSL.

Trees beginning 271' from DER, 185' right of centerline, up to 72' AGL/324' MSL.

Building 2485' from DER, 489' right of centerline, 30' AGL/314' MSL.

Poles beginning 2517' from DER, 243' right of centerline, up to 74' AGL/324' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION**TAKEOFF RUNWAY 9:** Climb heading 091° to 800, then climbing right turn direct EBSIH WP, Thence. . .**TAKEOFF RUNWAY 27:** Climb heading 271° to 800, then climbing left turn direct EBSIH WP, Thence. . .

. . . climb in EBSIH WP holding pattern to at or above MEA/MCA for assigned route of flight. Expect filed altitude 10 minutes after departure.

EBSIH ONE DEPARTURE (OBSTACLE) (RNAV)

(EBSIH1.EBSIH) 22OCT09

CHUATHBALUK, ALASKA

CHUATHBALUK (9A3) (PACH)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

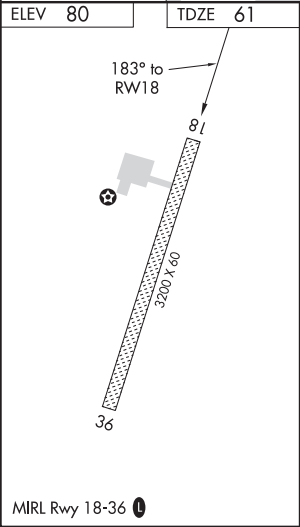
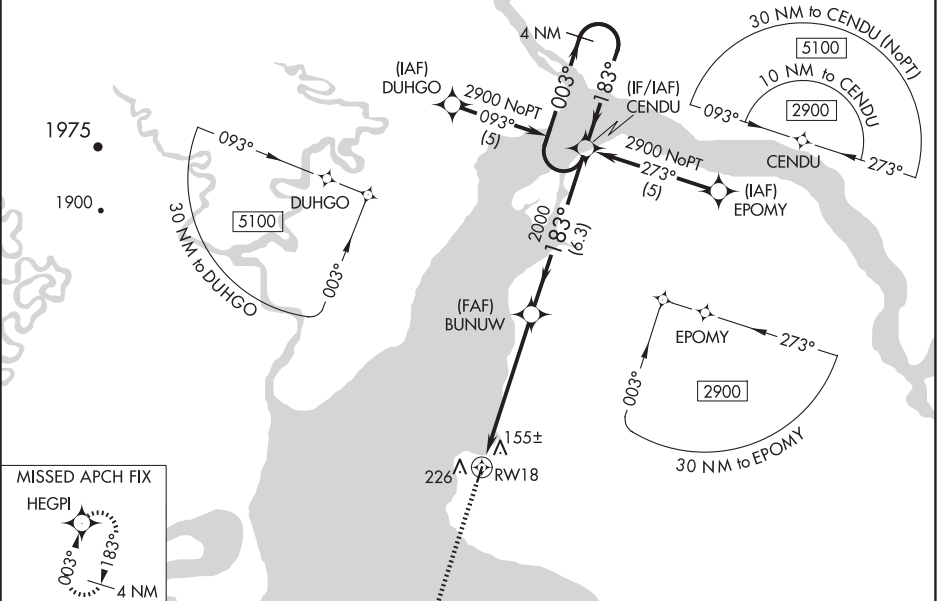
WAAS CH 82213 W18A	APP CRS 183°	Rwy Idg 3200 TDZE 61 Apt Elev 80
--	------------------------	---

RNAV (GPS) RWY 18

CLARKS POINT (CLP) (PFCL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2900 direct HEGPI and hold.
<div><div>▼</div><div>▲ NA</div></div> 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.	

AWOS-3P 121.45	ANCHORAGE CENTER 132.75 282.35	CTAF 122.9 0
--------------------------	--	------------------------



2900

↑

HEGPI

✳

CENDU

4 NM Holding Pattern

BUNUW

2000

183°

003°

183°

2900

2000

GP 3.07°

TCH 40

RW18

5.7 NM

6.3 NM

CATEGORY	A	B	C	D
LPV DA	355-1 294 (300-1)			
LNAV/VNAV DA	464-1½ 403 (400-1½)			
LNAV MDA	620-1 559 (600-1)	620-1½ 559 (600-1½)	620-1¾ 559 (600-1¾)	
CIRCLING	620-1 540 (600-1)	700-1 620 (700-1)	700-1¾ 620 (700-1¾)	700-2 620 (700-2)

CLARKS POINT, ALASKA

AL-10302 (FAA)

22195

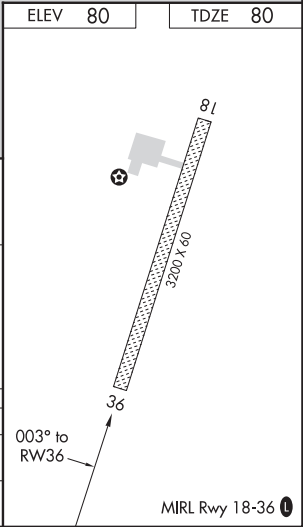
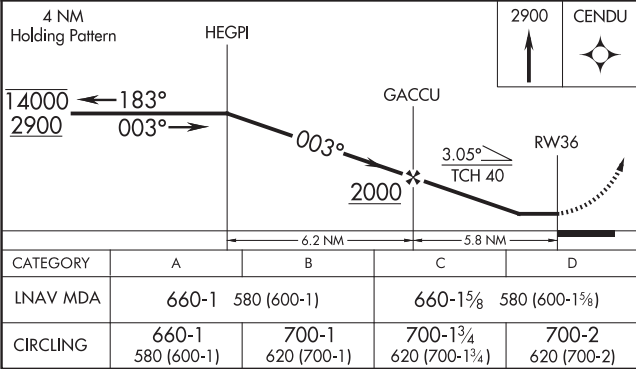
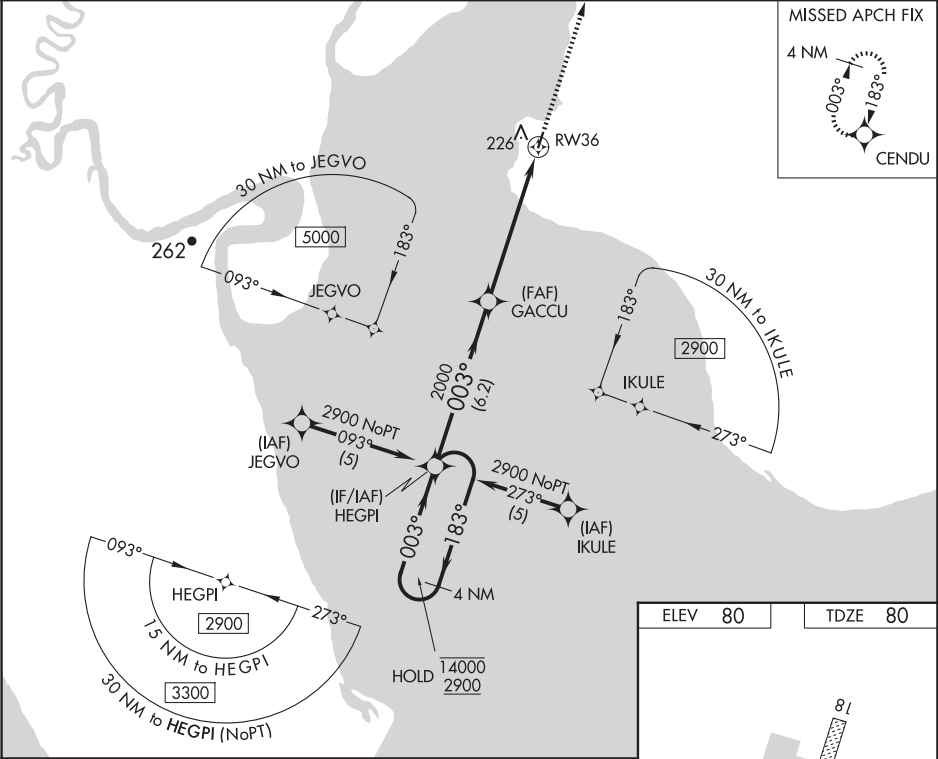
APP CRS	Rwy Idg	3200
003°	TDZE	80
	Apt Elev	80

RNAV (GPS) RWY 36

CLARKS POINT (CLP) (PFCL)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2900 direct CENDU and hold.
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 ½ SM.	

AWOS-3P 121.45	ANCHORAGE CENTER 132.75 282.35	CTAF 122.90
-------------------	-----------------------------------	----------------



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



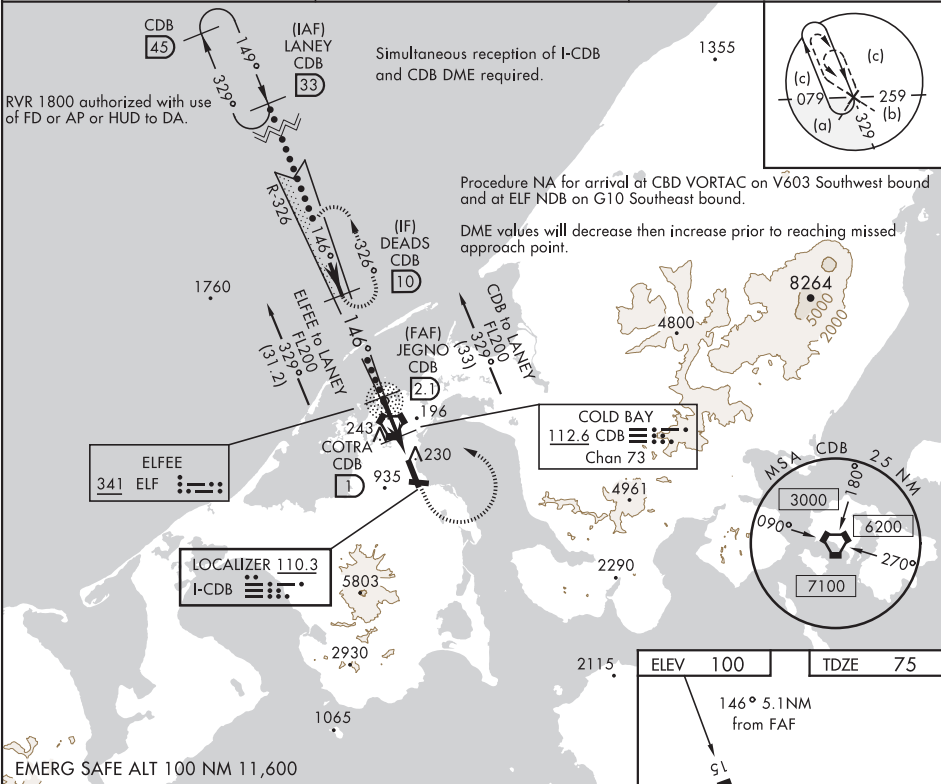
COLD BAY, ALASKA

22139

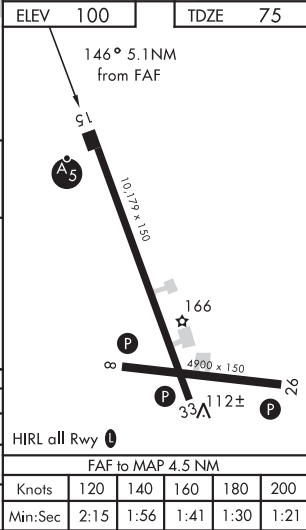
HI-ILS or LOC RWY 15

LOC I-CDB 110.3	APCH CRS 146°	Rwy Idg 10,179 TDZE 75 Arprt Elev 100	AL-1241 [USAF]	COLD BAY (CDB) (PACD)
* When ALS inop, increase CAT E RVR to 4000. ** When ALS inop, increase RVR to 5500. *** Circling not authorized SW of Rwy 15-33.			MALSR 	MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 direct CDB VORTAC, then on CDB R-329 to DEADS/CDB 10 DME and hold.

ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) 0	ASOS 135.75
--	---	-----------------------



EMERG SAFE ALT 100 NM 11,600			
LANEY R-325 FL200	DEADS 10	JEGNO 2.1	COTRA 1
FL200	3000	VORTAC	KOCCE 2.4
GS 3.10° TCH 55	1800	760	
3.1 NM 1.4 NM 0.6 NM			
CATEGORY	C	D	E
S-ILS 15 *	275/24	200	(300-½)
S-LOC 15 **	440/35	365	(400-¾)
CIRCLING ***	560-1½ 460 (500-1½)	860-2½ 760 (800-2½)	940-3 840 (900-3)



COLD BAY, ALASKA	55°12'N-162°44'W	COLD BAY (CDB) (PACD)
------------------	------------------	-----------------------

Amtd 4 10SEP20

HI-ILS or LOC RWY 15



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

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.

COLD BAY (CDB) (PACD)
ILS or LOC RWY 15

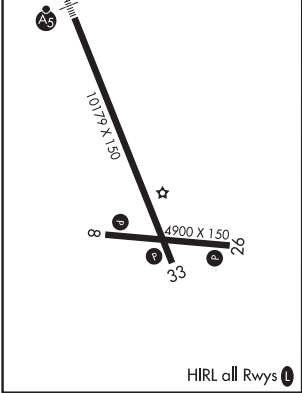
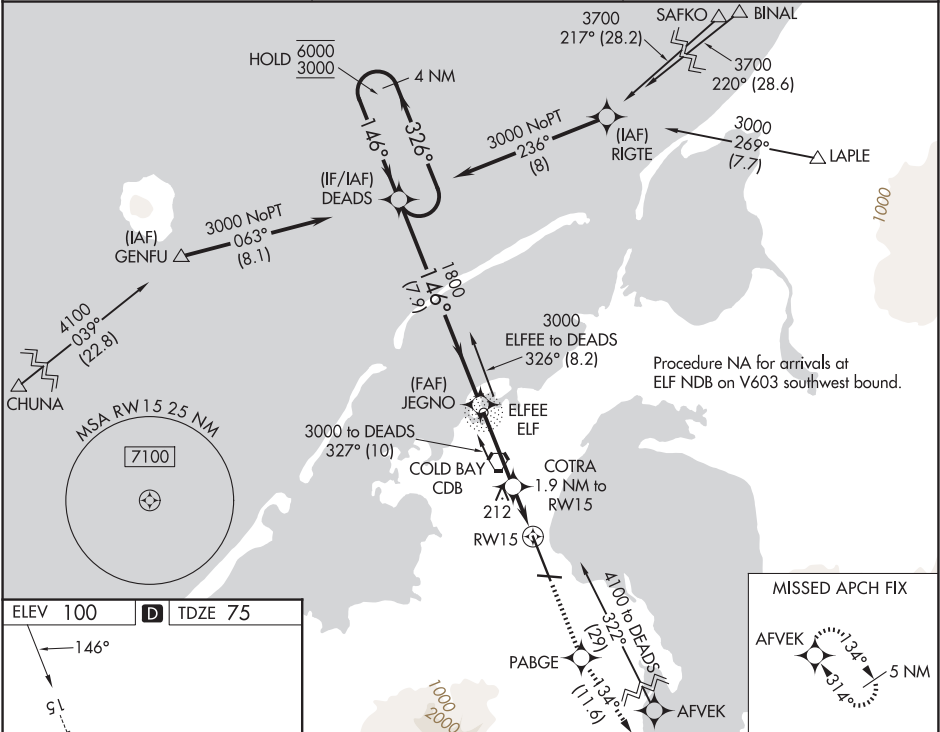
AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45612 W15A	APP CRS 146°	Rwy Ldg TDZE 75 Apt Elev 100	10179
--	------------------------	--	--------------

RNAV (GPS) RWY 15
COLD BAY (CDB) (PACD)

RNP APCH. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Circling NA for Cat A southwest of Rwy 15-33 at night. Circling NA for Cats B/C/D southwest of Rwy 15-33. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cat C/D visibility to RVR 6000. #RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR ⚠	MISSED APPROACH: Climb to 4100 direct PABGE and on track 134° to AFVEK and hold, continue climb-in-hold to 4100.
--	------------	--

ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) 0
-----------------------	--	---



DEADS				4100	PABGE	tr 134°	AFVEK
4 NM Holding Pattern				↑	⬠	↗	⬠
6000 ← 326° 3000 → 146°				COTRA 1.9 NM to *1.1 NM RW15 to RW15 *760			
GP 3.10° TCH 55				*LNAV only			
7.9 NM				0.8 NM			
3.2 NM				1.1 NM			
CATEGORY	A	B	C	D			
LPV DA#	275/24 200 (200-½)						
LNAV/VNAV DA	325/24 250 (300-½)						
LNAV MDA	480/24 405 (400-½)						
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	860-2½ 760 (800-2½)			

COLD BAY, ALASKA

AL-1241 (FAA)


25219

WAAS CH 42730 W26A	APP CRS 248°	Rwy Ldg TDZE Apt Elev	4900 100 100
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 26

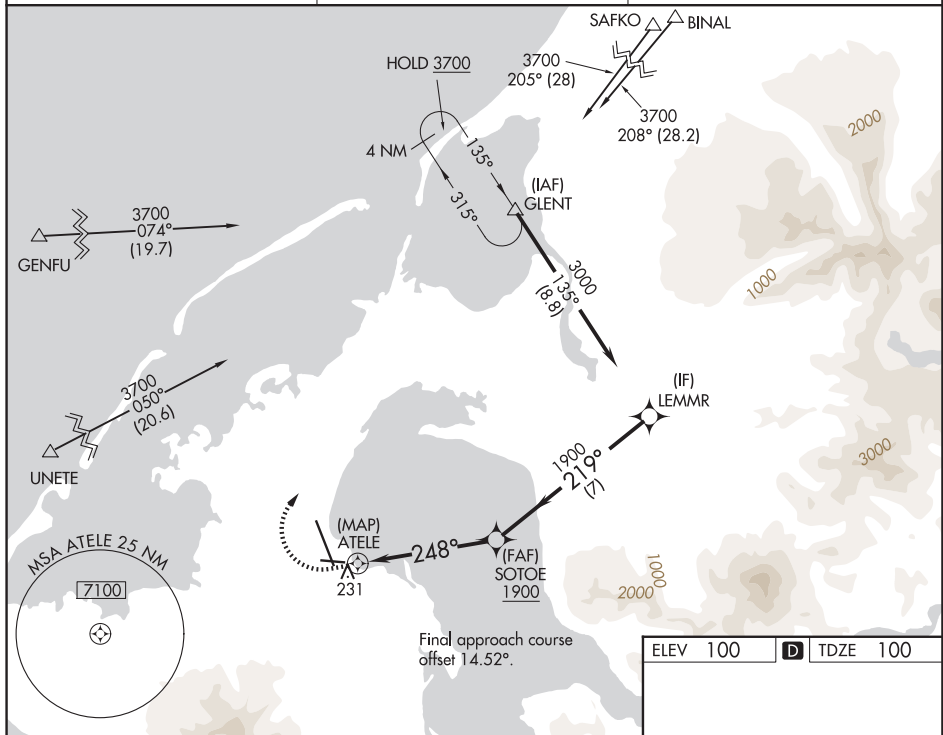
COLD BAY (CDB) (PACD)




RNP APCH.

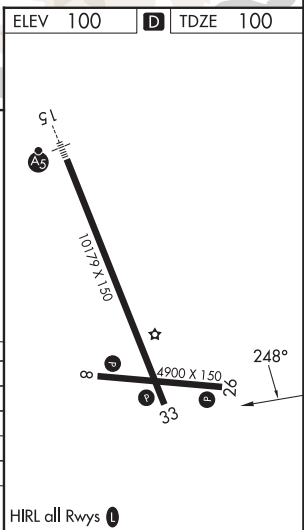
 Circling NA for Cat B, C, and D southwest of Rwy 15-33.

MISSED APPROACH: Climb to 800 then climbing right turn to 3700 direct GLENT and hold, continue climb-in-hold to 3700.
Missed approach requires a minimum climb of 280 feet per NM to 1180.

ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) 0
-----------------------	--	---



800	3700	GLENT	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 36).			
						



COLD BAY, ALASKA

Amtd 4 20JUN19

55°12'N-162°44'W

COLD BAY (CDB) (PACD)

RNAV (GPS) RWY 26

AK, 07 AUG 2025 to 02 OCT 2025

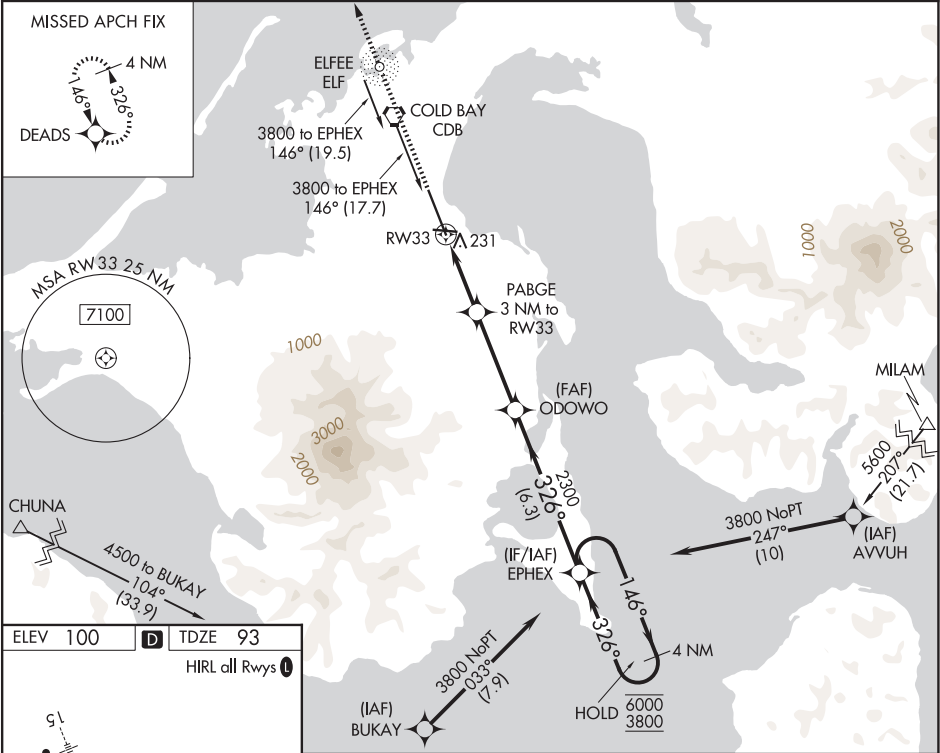
AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 49106 W33A	APP CRS 326°	Rwy Ldg 10179 TDZE 93 Apt Elev 100
--	------------------------	---

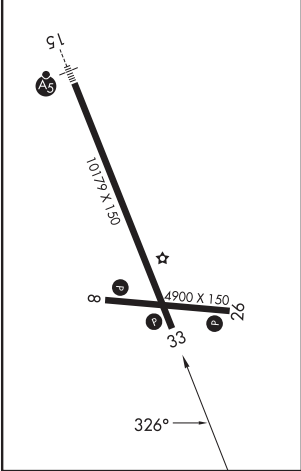
RNAV (GPS) RWY 33
COLD BAY (CDB) (PACD)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct DEADS and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Circling NA for Cat A southwest of Rwy 15-33 at night. Circling NA for Cat B/C/D southwest of Rwy 15-33.	

ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) 0
-----------------------	--	---



ELEV 100	D	TDZE 93
HIRL all Rwy's 0		



3000	DEADS	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 36).			
*LNAV only		PABGE 3 NM to RW33	ODOVO	EPHEX	4 NM Holding Pattern
1.2 NM to RW33		1100	2300	2300	146° → 6000 ← 326° 3800
1.2 NM		1.8 NM	3.8 NM	6.3 NM	GP 3.00° TCH 55
CATEGORY	A	B	C	D	
LPV	DA	293-¾ 200 (200-¾)			
LNAV/VNAV	DA	392-⅞ 299 (300-⅞)			
LNAV	MDA	500-1 407 (400-1)		500-1½ 407 (400-1½)	
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	860-2½ 760 (800-2½)	

COLD BAY, ALASKA

AL-1241 (FAA)

25219

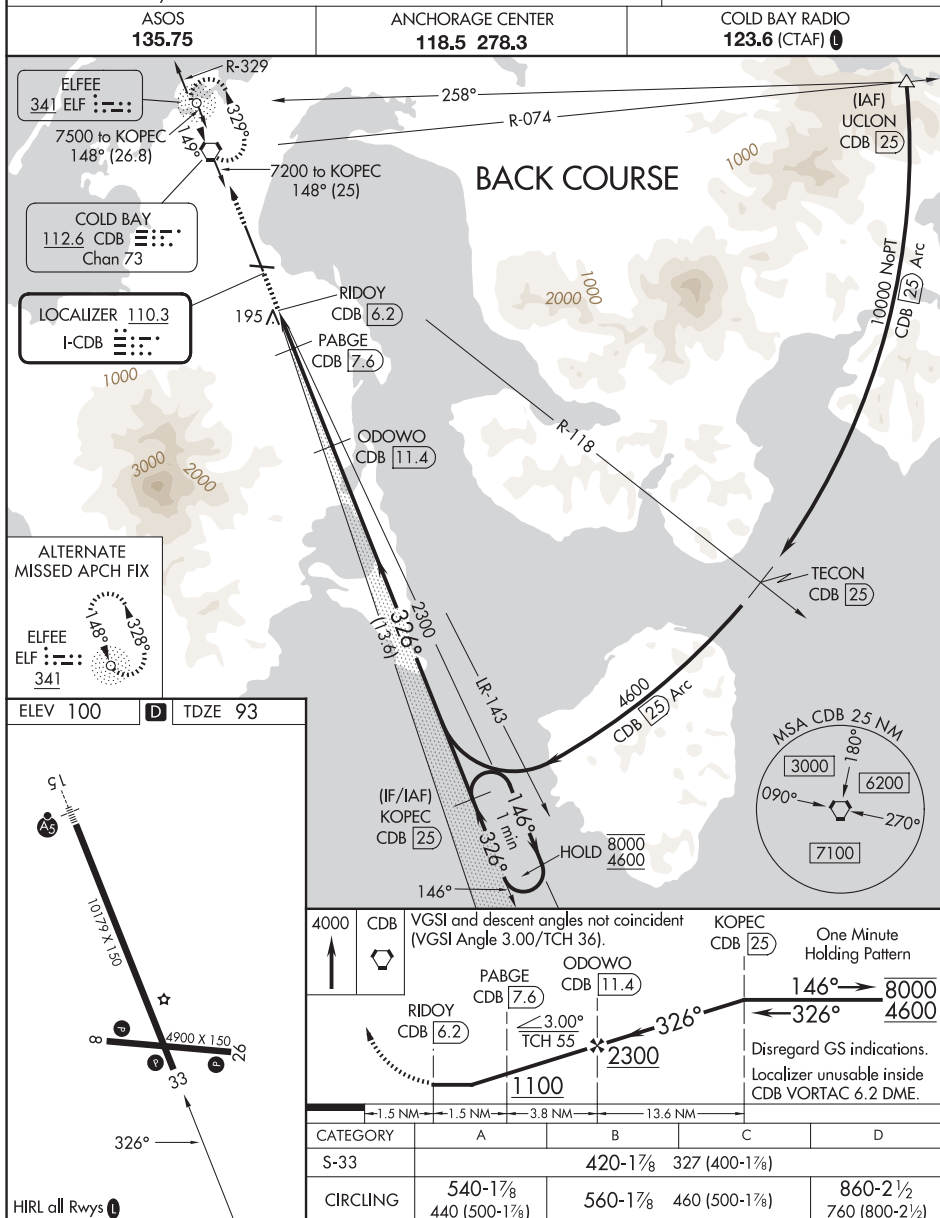
LOC I-CDB 110.3	APP CRS 326°	Rwy Ldg 10179
		TDZE 93
		Apt Elev 100

LOC BC RWY 33 **COLD BAY (CDB) (PACD)**

DME required.

- ⚠ Circling NA for Cat A southwest of Rwy 15-33 at night. DME from CDB VORTAC.
 ⚠ Simultaneous reception of I-CDB and CDB DME required. Circling NA for Cats B/C/D southwest of Rwy 15-33.

MISSED APPROACH: Climb to 4000 direct CDB VORTAC and hold, continue climb-in-hold to 4000.



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

COLD BAY, ALASKA

Amdt 11 10SEP20

55°12'N-162°44'W

COLD BAY (CDB) (PACD) **LOC BC RWY 33**

VORTAC CDB	APP CRS	Rwy Ldg
112.6	145°	10179
Chan 73		TDZE 75
		Apt Elev 100

VOR RWY 15
COLD BAY (CDB) (PACD)

DME required.

⚠

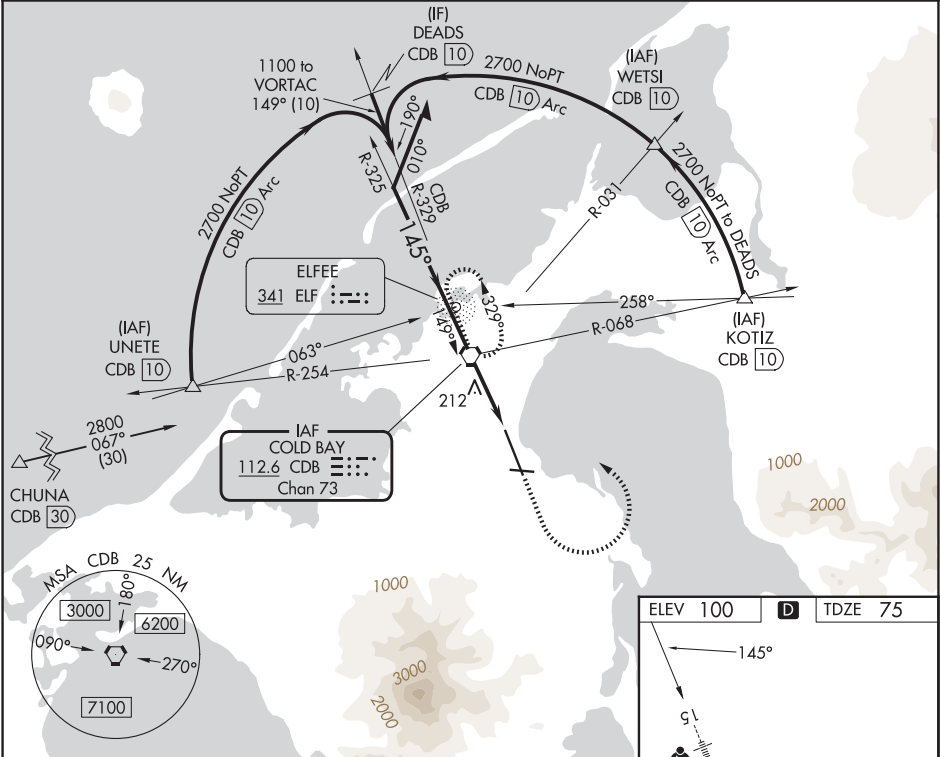
⚠

Circling NA for Cat A southwest of Rwy 15-33 at night.
DME values will decrease then increase prior to reaching missed approach point. For inop ALS, increase S-15 Cats C and D visibility to RVR 6000. Circling NA for Cats B/C/D southwest of Rwy 15-33

MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2700 direct CDB VORTAC and hold; continue climb-in-hold to 2700.

ASOS 135.75	ANCHORAGE CENTER 118.5 278.3	COLD BAY RADIO 123.6 (CTAF) 1
----------------	---------------------------------	----------------------------------



Remain within 10 NM

2700

325°

145°

1100

3.10 TCH 50

1.7 NM

1.3 NM

CDB VORTAC

1200

2700

CDB

CDB 1.7

CDB 3

10179 X 150

4900 X 150

33

8

10

20

CATEGORY	A	B	C	D
S-15	480/24	405 (400-½)	480/40	405 (400-¾)
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	560-1½ 460 (500-1½)	860-2½ 760 (800-2½)

HIRL all Rwy's 1

COLD BAY, ALASKA

HI-VOR or TACAN RWY 15

VORTAC CDB 112.6 Chgn 73	APCH CRS 145°	Rwy Idg 10,179 TDZE 75 Arpt Elev 100
--	-------------------------	---

AL-1241 [USAF]

COLD BAY (CDB) (PACD)

DME required

MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct CDB VORTAC, then on CDB R-329 to DEADS/CDB 10 DME and hold.

T * When ALS inop, increase vis to 1 $\frac{3}{8}$ miles.
** Circling not authorized SW of Rwy 15-33

ANCHORAGE CENTER

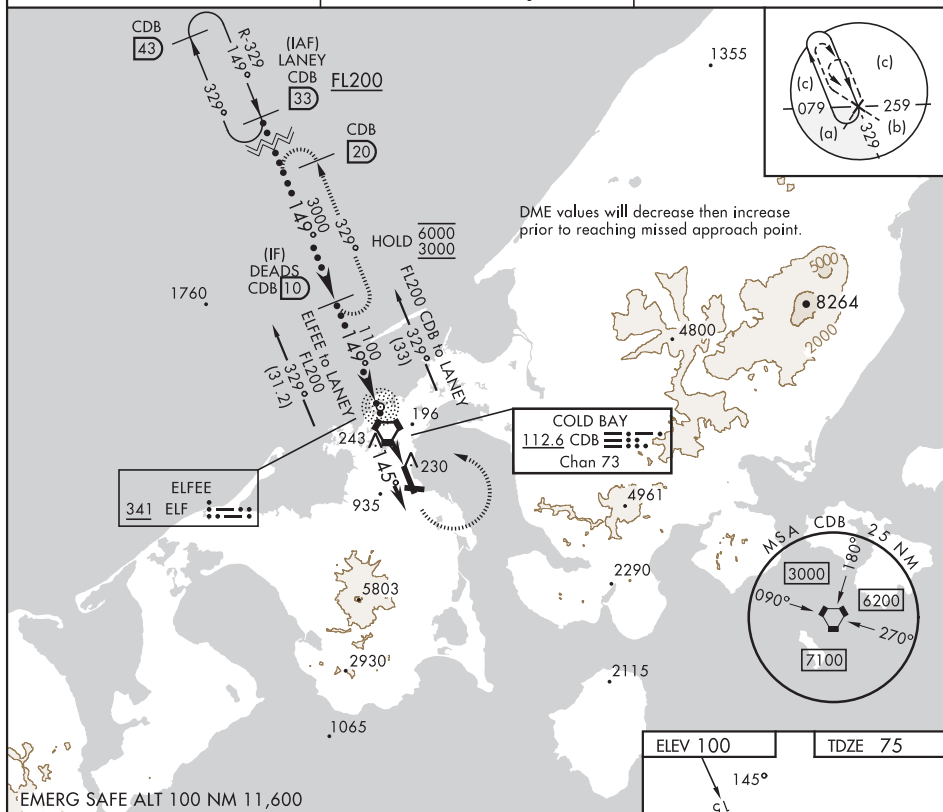
118.5 278.3

COLD BAY RADIO

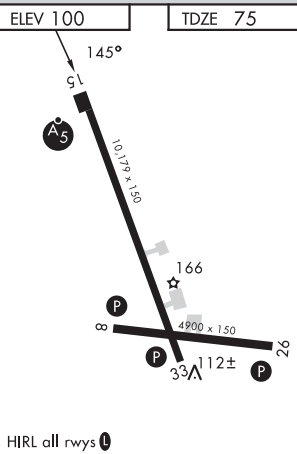
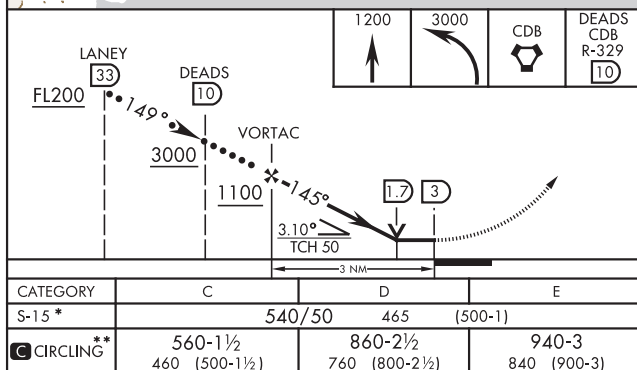
123.6 (CTAF) **L**

SOS

135.75



EMERG SAFE ALT 100 NM 11,600



COLD BAY, ALASKA

55°12'N-162°44'W

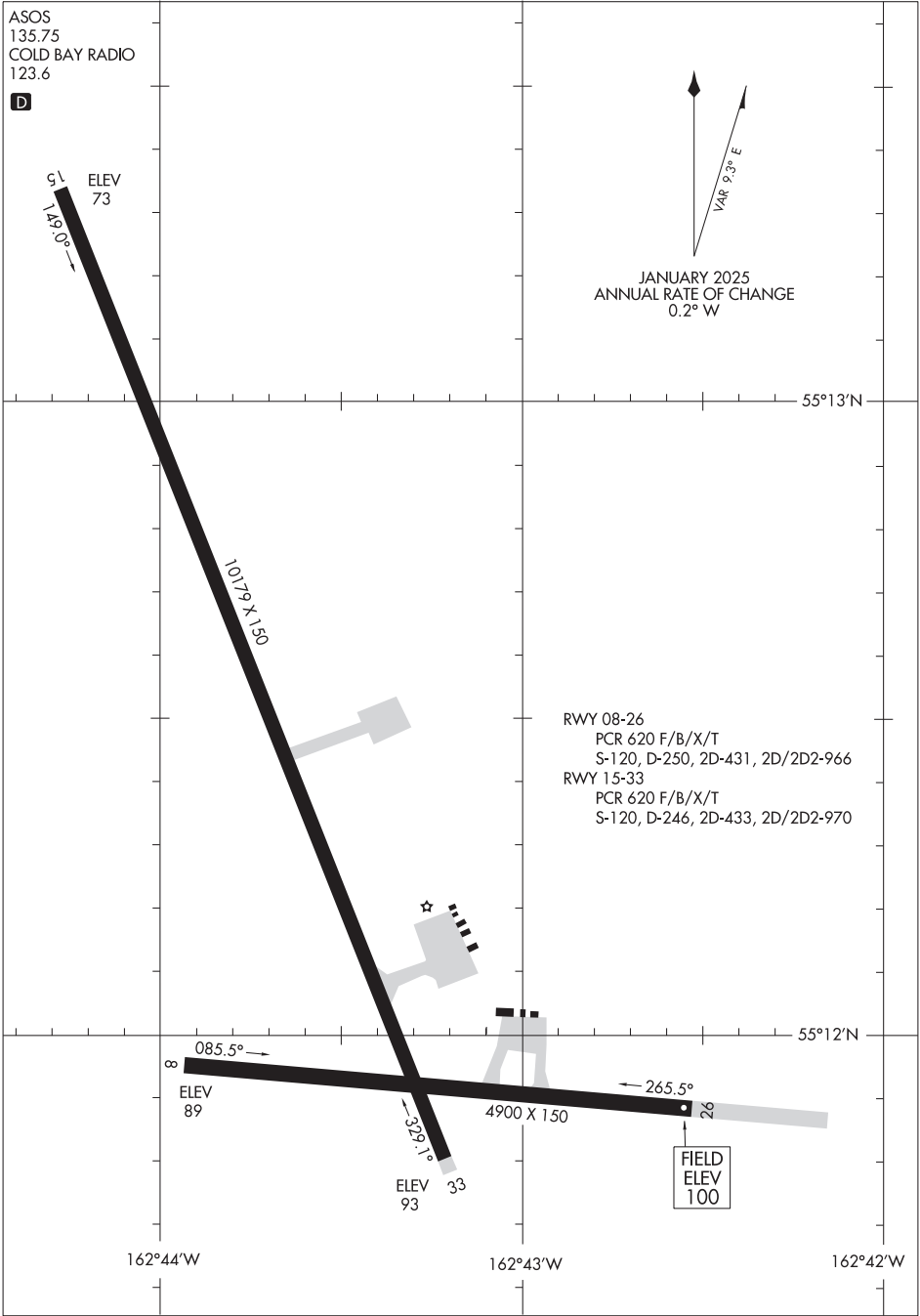
COLD BAY (CDB) (PACD)

Amdt 5 02DEC21

HI-VOR or TACAN RWY 15

AK. 07 AUG 2025 to 02 OCT 2025

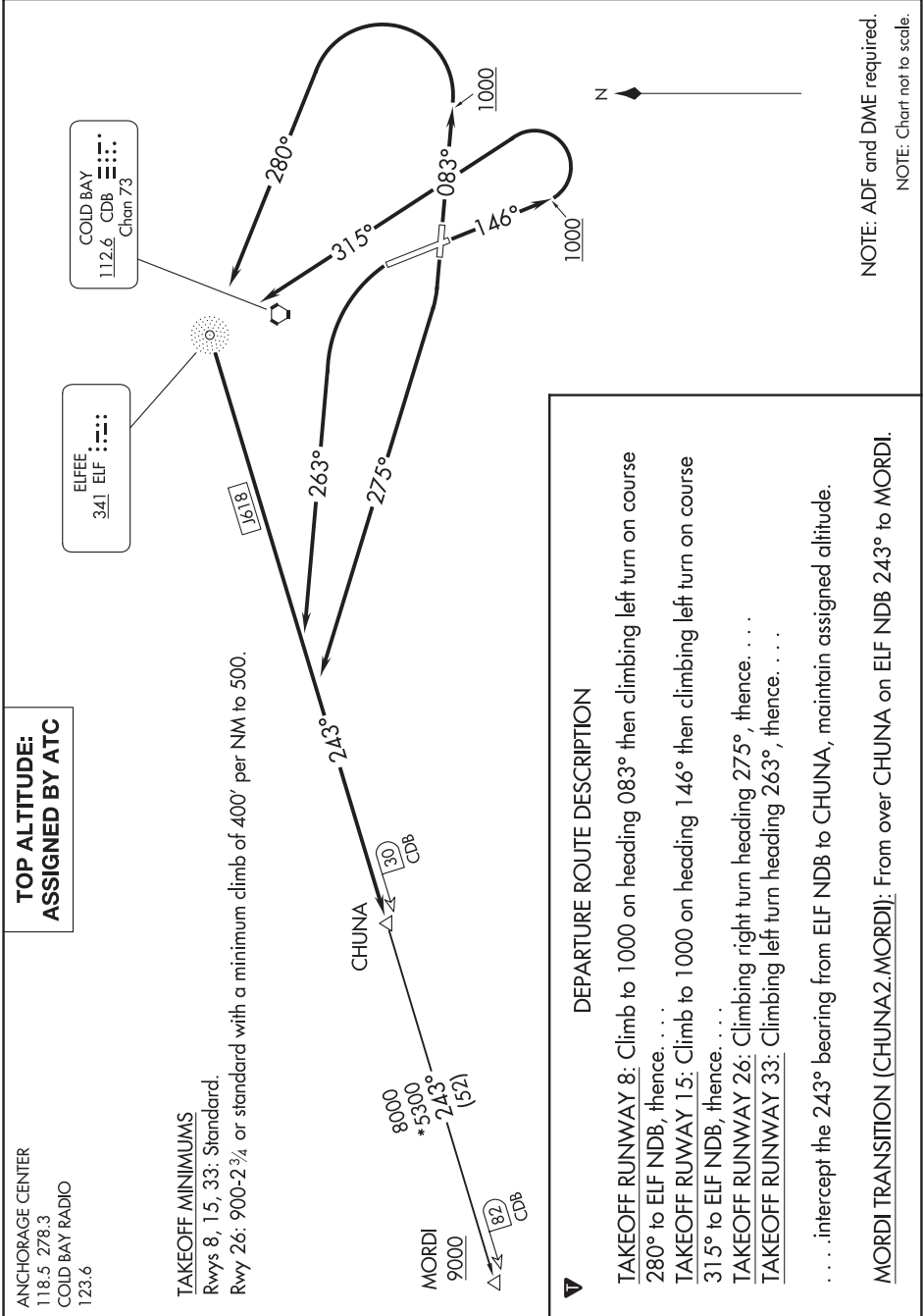
AK, 07 AUG 2025 to 02 OCT 2025

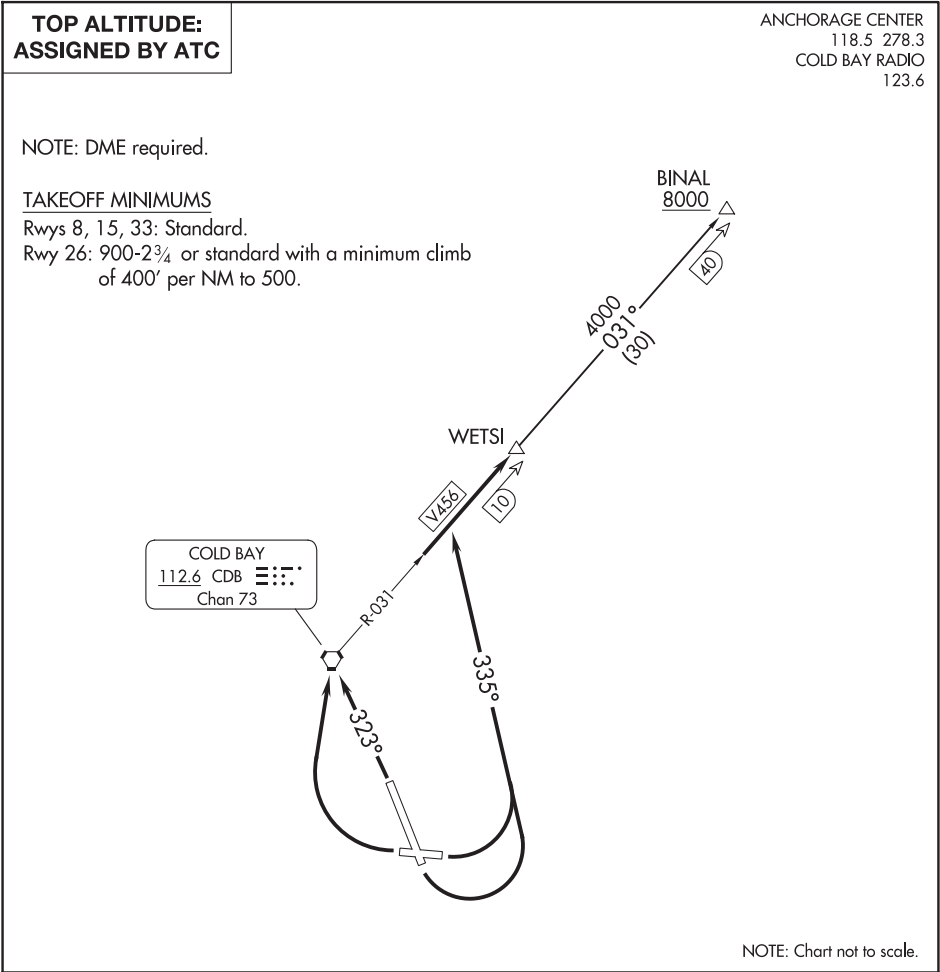


AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025





T

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.

COLDFOOT, ALASKA

AL-10154 (FAA)

24361

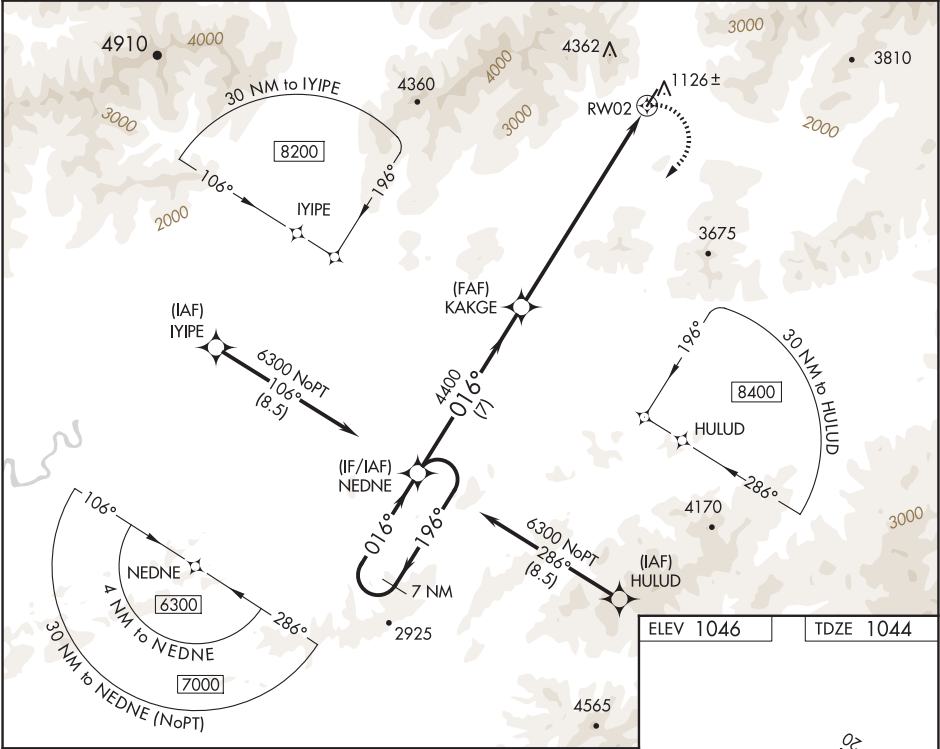
WAAS CH 93727 W02A	APP CRS 016°	Rwy Idg TDZE 1044 Apt Elev 1046
--	------------------------	---

RNAV (GPS) RWY 2

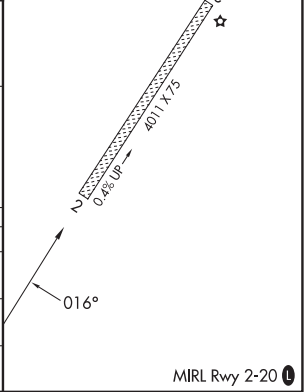
COLDFOOT (CXF) (PACX)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 6300 direct NEDNE and hold.
	Circling NA for Cats B and C west of Rwy 2-20. Rwy 2 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use BTT/PABT altimeter setting. Circling Rwy 20 NA at night.	
	-18°C	

AWOS-3P 118.0	BTT/PABT ASOS 135.45	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.0	UNICOM 122.9
-------------------------	--------------------------------	--	---------------------------------	------------------------



7 NM Holding Pattern		Visual Segment - Obstacles.		6300	NEDNE
6300 ← 196°		016° →			
		KAKGE			
		4400			
		RWY 2			
		7 NM		8.5 NM	
CATEGORY	A	B	C	D	
LP MDA	4160-1¼ 3116 (3200-1¼)	4160-1½ 3116 (3200-1½)	4160-3 3116 (3200-3)	NA	
LNAV MDA	4340-1¼ 3296 (3300-1¼)	4340-1½ 3296 (3300-1½)	4340-3 3296 (3300-3)	NA	
CIRCLING	4340-1¼ 3294 (3300-1¼)	4340-1½ 3294 (3300-1½)	4340-3 3294 (3300-3)	NA	



COLDFOOT, ALASKA
Amdt 2A 26DEC24

67°15'N-150°12'W

COLDFOOT (CXF) (PACX)




RNAV (GPS) RWY 2

AK, 07 AUG 2025 to 02 OCT 2025

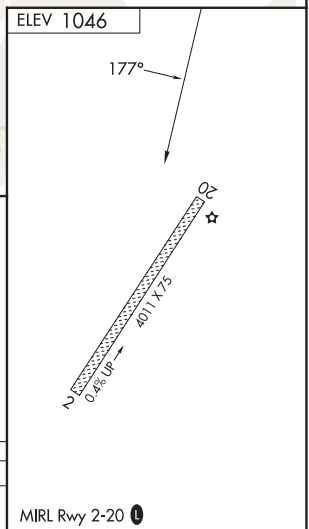
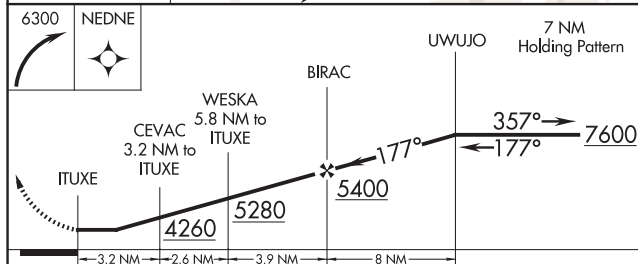
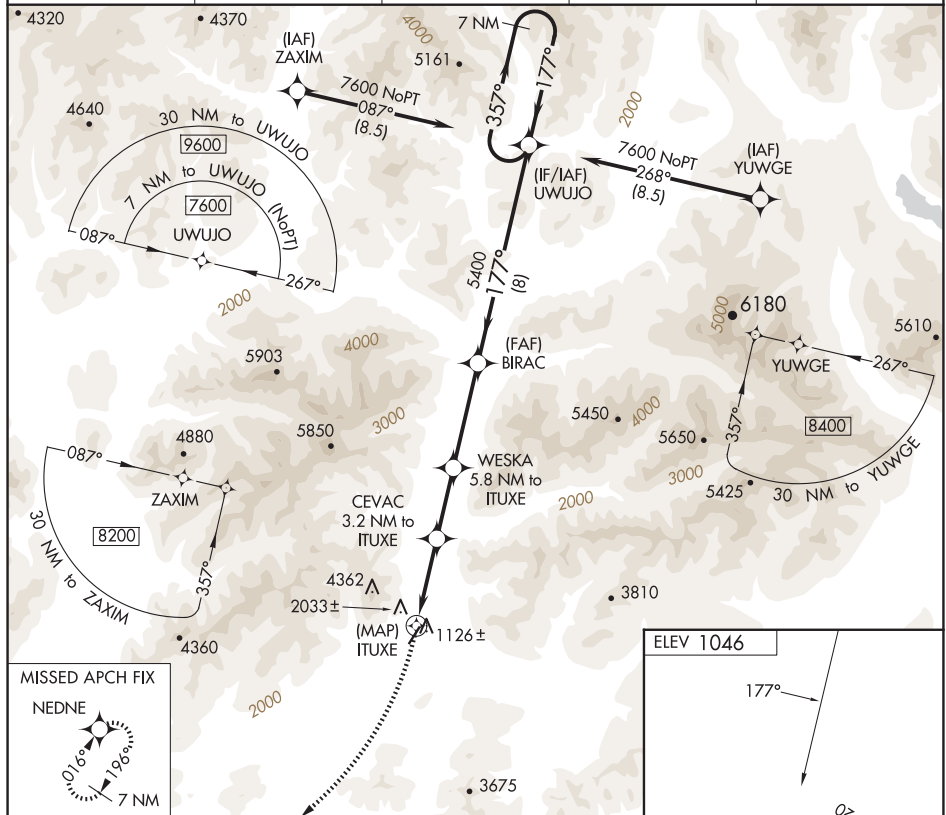
AK, 07 AUG 2025 to 02 OCT 2025


APP CRS 177°	Rwy Idg TDZE Apt Elev	N/A N/A 1046
------------------------	-----------------------------	---

RNAV (GPS)-A
COLDFOOT (CXF) (PACX)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 6300 direct NEDNE and hold.
	When local altimeter setting not received, use BTT/PABT altimeter setting.	
 NA  -18°C	Rwy 20 helicopter visibility reduction below 1 SM NA. Circling Rwy 20 NA at night. Circling NA for Cats B and C west of Rwy 2-20.	

AWOS-3P 118.0	BTT/PABT ASOS 135.45	ANCHORAGE CENTER 124.6 352.0	FAIRBANKS RADIO 122.0	UNICOM 122.90
-------------------------	--------------------------------	--	---------------------------------	-------------------------



CATEGORY	A	B	C	D
 CIRCLING	3460-1¼ 2414 (2500-1¼)	3460-1½ 2414 (2500-1½)	4260-3 3214 (3300-3)	NA

BETTLES TWO DEPARTURE (OBSTACLE) (RNAV)

FAIRBANKS RADIO
122.0
ANCHORAGE CENTER
124.6 352.0

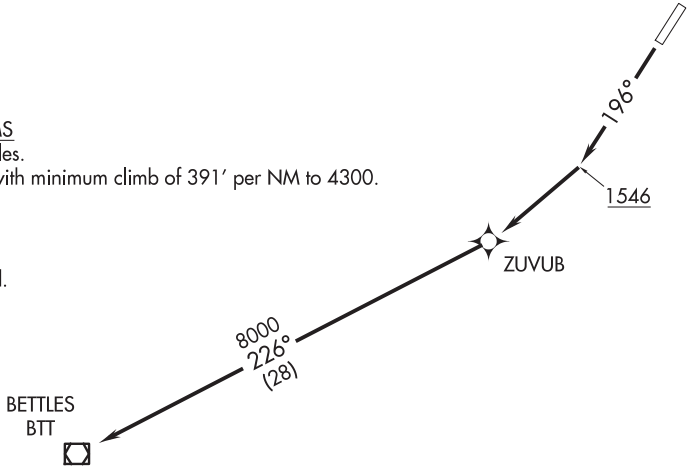
TAKEOFF MINIMUMS

Rwy 2: NA - obstacles.

Rwy 20: Standard with minimum climb of 391' per NM to 4300.

NOTE: RNAV 1.

NOTE: GPS required.



TAKEOFF OBSTACLE NOTE

Rwy 20: Trees beginning 2' from DER, 144' left of centerline, up to 13' AGL/1042' MSL.
Trees beginning 18' from DER, 130' right of centerline, up to 11' AGL/1042' MSL.
Tree, vertical structure, secondary road beginning 93' from DER, 142' left of centerline, up to 46' AGL/1076' MSL. Tree 277' from DER, 272' right of centerline, 16' AGL/1043' MSL.
Tree, vertical structure beginning 295' from DER, 423' left of centerline, up to 59' AGL/1089' MSL.
Tree 310' from DER, 532' right of centerline, 19' AGL/1044' MSL. Tree 364' from DER, 466' right of centerline, 22' AGL/1048' MSL. Tree 399' from DER, 497' right of centerline, 28' AGL/1054' MSL. Tree 582' from DER, 510' right of centerline, 30' AGL/1055' MSL.
Trees beginning 805' from DER, 519' right of centerline, up to 43' AGL/1070' MSL.
Trees beginning 1031' from DER, 423' left of centerline, up to 65' AGL/1092' MSL.
Trees beginning 1168' from DER, 274' right of centerline, up to 65' AGL/1088' MSL.
Trees beginning 1538' from DER, 122' right of centerline, up to 69' AGL/1092' MSL.
Trees beginning 1685' from DER, 136' left of centerline, up to 69' AGL/1096' MSL.
Trees beginning 2345' from DER, 388' left of centerline, up to 73' AGL/1101' MSL.
Tree 1.2 NM from DER, 2383' left of centerline, 12' AGL/1219' MSL.
Tree and road beginning 1.2 NM from DER, 2436' left of centerline, up to 30' AGL/1249' MSL.
Tree and road beginning 1.3 NM from DER, 2170' left of centerline, up to 30' AGL/1260' MSL.
Road 1.3 NM from DER, 2480' left of centerline, 1250' MSL. Tree 1.3 NM from DER, 2415' left of centerline, 30' AGL/1257' MSL. Tree and road beginning 1.3 NM from DER, 1620' left of centerline, up to 38' AGL/1266' MSL. Trees beginning 1.8 NM from DER, 817' left of centerline, up to 63' AGL/1324' MSL. Tree 1.9 NM from DER, 468' left of centerline, 48' AGL/1329' MSL. Tree 2.1 NM from DER, 3488' left of centerline, 15' AGL/1343' MSL.
Trees beginning 2.1 NM from DER, 3470' left of centerline, up to 23' AGL/1351' MSL.
Tree 2.1 NM from DER, 3494' left of centerline, 19' AGL/1352' MSL.
Terrain 2.1 NM from DER, 3794' left of centerline, 1369' MSL.
Terrain and tree beginning 2.2 NM from DER, 3569' left of centerline, up to 1388' MSL.
Tree and terrain beginning 2.2 NM from DER, 3556' left of centerline, up to 39' AGL/1420' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 196° to 1546, then climb direct ZUVUB, then on track 226° direct BTT VOR/DME, maintain 8000.

BETTLES TWO DEPARTURE (OBSTACLE) (RNAV)

ILS or LOC RWY 27
MERLE K (MUDHOLE) SMITH (CDV)(PACV)

MISSED APPROACH: Climb to 700 then climbing left turn to 5000 on heading 120° and on JOH VOR/DME R-085 to CASEL/JOH 39.8 DME and hold, continue climb-in-hold to 5000.



700 ↑	5000 hdg 120°	JOH R-085	CASEL △	ZONSI I-CDV [9.8]	FOXUL I-CDV [20.1]	One Minute Holding Pattern
CATEGORY	A		B		C	D
S-ILS 27	328/24 275 (300-½)					
S-LOC 27	440/24 387 (400-½)			440/40 387 (400-¾)		
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	520-1½ 467 (500-1½)		1540-3 1487 (1500-3)	

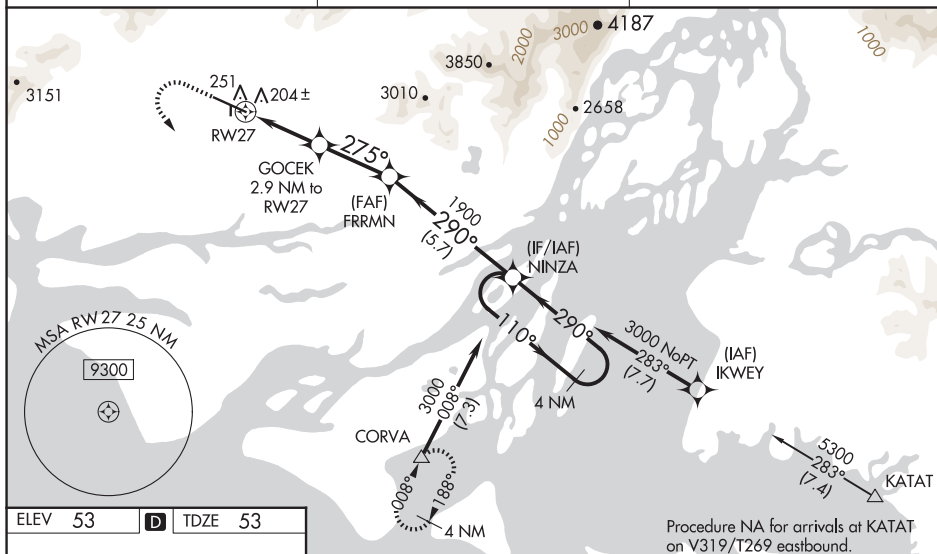
RNAV (GPS) RWY 27
MERLE K (MUDHOLE) SMITH (CDV)(PACV)




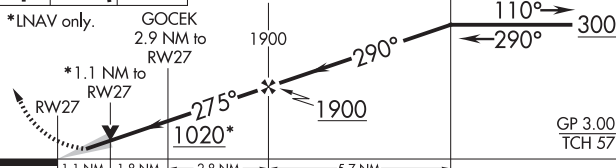
V Baro-VNAV NA. VDP NA with Valdez altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1½. LNAV Cats A/B visibility to RVR 5500, Cats C/D visibility to RVR 6000. When local altimeter setting not received use Valdez altimeter setting and increase all DA 113 feet and all MDA 120 feet, and increase LPV all Cats visibility to RVR 4000, increase LNAV/VNAV all Cats visibility to 1½, increase LNAV Cats C/D visibility to RVR 5500. For inoperative MALSR when using Valdez altimeter setting, increase LPV all Cats visibility to RVR 6000, LNAV Cats A/B visibility to RVR 5500, and LNAV Cats C/D visibility to 1½. Circling to Rwy 16/34 NA at night. Circling NA north of Rwy 9/27.



MISSED APPROACH:
Climb to 600 then
climbing left turn to
3000 direct CORVA
and hold.

JUNEAU RADIO
122.2 123.6 (CTAF) 



<div><div>600</div><div></div></div>	<div><div>3000</div><div></div></div>	<div><div>CORVA</div><div></div></div>	<div></div>				
*LNAV only.	GOCEK 2.9 NM to RW27		FRRMN 1900	NINZA 3000		4 NM Holding Pattern	
	*1.1 NM to RW27		275°	290°	110°	290°	
	1.1 NM		1.8 NM	2.8 NM	5.7 NM	GP 3.00° TCH 57	
CATEGORY	A	B	C	D			
LPV DA	328/24		275 (300-½)				
LNAV/ VNAV DA	523/56		470 (500-1¼)				
LNAV MDA	460/24 407 (500-½)		460/40		407 (500-¾)		
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	520-1½ 467 (500-1½)		1540-3 1487 (1500-3)		

60°29'N-145°29'W MERLE K (MUDHOLE) SMITH (CDV)(PACV)
RNAV (GPS) RWY 27

APP CRS

043°

Rwy Idg

N/A

TDZE

N/A

Apt Elev

53

RNAV (GPS)-B

MERLE K (MUDHOLE) SMITH (CDV)(PACV)

RNP APCH-GPS.

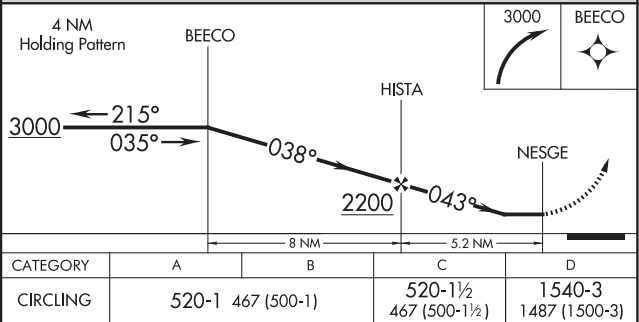
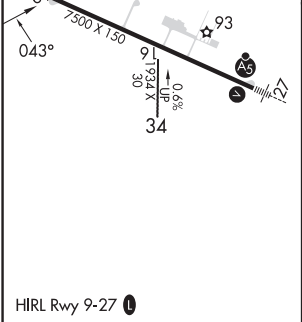
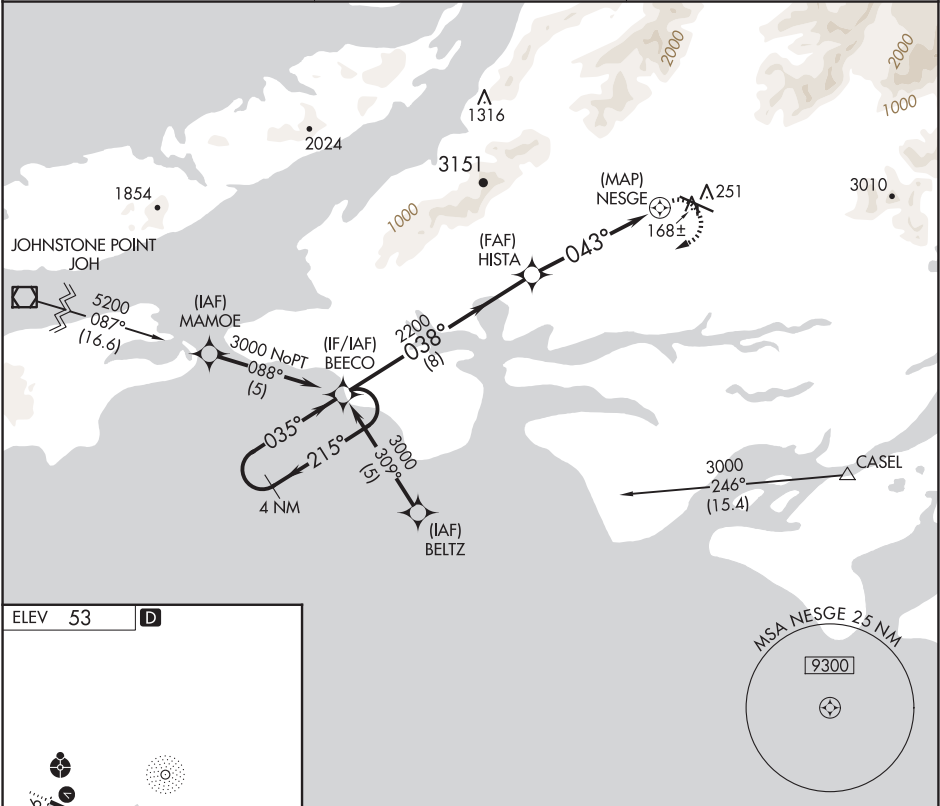
⚠

⚠

Circling to Rwy 16/34 NA at night. When local altimeter setting not received, use Valdez altimeter setting and increase all MDAs 120 feet. Circling NA north of Rwy 9/27. Rwy 16/34 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct BEECO and hold.

ASOS 134.8	ANCHORAGE CENTER 119.3 133.6 269.4	JUNEAU RADIO 122.2 123.6 (CTAF) 1
---------------	---------------------------------------	--------------------------------------



(CASEL7.CASEL) 23334

CASEL SEVEN DEPARTURE

MERLE K (MUDHOLE) SMITH (CDV)(PACV)

CORDOVA, ALASKA

AL-1195 (FAA)

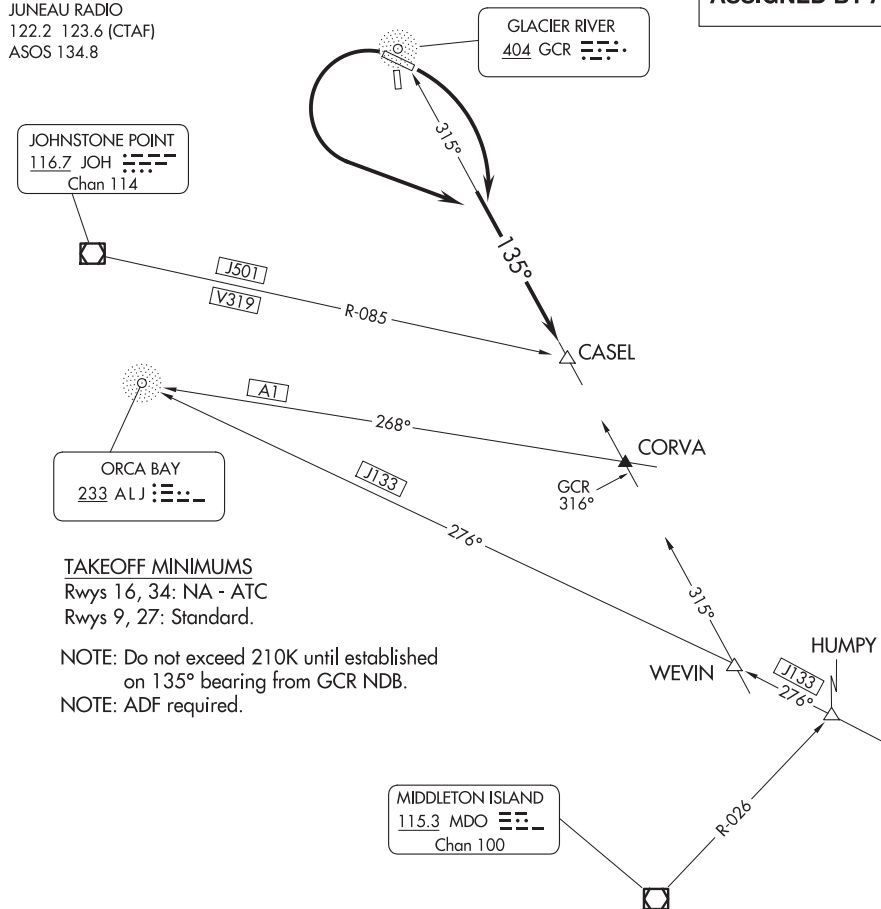
ANCHORAGE CENTER

119.3 133.6 269.4

JUNEAU RADIO

122.2 123.6 (CTAF)

ASOS 134.8

**TOP ALTITUDE:
ASSIGNED BY ATC**

NOTE: Chart not to scale.



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. . .

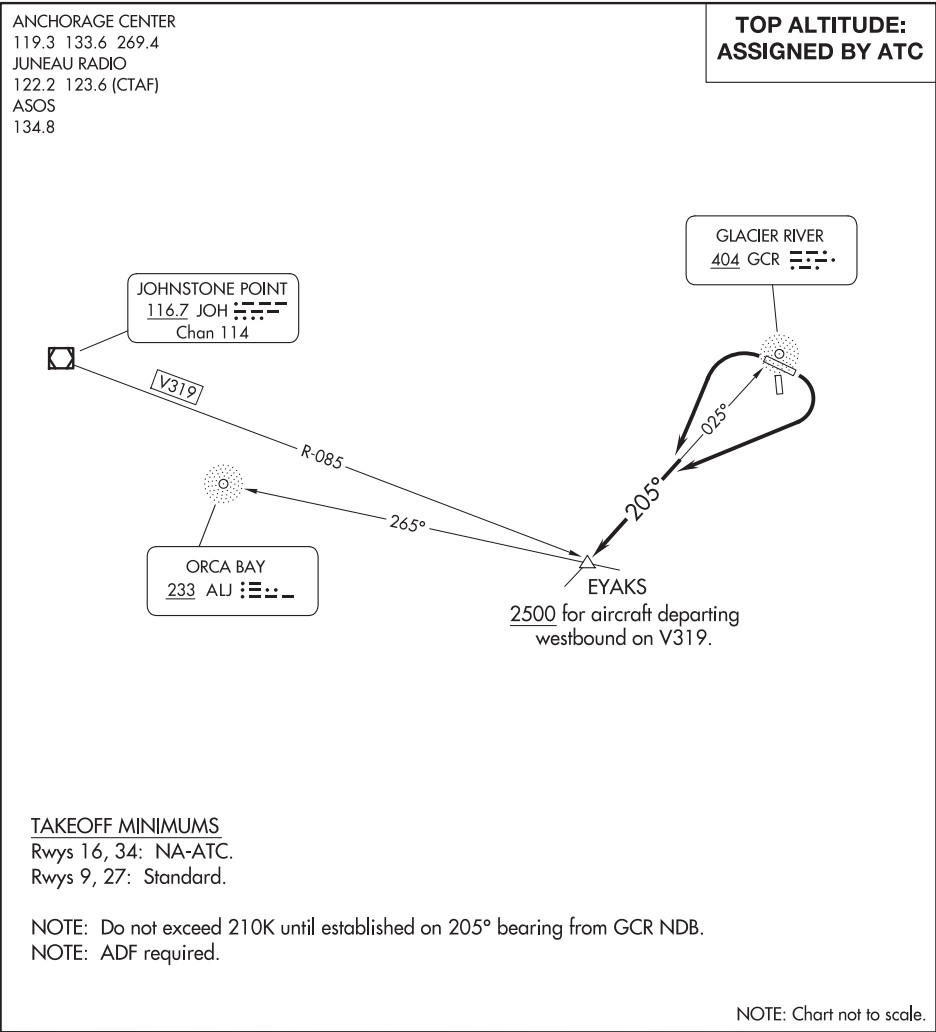
. . . on assigned route, maintain ATC assigned altitude.

CASEL SEVEN DEPARTURE

(CASEL7.CASEL) 29MAR18

CORDOVA, ALASKA

MERLE K (MUDHOLE) SMITH (CDV)(PACV)



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.

CROOKED CREEK, ALASKA

AL-9748 (FAA)

24193

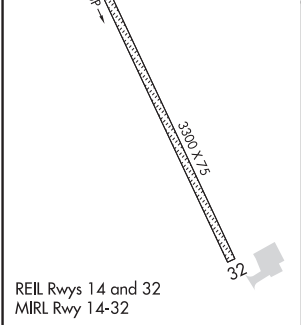
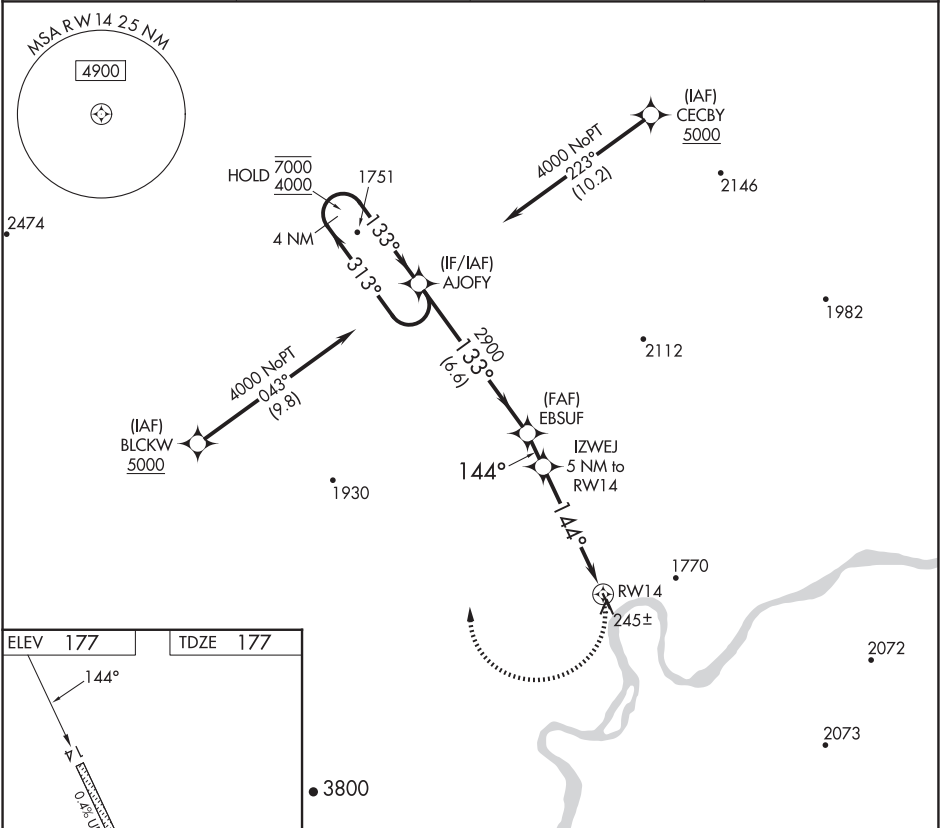
WAAS CH 50145 W14A	APP CRS 144°	Rwy Idg TDZE Apt Elev	3300 177 177
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 14

CROOKED CREEK (CJX)(PACJ)

RNP APCH-GPS.		MISSED APPROACH: Climbing right turn to 4000 direct AJOFY and hold.
Procedure NA at night. Rwy 14 helicopter visibility reduction below ¾ SM NA. Use Sleemute altimeter setting.		

AWOS-3PT 118.4	SLQ/PASL AWOS-3P 134.85	ANCHORAGE CENTER 128.5 379.9	CTAF 122.8
--------------------------	-----------------------------------	--	----------------------



4 NM Holding Pattern		AJOFY		EBSUF		IZWEJ 5 NM to RWY 14		RWY 14	
7000		313°		133°		133°		144°	
4000		133°		133°		144°		144°	
				2900		TCH 40		2340	
				6.6 NM		1.3 NM		5 NM	
CATEGORY		A		B		C		D	
LP		MDA		1800-1¼		1623 (1700-1¼)		NA	

CROOKED CREEK, ALASKA
Orig 02DEC21

61°52'N-158°08'W

CROOKED CREEK (CJX)(PACJ)
RNAV (GPS) RWY 14

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

ANCHORAGE CENTER
128.5 379.9

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS

Rwy 14: NA - ATC.
Rwy 32: 400-1¼ with minimum climb of
420' per NM to 2100.

NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Procedure NA for Cat B/C/D aircraft.

TAKEOFF OBSTACLE NOTES

Rwy 32: Trees beginning 1643' from DER, 913' right of centerline, up to 278' MSL.
Tree 1875' from DER, 914' right of centerline, 279' MSL.
Trees beginning 1957' from DER, 996' right of centerline, up to 344' MSL.
Trees beginning 2175' from DER, 888' right of centerline, up to 347' MSL.
Trees beginning 2584' from DER, 873' right of centerline, up to 358' MSL.
Tree 2696' from DER, 1019' right of centerline, 363' MSL.
Trees beginning 2786' from DER, 894' right of centerline, up to 365' MSL.
Trees beginning 2811' from DER, 892' right of centerline, up to 390' MSL.
Tree 5058' from DER, 1796' left of centerline, 358' MSL.
Trees beginning 5143' from DER, 1541' left of centerline, up to 379' MSL.
Tree 5256' from DER, 1742' left of centerline, 397' MSL.
Trees beginning 5343' from DER, 1477' left of centerline, up to 414' MSL.
Trees beginning 5405' from DER, 1648' left of centerline, up to 433' MSL.
Trees beginning 5504' from DER, 1437' left of centerline, up to 450' MSL.
Trees beginning 5605' from DER, 1367' left of centerline, up to 464' MSL.
Trees beginning 5762' from DER, 1229' left of centerline, up to 470' MSL.
Trees beginning 5887' from DER, 1624' left of centerline, up to 477' MSL.
Trees, vegetation and terrain beginning 5933' from DER, 1085' left of centerline, up to 501' MSL.
Trees beginning 1.3 NM from DER, 2086' right of centerline, up to 468' MSL.
Trees beginning 1.4 NM from DER, 2171' right of centerline, up to 545' MSL.
Tree 1.6 NM from DER, 2585' left of centerline, 530' MSL.
Tree 1.7 NM from DER, 2727' left of centerline, 562' MSL.
Trees beginning 1.8 NM from DER, 2333' left of centerline, up to 669' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 32: Climb on heading 324° to 680, then direct UWUHI,
then on track 317° to AJOFY, thence

. . . . maintain 5000, expect filed altitude 10 minutes after departure.

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

DEADHORSE, ALASKA

AL-5776 (FAA)

25219

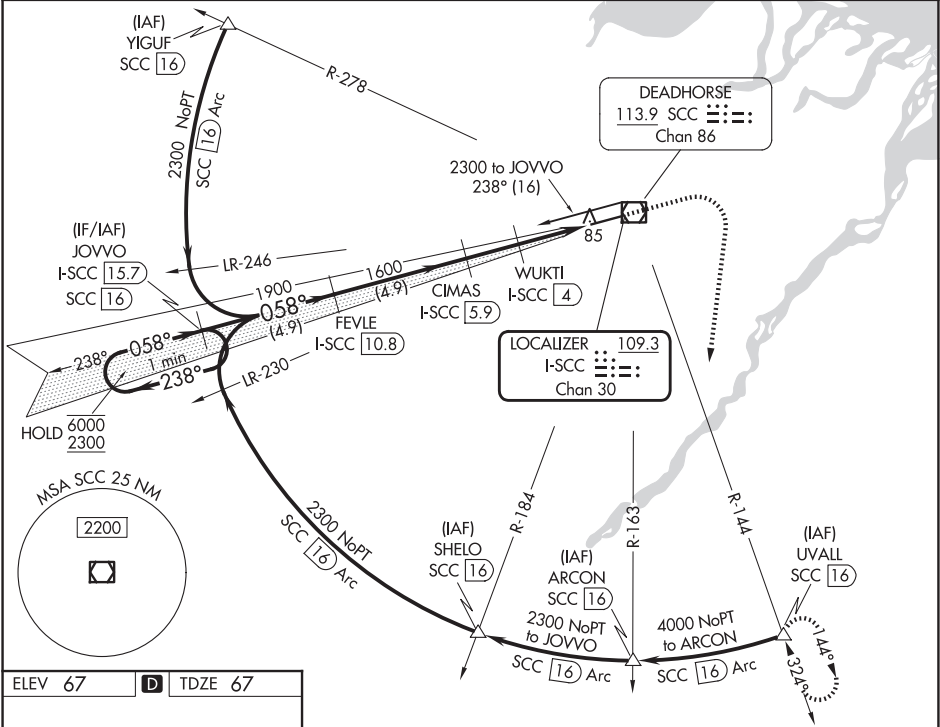
LOC/DME I-SCC	APP CRS	Rwy Ldg
109.3	058°	6500
Chan 30		TDZE 67
		Apt Elev 67

ILS or LOC RWY 6

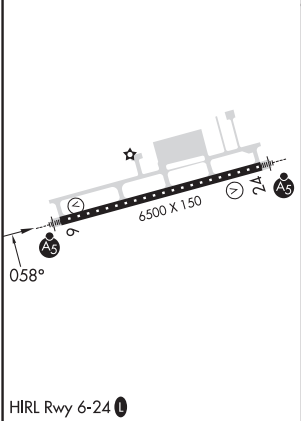
DEADHORSE (SCC) (PASC)

DME required.	MALSR	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.
V For inop ALS, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cats C/D/E to RVR 4500. A *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) 0
------------------------	--	--



ELEV 67	D	TDZE 67
---------	----------	---------



VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 50).		1500	4000	SCC	UVALL
JOVVO I-SCC 15.7		↑	hdg 170°	SCC R-144	△
One Minute Holding Pattern		Use I-SCC DME when on the localizer course.			
6000 ← 238°		FEVLE I-SCC 10.8	CIMAS I-SCC 5.9	WUKTI I-SCC 4	I-SCC 2
2300 058°		1900	1600	980	I-SCC 1.3
GS 3.00° TCH 58		4.9 NM	4.9 NM	1.9 NM	0.8
CATEGORY	A	B	C	D	E
S-ILS 6 *	267/24 200 (200-1/2)				
S-LOC 6	360/24 293 (300-1/2)				
CIRCLING	540-1	473 (500-1)	580-1 1/2 513 (600-1 1/2)	620-2	553 (600-2)

DEADHORSE, ALASKA
Amdt 5 05SEP24

70°12'N-148°28'W

DEADHORSE (SCC) (PASC)
ILS or LOC RWY 6

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

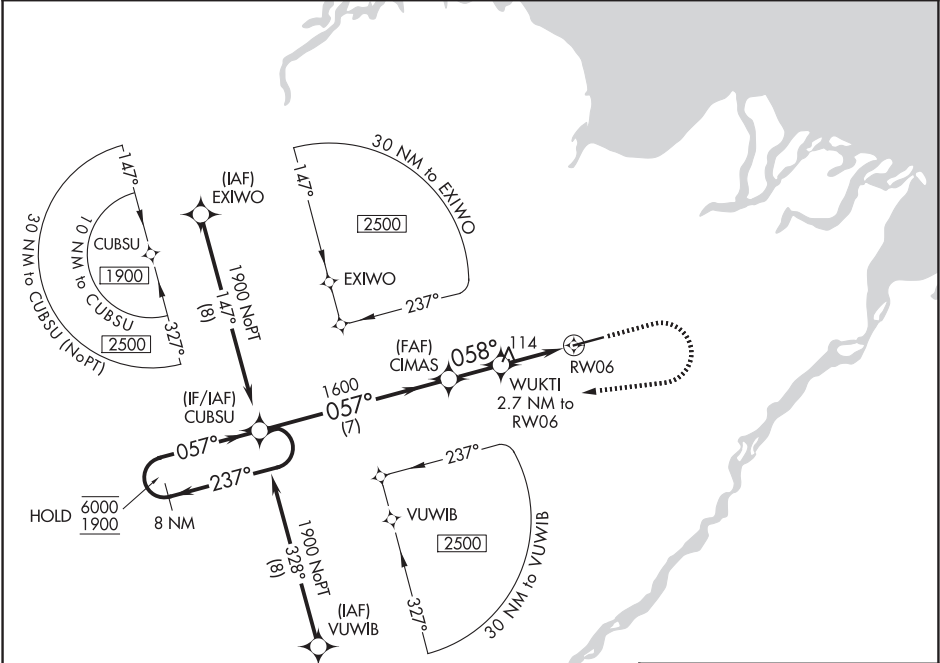
WAAS CH 49103 W06A	APP CRS 058°	Rwy Ldg TDZE Apt Elev	6500 67 67
--	------------------------	-----------------------------	---------------------------------------

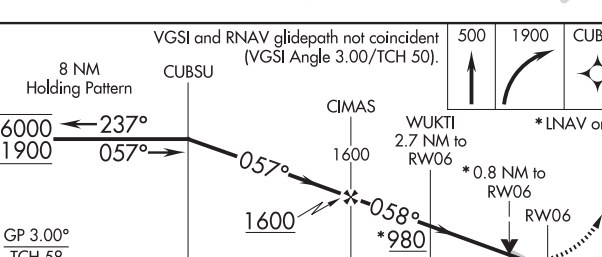
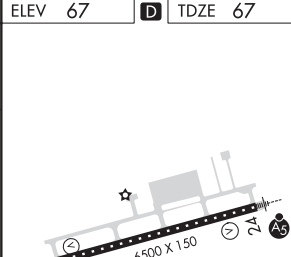
RNAV (GPS) Z RWY 6

DEADHORSE (SCC) (PASC)

RNP APCH. ▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, and increase LNAV/VNAV all Cats and LNAV Cats C/D/E visibility to RVR 4500. # RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR AS	MISSED APPROACH: Climb to 500 then climbing right turn to 1900 direct CUBSU and hold.
--	-------------	---

AFIS★ 118.4	ANCHORAGE CENTER 134.4 370.9	DEADHORSE RADIO 123.6 (CTAF) 1
-----------------------	--	--



VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).						ELEV 67	D	TDZE 67
<div>8 NM Holding Pattern</div> <div>CUBSU</div> <div>GP 3.00° TCH 58</div> <div>6000 ← 237°</div> <div>1900 → 057°</div> <div>CIMAS 1600</div> <div>WUKTI 2.7 NM to RW06</div> <div>* 0.8 NM to RW06</div> <div>* LNAV only.</div> <div>057°</div> <div>058°</div> <div>* 980</div> <div>7 NM</div> <div>1.9 NM</div> <div>1.9 NM</div> <div>0.8</div>						<div>500</div> <div>1900</div> <div>CUBSU</div> <div>↑</div> <div>↷</div> <div>✦</div>		
								
CATEGORY	A	B	C	D	E			
LPV DA#	267/24 200 (200-½)							
LNAV/VNAV DA	369/24 302 (400-½)							
LNAV MDA	380/24 313 (400-½)							
CIRCLING	540-1	473 (500-1)	580-1½ 513 (600-1½)	620-2	553 (600-2)	HIRL Rwy 6-24 1		

DEADHORSE, ALASKA

AL-5776 (FAA)

25219

WAAS CH 69203 W24A	APP CRS 238°	Rwy Ldg TDZE 66 Apt Elev 67
--	------------------------	---

RNAV (GPS) Z RWY 24

DEADHORSE (SCC) (PASC)

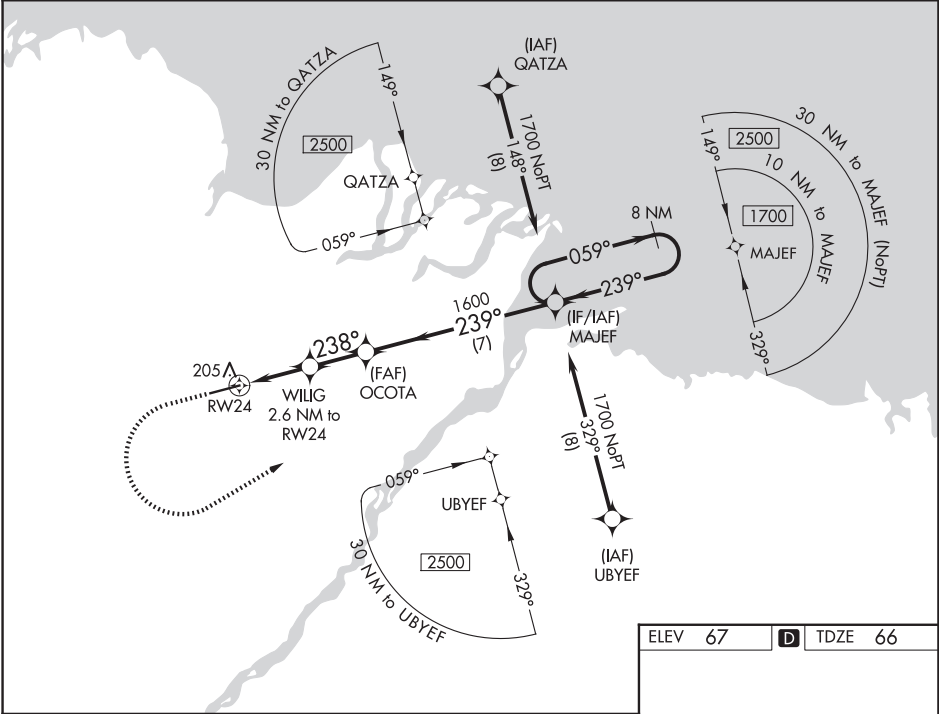
▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 5000, and LNAV Cat E visibility to RVR 6000.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 1700 direct MAJEF and hold.

AFIS★ 118.4	ANCHORAGE CENTER 134.4 370.9	DEADHORSE RADIO 123.6 (CTAF) 0
-----------------------	--	--



500

1700

MAJEF

* LNAV only.

WILIG
2.6 NM to
RW24

*1.1 NM to
RW24

RW24

OCOTA
1600

MAJEF
8 NM
Holding Pattern

238°

239°

1600

1700

GP 3.00°
TCH 54

1.1

1.5 NM

2.1 NM

7 NM

CATEGORY	A	B	C	D	E
LPV DA#	266/24 200 (200-½)				
LNAV/VNAV DA	381/30 315 (400-¾)				
LNAV MDA	460/24	394 (400-½)	460/35	394 (400-¾)	
CIRCLING	540-1	473 (500-1)	580-1½ 513 (600-1½)	620-2	553 (600-2)

ELEV 67

D

TDZE 66

HIRL Rwy 6-24 0

DEADHORSE, ALASKA
Amdt 2A 07DEC17

70°12'N-148°28'W

DEADHORSE (SCC) (PASC)

RNAV (GPS) Z RWY 24

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SCC 109.3 Chan 30	APP CRS 238°	Rwy Ldg 6500 TDZE 66 Apt Elev 67
---	------------------------	---

LOC BC RWY 24
DEADHORSE (SCC) (PASC)

DME required.

T For inop ALS, increase *S-LOC 24 Cat E
A visibility to RVR 5000 and S-LOC 24 Cat
C/D/E visibility to RVR 5500.

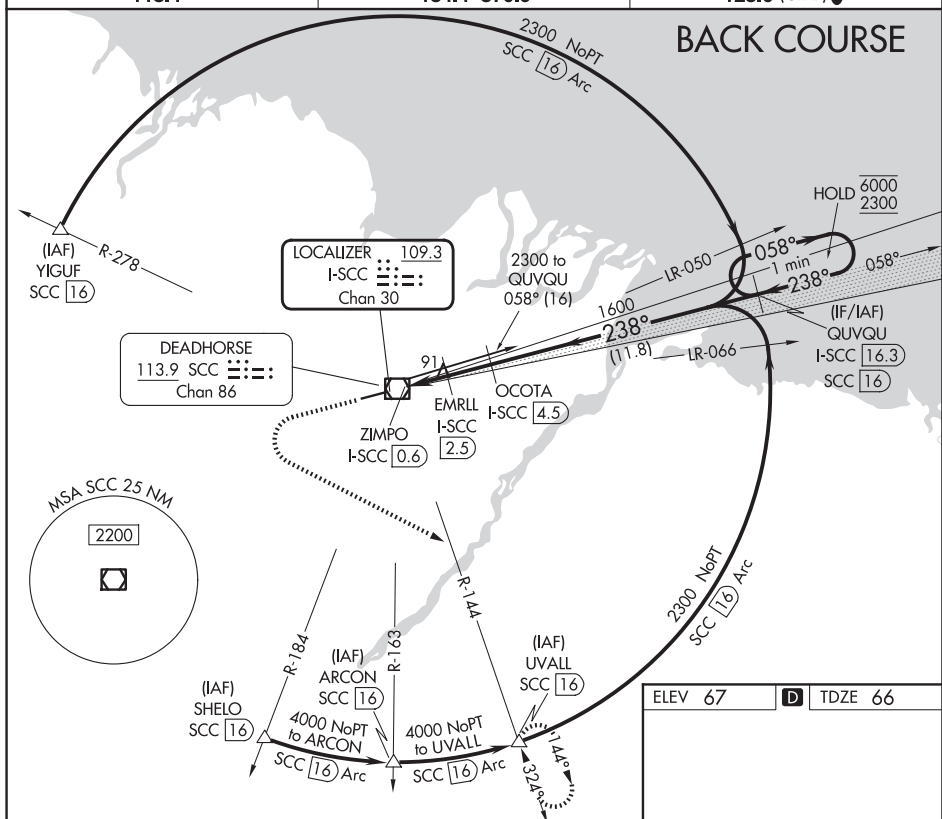
MAISR



MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 100° and SCC VOR/DME R-144 to UVALL/SCC VOR/DME 16 DME and hold.
*Missed approach requires minimum climb of 243 feet per NM to 780.

AFIS★
118.4

ANCHORAGE CENTER
134.4 370.9

DEADHORSE RADIO
123.6 (CTAF) **L**

AK, 07 AUG 2025 to 02 OCT 2025

DEADHORSE, ALASKA

Amdt 1 05SEP24

70°12'N-148°28'W

DEADHORSE (SCC) (PASC)
LOC BC RWY 24

DEADHORSE, ALASKA

AL-5776 (FAA)

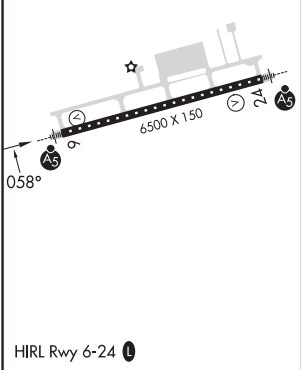
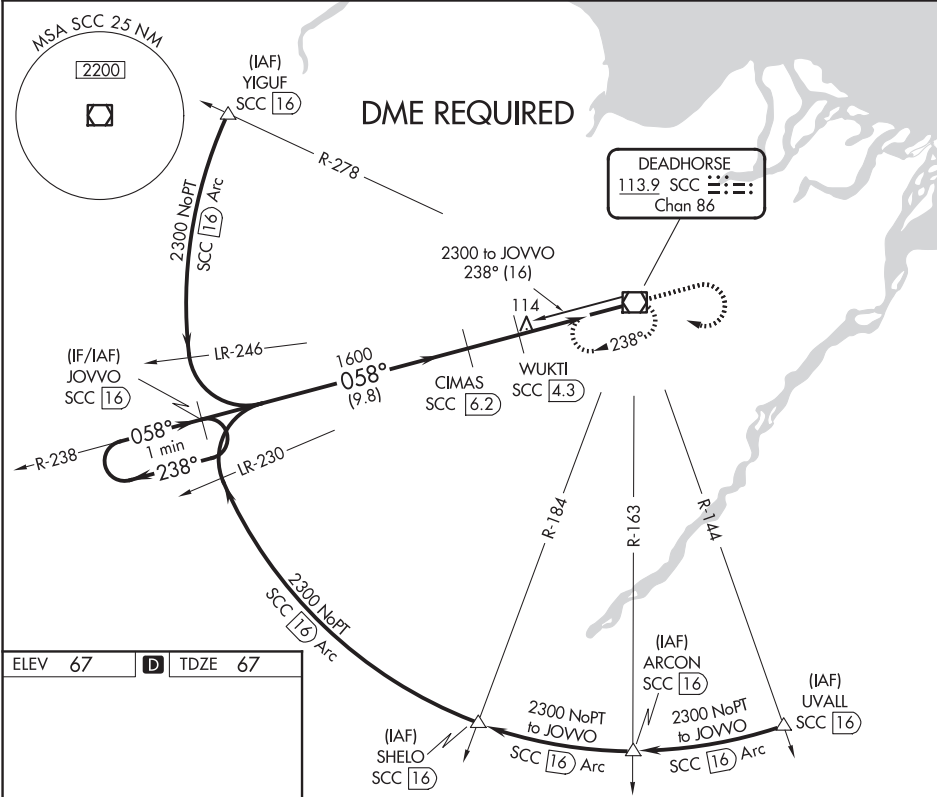
25219

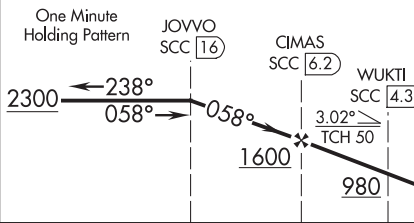



VOR/DME SCC	APP CRS	Rwy Ldg	6500
113.9	058°	TDZE	67
Chan 86		Apt Elev	67

VOR RWY 6
DEADHORSE (SCC) (PASC)

 DME required. For inop ALS, increase S-6 Cats C/D/E to RVR 4500.	 MALSR	MISSED APPROACH: Climb to 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) 0
----------------	---------------------------------	-----------------------------------



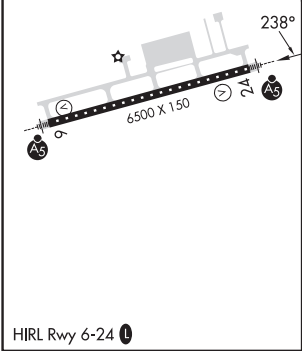
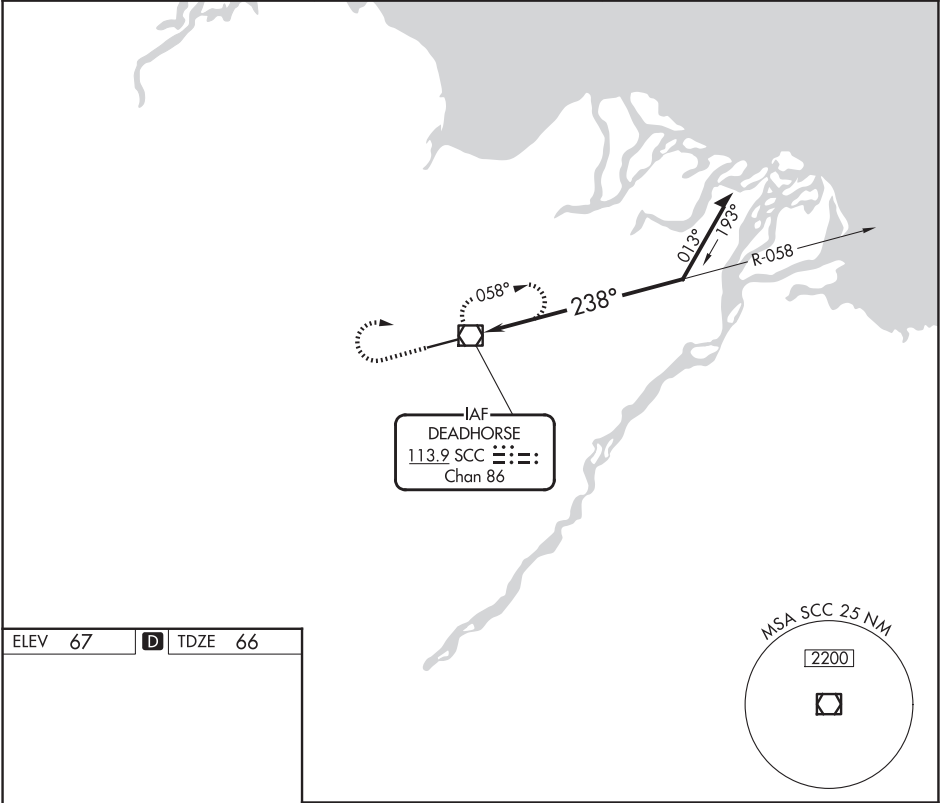
One Minute Holding Pattern					1500	2000	SCC
							
JOVVO SCC 16					CIMAS SCC 6.2		
WUKTI SCC 4.3					SCC 2.4		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		
WUKTI SCC 4.3					SCC 1.6		
SHELO (IAF) SCC 16					SCC 1.6		
ARCON (IAF) SCC 16					SCC 1.6		
UVALL (IAF) SCC 16					SCC 1.6		
JOVVO SCC 16					SCC 1.6		
CIMAS SCC 6.2					SCC 1.6		

VOR/DME SCC	APP CRS	Rwy Ldg	6500
<u>113.9</u>	<u>238°</u>	TDZE	66
Chan 86		Apt Elev	67

VOR Y RWY 24

DEADHORSE (SCC) (PASC)

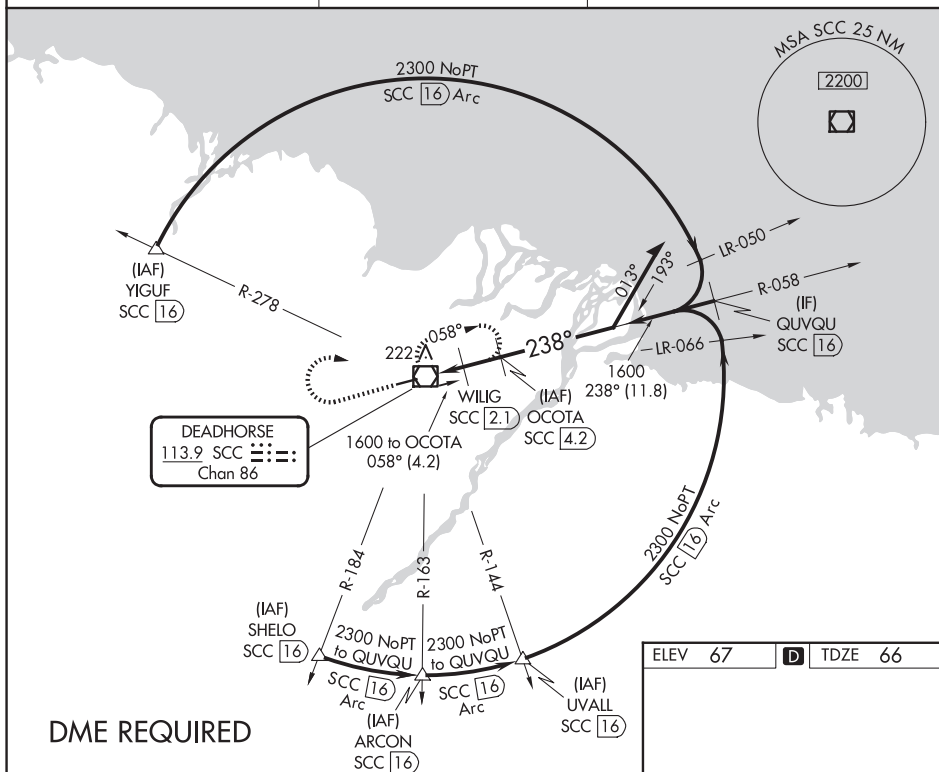
<div><div><div></div></div><div>MALSR</div><div><div></div></div></div>		MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.
AFIS ★ 118.4	ANCHORAGE CENTER 134.4 370.9	DEADHORSE RADIO 123.6 (CTAF) <div></div>



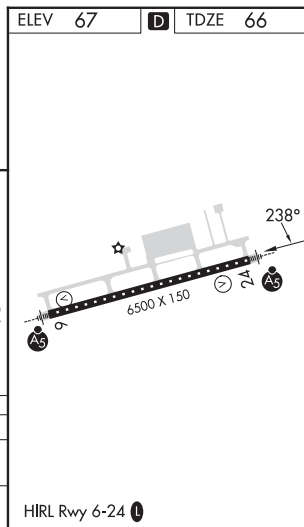
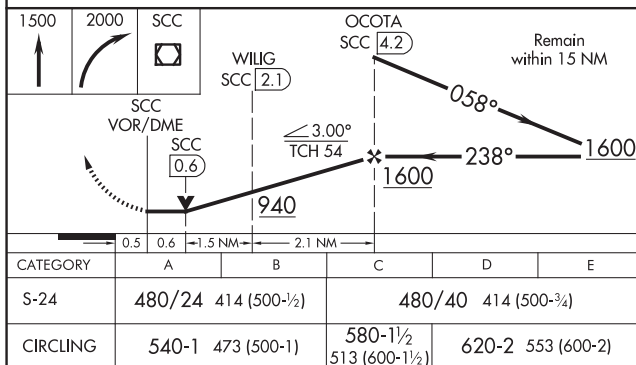
<div><div>1500</div><div>2000</div><div>SCC</div></div>				SCC VOR/DME		Remain within 10 NM
<div><div>1500</div><div>2000</div><div>SCC</div></div>				<div><div>058°</div><div>1600</div></div>		
<div><div>1500</div><div>2000</div><div>SCC</div></div>				<div><div>238°</div><div>1600</div></div>		
<div><div>1500</div><div>2000</div><div>SCC</div></div>				<div><div>1.5 NM</div></div>		
CATEGORY	A	B	C	D		
S-24	580/24	514 (600-½)	580/55	514 (600-1)		
CIRCLING	580-1	513 (600-1)	580-1½ 513 (600-1½)	620-2 553 (600-2)		

VOR Z RWY 24
DEADHORSE (SCC) (PASC)

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold, continue climb-in-hold to 2000.

DEADHORSE RADIO
123.6 (CTAF) **L**

DME REQUIRED






DEADHORSE (SCC) (PASC)
VOR Z RWY 24

WAAS CH 97341 W03A	APP CRS 027°	Rwy Idg 3320 TDZE 25 Apt Elev 30
--	------------------------	---

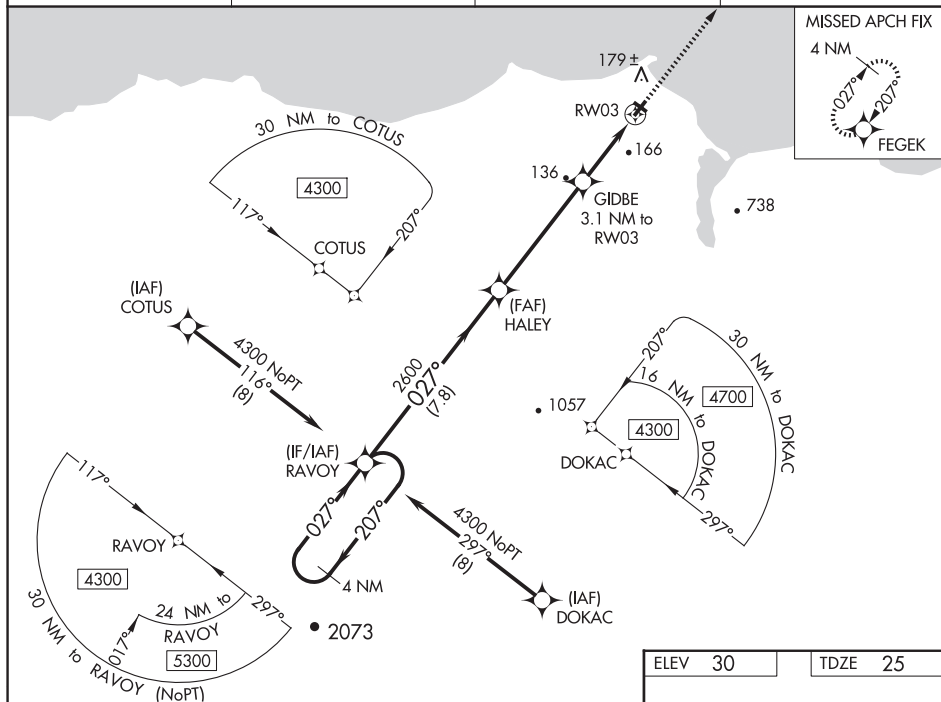
RNAV (GPS) RWY 3

DEERING (DEE)(PADE)

	Circling to Rwy 12, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).
	
	-39°C DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3700 direct FEGEK and hold, continue climb-in-hold to 3700.

ASOS 135.5	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.25	CTAF 122.9 0
----------------------	--	---------------------------------	------------------------



4 NM Holding Pattern

RAVOY

4300

207°

027°

GP 3.00° TCH 45

HALEY

2600

027°

2600

*1040

GIDBE

3.1 NM to RW03

*1.2 NM to RW03

RW03

7.8 NM

4.9 NM

1.9 NM

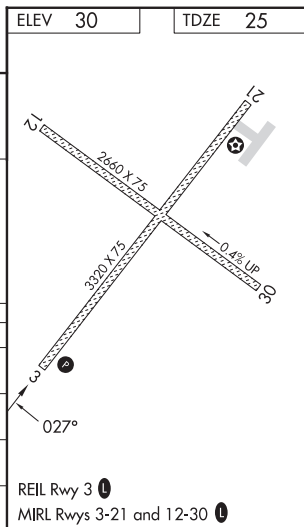
1.2 NM

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 25).

3700

FEGER

*INAV only



APP CRS	Rwy Idg	2660
115°	TDZE	30
	Apt Elev	30

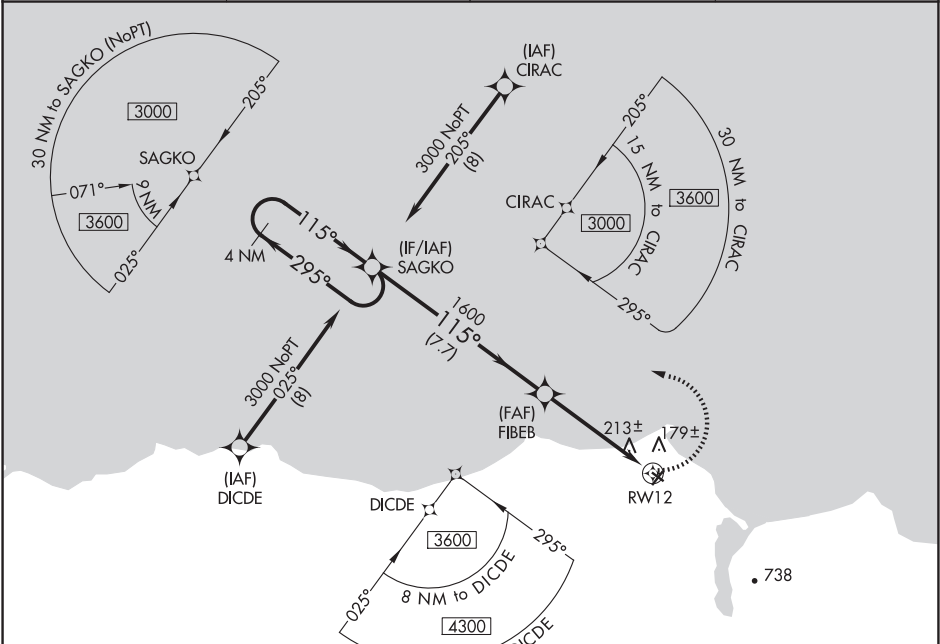
RNAV (GPS) RWY 12

DEERING (DEE)(PADE)

T DME/DME RNP-0.3 NA.
A Rwy 12 helicopter visibility reduction below 1 SM NA.
SE -39°C Straight-in Rwy 12 NA at night, Circling Rwy 12, 30 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct SAGKO and hold.

ASOS	ANCHORAGE CENTER	KOTZEBUE RADIO	CTAF
135.5	119.2 263.0	122.25	122.9 L



30 NM to DIS

1693

1057

4 NM
Holding Pattern

SAGKO

Visual Segment - Obstacles.

3000

SAGKO

3000

← 295°

115° →

115°


FIBEB

1600

RW12

7.7 NM

4.8 NM

CATEGORY	A	B	C	D
LNAV MDA	520-1	490 (500-1)	520-1 $\frac{3}{8}$ 490 (500-1 $\frac{3}{8}$)	NA
 CIRCLING	680-1 650 (700-1)	840-1 810 (900-1)	840-2 $\frac{1}{2}$ 810 (900-2 $\frac{1}{2}$)	NA

REIL Rwy 3 L	MIRL Rwy 3-21 and 12-30 L
---------------------	----------------------------------

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

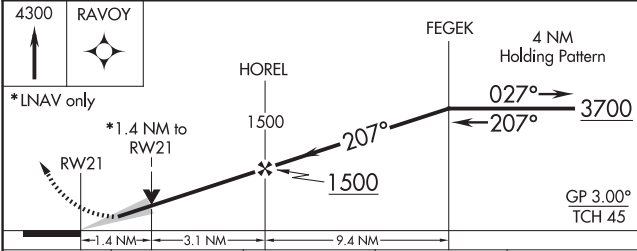
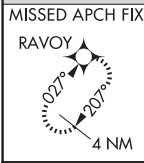
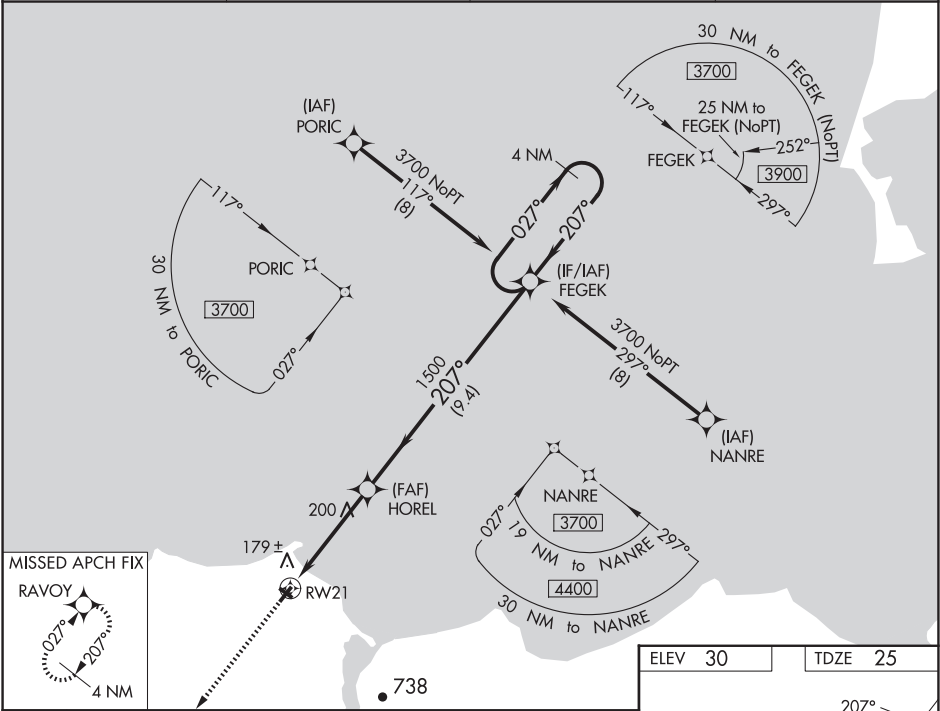
WAAS CH 56241 W21A	APP CRS 207°	Rwy Idg 3320 TDZE 25 Apt Elev 30
--	------------------------	---

RNAV (GPS) RWY 21

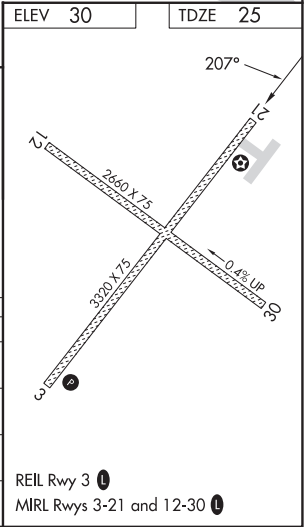
DEERING (DEE)(PADE)

<div><div><div>⚠</div><div>⚠</div><div>⚠</div></div><div><div>-39°C</div></div></div> <div>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). DME/DME RNP-0.3 NA.</div>	MISSED APPROACH: Climb to 4300 direct RAVOY and hold, continue climb-in-hold to 4300.
--	---

ASOS 135.5	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.25	CTAF 122.9
----------------------	--	---------------------------------	----------------------



CATEGORY	A	B	C	D
LPV DA	275-1	250 (300-1)		NA
LNAV/VNAV DA	332-1	307 (400-1)		NA
LNAV MDA	500-1	475 (500-1)	500-1 ³ / ₈ 475 (500-1 ³ / ₈)	NA
CIRCLING	680-1 650 (700-1)	840-1 810 (900-1)	840-2 ¹ / ₄ 810 (900-2 ¹ / ₄)	NA



RNAV (GPS) RWY 30
DEERING (DEE)(PADE)

MISSED APPROACH: Climb to 3000 direct SAGKO and hold.

CTAF
122.9 L

REIL Rwy 3 **L**
MIRL Rwys 3-21 and 12-30 **L**



DEERING (DEE)(PADE)
RNAV (GPS) RWY 30

APP CRS
015°

Rwy Idg
TDZE
82

Apt Elev
82

RNAV (RNP) Y RWY 1

DILLINGHAM (DLG)(PADL)

RNP AR APCH - GPS.

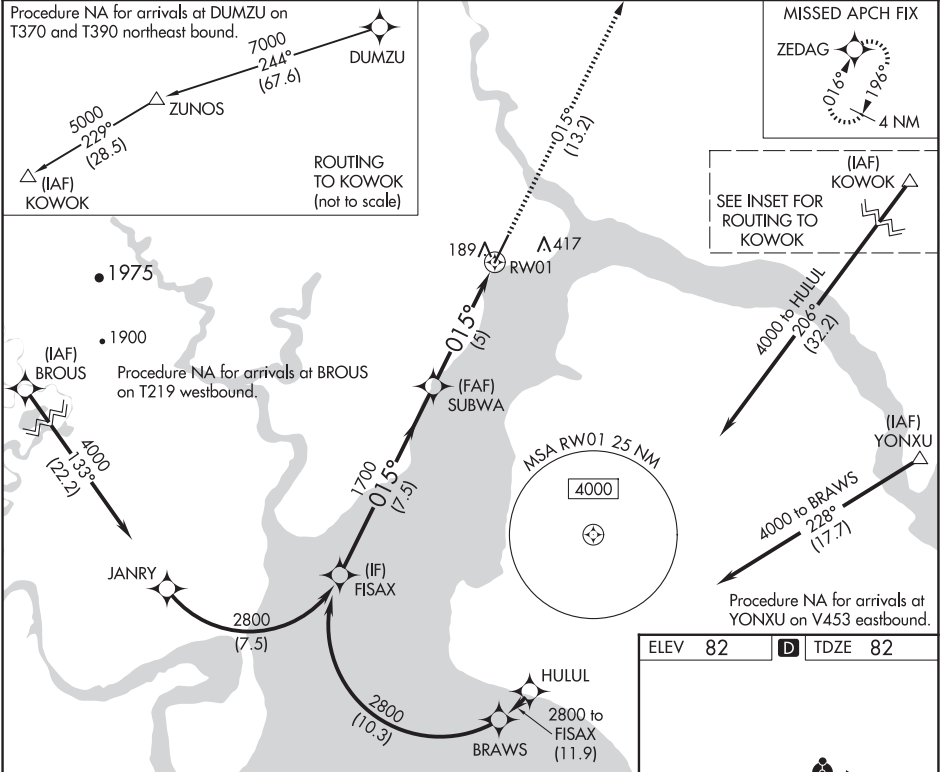
For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 6000 on track 015° to ZEDAG and hold, continue climb-in-hold to 6000.

AFIS
125.0

ANCHORAGE CENTER
132.75 282.35

DILLINGHAM RADIO
123.6 (CTAF) 0



FISAX

2800

015°

1700

SUBWA

1700

6000 ZEDAG

tr 015°

RW01

GP 3.00° TCH 45

7.5 NM

5 NM

CATEGORY	A	B	C	D
RNP 0.15 DA		367-1	285 (300-1)	
RNP 0.30 DA		437-1	355 (400-1)	

AUTHORIZATION REQUIRED

REIL Rwy 19

HRL Rwy 1-19 0

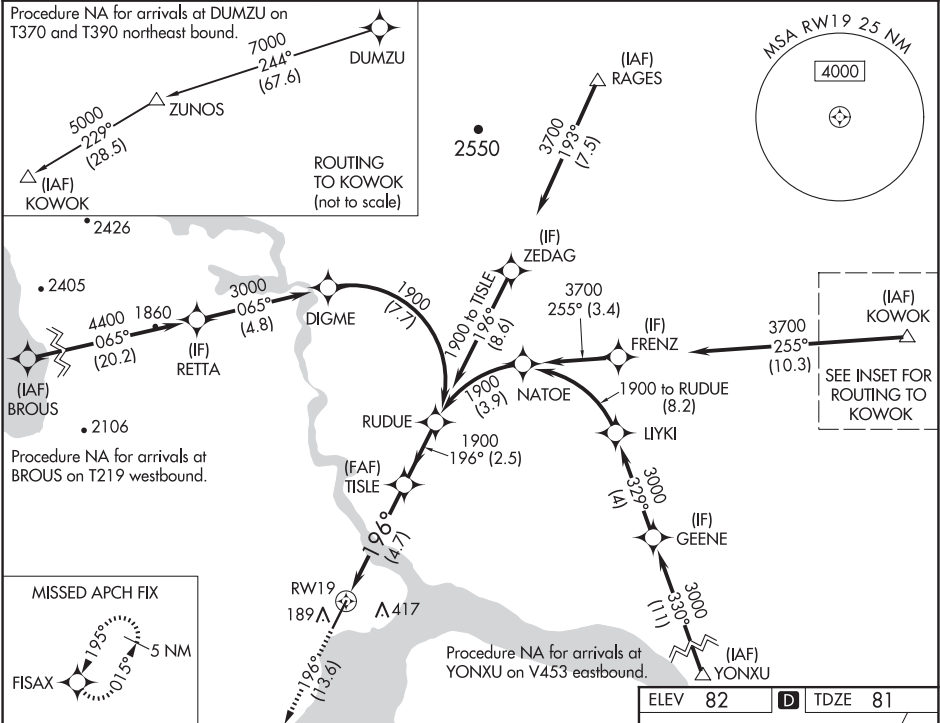
APP CRS	Rwy Idg	6400
196°	TDZE	81
	Apt Elev	82

RNAV (RNP) Y RWY 19

DILLINGHAM (DLG)(PADL)

RNP AR APCH - GPS.	ODALS	MISSED APPROACH: Climb to 5000 on track 196° to FISAX and hold, continue climb-in-hold to 5000.
▼ For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C. Inop table does not apply to RNP 0.10 and RNP 0.30. For inop ALS, increase RNP 0.20 Cat A and B visibility to 1½ SM.		

AFIS 125.0	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 123.6 (CTAF) 0
---------------	-----------------------------------	------------------------------------



5000	FISAX	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 57).	ELEV 82	TDZE 81
↑ tr 196°				
See planview for multiple IF locations.				
RW19	TISLE 1900	RUDUE 1900		
	1900	1900		
	196°	1900		
	4.7 NM	2.5 NM		
CATEGORY	A	B	C	D
RNP 0.10 DA	429-1	348 (400-1)		NA
RNP 0.20 DA	468-1	387 (400-1)		NA
RNP 0.30 DA	596-1½	515 (600-1½)		NA
AUTHORIZATION REQUIRED				
REIL Rwy 19 HIRL Rwy 1-19 0				

WAAS CH 82025 W01A	APP CRS 015°	Rwy Idg TDZE Apt Elev	6400 82 82
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) Z RWY 1

DILLINGHAM (DLG)(PADL)

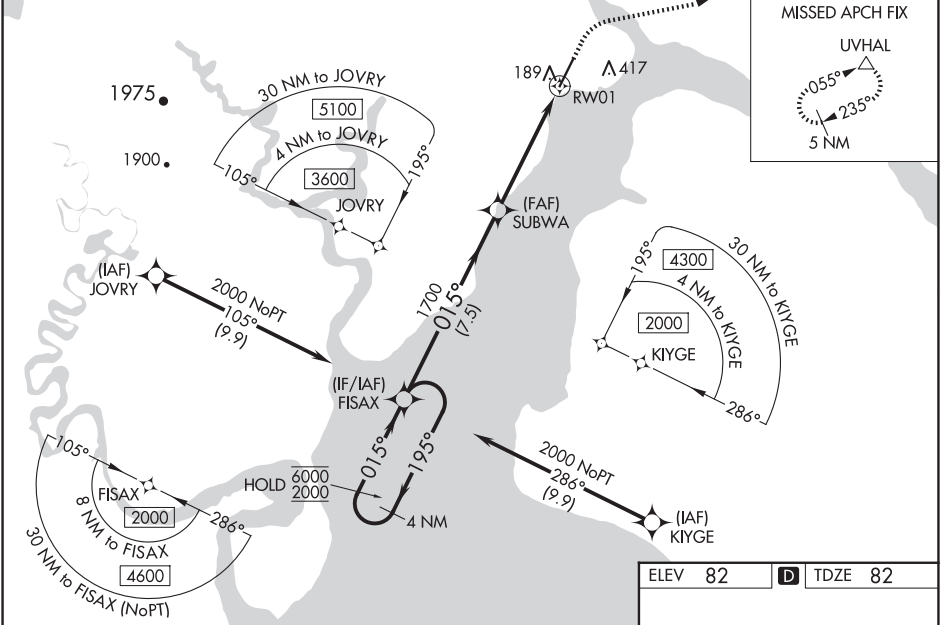
RNP APCH - GPS.

▼

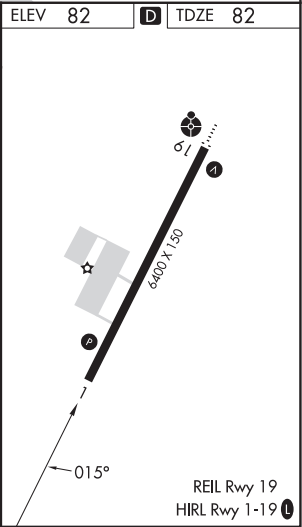
Circling NA east of Rwy 1-19. For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM. NA. Baro-VNAV and VDP NA when using Manokotak altimeter setting. When local altimeter setting not received, use Manokotak altimeter setting and increase LPV DA to 367 feet; increase LNAV/VNAV DA to 486 feet and all visibilities ½ SM. Increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct UVHAL and hold.

AFIS 125.0	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 123.6 (CTAF) 0
----------------------	--	---



4 NM Holding Pattern		FISAX	600	2000	UVHAL
6000		195°	015°	015°	△
2000					
GP 3.00°					
TCH 45					
		7.5 NM	3.5 NM	1.4 NM	
CATEGORY		A	B	C	D
LPV DA		332-1		250 (300-1)	
LNAV/VNAV DA		451-1		369 (400-1)	
LNAV MDA		580-1 498 (500-1)		580-1¾ 498 (500-1¾)	
CIRCLING		580-1 498 (500-1)		700-1¾ 618 (700-1¾) 700-2 618 (700-2)	



DILLINGHAM, ALASKA

AL-5166 (FAA)

24249

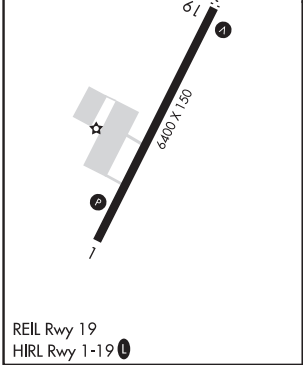
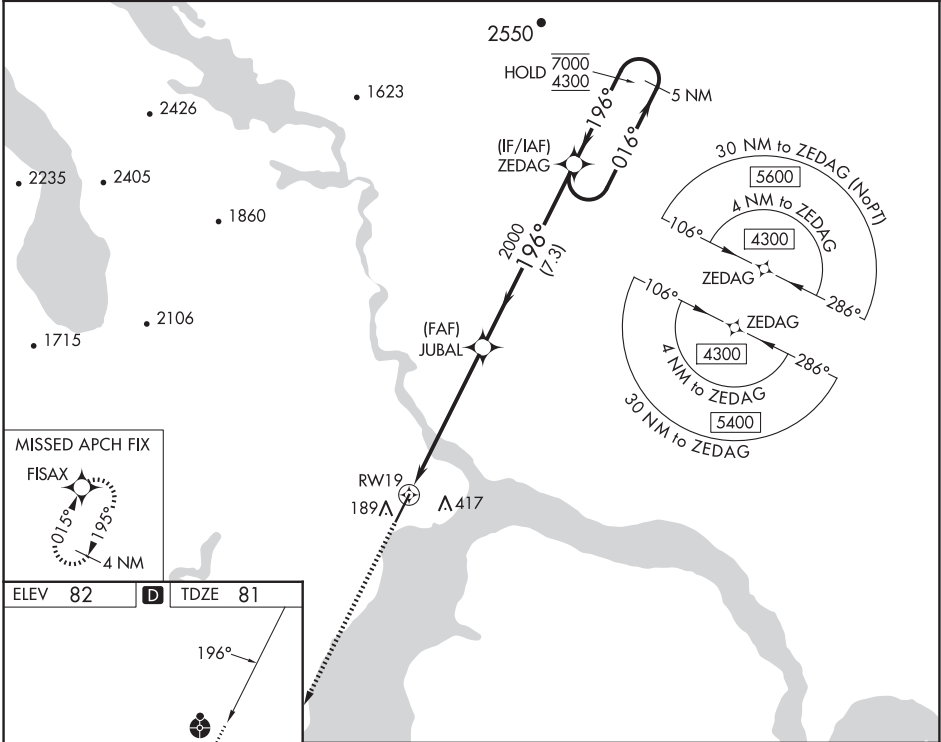
APP CRS	Rwy Idg	6400
196°	TDZE	81
	Apt Elev	82

RNAV (GPS) Z RWY 19

DILLINGHAM (DLG)(PADL)

RNP APCH - GPS.	ODALS	MISSED APPROACH: Climb to 2600 direct FISAX and hold.
<div><div></div><div><p>Circling NA east of Rwy 1-19. When local altimeter setting not received, use Manokatak altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM. Inop table does not apply to LNAV Cats A/B. Inop table does not apply when using Manokatak altimeter setting. Rwy 19 helicopter visibility reduction below ¾ SM NA. VDP NA when using Manokatak altimeter setting.</p></div></div>	<div><div></div><div></div></div>	

AFIS 125.0	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 123.6 (CTAF) 0
---------------	-----------------------------------	------------------------------------



2600		FISAX					
		JUBAL		ZEDAG		5 NM Holding Pattern	
		1.4 NM to RWY19		196°		016° → 7000 ← 196° 4300	
		1.4 NM		4.5 NM		7.3 NM	
CATEGORY		A		B		C	
LNAV MDA		560-1 479 (500-1)		560-1¼ 479 (500-1¼)			
CIRCLING		560-1 478 (500-1)		700-1¾ 618 (700-1¾)		700-2 618 (700-2)	

DILLINGHAM, ALASKA

Amtd 4 05SEP24

59°03'N-158°30'W

DILLINGHAM (DLG)(PADL)

RNAV (GPS) Z RWY 19

VOR/DME DLG <u>116.4</u> Chan 111	APP CRS 010°	Rwy Idg 6400 TDZE 82 Apt Elev 82
---	------------------------	---

VOR RWY 1
DILLINGHAM (DLG)(PADL)

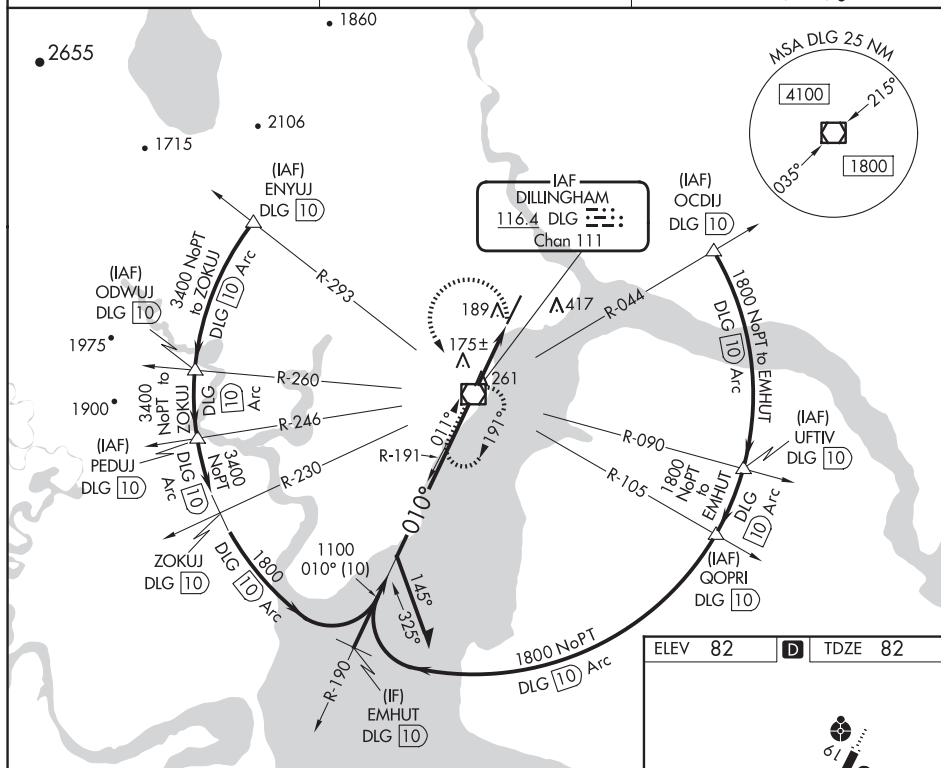
T Circling NA east of Rwy 1-19. Rwy 1 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Manokotak altimeter setting. When local altimeter setting not received, use Manokotak altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2000 direct
DLG VOR/DME and hold, continue climb-in-hold to 2000.

125.0

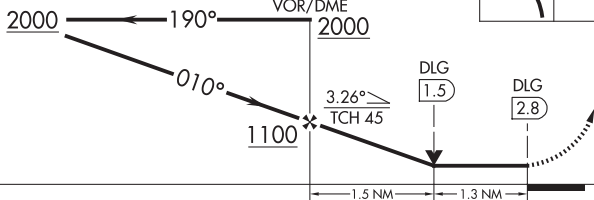
132.75 282.35


123.6 (CTAF) L

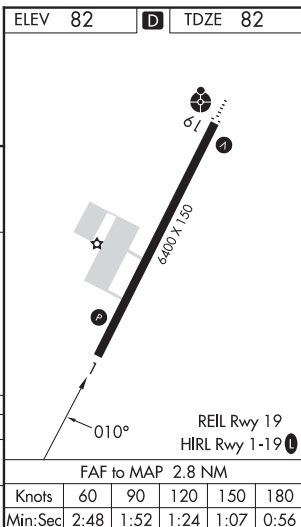


Remain	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).
--------	--

2000	DIG
------	-----



CATEGORY	A	B	C	D
S-1	540-1 458 (500-1)		540-1 $\frac{3}{8}$ 458 (500-1 $\frac{3}{8}$)	
 CIRCLING	540-1 458 (500-1)		700-1 $\frac{3}{4}$ 618 (700-1 $\frac{3}{4}$)	700-2 618 (700-2)



DILLINGHAM, ALASKA
Amdt 10 05SEP24

DILLINGHAM (DLG)(PADL)
VOR RWY 1

59°03'N-158°30'W

APP CRS
088°

Rwy Ldg
TDZE
Apt Elev
N/A
N/A
907

RNAV (GPS)-A
EAGLE (EAA) (PAEG)

RNP APCH.

⚠

⚠

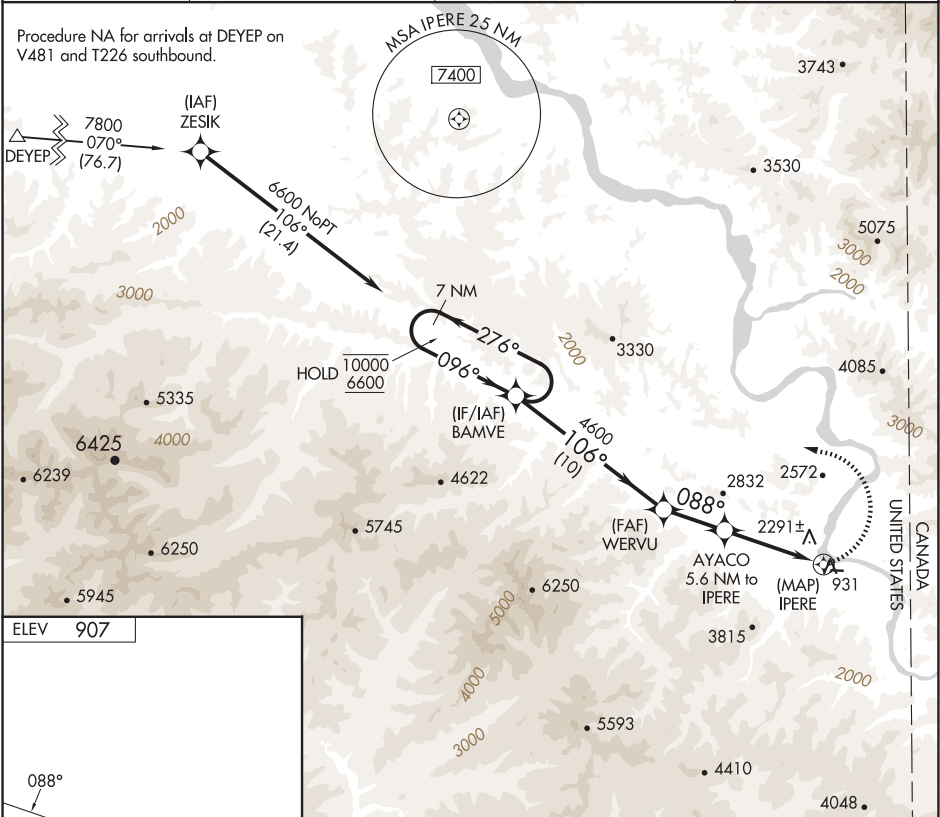
❄

-12°C

Circling NA north of Rwy 7-25. Procedure NA at night.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: (Do not exceed 210K until BAMVE) Climbing left turn to 6600 direct BAMVE and hold, continue climb-in-hold to 6600.

ASOS 135.55	ANCHORAGE CENTER 135.3 322.5	NORTHWAY RADIO 122.3	UNICOM 122.8 (CTAF) 📶
-----------------------	--	--------------------------------	--



ELEV **907**

088°

3600 X 75

25

7 NM Holding Pattern

BAMVE

WERVU

AYACO 5.6 NM to IPERE

IPERE

6600 BAMVE

CATEGORY	A	B	C	D
CIRCLING	2720-1¼ 1813 (1900-1¼)	2720-1½ 1813 (1900-1½)	3020-3 2113 (2200-3)	NA

SHEMYA, ALASKA

ILS or LOC/DME RWY 28

LOC I-SYA 110.1	APCH CRS 287°	Rwy Idg 10,004 TDZE 93 Arpt Elev 98
---------------------------	-------------------------	--

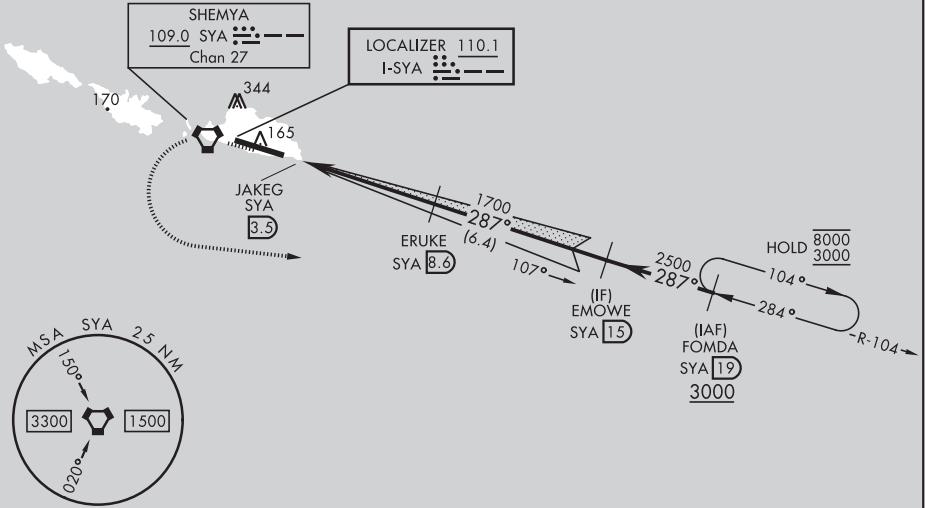
[USAF]

EARECKSON AS (SYA) (PASY)

* Circling not authorized N of Rwy 10-28.	SALS 	MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct FOMDA and hold.
---	----------	---

ANCHORAGE CENTER 119.1 339.8	CTAF 127.2 352.05
--	-----------------------------

CAUTION: Numerous obstructions in area N of Rwy 10-28.
Missed approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 5400

<div>600</div> <div></div>	<div>3000</div> <div></div>	<div>FOMDA SYA</div> <div>19</div>	<div>VGSI and ILS glidepath not coincident</div> <div>(VGSI Angle 2.50/TCH 46).</div>					<div>ELEV</div> <div>98</div>	<div>TDZE</div> <div>93</div>
<div></div>									
CATEGORY	A	B	C	D	E				
S-ILS 28	293-1		200	(200-1)					
S-LOC 28	460-1		367	(400-1)					
<div> CIRCLING*</div>	<div>460-1</div> <div>362 (400-1)</div>	<div>560-1</div> <div>462 (500-1)</div>	<div>560-1 ½</div> <div>465 (500-1 ½)</div>	<div>660-2</div> <div>562 (600-2)</div>	<div>680-2</div> <div>582 (600-2)</div>				
						<div>HIRL Rwy 10-28 </div> <div>REIL Rwy 10 and 28</div>			

SHEMYA, ALASKA

52°43'N-174°07'E

EARECKSON AS (SYA) (PASY)

Amtd 7 05SEP24

ILS or LOC/DME RWY 28

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 10

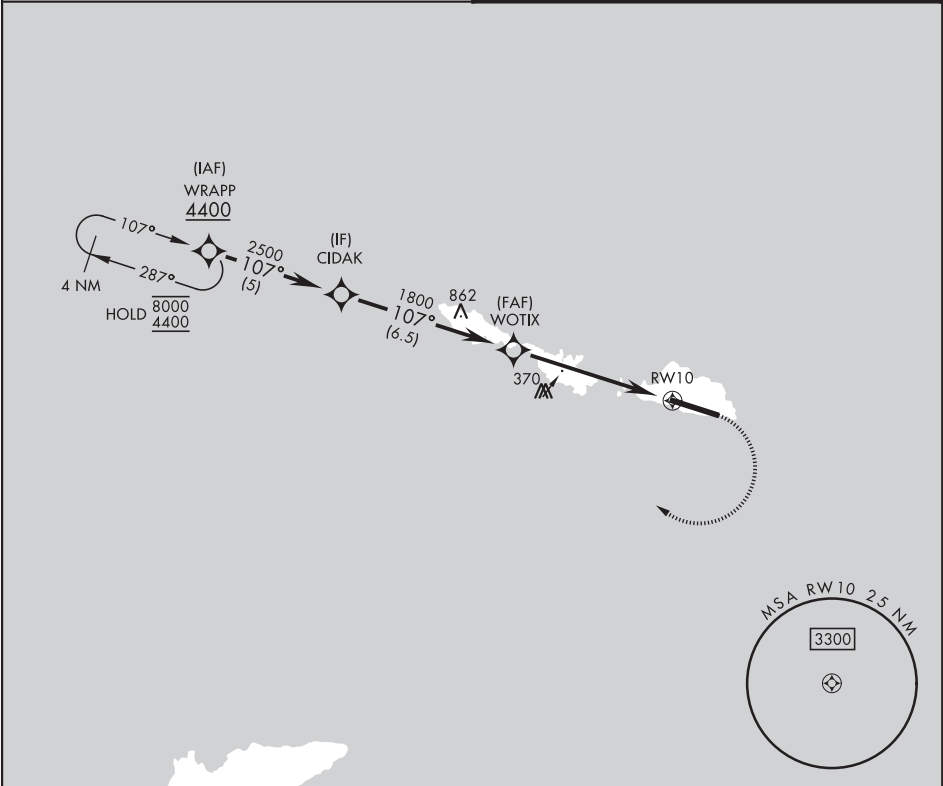
APCH CRS	Rwy Idg
107°	10,004
TDZE	98
Arpt Elev	98

[USAF]

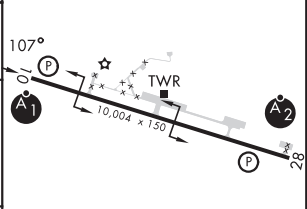
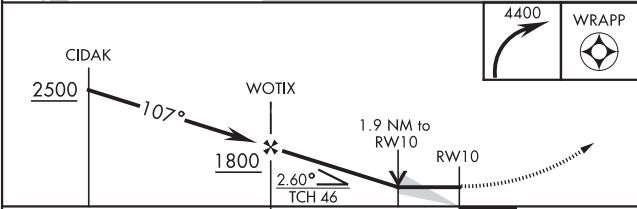
EARECKSON AS (SYA) (PASY)

RNP APCH - GPS	ALSF-1	MISSED APPROACH: Climbing right turn to 4400 direct WRAPP and hold, continue climb-in-hold to 4400.
*When ALS inop, increase CAT CDE vis to 1½ miles. **Circling not authorized N of Rwy 10-28.		

ANCHORAGE CENTER 119.1 339.8	CTAF 127.2 352.05
---------------------------------	----------------------



ELEV 98	TDZE 98
---------	---------



CATEGORY	A	B	C	D	E
LNAV MDA*	640-1 542 (600-1)	640-1½ 542 (600-1½)	640-2 542 (600-2)	640-2 542 (600-2)	640-2 542 (600-2)
CIRCLING**	640-1 542 (600-1)	640-1½ 542 (600-1½)	640-2 542 (600-2)	640-2 542 (600-2)	640-2 542 (600-2)

RNAV (GPS) RWY 10

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

SHEMYA, ALASKA

RNAV (GPS) RWY 28

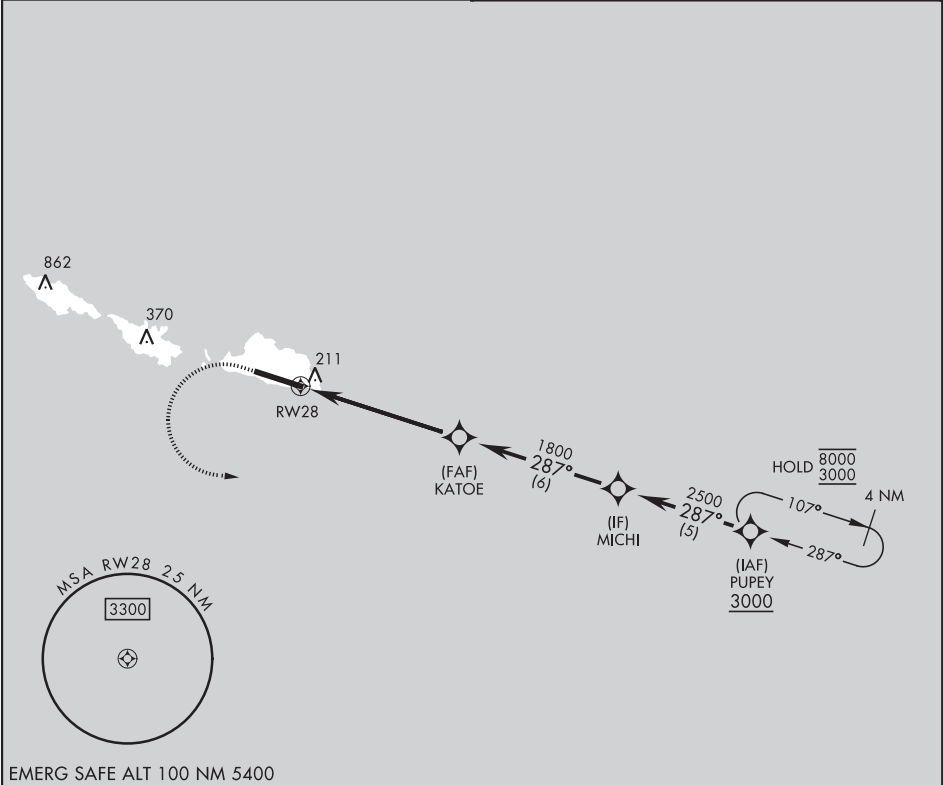
APCH CRS	Rwy Idg
287°	10,004
TDZE	93
Arpt Elev	98

[USAF]

EARECKSON AS (SYA) (PASY)

RNP APCH - GPS	SALS	MISSED APPROACH: Climb to 600, then climbing left turn to 3000, direct PUPEY and hold.
* When ALS inop, increase CAT CDE vis to 1½ miles. ** Circling not authorized N of Rwy 10-28.		

ANCHORAGE CENTER 119.1 339.8	CTAF 127.2 352.05
---------------------------------	-----------------------



<div><div>600 ↑</div><div>3000 </div><div>PUPEY </div></div> <div></div> <div><div>ELEV 98</div><div>TDZE 93</div></div>					
CATEGORY	A	B	C	D	E
LNAV MDA*	480-1		387	(400-1)	
CIRCLING**	480-1 382 (400-1)	560-1 462 (500-1)	560-1½ 462 (500-1½)	660-2 562 (600-2)	680-2 582 (600-2)
<div>HIRL Rwy 10-28 </div> <div>REIL Rwy 10 and 28</div>					

SHEMYA, ALASKA

52°43'N-174°07'E

EARECKSON AS (SYA) (PASY)

Amtd 1 05SEP24

RNAV (GPS) RWY 28

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

VOR/DME or TACAN RWY 10

VORTAC SYA 109.0 Chan 27	APCH CRS 092°	Rwy ldg 10,004 TDZE 98 Arpt Elev 98
--------------------------------	------------------	---

[USAF]

EARECKSON AS (SYA) (PASY)

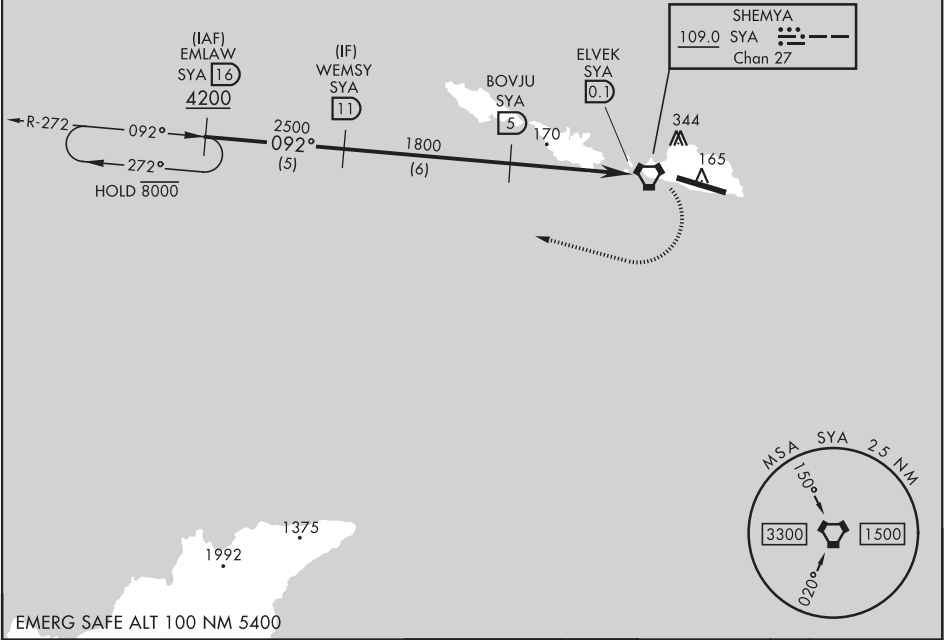
* When ALS inop, increase CAT AB vis to 1½ miles;
CAT CDE vis to 1½ miles.
** Circling not authorized N of Rwy 10-28.



MISSED APPROACH: Climb to 1200, then climbing right turn to 4200, intercept SYA R-272 direct EMLAW and hold.

ANCHORAGE CENTER 119.1 339.8	CTAF 127.2 352.05
---------------------------------	----------------------

CAUTION: Numerous obstructions in area N of Rwy 10-28.
Missed approach requires use of RNAV or ATC RADAR monitoring.



<div><div>WEMS SYA 11</div><div>2500</div><div>092°</div><div>1800</div><div>2.56°</div><div>TCH 46</div><div>4.9 NM</div><div>1.2 NM</div><div>SYA VORTAC</div><div>ELVEK SYA 0.1</div><div>SYA</div><div>BOVJU SYA 5</div></div>					<div><div>1200</div><div>4200</div><div>EMLAW R-272 16</div></div>	ELEV 98	TDZE 98
CATEGORY	A	B	C	D	E	<div><div>10</div><div>P</div><div>092°</div><div>10,004 x 150</div><div>TWR</div><div>A1</div><div>A2</div><div>28</div><div>P</div></div>	
S-10 *	640-1	542 (600-1)	640-1½	542 (600-1½)			
CIRCLING **	640-1½	542 (600-1½)	640-1½ 542 (600-1½)	660-2 562 (600-2)	680-2 582 (600-2)	HIRL Rwy 10-28 REIL Rwy 10 and 28	

VOR/DME or TACAN RWY 10

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

SHEMYA, ALASKA

VOR/DME or TACAN RWY 28

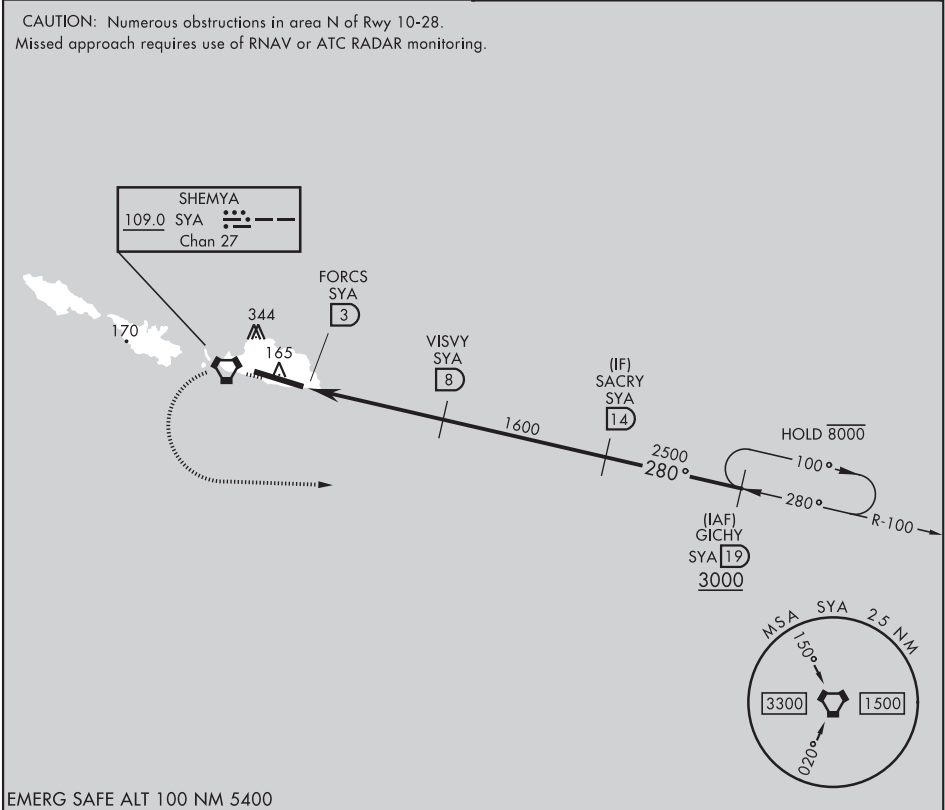
VORTAC SYA 109.0 Chan 27	APCH CRS 280°	Rwy ldg 10,004 TDZE 93 Arprt Elev 98
--------------------------------	------------------	--

[USAF]

EARECKSON AS (SYA) (PASY)

* When ALS inop, increase CAT CDE vis to 1½ miles. ** Circling not authorized N of Rwy 10-28.	SALS A2	MISSED APPROACH: Climbing left turn to 3000 direct GICHY and hold.
--	------------	---

ANCHORAGE CENTER 119.1 339.8	CTAF 127.2 352.05
---------------------------------	----------------------



EMERG SAFE ALT 100 NM 5400

<div><div>3000</div><div></div></div>	<div>GICHY R-100 <div>19</div></div>	<div>ELEV 98</div>	<div>TDZE 93</div>		
<div><div><div><div>FORCS SYA 3</div><div>SYA 4.6</div></div><div><div>VISVY SYA 8</div><div>SACRY SYA 14</div></div></div><div><div>280°</div><div>2500</div><div>1600</div><div>2.63°</div><div>TCH 48</div></div><div><div>0.3</div><div>5 NM</div></div></div>					
CATEGORY	A	B	C	D	E
S-28 *	620-1	527 (600-1)	620-1¼	527 (600-1¼)	
CIRCLING **	620-1	522 (600-1)	620-1½ 522 (600-1½)	660-2 562 (600-2)	680-2 582 (600-2)
<div><div>HIRL Rwy 10-28</div><div>REIL Rwy 10 and 28</div></div>					

SHEMYA, ALASKA

52°43'N-174°07'E

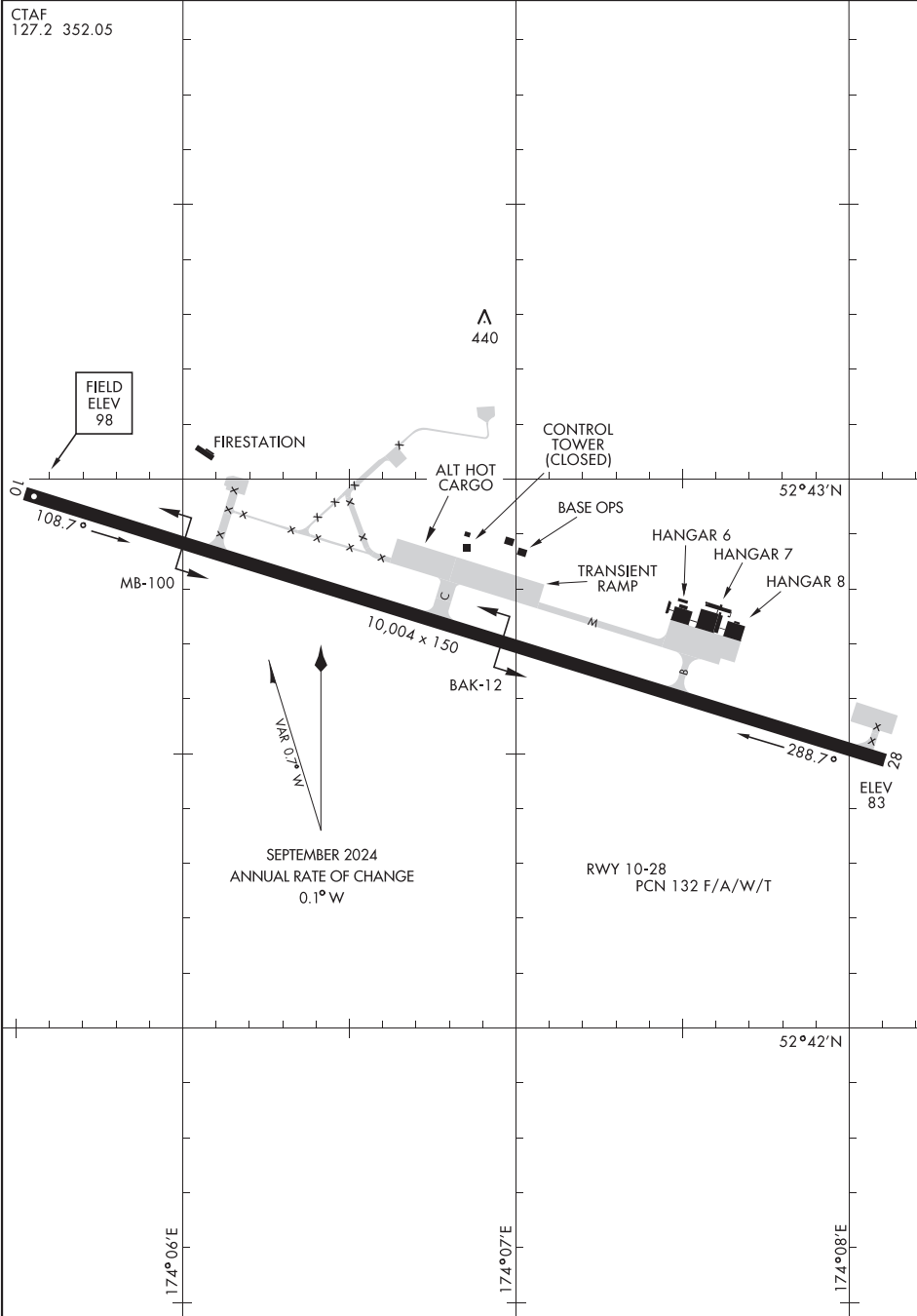
EARECKSON AS (SYA) (PASY)

Amtd 7 05SEP24

VOR/DME or TACAN RWY 28

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

EEK, ALASKA

AL-10065 (FAA)

19283

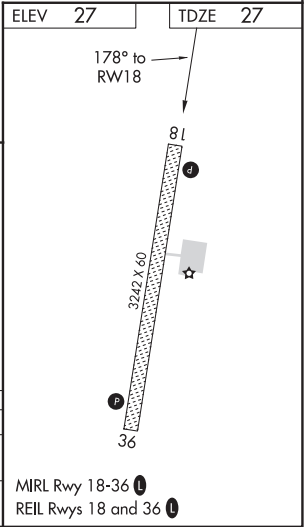
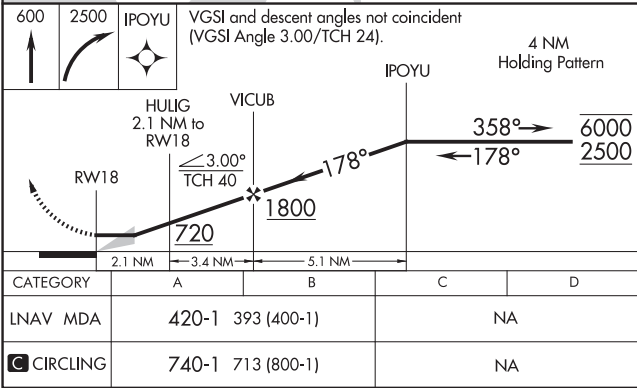
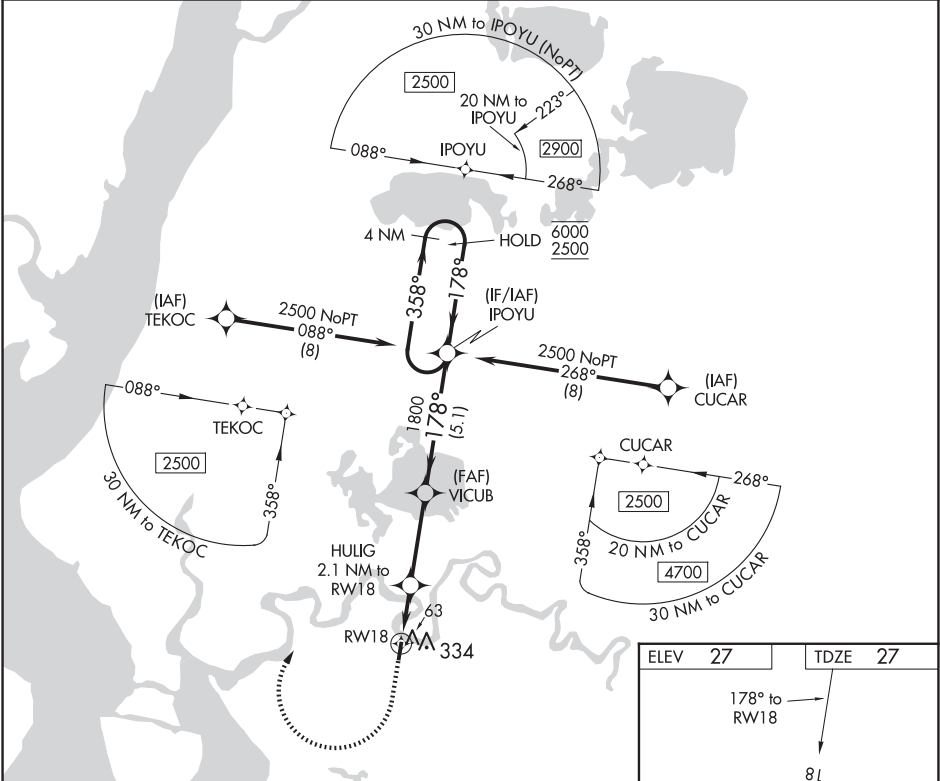
APP CRS	Rwy Idg	3242
178°	TDZE	27
	Apt Elev	27

RNAV (GPS) RWY 18

EEK (EEK) (PAEE)

RNP APCH.	MISSED APPROACH: Climb to 600 then climbing right turn to 2500 direct IPOYU and hold.
NA	Use Bethel altimeter setting, when not received procedure NA.

ANCHORAGE CENTER 125.2 372.0	CTAF 122.8
---------------------------------	---------------



EEK, ALASKA
Amdt 1 10OCT19

60°13'N-162°03'W

EEK (EEK) (PAEE)

RNAV (GPS) RWY 18

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

EGEGIK, ALASKA

AL-9471 (FAA)

19339

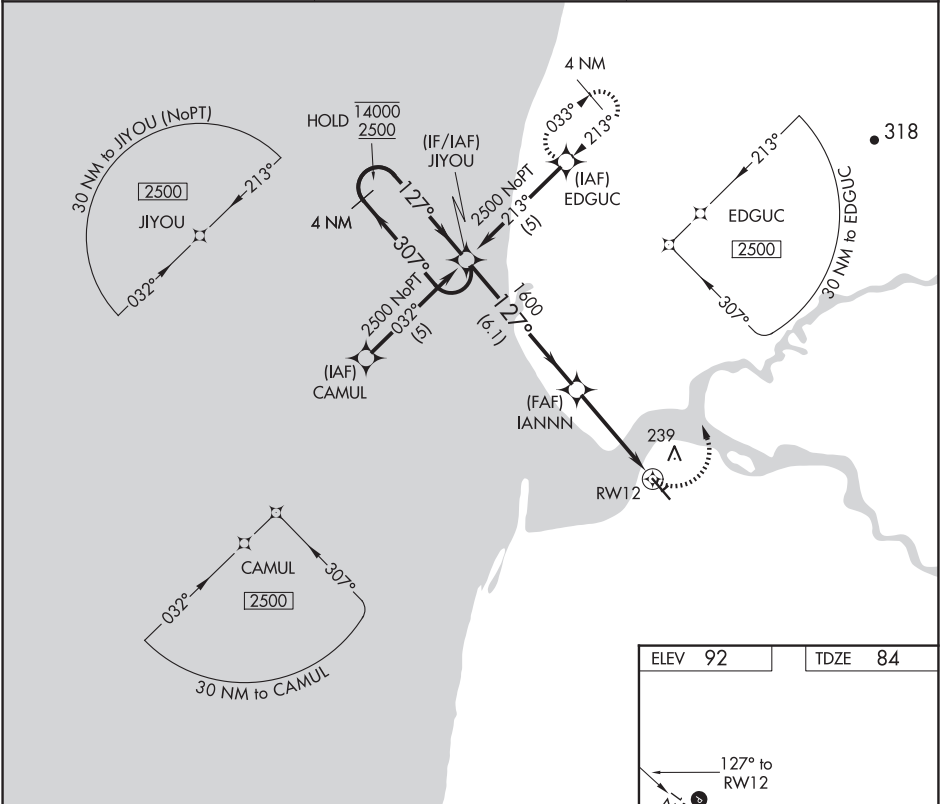
APP CRS	Rwy Idg	5600
127°	TDZE	84
	Apt Elev	92

RNAV (GPS) RWY 12

EGEGIK (EII) (PAII)

RNP APCH.	MISSED APPROACH: Climbing left turn to 2500 direct EDGUC and hold.
▼ Rwy 12 helicopter visibility reduction below 1 SM NA.	

AWOS-3P 135.65	ANCHORAGE CENTER 124.8 354.0	CTAF 122.8 0
-------------------	---------------------------------	-----------------



4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

2500 EDGUC

JIYOU

IANN

RW12

14000 2500

307° 127°

1600

3.34° TCH 35

6.1 NM 4.2 NM

CATEGORY	A	B	C	D
LNVA MDA	600-1	516 (600-1)	600-1¾ 516 (600-1¾)	NA
CIRCLING	800-1	708 (800-1)	800-2¼ 708 (800-2¼)	NA

ELEV 92 TDZE 84

127° to RW12

500 X 100

1500 X 75

REIL Rwy 12 0

MIRL Rwy 3-21 and 12-30 0

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

APP CRS 307°	Rwy Idg TDZE Apt Elev	5600 92 92
------------------------	-----------------------------	---------------------------------------

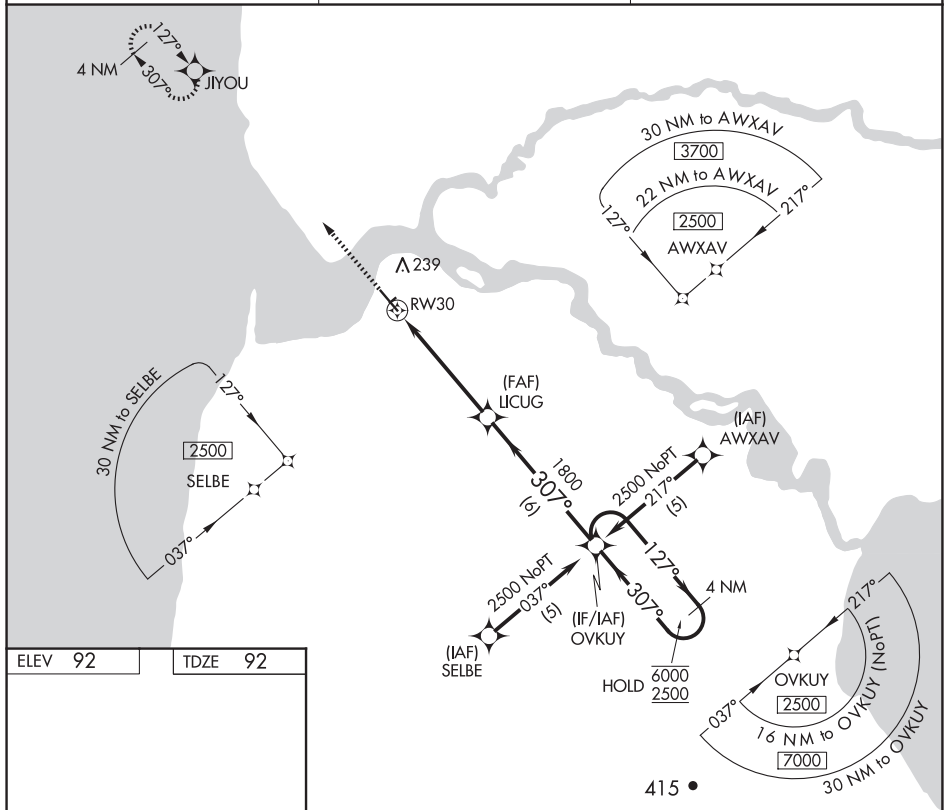
RNAV (GPS) RWY 30
EGEGIK (EII) (PAII)

RNP APCH.

T Rwy 30 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct JIYOU and hold.

AWOS-3P 135.65	ANCHORAGE CENTER 124.8 354.0	CTAF 122.8 0
--------------------------	--	------------------------



REIL Rwy 12

MIRL Rwy 3-21 and 12-30

500 X 100

500 X 75

307° to RW30

[illegible]

FAIRBANKS, ALASKA

ILS or LOC/DME RWY 14

LOC I-EIL 110.5	APCH CRS 140°	Rwy Idg 14,529 TDZE 537 Arpt Elev 548
---------------------------	-------------------------	--

[USAF]

EIELSON AFB (PAEI)

RADAR or DME required.

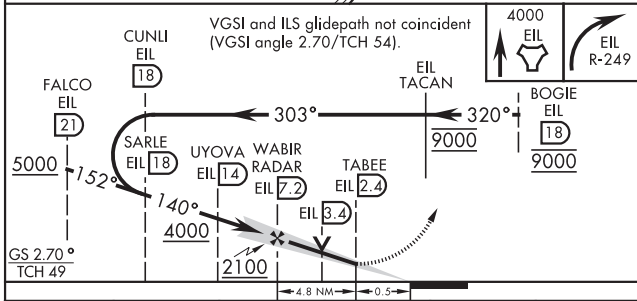
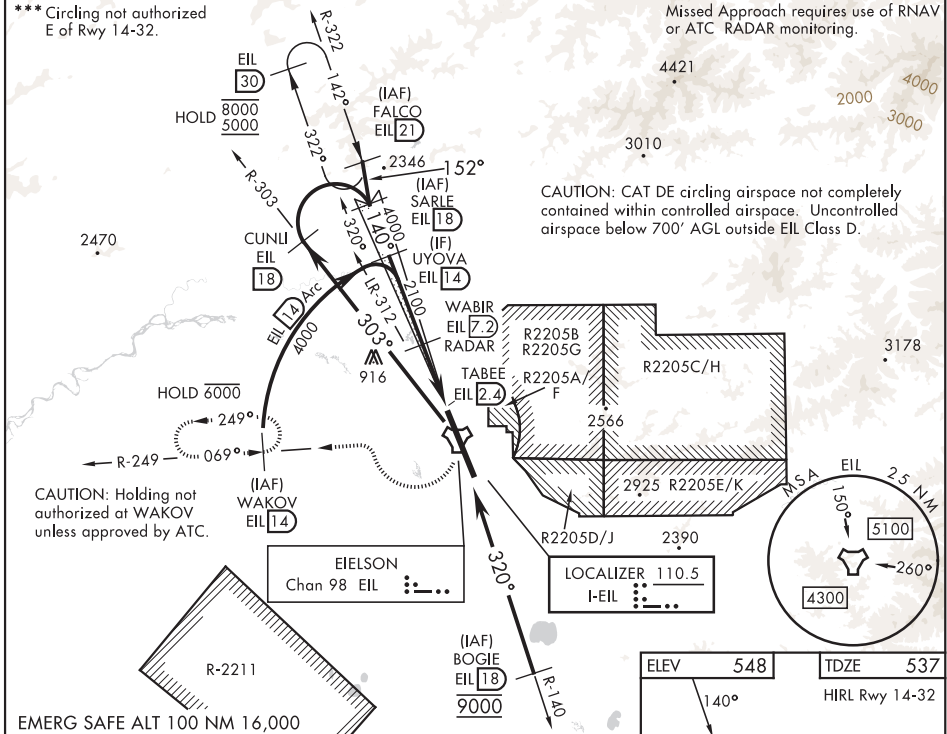


MISSED APPROACH: Climb to 4000 direct EIL TACAN, continue climbing right turn to intercept EIL R-249 to WAKOV and hold. Continue climb-in-hold to 4000.

ATIS★ 119.9 273.5	ASOS 118.525	FAIRBANKS APP CON 127.1 251.1 360°-179° 125.35 363.2 180°-359°	TOWER★ 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 343.7
-----------------------------	------------------------	--	-------------------------------	-------------------------------	--------------------------

*** Circling not authorized
E of Rwy 14-32.

Missed Approach requires use of RNAV
or ATC RADAR monitoring.



ILS Y or LOC/DME Y RWY 32

LOC I-EAF <u>109.9</u>	APCH CRS 320°	Rwy Idg 14,529 TDZE 548 Arpt Elev 548
----------------------------------	-------------------------	--

[USAF]

EIELSON AFB (PAEI)

ATC or RADAR required HRDNG to BOGIE

ALSF-1

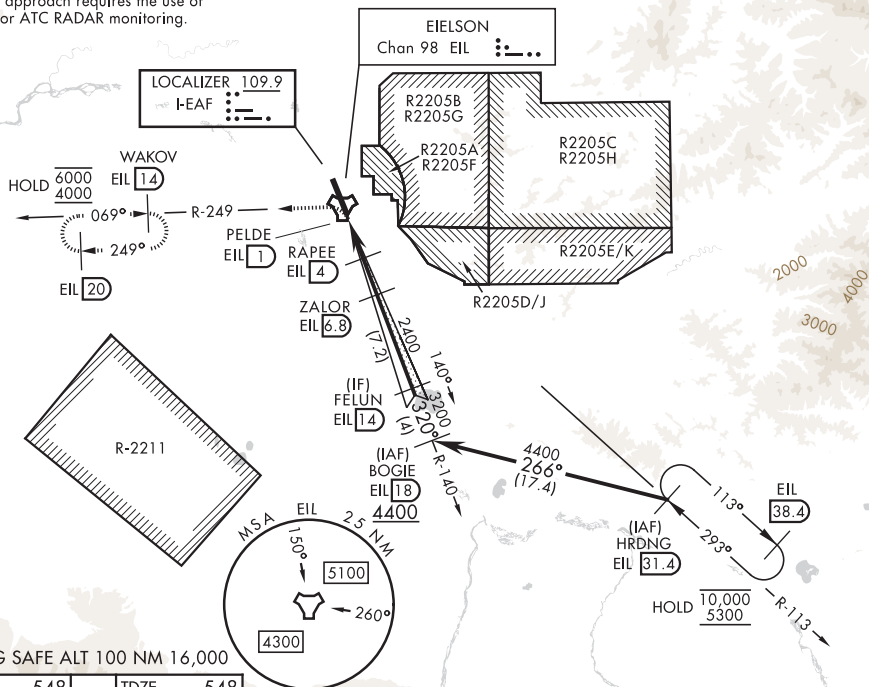


MISSED APPROACH: Climbing left turn on EIL R-249 to 4000 to WAKOV and hold. Continue climb-in-hold.

ATIS ★ 119.9 273.5	FAIRBANKS APP CON 127.1 251.1 360° - 179° 125.35 363.2 180° - 359°	TOWER ★ 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 343.7
-----------------------	--	-------------------------	------------------------	-------------------

*** Circling not authorized E of Rwy 14-32.

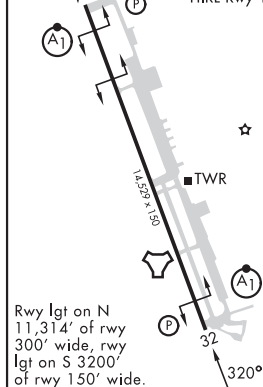
Missed approach requires the use of RNAV or ATC RADAR monitoring.



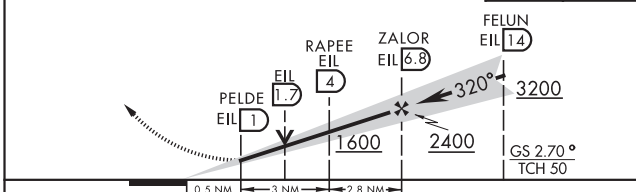
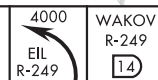
EMERG SAFE ALT 100 NM 16.000

ELEV	548		TDZE	548
------	-----	--	------	-----

HIRL Rwy 14-32



VGSI and ILS glidepath not coincident (VGSI angle 2.70/TCH 44).



CATEGORY	A	B	C	D	E
S-ILS 32*	748/24 200 (200-½)				
S-LOC 32**	960/24 412 (500-½)	960/40 412 (500-¾)			
CIRCLING ***	1000-1 452 (500-1)	1040-1 492 (500-1)	1040-1½ 492 (500-1½)	1280-2¼ 732 (800-2¼)	1280-2½ 732 (800-2½)

FAIRBANKS, ALASKA

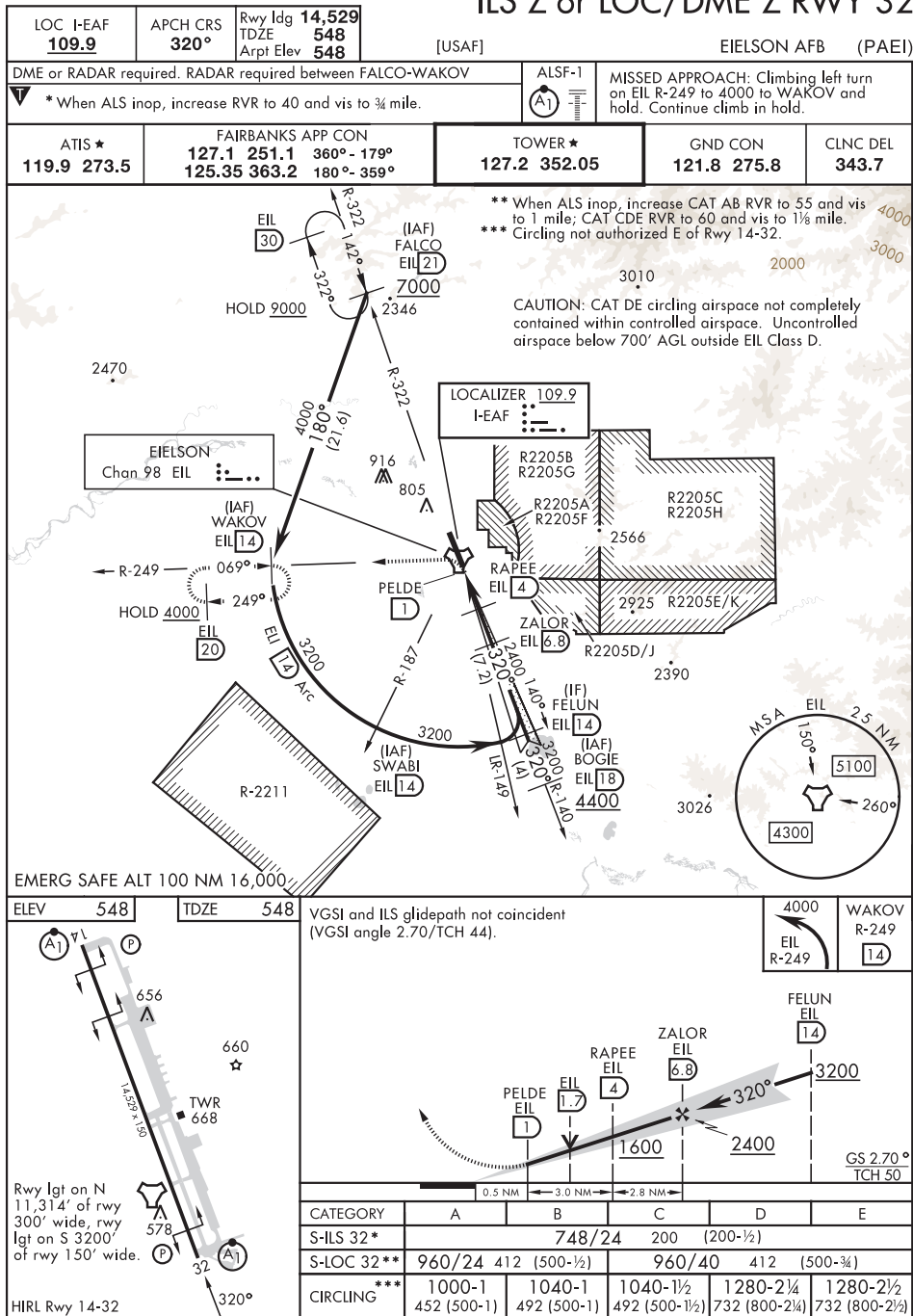
64° 40' N-147° 06' W

EIELSON AFB (PAEI)

ILS Y or LOC/DME Y RWY 32

FAIRBANKS, ALASKA

ILS Z or LOC/DME Z RWY 32



ILS Z or LOC/DME Z RWY 32

FAIRBANKS, ALASKA

RNAV (GPS) RWY 14

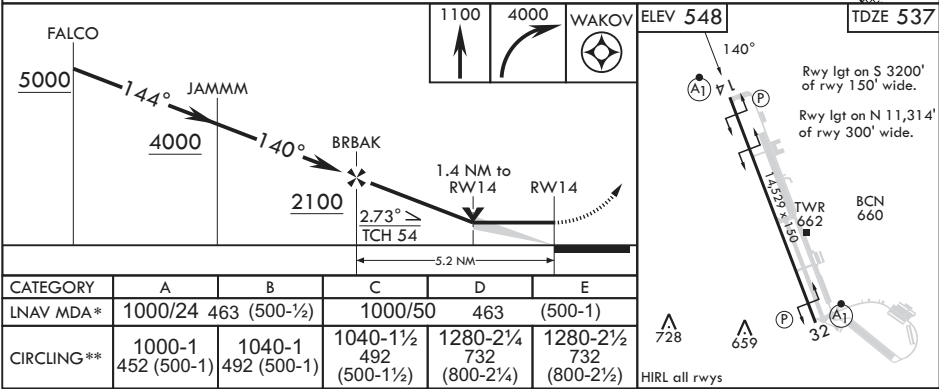
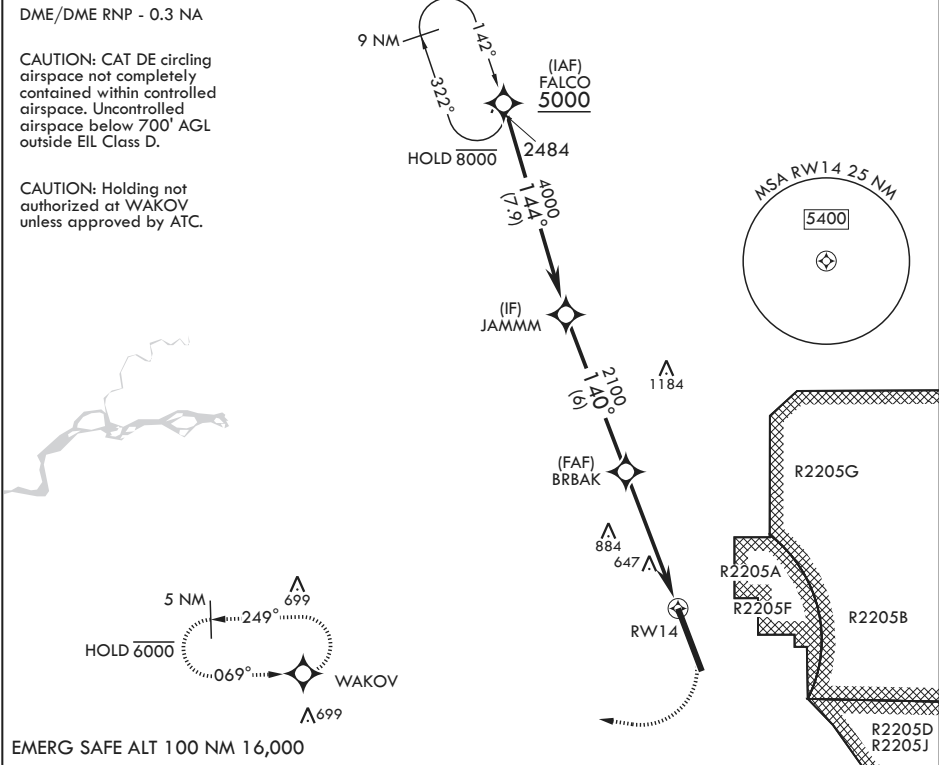
APCH CRS	Rwy Idg	14,529
140°	TDZE	537
	Arpt Elev	548

(USAF)

EIELSON AFB (PAEI)

<p>▼ * When ALS inop, increase RVR to 55 and vis to 1 mile. ** Circling not authorized E Rwy 14-32.</p>	<p>ALSF-1</p> 	<p>MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct WAKOV and hold, continue climb-in-hold to 4000.</p>
---	---	---

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
----------------------	--	------------------------	------------------------	-------------------



FAIRBANKS, ALASKA

64°40'N - 147°06'W

EIELSON AFB (PAEI)

Amdt 6 17JUN21

RNAV (GPS) RWY 14

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

FAIRBANKS, ALASKA

RNAV (GPS) RWY 32

APCH CRS	Rwy Idg	14,529
320°	TDZE	548
	Arprt Elev	548

(USAF)

EIELSON AFB (PAEI)

RADAR required

▼ * 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.

ALSF-1



MISSED APPROACH: Climb to 1100, then climbing right turn to 6000 direct FALCO and hold, continue climb-in-hold to 6000.

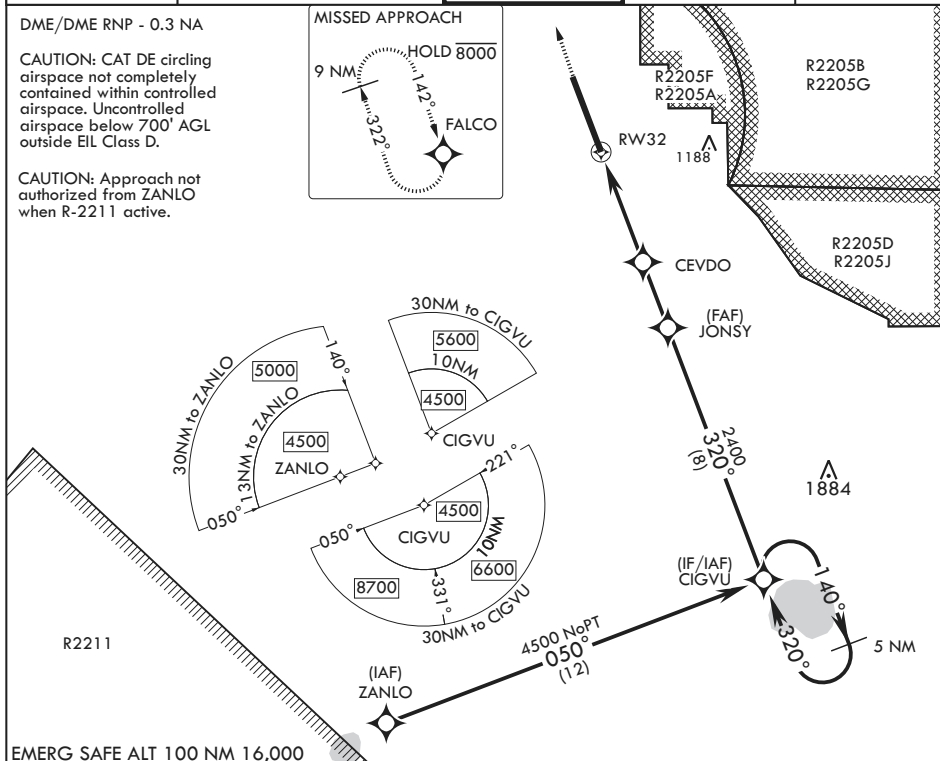
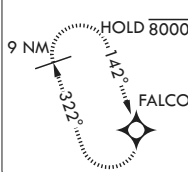
ATIS★ 119.9 273.5	FAIRBANKS APP CON 125.35 363.2 180°-359° 127.1 251.1 360°-179°	TOWER★ 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 343.7
----------------------	--	------------------------	------------------------	-------------------

DME/DME RNP - 0.3 NA

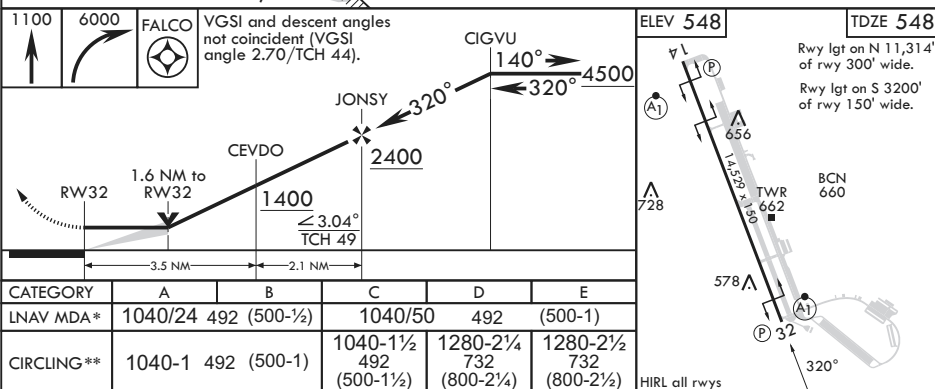
CAUTION: CAT DE circling airspace not completely contained within controlled airspace. Uncontrolled airspace below 700' AGL outside EIL Class D.

CAUTION: Approach not authorized from ZANLO when R-2211 active.

MISSED APPROACH



EMERG SAFE ALT 100 NM 16,000



FAIRBANKS, ALASKA

64°40'N - 147°06'W

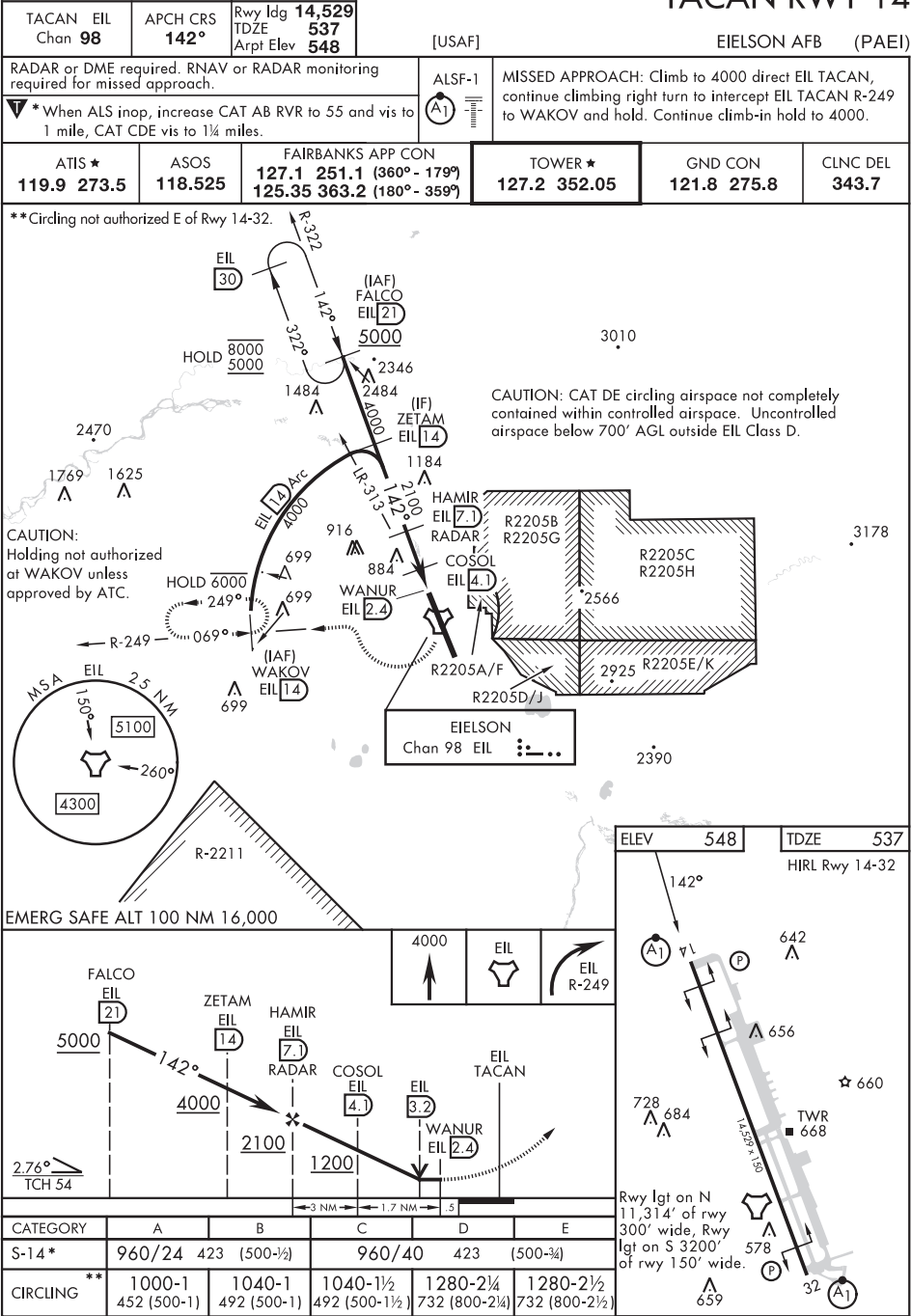
EIELSON AFB (PAEI)

Amdt 5 17JUN21

RNAV (GPS) RWY 32

AK, 07 AUG 2025 to 02 OCT 2025

TACAN RWY 14



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

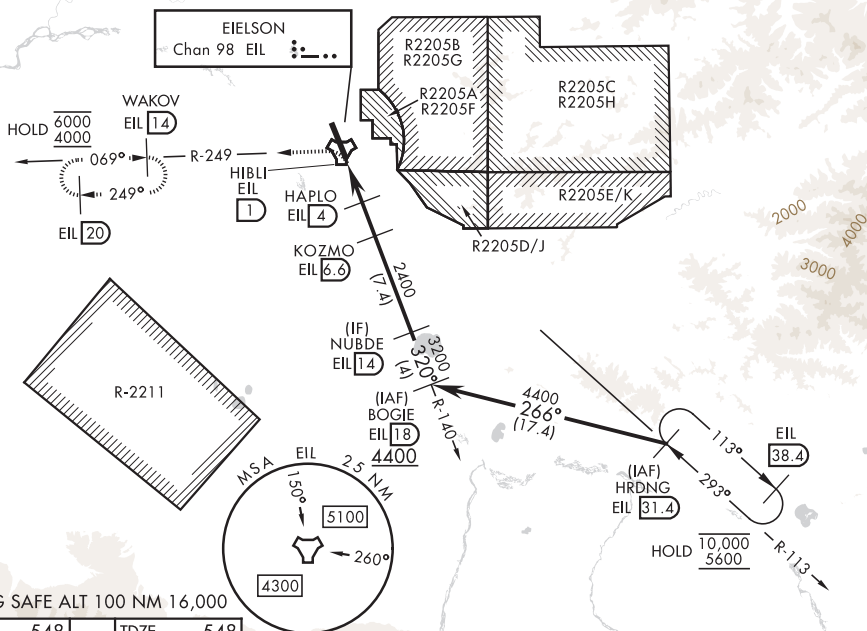
TACAN RWY 14

TACAN Y RWY 32

EIELSON AFB (PAEI)

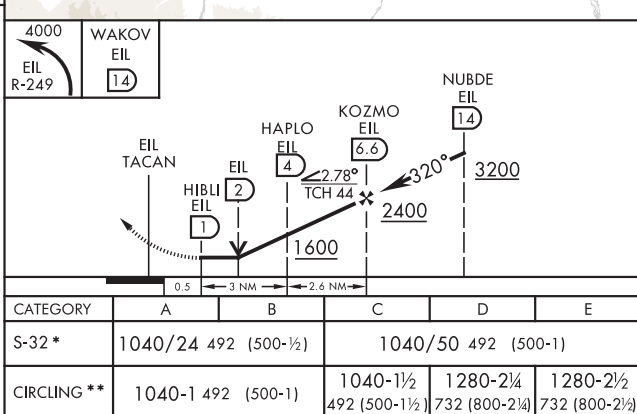
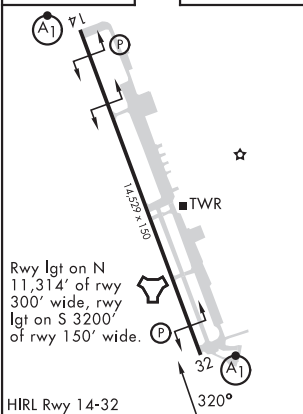
MISSED APPROACH: Climbing left turn on EIL R-249 to 4000 to WAKOV and hold. Continue climb-in-hold.

CAUTION: Uncontrolled airspace below 700' AGL outside EIL CLASS D.



EMERG SAFE ALT 100 NM 16,000

ELEV	548	TDZE	548
------	-----	------	-----



EIELSON AFB (PAEI)

TACAN Y RWY 32

AK, 07 AUG 2025 to 02 OCT 2025

TACAN Z RWY 32

TACAN EIL Chan 98	APCH CRS 320°	Rwy ldg 14,529 TDZE 548 Arpt Elev 548
----------------------	------------------	---

[USAF]

EIELSON AFB (PAEI)

DME or RADAR required. RADAR required b/n FALCO-WAKOV.

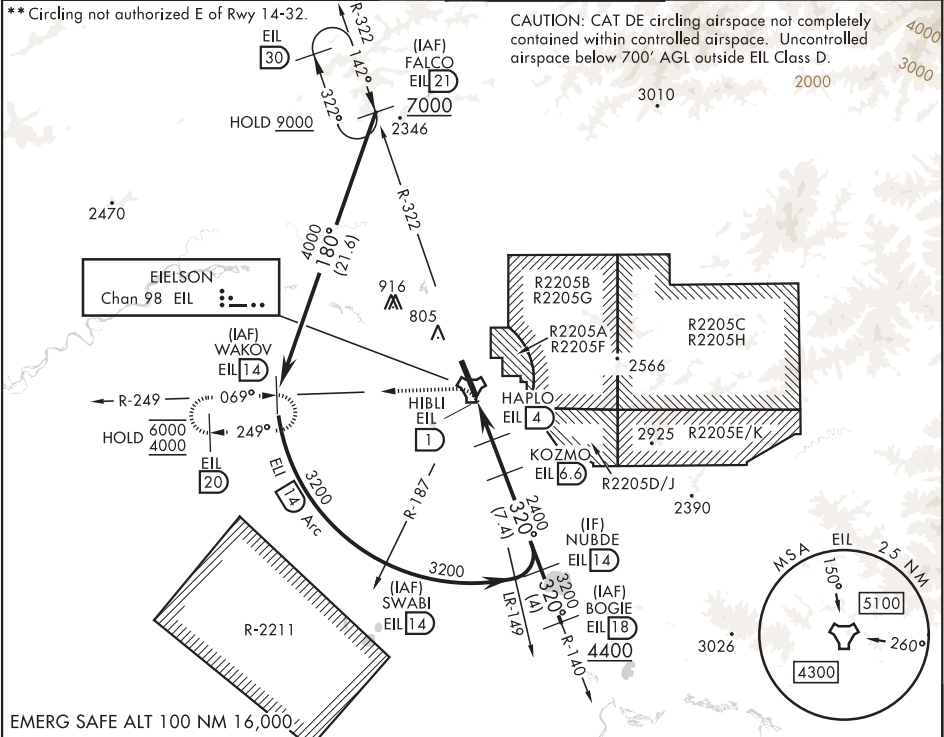
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 mile.

ALSF-1

A1

MISSED APPROACH: Climbing left turn on EIL R-249 to 4000 to WAKOV and hold. Continue climb in hold.

ATIS ★ 119.9 273.5	FAIRBANKS APP CON 127.1 251.1 360° - 179° 125.35 363.2 180° - 359°	TOWER ★ 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 343.7
-----------------------	--	-------------------------	------------------------	-------------------



ELEV 548	TDZE 548	WAKOV EIL 14

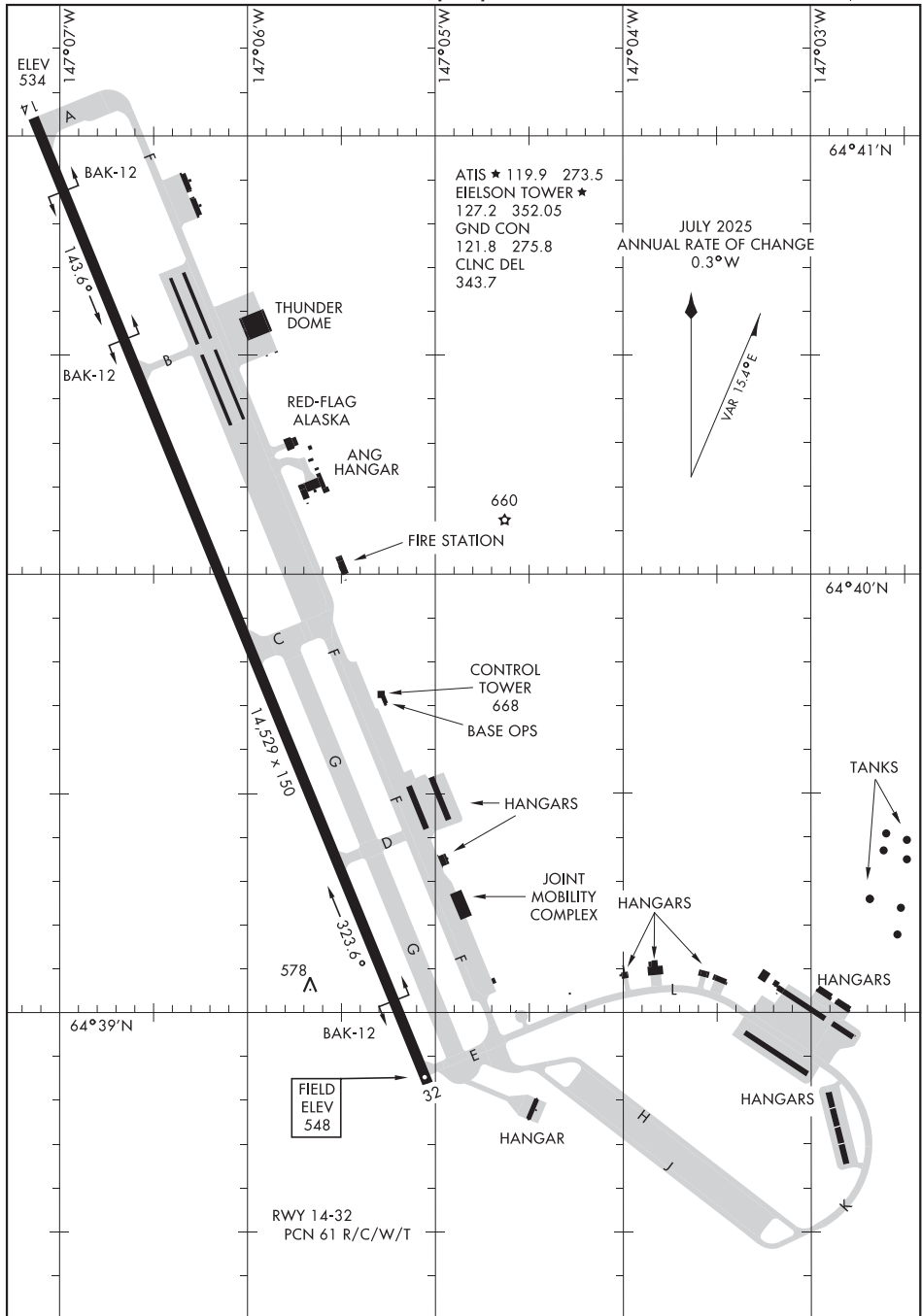
25219

AIRPORT DIAGRAM

EIELSON AFB (PAEI)

FAIRBANKS, ALASKA

[USAF]



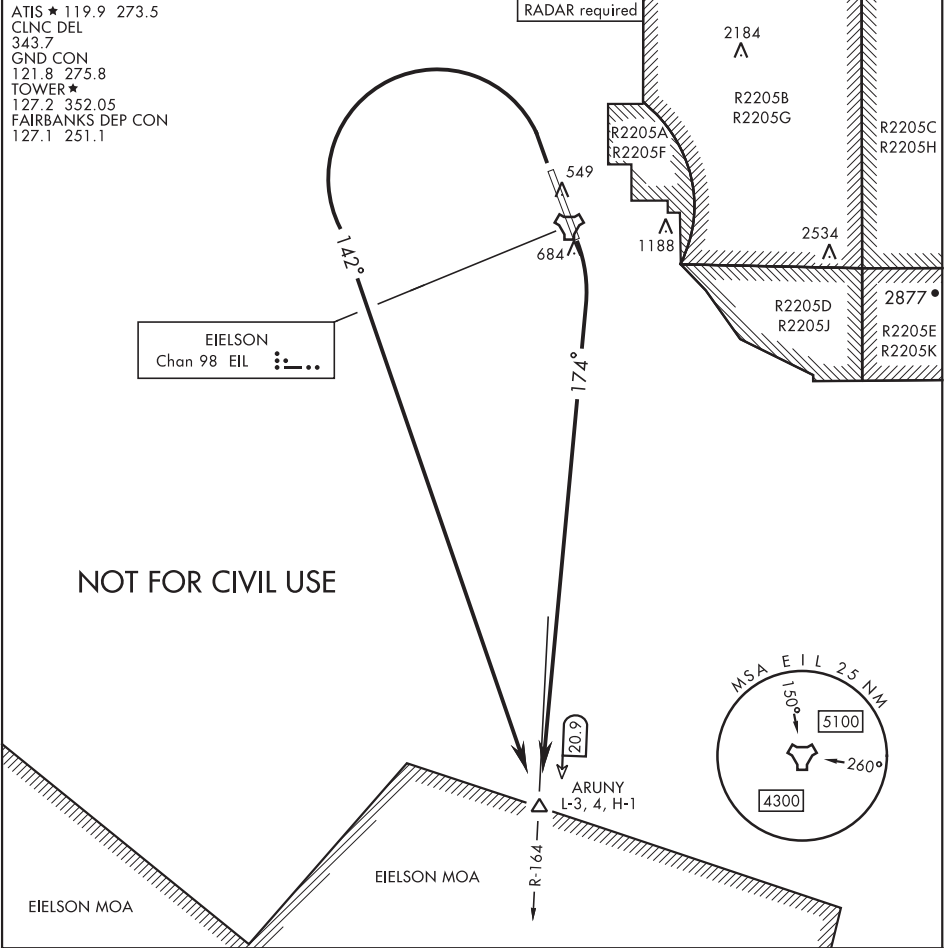
AIRPORT DIAGRAM

FAIRBANKS, ALASKA

EIELSON AFB (PAEI)

AK, 07 AUG 2025 to 02 OCT 2025

ATIS ★ 119.9 273.5
CINC DEL
343.7
GND CON
121.8 275.8
TOWER ★
127.2 352.05
FAIRBANKS DEP CON
127.1 251.1



DEPARTURE ROUTE DESCRIPTION
<u>TAKEOFF RWY 14 (ARUNY4•ARUNY):</u> Turn right direct ARUNY. Maintain assigned altitude.
<u>TAKEOFF RWY 32 (ARUNY4 ARUNY):</u> Turn left direct ARUNY. Maintain assigned altitude.

BOJAA FOUR DEPARTURE (BOJAA4.BOJAA)

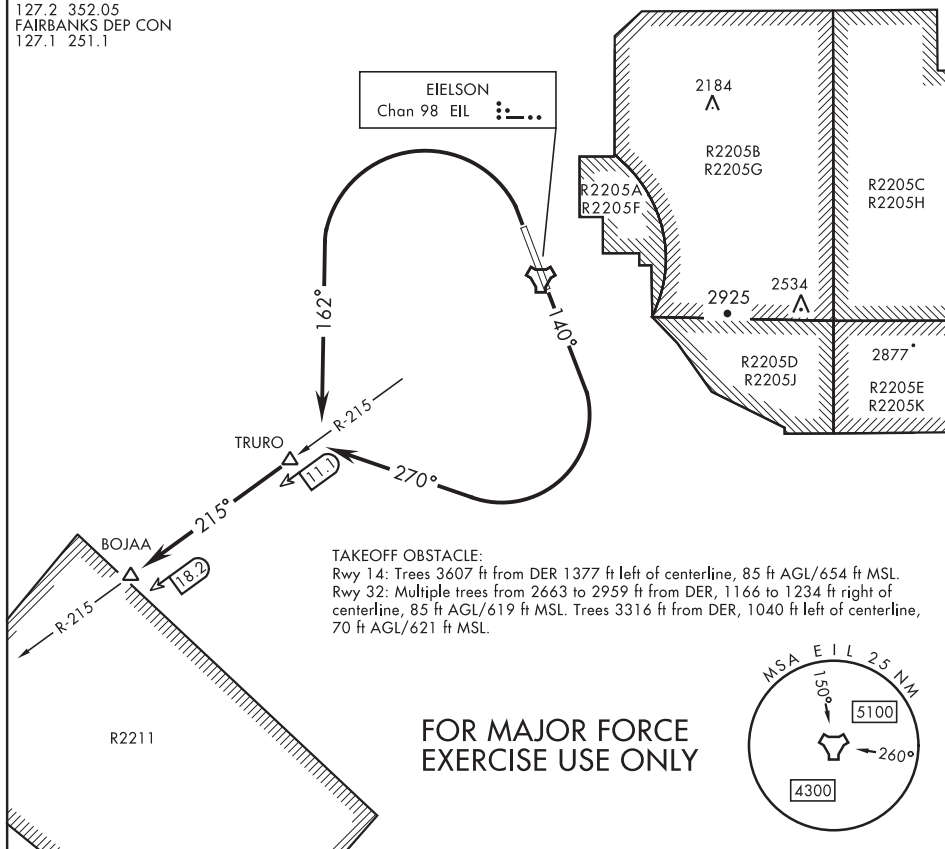
EIELSON AFB (PAEI)

FAIRBANKS, ALASKA

ATIS ★ 119.9 273.5
CLNC DEL
343.7
GND CON
121.8 275.8
TOWER ★
127.2 352.05
FAIRBANKS DEP CON
127.1 251.1

[USAF]

RADAR required



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.

BOJAA FOUR DEPARTURE (BOJAA4.BOJAA)

Orig 26DEC24

FAIRBANKS, ALASKA

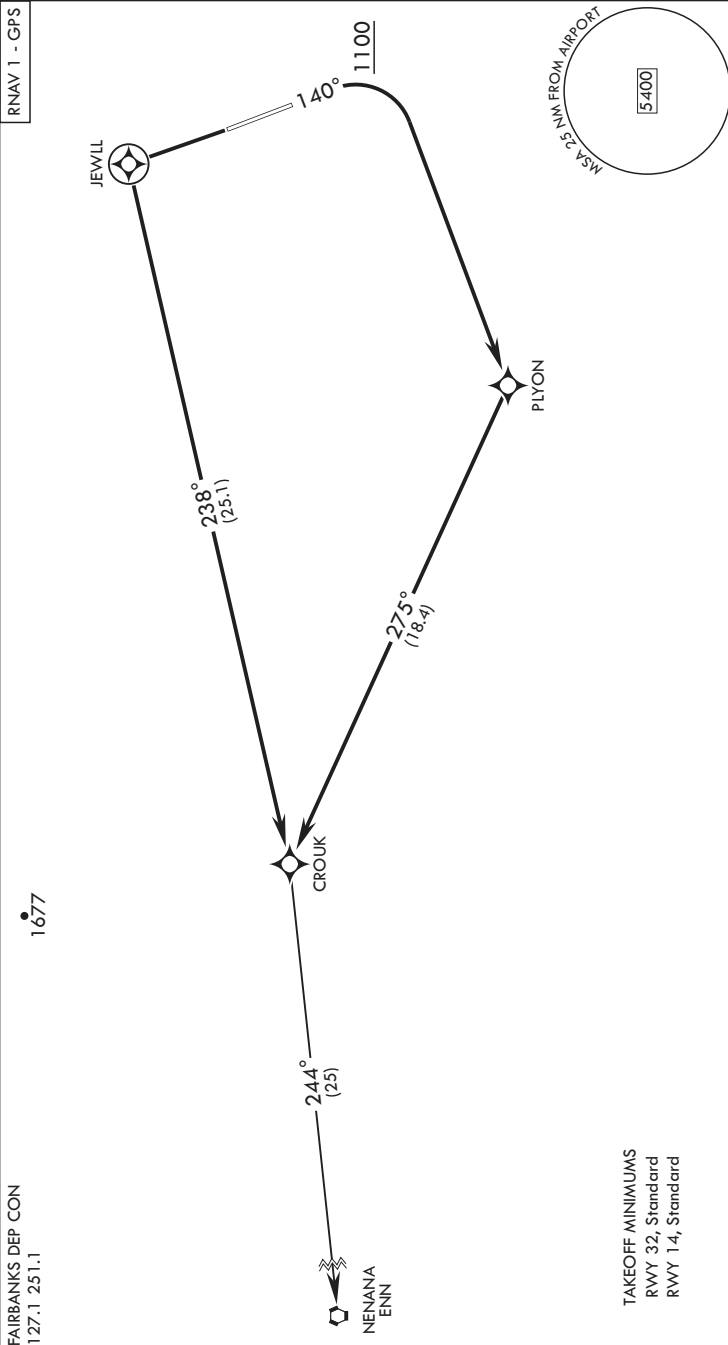
EIELSON AFB (PAEI)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

CROUK ONE DEPARTURE (RNAV) (CROUK1.ENN)

FAIRBANKS, ALASKA



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 JEWILL then track 238° to CROUK, thence...

NENANA TRANSITION (CROUK1.ENN): Track 244° to ENN.

CROUK ONE DEPARTURE (RNAV) (CROUK1.ENN)

FAIRBANKS, ALASKA
EIELSON AFB (PAEI)




DELTA SEVEN DEPARTURE

AL-1729 [USAF]

FAIRBANKS, ALASKA

ATIS ★ 119.9 273.5
 CLNC DEL
 343.7
 GND CON
 121.8 275.8
 TOWER ★
 127.2 352.05
 FAIRBANKS DEP CON
 127.1 251.1

RADAR required

YUKON 2 MOA	Rwy	Knots	60	120	180	240	300	360
	14/32(a)	V/V(fpm)	444	888	1332	1776	2220	2664
	14/32(b)	V/V(fpm)	410	820	1230	1640	2050	2460
	14/32(c)	V/V(fpm)	303	606	909	1212	1515	1818

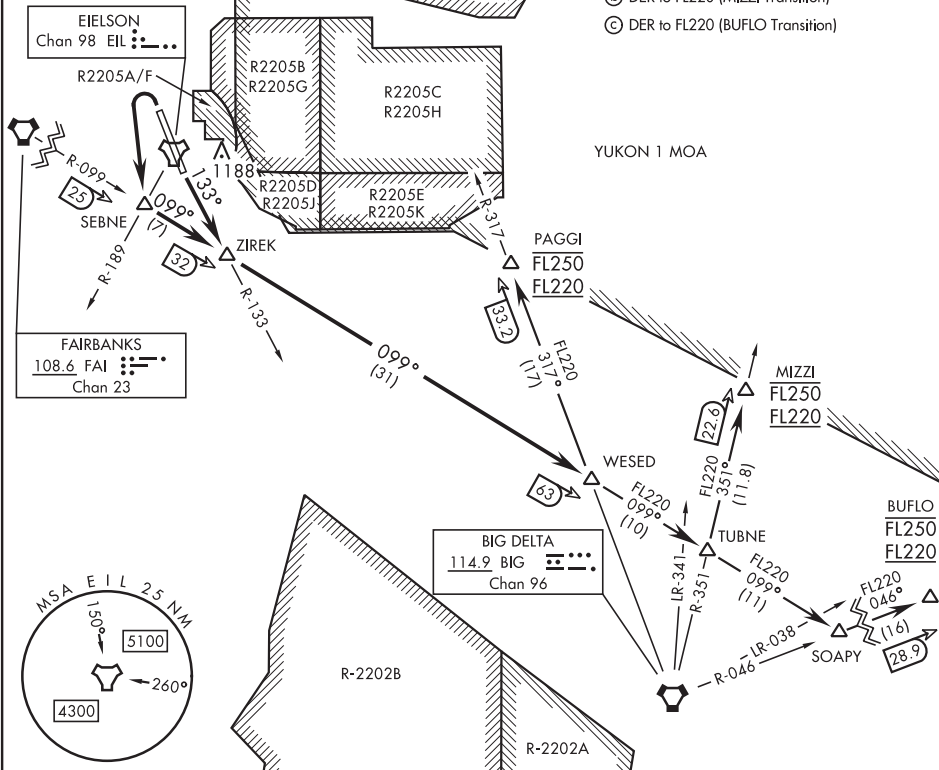
ATC Climb Rate

Ⓐ DER to FL220 (PAGGI Transition)

4698 •

⑥ DER to FL220 (MIZZI Transition)

© DER to FL220 (BUFLO Transition)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14 (DELTA/•ZIREK): Intercept EIL TACAN R-133 to join FAI VORTAC R-099 at ZIREK and track outbound. Thence...

TAKEOFF RWY 32 (DELTA/•ZIREK): Turn left to intercept FAI VORTAC R-099 at SEBNE. Proceed outbound direct ZIREK. Thence...

BUFLO GATE TRANSITION (DELTA7•BUFLO): ...turn left at SOAPY and track outbound on BIG VORTAC R-046 to BUFLO. Cross BUFLO at FL220 block FL250.

MIZZI GATE TRANSITION (DELTA7•MIZZI): ...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.

DELTA SEVEN DEPARTURE

Orig 20APR23

FAIRBANKS, ALASKA
EIELSON AFB (PAEI)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

HAWGG FIGHT DEPARTURE (HAWGG8•HAWGG)

EIELSON AFB (PAEI)

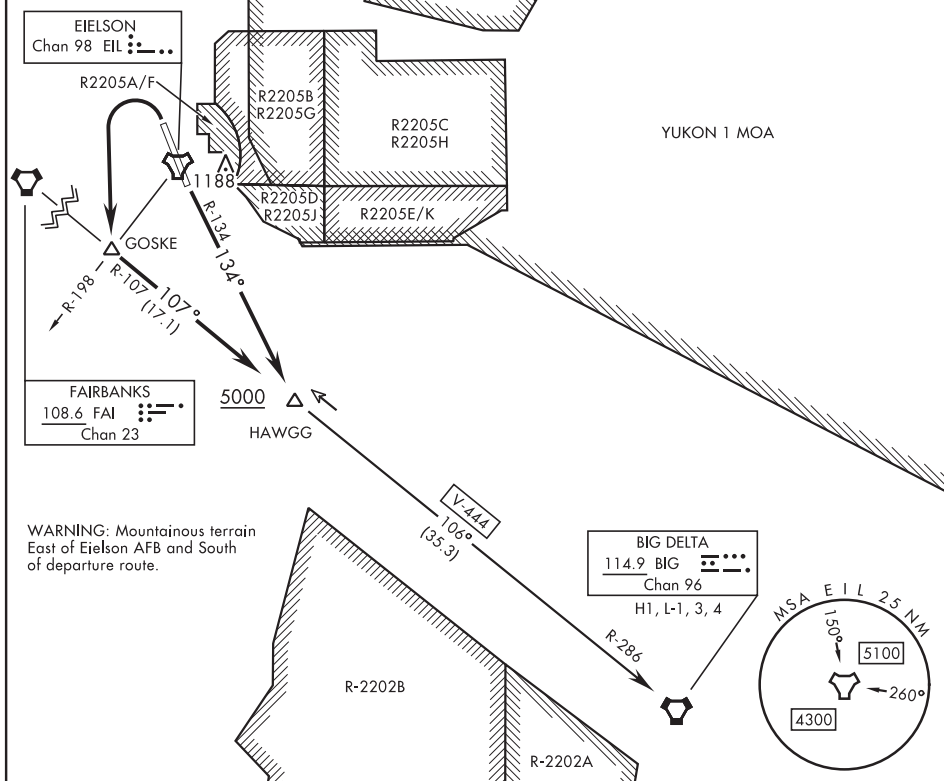
FAIRBANKS, ALASKA

ATIS ★ 119.9 273.5	AL-1729 [USAF]	YUKON 2 MOA	Rwy	Knots	60	120	180	240	300	360
CINC DEL			32	V/V(fpm)	214	428	642	856	1070	1284
343.7			14	V/V(fpm)	241	482	723	964	1205	1446

ATC Climb Rate to 5000

RADAR required

4698 •



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.

HAWGG EIGHT DEPARTURE (HAWGG8•HAWGG)

Orig 20APR23

FAIRBANKS, ALASKA

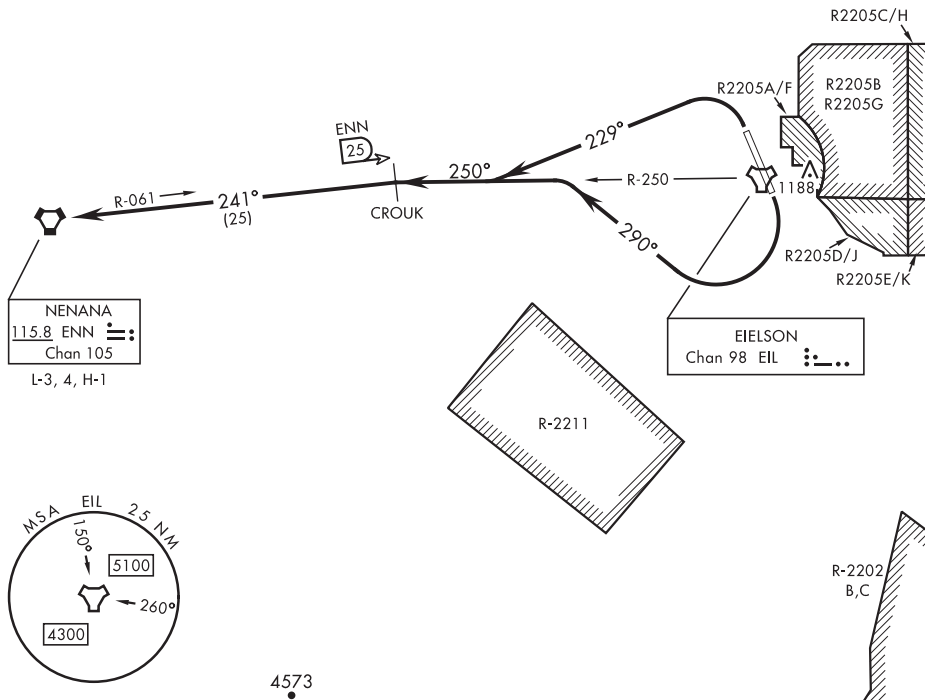
EIELSON AFB (PAEI)

NENANA SIX DEPARTURE (NENNA6•ENN)

ATIS ★ 119.9 273.5
 CLNC DEL
 343.7
 GND CON
 121.8 275.8
 TOWER ★
 127.2 352.05
 FAIRBANKS DEP CON
 127.1 251.1

AL-1729 [USAF]

CAUTION: Mountainous terrain
East of Eielson AFB and South
of departure route.



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.

NENANA SIX DEPARTURE (NENNA6•ENN)

Orig 15JUN23

FAIRBANKS, ALASKA
EIELSON AFB (PAEI)

AK, 07 AUG 2025 to 02 OCT 2025

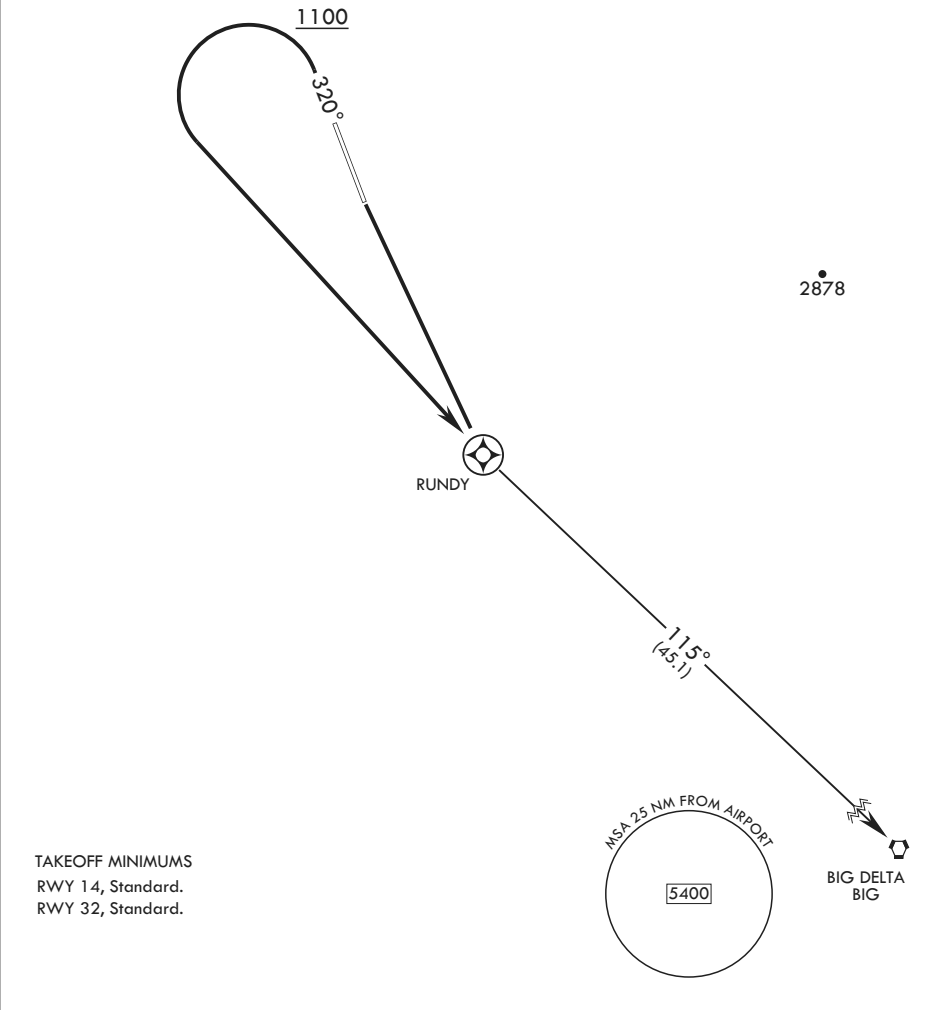
AK, 07 AUG 2025 to 02 OCT 2025

RUNDY ONE DEPARTURE (RNAV) (RUNDY1.BIG)

FAIRBANKS, ALASKA

FAIRBANKS DEP CON
127.1 251.1

RNAV1 - GPS



T	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.

Orig 25JAN24

23110

WAPAX FOUR DEPARTURE (WAPAX4•WAPAX)

AL-1729 [USAF]

EIELSON AFB (PAEI)

FAIRBANKS, ALASKA

ATIS ★ 119.9 273.5
 CLNC DEL
 343.7
 GND CON
 121.8 275.8
 TOWER ★
 127.2 352.05
 FAIRBANKS DEP CON
 127.1 251.1

Rwy	Knots	60	120	180	240	300	360
14③⑥③	V/V(fpm)	563	1126	1689	2252	2815	3378
32③⑥③	V/V(fpm)	612	1224	1836	2448	3060	3672

ATC Climb Rate

- ③ DER to 14,000 (AXSEM Transition)
 ⑥ DER to FL220 (APPEL Transition)
 ③ DER to FL200 (CABIN Transition)

CABIN
 FL260
 FL220

86.9

024°
 (31.9)

HUSUG
 FL220

55

YUKON 2 MOA (XA)

APPEL

FL260

FL220

YUKON 2 MOA

YUKON 2 MOA (XB)

YUKON 1 MOA

4073

AXSEM

16,000

14,000

YUKON 1 MOA (XC)

YUKON 1 MOA (XB)

RESTO

FL200

16,000

ROLOE

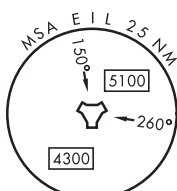
14,000

WAPAX

10,000

EIELSON
 Chan 98 EIL ...

FAIRBANKS
 108.6 FAI
 Chan 23



(NARRATIVE ON FOLLOWING PAGE)

WAPAX FOUR DEPARTURE (WAPAX4•WAPAX)

FAIRBANKS, ALASKA

EIELSON AFB (PAEI)

Orig 20APR23

AK, 07 AUG 2025 to 02 OCT 2025

AL-1729 [USAF]



DEPARTURE ROUTE DESCRIPTION

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.

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

ELIM, ALASKA

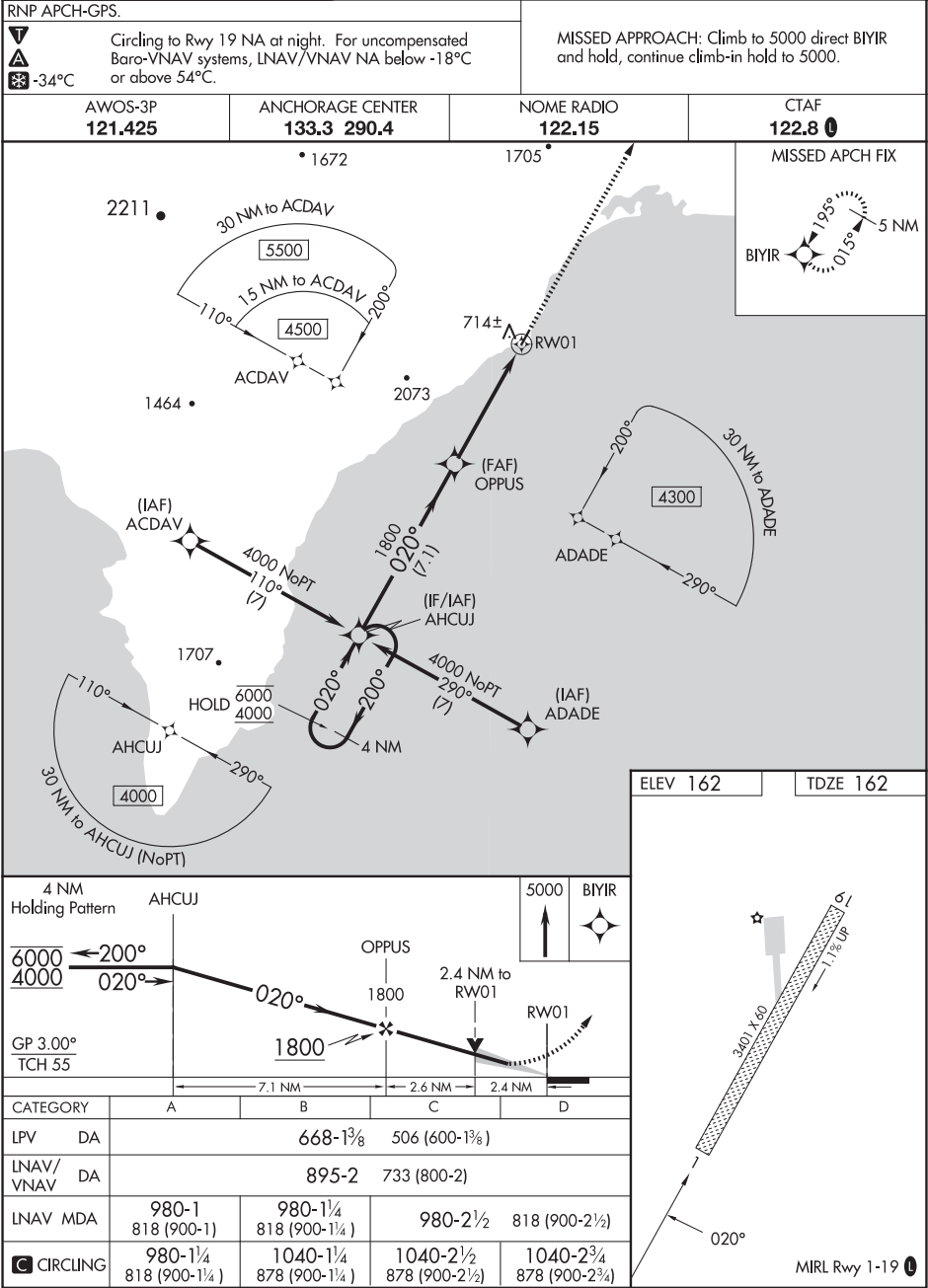
AL-10270 (FAA)

25163

WAAS CH 58014 W01A	APP CRS 020°	Rwy Ldg TDZE 162 Apt Elev 162
--	------------------------	---

RNAV (GPS) RWY 1




ELIM (ELI) (PFEL)



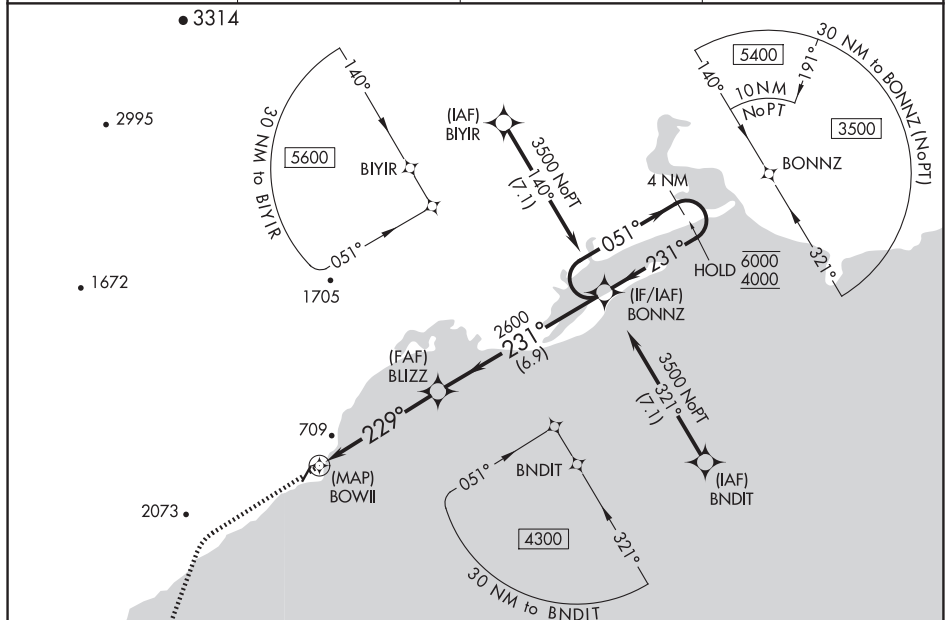
25163

RNAV (GPS)-A
ELIM (ELI) (PFEL)

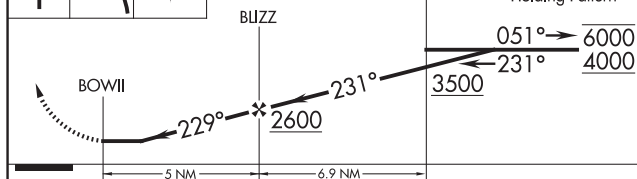
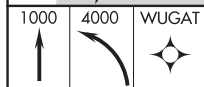
MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct WUGAT and hold.


   -34°C Circling to Rwy 19 NA at night. Circling NA west of Rwy 1-19.
Rwy 19 helicopter visibility reduction below 1 SM NA.

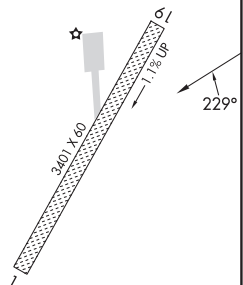
AWOS-3P 121.425	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.15	CTAF 122.8 0
---------------------------	--	-----------------------------	------------------------



MISSED APCH FIX



CATEGORY	A	B	C	D
 CIRCLING	900-1 738 (800-1)	1040-1¼ 878 (900-1¼)	NA	

MIRL Rwy 1-19 **L**

ELIM (ELI) (PFEL)
RNAV (GPS)-A

(MOS2.MOS) 22195

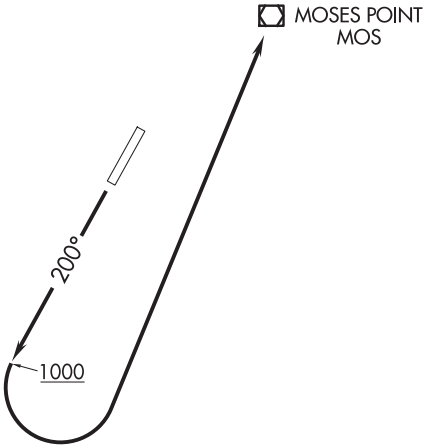
ELIM TWO DEPARTURE (OBSTACLE) (RNAV)

AL-10270 (FAA)

ELIM (ELI)(PFEL)
ELIM, ALASKA

ANCHORAGE CENTER
133.3 290.4

RNAV 1 - GPS.



TAKEOFF MINIMUMS

Rwy 1: NA- Obstacles.
Rwy 19: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 19: Tree 52' from DER, 418' right of centerline, 243' MSL. Trees beginning 86' from DER, 301' right of centerline, up to 249' MSL. Pole 225' from DER, 278' left of centerline, 169' MSL. Pole 273' from DER, 276' left of centerline, 175' MSL. Tree 1526' from DER, 867' right of centerline, 277' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 19: Climb on heading 200° to 1000 then climbing left turn direct MOS VOR/DME maintain 5000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

ILS Y or LOC/DME Y RWY 6

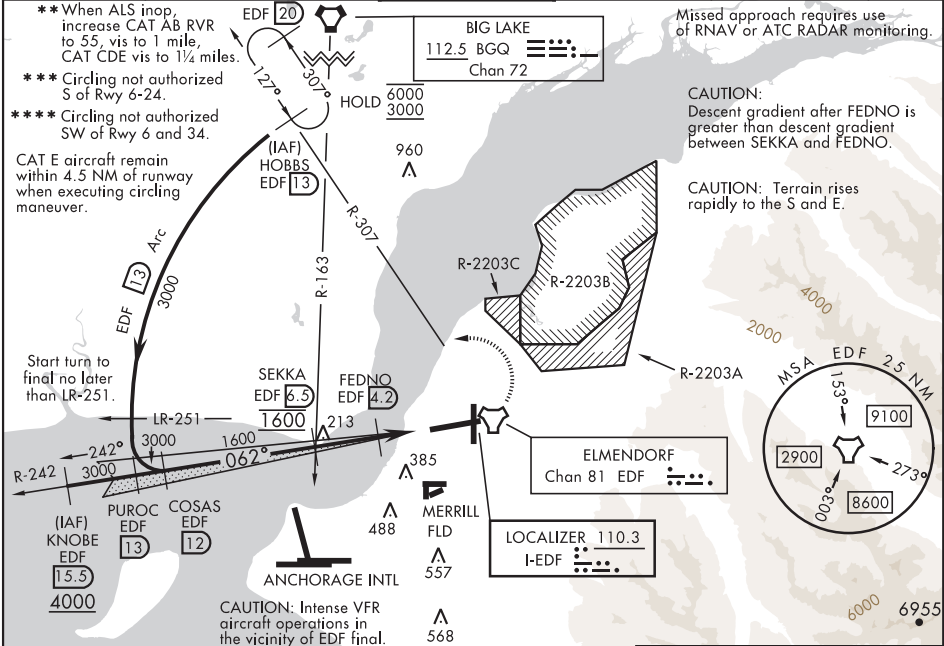
LOC I-EDF	APCH CRS	Rwy Idg
110.3	062°	10,000
		TDZE 175
		Arpt Elev 213

[USAF]

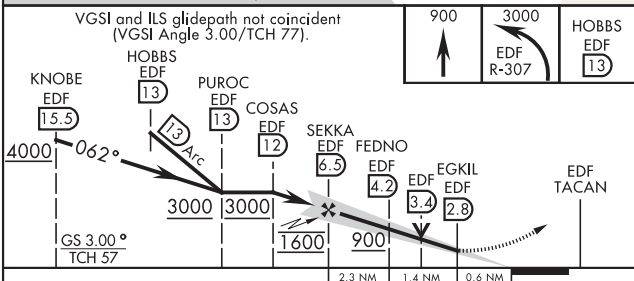
ELMENDORF AFB (PAED)

V * When TDZ/CL lights inop increase RVR to 24. When ALS inop, increase RVR to 40, vis to ¼ mile.	ALSF-1 	MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via EDF R-307 to HOBBS and hold.
---	---	---

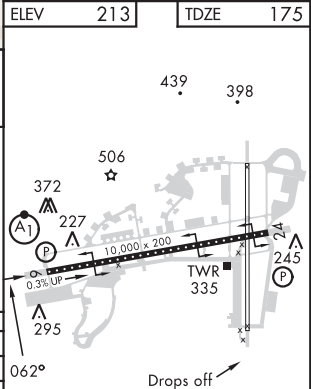
ATIS ★	ANCHORAGE APP CON	TOWER	GND CON	CLNC DEL	PAR
124.3 273.5	118.6 290.5 (N) 123.8 259.3 (S)	127.2 352.05	121.8 275.8	128.8 306.925	



EMERG SAFE ALT 100 NM 15,300



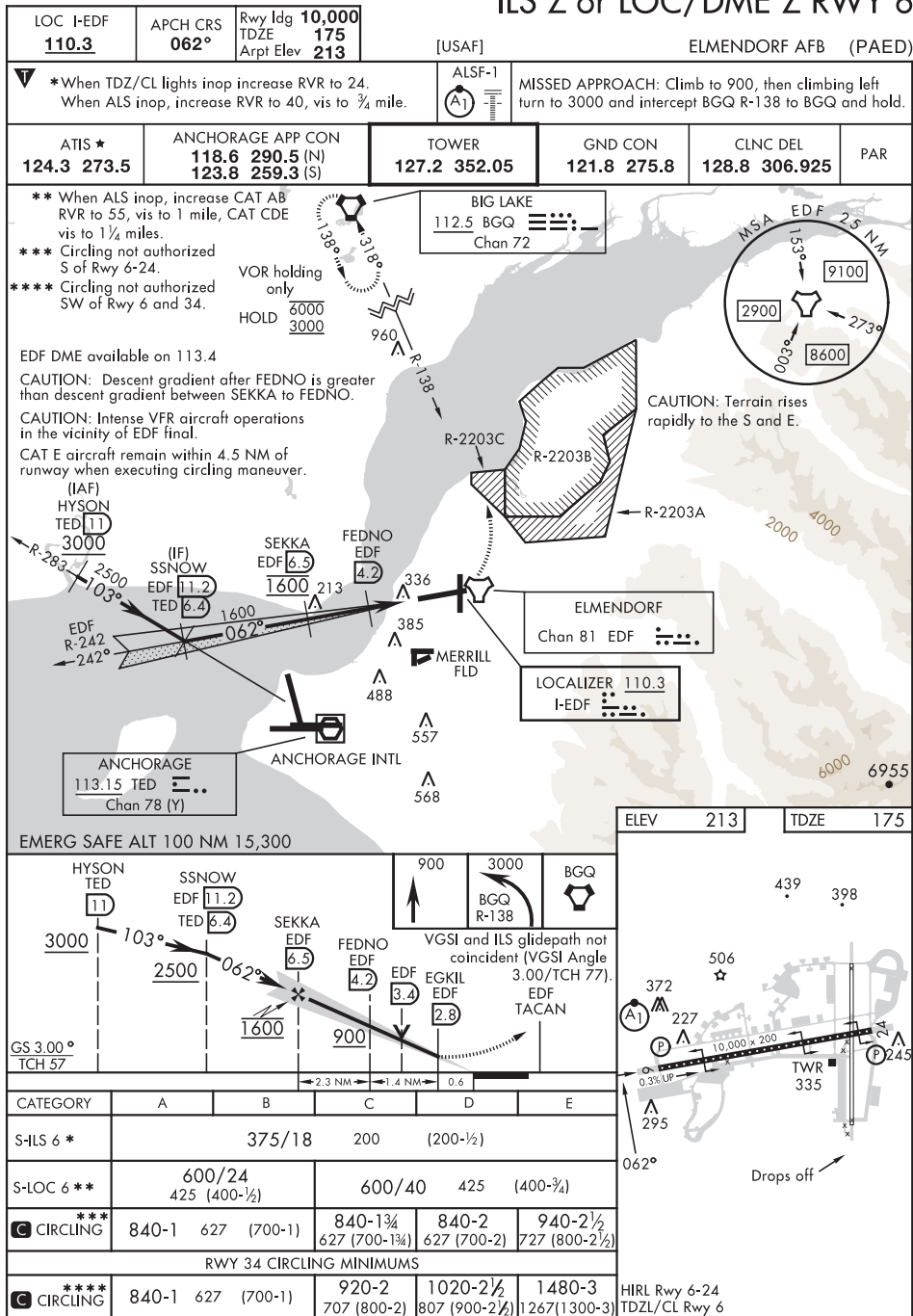
CATEGORY	A	B	C	D	E
S-ILS 6 *		375/18	200	(200-½)	
S-LOC 6 **	600/24	425 (400-½)	600/40	425 (400-¾)	
*** CIRCLING	840-1	627 (700-1)	840-1¾ 627 (700-1¾)	840-2 627 (700-2)	940-2½ 727 (800-2½)
RWY 34 CIRCLING MINIMUMS					
**** CIRCLING	840-1	627 (700-1)	920-2 707 (800-2)	1020-2½ 807 (900-2½)	1480-3 1267 (1300-3)



ILS Y or LOC/DME Y RWY 6

ANCHORAGE, ALASKA

ILS Z or LOC/DME Z RWY 6



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

ANCHORAGE, ALASKA

61° 15'N-149° 48'W

ELMENDORF AFB (PAED)

Amdt 1 03NOV22

ILS Z or LOC/DME Z RWY 6

ILS X RWY 6 (SA CAT I)

LOC I-EDF 110.3	APCH CRS 062°	Rwy Idg TDZE Arpt Elev 10,000 175 213
---------------------------	-------------------------	---

[USAF]

ELMENDORF AFB (PAED)

DME required

Requires MAJCOM flying authority approval and use of HUD to DA.



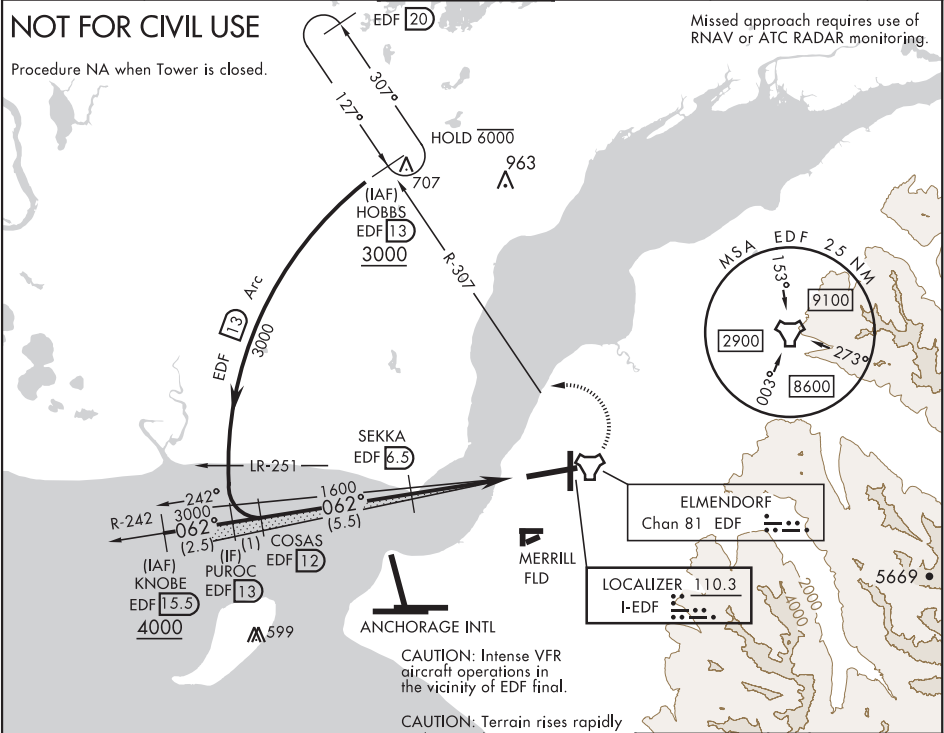
MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via EDF R-307 to HOBBS and hold.

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
------------------------------	---	------------------------------	-------------------------------	----------------------------------	-----

NOT FOR CIVIL USE

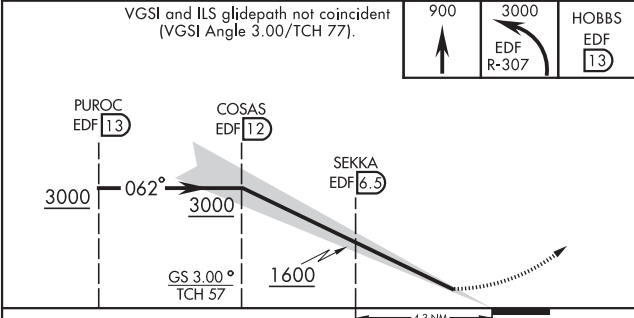
Procedure NA when Tower is closed.

Missed approach requires use of RNAV or ATC RADAR monitoring.



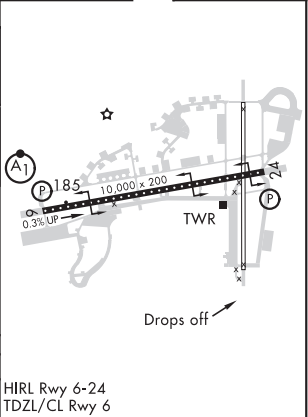
EMERG SAFE ALT 100 NM 15,300

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	

ELEV	213	TDZE	175
------	-----	------	-----



ILS X RWY 6 (SA CAT I)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

ANCHORAGE, ALASKA

RNAV (GPS) RWY 6

APCH CRS	Rwy Idg	10,000
062°	TDZE	175
	Arprt Elev	213

- (USAF)

ELMENDORF AFB (PAED)

RNP APCH

GPS required.

▼ * When ALS inop increase RVR to 60, vis to 1 1/8 miles.

ALSF-1

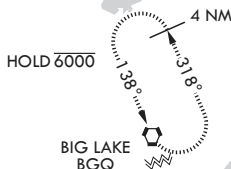


MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct BGQ and hold.

ATIS*	ANCHORAGE APP CON/DEP CON	TOWER	GND CON	CLNC DEL	PAR
124.3 273.5	118.6 290.5	127.2 352.05	121.8 275.8	128.8 306.925	

** 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.



Course offset 0.04 degrees.

(IAF) RNICH

(IF) COSAS

(FAF) DOYEG

1600

RW06

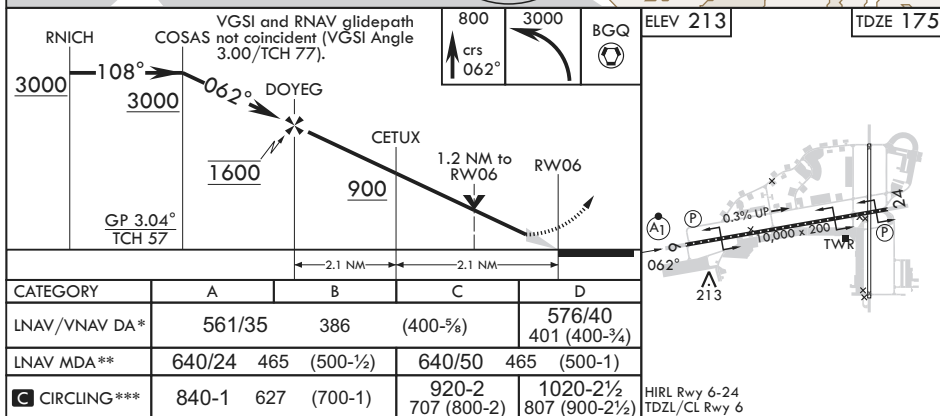
CETUX

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



ANCHORAGE, ALASKA

61°15'N - 149°48'W

ELMENDORF AFB (PAED)

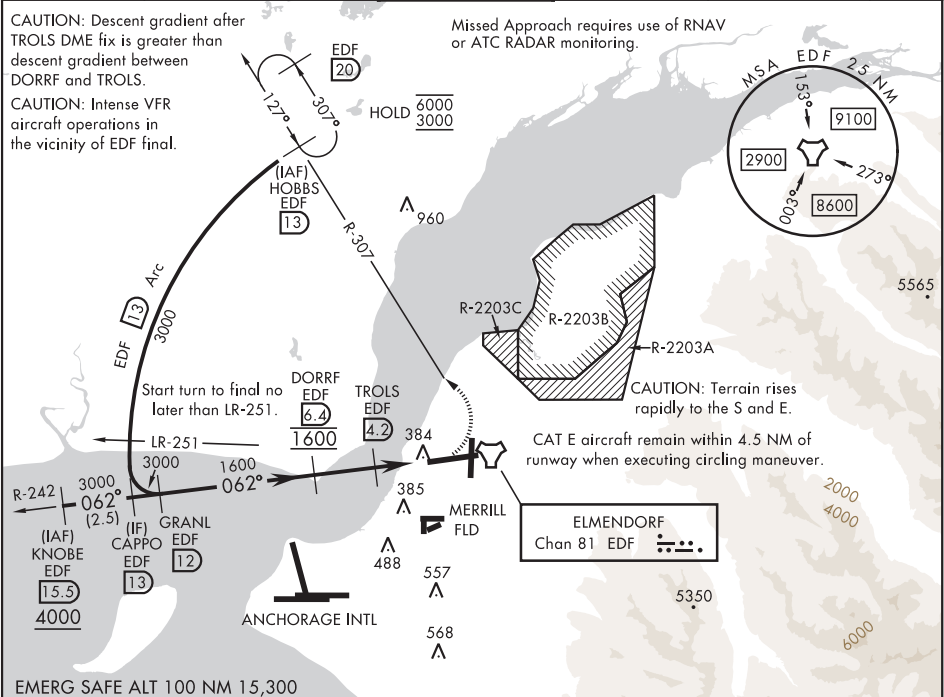
Amdt 5 25JAN24

RNAV (GPS) RWY 6

TACAN RWY 6

TACAN Chan 81	EDF	APCH CRS 062°	Rwy Idg TDZE 175 Arpt Elev 213	[USAF]	ELMENDORF AFB (PAED)
▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles. ** Circling not authorized SW of Rwy 6-24. *** Circling not authorized SW of Rwy 6 and 34.				ALSF-1 	MISSED APPROACH: Climbing left turn to 3000 via EDF R-307 to HOBBS and hold, continue climb-in-hold to 3000.

ATIS ★ 124.3 273.5	ANCHORAGE APP CON 118.6 290.5 123.8 259.3	(N) (S)	TOWER 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 128.8 306.925	PAR
------------------------------	---	------------	------------------------------	-------------------------------	----------------------------------	-----

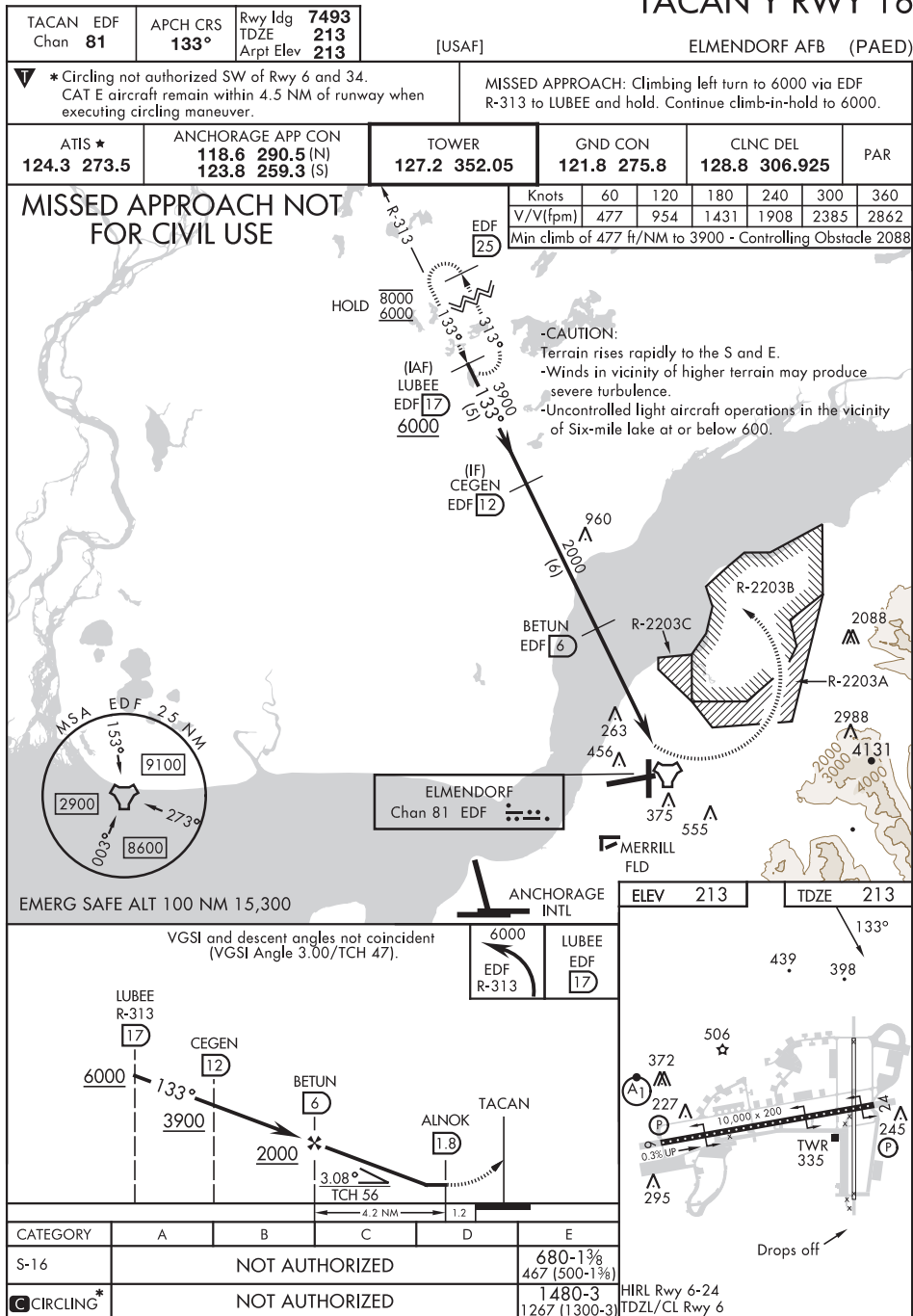


EMERG SAFE ALT 100 NM 15,300						ELEV 213	TDZE 175
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 77°).							
CATEGORY							
S-6 *	640/24	465 (500-½)	640/50	465	(500-1)		
CIRCLING**	840-1	627 (700-1)	840-1¾ 627 (700-1¾)	840-2 627 (700-2)	940-2½ 727 (800-2½)		
RWY 34 CIRCLING MINIMUMS							
CIRCLING***	840-1	627 (700-1)	920-2 707 (800-2)	1020-2½ 807 (900-2½)	1480-3 1267 (1300-3)	HIRL Rwy 6-24 TDZL/CL Rwy 6	

TACAN RWY 6

ANCHORAGE, ALASKA

TACAN Y RWY 16



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

ANCHORAGE, ALASKA

61°15'N-149°48'W

ELMENDORF AFB (PAED)

Amdt 4 29DEC22

TACAN Y RWY 16

TACAN Z RWY 16

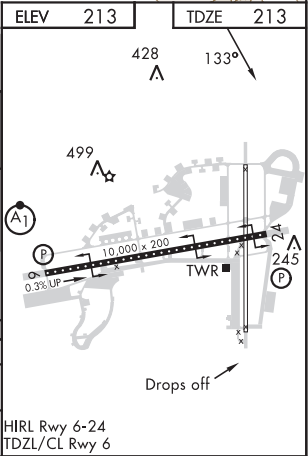
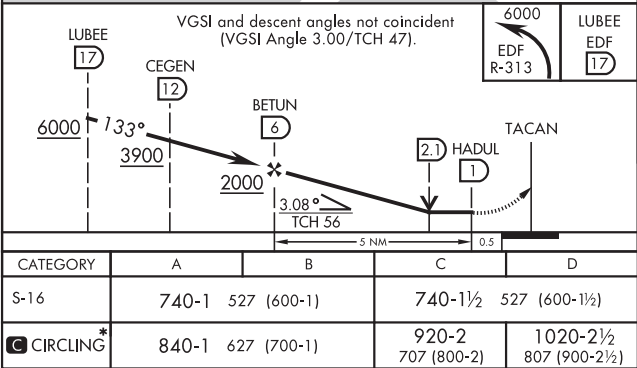
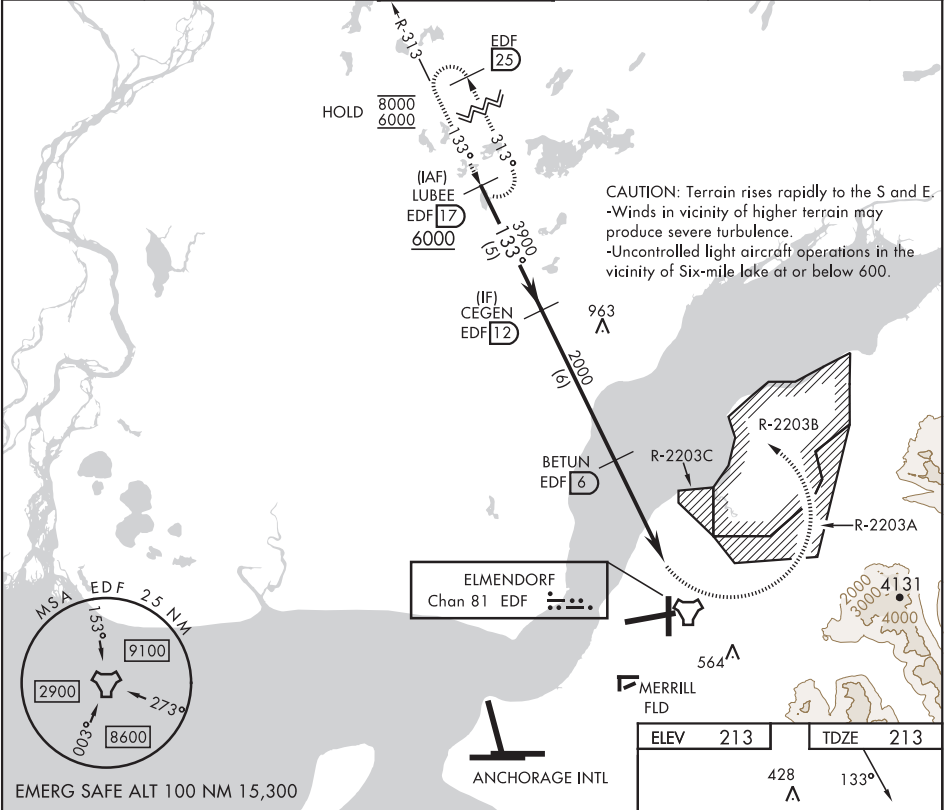
TACAN	EDF	APCH CRS	Rwy Idg	7493
Chan	81	133°	TDZE	213
			Arpt Elev	213

[USAF]

ELMENDORF AFB (PAED)

▼ * Circling not authorized SW of Rwy 6 and 34. Visibility reduction by Helicopters NA.	MISSED APPROACH: Climbing left turn to 6000 via EDF TACAN R-313 to LUBEE and hold. Continue climb-in-hold to 6000.
--	--

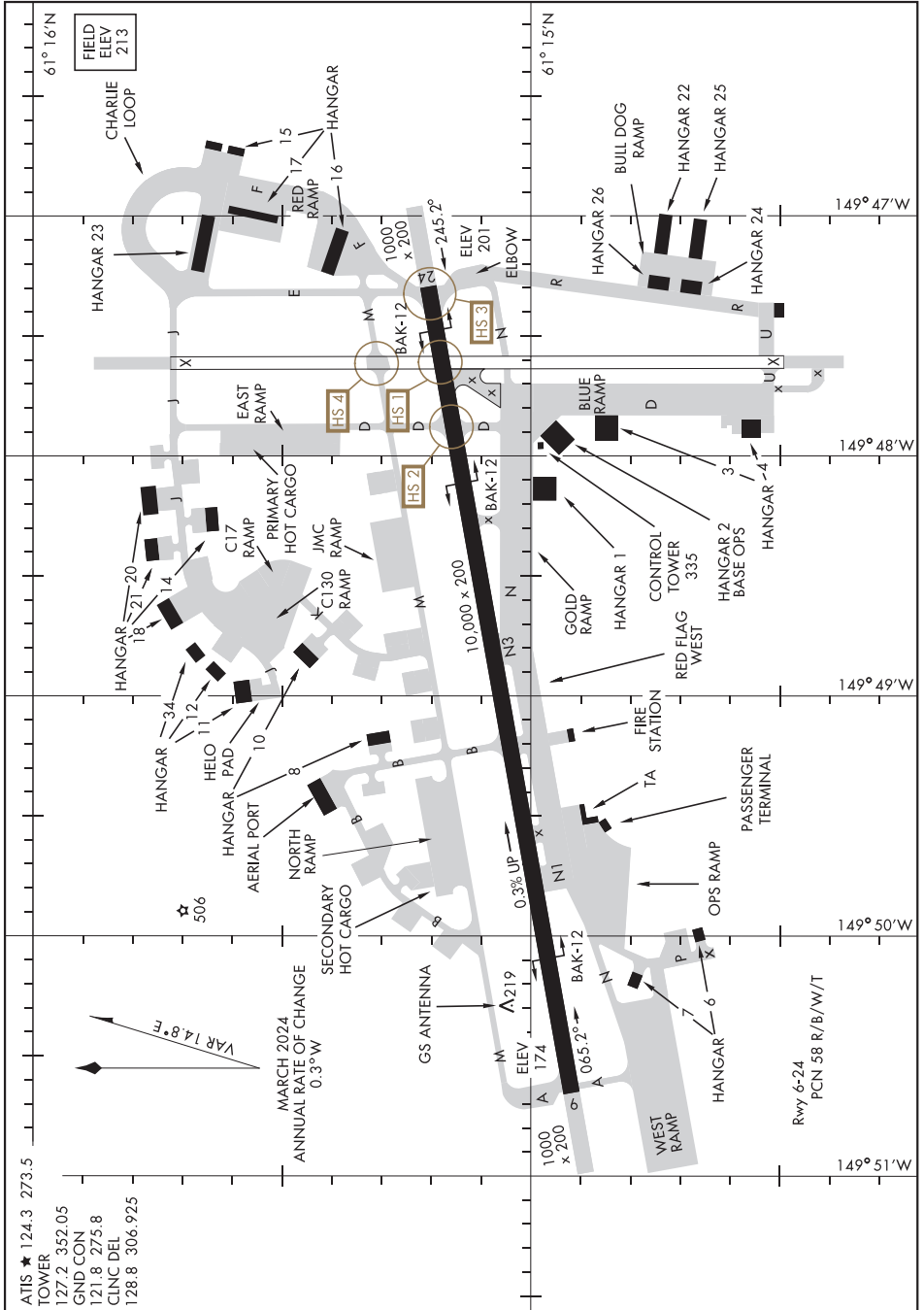
ATIS ★ 124.3 273.5	ANCHORAGE APP CON 118.6 290.5 (N) 123.8 259.3 (S)	TOWER 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 128.8 306.925	PAR
-----------------------	---	-----------------------	------------------------	---------------------------	-----



TACAN Z RWY 16

AIRPORT DIAGRAM

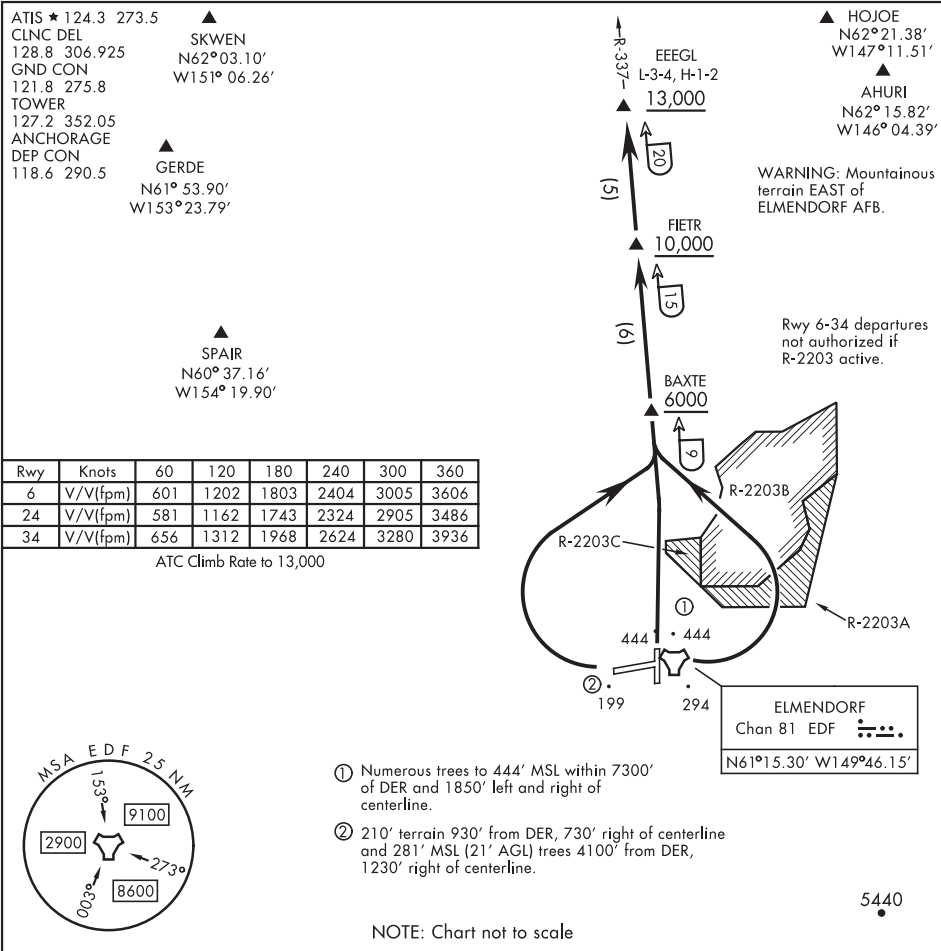
[USAF]



AK, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

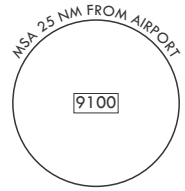
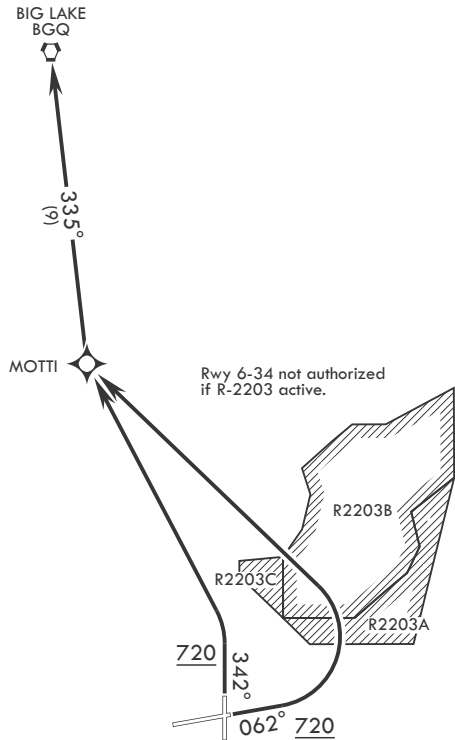
ANCHORAGE, ALASKA
ELMENDORF AFB (PAED)



ELMENDORF THREE DEPARTURE (RNAV) (EDF3.BGQ)

ATIS * 124.3 273.5
CLNC DEL 128.8 306.925
GND CON 121.8 275.8
TOWER 127.2 352.05
ANCHORAGE APP CON/DEP CON
118.6 290.5

RNAV1-GPS
RADAR required for non-GPS equipped aircraft.



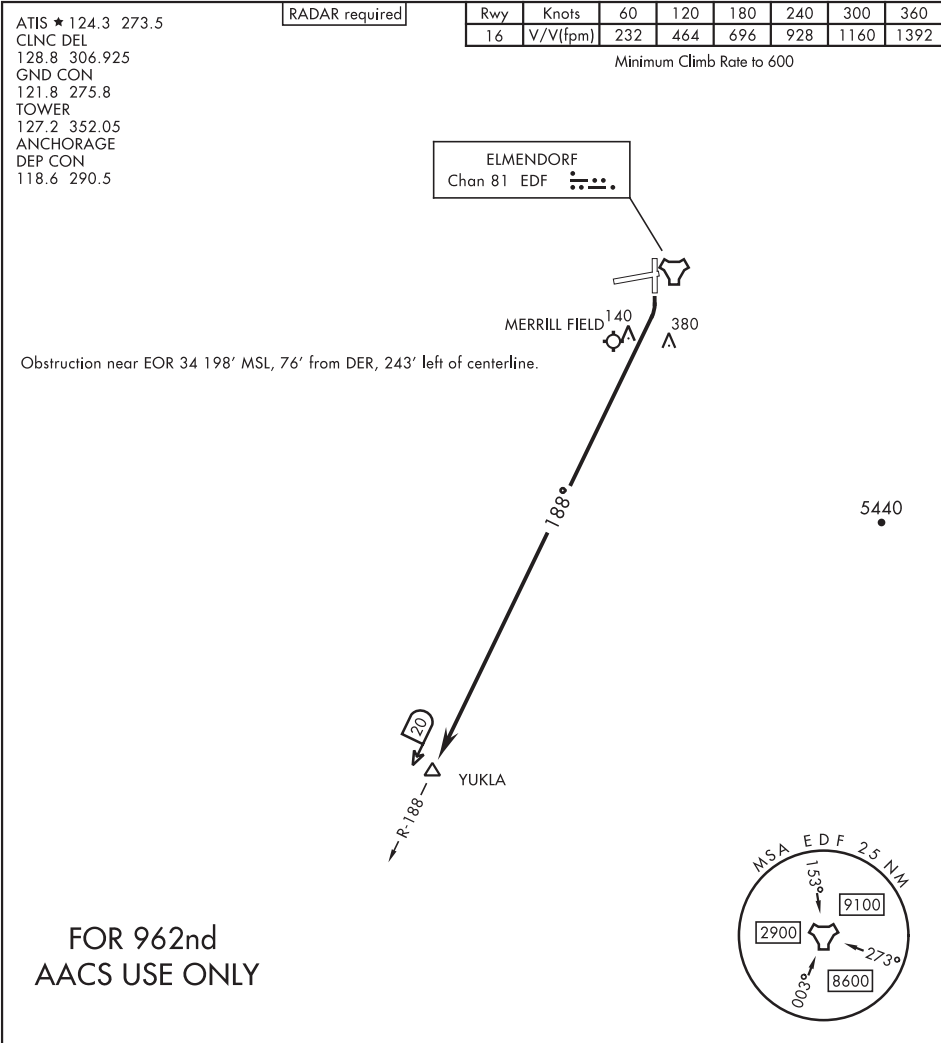
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 062° to 720, then turn left direct MOTTI, thence via 335° track to BGQ VORTAC at assigned altitude.

TAKEOFF RWY 34: Climb heading 342° to 720, then turn left direct MOTTI, thence via 335° track to BGQ VORTAC at assigned altitude.

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



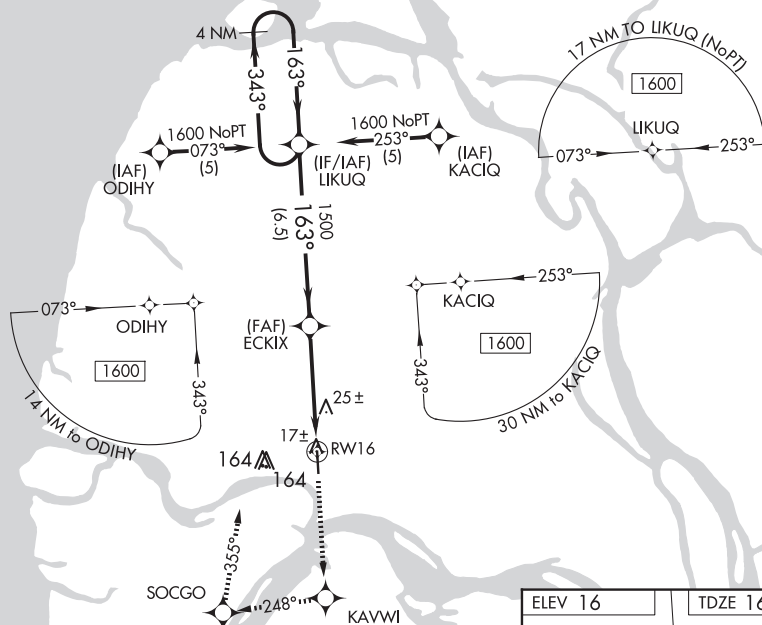
AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 16
EMMONAK (ENM) (PAEM)

MISSED APPROACH: Climb to 1600 direct KAVWI and right turn via 248° track to SOCGO and right turn via 355° track to UKUQ and hold.

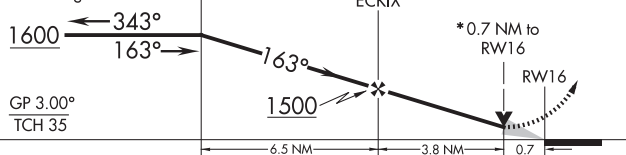
AWOS-3P 135.35	ANCHORAGE CENTER 124.0	CTAF 122.9 ①
--------------------------	----------------------------------	------------------------



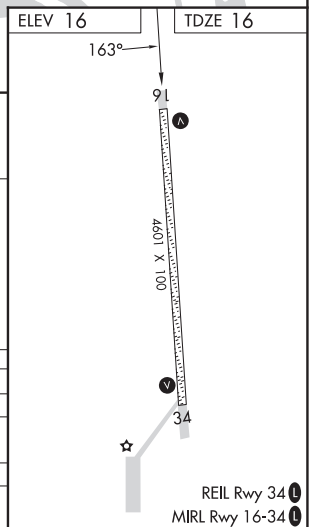
VGSI and RNAV glidepath
not coincident
(VGSI Angle 3.00/TCH 32).



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA		266-1	250 (300-1)	
LNAV/ VNAV DA		280-1	264 (300-1)	
LNAV MDA		280-1	264 (300-1)	
CIRCLING	520-1	504 (600-1)	520-1½ 504 (600-1½)	580-2 564 (600-2)



EMMONAK (ENM) (PAEM)
RNAV (GPS) RWY 16

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42502 W34A	APP CRS 343°	Rwy ldg TDZE Apt Elev	4601 16 16
--	------------------------	-----------------------------	---------------------------------------

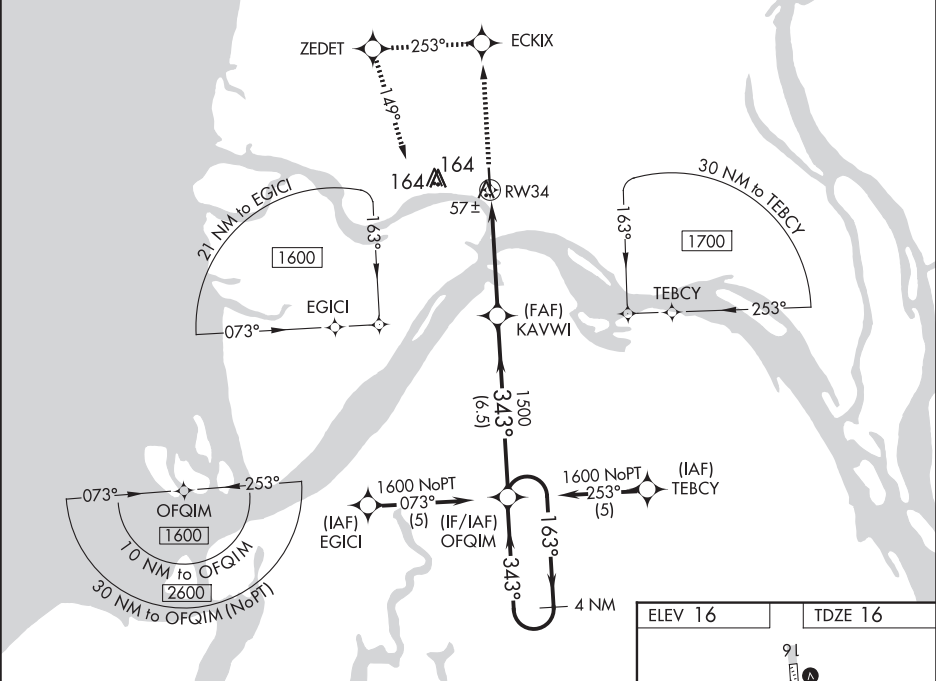
RNAV (GPS) RWY 34

EMMONAK (ENM) (PAEM)

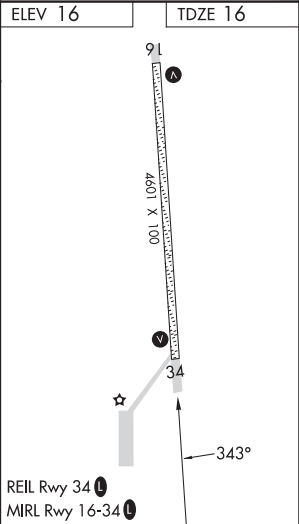
⚠ If local altimeter setting not received, use St Mary's altimeter setting and increase all DAs 168 feet and MDAs 180 feet. VDP NA with St Mary's altimeter setting. DME/DME RNP- 0.3 NA. Baro-VNAV NA when using St Mary's altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-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.

AWOS-3P 135.35	ANCHORAGE CENTER 124.0	CTAF 122.9 0
--------------------------	----------------------------------	-------------------------------



1600	ECKIX	ZEDET	OFQIM	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).
↑	tr 253°	tr 149°		
* LNAV only				
CATEGORY	A	B	C	D
LPV DA		266-1	250 (300-1)	
LNAV/ VNAV		320-1	304 (400-1)	
LNAV MDA		320-1	304 (400-1)	
CIRCLING	520-1	504 (600-1)	520-1½ 504 (600-1½)	580-2 564 (600-2)



EMMONAK, ALASKA

AL-6916 (FAA)

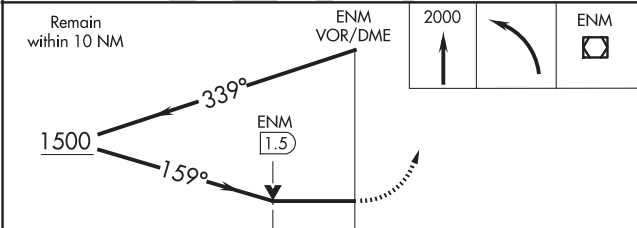
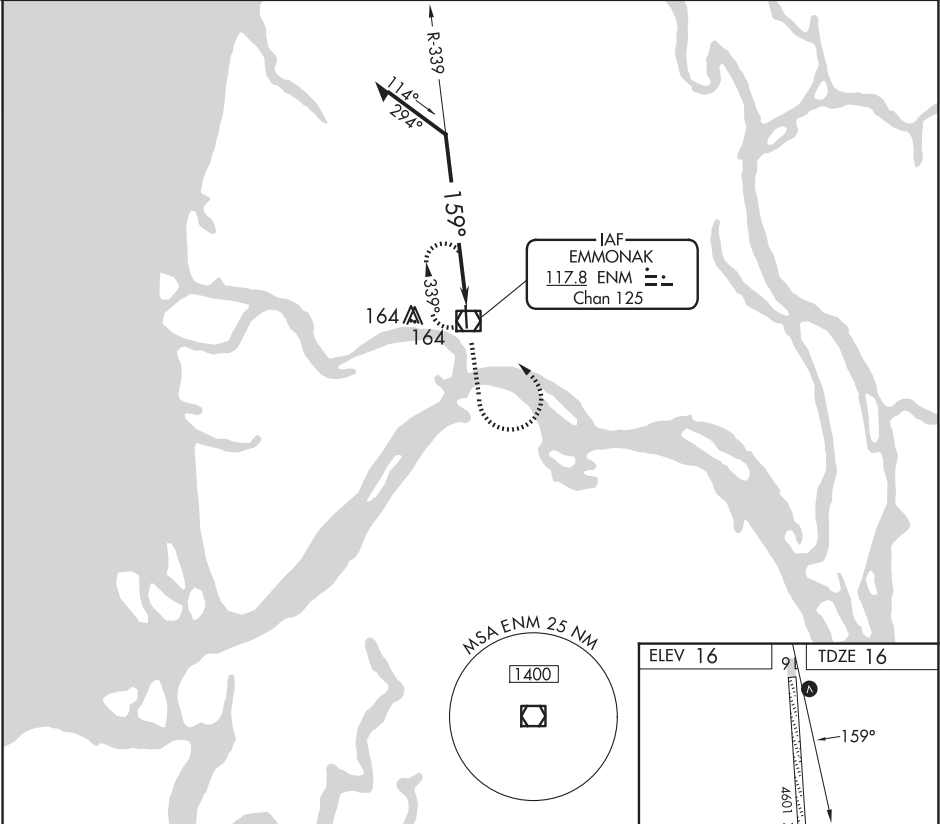
24137

VOR/DME ENM	APP CRS	Rwy Idg	4601
117.8	159°	TDZE	16
Chan 125		Apt Elev	16

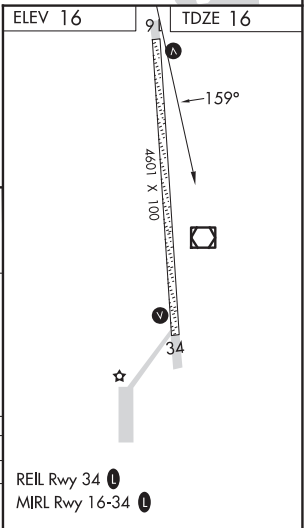
VOR RWY 16
EMMONAK (ENM) (PAEM)

<p>⚠</p> <p>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.</p>	<p>MISSED APPROACH: Climb to 2000 then left turn direct ENM VOR/DME and hold.</p>
---	---

AWOS-3P 135.35	ANCHORAGE CENTER 124.0	CTAF 122.9
-------------------	---------------------------	---------------



CATEGORY	A	B	C	D
S-16		340-1	324 (400-1)	
CIRCLING	520-1	504 (600-1)	520-1½ 504 (600-1½)	580-2 564 (600-2)



EMMONAK, ALASKA
Amdt 1A 13NOV14

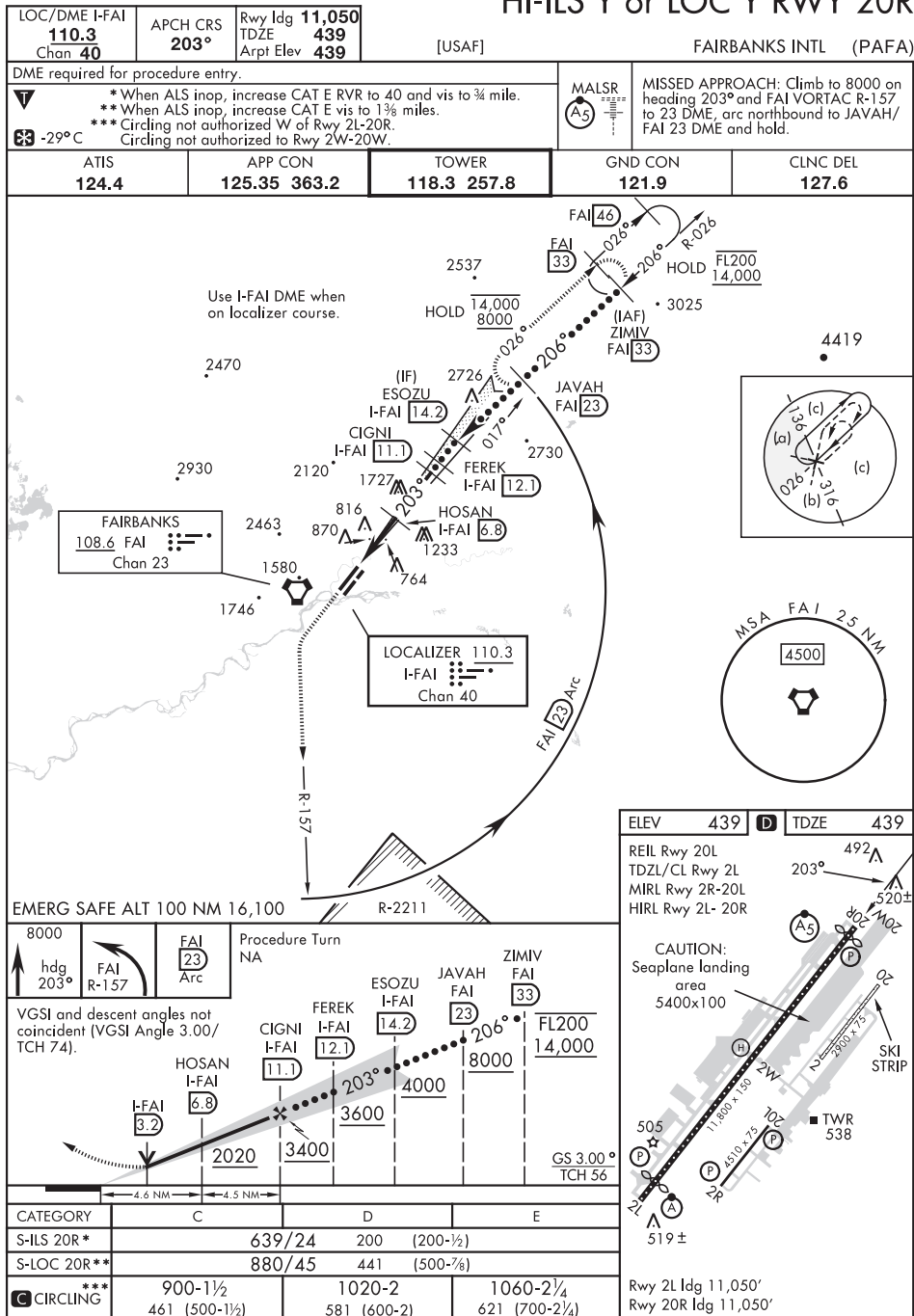
62°47'N-164°29'W

EMMONAK (ENM) (PAEM)
VOR RWY 16

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

HI-ILS Y or LOC Y RWY 20R



FAIRBANKS, ALASKA

AL-1234 (FAA)

25219

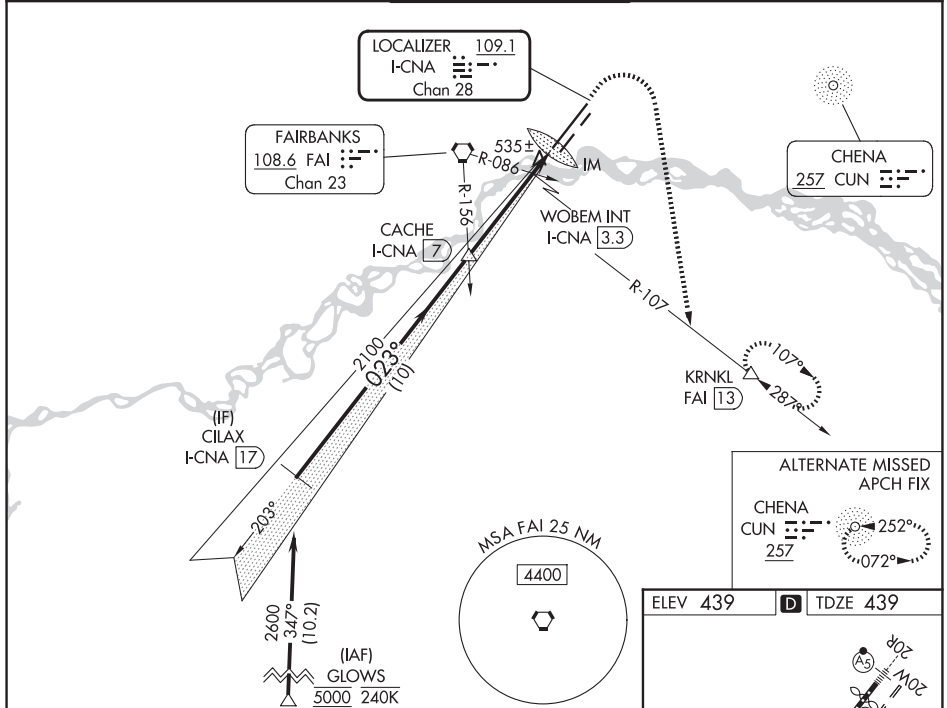
LOC/DME I-CNA 109.1 Chan 28	APP CRS 023°	Rwy Ldg TDZE 439 Apt Elev 439
---	------------------------	---

ILS or LOC RWY 2L

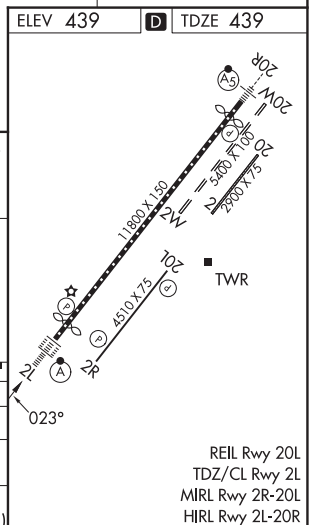
FAIRBANKS INTL (FAI) (PAFA)

RNP APCH - GPS. DME required.	ALSIF-2 	MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on heading 170° and FAI VORTAC R-107 to KRNL/FAI 13 DME and hold, continue climb-in-hold to 5000.
 Circling NA west of Rwy 2L-20R. Circling NA to Rwsy 2W and 20W. For inop ALS, increase S-ILS 2L Cat E visibility to RVR 4000 and S-LOC 2L Cat C/D/E visibility to RVR 5500.		

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9	CLNC DEL 127.6
----------------------	--	---------------------------------------	-------------------------	--------------------------



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).					
CILAX I-CNA 17	CACHE I-CNA 7	WOBEM INT I-CNA 3.3	IM	FAI R-107	KRNL
2600	2100	900			
GS 3.00° TCH 56					
10 NM	3.7 NM	1.1 NM	0.2		
CATEGORY	A	B	C	D	E
S-ILS 2L	639/18 200 (200-½)				
S-LOC 2L	800/24	361 (400-½)	800/35	361 (400-¾)	
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1020-2 581 (600-2)	1060-2¼ 621 (700-2¼)



FAIRBANKS, ALASKA

Amdt 11 05OCT23

64°49'N-147°51'W

FAIRBANKS INTL (FAI) (PAFA)

ILS or LOC RWY 2L

REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

AK, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-FAI	APP CRS	Rwy Ldg	11050
110.3	203°	TDZE	439
Chan 40		Apt Elev	439

ILS Z or LOC Z RWY 20R

FAIRBANKS INTL (FAI) (PAFA)

DME required. DME required for procedure entry.

⚠

⚠

⚠

↻

29°C

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 3/8 SM. #RVR 1800 authorized with use of FD or HUD to DA.

MALSR

AS

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAI VORTAC R-107 to KRNL/FAI VORTAC 13 DME and hold.

ATIS	FAIRBANKS APP CON	FAIRBANKS TOWER	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6

ALTERNATE MISSED APCH FIX

CHENA

CUN

257

252°

072°

CHENA

257 CUN

LOCALIZER

110.3

I-FAI

Chan 40

FAIRBANKS

108.6 FAI

Chan 23

MSA FAI 25 NM

4500

MISSED APCH FIX

108.6 FAI

R-107

Chan 23

KRNL

FAI 13

28°

ELEV 439

D

TDZE 439

REIL Rwy 20L

TDZ/CL Rwy 2L

MRL Rwy 2R-20L

HIRL Rwy 2L-20R

1100	3000	KRNL	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).	OHECY INT I-FAI 13.1	ZUREP I-FAI 17	One Minute Holding Pattern
Use I-FAI DME when on the localizer course.				CIGNI INT I-FAI 11.1		
				HOSAN INT I-FAI 6.8		
				I-FAI 3.2		
				I-FAI 2		
				2020*		
				3400		
				3600		
				5000		
				4200		
				GS 3.00°		
				TCH 56		
				1.2	3.6 NM	4.3 NM
				2 NM	3.9 NM	
CATEGORY	A	B	C	D	E	
S-ILS 20R#	639/24 200 (200-1/2)					
S-LOC 20R	880/24	441 (500-1/2)	880/45 441 (500-7/8)			
CIRCLING	880-1	900-1	900-1 1/2	1020-2	1060-2 1/4	
	441 (500-1)	461 (500-1)	461 (500-1 1/2)	581 (600-2)	621 (700-2 1/4)	

FAIRBANKS, ALASKA

Amdt 25C 12AUG21

64°49'N-147°51'W

203

FAIRBANKS INTL (FAI) (PAFA)

ILS Z or LOC Z RWY 20R

FAIRBANKS, ALASKA

AL-1234 (FAA)

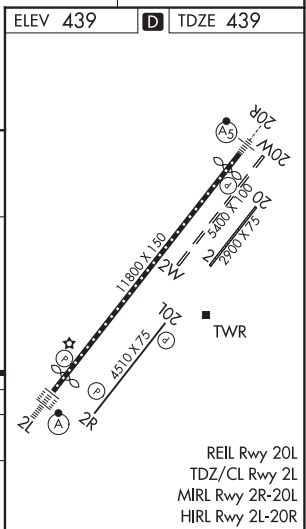
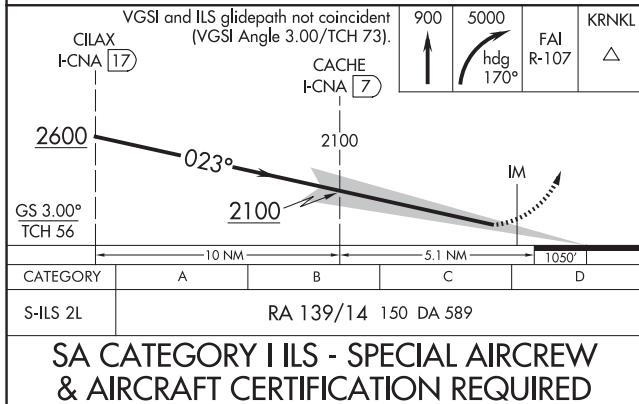
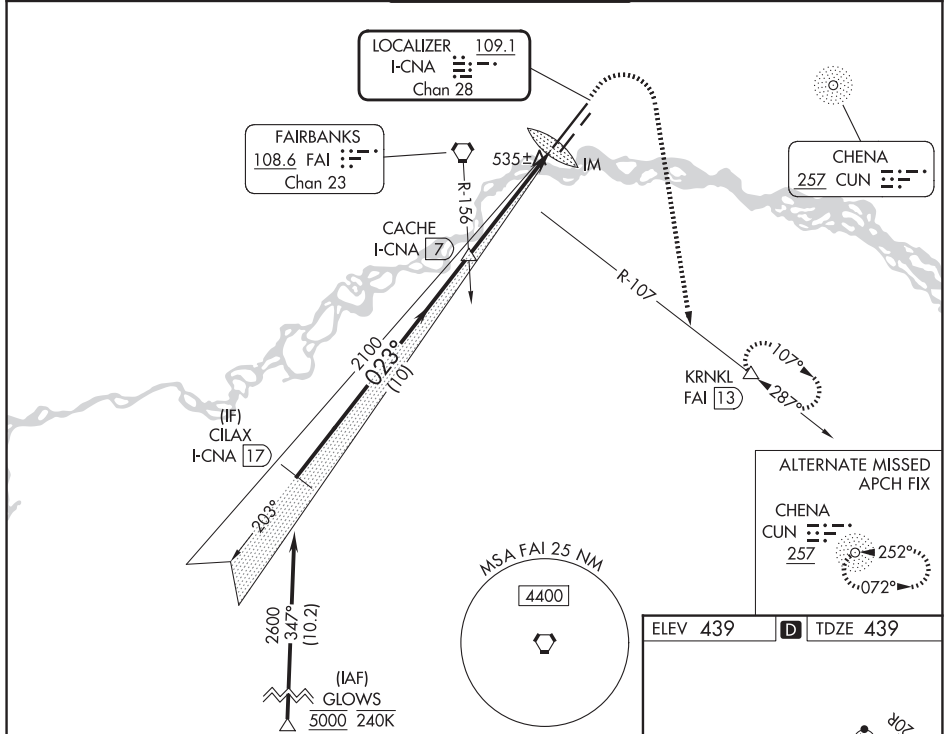
25219

LOC/DME I-CNA 109.1 Chan 28	APP CRS 023°	Rwy Ldg TDZE 439 Apt Elev 439
---	------------------------	---

ILS RWY 2L (SA CAT I)
FAIRBANKS INTL (FAI) (PAFA)

RNP APCH - GPS. DME required.	ALSIF-2 	MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on heading 170° and FAI VORTAC R-107 to KRNL/FAI 13 DME and hold, continue climb-in-hold to 5000.
-29°C Requires specific OPSPEC, MSPEC, or LOA approval.		

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9	CLNC DEL 127.6
----------------------	--	---------------------------------------	-------------------------	--------------------------



FAIRBANKS, ALASKA

Amtd 11 05OCT23

64°49'N-147°51'W

FAIRBANKS INTL (FAI) (PAFA)
ILS RWY 2L (SA CAT I)

ILS Z RWY 20R (SA CAT I & II)
FAIRBANKS INTL (FAI) (PAFA)

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAI VORTAC R-107 to KRNL/FAI VORTAC 13 DME and hold.

MALSR

ALTERNATE MISSED APCH FIX

CHENA CUN

257

072°

252°

(IAF) MUSHR (GPS REQD)

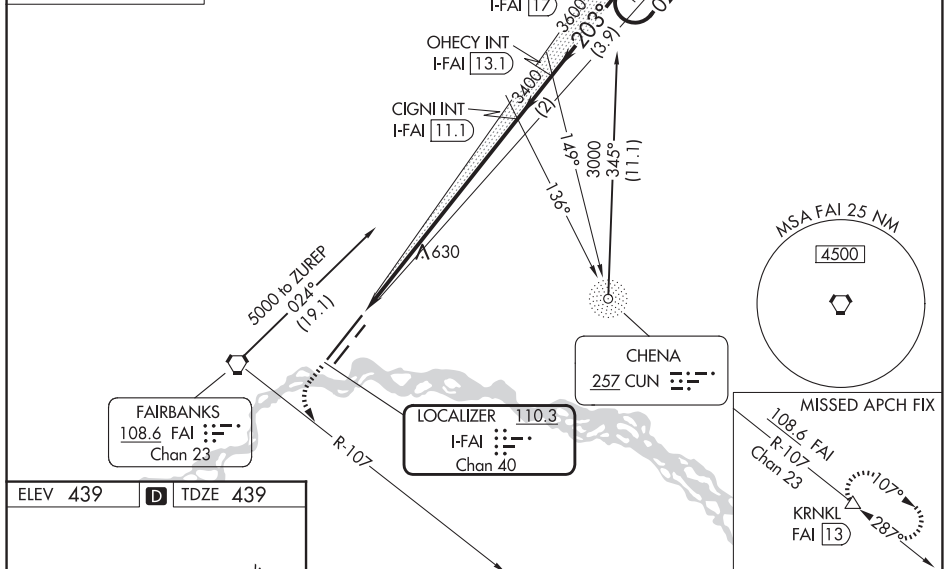
4200 NoPT 153° (8.4)

(IF/IAF) ZUREP

203° 1 min

HOLD

5000
4200



1100 ↑	3000 FAI R-107	KRNL △	VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 74)	ZUREP I-FAI 17	One Minute Holding Pattern
-----------	----------------------	-----------	---	-------------------	-------------------------------

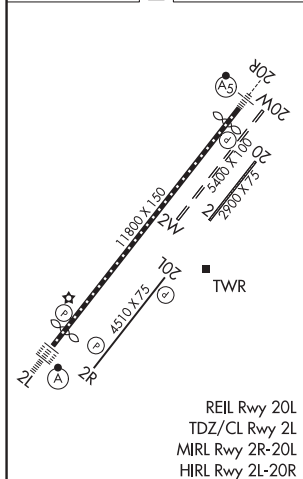
Use I-FAI DME when on the localizer course.

CIGN INT I-FAI 11.1
OHEC INT I-FAI 13.1

1065° 2.1 NM 2 NM 3.9 NM

203° 3600 5000 4200

GS 3.00°
TCH 56



CATEGORY	A	B	C	D
S-ILS 20R	SA CAT I RA 149/14 150 DA 589			
S-ILS 20R	SA CAT II RA 99/12 100 DA 539			

SA CATEGORY I & II ILS SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

FAIRBANKS, ALASKA

AL-1234 (FAA)

25219

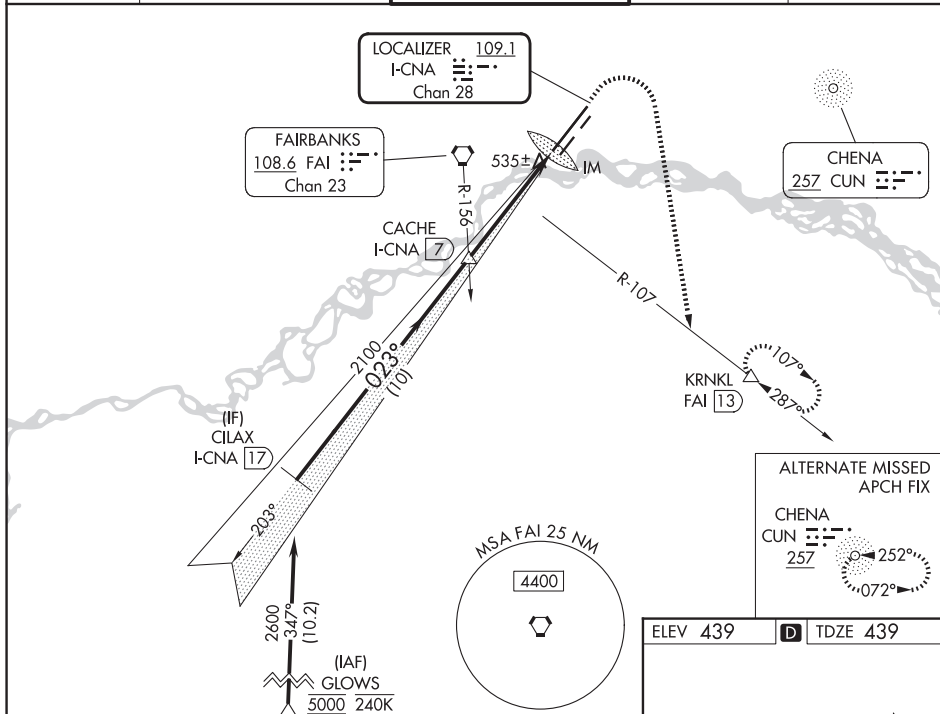
LOC/DME I-CNA 109.1 Chan 28	APP CRS 023°	Rwy Ldg TDZE 439 Apt Elev 439
---	------------------------	---

ILS RWY 2L (CAT II & III)

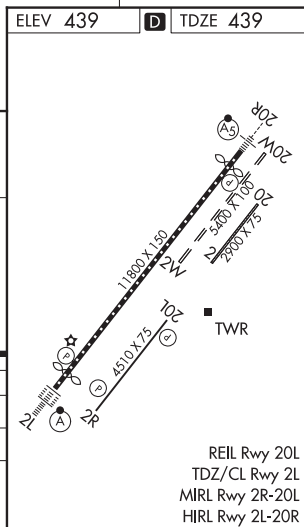
FAIRBANKS INTL (FAI) (PAFA)

RNP APCH - GPS. DME required.	ALSIF-2 	MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on heading 170° and FAI VORTAC R-107 to KRNL/FAI 13 DME and hold, continue climb-in-hold to 5000.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. -29°C		

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9	CLNC DEL 127.6
----------------------	--	---------------------------------------	-------------------------	--------------------------



VGSi and ILS glidepath not coincident (VGSi Angle 3.00°/TCH 73).					900 ↑	5000 hdg 170°	FAI R-107	KRNL △
CILAX I-CNA (17)	CACHE I-CNA (7)							
2600	2100				IM 544			
GS 3.00° TCH 56	023°		2100		1050'			
10 NM					5.1 NM			
CATEGORY	A	B	C	D				
S-ILS 2L	CAT II RA 104/12 100 DA 539							
S-ILS 2L	CAT III RVR 06							
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED								



FAIRBANKS, ALASKA

Amdt 11 05OCT23

64°49'N-147°51'W

FAIRBANKS INTL (FAI) (PAFA)

ILS RWY 2L (CAT II & III)

AK, 07 AUG 2025 to 02 OCT 2025

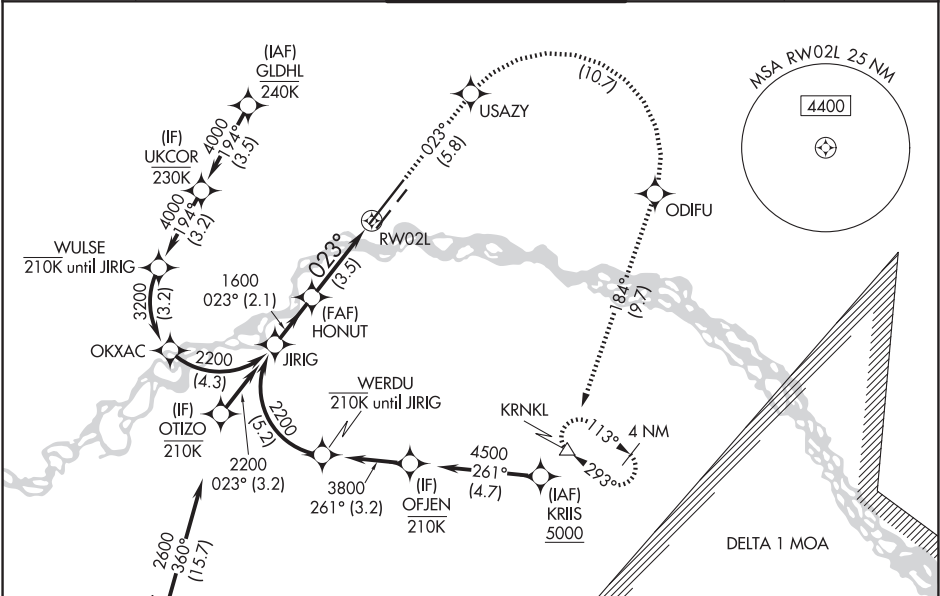
AK, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	11050
023°	TDZE	439
	Apt Elev	439

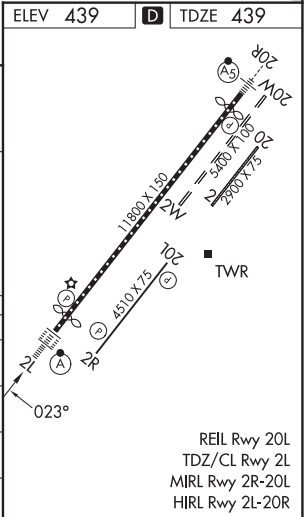
RNAV (RNP) Z RWY 2L
FAIRBANKS INTL (FAI) (PAFA)

RNP AR APCH - GPS. ⚠ -29°C 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 5500, increase RNP 0.10 all Cats visibility to RVR 5500, and increase RNP 0.30 all Cats visibility to RVR 6000.	ALSF-2 ⚠	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.
---	-------------	---

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9	CLNC DEL 127.6
---------------	-----------------------------------	--------------------------------	------------------	-------------------



See planview for multiple IF locations.				
JIRIG				
HONUT				
2200				
GP 3.00° TCH 56				
2.1 NM				
3.5 NM				
CATEGORY	A	B	C	D
RNP 0.10 DA*	755/24	316 (400-½)		
RNP 0.10 DA	805/35	366 (400-¾)		
RNP 0.30 DA	855/40	416 (500-¾)		
AUTHORIZATION REQUIRED				



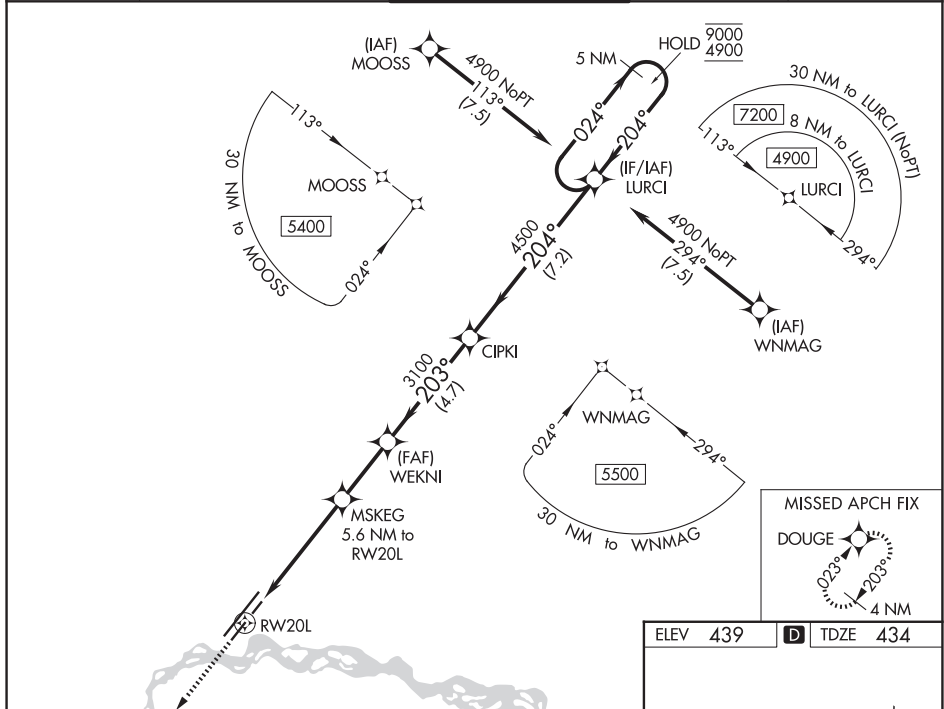
WAAS CH 93812 W20A	APP CRS 203°	Rwy Ldg TDZE Apt Elev	4510 434 439
--	------------------------	-----------------------------	---



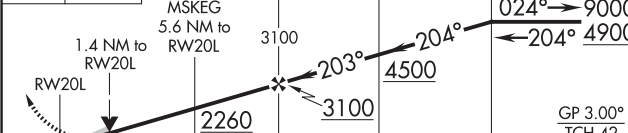
RNAV (GPS) RWY 20L

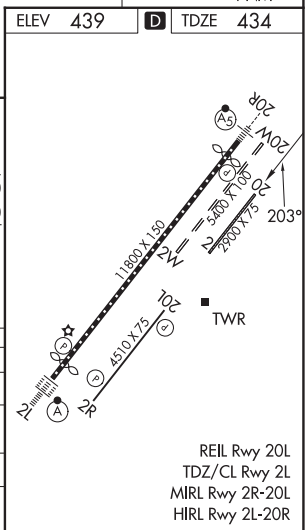
FAIRBANKS INTL (FAI) (PAFA)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3700 direct DOUGE and hold, continue climb-in-hold to 3700.
Circling NA west of Rwy 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.	

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9	CLNC DEL 127.6
----------------------	--	---------------------------------------	-------------------------	--------------------------



3700	DOUGE					LURCI	5 NM Holding Pattern		
									
									
CATEGORY		A		B		C		D	
LPV DA				684- ³ / ₄		250 (300- ³ / ₄)			
LNAV/VNAV DA				701- ⁷ / ₈		267 (300- ⁷ / ₈)			
LNAV MDA		920-1 486 (500-1)				920-1 ³ / ₈ 486 (500-1 ³ / ₈)			
CIRCLING		920-1 481 (500-1)				920-1 ¹ / ₂ 481 (500-1 ¹ / ₂)		1000-2 561 (600-2)	

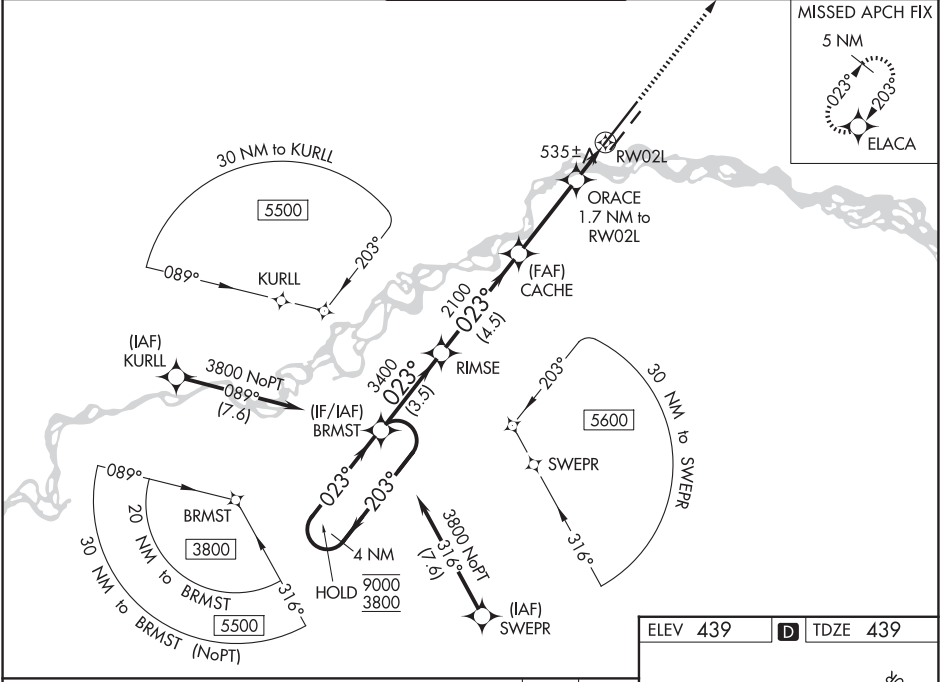


WAAS CH 57915 W02B	APP CRS 023°	Rwy Ldg 11050 TDZE 439 Apt Elev 439
--	------------------------	--

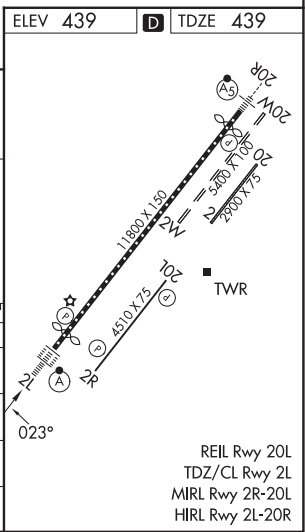
RNAV (GPS) Y RWY 2L
FAIRBANKS INTL (FAI) (PAFA)

RNP APCH - GPS. ⚠ -29°C Circling NA west of Rwy 2L-20R. Circling NA to Rwy 2W and 20W. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cat C/D visibility to RVR 5500.	ALSF-2 ⓐ	MISSED APPROACH: Climb to 4900 direct ELACA and hold, continue climb-in hold to 4900.
---	-------------	---

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9	CLNC DEL 127.6
----------------------	--	---------------------------------------	-------------------------	--------------------------



4 NM Holding Pattern	BRMST	RIMSE	CACHE	ORACE	ELACA
9000 3800	203°	023°	2100	1.7 NM to RW02L	4900
GP 3.00° TCH 56	3.5 NM	4.5 NM	3.4 NM	0.8 NM	0.9 NM
CATEGORY	A	B	C	D	
LPV DA	639/18 200 (200-½)				
LNAV/VNAV DA	720/24 281 (300-½)				
LNAV MDA	800/24	361 (400-½)	800/40	361 (400-¾)	
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1020-2 581 (600-2)	



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

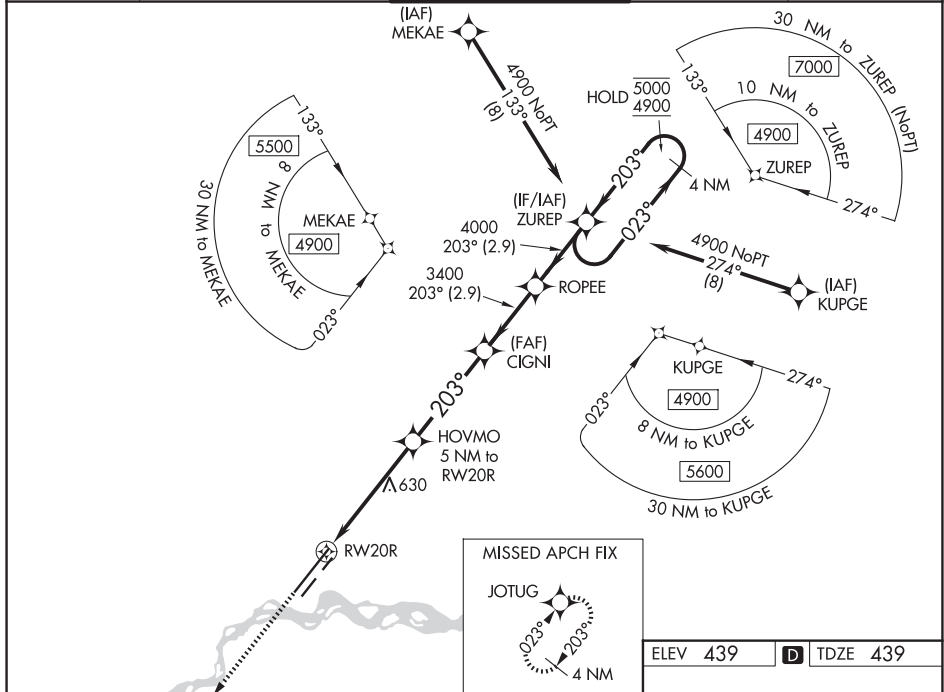
WAAS CH 58329 W20B	APP CRS 203°	Rwy Ldg 11050 TDZE 439 Apt Elev 439
--	------------------------	--

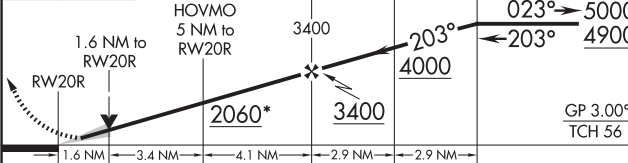
RNAV (GPS) Y RWY 20R

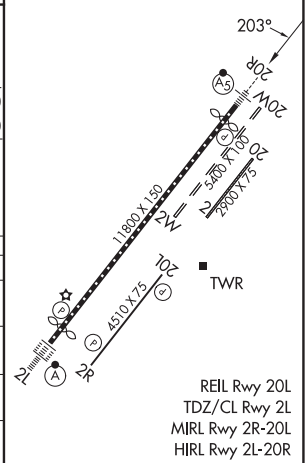
FAIRBANKS INTL (FAI) (PAFA)

RNP APCH - GPS. -29°C # RVR 1800 authorized with use of FD or AP or HUD to DA.	MAISR MISSED APPROACH: Climb to 3000 direct JOTUG and hold.
--	--

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9	CLNC DEL 127.6
----------------------	--	---------------------------------------	-------------------------	--------------------------



3000 ↑ JOTUG	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).			ZUREP	4 NM Holding Pattern
		HOVMO 5 NM to RW20R	CIGNI 3400	ROPEE	
1.6 NM		3.4 NM	4.1 NM	2.9 NM	2.9 NM
CATEGORY	A	B	C	D	
LPV DA#	639/24		200 (200-½)		
LNNAV/ VNAV DA	1148-2		709 (800-2)		
LNNAV MDA	1020/24 581 (600-½)		1020-1¼ 581 (600-1¼)		
CIRCLING	1020-1 581 (600-1)		1020-1¾ 581 (600-¾)		1020-2 581 (600-2)

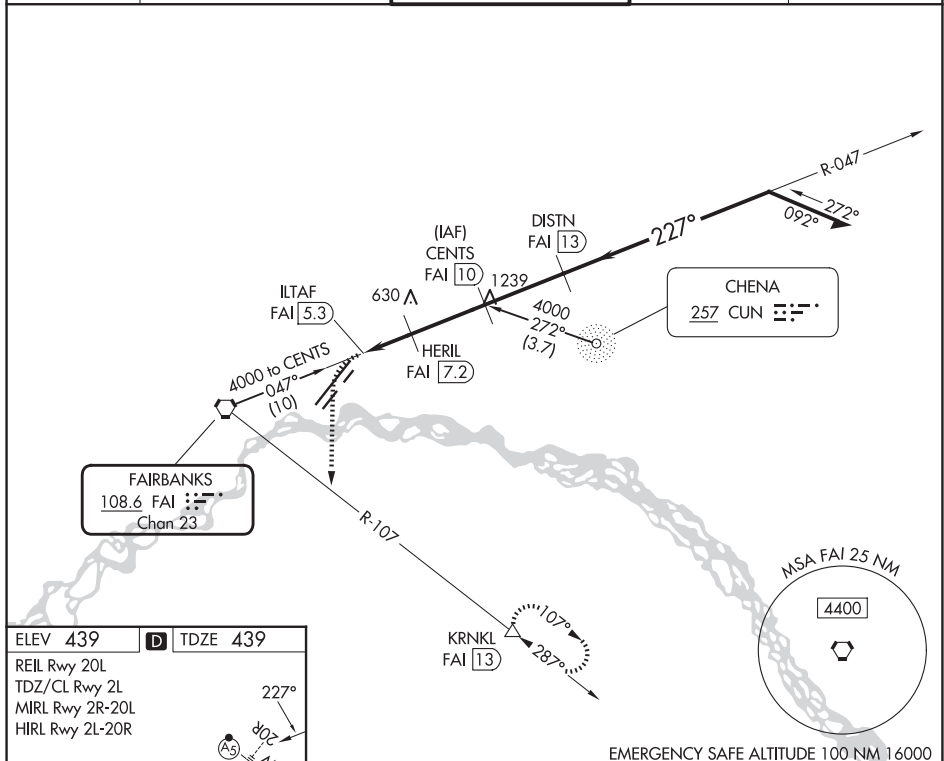


TACAN RWY 20R
FAIRBANKS INTL (FAI) (PAFA)

MALSR

MISSED APPROACH: Climbing left turn to 4000 on heading 160° and FAI VORTAC R-107 to KRNL/FAI 13 DME and hold, continue climb-in-hold to 4000.

ATIS 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9	CLNC DEL 127.6
---------------	-----------------------------------	--------------------------------	------------------	-------------------



ELEV 439 TDZE 439

REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

<div>4000</div> <div>hdg 160°</div>		<div>FAI R-107</div>	<div>KRNKL △</div>	<div>CENTS FAI 10</div> <div>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 74)</div>		
<div>HERIL FAI 7.2</div> <div>ILTAF FAI 5.3</div> <div>3.00° TCH 60</div> <div>1300</div>		<div>2200</div> <div>3300</div> <div>227°</div>		<div>047°</div> <div>Remain within 15 NM</div> <div>4000</div>		
<div>0.7</div> <div>1.8 NM</div> <div>2.8 NM</div> <div>3 NM</div>						
CATEGORY	A		B	C	D	E
S-20R	880/55		441 (500-1)	880-1 ³ / ₈	441 (500-1 ³ / ₈)	1000-1 ⁵ / ₈ 561 (600-1 ⁵ / ₈)
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1 ¹ / ₂ 461 (500-1 ¹ / ₂)	1020-2 581 (600-2)	1120-2 ¹ / ₂ 681 (700-2 ¹ / ₂)	

AK, 07 AUG 2025 to 02 OCT 2025

25219

AIRPORT DIAGRAM

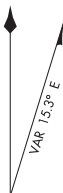
AL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)

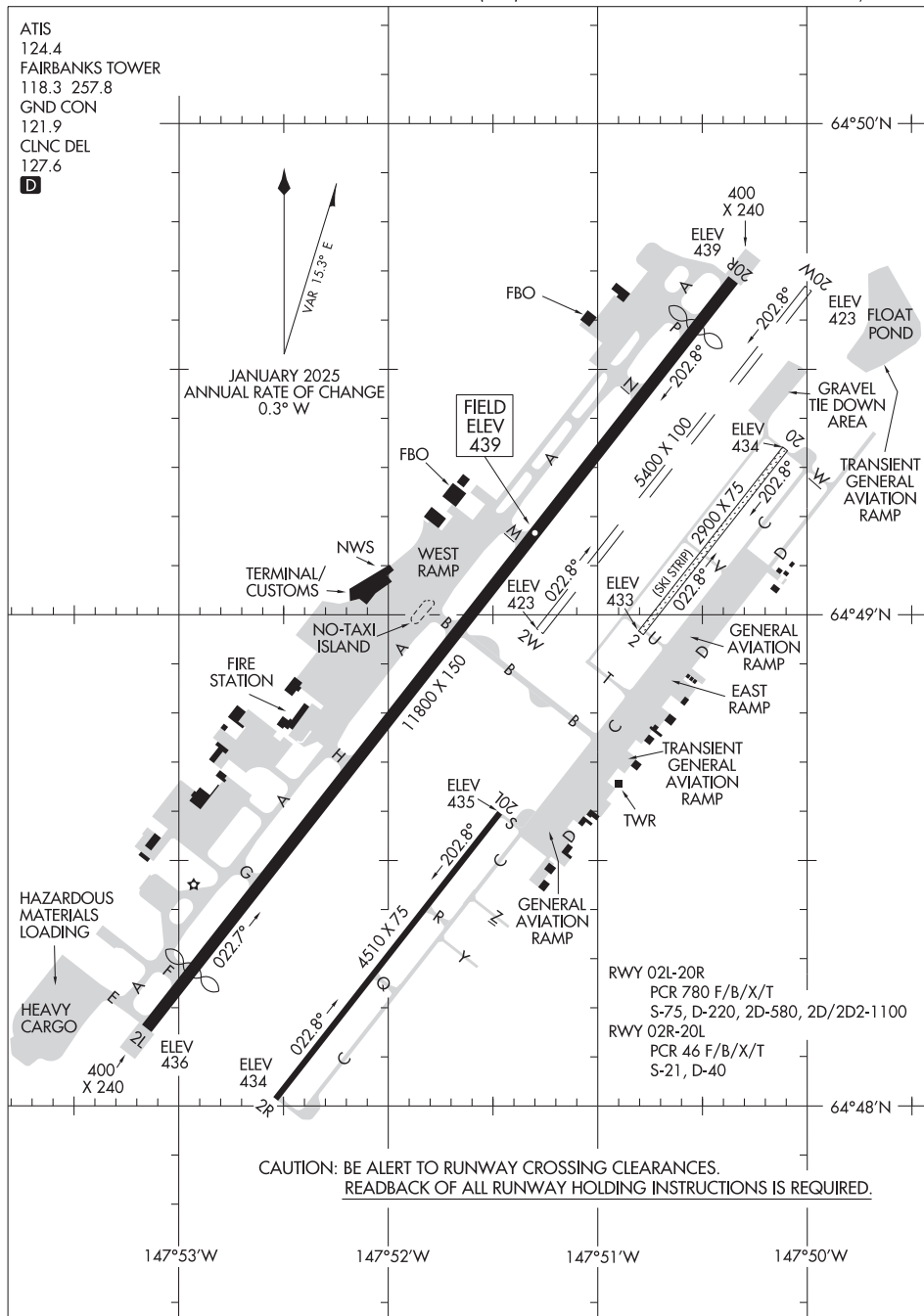
FAIRBANKS, ALASKA

ATIS
124.4
FAIRBANKS TOWER
118.3 257.8
GND CON
121.9
CLNC DEL
127.6

D



JANUARY 2025
ANNUAL RATE OF CHANGE
0.3° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

147°53'W

147°52'W

147°51'W

147°50'W

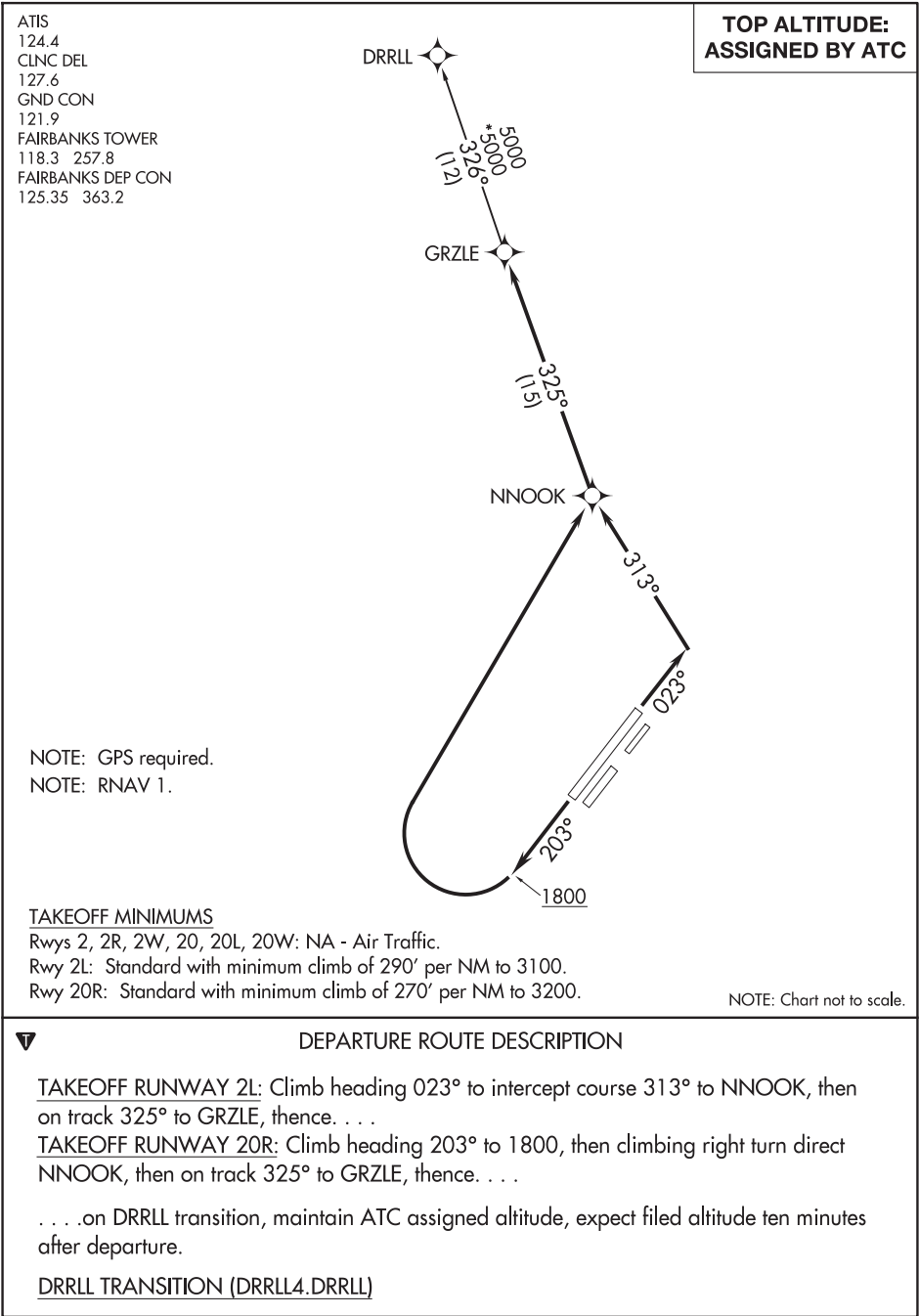
AIRPORT DIAGRAM

25219

FAIRBANKS, ALASKA

FAIRBANKS INTL (FAI) (PAFA)

AK, 07 AUG 2025 to 02 OCT 2025



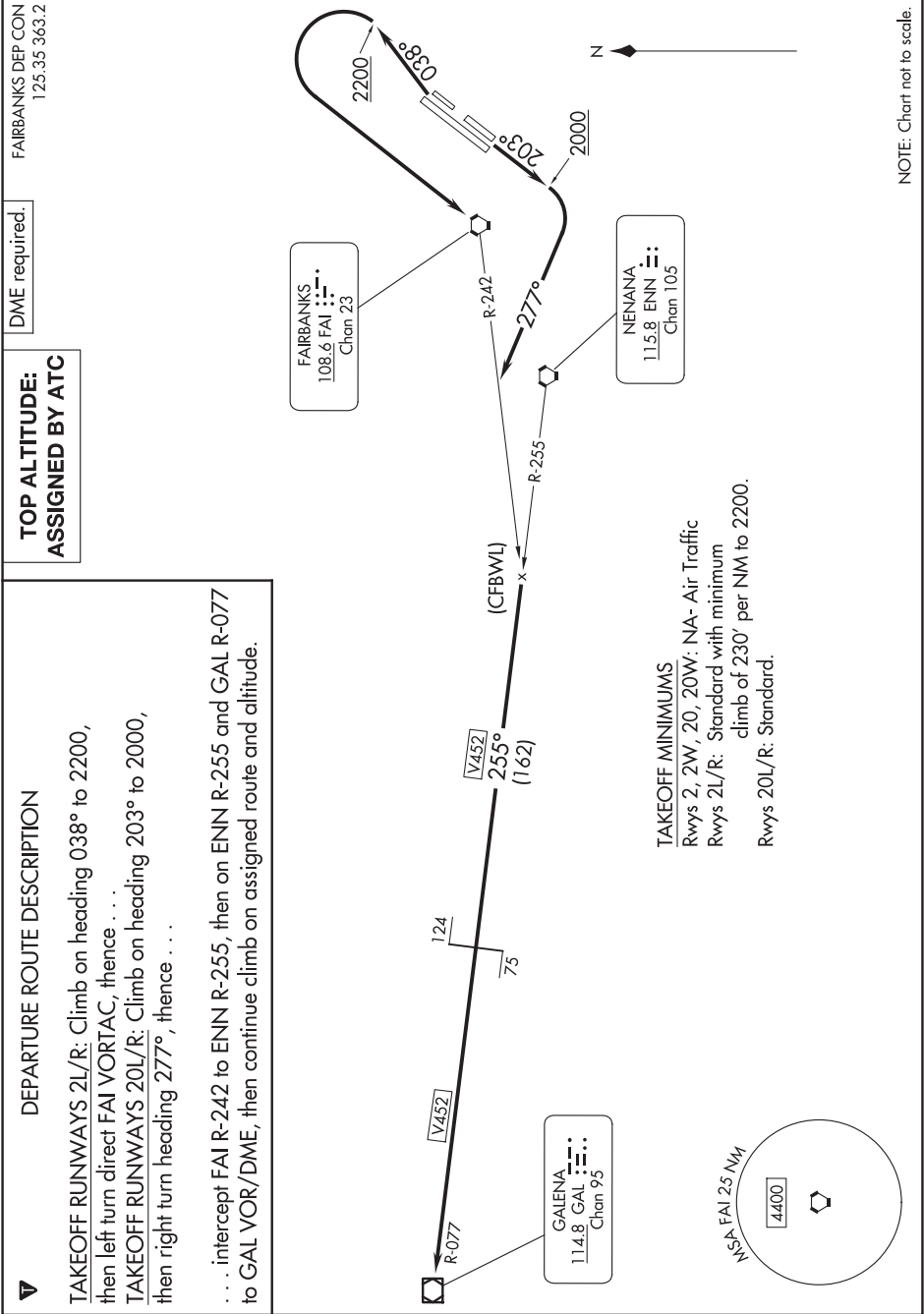
(GLEEN8.GLEEN) 23278

GALENA EIGHT DEPARTURE

AL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

AK, 07 AUG 2025 to 02 OCT 2025



GALENA EIGHT DEPARTURE
(GLEEN8.GLEEN) 10AUG23

FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI) (PAFA)

AK, 07 AUG 2025 to 02 OCT 2025

(MKNLY4.TKA) 23278
MCKINLEY FOUR DEPARTURE

AL-1234 (FAA) FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

FAIRBANKS DEP CON
125.35 363.2
ATIS
124.4
CLNC DEL
127.6
GND CON
121.9
FAIRBANKS TOWER
118.3 257.8

TOP ALTITUDE:
ASSIGNED BY ATC

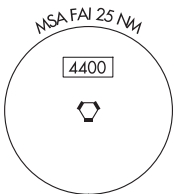
RADAR required. DME required.

NENANA
115.8 ENN
Chan 105

FAIRBANKS
108.6 FAI
Chan 23

PUYVO

TAKEOFF MINIMUMS
Rwys 2, 2W, 20, 20W: NA-Air Traffic.
Rwys 2L/R: Standard with minimum
climb of 230' per NM to 2200.
Rwys 20L/R: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb on heading 038° to 2200, then left turn direct FAI VORTAC, thence

TAKEOFF RUNWAYS 20L/R: Climb on heading 203° to 2000, then right turn heading 230°, thence

. . . . intercept FAI R-197 to PUYVO/FAI 56 DME fix then on ENN R-171 and TKA R-352 to TKA VOR/DME, maintain ATC assigned altitude, then on assigned route and altitude.

MCKINLEY FOUR DEPARTURE
(MKNLY4.TKA) 10AUG23

FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI) (PAFA)

(PUYVO5.PUYVO) 23222

PUYVO FIVE DEPARTURE (RNAV)

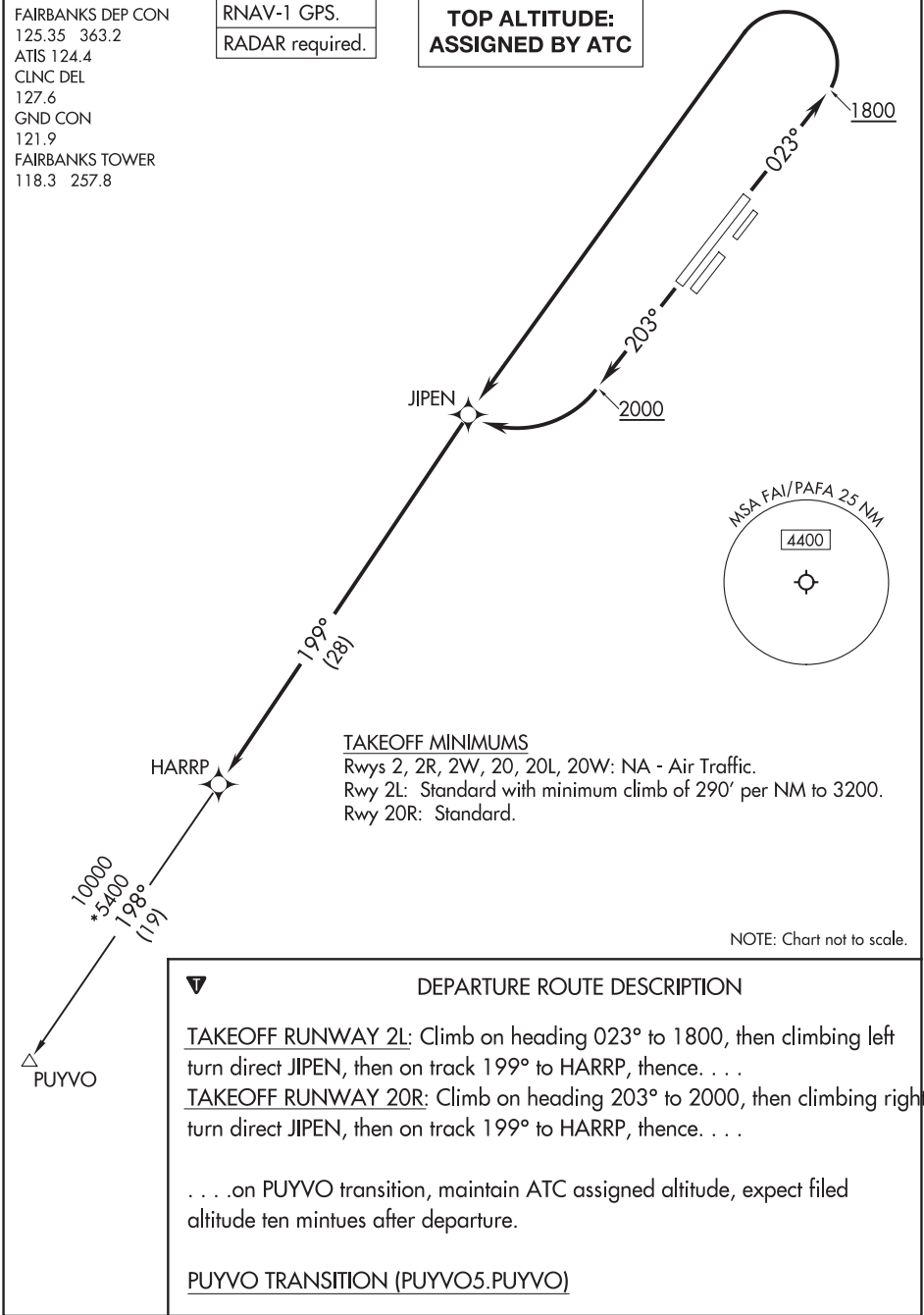
AL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

FAIRBANKS DEP CON
125.35 363.2
ATIS 124.4
CLNC DEL
127.6
GND CON
121.9
FAIRBANKS TOWER
118.3 257.8

RNAV-1 GPS.
RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC



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. . . .

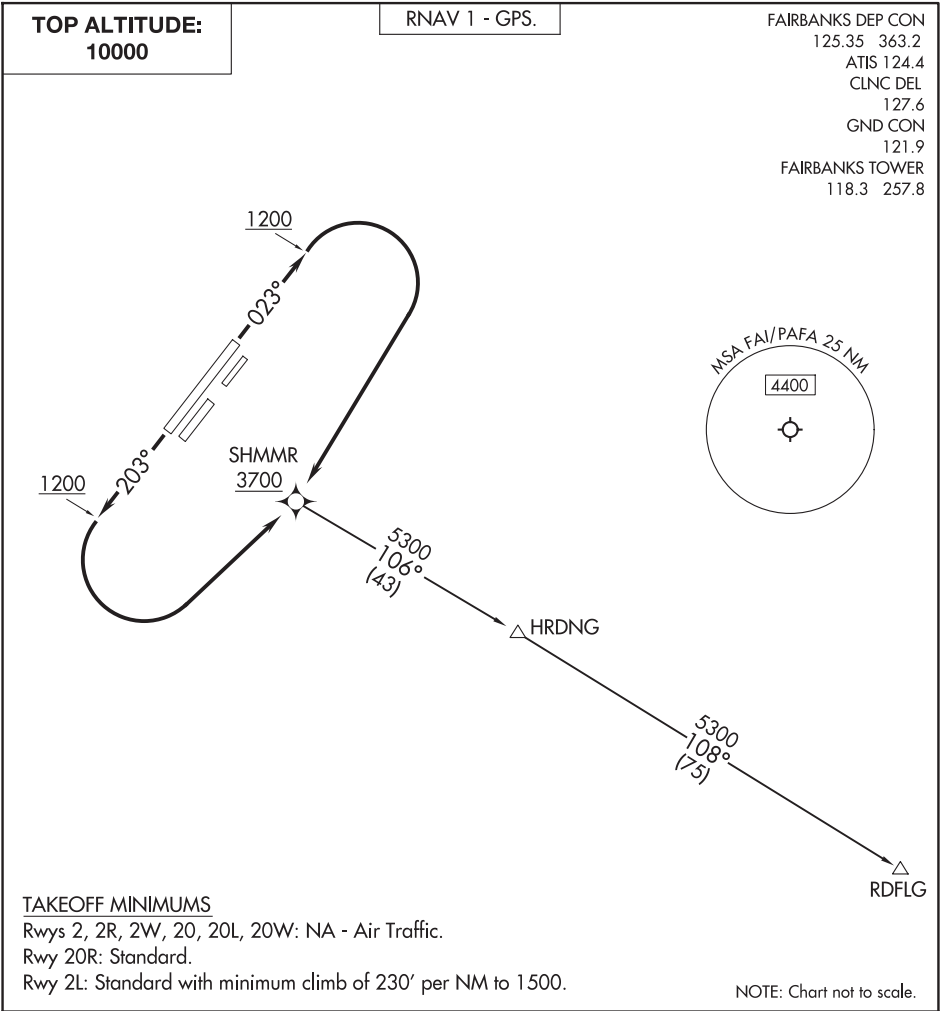
TAKEOFF RUNWAY 20R: Climb on heading 203° to 2000, then climbing right turn direct JIPEN, then on track 199° to HARRP, thence. . . .

. . . .on PUYVO transition, maintain ATC assigned altitude, expect filed altitude ten mintues after departure.

PUYVO TRANSITION (PUYVO5.PUYVO)

PUYVO FIVE DEPARTURE (RNAV)
(PUYVO5.PUYVO) 10AUG23

FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI) (PAFA)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 023° to 1200, then climbing right turn direct SHMMR, cross SHMMR at or above 3700, thence. . . .

TAKEOFF RUNWAY 20R: Climb on heading 203° to 1200, then climbing left turn direct SHMMR, cross SHMMR at or above 3700, thence. . . .

. . . .on RDFLG transition. Climb and maintain 10000. Expect 17000 ten mintues after departure.

RDFLG TRANSITION (RDFLG5.RDFLG)

FORT YUKON (FYU) (PFYU)
RNAV (GPS) RWY 4

WAAS CH 50539 W22A	APP CRS 221°	Rwy Idg 5000 TDZE 447 Apt Elev 447
--	------------------------	---

RNAV (GPS) RWY 22
FORT YUKON (FYU) (PFYU)

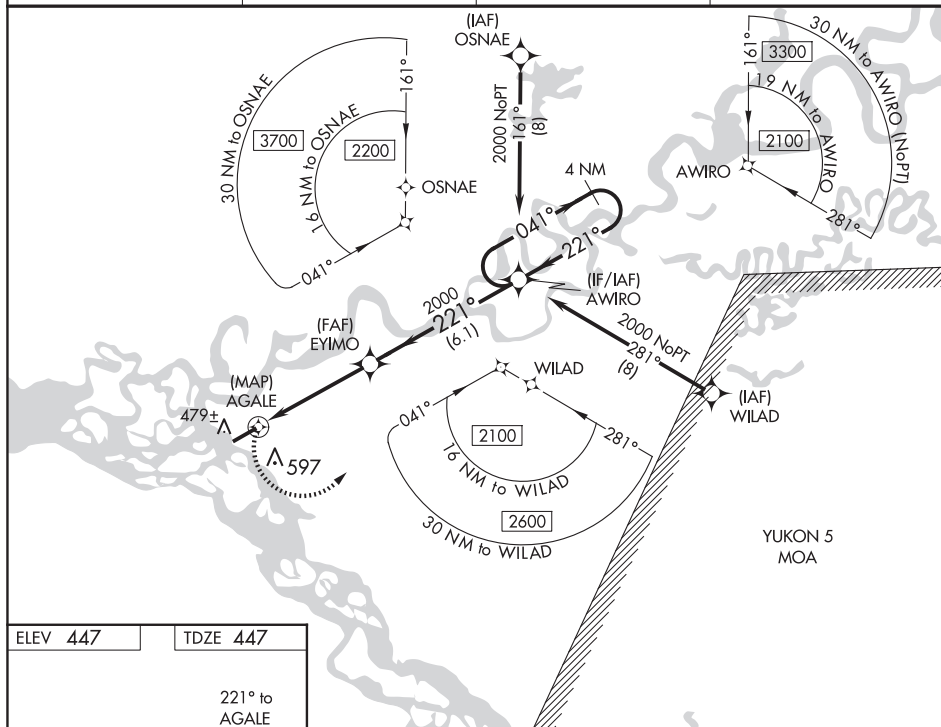
T Inop table does not apply to LPV or LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Circling NA southeast of Rwy 4 and 22. DME/DME RNP-0.3 NA. Rwy 22 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For Inop ALS, increase LNAV Cat C and D visibility $\frac{1}{8}$ SM

MALSF



MISSED APPROACH. Climbing left turn to 2000 direct AWIRO and hold.

AWOS-3P 125.8	ANCHORAGE CENTER 135.0 225.4	FAIRBANKS RADIO 122.05	CTAF 122.5
-------------------------	--	----------------------------------	----------------------



ELEV 447		TDZE 447
----------	--	----------

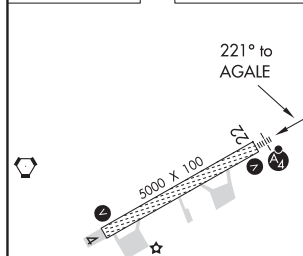


Diagram illustrating the 4 NM Holding Pattern for the 2000 frequency. The pattern is defined by a series of turns around a fix, with distances of 0.1, 1.4, 3.2, and 6.1 NM. The pattern is labeled "4 NM Holding Pattern" and "AWIRO". The frequency "2000" is shown in a large font. The diagram also shows the "VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 27)" and "GP 3.00° TCH 45".

FORT YUKON, ALASKA

AL-2054 (FAA)

21336

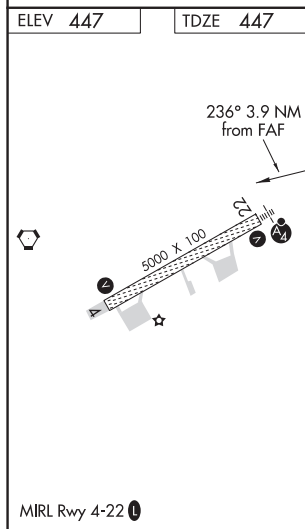
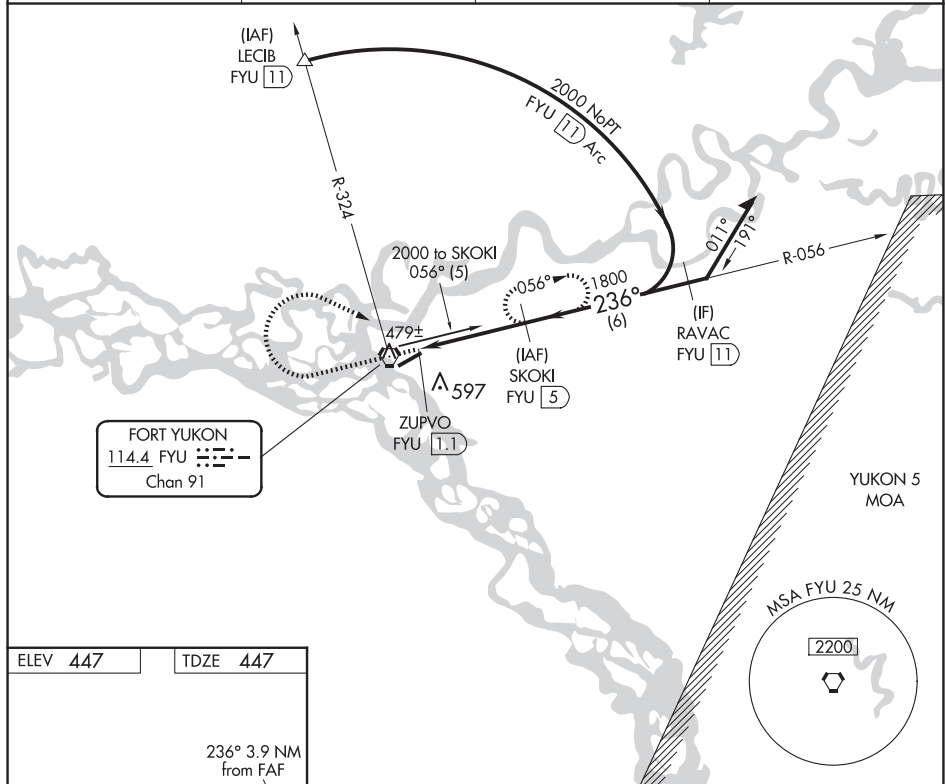
VORTAC FYU 114.4 Chan 91	APP CRS 236°	Rwy Idg TDZE 447 Apt Elev 447
--	------------------------	---

VOR/DME or TACAN RWY 22

FORT YUKON (FYU) (PFYU)

▼ Inop table does not apply. Circling NA southeast of Rwy 4-22. Rwy 22 Straight-In and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA.	MALSF 	MISSED APPROACH: Climb to 2000 then right turn on heading 100° and FYU VORTAC R-056 to SKOKI/5 DME and hold.
---	-----------	---

AWOS-3P 125.8	ANCHORAGE CENTER 135.0 225.4	FAIRBANKS RADIO 122.05	CTAF 122.5 0
-------------------------	--	----------------------------------	------------------------



2000	↑	hdg 100°	FYU R-056	SKOKI FYU (5)	SKOKI FYU (5)	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 27).
ZUPVO FYU (1.1)	↙	↘	↗	↖	↕	Remain within 10 NM
2000	↖	↗	↘	↙	↕	2000
1800	↖	↗	↘	↙	↕	1800
3.9 NM	↖	↗	↘	↙	↕	3.9 NM
3.14°	↖	↗	↘	↙	↕	3.14°
TCH 45	↖	↗	↘	↙	↕	TCH 45
CATEGORY	A	B	C	D		
S-22	960-1	513 (600-1)	960-1 $\frac{3}{8}$	513 (600-1 $\frac{3}{8}$)		
CIRCLING	960-1	513 (600-1)	960-1 $\frac{1}{2}$	513 (600-1 $\frac{1}{2}$)	1000-2	553 (600-2)

FORT YUKON, ALASKA
Amdt 3A 24JUL14

66°34'N-145°15'W

VOR/DME or TACAN RWY 22

FORT YUKON (FYU) (PFYU)

AK, 07 AUG 2025 to 02 OCT 2025

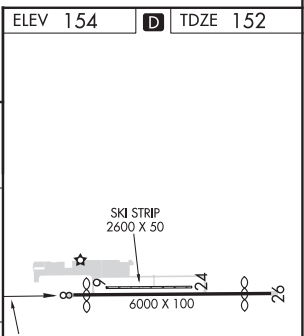
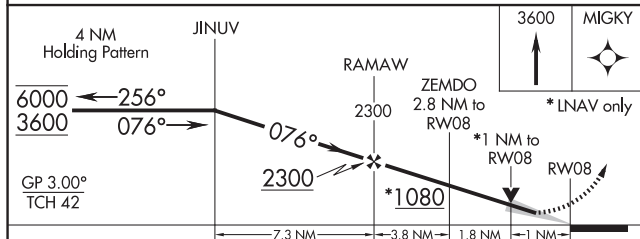
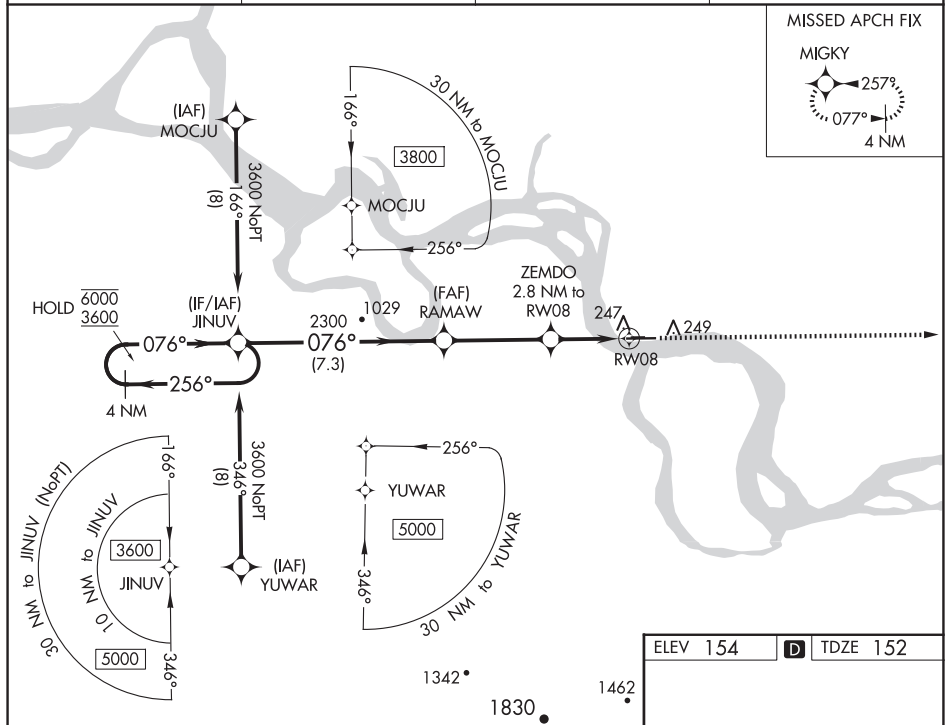
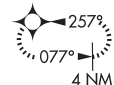
RNAV (GPS) RWY 8


EDWARD G PITKA SR (GAL)(PAGA)

MISSED APPROACH: Climb to 3600 direct MIGKY and hold.

MISSED APCH FIX

MIGKY



CATEGORY	A	B	C	D
LPV DA		402-1	250 (300-1)	
LNAV/ VNAV DA		410-1	258 (300-1)	
LNAV MDA		500-1	348 (400-1)	
 CIRCLING	560-1 406 (500-1)	620-1 466 (500-1)	620-1½ 466 (500-1½)	720-2 566 (600-2)

MIRL Rwy 8-26 **L**

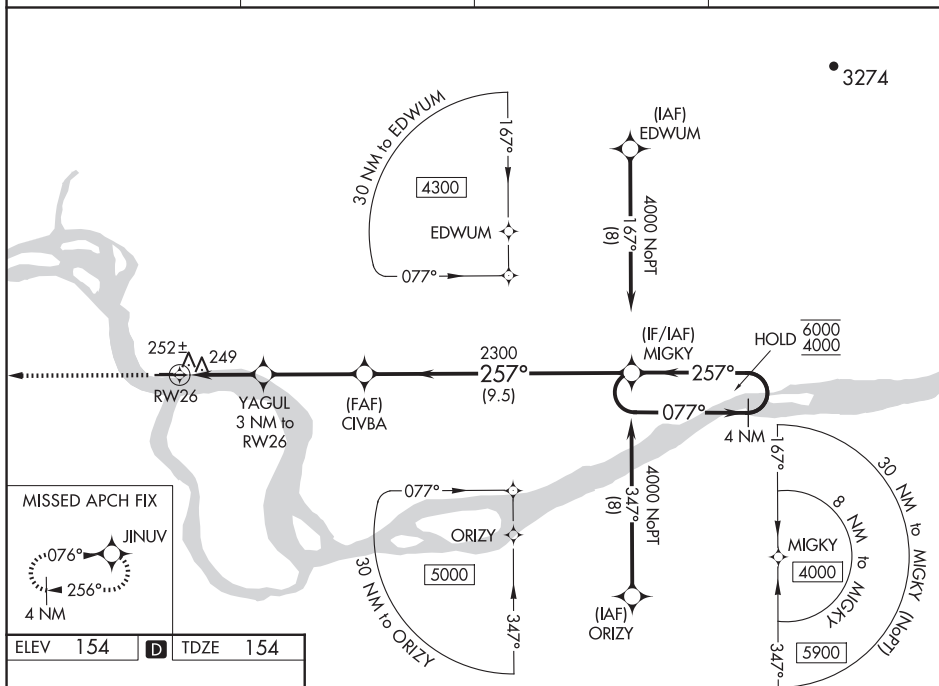
AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 26

EDWARD G PITKA SR (GAL)(PAGA)

T 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.

CTAF
123.0 L

3600 JINUV

4 NM Holding Pattern

MIGKY

077° → 6000
← 257° 4000

YAGUL 3 NM to RW26

CIVBA 2300

257°

2300

1140*

1 NM 2 NM 3.6 NM 9.5 NM

GP 3.00° TCH 42

SKI STRIP 2600 X 50

24

26

257°

CATEGORY	A	B	C	D
LPV DA	404-1 250 (300-1)			
LNAV/VNAV DA	414-1 260 (300-1)			
LNAV MDA	520-1 366 (400-1)			

CIRCLING	560-1 406 (500-1)	620-1 466 (500-1)	620-1½ 466 (500-1½)	720-2 566 (600-2)
----------	----------------------	----------------------	------------------------	----------------------

MIRL Rwy 8-26

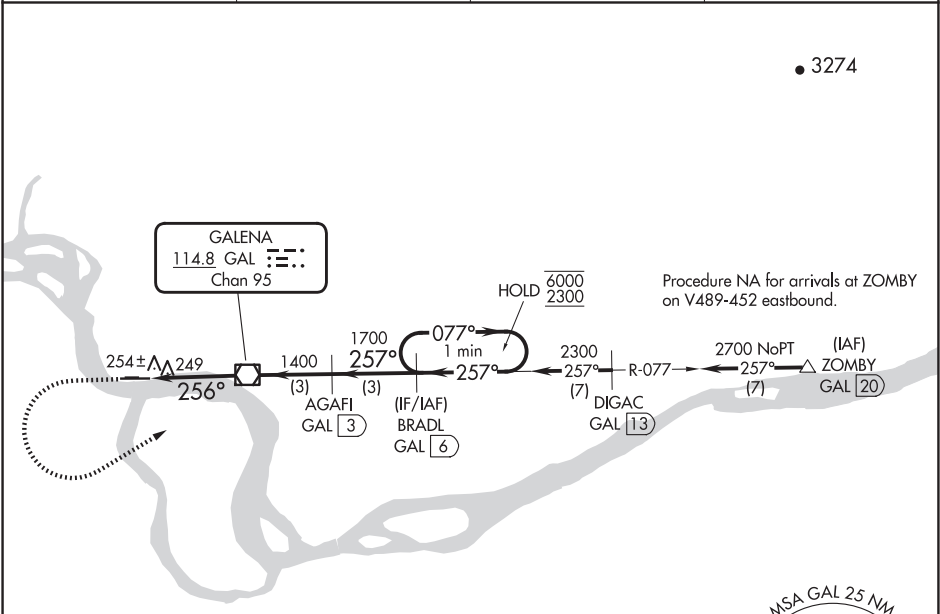
EDWARD G PITKA SR (GAL)(PAGA)

RNAV (GPS) RWY 26

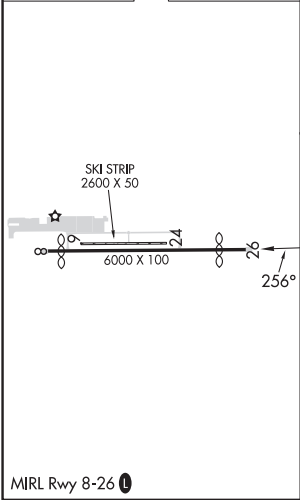
VOR/DME GAL	APP CRS	Rwy Idg	5200
114.8	256°	TDZE	153
Chan 95		Apt Elev	154

VOR RWY 26
EDWARD G PITKA SR (GAL)(PAGA)

DME required.		MISSED APPROACH: Climb to 600 then climbing left turn to 2300 on heading 047° and GAL VOR/DME R-077 to BRADL/6 DME and hold.	
AWOS-3P 132.525	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.2	CTAF 123.0 0



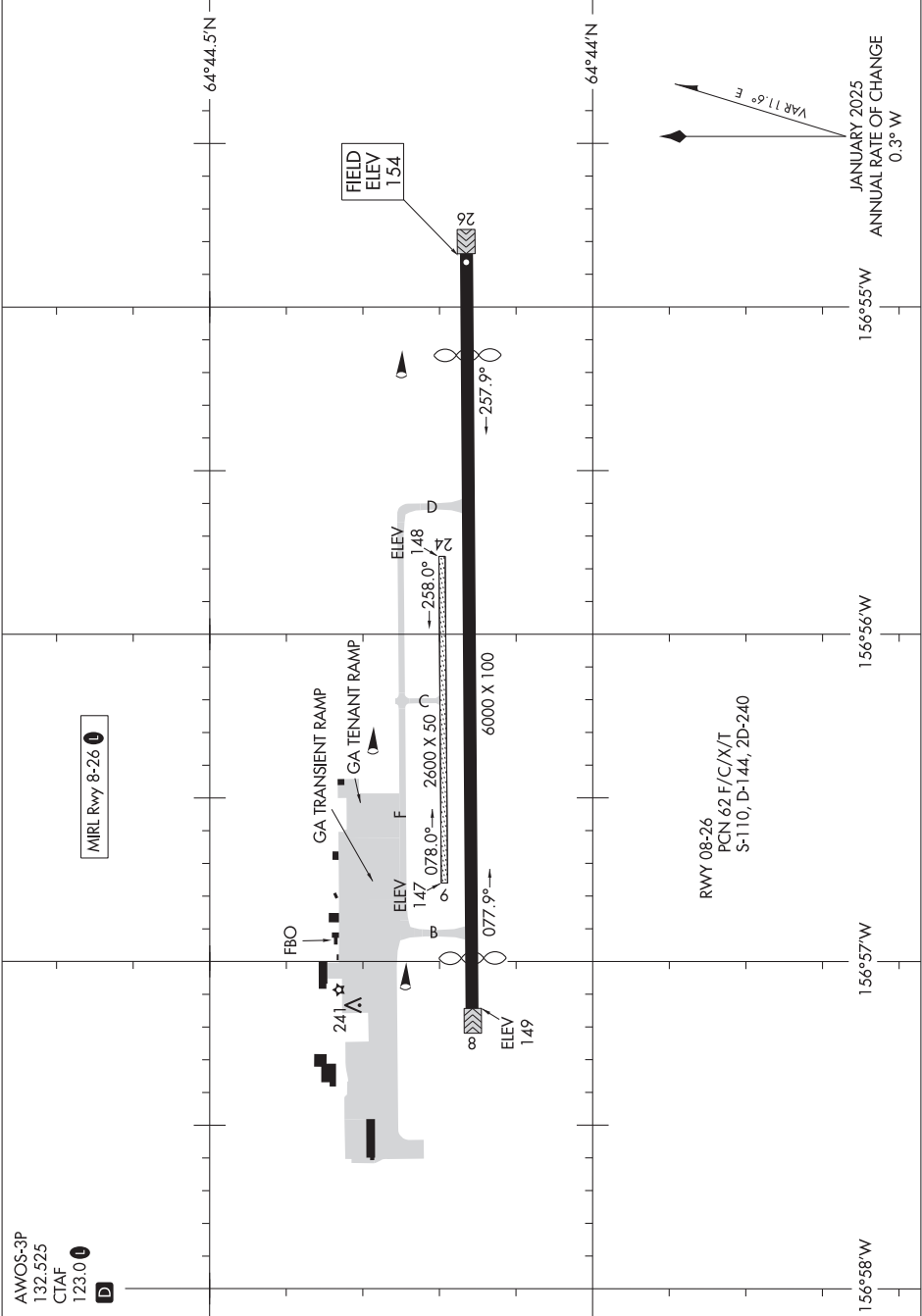
ELEV 154	D	TDZE 153
----------	---	----------



600	2300	GAL R-077	BRADL GAL 6	AGAFI GAL 3	BRADL GAL 6	One Minute Holding Pattern
hdg 047°						
GAL 3.7	GAL 2.7	GAL VOR/DME	1400	1700	257°	077° 6000 2300
0.9	2.7 NM	3 NM	3 NM			
CATEGORY	A	B	C	D		
S-26	520-1 367 (400-1)					
CIRCLING	560-1 406 (500-1)	620-1 466 (500-1)	620-1½ 466 (500-1½)	740-2 586 (600-2)		

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

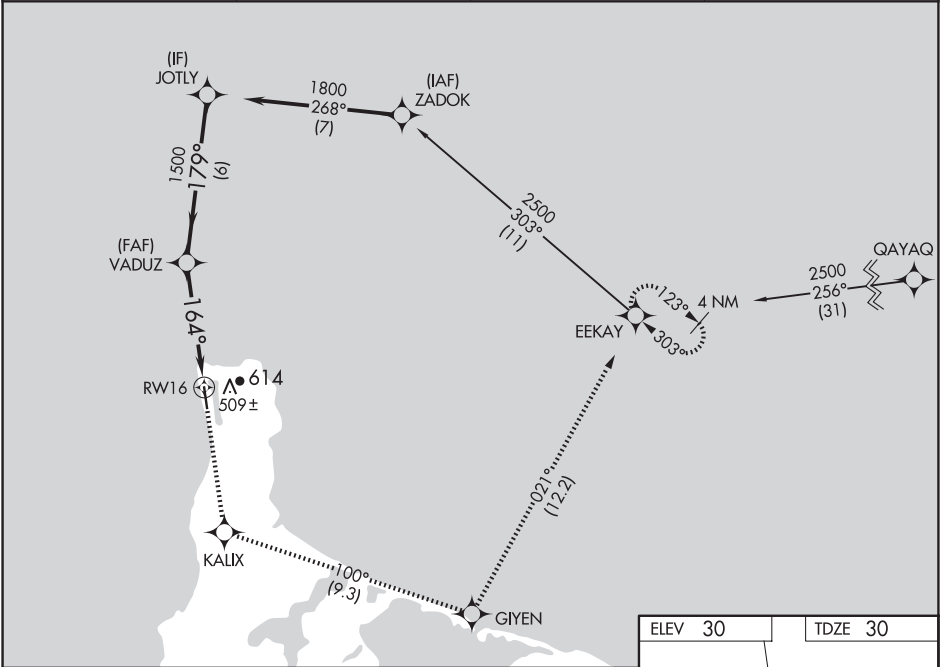
WAAS CH 86635 W16A	APP CRS 164°	Rwy Idg TDZE Apt Elev 4500 30 30
--	------------------------	--

RNAV (GPS) RWY 16

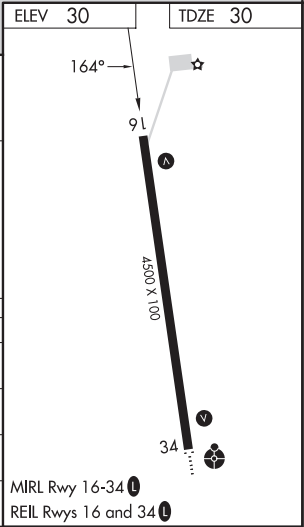
GAMBELL (GAM) (PAGM)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct KALIX then left turn on track 100° to GIYEN and on track 021° to EEKAY and hold.
	Circling NA east of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C .	
	-26°C	

AWOS-3P 125.9	ANCHORAGE CENTER 132.2 281.4	NOME RADIO 122.0	CTAF 122.7
-------------------------	--	----------------------------	----------------------



JOTLY		2500	KALIX	GIYEN	tr 021°	EEKAY
1800		↑	↻ tr 100°	↻	↻	↻
GP 3.00° TCH 37		1.4 NM to RWY 16				
6 NM		3.1 NM		1.4 NM		
CATEGORY	A	B	C	D		
LPV DA	230-1		200 (200-1)			
LNAV/VNAV DA	523-1 3/8		493 (500-1 3/8)			
LNAV MDA	520-1	490 (500-1)	520-1 3/8	490 (500-1 3/8)		
CIRCLING	520-1	490 (500-1)	520-1 1/2 490 (500-1 1/2)	660-2 630 (700-2)		



GAMBELL, ALASKA

AL-6687 (FAA)

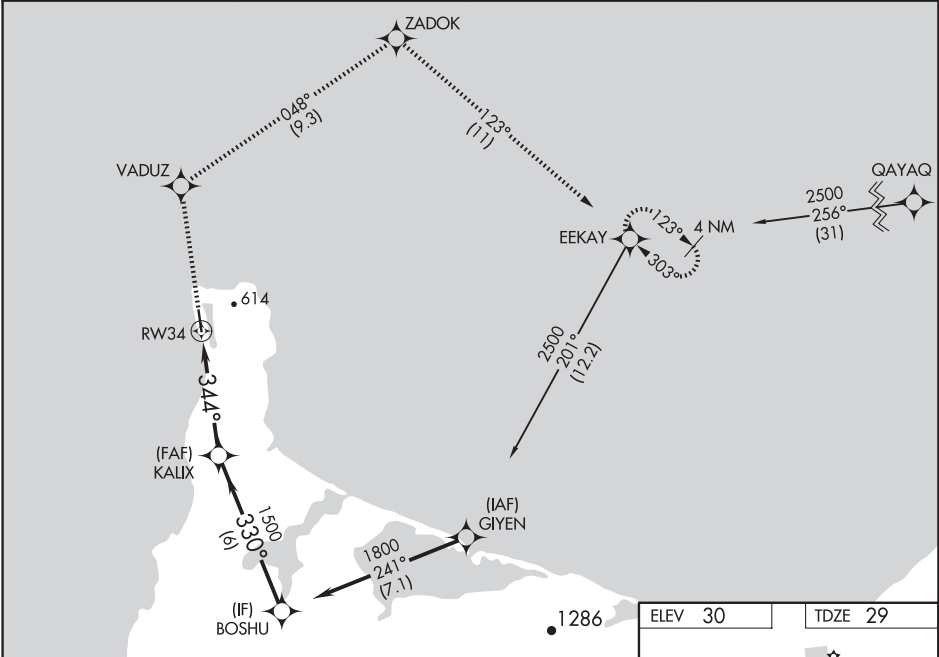
24249

WAAS CH 82135 W34A	APP CRS 344°	Rwy Idg TDZE 4500 29 Apt Elev 30
--	------------------------	---

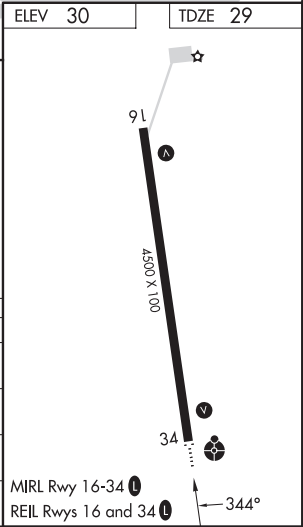
RNAV (GPS) RWY 34
GAMBELL (GAM) (PAGM)

RNP APCH - GPS.	ODALS	MISSED APPROACH: Climb to 2500 direct VADUZ then right turn on track 048° to ZADOK and on track 123° to EEKAY and hold.
<div><div><div>▼</div><div>▲</div><div>⊞</div></div><div><div>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 ¼ SM. Inop table does not apply to LPV all Cats and LNAV Cats A and B visibilities.</div></div></div> <div><div>⊞</div><div>-26°C</div></div>	<div><div>⊞</div><div>⋮</div><div>⊞</div></div>	

AWOS-3P 125.9	ANCHORAGE CENTER 132.2 281.4	NOME RADIO 122.0	CTAF 122.7 0
-------------------------	--	----------------------------	------------------------



2500	VADUZ	ZADOK	EEKAY	BOSHU
↑	⊞	tr 048°	⊞	⊞
		1500	123°	
		KALIX		
		1500	330°	1800
		1.7 NM to RWY 34		
		2.8 NM		
		6 NM		
				GP 3.00°
				TCH 39
CATEGORY	A	B	C	D
LPV DA		229-1	200 (200-1)	
LNAV/VNAV DA		459-1 ⅛	430 (500-1 ⅛)	
LNAV MDA	600-1	571 (600-1)	600-1 ½	571 (600-1 ½)
CIRCLING	600-1	570 (600-1)	600-1 ⅝	660-2
			570 (600-1 ⅝)	630 (700-2)



GAMBELL, ALASKA
Amdt 1 10AUG23

63°46'N-171°44'W

GAMBELL (GAM) (PAGM)
RNAV (GPS) RWY 34

AK, 07 AUG 2025 to 02 OCT 2025

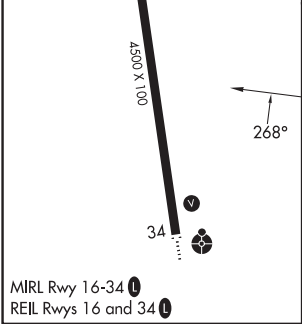
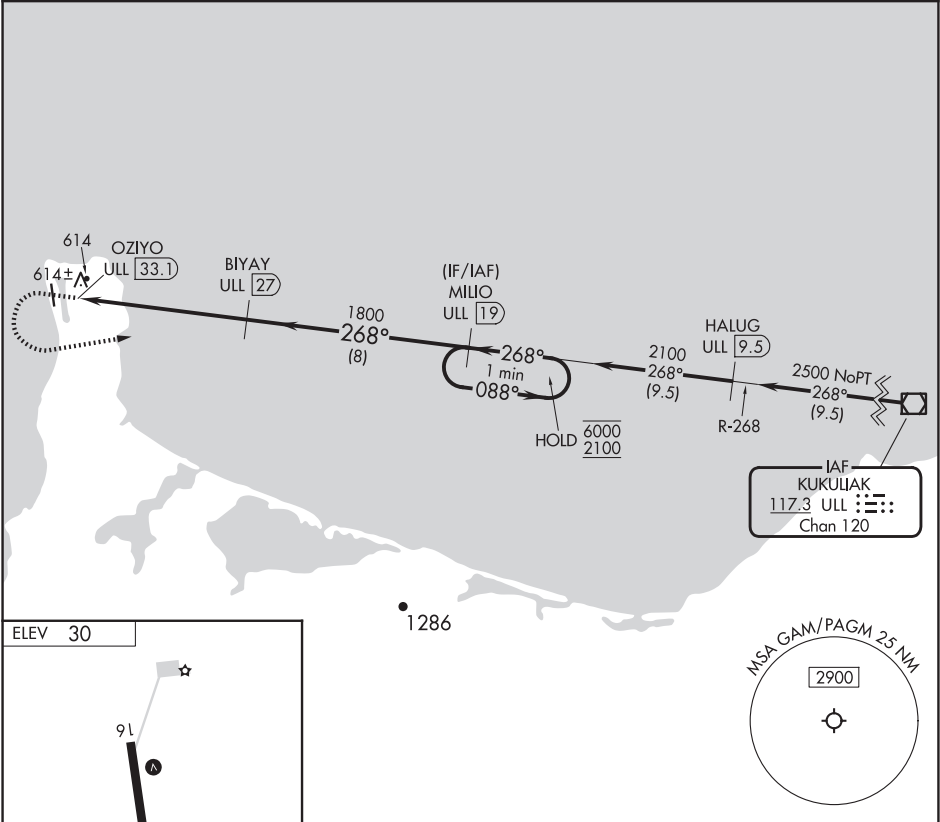
AK, 07 AUG 2025 to 02 OCT 2025

VOR/DME ULL 117.3 Chan 120	APP CRS 268°	Rwy Idg TDZE Apt Elev N/A N/A 30
--	------------------------	--

VOR-A
GAMBELL (GAM)(PAGM)

DME required. ⚠ -26°C	MISSED APPROACH: Climb to 1200 then climbing left turn to 2100 heading 071° and on ULL VOR/DME R-268 to MILIO/ULL 19 DME and hold.
-----------------------------	--

AWOS-3P 125.9	ANCHORAGE CENTER 132.2 281.4	NOME RADIO 122.0	CTAF 122.7 0
-------------------------	--	----------------------------	------------------------



1200	2100	ULL R-268	MILIO ULL 19	MILIO ULL 19	One Minute Holding Pattern
hdg 071°					
OZIYO ULL 33.1	BIYAY ULL 27	1800	268°	088°	6000 2100
6.1 NM	8 NM				
CATEGORY	A	B	C	D	
CIRCLING	1000-1¼ 970 (1000-1¼)	1000-1½ 970 (1000-1½)	1000-3	970 (1000-3)	

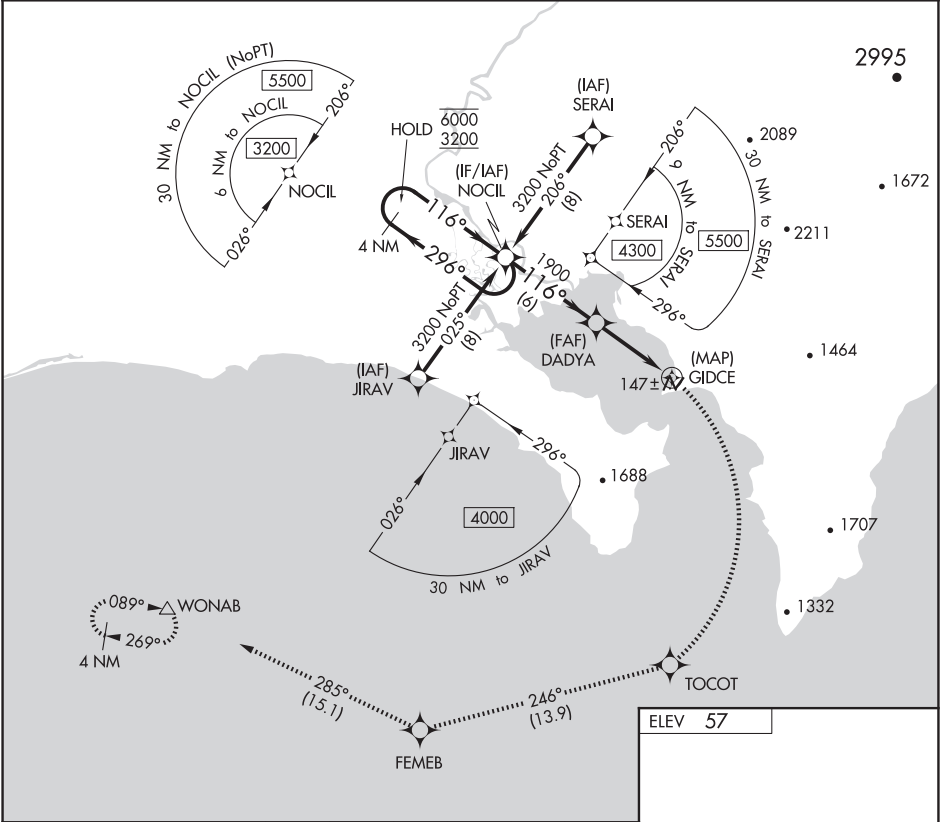
APP CRS
116°

Rwy Idg
TDZE
Apt Elev
57

N/A
N/A
57

RNAV (GPS)-A
GOLOVIN (GLV) (PAGL)

RNP APCH.		MISSED APPROACH: Climbing right turn to 3000 direct TOCOT and on track 246° to FEMEB and on track 285° to WONAB and hold.	
Circling NA southeast of Rwy 3-21.			
AWOS-3P 135.75	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.05	CTAF 122.9 0



4 NM Holding Pattern

NOCIL

3000

TOCOT

tr 246°

FEMEB

tr 285°

WONAB

6000

3200

296°

116°

116°

1900

DADYA

GIDCE

6 NM

5 NM

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)

ELEV 57

116°

400 K 75

0.6% Up

MIRL Rwy 3-21

GRAYLING, ALASKA

AL-9987 (FAA)

24249

WAAS CH 93540 W17A	APP CRS 191°	Rwy Idg TDZE 136 Apt Elev 138
--	------------------------	---

RNAV (GPS) RWY 17

GRAYLING (KGX)(PAGX)

⚠

NA

❄

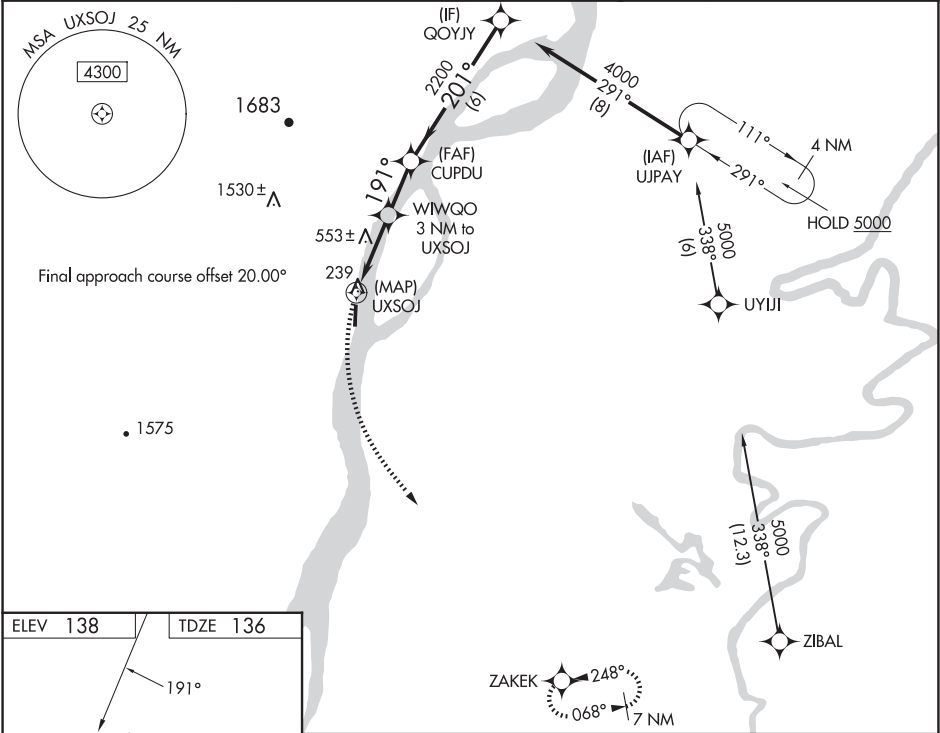
RADAR required for procedure entry.

Circling NA west of Rwy 17-35. Rwy 17 helicopter visibility reduction below ¼ SM NA. DME/DME RNP-0.3 NA. Use Shageluk altimeter setting; when not received, use Anvik altimeter setting.

-23°C

MISSED APPROACH: Climbing left turn to 7000 direct ZAKEK and hold, continue climb-in-hold to 7000.

SHX/PAHX AWOS-3P 121.575	ANCHORAGE CENTER 118.15 251.05	KENAI RADIO 122.4	CTAF 122.9
------------------------------------	--	-----------------------------	----------------------



ELEV 138

TDZE 136

191°

35

7000

ZAKEK

UXSOJ

1420

WUQO 3 NM to UXSOJ

191°

CUPDU

2200

GOYJY

4000

0.5

3 NM

2.1 NM

6 NM

CATEGORY	A	B	C	D
LP MDA	860-1	724 (800-1)	1360-2 ½	1224 (1300-2 ½)
LNAV MDA	1360-1 ¼ 1224 (1300-1 ¼)	1360-1 ½ 1224 (1300-1 ½)	1360-3	1224 (1300-3)
CIRCLING	1360-1 ¼ 1222 (1300-1 ¼)	1360-1 ½ 1222 (1300-1 ½)	1360-3 1222 (1300-3)	1420-3 1282 (1300-3)

MIRL Rwy 17-35

ⓘ

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 48840 W35A	APP CRS 351°	Rwy Idg TDZE 138 Apt Elev 138
--	------------------------	---

RNAV (GPS) RWY 35

GRAYLING (KGX)(PAGX)

⚠

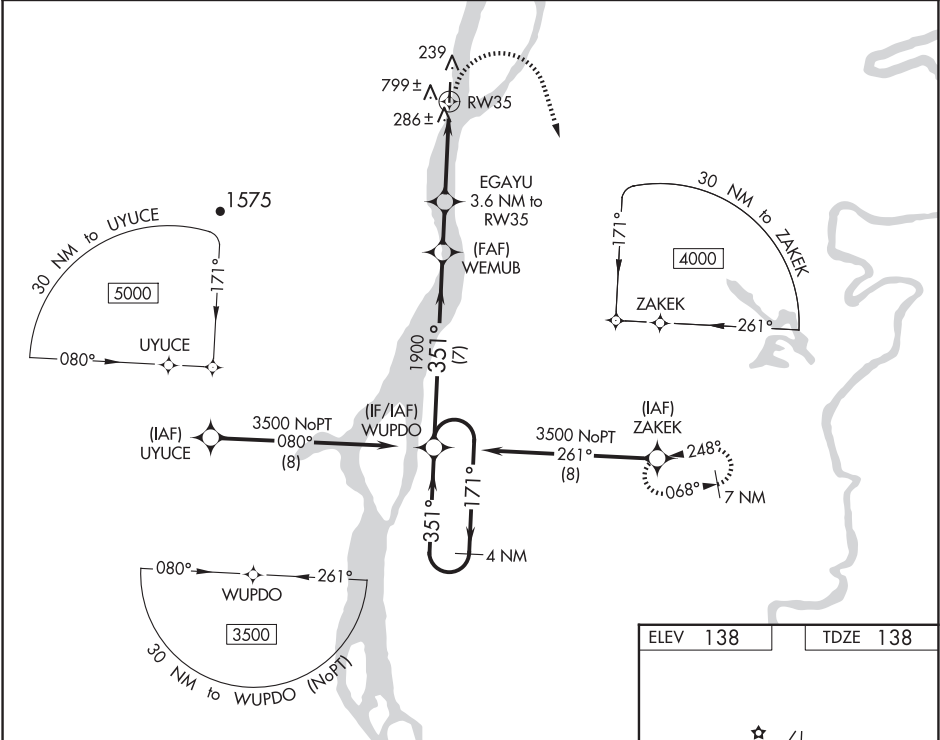
NA

23°C

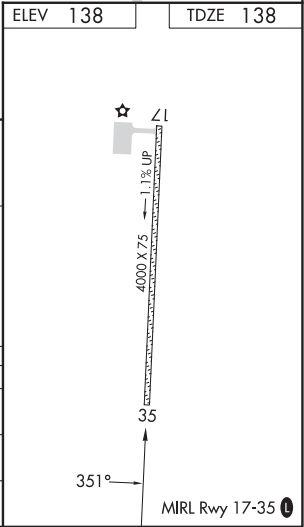
Circling NA west of Rwy 17-35. Rwy 35 helicopter visibility reduction below ¼ SM NA. DME/DME RNP-0.3 NA.
Use Shageluk altimeter setting; when not received, use Anvik altimeter setting.

MISSED APPROACH: Climbing right turn to 7000 direct ZAKEK and hold, continue climb-in-hold to 7000.

SHX/PAHX AWOS-3P 121.575	ANCHORAGE CENTER 118.15 251.05	KENAI RADIO 122.4	CTAF 122.9
------------------------------------	--	-----------------------------	----------------------



4 NM Holding Pattern				
WUPDO				
WEMUB				
EGAYU 3.6 NM to RW35				
RW35				
7000 ZAKEK				
3500 ← 171° → 351° → 357° → 1900 → 1320 → RW35				
7 NM 1.8 NM 3.6 NM				
CATEGORY	A	B	C	D
LP MDA	700-1	562 (600-1)	700-1 5/8	562 (600-1 5/8)
LNAV MDA	1080-1 1/4	942 (1000-1 1/4)	1080-2 1/2	942 (1000-2 1/2)
CIRCLING	1100-1 1/4 962 (1000-1 1/4)	1100-1 1/2 962 (1000-1 1/2)	1220-3 1082 (1100-3)	1420-3 1282 (1300-3)



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 15L
GULKANA (GKN) (PAGK)

MISSED APPROACH: Climb to 2100 then climbing right turn to 7000 direct SMOKY and hold, continue climb-in-hold to 7000.

Figure 1 is a map of the study area showing the flight track of the research vessel MSA RW15L. The map includes the MSA RW15L 25 NM search area (MSA) and the flight track starting from UREKA, passing through COVAX, SPUMY, ICCOH, BEPNE, PRUTA, JIKAB, and ending at BEFTI. The track is marked with distances and bearings between waypoints. A dashed line indicates the northeast bound of the MSA. The map also shows the coastline of the study area and the location of the research vessel MSA RW15L.

GULKANA (GKN) (PAGK)
RNAV (GPS) RWY 15L

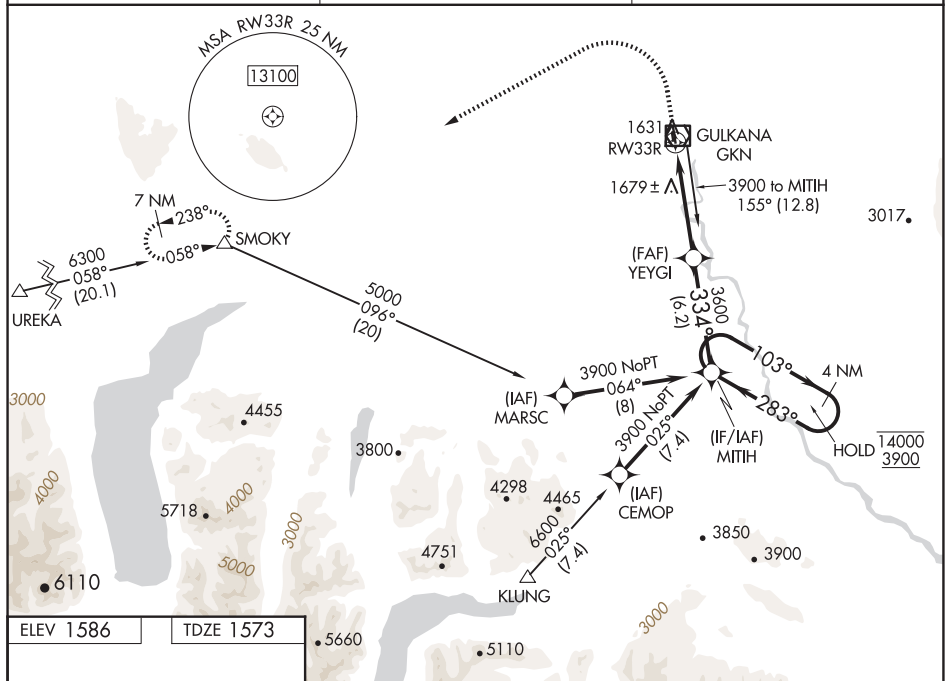
AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 33R
GULKANA (GKN) (PAGK)

T Circling Rwy 15R, 33L NA at night. Rwy 33R helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

MISSED APPROACH: Climb to 2100 then climbing left turn to 7000 direct SMOKY and hold, continue climb-in-hold to 7000.

ASOS 134.85	ANCHORAGE CENTER 119.5 317.5	CTAF 122.9 0
-----------------------	--	------------------------



15 L

5001 X 100

2000 X 40

0.7% UP

0.8% UP

33L

33R

334°

MIRL Rwy 15L-33R

2100

7000

SMOKY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29)

YEYGI

3600

334°

3600

103°

283°

4 NM Holding Pattern

1.3 NM to RW33R

1.3 NM

5 NM

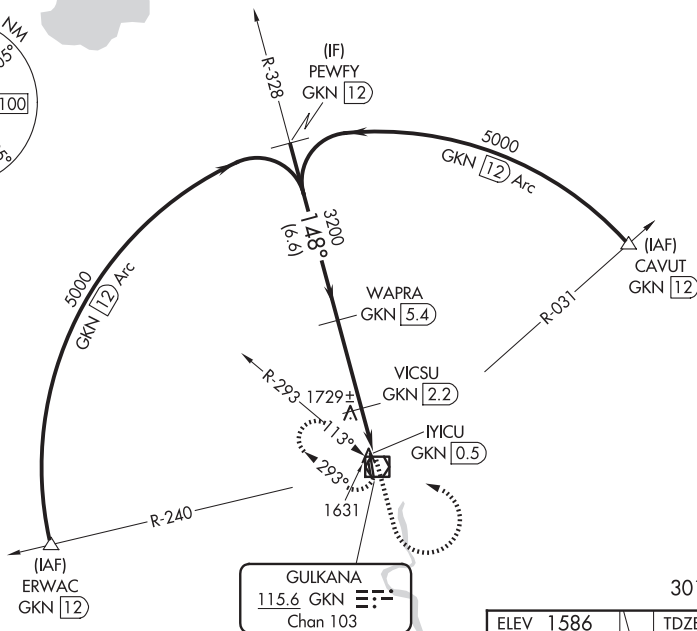
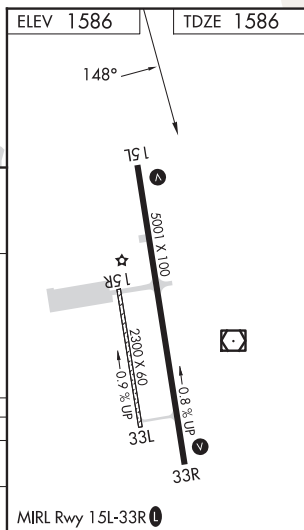
6.2 NM

CATEGORY	A	B	C	D
LPV DA	1823-1	250 (300-1)		
LNAP/ VNAV DA	1890-1	317 (400-1)		
LNAP MDA	2000-1	427 (500-1)	2000-1¼	427 (500-1¼)
CIRCLING	2040-1 454 (500-1)	2080-1 494 (500-1)	2080-1½ 494 (500-1½)	2200-2 614 (700-2)

GULKANA (GKN) (PAGK)
RNAV (GPS) RWY 33R

VOR RWY 15L
GULKANA (GKN) (PAGK)

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct GKN VOR/DME and hold, continue climb-in-hold to 4000.

CTAF
122.9 L3000
2017

GULKANA (GKN) (PAGK)
VOR RWY 15L

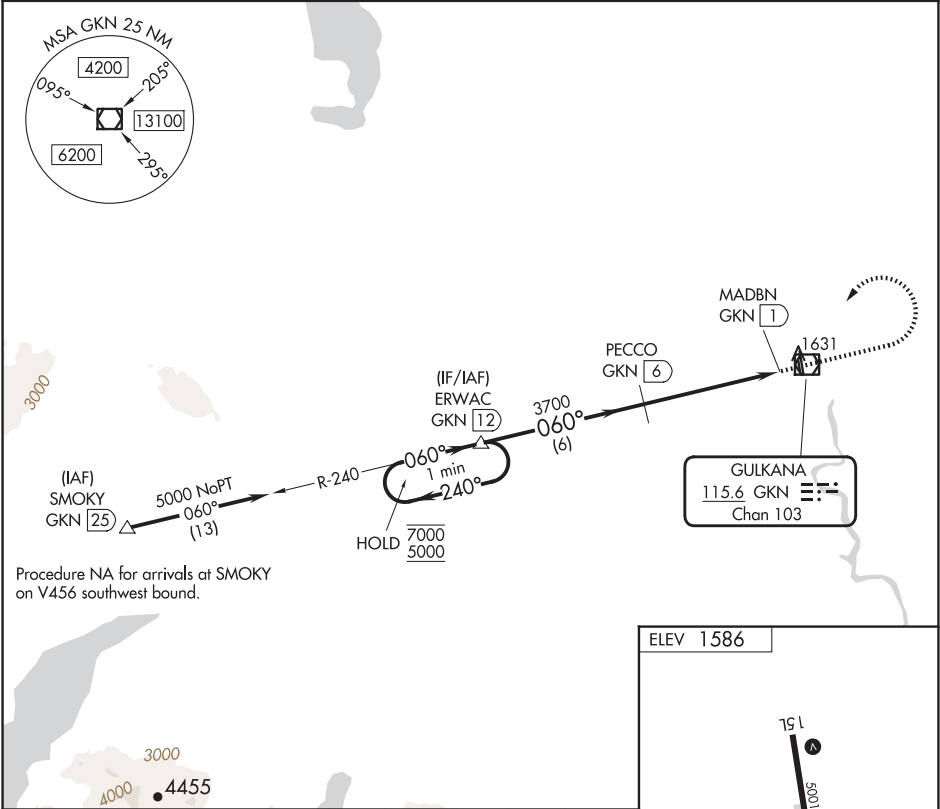
62°09'N-145°27'W

VOR/DME GKN 115.6 Chan 103	APP CRS 060°	Rwy Idg TDZE Apt Elev 1586	N/A N/A
--	------------------------	---	--------------------------

VOR-A
GULKANA (GKN) (PAGK)

DME required. ⚠ Circling to Rwy 15R, Rwy 33L NA at night. Rwy 15R, 33L helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 direct GKN VOR/DME and continue on GKN R-240 to ERWAC/GKN 12 DME and hold.
--	---

ASOS 134.85	ANCHORAGE CENTER 119.5 317.5	CTAF 122.9 0
-----------------------	--	------------------------



One Minute Holding Pattern	ERWAC GKN [12]	3000	5000	GKN	GKN R-240	ERWAC
7000	240°	060°	060°	3700	MADBN GKN [1]	
5000						
	6 NM	5 NM				
CATEGORY	A	B	C	D		
CIRCLING	2060-1 474 (500-1)	2080-1 494 (500-1)	2080-1½ 494 (500-1½)	2200-2 614 (700-2)		

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

GUSTAVUS, ALASKA

AL-1192 (FAA)

24361

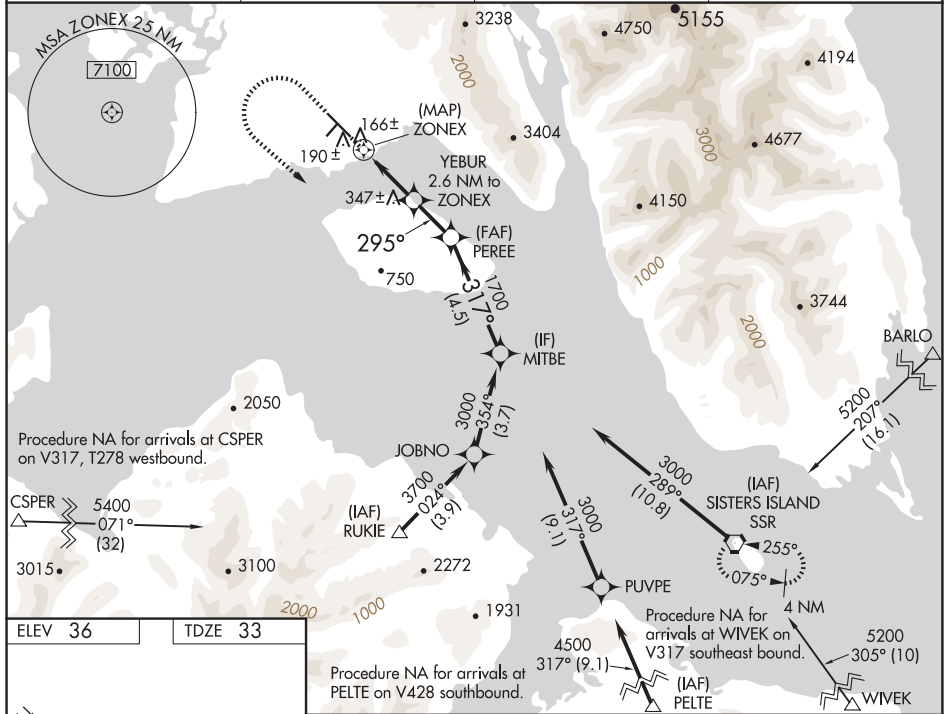
WAAS CH 53525 W29A	APP CRS 295°	Rwy Idg TDZE Apt Elev	6720 33 36
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 29

GUSTAVUS(GST)(PAGS)

RNP APCH.	MISSED APPROACH: (Do not exceed 210 KIAS until SSR VORTAC) Climb to 1000 then climbing left turn to 3000 direct SSR VORTAC and hold.
<div><div>▼</div><div>▲</div><div>☼ -17°C</div></div> <div>Circling NA northeast of Rwy 11-29. Rwy 29 helicopter visibility reduction below ¾ SM NA.</div>	

AWOS-3P 125.9	ANCHORAGE CENTER 133.2 360.65	JUNEAU RADIO 122.65	CTAF 122.5
-------------------------	---	-------------------------------	----------------------



1000

3000

SSR

YEBUR
2.6 NM to
ZONEX

PEREE

MITBE

317°

295°

3000

1700

1100

0.7

2.6 NM

1.8 NM

4.5 NM

CATEGORY		A	B	C	D
LP	MDA	420-1	387 (400-1)	420-1 $\frac{1}{8}$	387 (400-1 $\frac{1}{8}$)
LNAV	MDA	660-1	627 (700-1)	660-1 $\frac{3}{4}$	627 (700-1 $\frac{3}{4}$)
CIRCLING		660-1	624 (700-1)	960-2 $\frac{3}{4}$ 924 (1000-2 $\frac{3}{4}$)	1200-3 1164 (1200-3)

MIRL Rwy 11-29

REIL Rwy 11 and 29

GUSTAVUS, ALASKA

Amdt 3A 05DEC19


58°26'N-135°42'W

GUSTAVUS(GST)(PAGS)

RNAV (GPS) RWY 29

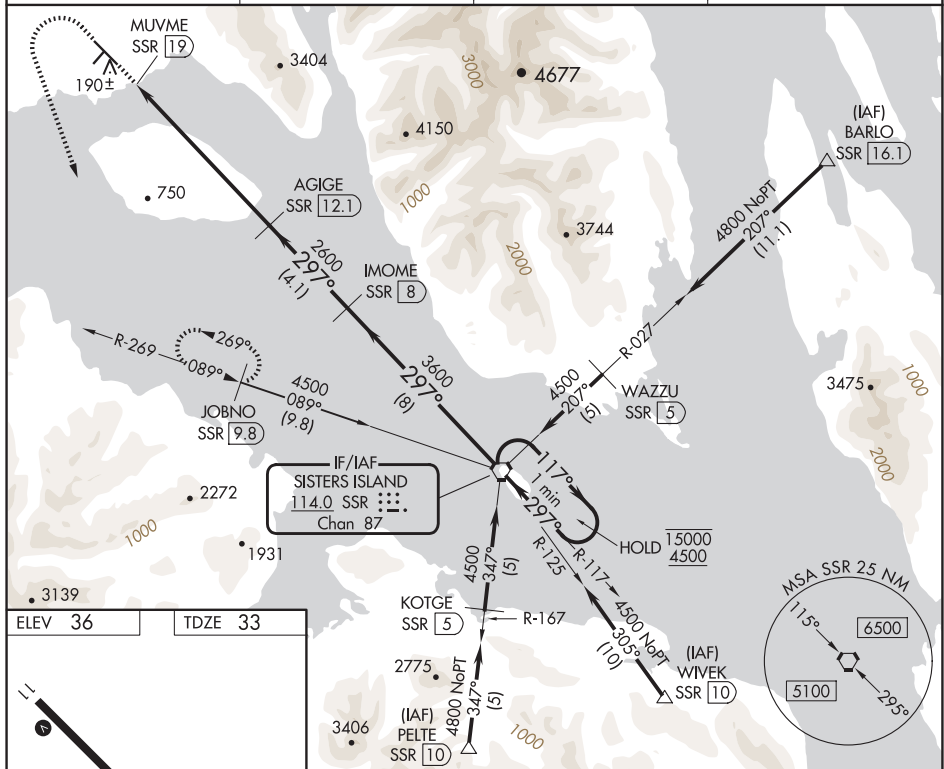
AK, 07 AUG 2025 to 02 OCT 2025

VOR RWY 29
GUSTAVUS (GST)(PAGS)

 Circling NA northeast of Rwy 11-29. Rwy 29 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 29 NA at night, Circling Rwy 2, 20, 29 NA at night. When local altimeter setting not received, use HNH/PAOH altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2100 then climbing left turn to 5200 on heading 140° and SSR VORTAC R-269 to JOBNO/9.8 DME and hold, continue climb-in-hold to 5200.

AWOS-3P 125.9	ANCHORAGE CENTER 133.2 360.65	JUNEAU RADIO 122.65	CTAF 122.5
-------------------------	---	-------------------------------	----------------------



MRL Rwy 11-29

REIL Rwys 11 and 29

2100 ↑	5200 hdg 140°	SSR R-269	JOBNO SSR 9.8	IMOME SSR 8	SSR VORTAC	One Minute Holding Pattern
CATEGORY	A	B	C	D		
S-29	1300-1¼ 1267 (1300-1¼)	1300-1½ 1267 (1300-1½)	1300-3	1267 (1300-3)		
C CIRCLING	1300-1¼ 1264 (1300-1¼)	1300-1½ 1264 (1300-1½)	1300-3	1264 (1300-3)		

(GSTVS2.SSR) 23334

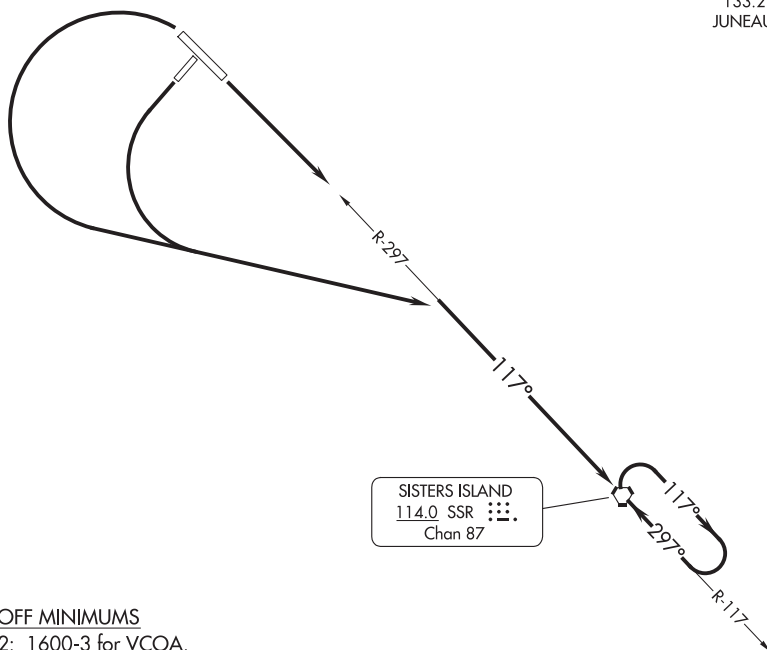
GUSTAVUS TWO DEPARTURE (OBSTACLE)

AL-1192 (FAA)

GUSTAVUS (GST)(PAGS)

GUSTAVUS, ALASKA

ANCHORAGE CENTER
133.2 360.65
JUNEAU RADIO
122.65

TAKEOFF MINIMUMS

Rwy 2: 1600-3 for VCOA.

Rwy 11: Standard with minimum climb of 230' per NM to 1000 or 1600-3 for VCOA.

Rwy 20: Standard with minimum climb of 215' per NM to 1100 or 1600-3 for VCOA.

Rwy 29: 300-1 $\frac{3}{4}$ or standard with minimum climb of 270' per NM to 300 or 1600-3 for VCOA.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: VCOA.TAKEOFF RUNWAY 11: Climb to at or above 4000 to intercept SSR R-297 to SSR VORTAC.TAKEOFF RUNWAY 20: Climbing left turn to at or above 4000 to intercept SSR R-297 to SSR VORTAC.TAKEOFF RUNWAY 29: Climbing left turn to at or above 4000 to intercept SSR R-297 to SSR VORTAC.

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross GUSTAVUS airport southeast bound at or above 1500, continue climb to at or above 4000 on SSR R-297 to SSR VORTAC.

GUSTAVUS TWO DEPARTURE (OBSTACLE)

(GSTVS2.SSR) 07OCT21

GUSTAVUS, ALASKA
GUSTAVUS (GST)(PAGS)

TAKEOFF OBSTACLE NOTES	
Rwy 11:	Tree, navoids, vegetation beginning 2' from DER, 64' right of centerline, up to 11' AGL/36' MSL. Navaid 10' from DER, 54' left of centerline, 2' AGL/30' MSL. Navaid, tree beginning 10' from DER, 148' left of centerline, up to 6' AGL/33' MSL. Tree 118' from DER, 329' left of centerline, 12' AGL/38' MSL. Trees beginning 154' from DER, 520' right of centerline, up to 18' AGL/43' MSL. Tree 329' from DER, 355' left of centerline, 15' AGL/41' MSL. Tree 441' from DER, 371' left of centerline, 20' AGL/43' MSL. Tree 644' from DER, 575' left of centerline, 43' AGL/65' MSL. Trees beginning 691' from DER, 496' right of centerline, up to 90' AGL/115' MSL. Tree 906' from DER, 587' left of centerline, 103' AGL/129' MSL. Trees beginning 917' from DER, 531' right of centerline, up to 105' AGL/130' MSL. Trees beginning 922' from DER, 609' left of centerline, up to 111' AGL/136' MSL. Trees beginning 1173' from DER, 550' left of centerline, up to 114' AGL/140' MSL. Trees beginning 1349' from DER, 561' left of centerline, up to 116' AGL/141' MSL. Tree 1448' from DER, 779' right of centerline, 113' AGL/136' MSL. Trees beginning 1555' from DER, 247' right of centerline, up to 126' AGL/151' MSL. Trees beginning 2044' from DER, 334' left of centerline, up to 128' AGL/152' MSL. Trees beginning 2164' from DER, 311' left of centerline, up to 133' AGL/157' MSL. Trees beginning 2210' from DER, 63' right of centerline, up to 131' AGL/154' MSL. Trees beginning 2298' from DER, 153' left of centerline, up to 141' AGL/166' MSL.
Rwy 20:	Vegetation 2' from DER, 130' left of centerline, 2' AGL/31' MSL. Vegetation 2' from DER, 199' right of centerline, 3' AGL/31' MSL. Vegetaton 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)	

(CONTINUED)

TAKEOFF OBSTACLE NOTES

Rwy 29: Vegetation 1' from DER, 457' left of centerline, 4' AGL/37' MSL.

Navajds beginning 9' from DER, 54' right of centerline, up to 2' AGL/38' MSL.

Navajds beginning 9' from DER, 64' left of centerline, up to 2' AGL/38' MSL.

Navaid 10' from DER, 152' left of centerline, 5' AGL/40' MSL.

Navaid, vegetation beginning 10' from DER, 140' right of centerline, up to 5' AGL/40' MSL.

Tree 139' from DER, 312' right of centerline, 6' AGL/42' MSL.

Tree 177' from DER, 385' left of centerline, 16' AGL/49' MSL.

Tree 263' from DER, 473' left of centerline, 18' AGL/51' MSL.

Trees beginning 354' from DER, 360' left of centerline, up to 30' AGL/63' MSL.

Trees beginning 650' from DER, 368' left of centerline, up to 35' AGL/68' MSL.

Tree 923' from DER, 631' right of centerline, 78' AGL/111' MSL.

Tree 946' from DER, 396' right of centerline, 88' AGL/121' MSL.

Trees beginning 1054' from DER, 280' right of centerline, up to 95' AGL/130' MSL.

Trees beginning 1117' from DER, 167' left of centerline, up to 68' AGL/101' MSL.

Trees beginning 1146' from DER, 147' right of centerline, up to 97' AGL/133' MSL.

Trees beginning 1318' from DER, 430' left of centerline, up to 82' AGL/116' MSL.

Trees beginning 1400' from DER, 486' left of centerline, up to 87' AGL/121' MSL.

Trees beginning 1493' from DER, 145' right of centerline, up to 103' AGL/139' MSL.

Tree 1896' from DER, 994' left of centerline, 90' AGL/124' MSL.

Trees beginning 1930' from DER, 118' left of centerline, up to 121' AGL/156' MSL.

Trees beginning 2220' from DER, 117' left of centerline, up to 134' AGL/169' MSL.

Trees beginning 2383' from DER, 165' right of centerline, up to 108' AGL/144' MSL.

Trees beginning 2680' from DER, 431' left of centerline, up to 135' AGL/170' MSL.

Trees beginning 2835' from DER, 207' left of centerline, up to 139' AGL/174' MSL.

Trees beginning 3552' from DER, 352' right of centerline, up to 121' AGL/158' MSL.

Trees beginning 4183' from DER, 1024' left of centerline, up to 140' AGL/176' MSL.

Trees beginning 4474' from DER, 1071' left of centerline, up to 141' AGL/177' MSL.

Trees beginning 4741' from DER, 127' left of centerline, up to 159' AGL/195' MSL.

Tree 5082' from DER, 24' right of centerline, 133' AGL/171' MSL.

Trees beginning 5326' from DER, 188' right of centerline, up to 142' AGL/181' MSL.

Trees beginning 5350' from DER, 21' left of centerline, up to 169' AGL/204' MSL.

Trees beginning 5448' from DER, 86' right of centerline, up to 148' AGL/186' MSL.

Trees beginning 5551' from DER, 14' left of centerline, up to 175' AGL/210' MSL.

Trees beginning 5668' from DER, 39' right of centerline, up to 151' AGL/188' MSL.

Trees beginning 5760' from DER, 3' right of centerline, up to 153' AGL/ 191' MSL.

Trees beginning 5844' from DER, 85' right of centerline, up to 156' AGL/193' MSL.

Trees beginning 5893' from DER, 64' right of centerline, up to 157' AGL/195' MSL.

Trees beginning 1 NM from DER, 87' right of centerline, up to 174' AGL/212' MSL.

(CONTINUED ON FOLLOWING PAGE)

(CONTINUED)

TAKEOFF OBSTACLE NOTES

Rwy 2: Vegetation beginning 6' from DER, 135' left of centerline, up to 6' AGL/35' MSL.
Vegetation 11' from DER, 262' right of centerline, 4' AGL/33' MSL.
Vegetation 32' from DER, 129' right of centerline, 3' AGL/35' MSL.
Vegetation, trees beginning 56' from DER, 178' right of centerline, up to 8' AGL/39' MSL.
Vegetation beginning 99' from DER, 173' left of centerline, up to 6' AGL/37' MSL.
Vegetation 112' from DER, 451' left of centerline, 7' AGL/38' MSL.
Tree 703' from DER, 164' right of centerline, 22' AGL/51' MSL.
Tree 1014' from DER, 747' right of centerline, 35' AGL/63' MSL.
Tree 1088' from DER, 314' left of centerline, 44' AGL/70' MSL.
Trees beginning 1089' from DER, 199' right of centerline, up to 67' AGL/99' MSL.
Tree 1118' from DER, 233' left of centerline, 67' AGL/99' MSL.
Tree 1140' from DER, 184' left of centerline, 70' AGL/101' MSL.
Tree 1142' from DER, 399' left of centerline, 86' AGL/121' MSL.
Trees beginning 1157' from DER, 364' right of centerline, up to 107' AGL/140' MSL.
Trees beginning 1214' from DER, 13' right of centerline, up to 113' AGL/145' MSL.
Trees beginning 1222' from DER, 177' left of centerline, up to 105' AGL/140' MSL.
Tree 1339' from DER, 517' left of centerline, 110' AGL/142' MSL.
Trees beginning 1350' from DER, 13' left of centerline, up to 114' AGL/147' MSL.
Trees beginning 2872' from DER, 83' left of centerline, up to 115' AGL/149' MSL.
Trees beginning 3954' from DER, 78' right of centerline, up to 114' AGL/146' MSL.
Trees beginning 4206' from DER, 1324' left of centerline, up to 122' AGL/157' MSL.
Tree 1.9 NM from DER, 382' right of centerline, 158' AGL/365' MSL.
Trees beginning 1.9 NM from DER, 410' left of centerline, up to 136' AGL/369' MSL.
Tree 2 NM from DER, 810' right of centerline, 154' AGL/366' MSL.
Trees beginning 2 NM from DER, 57' right of centerline, up to 173' AGL/411' MSL.
Tree 2 NM from DER, 2653' left of centerline, 59' AGL/386' MSL.
Tree 2 NM from DER, 2050' left of centerline, 121' AGL/413' MSL.
Tree 2 NM from DER, 3311' left of centerline, 128' AGL/447' MSL.
Trees beginning 2.1 NM from DER, 39' left of centerline, up to 128' AGL/473' MSL.
Tree 2.1 NM from DER, 2107' right of centerline, 147' AGL/420' MSL.
Trees beginning 2.1 NM from DER, 846' right of centerline, up to 146' AGL/423' MSL.
Trees beginning 2.2 NM from DER, 2437' left of centerline, up to 86' AGL/529' MSL.
Tree 2.2 NM from DER, 472' right of centerline, 137' AGL/447' MSL.
Tree 2.2 NM from DER, 3161' right of centerline, 120' AGL/462' MSL.
Trees beginning 2.2 NM from DER, 2054' left of centerline, up to 144' AGL/589' MSL.
Trees beginning 2.2 NM from DER, 1069' right of centerline, up to 101' AGL/477' MSL.
Trees beginning 2.3 NM from DER, 1251' left of centerline, up to 153' AGL/633' MSL.
Trees beginning 2.3 NM from DER, 670' right of centerline, up to 92' AGL/531' MSL.
Trees beginning 2.3 NM from DER, 98' left of centerline, up to 94' AGL/642' MSL.
Trees beginning 2.3 NM from DER, 1340' right of centerline, up to 119' AGL/591' MSL.
Tree 2.4 NM from DER, 2405' left of centerline, 111' AGL/744' MSL.
Trees beginning 2.4 NM from DER, 146' right of centerline, up to 193' AGL/683' MSL.
Trees beginning 2.4 NM from DER, 1354' left of centerline, up to 171' AGL/851' MSL.
Trees beginning 2.4 NM from DER, 404' left of centerline, up to 189' AGL/919' MSL.
Tree 2.4 NM from DER, 1934' right of centerline, 135' AGL/780' MSL.
Tree 2.4 NM from DER, 2671' right of centerline, up to 133' AGL/781' MSL.
Trees beginning 2.5 NM from DER, 796' right of centerline, up to 171' AGL/953' MSL.
Tree 2.5 NM from DER, 2715' right of centerline, 155' AGL/962' MSL.
Tree 2.5 NM from DER, 2236' right of centerline, 153' AGL/967' MSL.
Trees beginning 2.5 NM from DER, 151' right of centerline, up to 161' AGL/977' MSL.

HEALY, ALASKA

AL-10968 (FAA)

25219

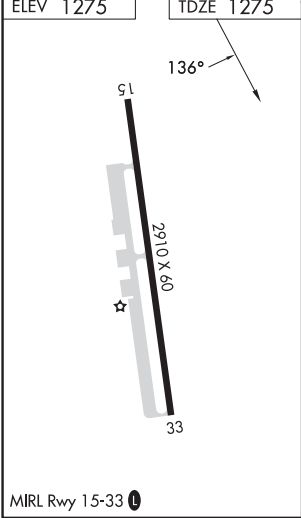
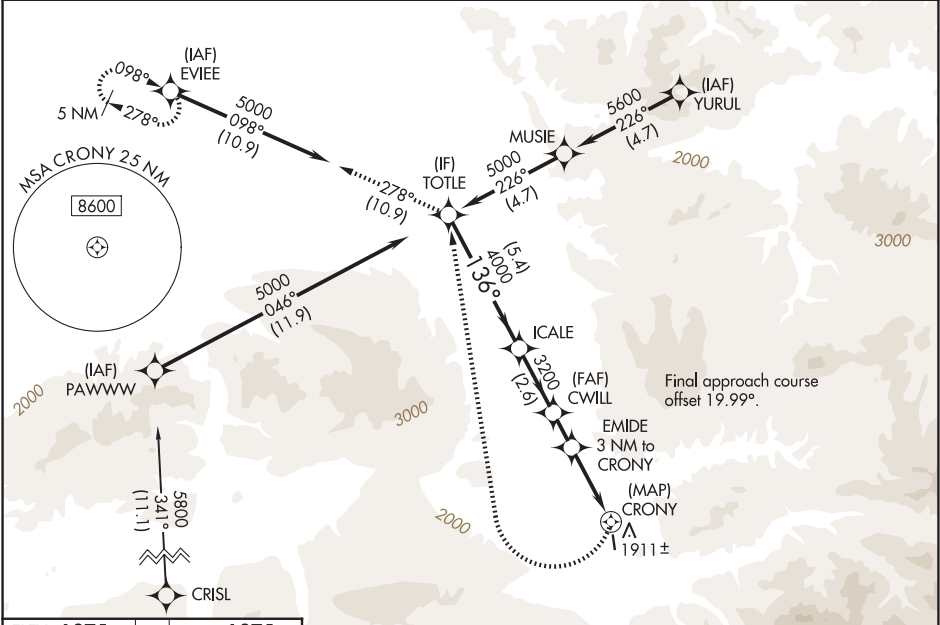
WAAS CH 53539 W15A	APP CRS 136°	Rwy Ldg TDZE 1275 Apt Elev 1275
--	------------------------	---

RNAV (GPS) RWY 15

HEALY RIVER (HRR) (PAHV)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 5800 direct TOTLE and on track 278° to EVIEE and hold.
▼ NA	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 requires minimum climb of 340 feet per NM to 3100.
☼ -14°C		

INR/PAIN AWOS-3P 135.75	ANCHORAGE CENTER 120.9 319.2	CTAF 122.90
-----------------------------------	--	-----------------------



ELEV 1275		TDZE 1275	TOTLE		ICALE	CWILL	EMIDE 3 NM to CRONY	CRONY
5800			TOTLE		ICALE	CWILL	EMIDE 3 NM to CRONY	CRONY
5000			5000		4000	3200	2640	
136°			136°		4000	3200	2640	
5.4 NM			2.6 NM		1.4 NM	3 NM	0.5	
CATEGORY	A	B	C	D				
LP MDA*	2100-1 825 (900-1)	2100-1¼ 825 (900-1¼)	NA					
LP MDA	2240-1¼ 965 (1000-1¼)	2240-1½ 965 (1000-1½)	NA					
LNAV MDA*	2260-1¼ 985 (1000-1¼)	2260-1½ 985 (1000-1½)	NA					
LNAV MDA	2560-1¼ 1285 (1300-1¼)	2560-1½ 1285 (1300-1½)	NA					
CIRCLING	2560-1¼ 1285 (1300-1¼)	2560-1½ 1285 (1300-1½)	NA					

HEALY, ALASKA

Amtd 1 29DEC22

63°52'N-148°58'W

HEALY RIVER (HRR) (PAHV)

RNAV (GPS) RWY 15

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

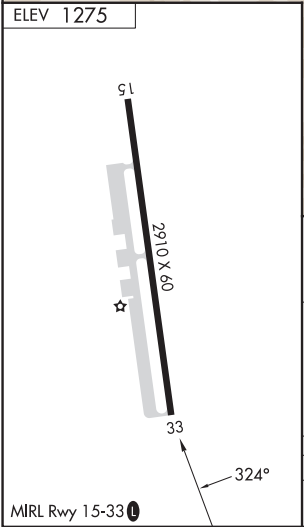
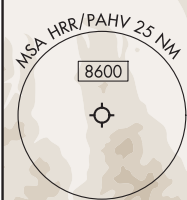
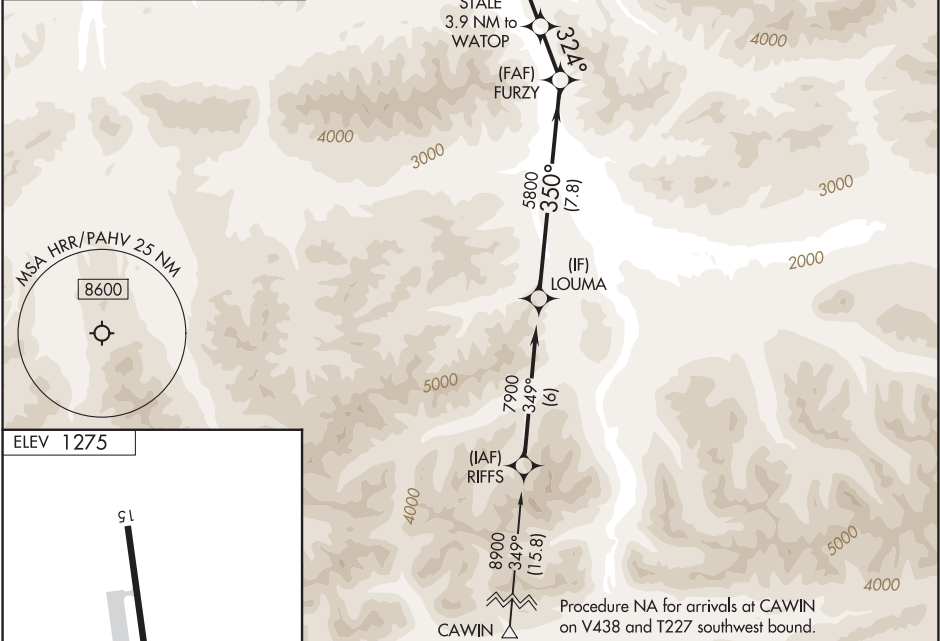
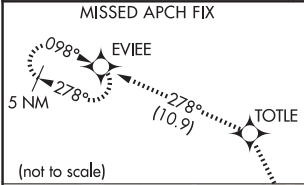
APP CRS	Rwy Ldg	N/A
324°	TDZE	N/A
	Apt Elev	1275

RNAV (GPS)-A

HEALY RIVER (HRR) (PAHV)

RNP APCH - GPS.		MISSED APPROACH: Climb to 5800 direct TOTLE and on track 278° to EVIEE and hold.
	Procedure NA at night. Rwy 15 and 33 helicopter visibility reduction below 1 SM NA. Use McKinley Park altimeter setting; when not received, procedure NA.	
	NA	
	-14°C	

INR/PAIN AWOS-3P 135.75	ANCHORAGE CENTER 120.9 319.2	CTAF 122.9
----------------------------	---------------------------------	---------------



5800	TOTLE	fr 278°	EVIEE	LOUMA
				7900
			STALE 3.9 NM to WATOP	
			FURZY	
			324°	350°
			5200	5800
			3.9 NM	2 NM
			7.8 NM	
CATEGORY	A	B	C	D
CIRCLING	3640-1¼ 2365 (2400-1¼)	3640-1½ 2365 (2400-1½)	3720-3 2445 (2500-3)	NA

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

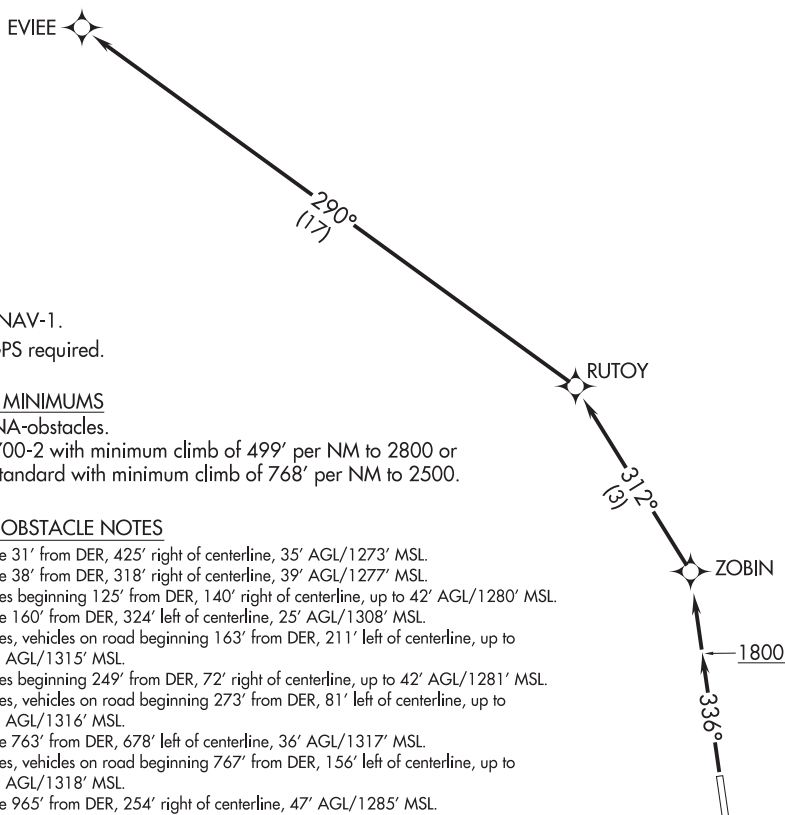
(HEALY2.EVIEE) 23054

HEALY TWO DEPARTURE (OBSTACLE) (RNAV)

HEALY RIVER (HRR) (PAHV)

AL-10968 (FAA)

HEALY, ALASKA

ANCHORAGE CENTER
120.9 319.2

NOTE: RNAV-1.

NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 15: NA-obstacles.

Rwy 33: 700-2 with minimum climb of 499' per NM to 2800 or standard with minimum climb of 768' per NM to 2500.

TAKEOFF OBSTACLE NOTES

Rwy 33: Tree 31' from DER, 425' right of centerline, 35' AGL/1273' MSL.

Tree 38' from DER, 318' right of centerline, 39' AGL/1277' MSL.

Trees beginning 125' from DER, 140' right of centerline, up to 42' AGL/1280' MSL.

Tree 160' from DER, 324' left of centerline, 25' AGL/1308' MSL.

Trees, vehicles on road beginning 163' from DER, 211' left of centerline, up to 32' AGL/1315' MSL.

Trees beginning 249' from DER, 72' right of centerline, up to 42' AGL/1281' MSL.

Trees, vehicles on road beginning 273' from DER, 81' left of centerline, up to 36' AGL/1316' MSL.

Tree 763' from DER, 678' left of centerline, 36' AGL/1317' MSL.

Trees, vehicles on road beginning 767' from DER, 156' left of centerline, up to 43' AGL/1318' MSL.

Tree 965' from DER, 254' right of centerline, 47' AGL/1285' MSL.

Trees beginning 1373' from DER, 504' left of centerline, up to 44' AGL/1319' MSL.

Trees beginning 1569' from DER, 788' left of centerline, up to 44' AGL/1323' MSL.

Tree 2217' from DER, 937' left of centerline, 43' AGL/1326' MSL.

Tree 2454' from DER, 1107' left of centerline, 46' AGL/1329' MSL.

Trees beginning 2809' from DER, 1199' left of centerline, up to 61' AGL/1343' MSL.

Tree 3213' from DER, 1302' left of centerline, 66' AGL/1346' MSL.

Tree 3768' from DER, 1398' right of centerline, 39' AGL/1365' MSL.

Trees 4194' from DER, 1573' right of centerline, 38' AGL/1595' MSL.

Trees beginning 4391' from DER, 1382' right of centerline, up to 53' AGL/1678' MSL.

Trees beginning 4784' from DER, 980' right of centerline, up to 49' AGL/1681' MSL.

Trees beginning 4954' from DER, 1419' right of centerline, up to 48' AGL/1686' MSL.

Trees beginning 5161' from DER, 992' right of centerline, up to 54' AGL/1702' MSL.

NOTE: Chart not to scale.

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.

HEALY TWO DEPARTURE (OBSTACLE) (RNAV)

(HEALY2.EVIEE) 29DEC22

HEALY, ALASKA

HEALY RIVER (HRR) (PAHV)

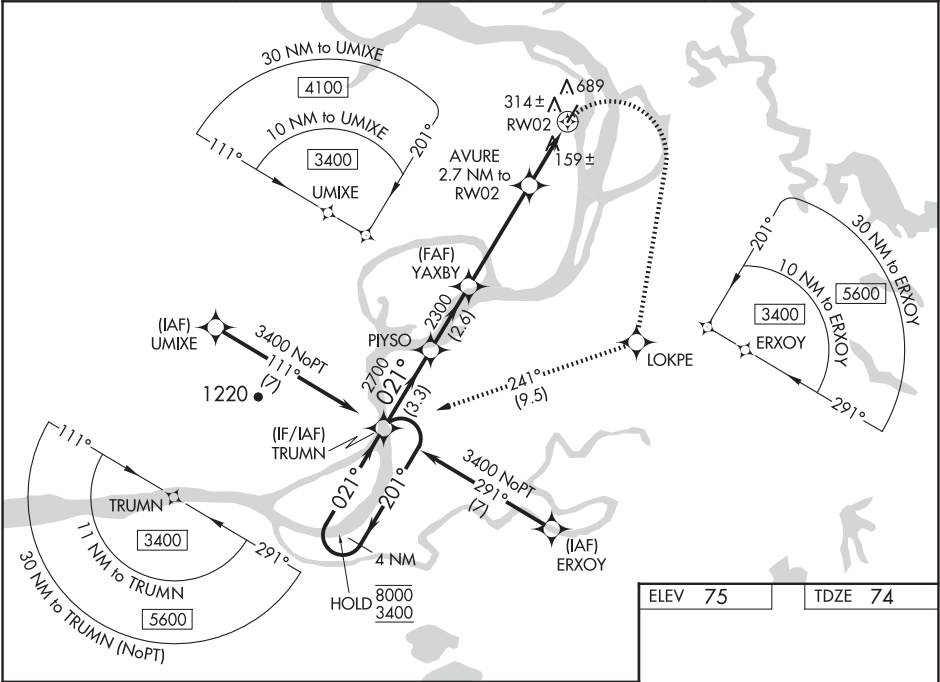
WAAS CH 57947 W02A	APP CRS 021°	Rwy Idg 4000 TDZE 74 Apt Elev 75
--	------------------------	---

RNAV (GPS) RWY 2

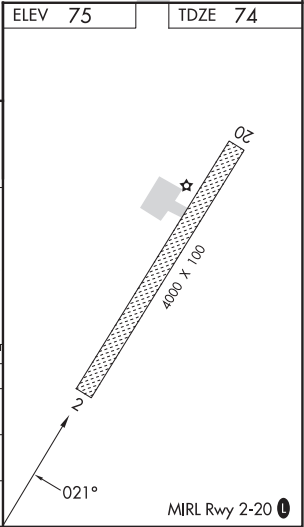
HOLY CROSS (HCA) (PAHC)

RNP APCH - GPS. ⚠ -28°C	Circling Rwy 20 NA at night. Circling NA west of Rwy 2-20. Rwy 2 helicopter visibility reduction below ¾ 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.	MISSED APPROACH: Climbing right turn to 3400 direct LOKPE and on track 241° to TRUMN and hold, continue climb-in-hold to 3400.
-------------------------------	---	--

AWOS-3P 118.325	ANCHORAGE CENTER 118.15 251.05	KENAI RADIO 122.45	CTAF 122.8 0
---------------------------	--	------------------------------	------------------------



	4 NM Holding Pattern	TRUMN	PIYSO	YAXBY	LOKPE	TRUMN
	8000	3400	2700	2300	960	tr 241°
			021°	021°	3.00° TCH 40	
			3.3 NM	2.6 NM	4.2 NM	1.3 NM 1.4 NM
CATEGORY	A	B	C	D		
LP MDA	560-1	486 (500-1)	560-1¾	486 (500-1¾)		
LNAV MDA	800-1	726 (800-1)	800-2	726 (800-2)		
CIRCLING	800-1	725 (800-1)	800-2	800-2¼	725 (800-2¼)	



HOLY CROSS, ALASKA

AL-9470 (FAA)

24249

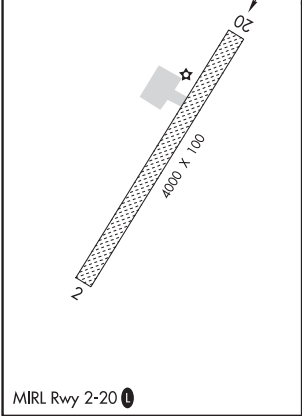
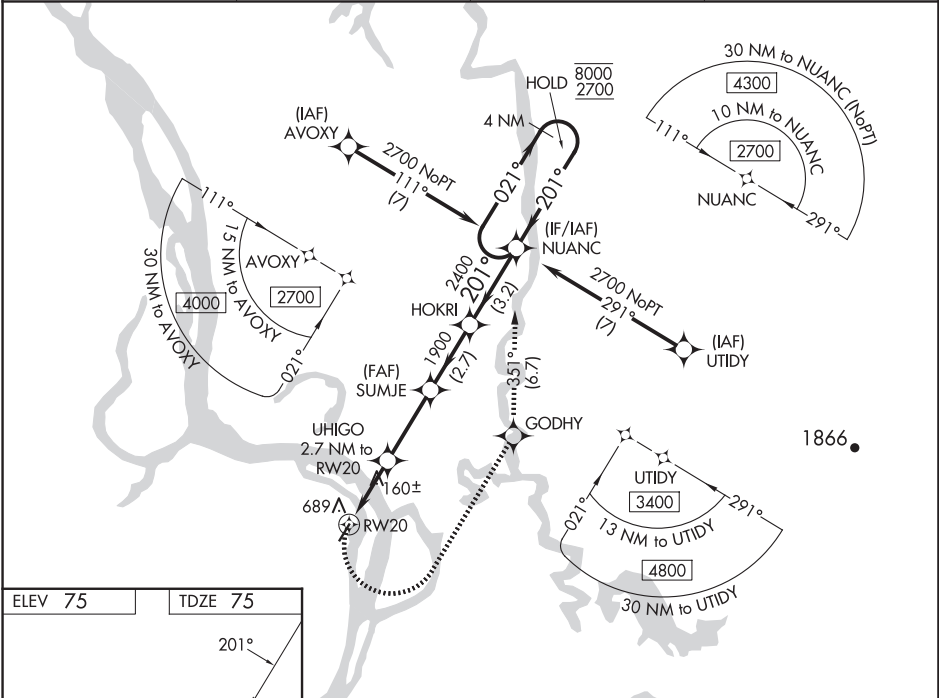
WAAS CH 60948 W20A	APP CRS 201°	Rwy Idg 4000 TDZE 75 Apt Elev 75
--	------------------------	---

RNAV (GPS) RWY 20

HOLY CROSS (HCA)(PAHC)

RNP APCH - GPS. ⚠ -28°C	Circling NA west of Rwy 2-20. Rwy 20 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet, LNAV all visibilities ½ SM, LP visibilities Cats C and D ¾ SM, and Circling visibilities Cats B, C, and D ½ SM. Straight-in and Circling Rwy 20 NA at night.	MISSED APPROACH: Climbing left turn to 2700 direct GODHY and on track 351° to NUANC and hold.
-------------------------------	---	---

AWOS-3P 118.325	ANCHORAGE CENTER 118.15 251.05	KENAI RADIO 122.45	CTAF 122.8 0
---------------------------	--	------------------------------	------------------------



2700	GODHY	tr 351°	NUANC	NUANC	4 NM Holding Pattern
UHIGO 2.7 NM to RW20 3.00° TCH 40					
RW20 960					
SUMJE HOKRI					
201° 2400 8000 2700					
2.7 NM 3 NM 2.7 NM 3.2 NM					
CATEGORY	A	B	C	D	
LP MDA	420-1 345 (400-1)				
LNAV MDA	940-1 865 (900-1)	940-1¼ 865 (900-1¼)	940-2½ 865 (900-2½)		
CIRCLING	940-1¼ 865 (900-1¼)	940-2½ 865 (900-2½)		940-2¾ 865 (900-2¾)	

HOLY CROSS, ALASKA
Amdt 1 11JUL24

62°11'N-159°46'W

HOLY CROSS (HCA)(PAHC)

RNAV (GPS) RWY 20

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

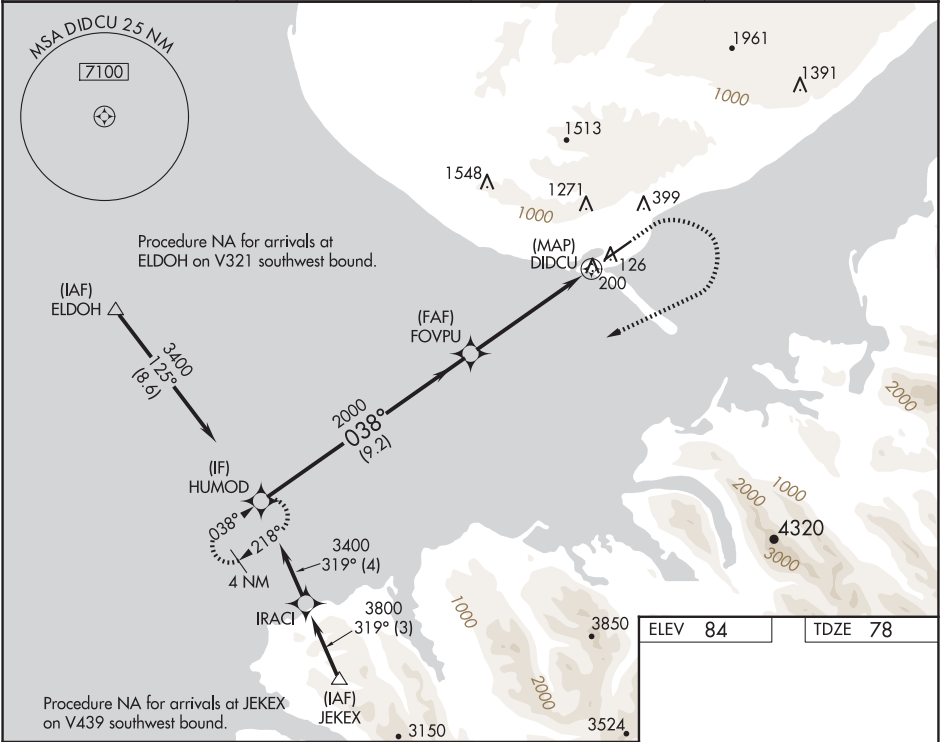
WAAS CH 86933 W04B	APP CRS 038°	Rwy Ldg TDZE Apt Elev	6701 78 84
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) Y RWY 4

HOMER (HOM) (PAHO)

RNP APCH.		MALSF	MISSED APPROACH: Climb to 500 then climbing right turn to 3500 direct HUMOD and hold.
⚠ Circling NA northwest of Rwy 4-22. Inop table does not apply to LP and LNAV Cats A/B. Circling NA to waterways 6W and 24W. For inop ALS, increase LP Cat C/D visibility to 1⅓ SM.		⚠	

AFIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF) 0	UNICOM 122.7 123.0 123.05
-----------------------	--	---	-------------------------------------



HUMOD		Visual Segment - Obstacles.		500	3500	HUMOD
3400		FOVPU		2000	DIDCU	
038°		2000		DIDCU		
9.2 NM		5.3 NM		0.6 NM		
CATEGORY	A	B	C	D		
LP MDA	460-1		382 (400-1)			
LNAV MDA	760-1	682 (700-1)	760-1¾	682 (700-1¾)		
CIRCLING	760-1	676 (700-1)	760-2 676 (700-2)	760-2¼ 676 (700-2¼)		

HIRL Rwy 4-22 **0**

HOMER, ALASKA

AL-1236 (FAA)

25163

WAAS CH 72633 W22B	APP CRS 228°	Rwy Ldg TDZE Apt Elev	6701 84 84
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) Y RWY 22

HOMER (HOM) (PAHO)

RNP APCH.

▼

▲

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 1⅞ SM.

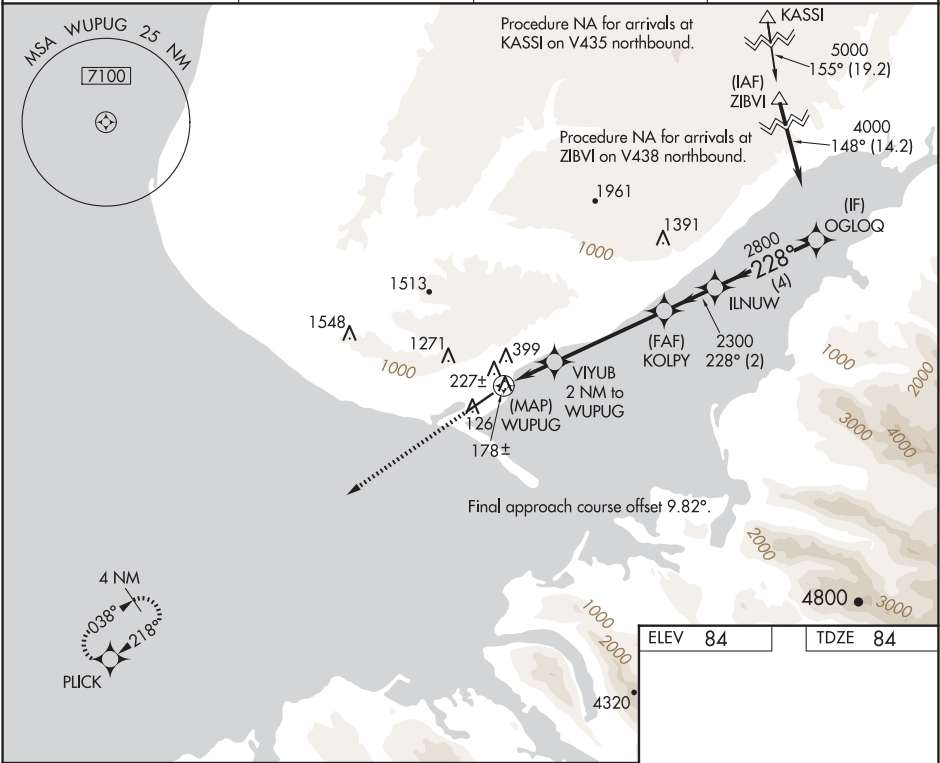
MALSR

⬆

⬆

MISSED APPROACH: Climb to 2600 direct PLUCK and hold.

AFIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF) 0	UNICOM 122.7 123.0 123.05
-----------------------	--	--------------------------------------	-------------------------------------



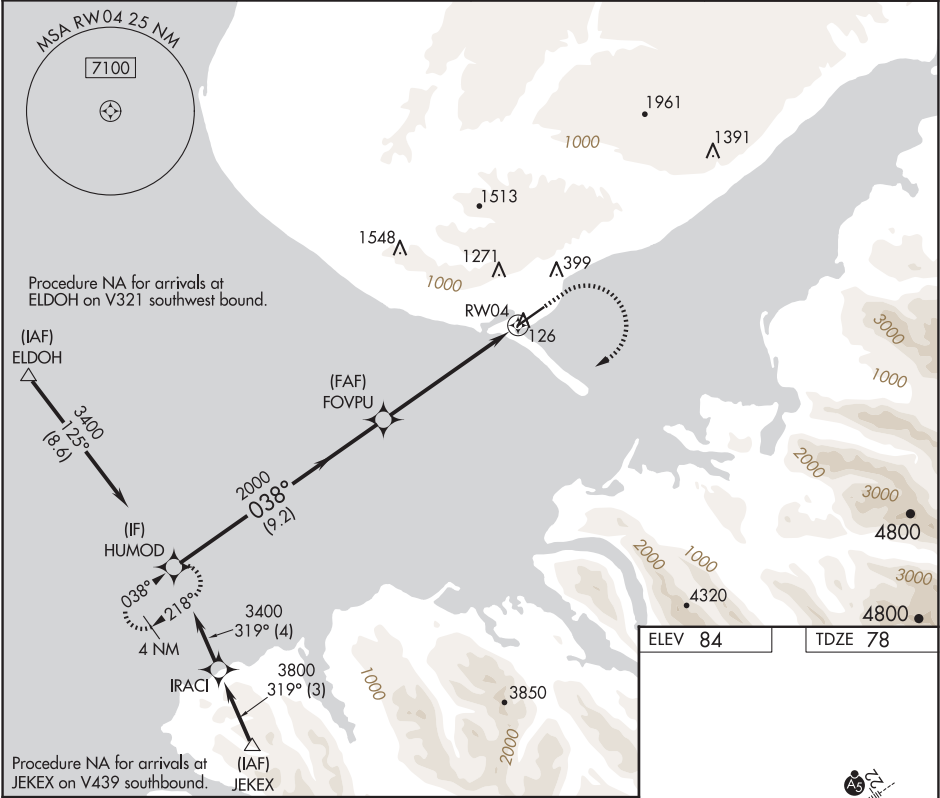
WAAS CH 86302 W04A	APP CRS 038°	Rwy Ldg TDZE 78 Apt Elev 84
--	------------------------	---

RNAV (GPS) Z RWY 4

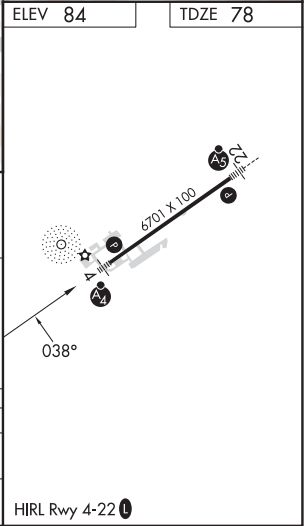
HOMER (HOM) (PAHO)

RNP APCH - GPS.	MALSF	MISSED APPROACH: Climb to 500 then climbing right turn to 3500 direct HUMOD and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Inop table does not apply to LPV all Cats.		

AFIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF)	UNICOM 122.7 123.0 123.05
-----------------------	--	------------------------------------	-------------------------------------



HUMOD		FOVPU		RWY 04	
3400		2000			
GP 3.00°		038°			
TCH 56		2000			
		9.2 NM		5.9 NM	
CATEGORY	A	B	C	D	
LPV DA	444-1		366 (400-1)		
LNAV/VNAV DA	558-1 3/8		480 (500-1 3/8)		



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

HOMER, ALASKA

AL-1236 (FAA)

25163

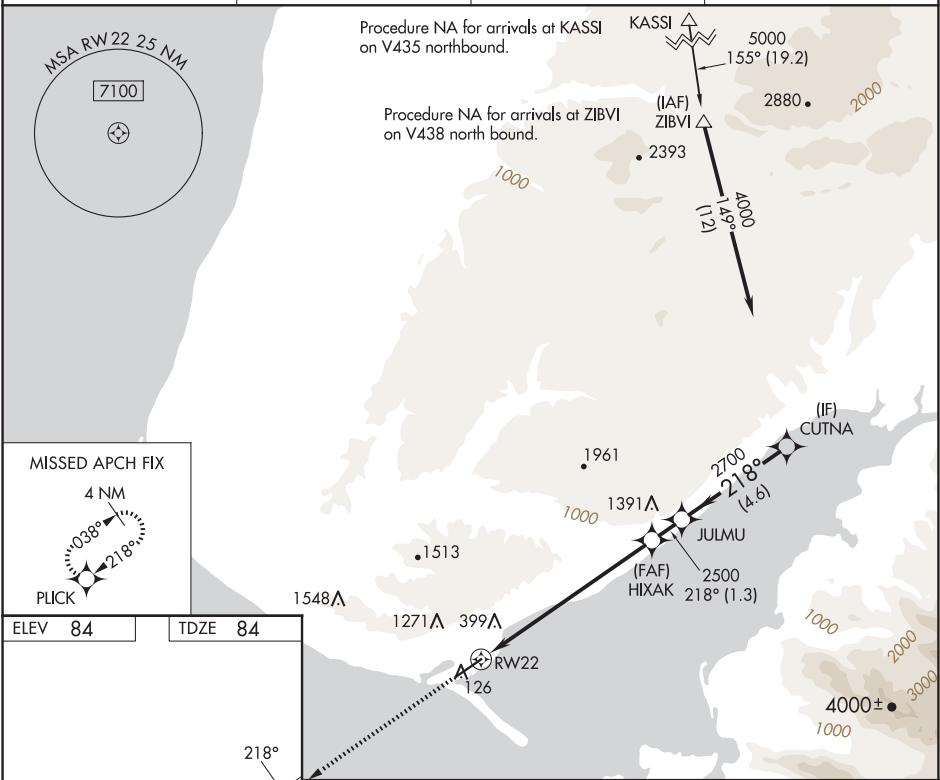
WAAS CH 82402 W22A	APP CRS 218°	Rwy Ldg TDZE Apt Elev 84	6701 84 84
--	------------------------	--	---------------------------------------

RNAV (GPS) Z RWY 22

HOMER (HOM) (PAHO)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 2600 direct PLICK and hold.
▼ Helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV minimums. Baro-VNAV NA. When local altimeter setting not received, procedure NA. For inop ALS increase LNAV/VNAV all Cats visibility to 1 ½ SM.		

AFIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF) 0	UNICOM 122.7 123.0 123.05
-----------------------	--	--------------------------------------	-------------------------------------



ELEV 84	TDZE 84
HIRL Rwy 4-22	
MISSED APCH FIX	
PLICK	
RW22	
HIXAK	
JULMU	
CUTNA	
GP 3.00° TCH 56	
7.4 NM 1.3 NM 4.6 NM	
CATEGORY	A B C D
LPV DA	386-1 302 (400-1)
LNAV/VNAV DA	731-1 5/8 647 (700-1 1/2)

HOMER, ALASKA
Amdt 1D 20JUN19

59°39'N-151°29'W

HOMER (HOM) (PAHO)

RNAV (GPS) Z RWY 22

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

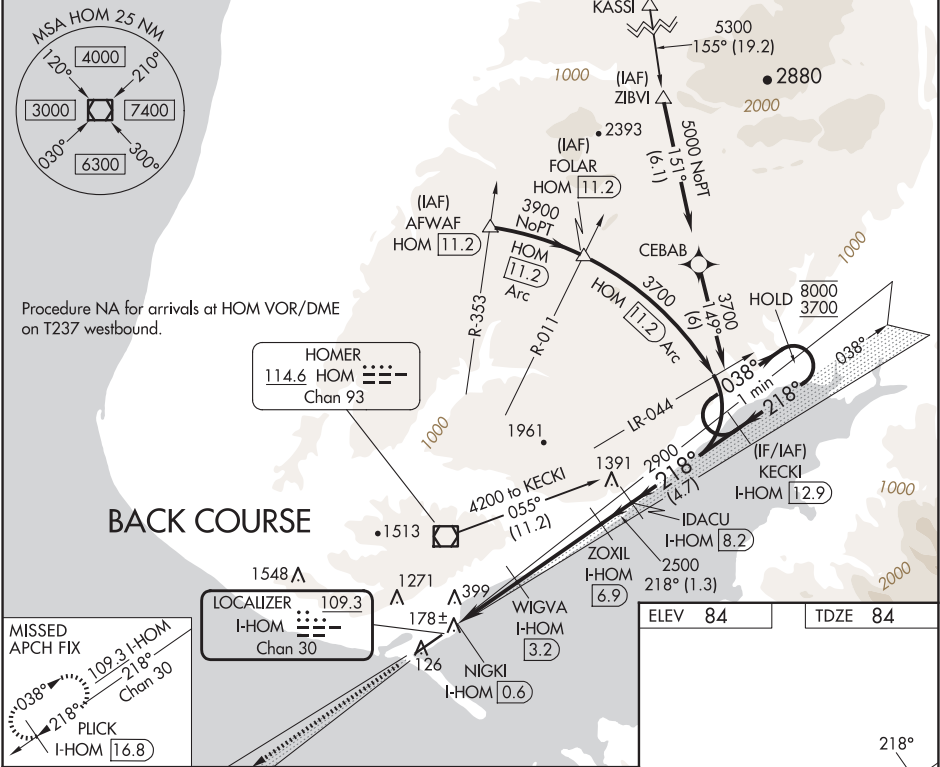
LOC/DME I-HOM	APP CRS	Rwy Ldg
109.3	218°	6701
Chan 30		TDZE 84
		Apt Elev 84

LOC BC RWY 22

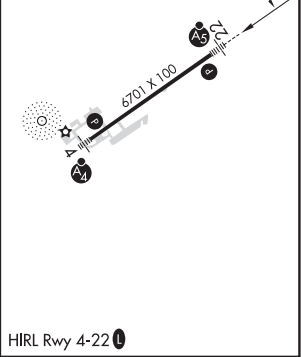
HOMER (HOM) (PAHO)

DME required. RNP APCH-GPS. From KASSI.	MALSR	MISSED APPROACH: Climb to 2600 on I-HOM localizer SW course 218° to PLICK/16.8 DME and hold.
▼ Inop table does not apply to S-LOC 22 Cats A and B. When Homer altimeter setting not received, procedure NA. Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling NA northwest of Rwy 4-22. Circling NA to waterways 6W and 24W. For inop ALS, increase S-LOC 22 Cat C and D visibility to 1½ SM.		

AFIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF) 0	UNICOM 122.7 123.0 123.05
-----------------------	--	---	-------------------------------------



2600 ↑ I-HOM SW crs 218°	PLICK I-HOM 16.8	Use I-HOM DME when on the localizer course.		KECKI I-HOM 12.9	One Minute Holding Pattern
CATEGORY	A	B	C	D	
S-LOC 22	500-1 416 (500-1)				
CIRCLING	500-1 416 (500-1)	540-1 456 (500-1)	540-1½ 456 (500-1½)	700-2 616 (700-2)	



HOMER, ALASKA

AL-1236 (FAA)

25163

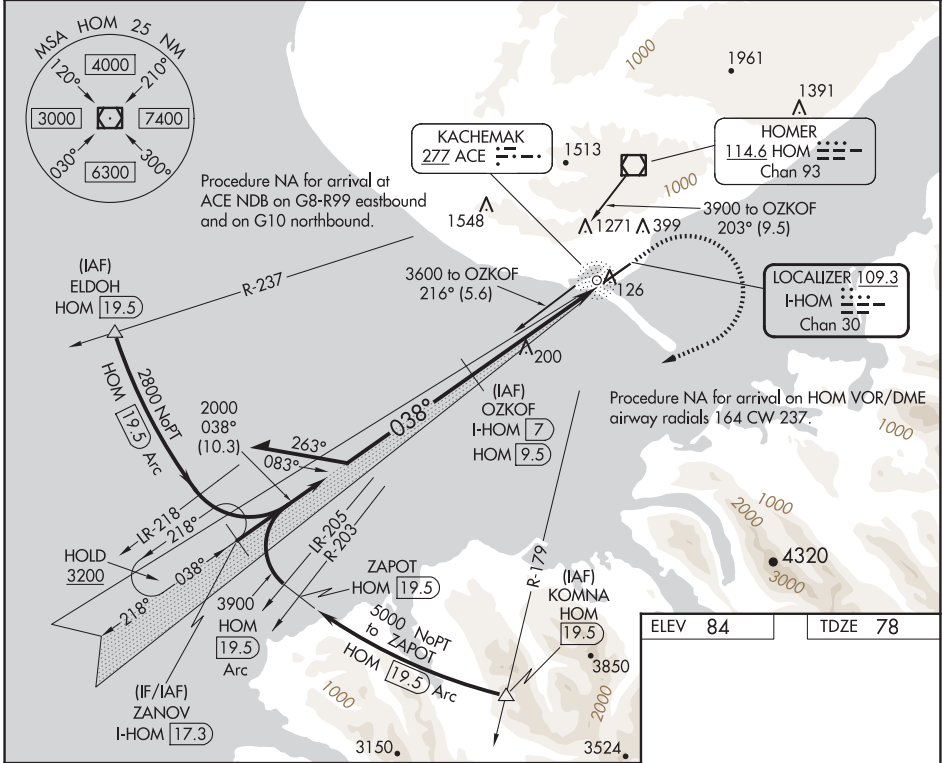
LOC/DME I-HOM 109.3 Chan 30	APP CRS 038°	Rwy Ldg TDZE 78 Apt Elev 84	6701
---	------------------------	---	-------------

LOC RWY 4

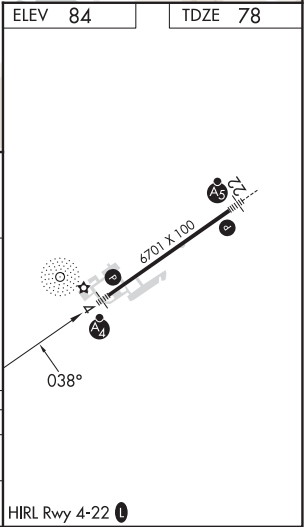
HOMER (HOM) (PAHO)

ADF or DME required for procedure entry. DME required.	MALSF 	MISSED APPROACH: Climb to 500 then climbing right turn to 3200 on heading 230° and on ACE NDB bearing 217° to ZANOV/I-HOM 17.3 DME and hold.
<p>▼ Circling NA northwest of Rwy 4-22. Inop table does not apply to Cats A and B. For inop ALS increase Cat C/D visibility to 1½ SM. Circling NA to waterways 6W and 24W.</p>		

AFIS 135.65	ANCHORAGE CENTER 125.9 270.3	HOMER RADIO 123.6 (CTAF) 0	UNICOM 122.7 123.0 123.05
-----------------------	--	---	-------------------------------------



Remain within 10 NM	OZKOF I-HOM 7	500	3200	ACE	ZANOV I-HOM 17.3
Use I-HOM DME when on the localizer course.	2000	hdg 230°			
	4.7 NM				
CATEGORY	A	B	C	D	
S-LOC 4		460-1	382 (400-1)		
CIRCLING	500-1 416 (500-1)	540-1 456 (500-1)	540-1½ 456 (500-1½)	760-2¼ 676 (700-2¼)	



HOMER, ALASKA

Amdt 11C 20JUN19

59°39'N-151°29'W

HOMER (HOM) (PAHO)

LOC RWY 4

AK, 07 AUG 2025 to 02 OCT 2025

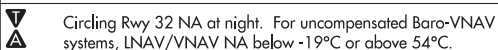
AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82224 W14A	APP CRS 141°	Rwy Idg 3300 TDZE 20 Apt Elev 20
--	------------------------	---


RNAV (GPS) RWY 14

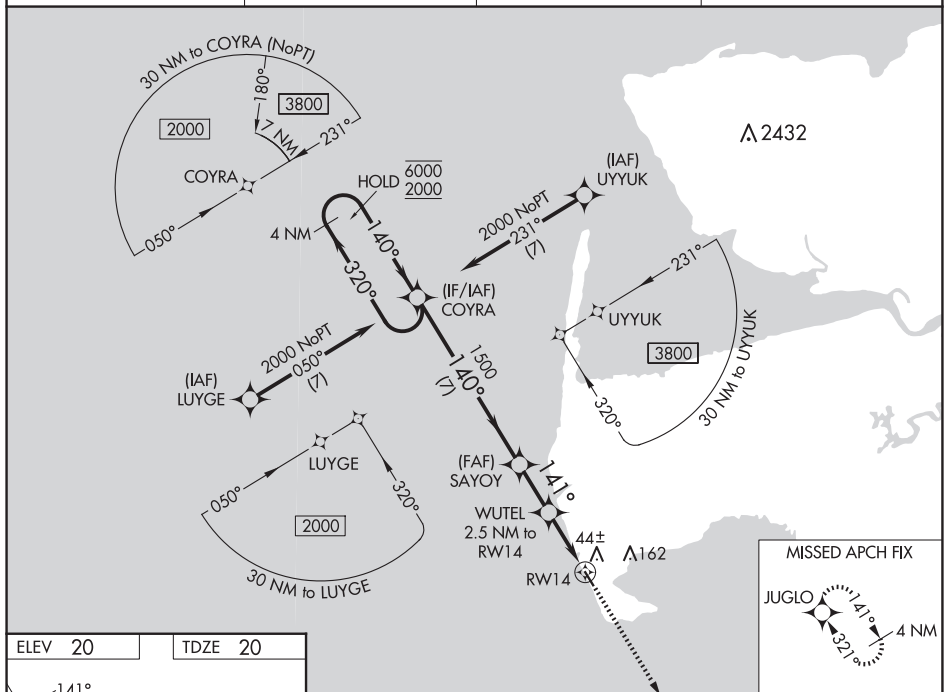
HOOPER BAY (HPB) (PAHP)

RNP APCH - GPS.

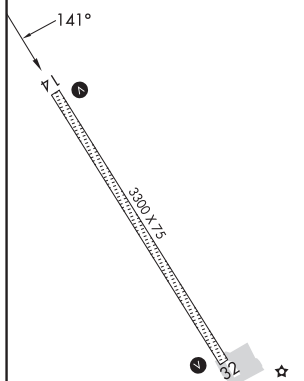


MISSED APPROACH: Climb to 2000 direct JUGLO and hold.

AWOS-3P 135.1	ANCHORAGE CENTER 124.5	KENAI RADIO 122.4	CTAF 123.0 
-------------------------	----------------------------------	-----------------------------	--



ELEV 20	TDZE 20
---------	---------

[illegible]REIL Rwy 14 and 32 **L**MIRL Rwy 14-32 **L**

HOOPER BAY, ALASKA

Amdt 2 08SEP22

61°31'N-166°09'W



255

HOOPER BAY (HPB) (PAHP)

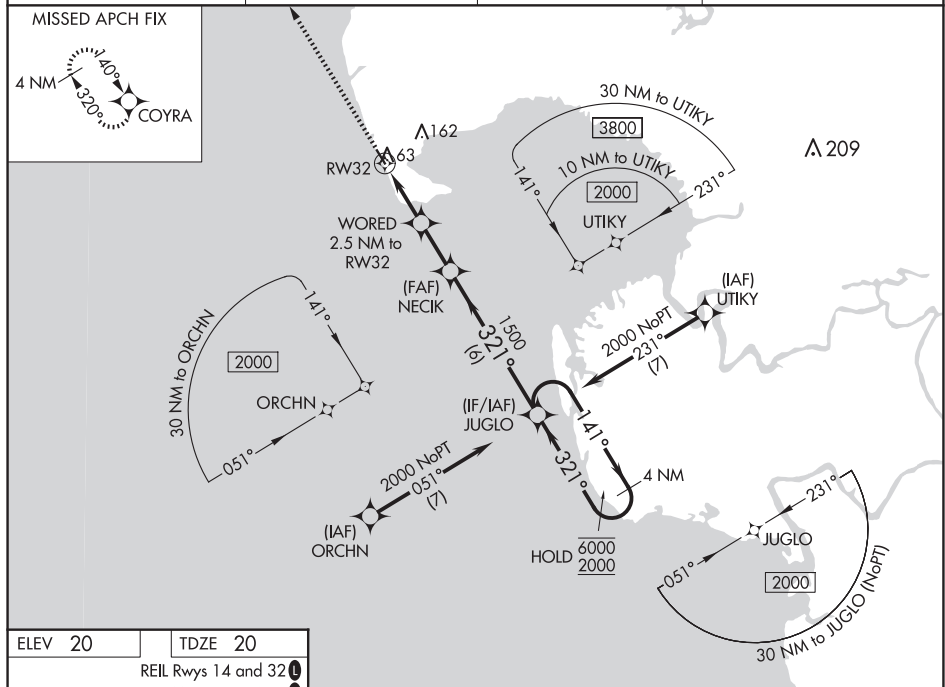
RNAV (GPS) RWY 14

RNAV (GPS) RWY 32

HOOPER BAY (HPB) (PAHP)

RNP APCH - GPS.		
	Rwy 32 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.	MISSED APPROACH: Climb to 2000 direct COYRA and hold.
	Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.	

AWOS-3P 135.1	ANCHORAGE CENTER 124.5	KENAI RADIO 122.4	CTAF 123.0
-------------------------	----------------------------------	-----------------------------	--

[illegible]HOOPER BAY (HPB) (PAHP)
RNAV (GPS) RWY 32

AK, 07 AUG 2025 to 02 OCT 2025

VOR/DME HPB 115.2 Chan 99	APP CRS 313°	Rwy Idg 3300 TDZE 20 Apt Elev 20
---	------------------------	---

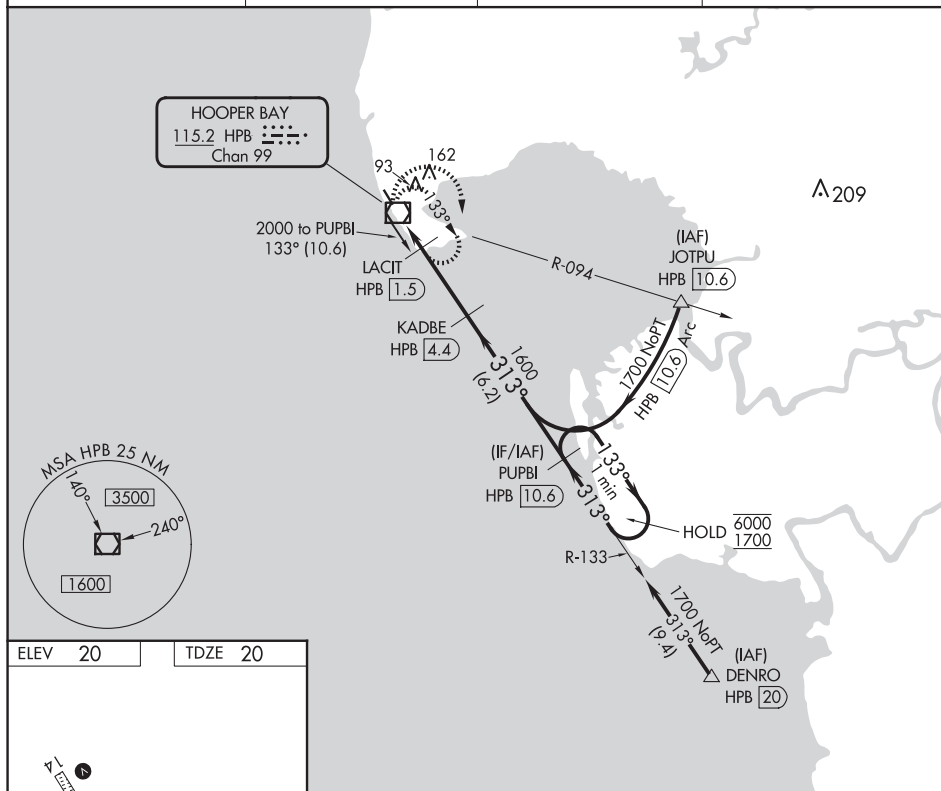
VOR RWY 32
HOOPER BAY (HPB) (PAHP)

DME required.

T	Rwy 32 helicopter visibility reduction below 1 SM NA.
A	Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.

MISSED APPROACH: Climbing right turn to 2000 in HPB VOR/DME holding pattern.

AWOS-3P 135.1	ANCHORAGE CENTER 124.5	KENAI RADIO 122.4	CTAF 123.0
-------------------------	----------------------------------	-----------------------------	----------------------



3200 X 75

REIL Rwy 14 and 32

MRL Rwy 14-32

313°

3.00° TCH 45

HPB

VOR/DME

HPB

LACIT

HPB

KADBE

HPB

PUPBI

HPB

One Minute Holding Pattern

133°

313°

6000

1700

520

1600

0.4

1.5 NM

2.9 NM

6.2 NM

CATEGORY	A	B	C	D
S-32	420-1	400 (400-1)	420-1½	400 (400-1½)
CIRCLING	420-1 400 (400-1)	480-1 460 (500-1)	480-1½ 460 (500-1½)	580-2 560 (600-2)

RNAV (GPS) RWY 18

AK, 07 AUG 2025 to 02 OCT 2025

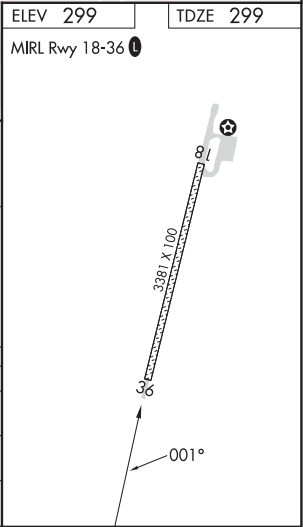
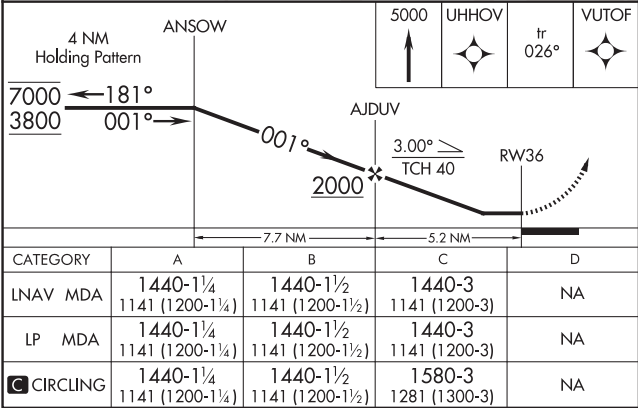
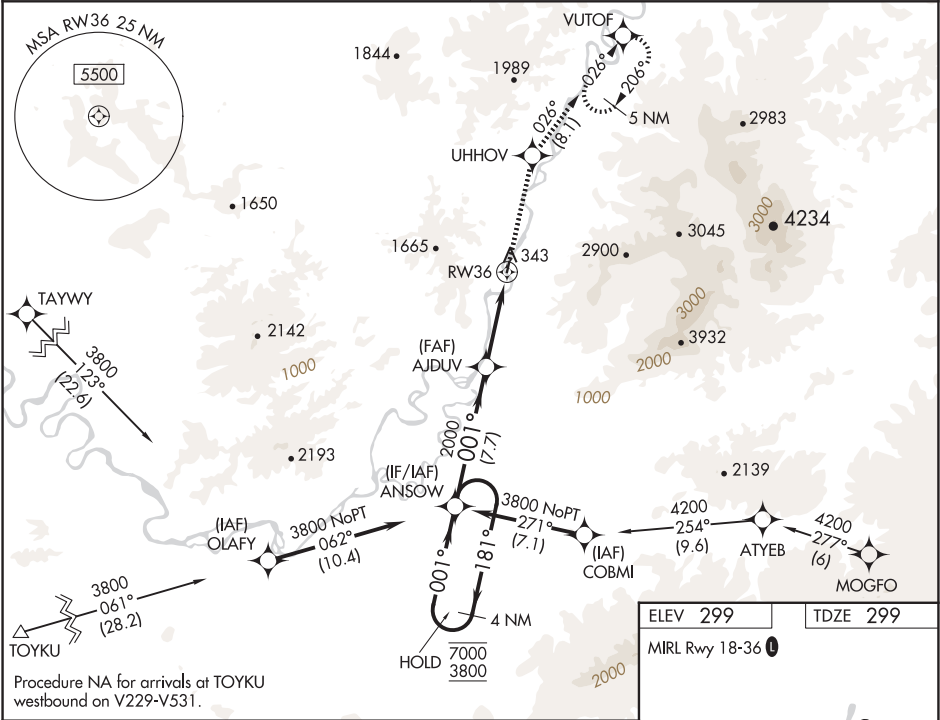
WAAS CH 86744 W36A	APP CRS 001°	Rwy Idg TDZE 299 Apt Elev 299
--	------------------------	---

RNAV (GPS) RWY 36

HUGHES (HUS) (PAHU)

RNP APCH-GPS.	MISSED APPROACH: Climb to 5000 direct UHHOV and on track 026° to VUTOF and hold, continue climb-in-hold to 5000.
NA Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA west of Rwy 18-36. Use Indian Mountain LRRS altimeter setting. When Indian Mountain LRRS altimeter setting not received, procedure NA.	

ANCHORAGE CENTER 124.6 352	CTAF 122.9 0
-------------------------------	-----------------



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

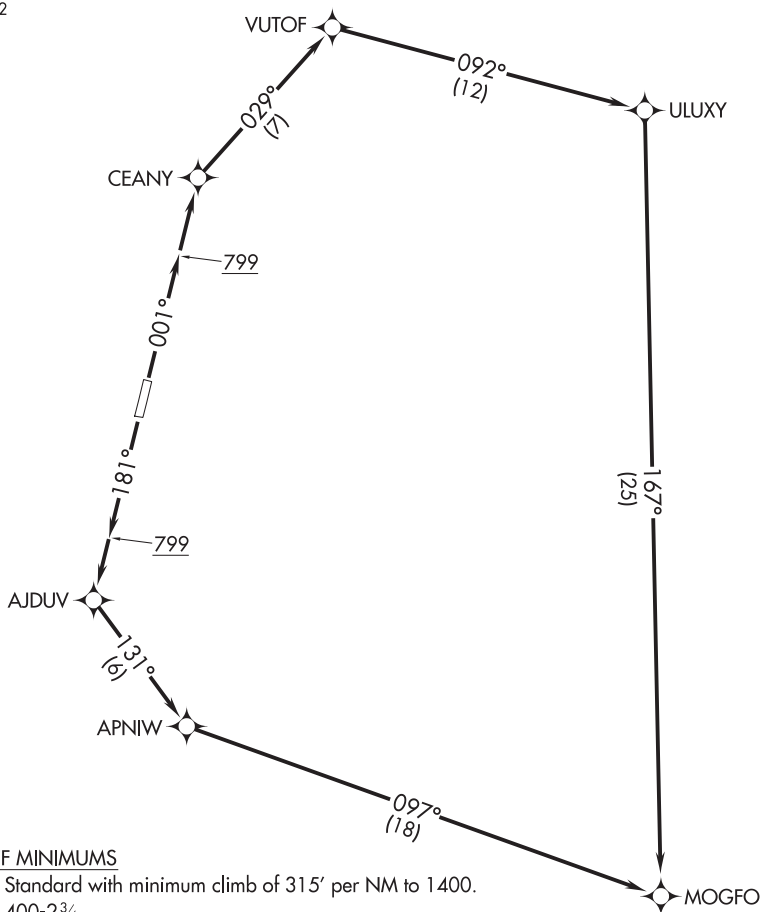
(HUGHE1.MOGFO) 21336

AL-10156 (FAA)

HUGHES (HUS)(PAHU)
HUGHES, ALASKA

HUGHES ONE DEPARTURE (OBSTACLE) (RNAV)

ANCHORAGE CENTER
124.6 352



TAKEOFF MINIMUMS

Rwy 18: Standard with minimum climb of 315' per NM to 1400.

Rwy 36: 400-2¾.

NOTE: RNAV 1.

NOTE: GPS required.

NOTE: Procedure NA at night.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 181° to 799, then direct AJDUV, then on track 131° to APNIW, then on track 097° to MOGFO, cross MOGFO at or above MEA/MCA for assigned route of flight.

TAKEOFF RUNWAY 36: Climb on heading 001° to 799, then direct CEANY, then on track 029° to VUTOF, then on track 092° to ULUXY, then on track 167° to MOGFO, cross MOGFO at or above MEA/MCA for assigned route of flight.

HUGHES ONE DEPARTURE (OBSTACLE) (RNAV)

(HUGHE1.MOGFO) 02DEC21

HUGHES, ALASKA
HUGHES (HUS)(PAHU)

HUGHES ONE DEPARTURE (OBSTACLE) (RNAV)

TAKEOFF OBSTACLE NOTES

- Rwy 18: Tree 5' from DER, 205' right of centerline, 32' AGL/324' MSL.
Trees beginning 13' from DER, 150' right of centerline, up to 41' AGL/332' MSL.
Trees beginning 36' from DER, 176' left of centerline, up to 59' AGL/350' MSL.
Trees beginning 161' from DER, 244' left of centerline, up to 61' AGL/352' MSL.
Tree 187' from DER, 471' left of centerline, 61' AGL/354' MSL.
Trees beginning 235' from DER, 64' left of centerline, up to 65' AGL/358' MSL.
Trees beginning 510' from DER, 187' left of centerline, up to 68' AGL/362' MSL.
Tree 1484' from DER, 855' right of centerline, 51' AGL/347' MSL.
Tree 1886' from DER, 561' right of centerline, 54' AGL/350' MSL.
Tree 2187' from DER, 325' right of centerline, 54' AGL/353' MSL.
Trees beginning 2199' from DER, 106' right of centerline, up to 64' AGL/364' MSL..
Tree 2510' from DER, 16' left of centerline, 72' AGL/365' MSL.
Trees beginning 2524' from DER, 52' right of centerline, up to 68' AGL/370' MSL.
Trees beginning 2626' from DER, 168' right of centerline, up to 76' AGL/377' MSL.
Tree 2664' from DER, 7' left of centerline, 81' AGL/375' MSL.
Trees beginning 2666' from DER, 225' right of centerline, up to 78' AGL/379' MSL.
- Rwy 36: Trees, vehicles on road beginning 1' from DER, 345' right of centerline, up to 28' AGL/322' MSL.
Vegetation 42' from DER, 123' left of centerline, 5' AGL/301' MSL.
Trees beginning 76' from DER, 90' left of centerline, up to 35' AGL/318' MSL.
Trees, vehicles on road beginning 77' from DER, 86' right of centerline, up to 31' AGL/328' MSL.
Poles, trees, catenary, vehicles on road, antenna , buildings, vertical structures beginning 105' from DER, 117' right of centerline, up to 34' AGL/331' MSL.
Trees beginning 138' from DER, 142' left of centerline, up to 44' AGL/337' MSL.
Trees beginning 294' from DER, 132' left of centerline, up to 46' AGL/340' MSL.
Tree, vehicles on road beginning 360' from DER, 482' right of centerline, up to 47' AGL/344' MSL.
Trees beginning 415' from DER, 528' right of centerline, up to 49' AGL/346' MSL.
Trees, vehicles on road, buildings, vertical structures, poles, lighting, tower, catenary, antenna beginning 448' from DER, 198' right of centerline, up to 51' AGL/348' MSL.
Trees, poles, catenary beginning 1012' from DER, 277' right of centerline, up to 48' AGL/403' MSL.
Trees beginning 1203' from DER, 568' right of centerline, up to 63' AGL/511' MSL.
Trees beginning 1415' from DER, 275' right of centerline, up to 52' AGL/553' MSL.
Tree 1573' from DER, 760' right of centerline, 54' AGL/587' MSL.
Trees beginning 1599' from DER, 394' right of centerline, up to 50' AGL/595' MSL.
Trees beginning 1780' from DER, 314' right of centerline, up to 52' AGL/607' MSL.
Trees beginning 1823' from DER, 316' right of centerline, up to 53' AGL/611' MSL.
Trees beginning 2200' from DER, 356' right of centerline, up to 54' AGL/630' MSL.
Tree 2.1 NM from DER, 3729' right of centerline, 18' AGL/627' MSL.

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

HUSLIA, ALASKA

AL-9273 (FAA)

19283

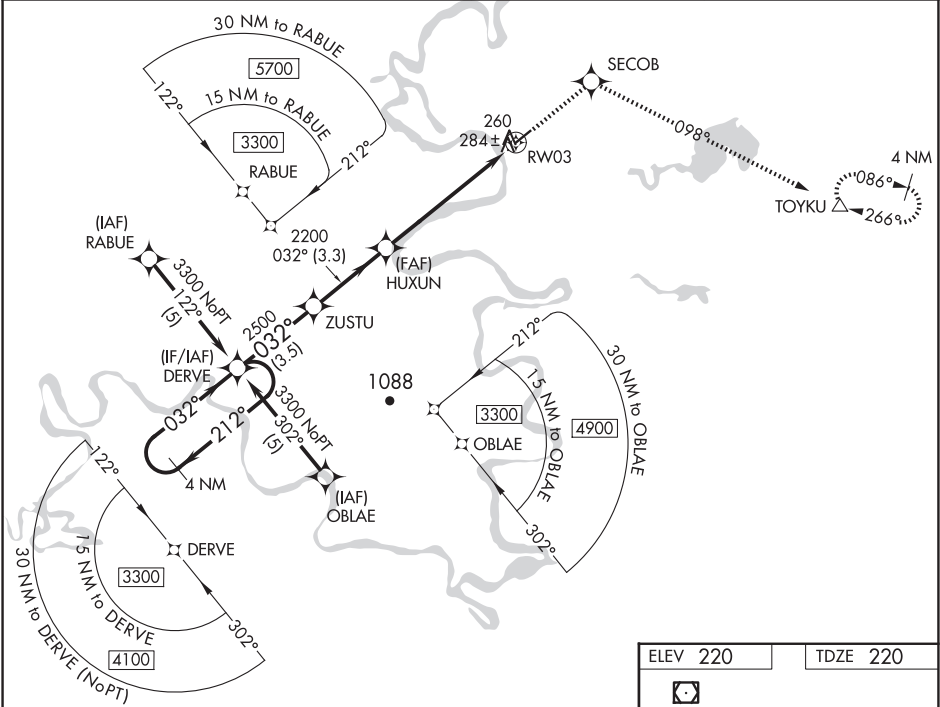
WAAS CH 42608 W03A	APP CRS 032°	Rwy Idg TDZE Apt Elev	4000 220 220
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 3

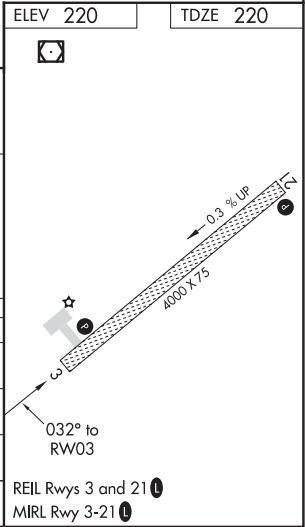
HUSLIA (HLA)(PAHL)

<div><div></div><div>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.</div></div>	MISSED APPROACH: Climb to 3500 direct SEC0B 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)
--------------------------	--	---------------------------------	-------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).				3500 ↑	SEC0B ✱	tr 098° ✱	TOYKU △
4 NM Holding Pattern				DERVE	ZUSTU	HUXUN	
3300 ← 212° 032° →				032° 2500	2200		RW03 ↗
GP 3.00° TCH 45				3.5 NM	3.3 NM	6 NM	
CATEGORY	A	B	C	D			
LPV DA	525-1 305 (400-1)						
LNAV/ VNAV DA	567-1¼ 347 (400-1¼)						
LNAV MDA	540-1 320 (400-1)						
CIRCLING	600-1 380 (400-1)	680-1 460 (500-1)	680-1½ 460 (500-1½)	780-2 560 (600-2)			



HUSLIA, ALASKA
Amdt 2B 06FEB14

65°42'N-156°21'W

HUSLIA (HLA)(PAHL)

RNAV (GPS) RWY 3

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61108 W21A	APP CRS 212°	Rwy Idg TDZE 217 Apt Elev 220
--	------------------------	---

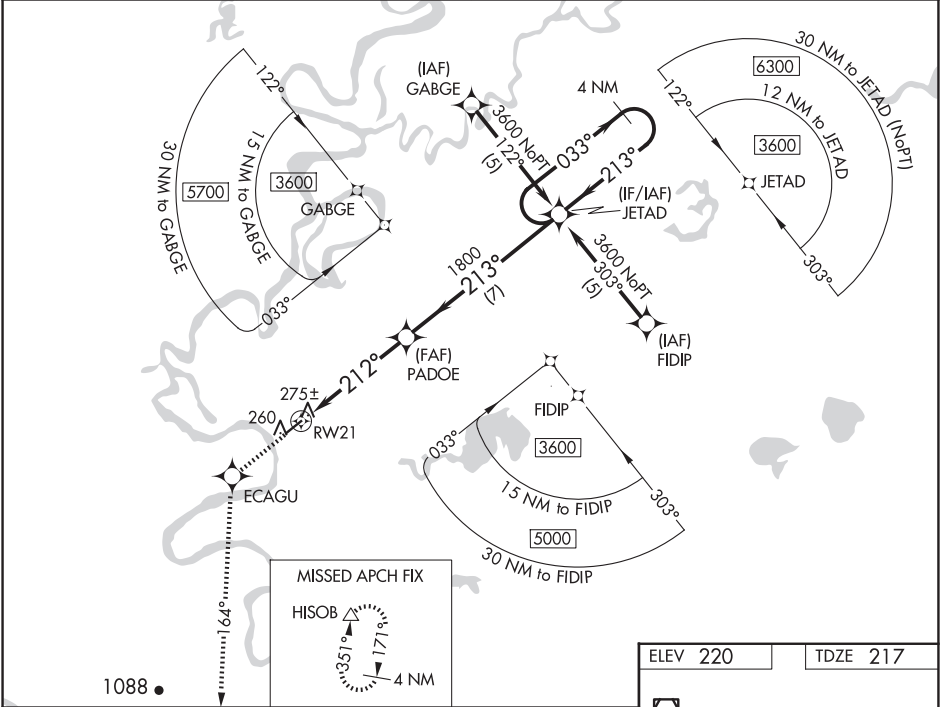
RNAV (GPS) RWY 21




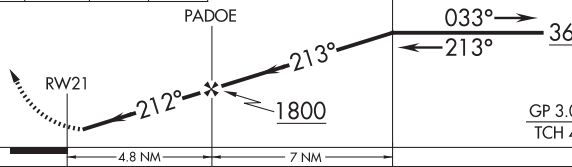
HUSLIA (HLA)(PAHL)

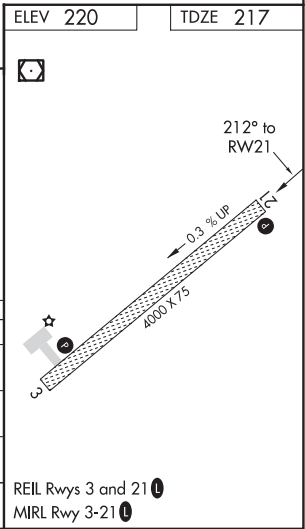
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ECAGU and via 164° track to HISOB and hold.

AWOS-3P 135.75	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.4	UNICOM 122.8 (CTAF) 1
--------------------------	--	---------------------------------	---------------------------------



3000	ECAGU	HISOB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).			
		tr 164°				
			PADOE	JETAD 4 NM Holding Pattern		
			RW21	GP 3.00° TCH 45		
CATEGORY		A	B	C	D	
LPV	DA	517-1 300 (300-1)				
LNAV/ VNAV	DA	549-1¼ 332 (400-1¼)				
LNAV	MDA	540-1 323 (400-1)				
CIRCLING		600-1 380 (400-1)	680-1 460 (500-1)	680-1½ 460 (500-1½)	780-2 560 (600-2)	



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

HUSLIA, ALASKA

AL-9273 (FAA)

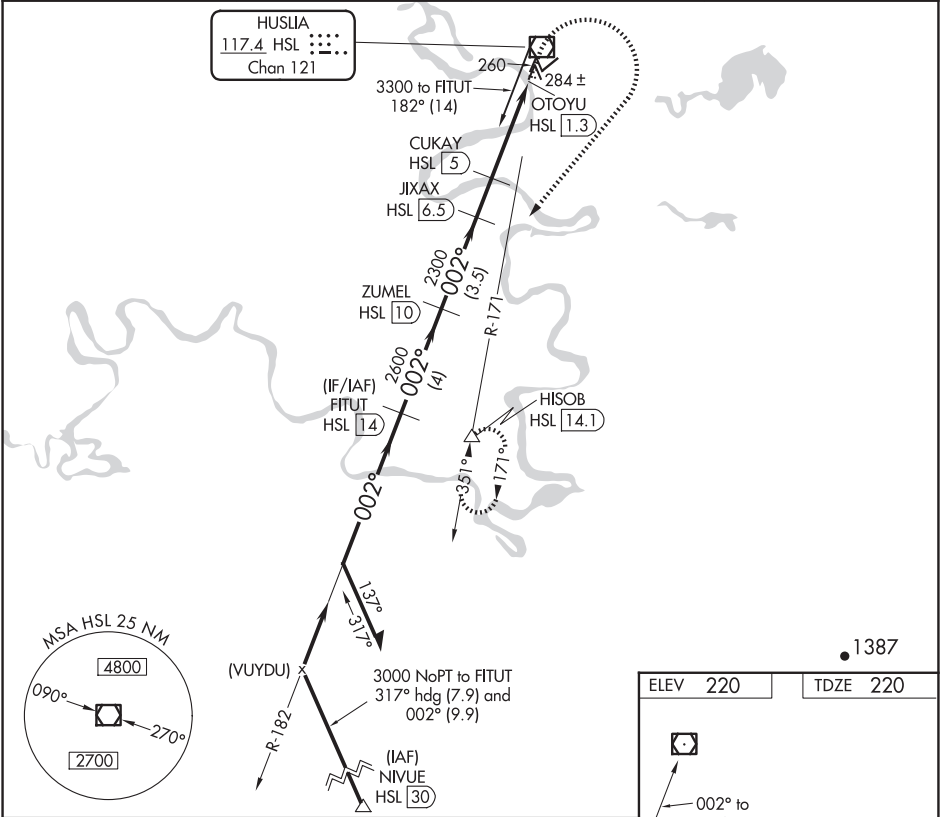
19283

VOR/DME HSL 117.4 Chan 121	APP CRS 002°	Rwy Idg TDZE Apt Elev 4000 220 220
--	------------------------	--

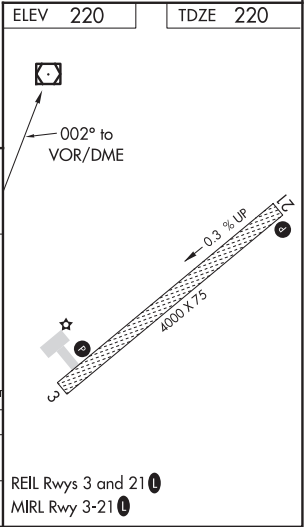
VOR/DME RWY 3
HUSLIA (HLA)(PAHL)

Helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on heading 201° and HSL R-171 to HISOB/14.1 DME and hold.
--	--

AWOS-3P 135.75	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.4	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------	---------------------------------



Remain within 10 NM	FITUT HSL 14	700	3000	HSL R-171	HISOB
3000	182°	3000	hdg 201°		
002°	3000	2600	3.35°	OTOYU HSL 1.3	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).	2600	2300	TCH 40		
	4 NM	3.5 NM	1.5 NM	3.7 NM	0.6 NM
CATEGORY	A	B	C	D	
S-3	540-1	320 (400-1)			
CIRCLING	600-1 380 (400-1)	680-1 460 (500-1)	680-1½ 460 (500-1½)	780-2 560 (600-2)	



HUSLIA, ALASKA
Orig-C 13NOV14

65°42'N-156°21'W

HUSLIA (HLA)(PAHL)
VOR/DME RWY 3

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

APP CRS
053°

Rwy Idg
3000

TDZE
90

Apt Elev
90

RNAV (GPS) RWY 5

IGIUGIG (IGG)(PAIG)

RNP APCH-GPS.

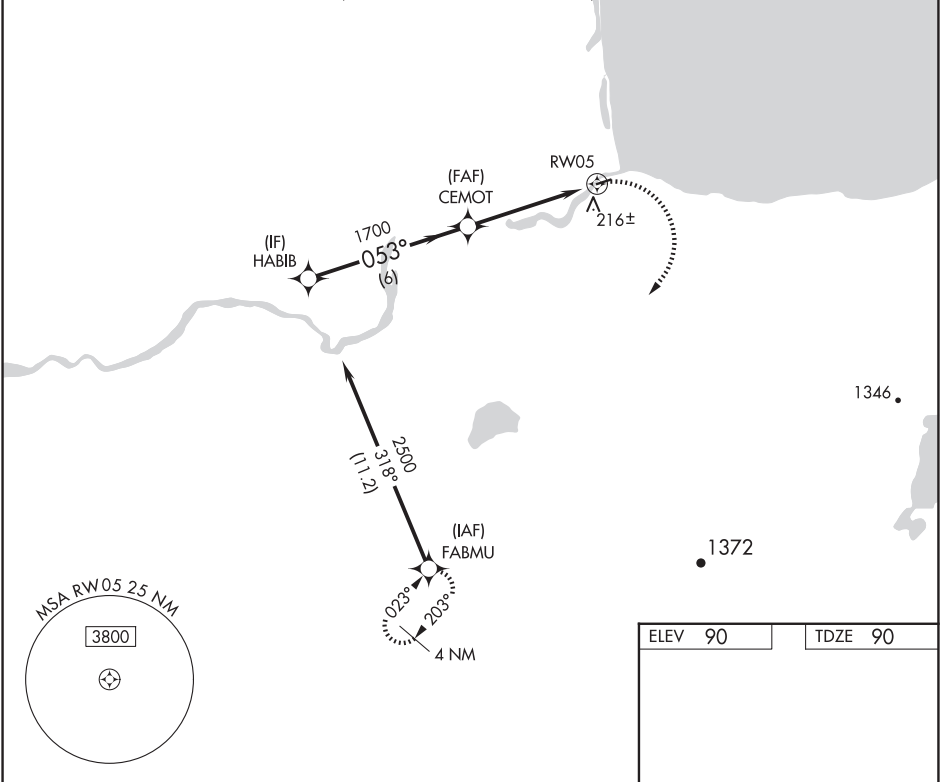
▼

▲

If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 3000 direct FABMU and hold.

AWOS-3P 119.925	ANCHORAGE CENTER 118.8	CTAF 122.8
--------------------	---------------------------	---------------



*VDP NA with Iliamna altimeter setting.

3000

FABMU

HABIB

CEMOT

RWY 05

2500

1700

216

053°

3.04°

3.6 NM

1.3

6 NM

3.6 NM

1.3

Procedure Turn NA

*1.3 NM to RWY 05

TCH 40

053° to RWY 05

3000 X 75

0.6% UP

CATEGORY	A	B	C	D
LNAV MDA	460-1	370 (400-1)	NA	
CIRCLING	580-1 490 (500-1)	660-1 570 (600-1)	NA	

MIRL Rwy 5-23

IGIUGIG, ALASKA

APP CRS 233°	Rwy Idg TDZE Apt Elev	3000 90 90
------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 23
IGIUGIG (IGG)(PAIG)

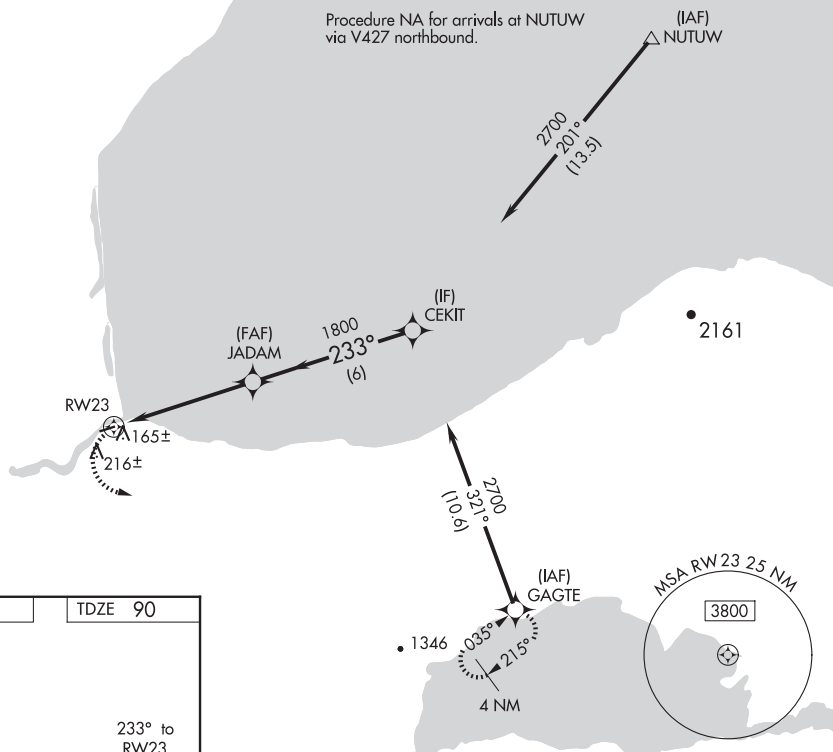
RNP APCH-GPS.



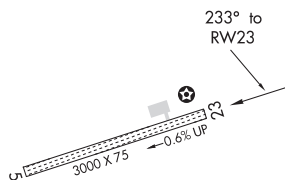
If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 4000 direct GAGTE and hold.

AWOS-3P 119.925	ANCHORAGE CENTER 118.8	CTAF 122.8 0
---------------------------	----------------------------------	------------------------



ELEV 90		TDZE 90
---------	--	---------



4000 GAGTE * VDP NA with Ilimna altimeter setting.

CEKIT

JADAM

* 1.3 NM to RW23

RW23

233°

1800

3.04° TCH 40°

1.3 3.9 NM 6 NM 2700

Procedure Turn NA

CATEGORY	A	B	C	D
LNNAV MDA	440-1	350 (400-1)	NA	
CIRCLING	580-1 490 (500-1)	660-1 570 (600-1)	NA	

IGIUGIG, ALASKA

Orig-E 07OCT21

|G|UG|G (IGG)(PAIG)

59°19'N-155°54'W

RNAV (GPS) RWY 23

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

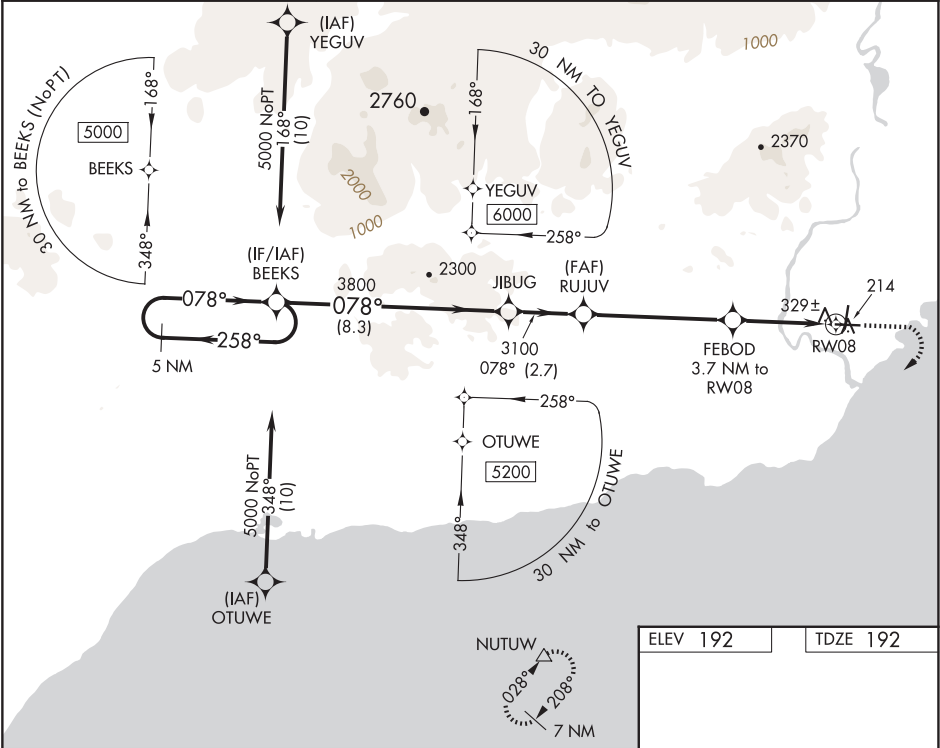
APP CRS	Rwy Idg	5086
078°	TDZE	192
	Apt Elev	192

RNAV (GPS) RWY 8

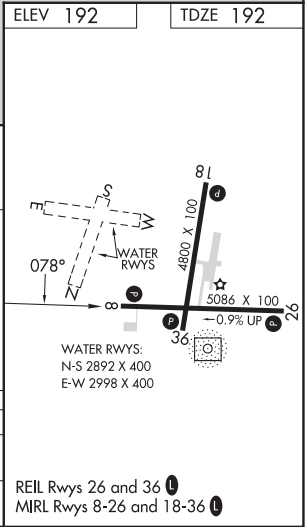
ILIAMNA (ILI) (PAIL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 600, then climbing right turn to 7000 direct NUTUW and hold, continue climb-in-hold 7000.
<div><div>▼</div><div>▲</div><div>❄</div></div> <div>When local altimeter setting not received, procedure NA. Rwy 8 helicopter visibility reduction below 3/4 SM NA. Circling NA to waterways N, S, E, W.</div>	

AFIS ★ 134.95	ANCHORAGE CENTER 118.8	ILIAMNA RADIO 123.6 (CTAF) 0
------------------	---------------------------	---------------------------------



5 NM Holding Pattern	BEEKS	JIBUG	RUJUV	FEBOD 3.7 NM to RW08	1.1 NM to RW08	RW08
5000	258°	078°	078°	3.00° TCH 35	1400	
	8.3 NM	2.7 NM	5.3 NM	2.6 NM	1.1 NM	
CATEGORY	A	B	C	D		
LNAV MDA	580-1	388 (400-1)	580-1 1/8	388 (400-1 1/8)		
CIRCLING	740-1	548 (600-1)	820-1 3/4 628 (700-1 3/4)	1700-3 1508 (1600-3)		



ILIAMNA, ALASKA

AL-1251 (FAA)

25107

APP CRS	Rwy Idg	4800
175°	TDZE	183
	Apt Elev	192

RNAV (GPS) RWY 18

ILIAMNA (ILI) (PAIL)

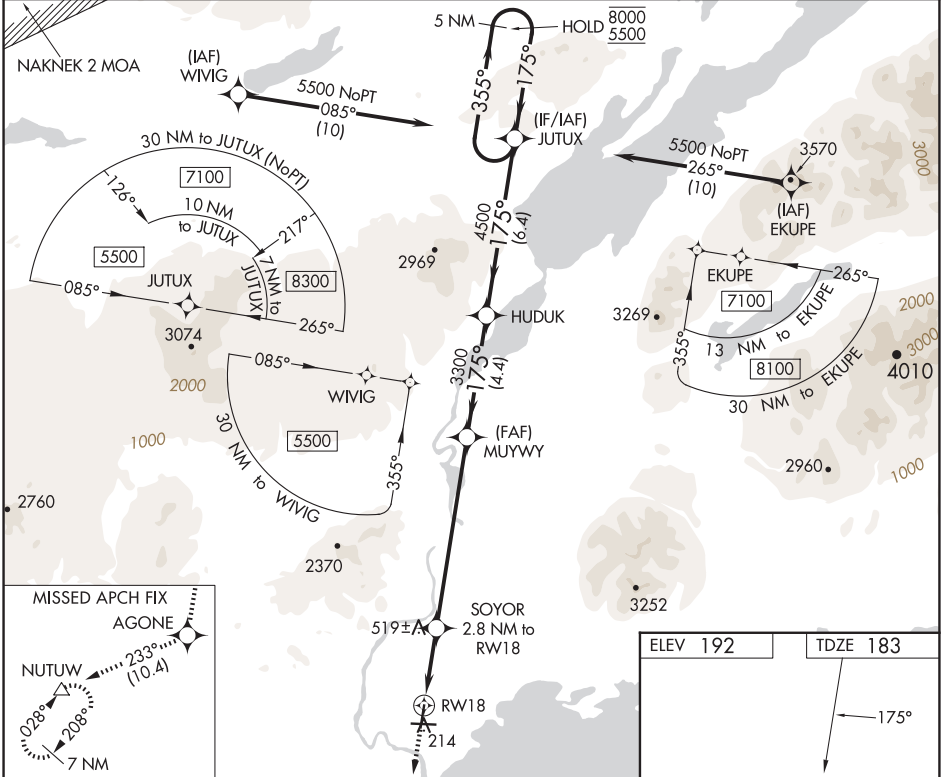
RNP APCH - GPS.

⚠ Rwy 18 helicopter visibility reduction below ¾ SM NA. When Iliamna altimeter setting not received, procedure NA.

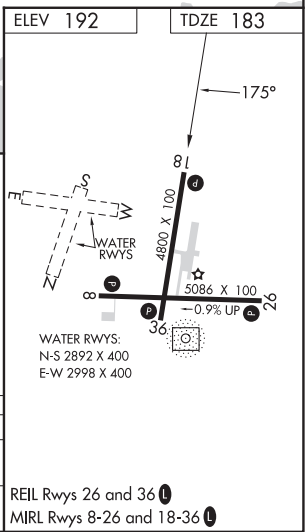
❄ -26°C Circling NA to waterways N, S, E, W.

MISSED APPROACH: Climb to 7000 direct AGONE and on track 233° to NUTUW and hold, continue climb-in-hold to 7000.

AFIS ★	ANCHORAGE CENTER	ILIAMNA RADIO
134.95	118.8	123.6 (CTAF) 0



7000	AGONE	tr 233°	NUTUW	JUTUX	5 NM Holding Pattern
↑	✧		△		
	SOYOR 2.8 NM to RW18		MUYWY	HUDUK	
	1.8 NM to RW18	≤3.00° TCH 30			
	1.8 NM	1 NM	6.9 NM	4.4 NM	6.4 NM
CATEGORY	A	B	C	D	
LNAV MDA	780-1	597 (600-1)	780-1¾	597 (600-1¾)	
CIRCLING	780-1	588 (600-1)	820-1¾ 628 (700-1¾)	1700-3 1508 (1600-3)	



ILIAMNA, ALASKA
Amdt 3 14JUL22

59°45'N-154°55'W

ILIAMNA (ILI) (PAIL)

RNAV (GPS) RWY 18

AK, 07 AUG 2025 to 02 OCT 2025

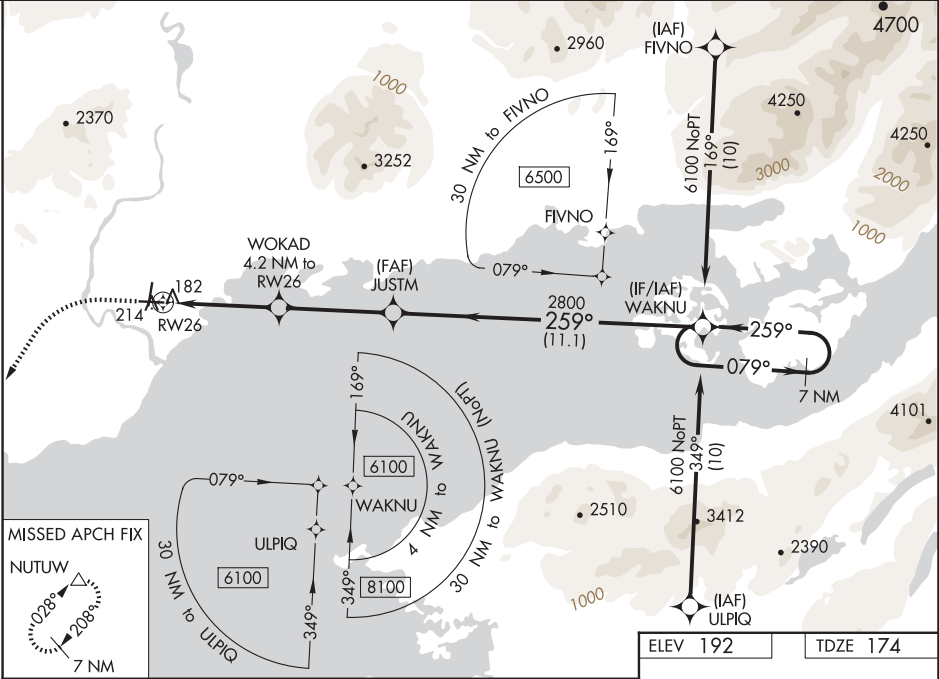
AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45910 W26A	APP CRS 259°	Rwy Idg TDZE 174 Apt Elev 192
--	------------------------	---

RNAV (GPS) RWY 26

ILIAMNA (ILI) (PAIL)

RNP APCH - GPS.		MISSED APPROACH: Climb to 600, then climbing left turn to 7000 direct NUTUW and hold, continue climb-in-hold to 7000.
For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C. When local altimeter setting not received, procedure NA. Circling NA to waterways N, S, E, W.		
AFIS ★ 134.95	ANCHORAGE CENTER 118.8	ILIAMNA RADIO 123.6 (CTAF) 0



600 ↑		7000 ↷		NUTUW △		WAKNU 7 NM Holding Pattern			
RW26 ↙		0.8 NM to RW26		WOKAD 4.2 NM to RW26		JUSTM 2800			
1500		2800		259°		079° → 6100 ← 259°			
GP 3.00° TCH 35		11.1 NM		4.1 NM		3.3 NM			
0.8 NM		A		B		C			
CATEGORY		A		B		C		D	
LPV DA		424-1		250 (300-1)					
LNAV/VNAV DA		424-1		250 (300-1)					
LNAV MDA		440-1		266 (300-1)					
CIRCLING		740-1		548 (600-1)		820-1¾ 628 (700-1¾)		1700-3 1508 (1600-3)	

ELEV 192 TDZE 174

WATER RWYS:
N-S 2892 X 400
E-W 2998 X 400

REIL Rwy 26 and 36 0
MIRL Rwy 8-26 and 18-36 0

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

ILIAMNA, ALASKA

AL-1251 (FAA)

25107

WAAS CH 82110 W36A	APP CRS 355°	Rwy Idg 4800 TDZE 179 Apt Elev 192
--	------------------------	---

RNAV (GPS) RWY 36

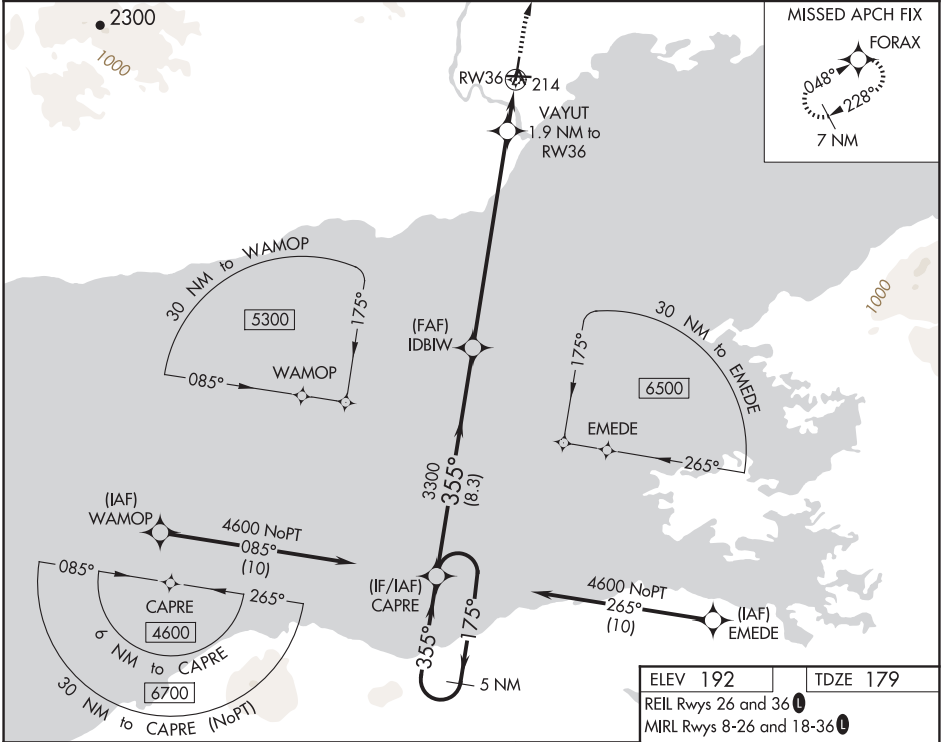
ILIAMNA (ILI) (PAIL)

RNP APCH - GPS.

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 640 then climbing right turn to 8400 direct FORAX and hold, continue climb-in-hold to 8400.

AFIS ★ 134.95	ANCHORAGE CENTER 118.8	ILIAMNA RADIO 123.6 (CTAF) 0
-------------------------	----------------------------------	---



5 NM Holding Pattern

4600 ← 175° → 355° → 3300

GP 3.00° TCH 32

8.3 NM 7.8 NM 0.9 NM 1 NM

640 8400 FORAX

↑ ↗

1 NM to RW36 RW36

CATEGORY	A	B	C	D
LPV DA		429-1	250 (300-1)	
LNAV/VNAV DA		462-1	283 (300-1)	
LNAV MDA		540-1	361 (400-1)	
CIRCLING	740-1	548 (600-1)	820-1 3/4 628 (700-1 3/4)	1700-3 1508 (1600-3)

ELEV 192 TDZE 179

REIL Rwy 26 and 36 MRL Rwy 8-26 and 18-36

81 4800 X 100 5086 X 100 0.9% UP 26

WATER RWYS: N-S 2892 X 400 E-W 2998 X 400

355°

ILIAMNA, ALASKA
Amdt 3A 21MAR24

59°45'N-154°55'W

ILIAMNA (ILI) (PAIL)

RNAV (GPS) RWY 36

AK, 07 AUG 2025 to 02 OCT 2025

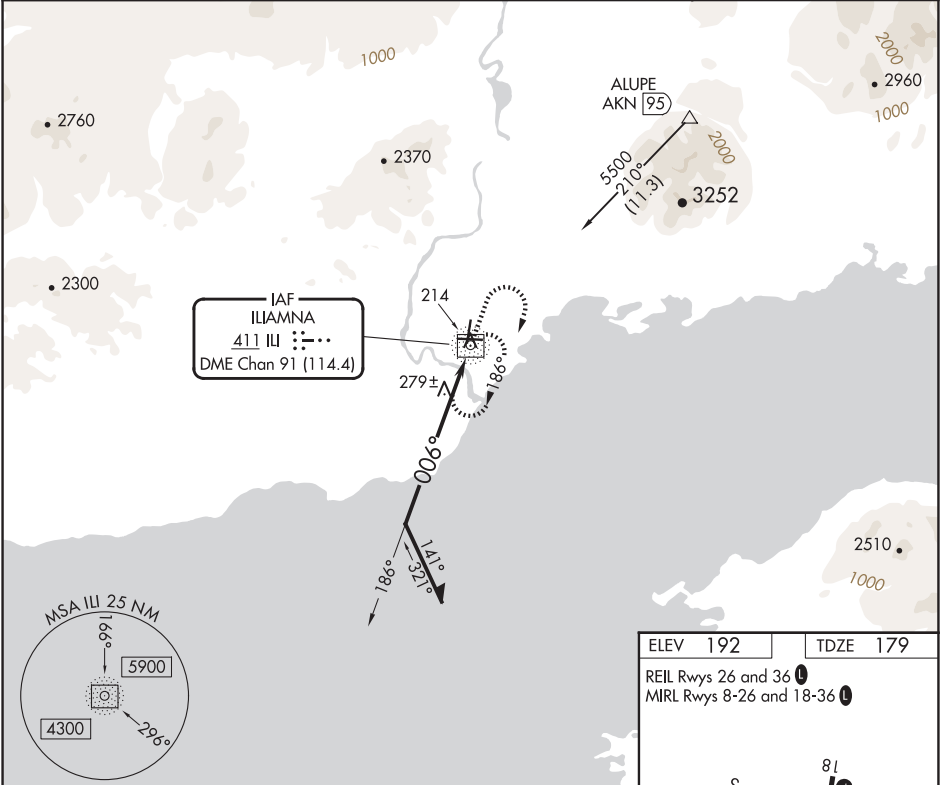
AK, 07 AUG 2025 to 02 OCT 2025

NDB/DME ILI 411	APP CRS 006°	Rwy Idg 4800 TDZE 179 Apt Elev 192
Chan 91 (114.4)		

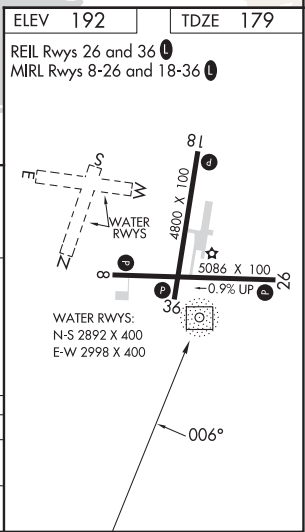
NDB RWY 36
ILIAMNA (ILI) (PAIL)

 Circling Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. Circling NA to waterways N, S, E, W.	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 186° then climbing right turn to 4800 direct ILI NDB/DME and hold, continue climb-in-hold to 4800.
---	--

AFIS★ 134.95	ANCHORAGE CENTER 118.8	ILIAMNA RADIO 123.6 (CTAF) 0
------------------------	----------------------------------	--



Remain within 10 NM	ILI NDB/DME 2400	1100 ↑	3000 hdg 186°	4800 ↑	ILI
1900	186°	006°			
CATEGORY	A	B	C	D	
S-36	680-1	501 (500-1)	680-1½	501 (500-1½)	
CIRCLING	740-1	548 (600-1)	820-1¾ 628 (700-1¾)	1700-3 1508 (1600-3)	



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

UTOPIA CREEK, ALASKA

RNAV (GPS) RWY 25

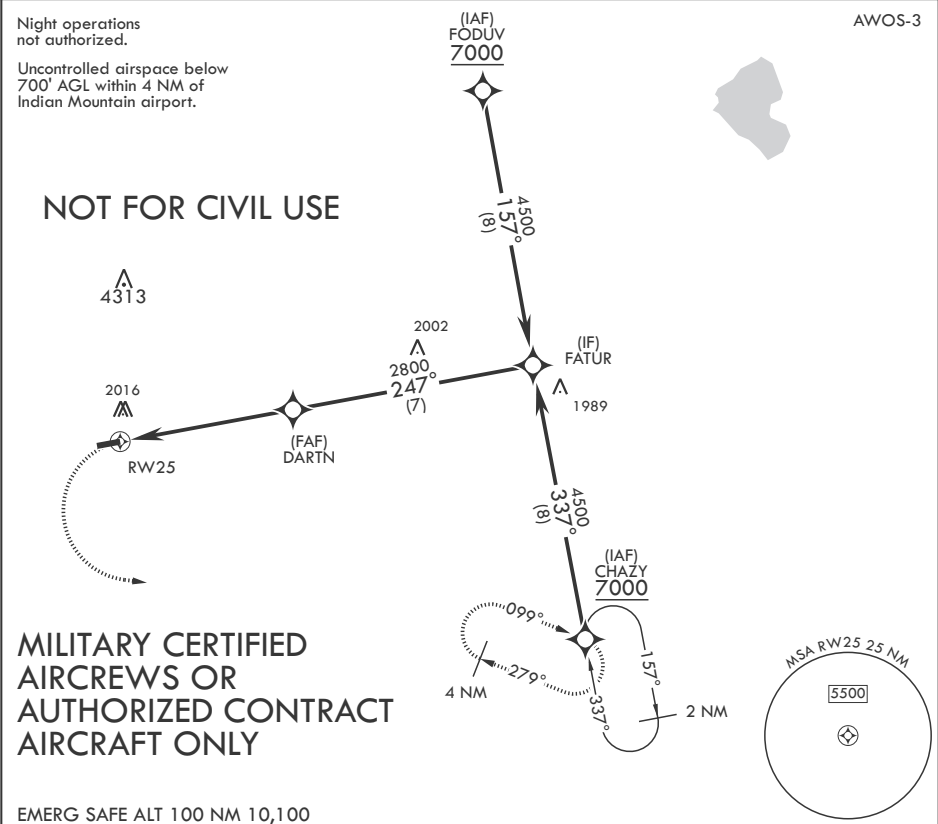
APCH CRS	Rwy Idg	4100
247°	TDZE	1161
	Arpt Elev	1261

- (USAF)

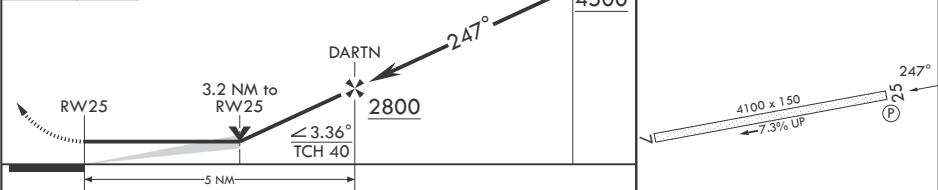
INDIAN MOUNTAIN LRRS (PAIM)

RNP APCH-GPS	MISSED APPROACH: Climbing left turn to 7000 direct CHAZY and hold. Continue climb in hold to 7000.
--------------	--

ANCHORAGE CENTER 124.6 352.0	CTAF 126.2	FAIRBANKS RADIO 122.6
---------------------------------	---------------	--------------------------



7000 CHAZY	VGSI and descent angles not coincident (VGSI angle 4.00/TCH 40).	PAPI beyond 8° right of RCL unusable.	FATUR	ELEV 1261	TDZE 1161
------------	--	---------------------------------------	-------	-----------	-----------



CATEGORY	A	B	C	D
LNAV MDA	2360-1¼ 1199 (1100-1¼)	2360-1½ 1199 (1100-1½)	NA	NA
CIRCLING	NOT AUTHORIZED			

UTOPIA CREEK, ALASKA 66°00'N - 153°42'W INDIAN MOUNTAIN LRRS (PAIM)

Orig 31OCT24

RNAV (GPS) RWY 25

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

NDB RWY 25

NDB/DME UTO 272 Chan 22 (Y)	APCH CRS 256°	Rwy Idg TDZE 1161 Arpt Elev 1261
---	-------------------------	--

[USAF]

INDIAN MOUNTAIN LRRS (PAIM)

<div><div>Night operations not authorized.</div></div>	<div>MISSED APPROACH: Climb to 5000, then climbing left turn to 6600 direct UTO NDB and hold. Continue climb climb-in-hold to 6600.</div>
--	---

ANCHORAGE CENTER APP/DEP CON 124.6 352.0	RCO (FAIRBANKS) 122.6	CTAF 126.2	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.

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.

NOT FOR CIVIL USE

MILITARY CERTIFIED
AIRCREWS or AUTHORIZED
CONTRACT AIRCRAFT ONLY

EMERG SAFE ALT 100 NM 10,100

5000

6600

UTO

5500

5100

UTO NDB/DME

Remain within 10 NM

076°

256°

UTO 6.9

CATEGORY	A	B	C	D
S-25	3940-1¼ 2779 (2700-1¼)	3940-1½ 2779 (2700-1½)	3940-3 2779 (2700-3)	NA
CIRCLING	NOT AUTHORIZED			

ELEV 1261

TDZE 1161

Land Rwy 25

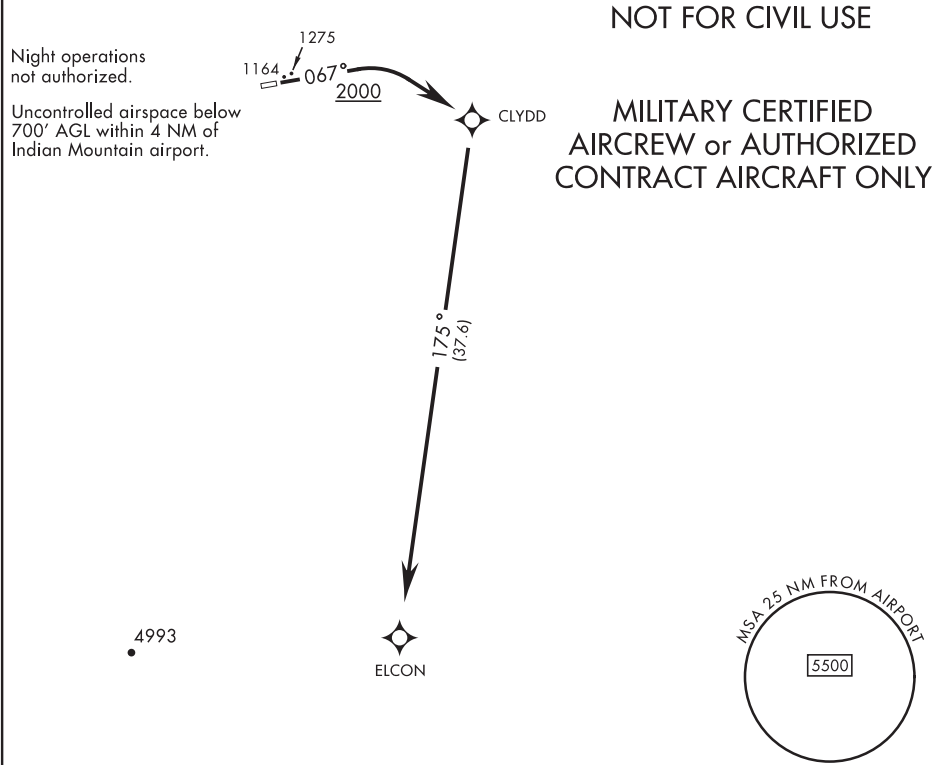
Takeoff Rwy 7

REIL Rwy 25

NDB RWY 25

AWOS-3	RNAV1- GPS	[USAF]	Rwy	Knots	60	120	180	240	300	360
CTAF			7	V/V(fpm)	255	510	765	1020	1275	1530
126.2										
ANCHORAGE CNTR										
124.6 352.0										

Minimum Climb Rate to 1400
Controlling Obstacle 1161



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 07: Climb heading 067° to 2000, then climbing right turn direct CLYDD, then right turn on track 175° to ELCON, climb and maintain 8000.

TAKEOFF RWY 25: NA

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

JUNEAU, ALASKA

AL-1191 (FAA)

25163

LOC/DME I-JDL 109.9 Chan 36	APP CRS 071°	Rwy Ldg TDZE 25 Apt Elev 25
---	------------------------	---

LDA X RWY 8

JUNEAU INTL (JNU)(PAJN)

ADF required.

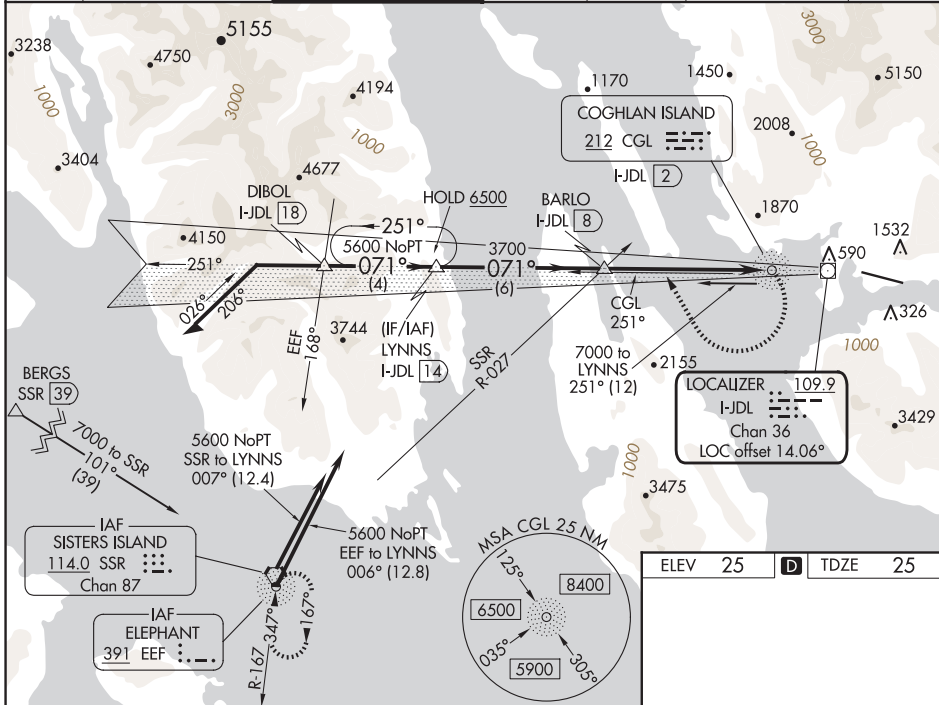
⚠ Circling to Rwy 26 NA at night. Circling NA north of Rwy 8-26. Rwy 8 helicopter visibility reduction below 1 SM NA. Inop table does not apply. When Juneau altimeter setting not received, procedure NA. CAUTION: Any go-around after passing MAP will not provide standard obstruction clearance. Circling 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.

MALSF

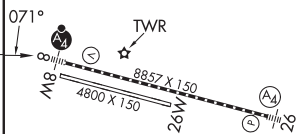


MISSED APPROACH: Immediate climbing right turn to 5600 on heading 310° and on CGL NDB bearing 251° to intercept SSR VORTAC R-027 direct SSR VORTAC or EEF NDB and hold.

ATIS 135.2	ANCHORAGE CENTER 133.9	JUNEAU TOWER * 118.7 (CTAF) 0 278.3	GND CON 121.9	CLNC DEL 121.9	JUNEAU RADIO 122.2	UNICOM 122.95
----------------------	----------------------------------	--	-------------------------	--------------------------	------------------------------	-------------------------



<p>Remain within 10 NM</p> <p>Use I-JDL DME when on LDA course.</p> <p>4 NM 6 NM 6 NM 3.2 NM</p>		LYNNS I-JDL (14)	5600	CGL 251°	SSR R-027	EEF
<p>6300 071° 6300 5600 3700</p>		DIBOL I-JDL (18)	BARLO I-JDL (8)	CGL NDB I-JDL (2)		
CATEGORY	A	B	C	D		
S-LDA 8	3200-4	3175 (3200-4)		NA		
CIRCLING	3200-4	3175 (3200-4)	3340-4 3315 (3400-4)	3700-4 3675 (3700-4)		



RLS Rwy 8
REIL Rwy 26 **0**
HIRL Rwy 8-26 **0**

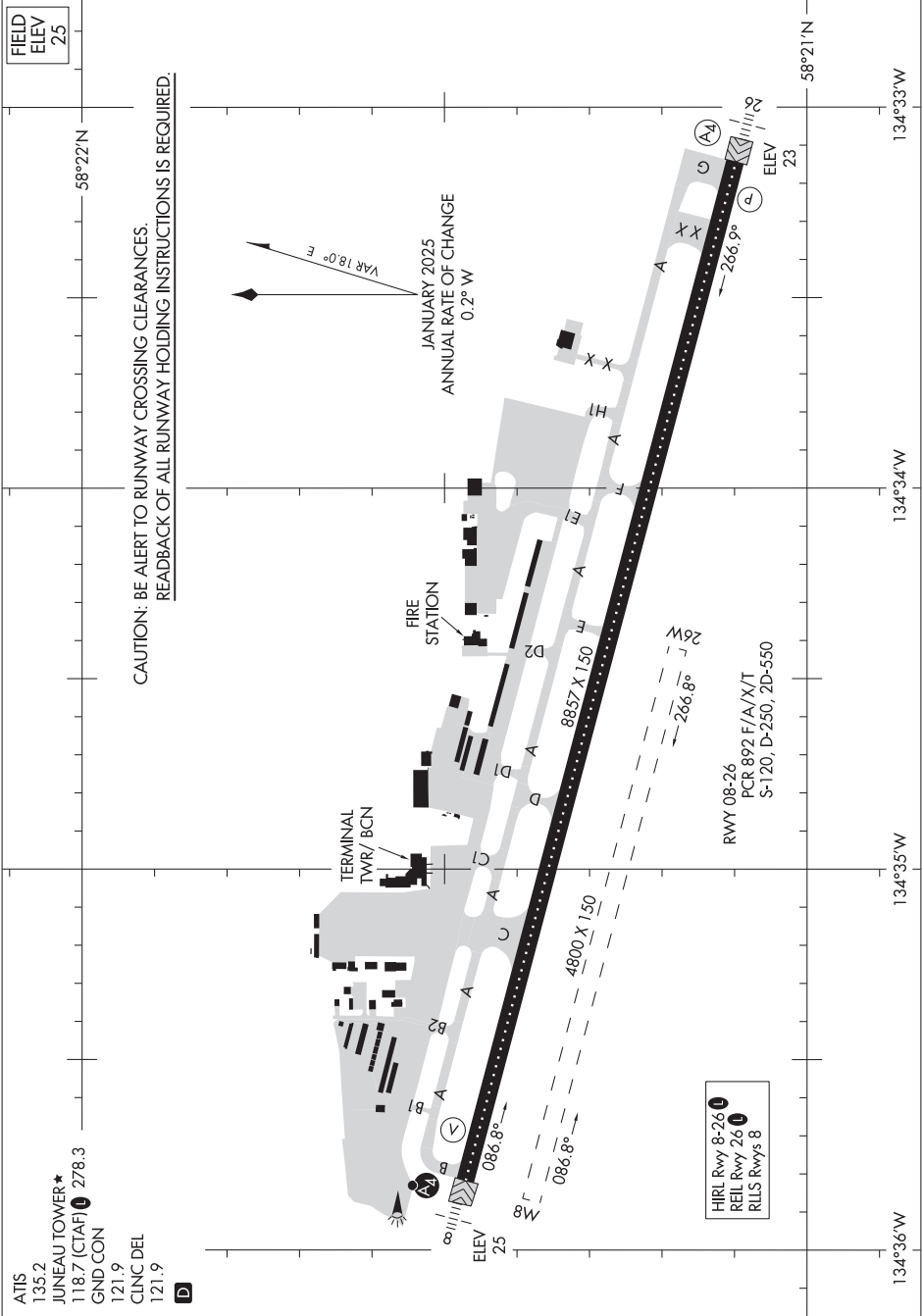
JUNEAU, ALASKA
Amdt 12E 15JUN23

58°21'N-134°35'W

JUNEAU INTL (JNU)(PAJN)
LDA X RWY 8

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



AK, 07 AUG 2025 to 02 OCT 2025

(JNU6.JNU) 23334

JUNEAU SIX DEPARTURE (OBSTACLE)

AL-1191 (FAA)

JUNEAU INTL (JNU)(PAJN)

JUNEAU, ALASKA

ANCHORAGE CENTER

133.9

ATIS

135.2

GND CON

121.9

JUNEAU TOWER ★

118.7 (CTAF) 278.3

JUNEAU RADIO

122.2

COGHAN ISLAND

212 CGL

1000
(Takeoff Rwy 8)

LOCALIZER 109.9

I-JDL

Chan 36

BARLO

I-JDL

8

251°

(6)

2

252°

279°

315°

CGA

SISTERS ISLAND

114.0 SSR

Chan 87

R-027

026°

206°

207°

5500

5500

(16)

(16)

255°

140°

075°

(18)

RADKY

A15

1350°

7000

(110)

314°

048°

(11)

R-228

7000

529 SQM

SUMNER STRAIT

529 SQM

LEVEL ISLAND

116.5 LVD

Chan 112

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)

JUNEAU SIX DEPARTURE (OBSTACLE)

(JNU6.JNU) 31DEC20

JUNEAU, ALASKA

JUNEAU INTL (JNU)(PAJN)

AK, 07 AUG 2025 to 02 OCT 2025

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: Navaid, 133' from DER, 469' right of centerline, 23' AGL/45' MSL.

Trees beginning 1157' from DER, 572' right of centerline, up to 81' MSL.

Tree 5798' from DER, 567' right of centerline, 180' MSL.

Trees beginning 5943' from DER, 229' right of centerline, up to 196' MSL.

Tree 6037' from DER, 727' right of centerline, 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, 260' 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.

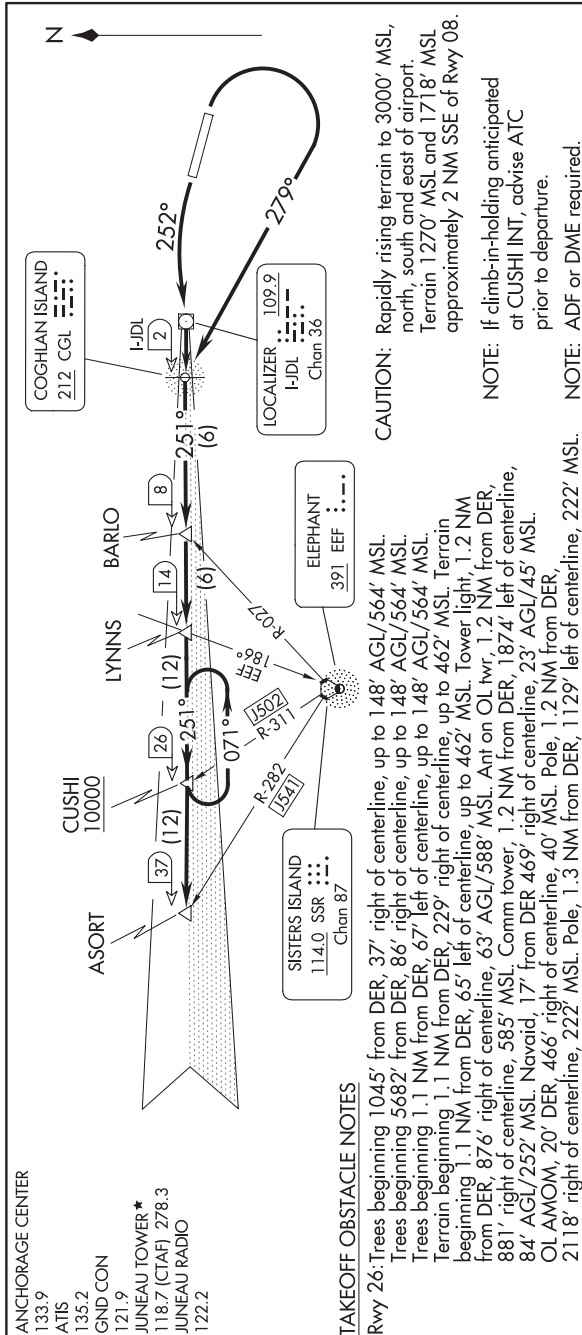
Tree 1.1 NM from DER, 997' right of centerline, 503' MSL.

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.



CAUTION: 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.

NOTE: If climb-in-holding anticipated at CUSHI INT, advise ATC prior to departure.

NOTE: ADF or DME required.

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.

ASORT TWO DEPARTURE

(ASORT2.ASORT) 12DEC13

JUNEAU, ALASKA

JUNEAU INTL (JNU)(PAJN)

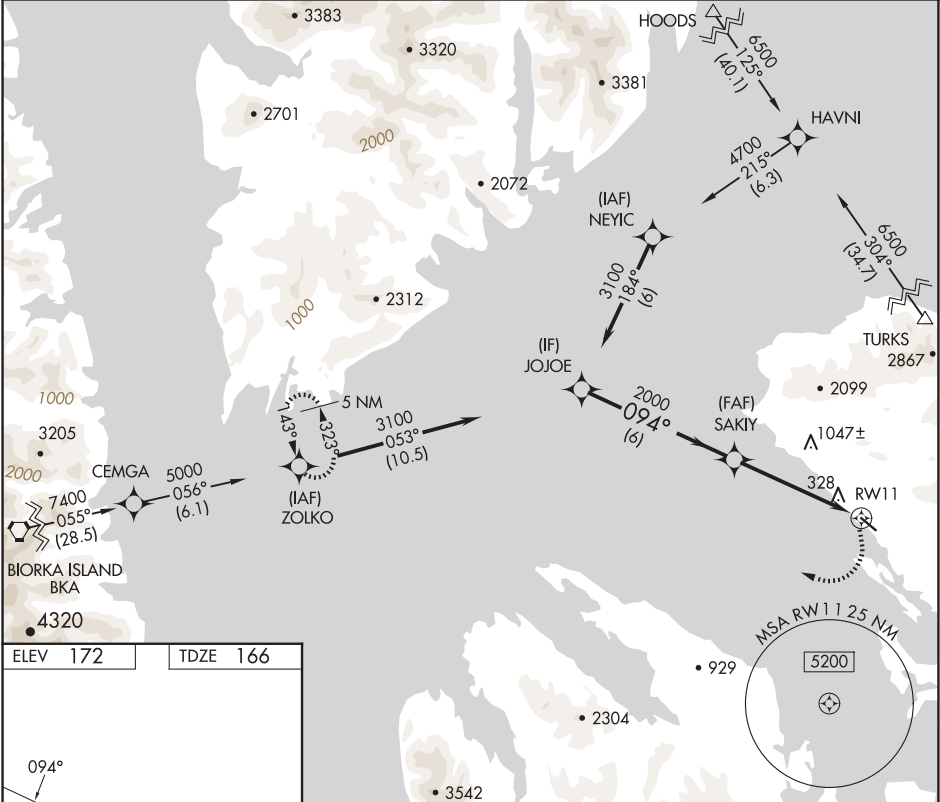
APP CRS 094°	Rwy Idg TDZE 166	4000
	Apt Elev 172	

RNAV (GPS) RWY 11

KAKE (AFE)(PAFE)

RNP APCH.	MISSED APPROACH: Climbing right turn to 5000 direct ZOLKO and hold.
<div><div></div><div>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.</div><div>Circling Rwy 29 NA at night. Rwy 11 helicopter visibility reduction below ¾ SM NA.</div></div>	

AWOS-3P 135.25	ANCHORAGE CENTER 132.175	SITKA RADIO 122.65 121.3	CTAF 122.9 0
--------------------------	------------------------------------	------------------------------------	------------------------



ELEV 172

TDZE 166

094°

0.5% UP

4000 X 100

0

25

REIL Rwy 11 0

MIRL Rwy 11-29 0

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 41).

5000

ZOLKO

JOJOE

3100

094°

SAKIY

2000

3.41°

TCH 41

RW11

6 NM

5 NM

CATEGORY	A	B	C	D
LNNAV MDA	1120-1¼ 954 (1000-1¼)	1120-1½ 954 (1000-1½)	1120-3 954 (1000-3)	NA
CIRCLING	1120-1¼ 948 (1000-1¼)	1120-1½ 948 (1000-1½)	1120-3 948 (1000-3)	NA

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

(KAKE1.LVD) 24305

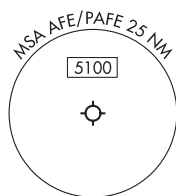
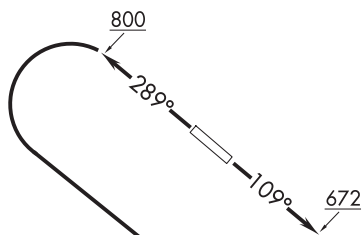
AL-9231 (FAA)

KAKE (AF'E)(PAFE)
KAKE, ALASKA

KAKE ONE DEPARTURE (OBSTACLE) (RNAV)

ANCHORAGE CENTER
132.175

RNP 1 - GPS.



TAKEOFF MINIMUMS

Rwy 11: 600-3 with minimum climb of 274' per NM to 900.

Rwy 29: 500-3 with minimum climb of 395' per NM to 900.

LEVEL ISLAND
LVD

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 109° to 672, then direct LVD VOR/DME to cross LVD VOR/DME at or above MEA for route of flight.

TAKEOFF RUNWAY 29: Climb on heading 289° to 800, then climbing left turn direct LVD VOR/DME to cross LVD VOR/DME at or above MEA for route of flight.

KAKE ONE DEPARTURE (OBSTACLE) (RNAV)

(KAKE1.LVD) 31OCT24

KAKE, ALASKA
KAKE (AF'E)(PAFE)

KAKE ONE DEPARTURE (OBSTACLE) (RNAV)

TAKEOFF OBSTACLE NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 3698' from DER, 251' right of centerline, up to 148' AGL/503' MSL.

Trees beginning 3825' from DER, 145' right of centerline, up to 148' AGL/532' MSL.

Trees beginning 3953' from DER, 12' right of centerline, up to 148' AGL/545' MSL.

Trees beginning 1 NM from DER, 14' left of centerline, up to 148' AGL/559' MSL.

Trees beginning 1 NM from DER, 32' right of centerline, up to 148' AGL/555' MSL.

Trees beginning 1.9 NM from DER, 2314' right of centerline, up to 148' AGL/568' MSL.

Trees beginning 2.3 NM from DER, 3311' left of centerline, up to 148' AGL/637' MSL.

Trees beginning 2.4 NM from DER, 3418' left of centerline, up to 148' AGL/696' MSL.

Rwy 29: Trees 21' from DER, 353' left of centerline, 148' AGL/280' MSL.

Trees beginning 28' from DER, 7' right of centerline, up to 148' AGL/290' MSL.

Trees beginning 88' from DER, 13' left of centerline, up to 148' AGL/293' MSL.

Trees beginning 1124' from DER, 3' right of centerline, up to 148' AGL/309' MSL.

Trees beginning 3316' from DER, 23' right of centerline, up to 148' AGL/316' MSL.

Trees beginning 3639' from DER, 44' right of centerline, up to 148' AGL/322' MSL.

Trees beginning 3962' from DER, on centerline, up to 148' AGL/336' MSL.

Trees beginning 5380' from DER, 233' right of centerline, up to 148' AGL/339' MSL.

Trees beginning 5508' from DER, 126' right of centerline, up to 148' AGL/342' MSL.

Trees beginning 5635' from DER, 20' right of centerline, up to 148' AGL/352' MSL.

Trees beginning 5831' from DER, 40' right of centerline, up to 148' AGL/365' MSL.

Trees 5876' from DER, 86' left of centerline, 148' AGL/299' MSL.

Tower, trees beginning 1 NM from DER, 65' left of centerline, up to 191' AGL/328' MSL.

Trees beginning 1 NM from DER, 1529' right of centerline, up to 148' AGL/391' MSL.

Trees beginning 1.1 NM from DER, 1549' right of centerline, up to 148' AGL/414' MSL.

Trees beginning 1.2 NM from DER, 2144' right of centerline, up to 148' AGL/437' MSL.

Trees beginning 1.3 NM from DER, 2038' right of centerline, up to 148' AGL/486' MSL.

Trees beginning 1.4 NM from DER, 1887' right of centerline, up to 148' AGL/542' MSL.

Trees beginning 2 NM from DER, 3287' right of centerline, up to 148' AGL/545' MSL.

Trees beginning 2.3 NM from DER, 2477' right of centerline, up to 148' AGL/598' MSL.

Trees beginning 2.5 NM from DER, 2371' right of centerline, up to 148' AGL/605' MSL.

KAKE ONE DEPARTURE (OBSTACLE) (RNAV)

KALSKAG, ALASKA

AL-9461 (FAA)

24193

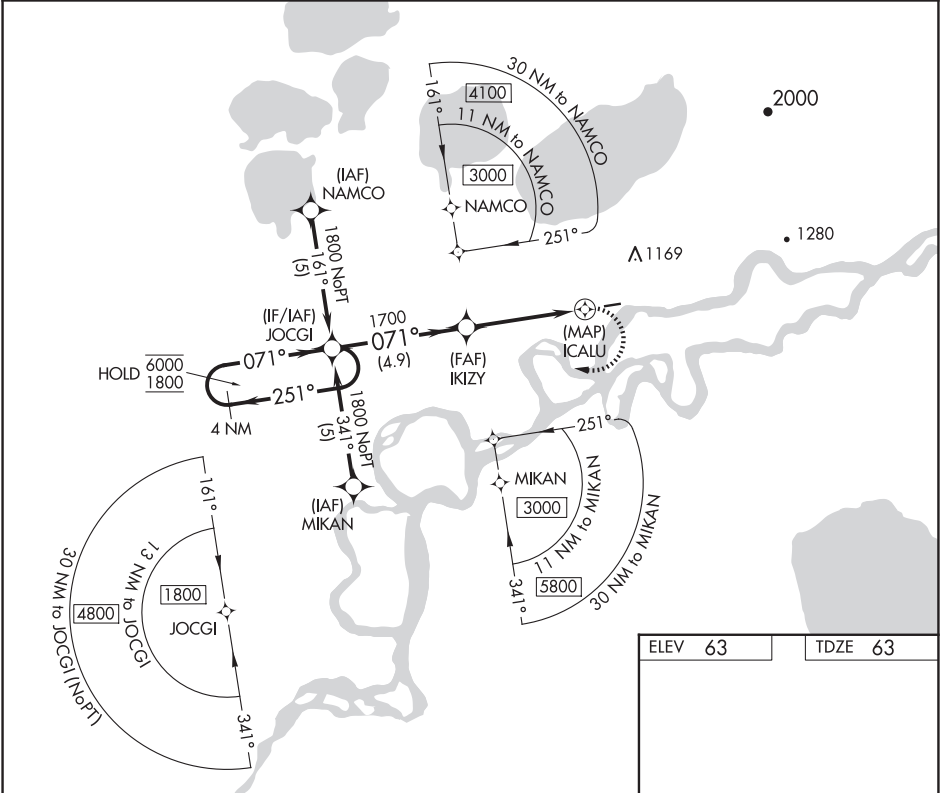
APP CRS	Rwy Idg	3198
071°	TDZE	63
	Apt Elev	63

RNAV (GPS) RWY 7

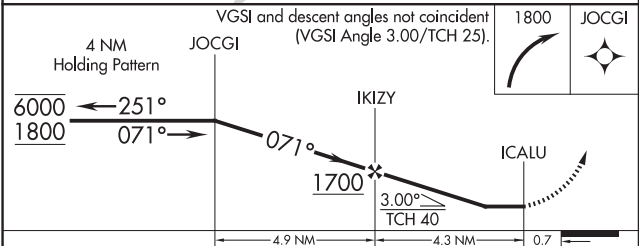
KALSKAG (KLG)(PALG)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 1800 direct JOCGI and hold.
<div><div>▼</div><div>▲</div></div> Rwy 7 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA north of Rwy 7-25.	

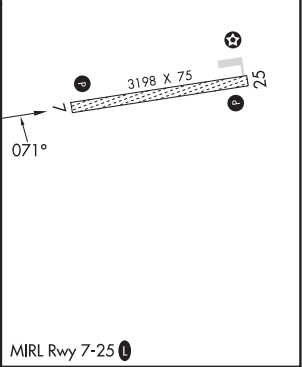
AWOS-3P 119.025	ANCHORAGE CENTER 118.15 251.05	UNICOM 122.8 (CTAF) 1
--------------------	-----------------------------------	--------------------------



ELEV 63	TDZE 63
---------	---------



CATEGORY	A	B	C	D
LNAV MDA	560-1	497 (500-1)	NA	NA
CIRCLING	560-1 497 (500-1)	700-1 637 (700-1)	NA	NA



KALSKAG, ALASKA
Amdt 1A 11JUL24

61°32'N-160°21'W

KALSKAG (KLG)(PALG) RNAV (GPS) RWY 7

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

APP CRS
293°

Rwy Idg
TDZE
Apt Elev
63

N/A
N/A
63

RNAV (GPS)-A

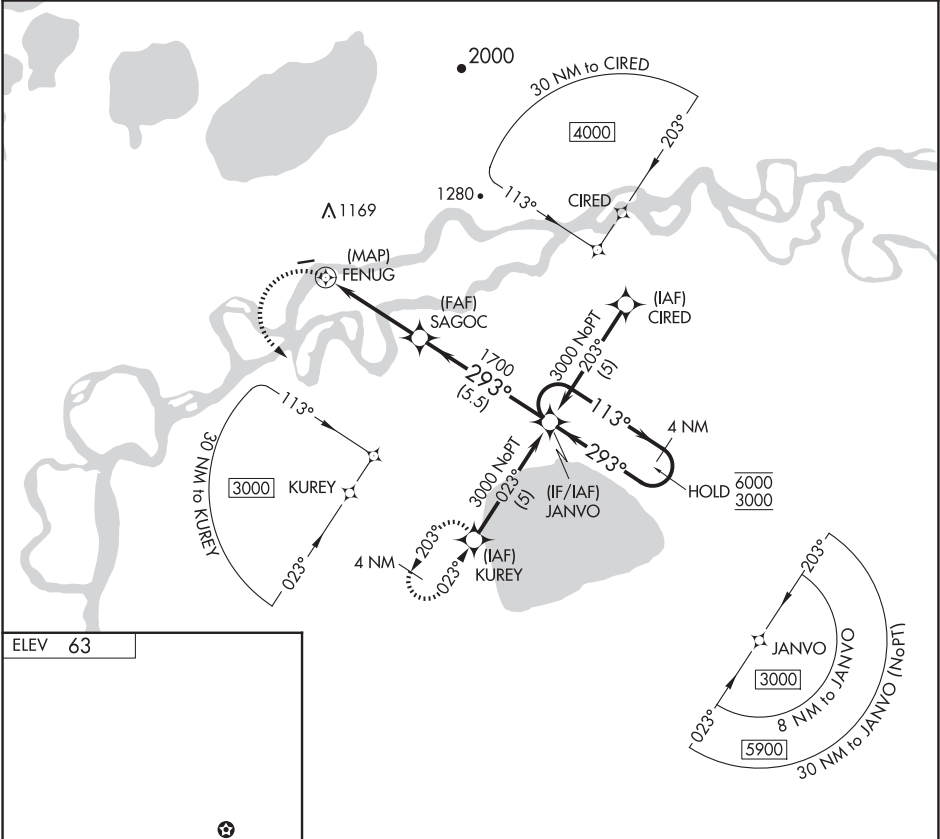
KALSAG (KLG)(PALG)

RNP APCH - GPS.

Procedure NA at night. Circling NA north of Rwy 7-25.

MISSED APPROACH: Climbing left turn to 3000 direct KUREY and hold, continue climb-in hold to 3000.

AWOS-3P 119.025	ANCHORAGE CENTER 118.15 251.05	UNICOM 122.8 (CTAF) 0
--------------------	-----------------------------------	--------------------------



ELEV 63

3198 X 75

25

293°

3000 KUREY

FENUG

SAGOC

JANVO

4 NM

5.5 NM

4 NM

1700

113°

293°

6000

3000

CATEGORY	A	B	C	D
CIRCLING	520-1 457 (500-1)	700-1 637 (700-1)	NA	

KALTAG, ALASKA

AL-10158 (FAA)

25163

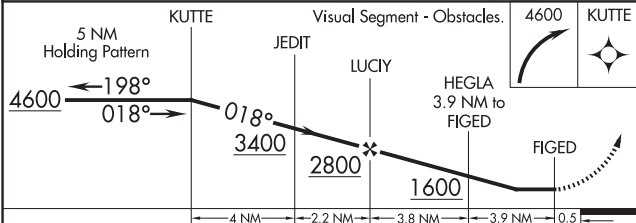
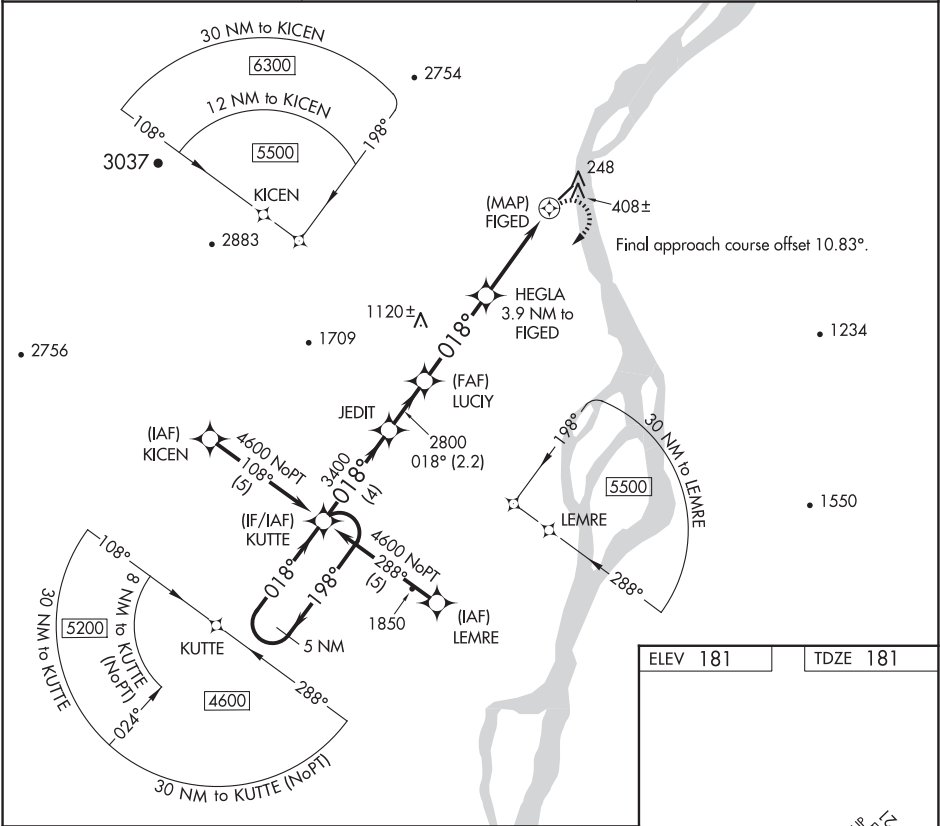
APP CRS	Rwy Ldg	3986
018°	TDZE	181
	Apt Elev	181

RNAV (GPS) RWY 3

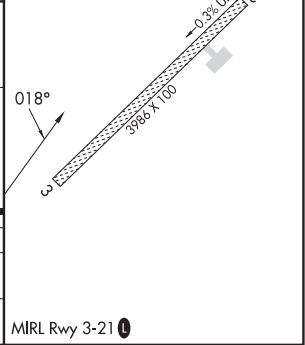
KALTAG (KAL)(PAKV)

<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div> <div>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 3 NA.</div>	MISSED APPROACH: Climbing right turn to 4600 direct KUTTE and hold.
--	--

AWOS-3 135.25	ANCHORAGE CENTER 127.0 290.2	CTAF 122.9 0
------------------	---------------------------------	-----------------



CATEGORY	A	B	C	D
LNVA MDA	1280-1¼ 1099 (1100-1¼)	1280-1½ 1099 (1100-1½)	1280-3 1099 (1100-3)	NA
CIRCLING	1280-1¼ 1099 (1100-1¼)	1280-1½ 1099 (1100-1½)	1280-3 1099 (1100-3)	NA



KALTAG, ALASKA
Orig-D 12OCT17

64°19'N-158°44'W

KALTAG (KAL)(PAKV) RNAV (GPS) RWY 3

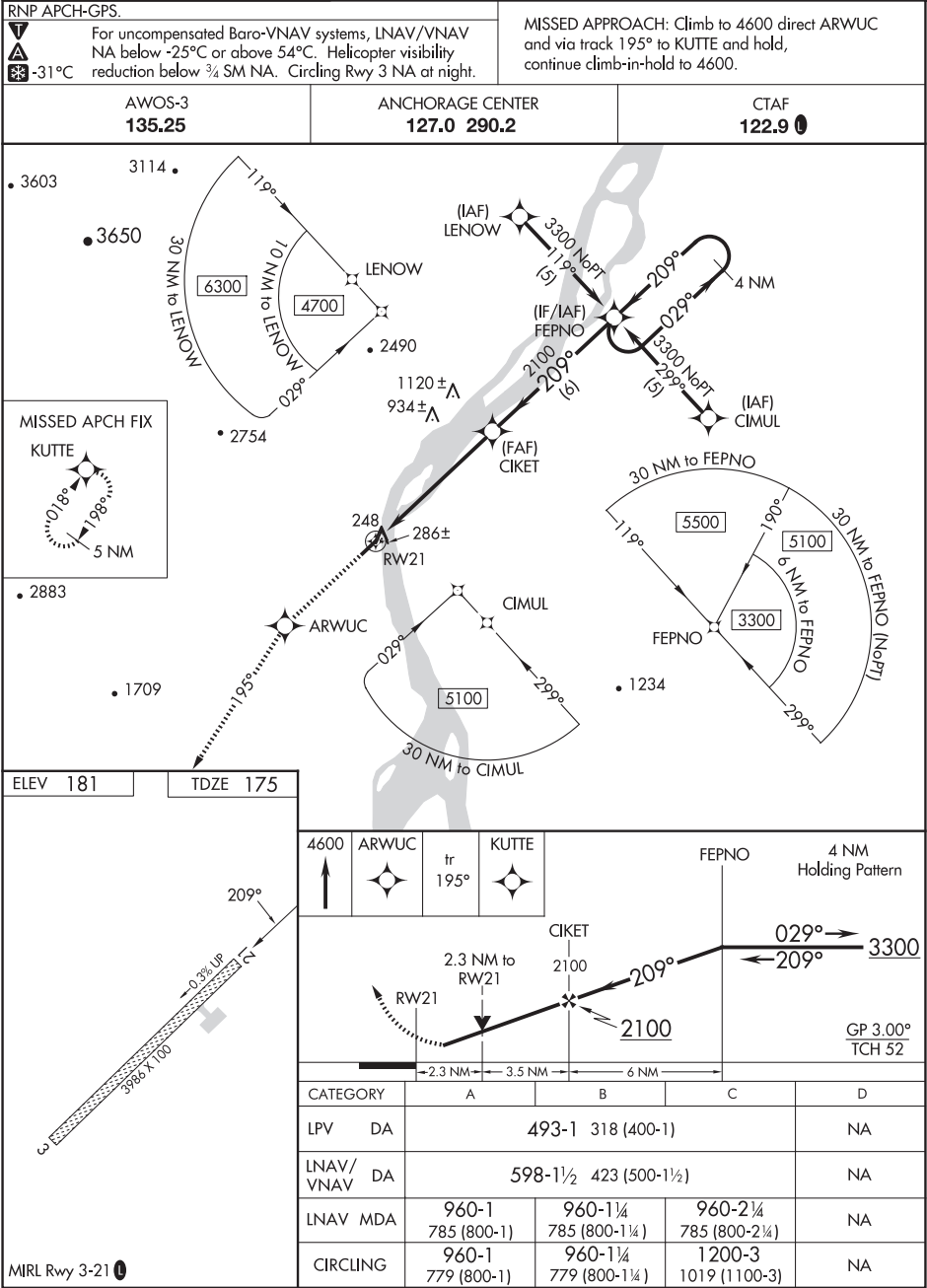
AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53315 W21A	APP CRS 209°	Rwy Ldg 3986 TDZE 175 Apt Elev 181
--	------------------------	---

RNAV (GPS) RWY 21

KALTAG (KAL)(PAKV)

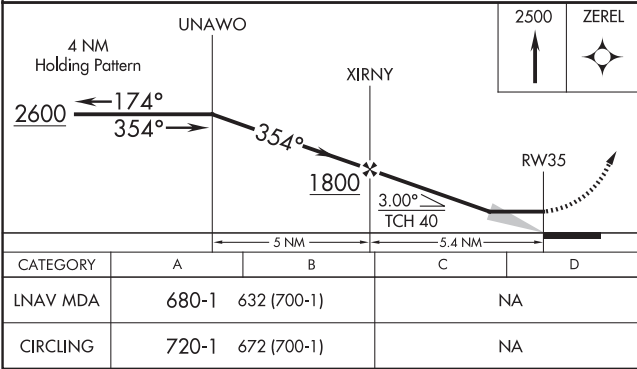
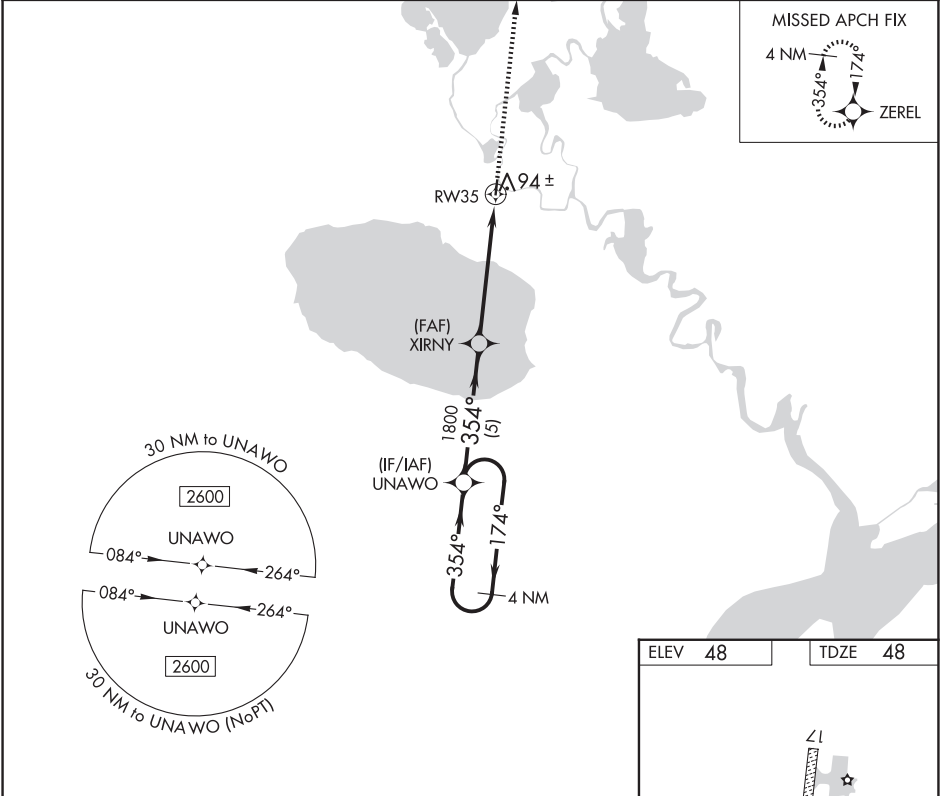


APP CRS	Rwy Idg	3000
354°	TDZE	48
	Apt Elev	48

RNAV (GPS) RWY 35
KASIGLUK (Z09) (PFA)

<div><div></div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Use Nunapitchuk altimeter setting, when not received, use Bethel altimeter setting.</div>	MISSED APPROACH: Climb to 2500 direct ZEREL and hold.
--	---

16A/PPIT AWOS-3P 121.55	BET/PABE ASOS 135.45	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
----------------------------	-------------------------	---------------------------------	-----------------



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

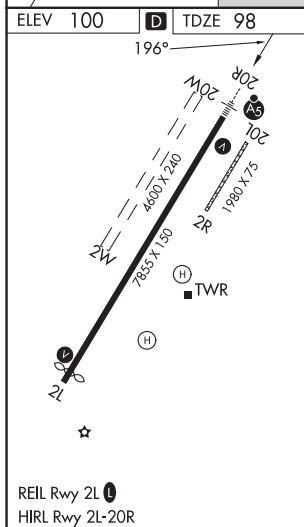
ILS Y or LOC Y RWY 20R
KENAI MUNI (ENA) (PAEN)

ILS Y or LOC Y RWY 20R

ILS Z or LOC Z RWY 20R
KENAI MUNI (ENA) (PAEN)

MISSED APPROACH: Climb to 2200 on ENA
VOR/DME R-192 to DIXIT/10 DME and hold.

KENAI RADIO
122.65



Use I-ENA DME when on the localizer course.

CATEGORY	A	B	C	D
S-ILS 20R#	298/24 200 (200-½)			
S-LOC 20R	520/24 422 (500-½)		520/40 422 (500-¾)	
CIRCLING	560-1 460 (500-1)	580-1 480 (500-1)	580-1½ 480 (500-1½)	680-2 580 (600-2)

WAAS CH 99504 W20A	APP CRS 196°	Rwy Ldg 7575 TDZE 98 Apt Elev 100
--	------------------------	--

RNAV (GPS) RWY 20R

KENAI MUNI (ENA) (PAEN)

RNP APCH

⚠

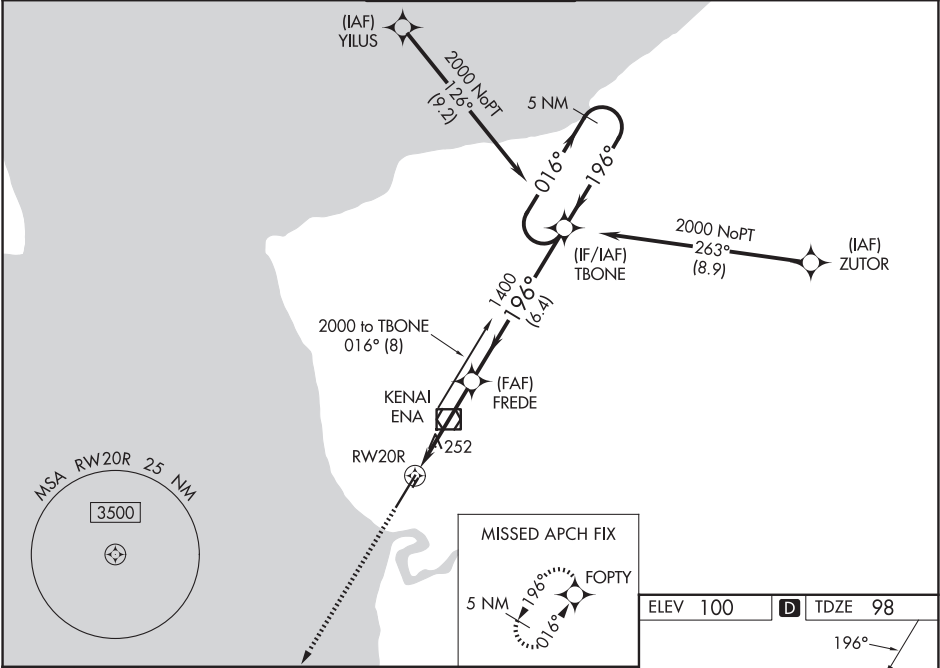
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Soldotna altimeter setting. Circling Rwy 2R, 20L NA at night. When local altimeter setting not received, use Soldotna altimeter setting and increase all DA 22 feet and all MDA 40 feet, increase LNAV visibility Cat C and D to RVR 5000. Circling Rwy 2W, 20W NA. # RVR 1800 authorized with use of FD or AP or HUD to DA. (NA when using Soldotna altimeter setting).

MALSRL

MISSED APPROACH:
Climb to 2000 direct
FOPTY and hold.

ATIS 133.35	ANCHORAGE CENTER 125.7 379.1	KENAI TOWER * 121.3 (CTAF) 239.3	GND CON 118.75	KENAI RADIO 122.65
-----------------------	--	--	--------------------------	------------------------------



2000

FOPTY

*LNAV only

*1.2 NM to RW20R

RW20R

1.2

2.7 NM

6.4 NM

FREDE

1400

196°

016°

2000

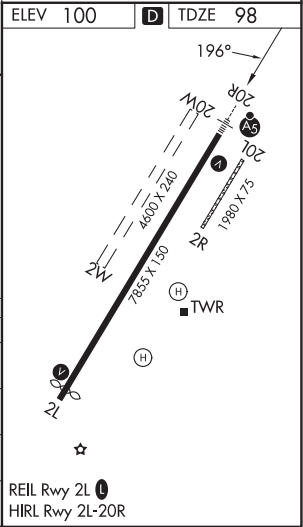
TBONE

5 NM Holding Pattern

GP 3.00°

TCH 51

CATEGORY	A	B	C	D
LPV DA#	298/24 200 (200-½)			
LNAV/DA	348/24 250 (300-½)			
LNAV MDA	520/24 422 (500-½)		520/40 422 (500-¾)	
CIRCLING	560-1 460 (500-1)	580-1 480 (500-1)	580-1½ 480 (500-½)	680-2 580 (600-2)



KENAI, ALASKA

AL-1235 (FAA)

25219

VOR/DME ENA 117.6 Chan 123	APP CRS 012°	Rwy Ldg TDZE 94 Apt Elev 100
--	------------------------	--

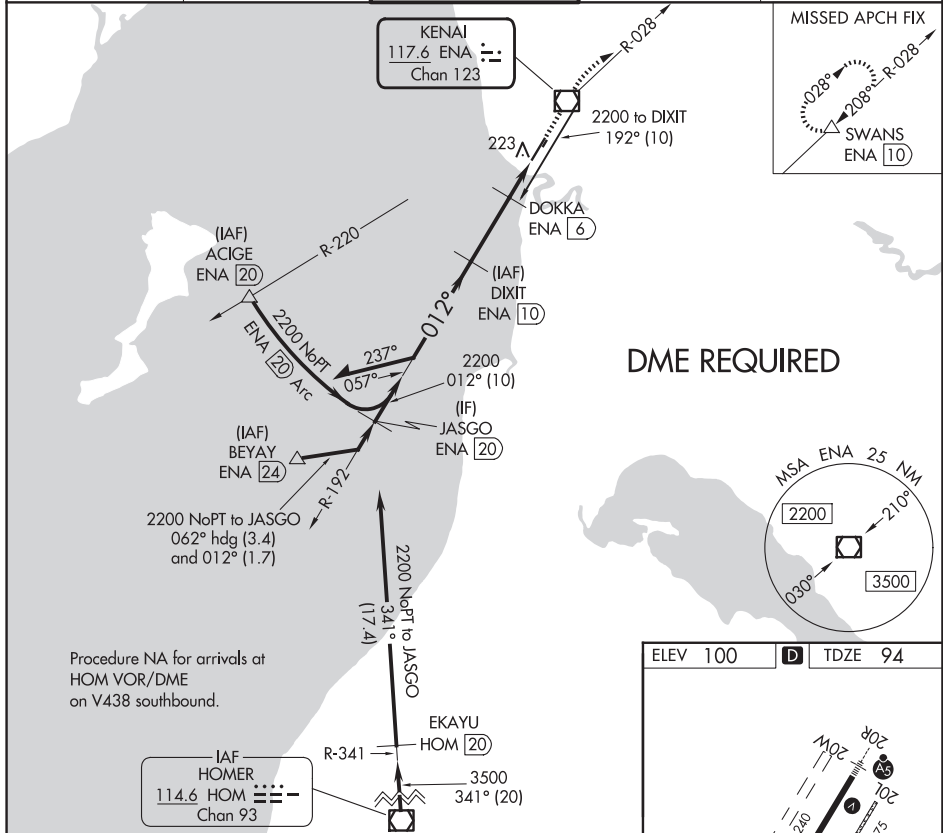
VOR RWY 2L

KENAI MUNI (ENA) (PAEN)

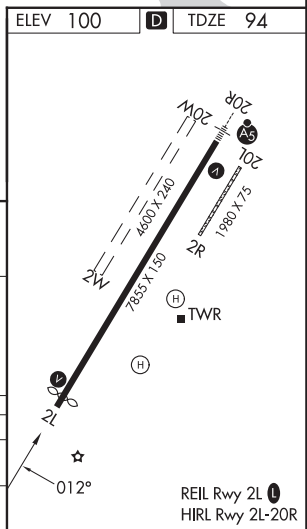
⚠ Circling Rwy 2R, 20L NA at night. DME required. When local altimeter setting not received, use Soldotna altimeter setting and increase all MDA 40 feet; increase S-2L Cat C and D visibility 1/8 mile and Circling Cat D visibility 1/4 mile. VDP NA with Soldotna altimeter setting. Circling Rwy 2W, 20W NA.

MISSED APPROACH: Climb to 2000 direct ENA VOR/DME and on ENA VOR/DME R-028 to SWANS/ENA 10 DME and hold.

ATIS 133.35	ANCHORAGE CENTER 125.7 379.1	KENAI TOWER★ 121.3 (CTAF) 239.3	GND CON 118.75	KENAI RADIO 122.65
-----------------------	--	---	--------------------------	------------------------------



Remain within 10 NM		DIXIT ENA 10	2000	ENA	SWANS
192°		012°	2200	2200	2200
3.02°		TCH 53	900	DOKKA ENA 6	ENA 4.6
4 NM		1.4 NM	1.1 NM	ENA 3.6	
CATEGORY	A	B	C	D	
S-2L	480-1	386 (400-1)	480-1 1/8	386 (400-1 1/8)	
CIRCLING	560-1 460 (500-1)	580-1 480 (500-1)	580-1 1/2 480 (500-1 1/2)	680-2 580 (600-2)	



KENAI, ALASKA
Amdt 10A 13SEP18

60°34'N-151°15'W

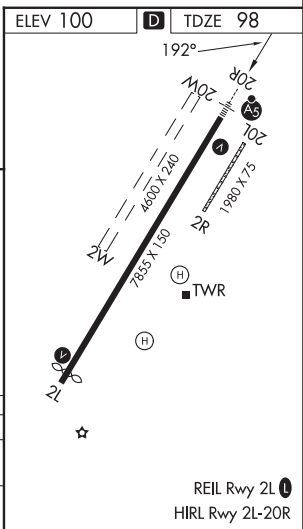
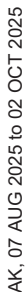
KENAI MUNI (ENA) (PAEN)
VOR RWY 2L

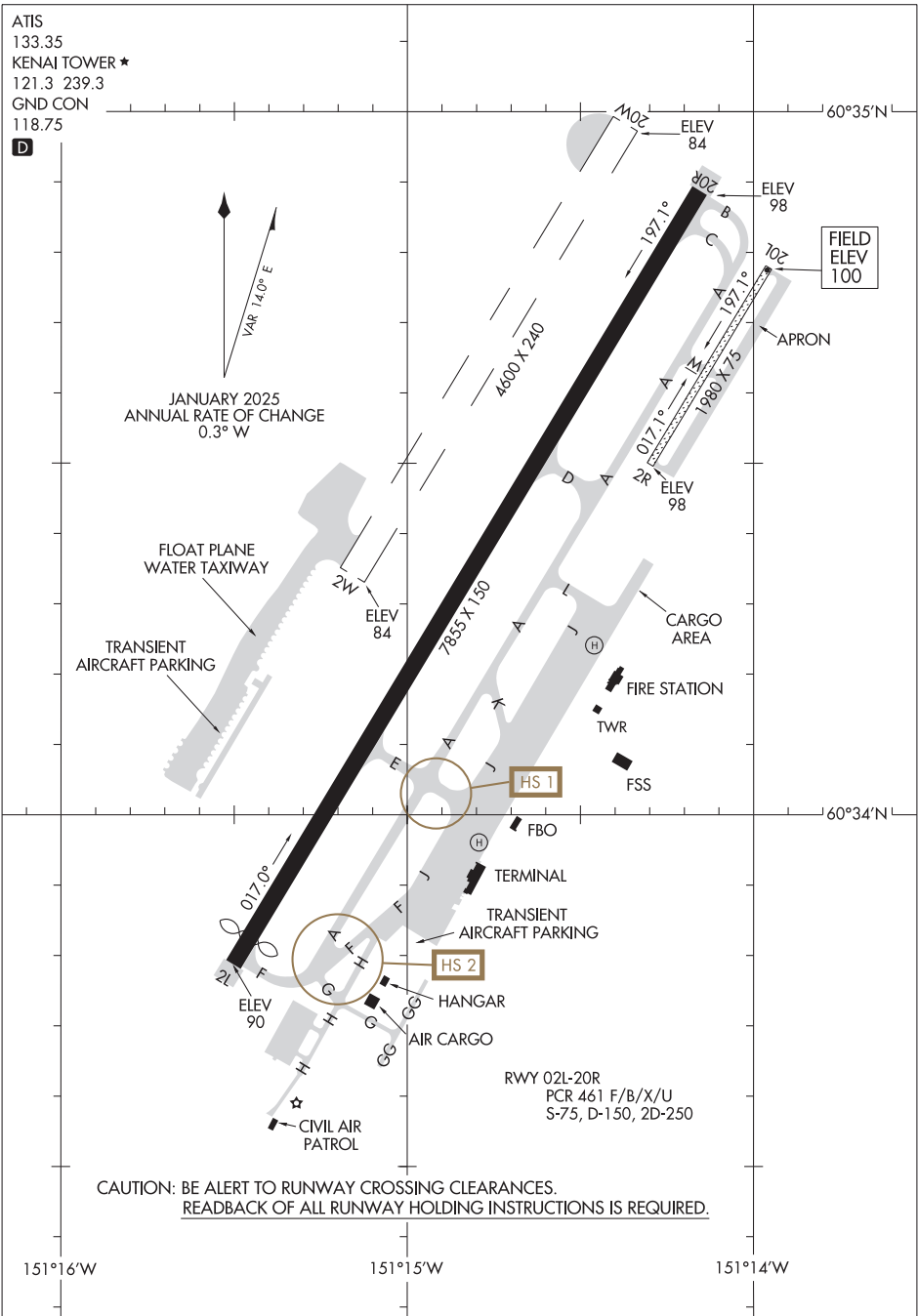
AK, 07 AUG 2025 to 02 OCT 2025

VOR RWY 20R
KENAI MUNI (ENA) (PAEN)

MALSR

KENAI RAD
122.65





AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-ECH

109.3

Chan 30

APP CRS

115°

Rwy Idg

7500

TDZE

92

Apt Elev

92

ILS Y or LOC Y RWY 11

KETCHIKAN INTL (KTN)(PAKT)

ADF required. DME required.

⚠

Rwy 11 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase #S-ILS 11 visibility to RVR 6000.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5100 direct CMJ NDB and on CMJ NDB bearing 124° to UCARU/I-ECH 6.6 DME and on ANN VOR/DME R-338 to ANN VOR/DME and hold, continue climb-in-hold to 5100.
*Missed approach requires minimum climb of 305 feet per NM to 4000; if unable to meet climb gradient, see LOC X RWY 11.
#Missed approach requires minimum climb of 270 feet per NM to 4000; if unable to meet climb gradient, see LOC X RWY 11.
Missed approach requires minimum climb of 235 feet per NM to 4000; if unable to meet climb gradient, see LOC X RWY 11.

AFIS

134.45

ANCHORAGE CENTER

118.5 284.6

KETCHIKAN RADIO

123.6 (CTAF) **0**

ELEV 92

TDZE 92

WATER RWY:
WNW-ESE 9500 X 1500

HIRL Rwy 11-29 **0**

Use I-ECH DME when on the localizer course.
Remain within 10 NM

COGOX I-ECH 13.9

4100

295°

115°

4600

4100

GS 3.00°

TCH 50

5100 CMJ

CMJ 124°

UCARU I-ECH 6.6

ANN R-338

ANN

OYECU I-ECH 4.8

I-ECH 4

I-ECH 1.4

1220

9.1 NM

0.8

2.6 NM

CATEGORY	A	B	C	D
S-ILS 11*		312/24	220 (300-½)	
S-ILS 11#		481/35	389 (400-¾)	
S-LOC 11	980/40	888 (900-¾)	980-2	888 (900-2)

KETCHIKAN, ALASKA

Amdt 8A 31OCT24

55°21'N-131°43'W

297

KETCHIKAN INTL (KTN)(PAKT)

ILS Y or LOC Y RWY 11

KETCHIKAN, ALASKA

AL-6053 (FAA)

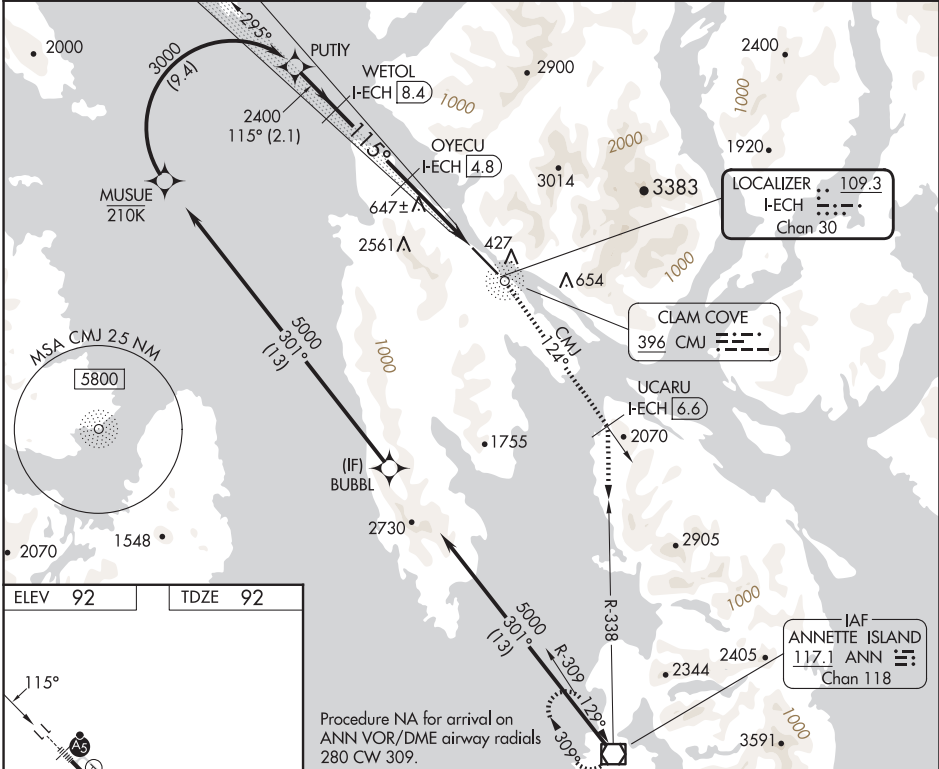
25107

LOC/DME I-ECH 109.3 Chan 30	APP CRS 115°	Rwy Idg 7500 TDZE 92 Apt Elev 92
---	------------------------	---

ILS Z or LOC Z RWY 11
KETCHIKAN INTL (KTN)(PAKT)

RNP APCH - GPS, RF. ADF required. DME required. ⚠ Rwy 11 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase *S-ILS 11 visibility to RVR 6000. *RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR ⚠	MISSED APPROACH: Climb to 5100 direct CMJ NDB and on CMJ NDB bearing 124° to UCARU/I-ECH 6.6 DME and on ANN VOR/DME R-338 to ANN VOR/DME and hold, continue to climb-in-hold to 5100. *Missed approach requires minimum climb of 305 feet per NM to 4000; if unable to meet climb gradient, see LOC X RWY 11. *Missed approach requires minimum climb of 235 feet per NM to 4000; if unable to meet climb gradient, see LOC X RWY 11.
---	------------	---

AFIS 134.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 123.6 (CTAF) 0
-----------------------	--	--



ELEV 92	TDZE 92	Use I-ECH DME when on the localizer course.	5100 CMJ	CMJ 124°	UCARU I-ECH 6.6	ANN R-338	ANN
3000	2400	PUTIY	WETOL I-ECH 8.4	OYECU I-ECH 4.8	I-ECH 4	I-ECH 1.4	
2400	1200	2.1 NM	3.6 NM	0.8 NM	2.6 NM		
GS 3.00°	TCH 50						
CATEGORY	A	B	C	D			
S-ILS 11*		312/24	220 (300-½)				
S-LOC 11#	980/40	888 (900-¾)	980-2	888 (900-2)			

KETCHIKAN, ALASKA
Amdt 2A 17APR25

55°21'N-131°43'W

KETCHIKAN INTL (KTN)(PAKT)
ILS Z or LOC Z RWY 11

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **58009**
W11A

APP CRS
114°

Rwy Idg
TDZE
Apt Elev
92
92

RNAV (GPS) RWY 11
KETCHIKAN INTL (KTN)(PAKT)

RNP APCH-GPS.

▼

NA

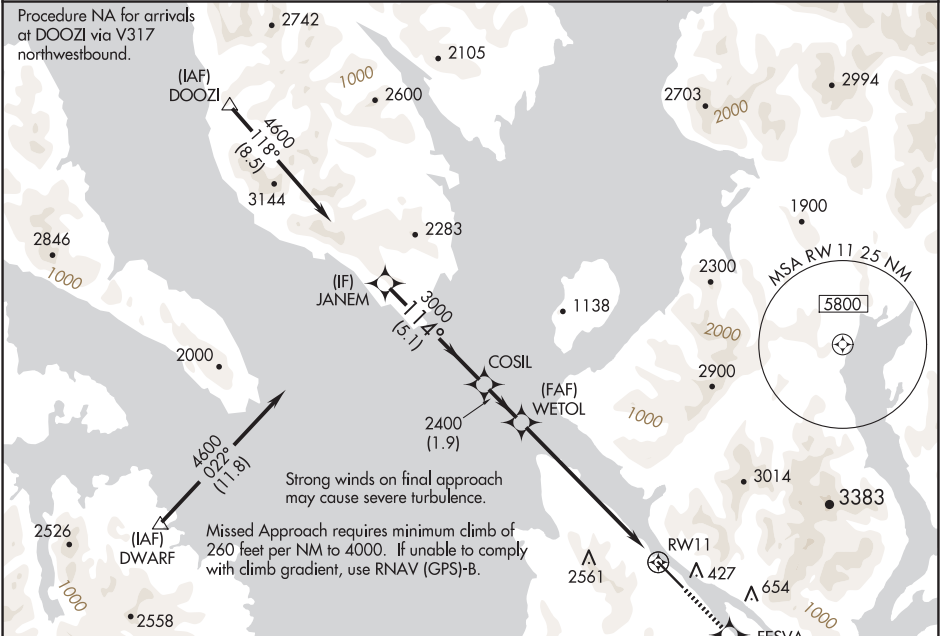
For inoperative ALS, increase LPV DA visibility to RVR 6000.

MALSR

AS

MISSED APPROACH: Climb to 5000 direct FESVA and on 150° track to ANN VOR/DME and hold.

AFIS 134.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 123.6 (CTAF) 0
-----------------------	--	--



ELEV 92

TDZE 92

114°

7300 x 130

121

WATER RWY:
WNW-ESE 9500 x 1500

HIRL Rwy 11-29 0

MISSED APCH FIX

5 NM

120°

309°

ANNETTE ISLAND ANN

Procedure

Turn NA

JANEM

COSIL

WETOL

5000

FESVA

150° tr

ANN

GP 3.00°

TCH 50

4600

114°

3000

2400

5.1 NM

1.9 NM

6.8 NM

RW11

CATEGORY	A	B	C	D
LPV DA	442/40	350 (400-¾)		NA

KETCHIKAN, ALASKA

AL-6053 (FAA)

24305

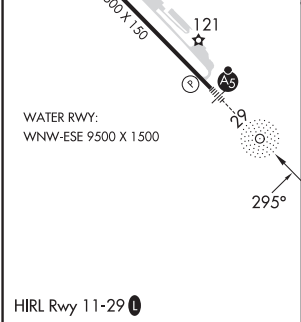
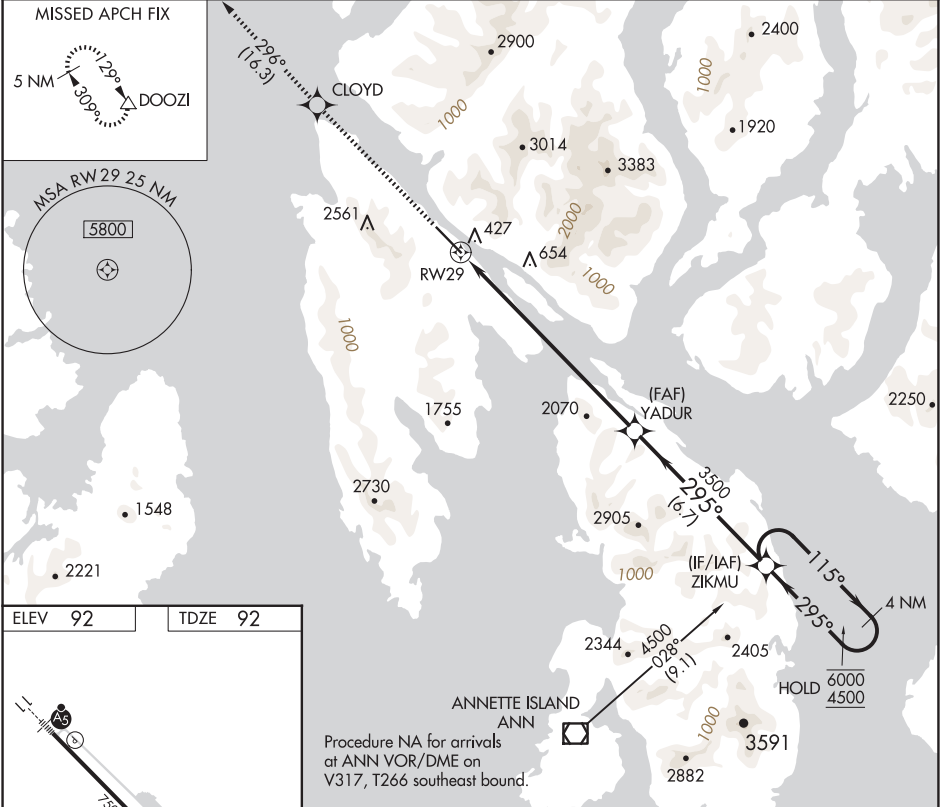
WAAS CH 40142 W29A	APP CRS 295°	Rwy Idg TDZE Apt Elev	7500 92 92
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 29

KETCHIKAN INTL (KTN)(PAKT)

RNP APCH.	MALS R	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.
NA For inop ALS, increase all Cats visibility to 1¾ SM.	AS	

AFIS 134.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 123.6 (CTAF) 0
-----------------------	--	--



5000	CLOYD	tr 296°	DOOZI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).
↑	✦		△	
CATEGORY				
A				
B				
C				
D				
LPV DA*				
722-1¾ 630 (700-1¾)				
NA				

KETCHIKAN, ALASKA
Orig 13SEP18

55°21'N-131°43'W

KETCHIKAN INTL (KTN)(PAKT)
RNAV (GPS) RWY 29

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

KETCHIKAN, ALASKA

AL-6053 (FAA)

24305

APP CRS 295°	Rwy Idg TDZE Apt Elev	N/A N/A 92
------------------------	-----------------------------	---------------------------------------

RNAV (GPS)-B
KETCHIKAN INTL (KTN)(PAKT)

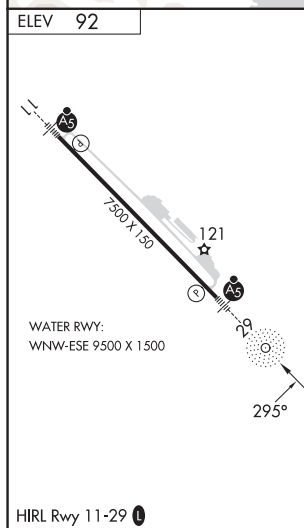
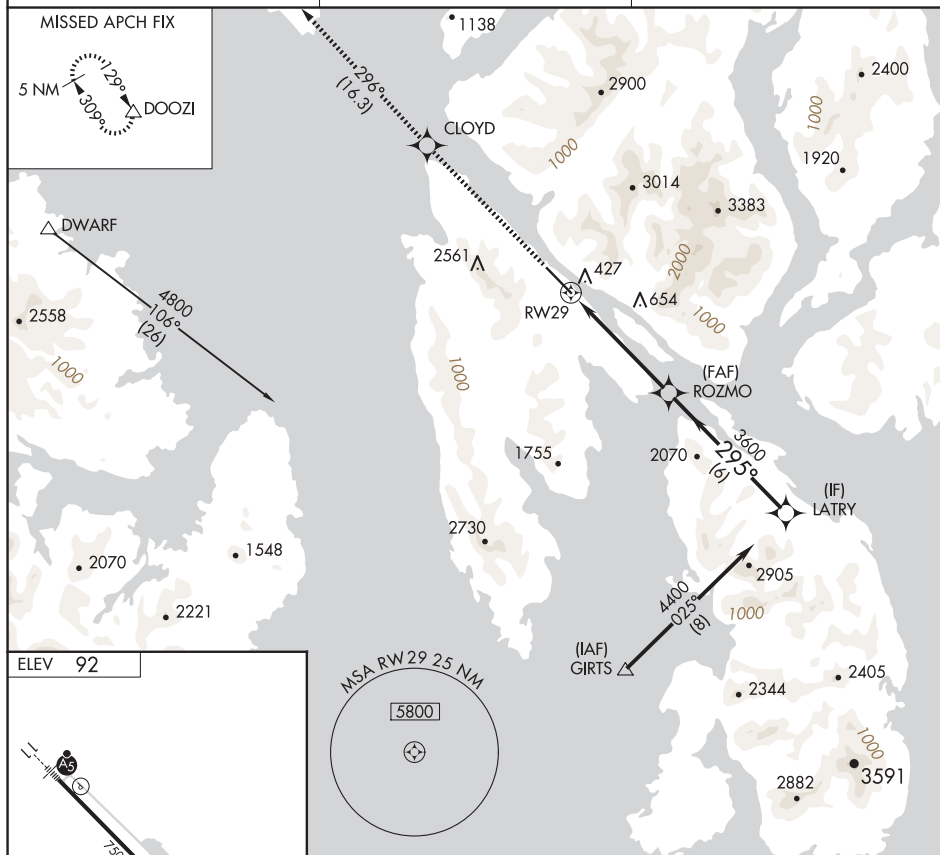
RNP APCH.

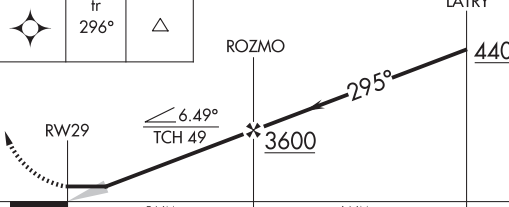


Circling NA northeast of Rwy 29-11.

MISSED APPROACH: Climb to 5000 direct CLOYD and on track 296° to DOOZI and hold.

AFIS 134.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 123.6 (CTAF) 0
-----------------------	--	--



5000 ↑	CLOYD ✦	tr 296°	DOOZI △				
CATEGORY		A	B	C	D		
C CIRCLING		1980-1¼ 1888 (1900-1¼)	2620-1½ 2528 (2600-1½)	2880-3	2788 (2800-3)		

KETCHIKAN, ALASKA

Amdt 1 13SEP18

KETCHIKAN INTL (KTN)(PAKT)
RNAV (GPS)-B

55°21'N-131°43'W

301

AK, 07 AUG 2025 to 02 OCT 2025

KETCHIKAN, ALASKA

AL-6053 (FAA)

24305

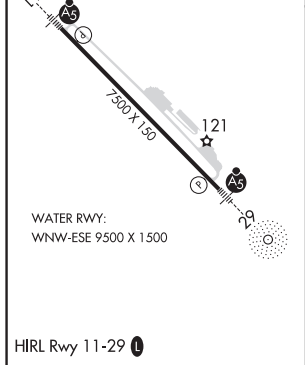
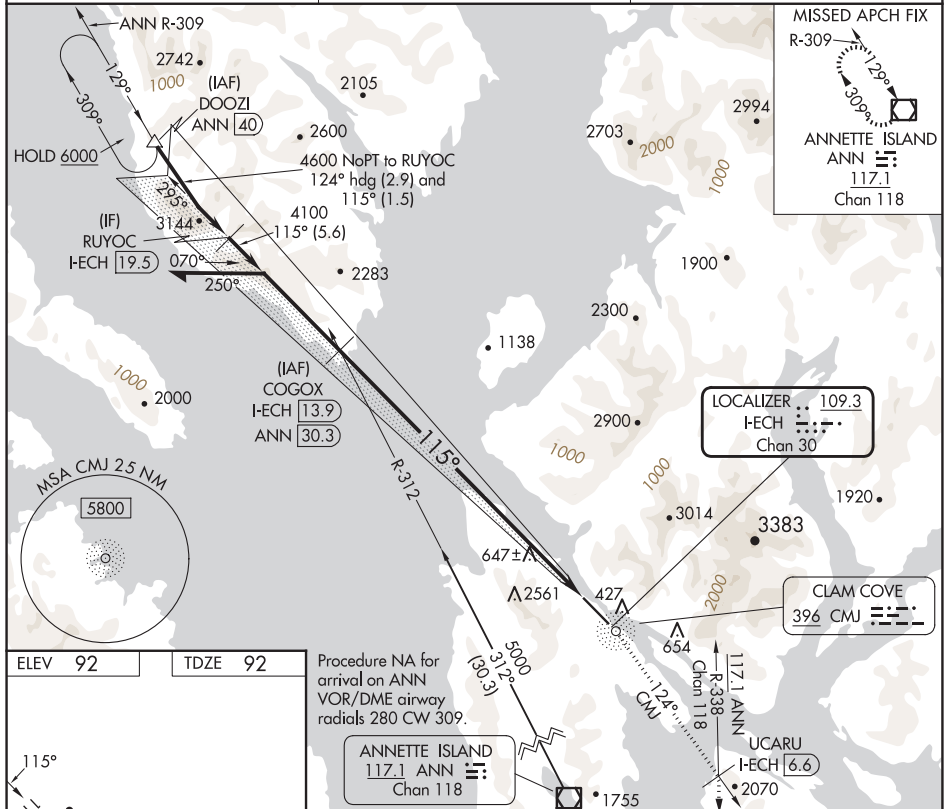
LOC/DME I-ECH 109.3 Chan 30	APP CRS 115°	Rwy Idg 7500 TDZE 92 Apt Elev 92
---	------------------------	---

LOC X RWY 11

KETCHIKAN INTL (KTN)(PAKT)

DME required. ADF required.	MALSR	MISSED APPROACH: Climb to 5000 direct CMJ NDB then on CMJ NDB bearing 124° to UCARU/I-ECH 6.6 DME and on ANN VOR/DME R-338 to ANN VOR/DME and hold.
⚠ Circling NA at night. Inop table does not apply.	⚠	
⚠ Rwy 11 helicopter visibility reduction below ¾ SM NA.		

AFIS 134.45	ANCHORAGE CENTER 118.5 284.6	KETCHIKAN RADIO 123.6 (CTAF) 0
-----------------------	--	--



Remain within 10 NM	COGOX I-ECH 13.9	5000 CMJ	UCARU I-ECH 6.6	ANN R-338	ANN
4600	295°	115°	4100	3.00°	TCH 50
Use I-ECH DME when on the localizer course.		7.3 NM	5.2 NM		
CATEGORY	A	B	C	D	
S-11	1780-1¼ 1688 (1700-1¼)	1780-1½ 1688 (1700-1½)	1780-3	1688 (1700-3)	
CIRCLING	2100-1¼ 2008 (2100-1¼)	2640-1½ 2548 (2600-1½)	3020-3 2928 (3000-3)	3300-3 3208 (3300-3)	

KETCHIKAN, ALASKA
Amdt 1A 31OCT24

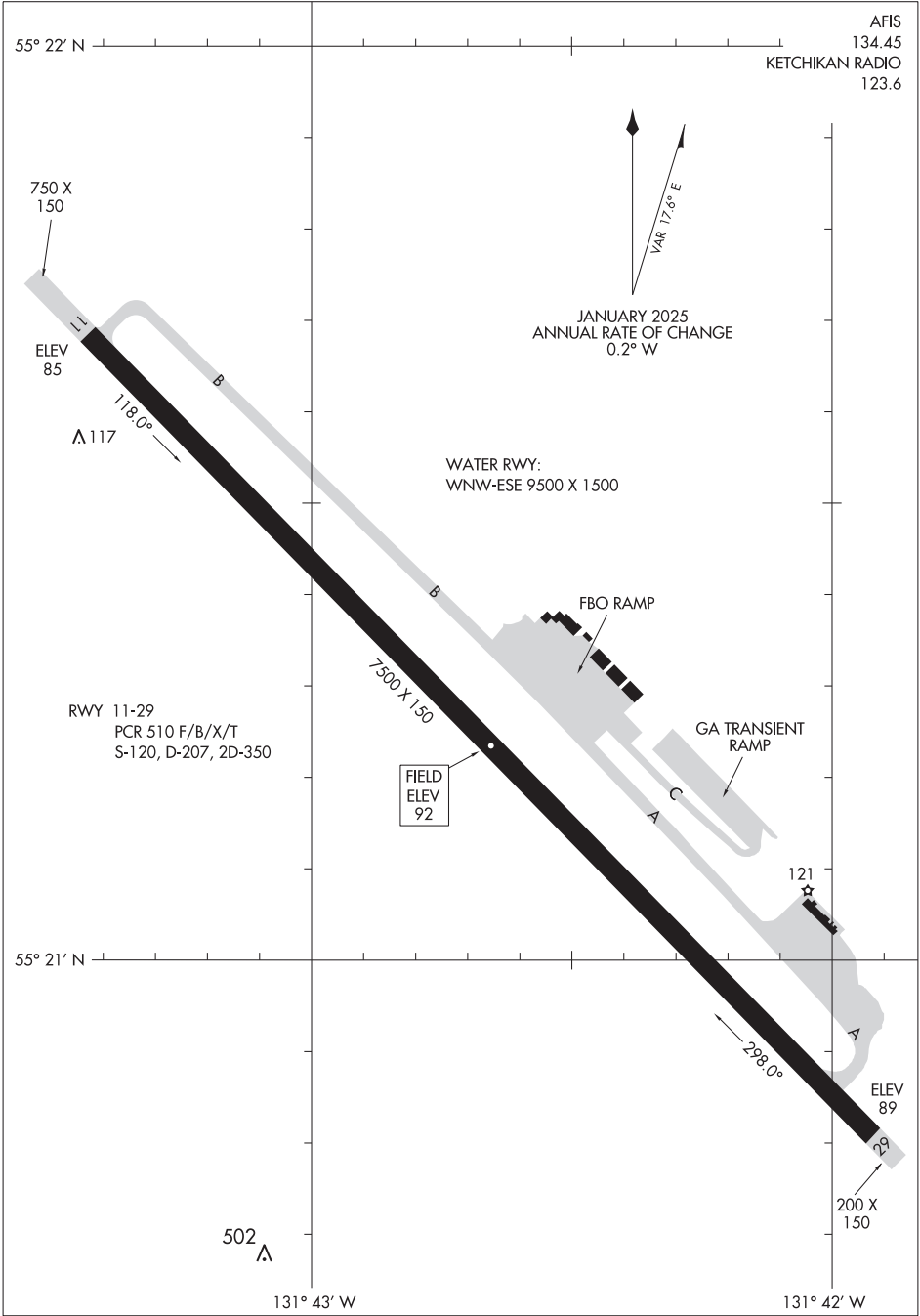
55°21'N-131°43'W

KETCHIKAN INTL (KTN)(PAKT)

LOC X RWY 11

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

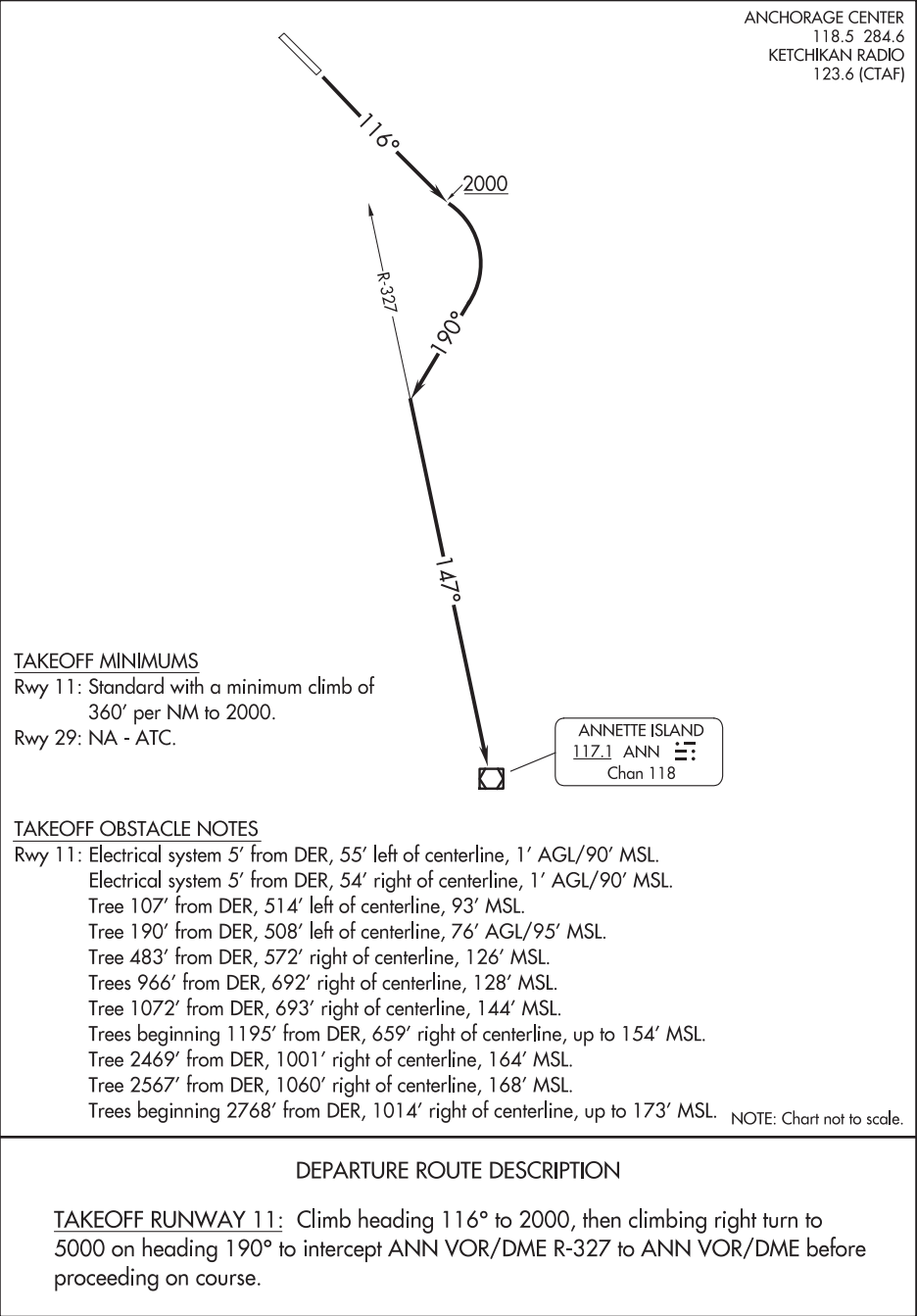


(CETK6.ANN) 24137

KETCHIKAN SIX DEPARTURE (OBSTACLE)

KETCHIKAN INTL (KTN)(PAKT)
AL-6053 (FAA) KETCHIKAN, ALASKA

ANCHORAGE CENTER
118.5 284.6
KETCHIKAN RADIO
123.6 (CTAF)



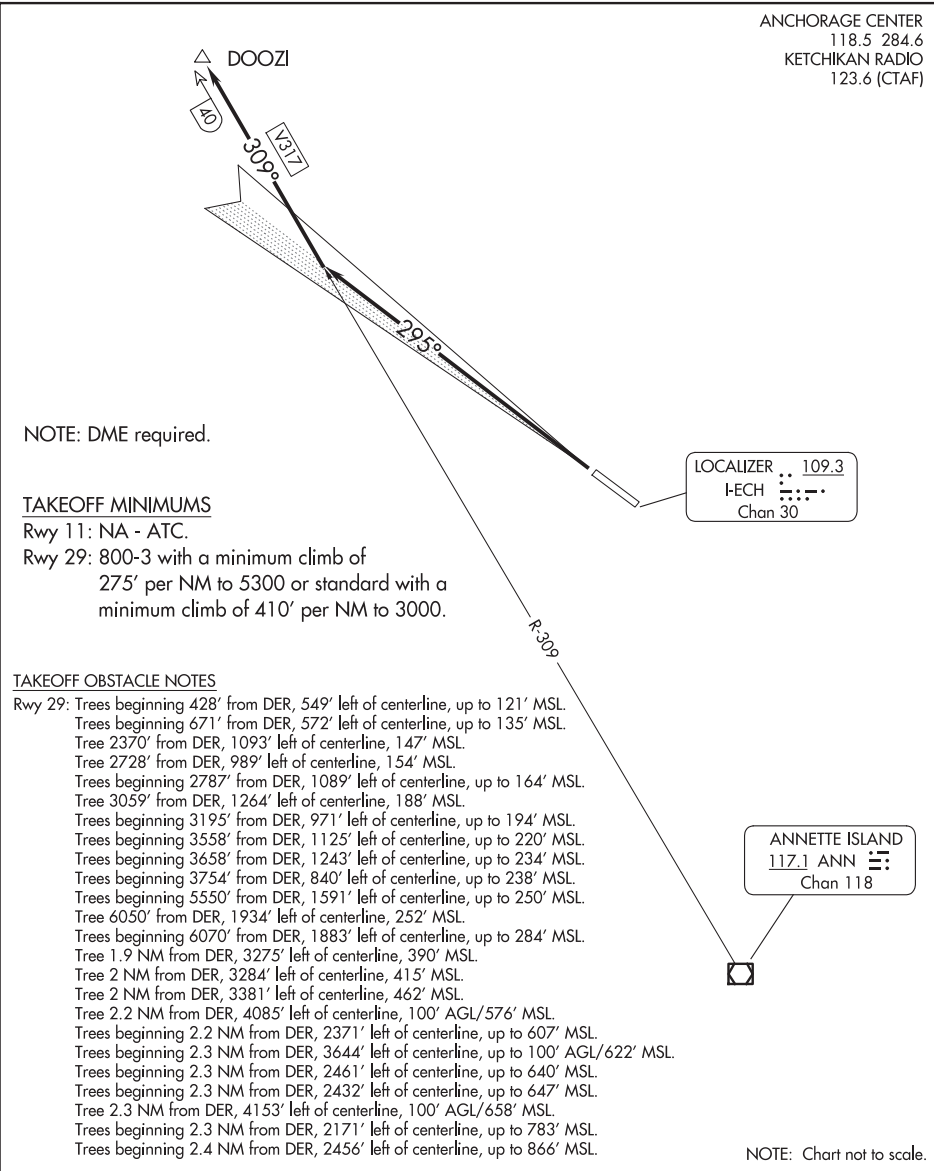
AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

KETCHIKAN SIX DEPARTURE (OBSTACLE)

(CETK6.ANN) 19JUL18

KETCHIKAN, ALASKA
KETCHIKAN INTL (KTN)(PAKT)



KIANA, ALASKA

AL-10234 (FAA)

24249

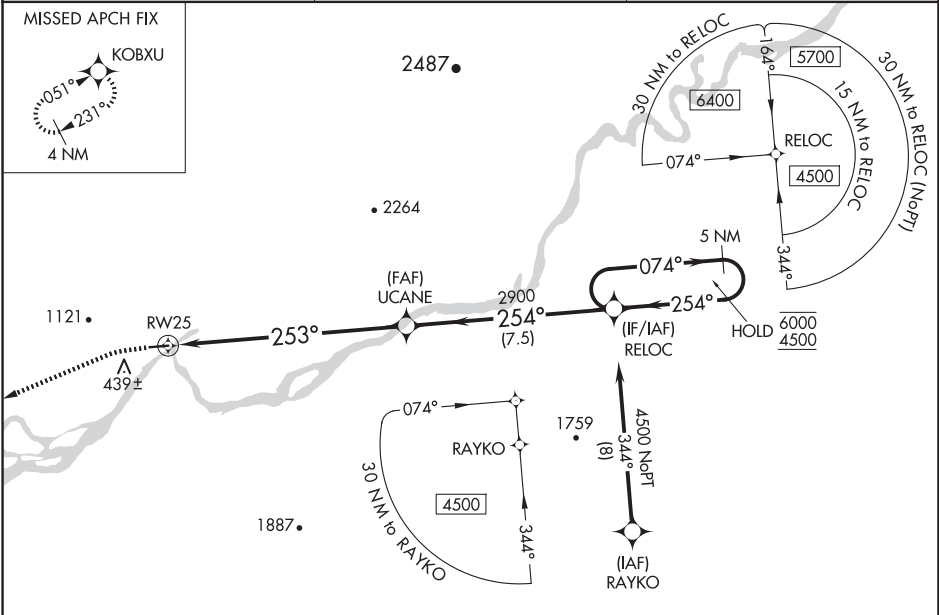
WAAS CH 63143 W25A	APP CRS 253°	Rwy Idg 4000 TDZE 175 Apt Elev 179
--	------------------------	---

RNAV (GPS) RWY 25

BOB BAKER MEML (IAN) (PAIK)

RNP APCH-GPS.	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.
<div><div>NA</div><div>-28°C</div></div>	<div>Circling NA north of Rwy 7-25.</div> <div>Circling Rwy 7 NA at night.</div> <div>Baro-VNAV NA.</div>

AWOS-3P 119.025	ANCHORAGE CENTER 119.2 263.0	CTAF 122.70
---------------------------	--	-----------------------



ELEV 179	TDZE 175	1333	900	2900	KOBXU	RELOC	5 NM Holding Pattern
		*LNAV only	*4.9 NM to RWY 25	UCAFE	2900	254°	6000 4500
		RWY 25	253°	254°	2900	254°	GP 3.00° TCH 30
		4.9 NM	3.7 NM	7.5 NM			
		CATEGORY	A	B	C	D	
		LPV DA#	450-1 275 (300-1)				
		LPV DA	639-1 $\frac{3}{8}$ 464 (500-1 $\frac{3}{8}$)				
		LNAV/VNAV DA	807-1 $\frac{3}{4}$ 632 (700-1 $\frac{3}{4}$)				
		LNAV MDA	1740-1 $\frac{1}{4}$ 1565 (1600-1 $\frac{1}{4}$)	1740-1 $\frac{1}{2}$ 1565 (1600-1 $\frac{1}{2}$)	1740-3	1565 (1600-3)	
		CIRCLING	1740-1 $\frac{1}{4}$ 1561 (1600-1 $\frac{1}{4}$)	1740-1 $\frac{1}{2}$ 1561 (1600-1 $\frac{1}{2}$)	1740-3	1561 (1600-3)	

KIANA, ALASKA

Amdt 1A 14JUL22

66°59'N-160°26'W

BOB BAKER MEML (IAN) (PAIK)

RNAV (GPS) RWY 25

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

APP CRS
022°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
181

RNAV (GPS)-A
BOB BAKER MEML (IAN) (PAIK)

RNP APCH.

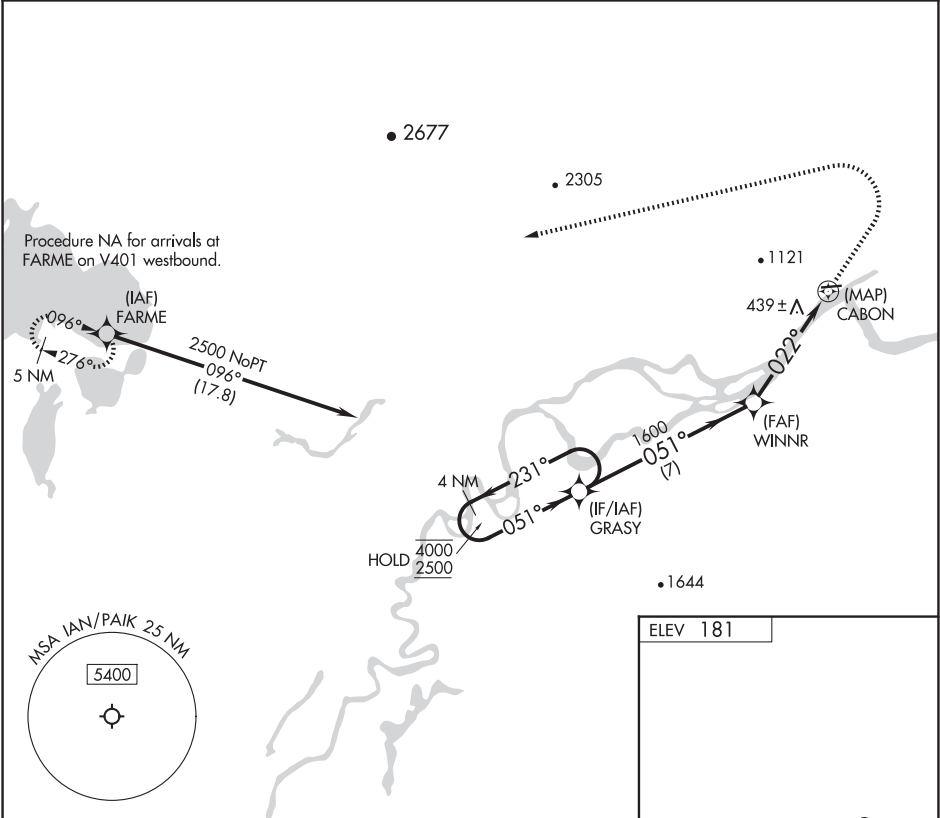
NA

-28°C

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 119.025	ANCHORAGE CENTER 119.2 263.0	CTAF 122.7
---------------------------	--	----------------------



4 NM Holding Pattern

GRASY

WINNR

CABON

1900

4200

FARME

4000

2500

231°

051°

051°

1600

022°

7 NM

4.8 NM

4000 X 75

0.8% UP

022°

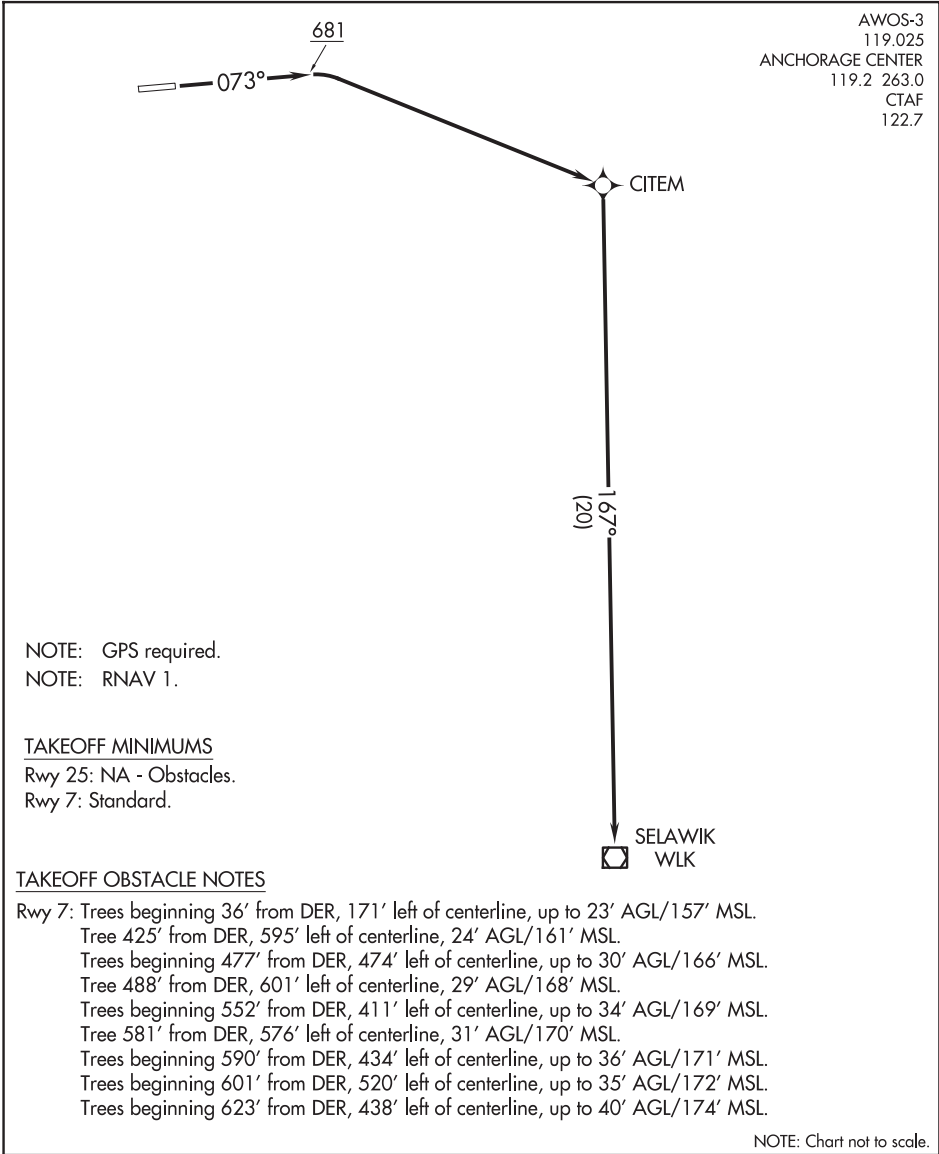
CATEGORY	A	B	C	D
CIRCLING	800-1 619 (700-1)	820-1 639 (700-1)	1220-3	1039 (1100-3)

MIRL Rwy 7-25

REIL Rwy 25

SELAWIK TWO DEPARTURE (OBSTACLE) (RNAV)

KIANA, ALASKA



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.

SELAWIK TWO DEPARTURE (OBSTACLE) (RNAV)

APP CRS
289°

Rwy Ldg
TDZE
Apt Elev
149

N/A
N/A
149

RNAV (GPS)-A
KING COVE (KVC)(PAVC)

RNP APCH - GPS.

Procedure NA at night.
Circling NA north Rwys 8 and 26.

MISSED APPROACH: Climbing left turn to 5600 direct HOKBU and hold, continue climb-in-hold to 5600.

AWOS-3P 118.325	ANCHORAGE CENTER 118.5 278.3	CTAF 122.9
--------------------	---------------------------------	---------------



ELEV 149

3500 X 115

26

289°

5600 HOKBU

Fly Visual 289° 5.2 NM to PAVC.

CIMUD

FITUX

HOKBU

5 NM Holding Pattern

109°

289°

10000

5600

5.2 NM

3.3 NM

6 NM

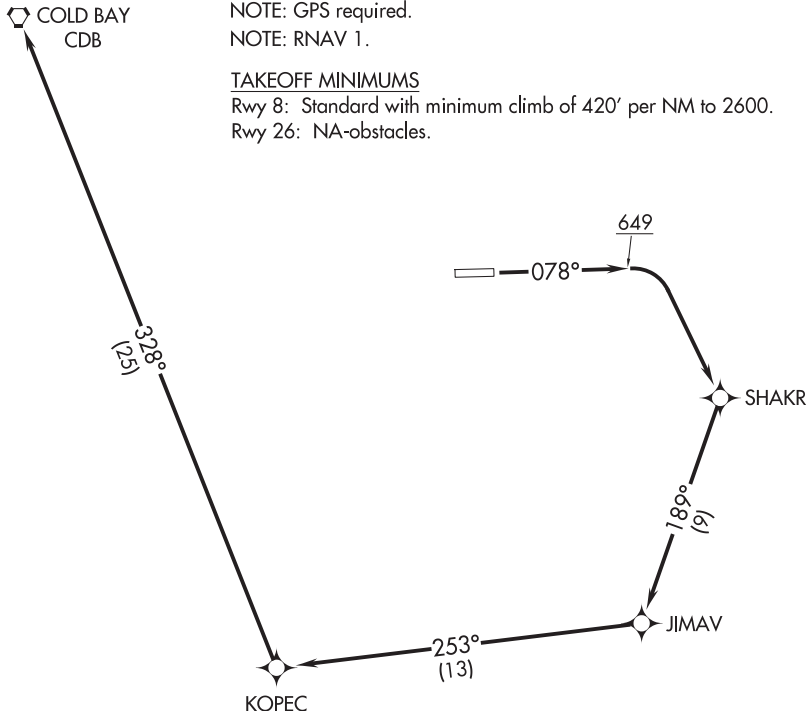
CATEGORY	A	B	C	D
CIRCLING	2080-6 1931 (2000-6)	2520-6 2371 (2400-6)	NA	

ANCHORAGE CENTER
118.5 278.3

NOTE: Cat C & D NA.
NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 8: Standard with minimum climb of 420' per NM to 2600.
Rwy 26: NA-obstacles.



TAKEOFF OBSTACLE NOTES

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 078° to 649, then climbing right turn to 4000 direct SHAKR, and on track 189° to JIMAV, and on track 253° to KOPEC, and on track 328° to CDB VORTAC.



KING SALMON, ALASKA

25163

HI-ILS Z or LOC Z RWY 12

LOC/DME I-AKN 110.3 Chan 40	APCH CRS 121°	Rwy Idg TDZE 62 Arpt Elev 73	[USAF]	KING SALMON (AKN) (PAKN)
---	-------------------------	--	--------	--------------------------

DME required. RADAR required for procedure entry.

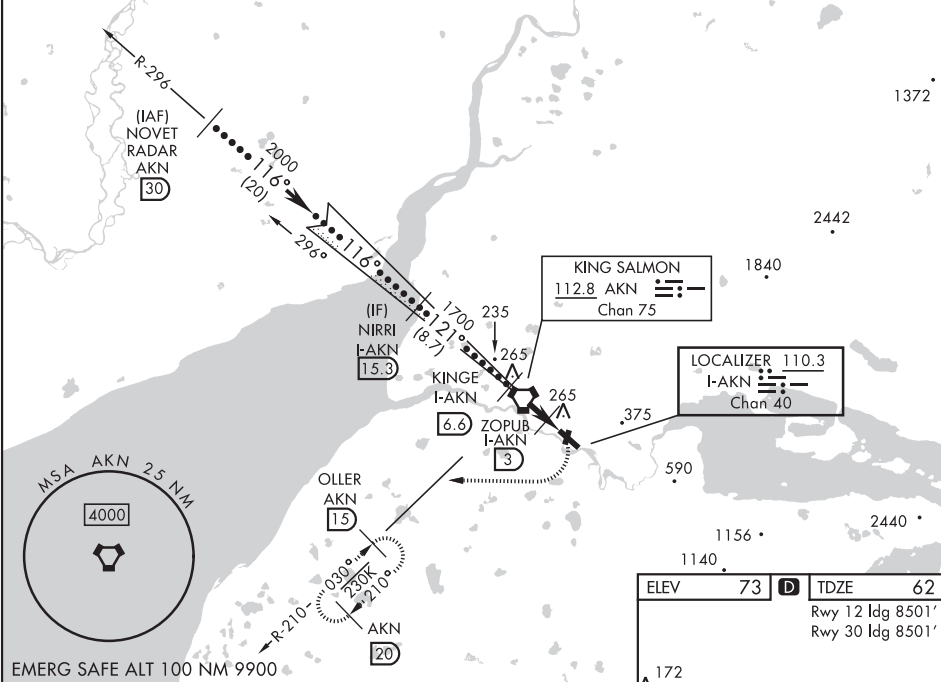
▼ * When ALS inop, increase RVR to 40.
** When ALS inop, increase RVR to 55.
☼ -31° C

MALSR
A5

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 via heading 240° and AKN VORTAC R-210 to OLLER/AKN 15 DME and hold.

ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	TOWER ★ 118.3 279.5	GND CON 121.9	CTAF 121.90 352.05	UNICOM 122.95
----------------------	--	-------------------------------	-------------------------	------------------------------	-------------------------

† When control tower closed, increase RVR to 50.
Autopilot coupled approaches not authorized below 700' MSL.



NOVET RADAR 30

FL2000

GS 3.00° TCH 66

Intcp Lczr NIRRI I-AKN 15.3

KINGE I-AKN 6.6

ZOPUB I-AKN 3

AKN VORTAC

I-AKN 1.6

600

3000

Intcp AKN R-210

OLLER AKN 15

Use I-AKN DME when on localizer course

3.6 NM

1.3 NM

CATEGORY	C	D	E
S-ILS 12*†	262/24	200 (300-½)	
S-LOC 12**†	420/30	358 (400-¾)	
CIRCLING	580-1½ 507 (600-1½)	900-2¾ 827 (900-2¾)	960-3 887 (900-3)

HRL Rwy 12-30
MRL Rwy 18-36

KING SALMON, ALASKA 58°41'N-156°39'W KING SALMON (AKN) (PAKN)

HI-ILS Z or LOC Z RWY 12



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

KING SALMON, ALASKA

AL-1237 (FAA)

25219

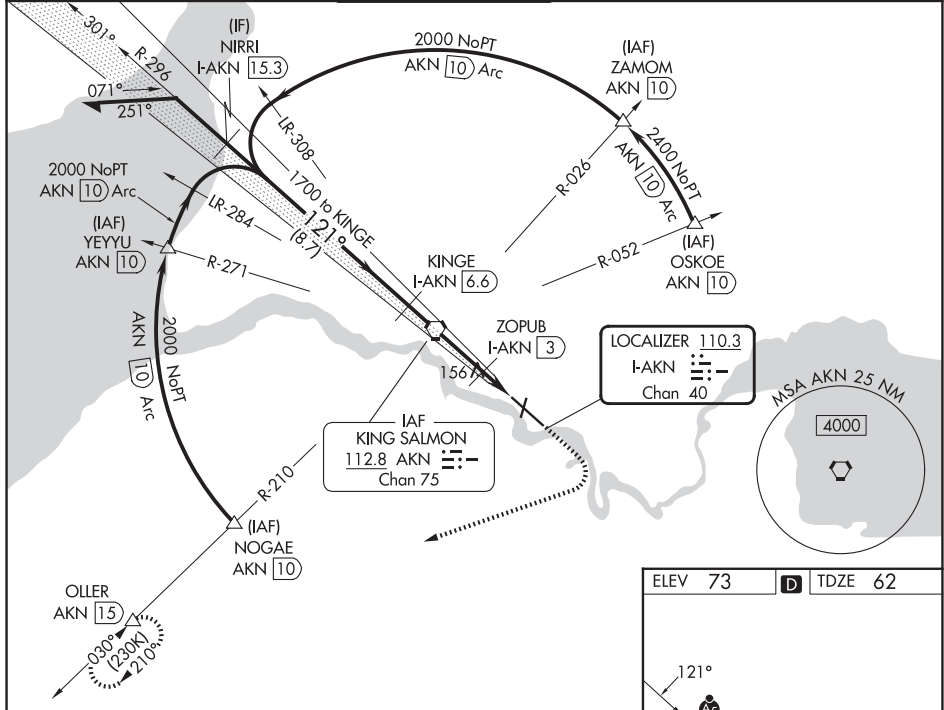
LOC/DME I-AKN 110.3 Chan 40	APP CRS 121°	Rwy Ldg TDZE 62 Apt Elev 73
---	------------------------	---

ILS Y or LOC Y RWY 12

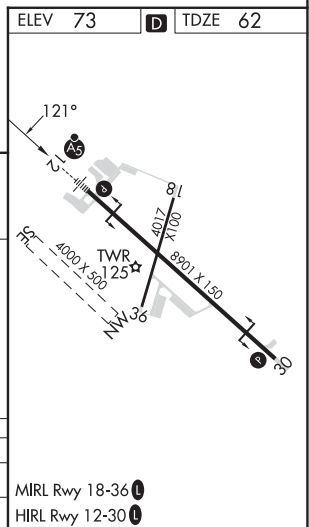
KING SALMON (AKN)(PAKN)

DME required.	MALSR	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 240° and AKN VORTAC R-210 to OLLER/AKN 15 DME and hold.
Autopilot coupled approach NA below 700. Inop table does not apply. When local altimeter setting not received, use WSN/PFWWS altimeter setting and increase S-ILS 12 DA to 301 feet; increase all MDAs 40 feet. For inop ALS when using WSN/PFWWS altimeter setting increase S-LOC 12 Cat C/D/E visibility to RVR 6000. Inop table does not apply when using WSN/PFWWS altimeter setting to S-ILS 12 all Cats and S-LOC 12 Cat A and B.		

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
----------------------	--	--	-------------------------	-------------------------	-----------------------------



Use I-AKN DME when on the localizer course.	Remain within 15 NM	AKN 296°	AKN VORTAC	600	3000	AKN R-210	OLLER
2000	I-AKN 121°	1700	KINGE I-AKN 6.6	ZOPUB I-AKN 3	I-AKN 1.6		
GS 3.00° TCH 66							
			3.6 NM	1.4 NM			
CATEGORY	A	B	C	D	E		
S-ILS 12			262/50	200 (200-1)			
S-LOC 12			420/50	358 (400-1)			



KING SALMON, ALASKA
Amdt 19A 07AUG25

58°41'N-156°39'W

KING SALMON (AKN)(PAKN)

ILS Y or LOC Y RWY 12

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72608 W12A	APP CRS 121°	Rwy Ldg 8501 TDZE 62 Apt Elev 73
--	------------------------	---

RNAV (GPS) RWY 12

KING SALMON (AKN)(PAKN)

RNP APCH-GPS.

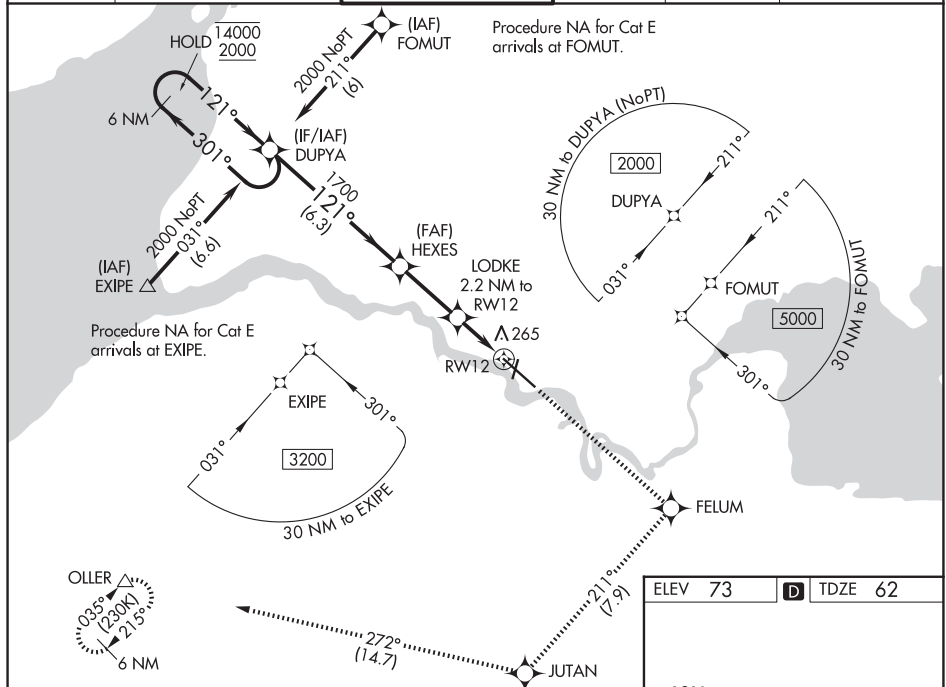
Y For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C.
A For non ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV **all** Cats visibility to RVR 5000 and increase LNAV Cat E visibility to 1½ SM. When control tower closed, LPV, LNAV/VNAV and LNAV visibility RVR 5000. When control tower closed, **in**op table does not apply to LPV, LNAV/VNAV and LNAV Cts A/B.
 #RVR 1800 authorized with use of FD or AP or HUD to DA (NA when control tower closed).

MALSR



MISSED APPROACH:
Climb to 3000 direct
FELUM and on track
211° to JUTAN and
on track 272° to
OLLER and hold.

ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	KING SALMON TOWER* 118.3 279.5	GND CON 121.9	UNICOM 122.95	CTAF 121.90 352.05
---------------	---------------------------------	-----------------------------------	------------------	------------------	-----------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

6 NM Holding Pattern

DUPYA

14000 ← 301°
2000 → 121°

GP 3.00°
TCH 55

HEXES 1700

LODKE 2.2 NM to RW12

*1.2 NM to RW12

*820

6.3 NM

2.8 NM

1 NM

1.2 NM

3000 FELUM

tr 211°

JUTAN

tr 272°

OLLER

*INAV only

Category A: 262/24 200 (200-½)

Category B: 426/35 364 (400-¾)

Category C: 520/24 458 (500-½)

Category D: 520/45 458 (500-¾)

Category E: 580-1 507 (600-1)

Category F: 580-1½ 507 (600-1½)

Category G: 900-2¾ 827 (900-2¾)

Category H: 960-3 887 (900-3)

MIRL Rwy 18-36

HIRL Rwy 12-30

KING SALMON, ALASKA

AL-1237 (FAA)

25219

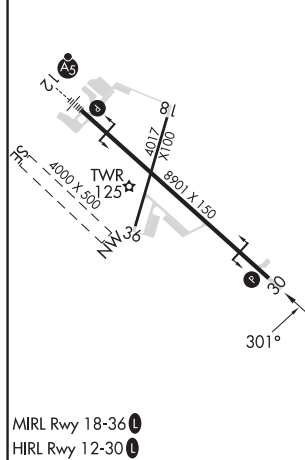
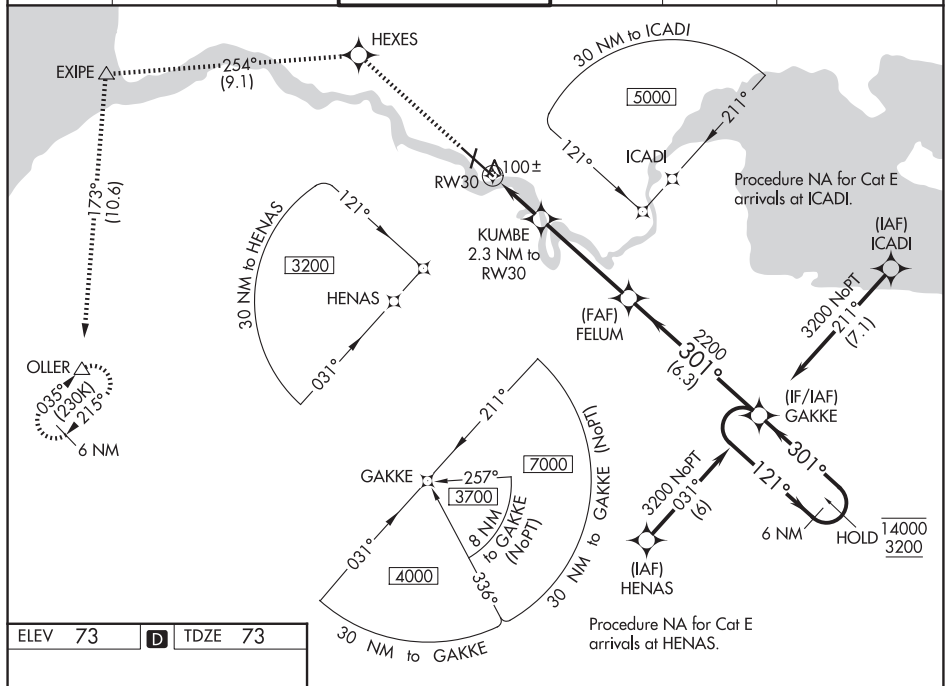
WAAS CH 77908 W30A	APP CRS 301°	Rwy Ldg TDZE 73 Apt Elev 73
--	------------------------	---

RNAV (GPS) RWY 30

KING SALMON (AKN)(PAKN)

RNP APCH-GPS. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When control tower closed, increase LPV and LNAV/VNAV visibility all Cats to 1 SM.		MISSED APPROACH: Climb to 3000 direct HEXES and on track 254° to EXIPE and on track 173° to OLLER and hold.
--	--	---

ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	KING SALMON TOWER* 118.3 279.5	GND CON 121.9	UNICOM 122.95	CTAF 121.9 352.05
----------------------	--	--	-------------------------	-------------------------	-----------------------------



3000	HEXES	EXIPE	OLLER	GAKKE	
↑	tr 254°	tr 173°	△	6 NM Holding Pattern	
*LNAV only		KUMBE 2.3 NM to RW30	FELUM 2200	121° → 14000 ← 301° 3200	
0.8 NM to RW30		860	2200	GP 3.00° TCH 45	
0.8 NM		1.5 NM	4.2 NM	6.3 NM	
CATEGORY	A	B	C	D	E
LPV DA	273-¾ 200 (200-¾)				
LNAV/VNAV DA	323-¾ 250 (300-¾)				376-⅞ 303 (400-⅞)
LNAV MDA	360-1 287 (300-1)				
CIRCLING	580-1	507 (600-1)	580-1½ 507 (600-1½)	900-2¾ 827 (900-2¾)	960-3 887 (900-3)

KING SALMON, ALASKA
Amdt 2A 22APR21

58°41'N-156°39'W

KING SALMON (AKN)(PAKN)

RNAV (GPS) RWY 30

AK, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-AKN <u>110.3</u> Chan 40	APP CRS 301°	Rwy Ldg 8501 TDZE 73 Apt Elev 73
--	------------------------	---

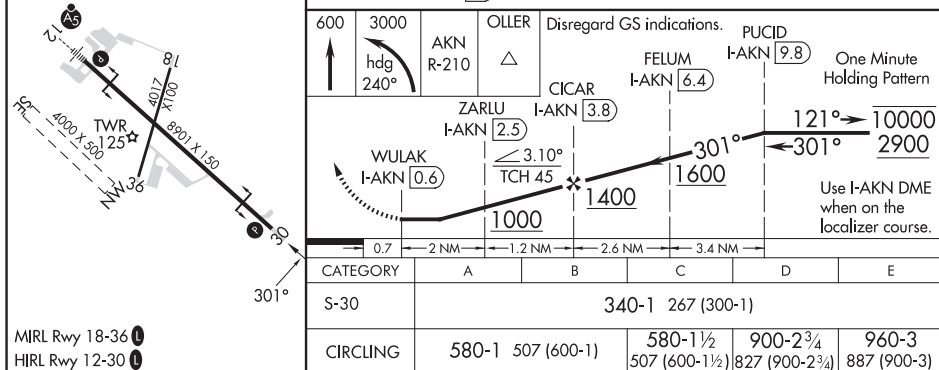
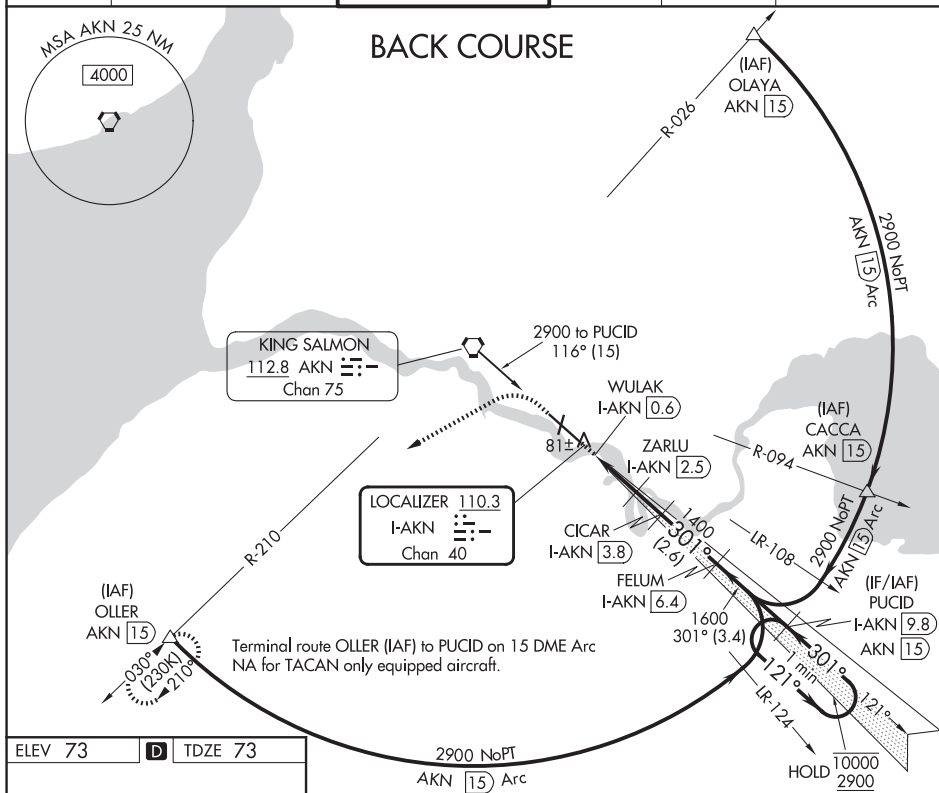
LOC BC RWY 30
KING SALMON (AKN)(PAKN)

DME required.

T When local altimeter setting not received, use WSN/PFWS
A altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 on heading 240° and AKN VORTAC R-210 to OLLER/ AKN 15 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 121.9 0 352.05
---------------	---------------------------------	-----------------------------------	------------------	------------------	------------------------



KING SALMON, ALASKA

Amdt 6A 07AUG25

KING SALMON (AKN)(PAKN)
LOC BC RWY 30

58°41'N-156°39'W

315

AK, 07 AUG 2025 to 02 OCT 2025

KING SALMON, ALASKA

HI-VOR Z or TACAN Z RWY 12

VORTAC AKN 112.8 Chan 75	APCH CRS 116°	Rwy ldg 8501 TDZE 62 Arpt Elev 73
--	-------------------------	--

[USAF]

KING SALMON (AKN) (PAKN)

DME required. RADAR required for procedure entry.

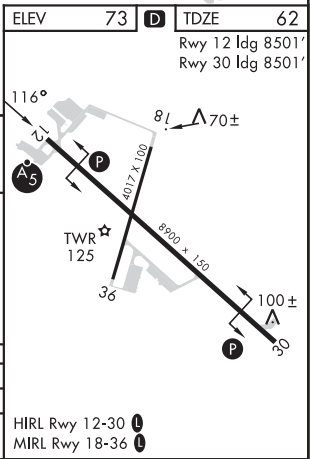
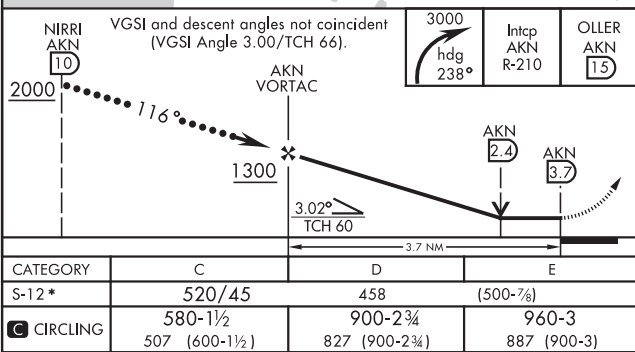
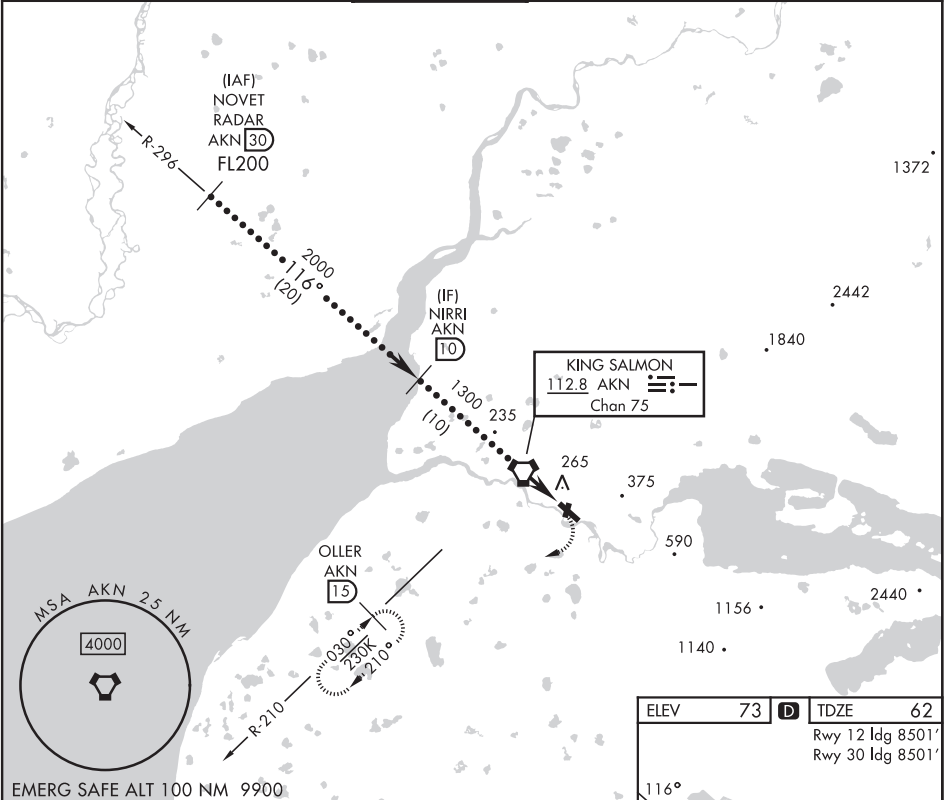
▽ * When ALS inop, increase vis to 1½ miles.
When control tower closed, increase RVR to 50.
❄ -31° C

MALSR



MISSED APPROACH: Climbing right turn to 3000 on heading 238° and AKN VORTAC R-210 to OLLER/15 DME and hold.

ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	TOWER ★ 118.3 279.5	GND CON 121.9	CTAF 121.90 352.05	UNICOM 122.95
----------------------	--	-------------------------------	-------------------------	------------------------------	-------------------------



KING SALMON, ALASKA

58°41'N-156°39'W

KING SALMON (AKN) (PAKN)

Amtd 5 26DEC24

HI-VOR Z or TACAN Z RWY 12

HI-VOR Z or TACAN Z RWY 30

VORTAC AKN 112.8 Chan 75	APCH CRS 296°	Rwy Idg TDZE Arpt Elev 8501 73 73
--	-------------------------	---

[USAF]

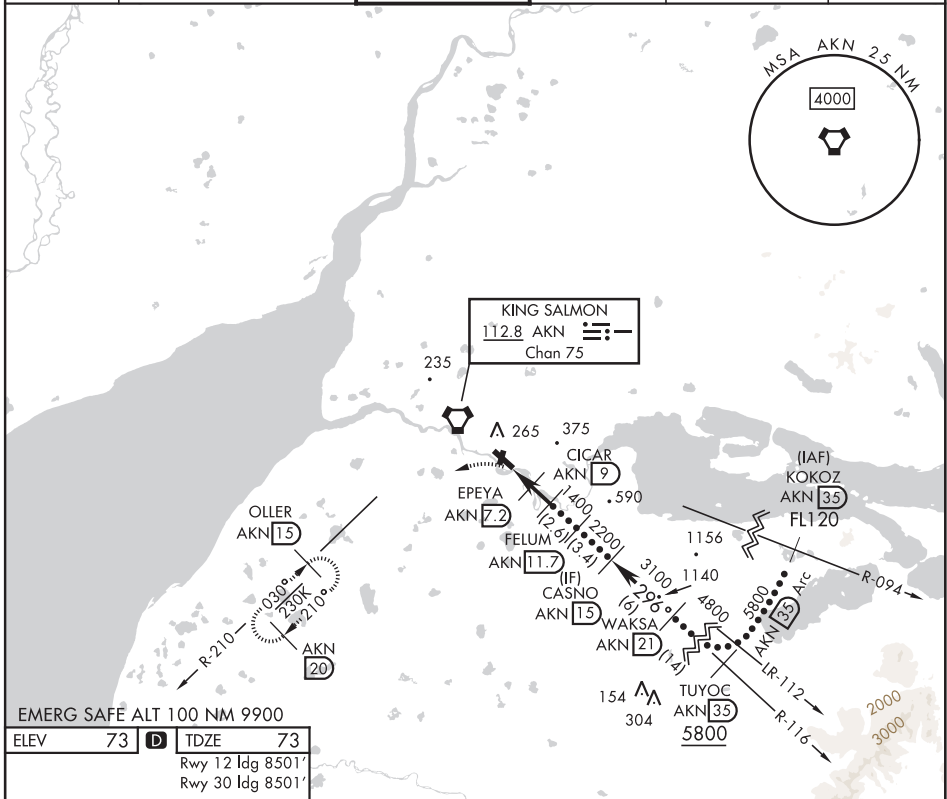
KING SALMON (AKN) (PAKN)

DME required.

MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on AKN VORTAC R-210 to OLLER/ 15 DME and hold.

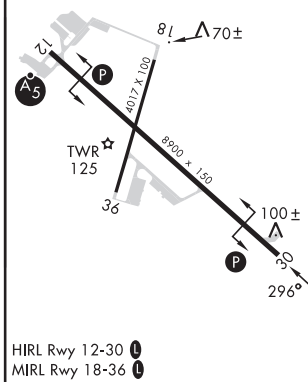
33-31° C

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
----------------------	--	-------------------------------	-------------------------	------------------------------	-------------------------



EMERG SAFE ALT 100 NM 9900

ELEV 73	D	TDZE 73
Rwy 12 Idg 8501'		
Rwy 30 Idg 8501'		



KING SALMON, ALASKA

58°41'N-156°39'W

KING SALMON (AKN) (PAKN)

Amtd 6 03NOV22

HI-VOR Z or TACAN Z RWY 30

KING SALMON, ALASKA

AL-1237 (FAA)

25219

VORTAC AKN	APP CRS	Rwy Ldg	8501
112.8	116°	TDZE	62
Chan 75		Apt Elev	73

VOR Y or TACAN Y RWY 12

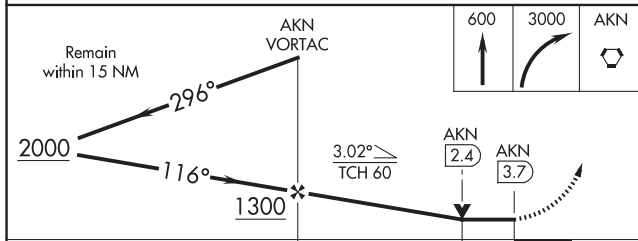
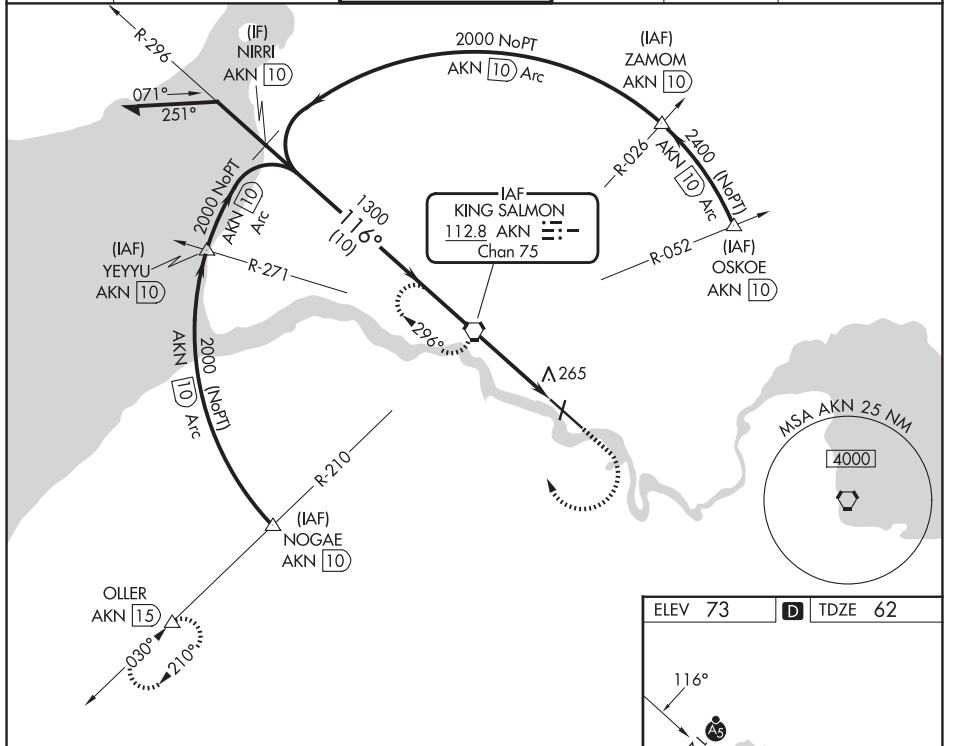
KING SALMON (AKN)(PAKN)

⚠ For inop ALS, increase S-12 Cat E visibility to 1 3/8 SM. When control tower closed, increase S-12 all Cats visibility to RVR 5000. When control tower closed, inop table doesn't apply to Cats A/B. When control tower closed and ALS inop, increase S-12 Cats C/D/E visibility to 1 3/8 SM.

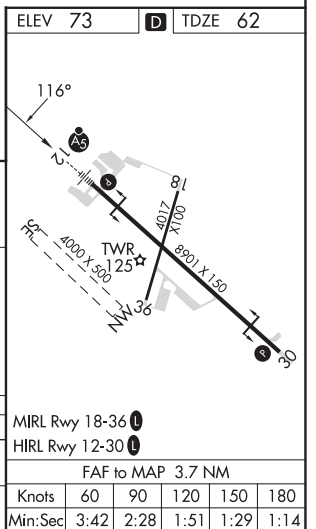
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climbing right turn to 3000 on heading 238° and on AKN VORTAC R-210 to OLLER/ 15 DME and hold SW, right turn, 030° inbound.)

ATIS	ANCHORAGE CENTER	KING SALMON TOWER*	GND CON	UNICOM	CTAF
128.8	124.8 354.0	118.3 279.5	121.9	122.95	121.9 352.05



CATEGORY	A	B	C	D	E
S-12	520/24	458 (500-1/2)	520/45	458 (500-7/8)	
CIRCLING	580-1	507 (600-1)	580-1 1/2 507 (600-1 1/2)	900-2 3/4 827 (900-2 3/4)	960-3 887 (900-3)



KING SALMON, ALASKA
Amdt 14 25FEB21

58°41'N-156°39'W

VOR Y or TACAN Y RWY 12

KING SALMON (AKN)(PAKN)

AK, 07 AUG 2025 to 02 OCT 2025

25219

VOR Y or TACAN Y RWY 30
KING SALMON (AKN)(PAKN)

MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on AKN VORTAC R-210 to OLLER/15 DME and hold.

MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on AKN VORTAC R-210 to OLLER/15 DME and hold.

[illegible]

3000 hdg 240°	AKN R-210	OLLER △	One Minute Holding Pattern CASNO AKN (15)			
CATEGORY	A	B	C	D	E	
S-30	480-1	407 (500-1)	480-1½ 407 (500-1½)			
CIRCLING	580-1	507 (600-1)	580-1½ 507 (600-1½)	900-2¾ 827 (900-2¾)	960-3 887 (900-3)	

KING SALMON (AKN)(PAKN)

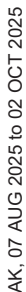
VOR Y or TACAN Y RWY 30

AK, 07 AUG 2025 to 02 OCT 2025

AK. 07 AUG 2025 to 02 OCT 2025

KING SALMON, ALASKA

ATIS	
128.8	
KING SALMON TOWER ★	
118.3 279.5	
GND CON	
121.9	



25107

KING SALMON (AKN)(PAKN)

WAAS CH 87033 W17A	APP CRS 173°	Rwy Idg 3200 TDZE 20 Apt Elev 20
--	------------------------	---

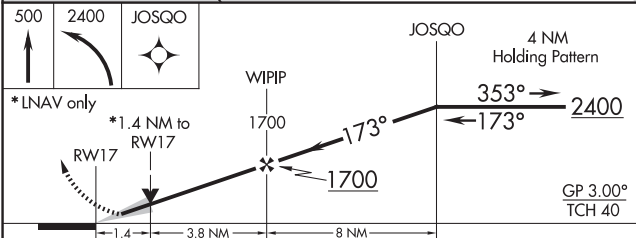
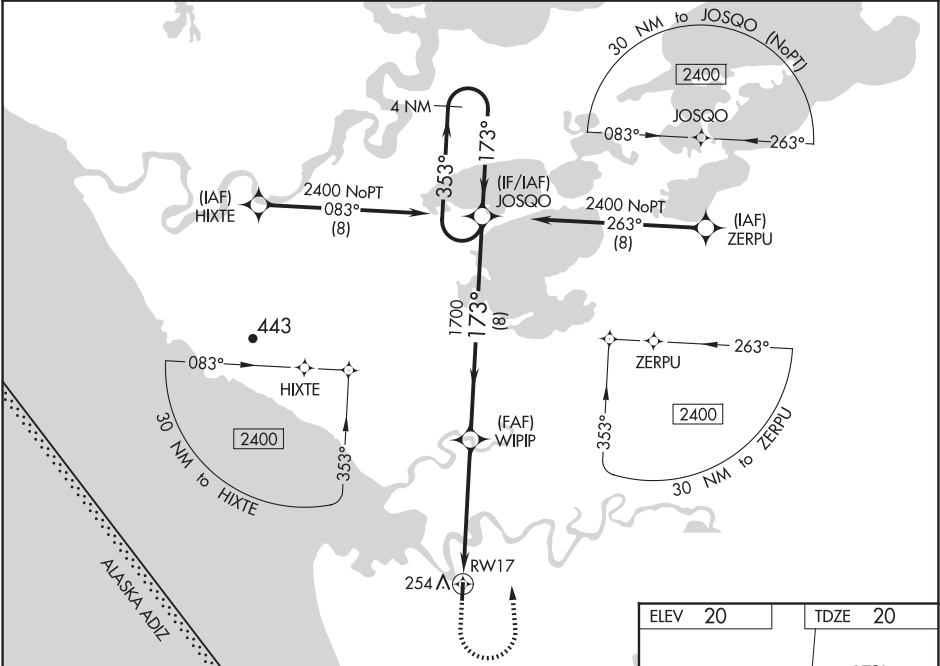
RNAV (GPS) RWY 17

KIPNUK (IIK) (PAKI)

⚠ Baro-VNAV NA when using Toksook Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. VDP NA when using Toksook Bay altimeter setting. When local altimeter setting not received use Toksook Bay altimeter setting; increase LPV DA to 389 feet and visibility all Cats ¼ SM. Increase LNAV/VNAV DA to 553 feet and visibility all Cats ½ SM. Increase all MDA 120 feet. Increase LNAV Cat C and D visibility to 1¼ SM, Circling Cat C to 2 SM, Cat D to 2¼ SM.

MISSED APPROACH:
Climb to 500 then climbing left turn to 2400 direct JOSQO and hold.

AWOS-3P 118.325	ANCHORAGE CENTER 125.2 372.0	CTAF 122.7 0
---------------------------	--	------------------------



ELEV 20	TDZE 20
173° to RW17	
3200 X 40	
35	
MIRL Rwy 17-35 0	

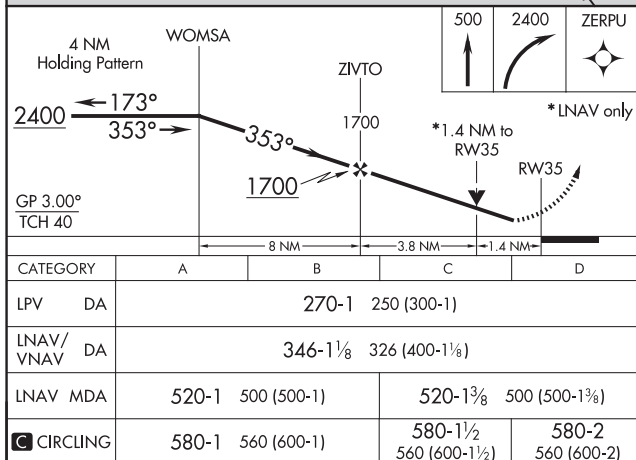
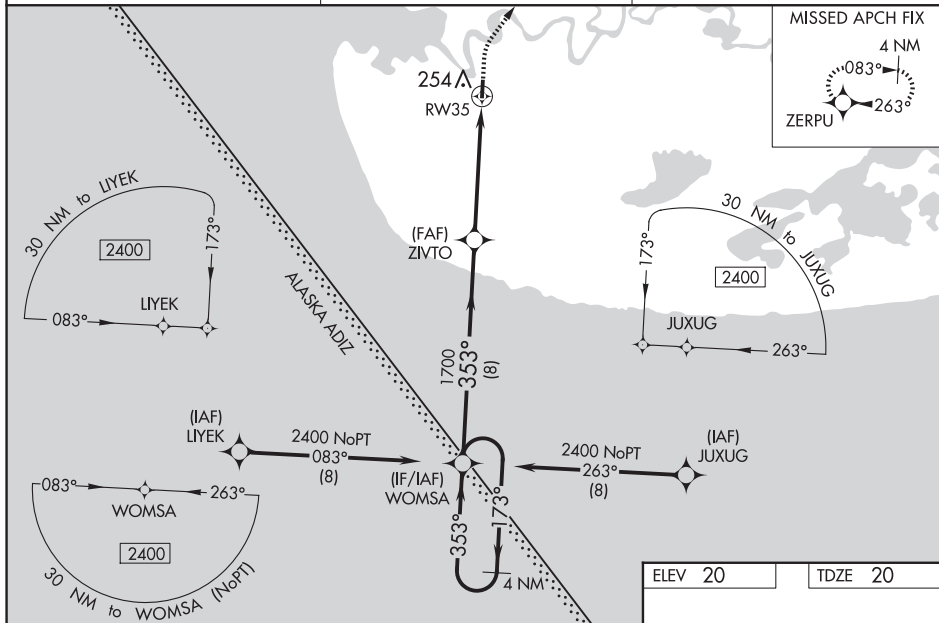
CATEGORY	A	B	C	D
LPV DA	270-1 250 (300-1)			
LNAV/VNAV DA	434-1¾ 414 (500-1¾)			
LNAV MDA	520-1	500 (500-1)	520-1¾	500 (500-1¾)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	580-2 560 (600-2)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 35
KIPNUK (IIK) (PAKI)

MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct ZERPU and hold.

CTAF
122.7 **L**

ELEV 20

TDZE 20

35

3200 X 60

353° to RW35

MIRL Rwy 17-35

KIPNUK (IIK) (PAKI)
RNAV (GPS) RWY 35

AK, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3000
122°	TDZE	13
	Apt Elev	18

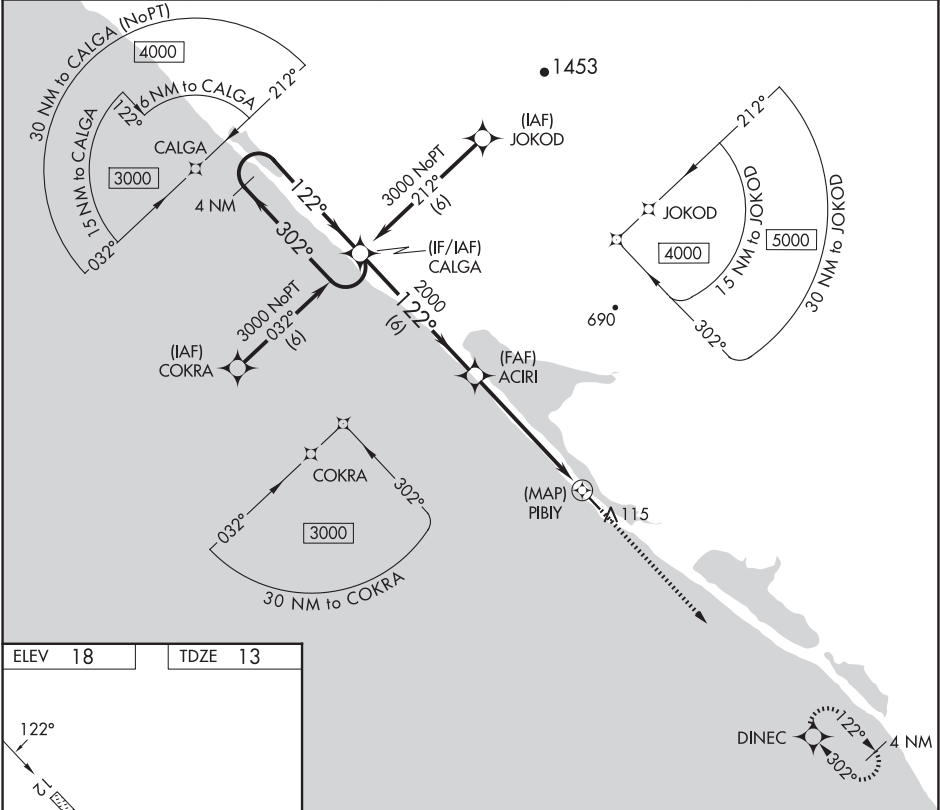
RNAV (GPS) RWY 12

KIVALINA (KVL)(PAVL)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Noatak altimeter setting and increase all MDAs 340 feet and LNAV Cat C visibility 1 SM and Circling Cat B visibility ¼ SM, Cat C 1 ¼ SM.

MISSED APPROACH: Climb to 3000 direct DINEC and hold.

ASOS	WTK/PAWN AWOS-3P	ANCHORAGE CENTER	KOTZEBUE RADIO	UNICOM
135.8	135.75	119.2 263.0	122.55	122.8 (CTAF) 0



ELEV 18

TDZE 13

MIRL Rwy 12-30 0

4 NM Holding Pattern				3000	DINEC
				↑	✧
3000 ← 302° → 122° → 2000				PIBIY	
				3.06° TCH 40	
				6 NM 5.6 NM 0.4	
CATEGORY	A	B	C	D	
LNAV MDA	340-1 327 (400-1)			NA	
CIRCLING	440-1 422 (500-1)	560-1 542 (600-1)	560-1½ 542 (600-1½)	NA	

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 30
KIVALINA (KVL)(PAVL)

MISSED APPROACH: Climb to 3000 direct CALGA and hold, continue climb-in-hold to 3000.

UNICOM

122.8 (CTAF)


Figure 10-10 is a sample instrument approach procedure diagram. It shows a series of waypoints and altitudes for an approach to a runway. The procedure starts with a 30 NM leg to WOTKO (MAP) at 11.5, followed by a 30 NM leg to WULSI at 4000. From WULSI, the pilot proceeds to BAYAR (FAF) at 1700, then to DINEC (IF/IAF) at 3000 NoPT. The final leg is a 4 NM leg to the runway at 3000, with a hold at 6000/3000. The diagram also shows a parallel approach from ZADUS, with a 15 NM leg to ZADUS at 4000 and a 30 NM leg to ZADUS at 5000. The diagram includes various altitude markers, distances, and headings.

TDZE 18

A long, thin ruler with the text "3000 X 60" printed on it. The ruler is oriented diagonally from the bottom-left towards the top-right.

302° to
WOTKO

3000	CALGA
	

CATEGORY	A	B	C	D
LNAV MDA	380-1 362 (400-1)			NA
 CIRCLING	440-1 422 (500-1)	560-1 542 (600-1)	560-1½ 542 (600-1½)	NA

KIVALINA (KVL)(PAVL)
RNAV (GPS) RWY 30

APP CRS	Rwy Ldg	5000
216°	TDZE	80
	Apt Elev	80

RNAV (GPS) RWY 20

Klawock (AKW) (PAKW)

RNP APCH-GPS.

▼

⚠

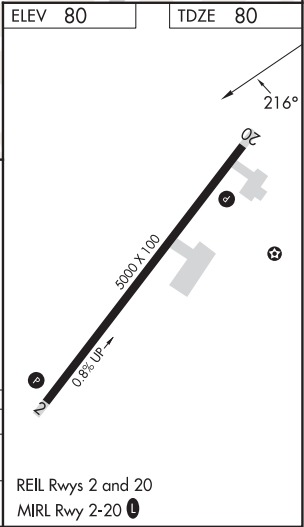
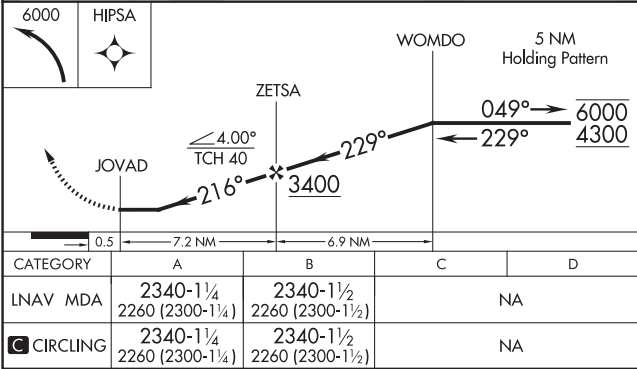
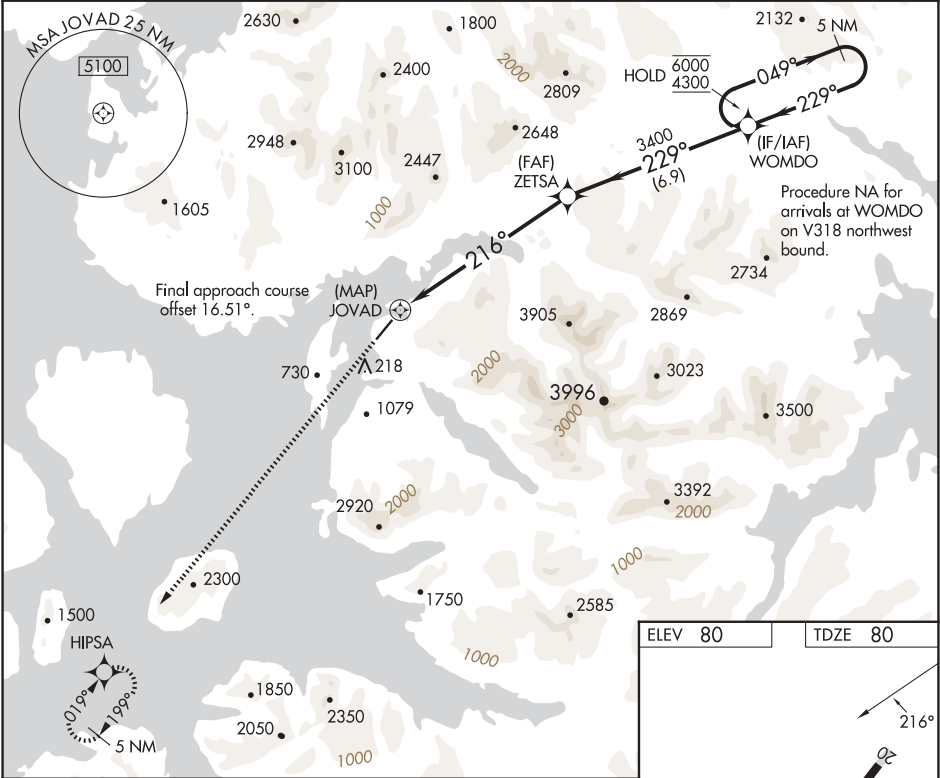
❄

Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. Circling NA east of Rwy 2-20.

-10°C

MISSED APPROACH: Climbing left turn to 6000 direct HIPSA and hold, continue climb-in-hold to 6000.

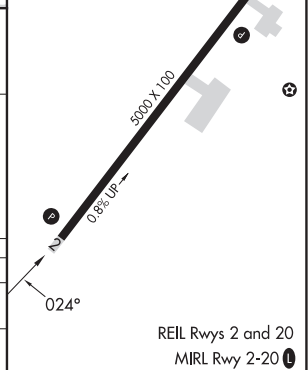
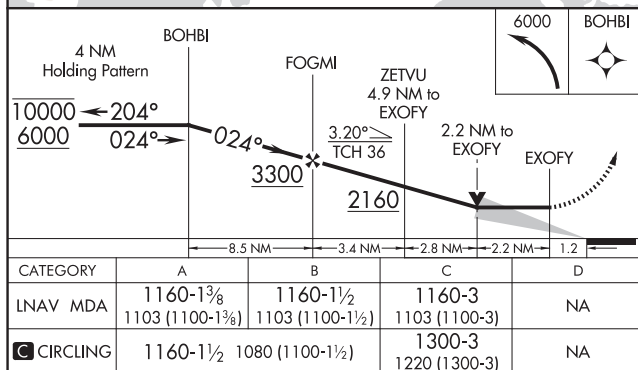
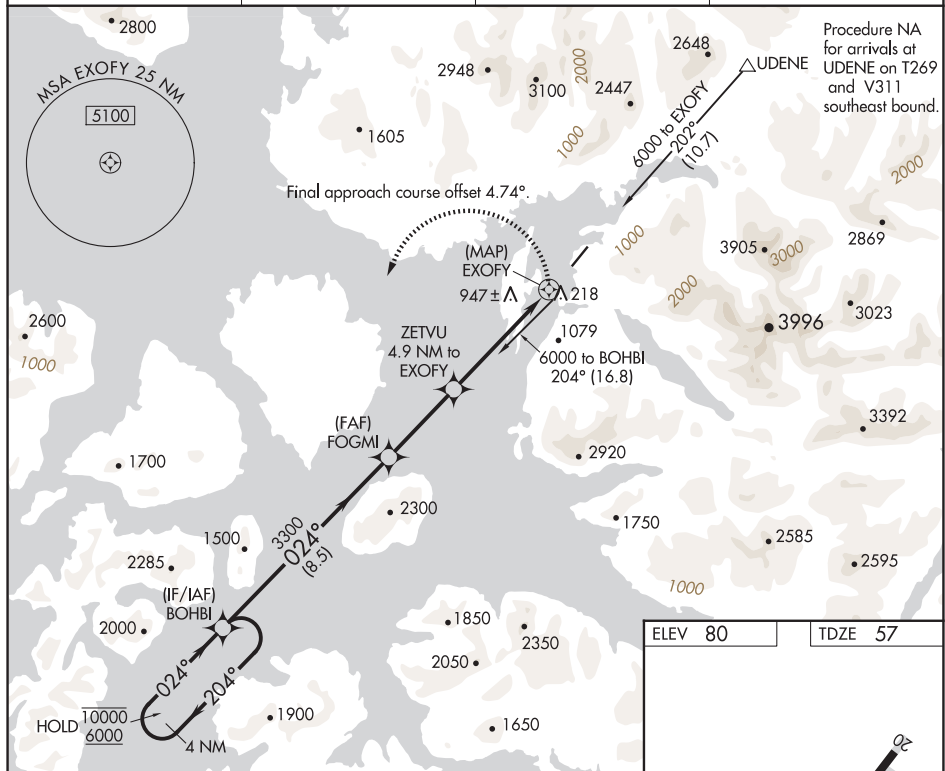
ASOS	ANCHORAGE CENTER	KETCHIKAN RADIO	CTAF
135.45	118.5 284.6	122.25 0	120.9



RNAV (GPS) Y RWY 2
KLA WOCK (AKW) (PAKW)

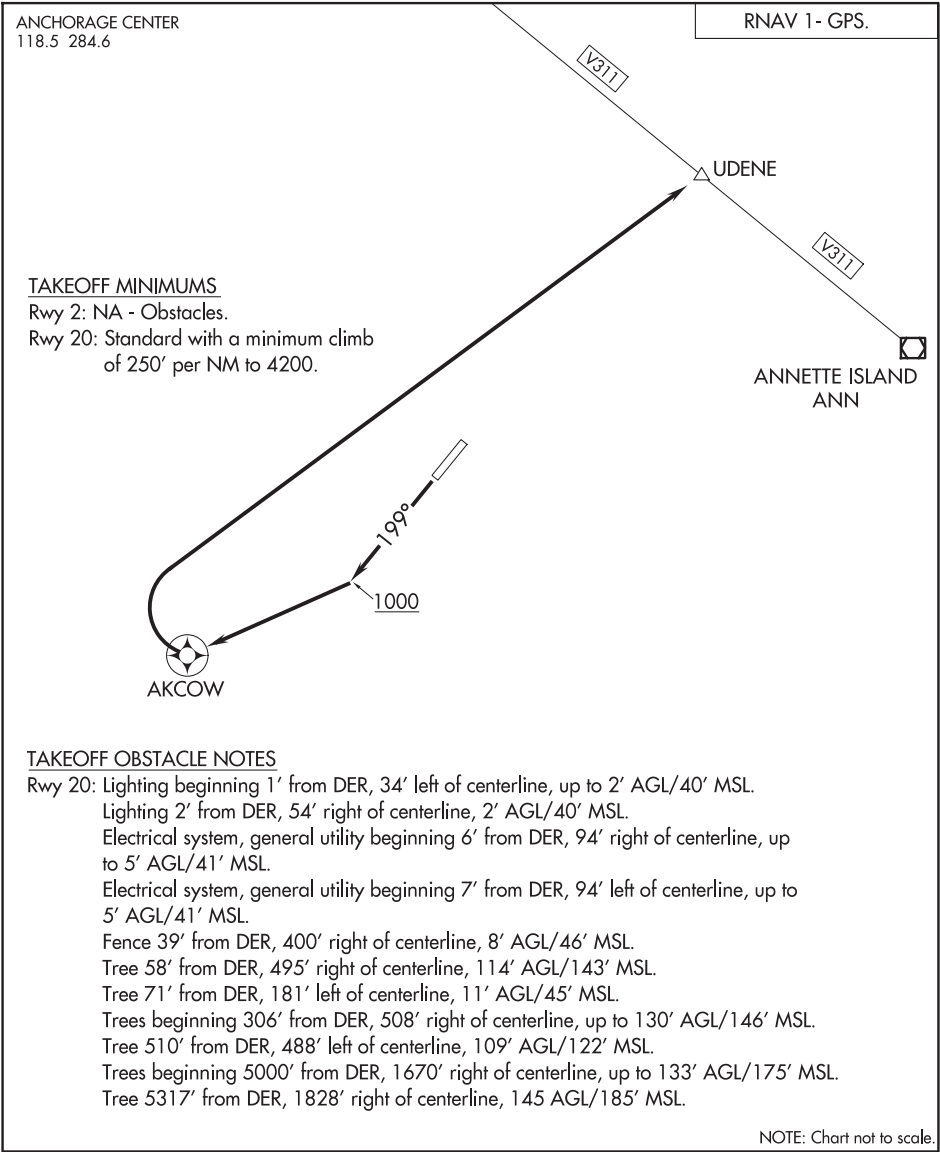
MISSED APPROACH: (Do not exceed 165K until BOHBI)
Climbing left turn to 6000 direct BOHBI and hold,
continue climb-in-hold to 6000.

CTAF
120.9



KLAWOCK (AKW) (PAKW)
RNAV (GPS) Y RWY 2

AK, 07 AUG 2025 to 02 OCT 2025



(TURTY4.TURTY) 18032

TURTY FOUR DEPARTURE (RNAV)

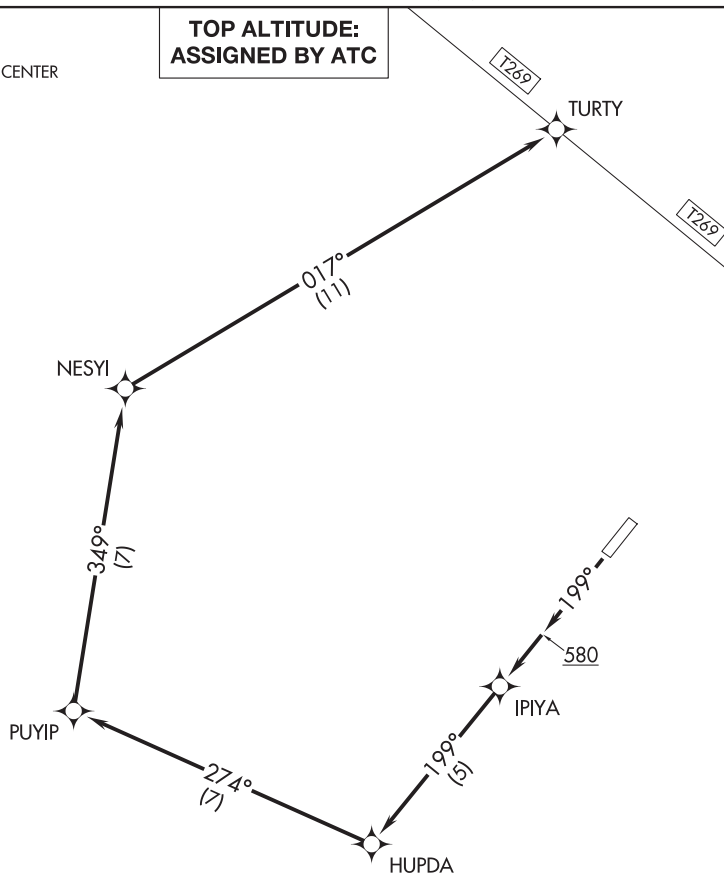
AL-9230 (FAA)

KLAWOCK (AKW)(PAKW)

Klawock, Alaska

ASOS	
135.45	
ANCHORAGE CENTER	
118.5	284.6
CTAF	
120.9	

**TOP ALTITUDE:
ASSIGNED BY ATC**



NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 2: NA- Obstacles.

Rwy 20: Standard with a minimum climb of 427' per NM to 2500.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 199° to 580, then climb to 6000 direct IPIYA and on depicted route to TURTY, thence . . .

... maintain ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

TURTY FOUR DEPARTURE (RNAV)

(TURTY4.TURTY) 01FEB18

Klawock, Alaska

KLAWOCK (AKW)(PAKW)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

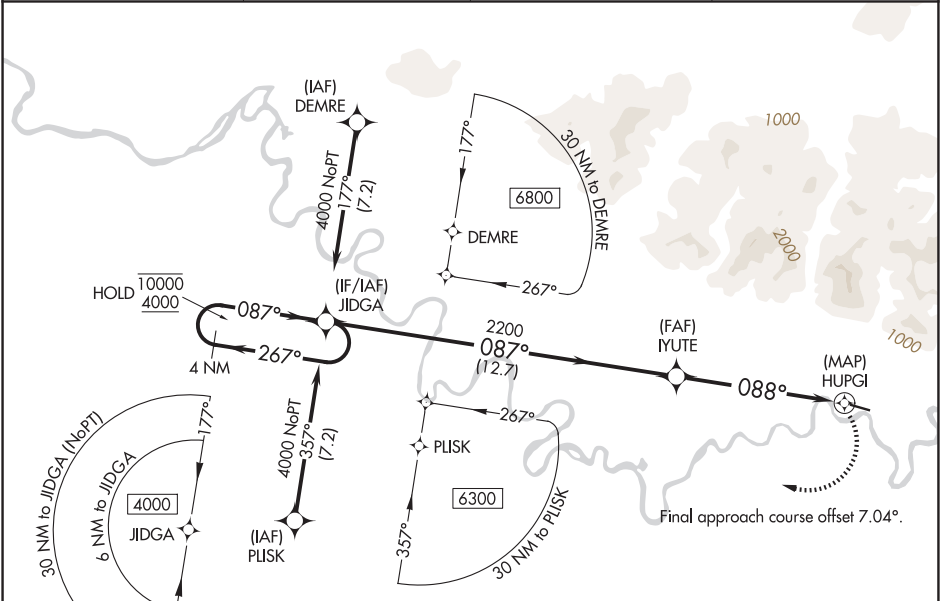
APP CRS	Rwy Ldg	4020
088°	TDZE	142
	Apt Elev	142

RNAV (GPS) RWY 9

KOBUK (OBU) (PAOB)

RNP APCH - GPS.		
<div><div><div><div>▼</div><div>▲ NA</div><div>☼ -37°C</div></div></div><div>Circling Rwy 27 NA at night. Use SHG/PAGH altimeter setting; when not received, use AFM/PAFM altimeter setting and increase all MDAs 60 feet and LNAV visibility Cats C and D ½ SM, and Circling visibility Cat C ½ SM. Circling NA north of Rwy 9-27.</div></div>		MISSED APPROACH: Climbing right turn to 4000 direct JIDGA and hold.

SHG/PAGH AWOS-3P 118.525	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.0	CTAF 122.7
-----------------------------	---------------------------------	-------------------------	---------------



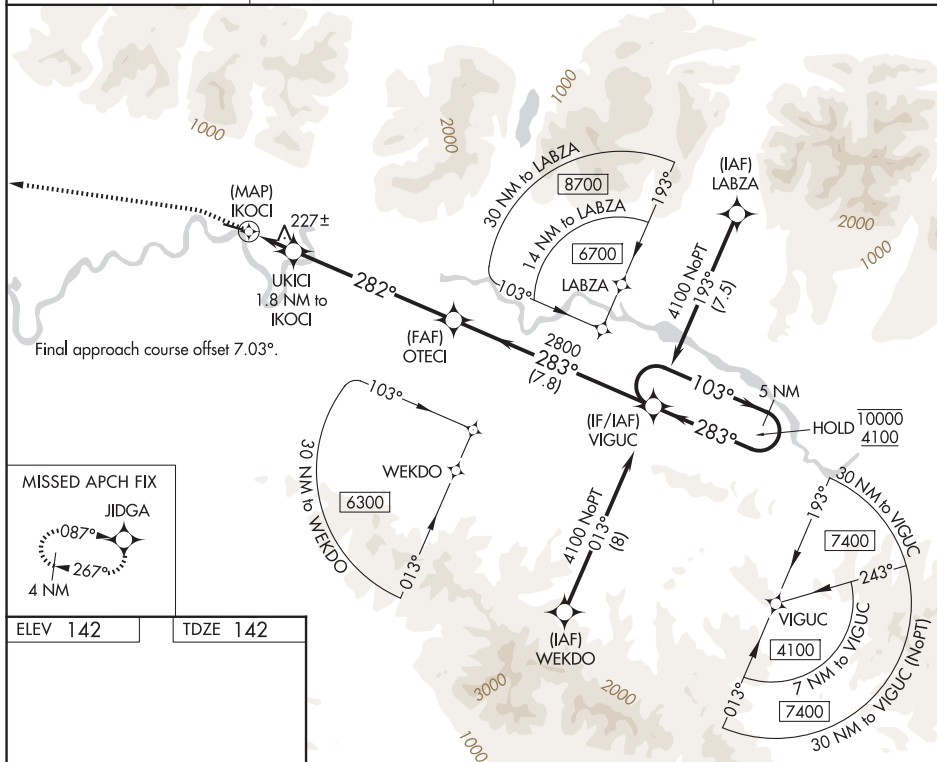
ELEV 142		TDZE 142	
CATEGORY		CATEGORY	
LNAV MDA		LNAV MDA	
CIRCLING		CIRCLING	
MIRL Rwy 9-27		MIRL Rwy 9-27	

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 27

MISSED APPROACH: Climb to 600, then climbing left turn to 4000 direct JIDGA and hold.

CTAF
122.7 L

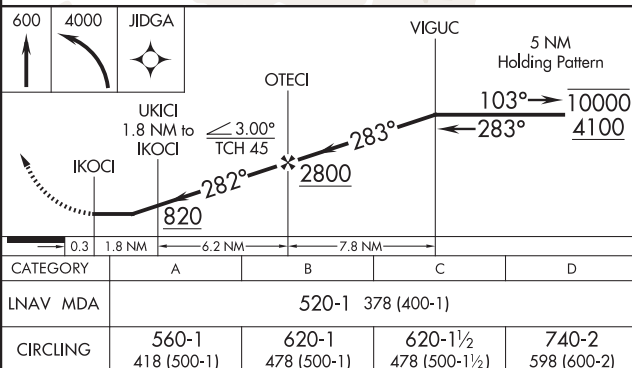
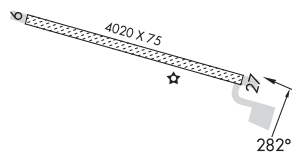
MISSED APCH FIX

JIDGA

087°

267°

TDZE 142



KOBUK (OBU) (PAOB)
RNAV (GPS) RWY 27

AK, 07 AUG 2025 to 02 OCT 2025

ILS Y or LOC Y RWY 26
KODIAK (ADQ)(PADQ)

V Circling NA north of Rwy 8-26 and west of Rwy 1-19. Circling Rwy 1 NA at night.
A Circling NA to Rwy 8, 11 and 19. Rapidly rising terrain north, west, and south of airport. ILS unusable from 2 DME inbound. When advised by ATC of tall ships in the harbor, procedure NA.

MISSED APPROACH: Climbing left turn to 5000 on heading 065° to intercept ODK VOR/DME 10 DME Arc. Arc north to CINEK/ODK 10 DME and hold

[illegible]

5000
hdg 065°
north on ODK
VOR/DME
10 Arc

JOSRA
I-ADQ 8.3

One Minute Holding Pattern

Use I-ADQ DME when on the localizer course.

078°
258°
1600

REREE
I-ADQ 3.5

258°
1600

GS 2.05°
TCH 54

CATEGORY	A	B	C	D
S-ILS 26	636-3	604 (600-3)		824-3 792 (800-3)
S-LOC 26	640-2½	608 (600-2½)		1060-3 1028 (1000-3)
CIRCLING	660-2½ 581 (600-2½)	720-2½ 641 (700-2½)	1140-3 1061 (1100-3)	NA

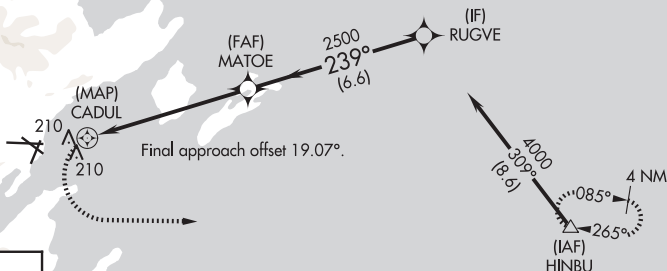
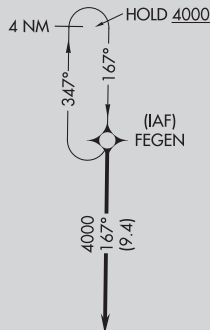
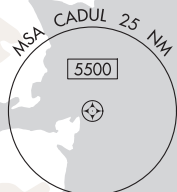
REIL Rwy1 and 26
HIRL Rwy1-19, 8-26, and 11-29

KODIAK (ADQ)(PADQ)
ILS Y or LOC Y RWY 26

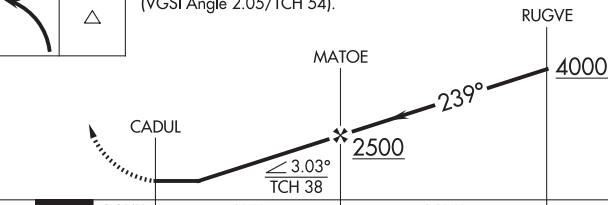
KODIAK (ADQ)(PADQ)

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.

T Circling NA north of Rwy 8-26 and west of Rwy 1-19.
A Circling Rwy 1 NA at night. Circling to Rwy 8, 11 and 19 NA.
 Rapidly rising terrain north, west, and south of airport.

UNICOM
122.8[illegible]

4000	HINBU	VGSI and descent angles not coincident (VGSI Angle 2.05/TCH 54).
------	-------	--



CATEGORY	A	B	C	D
LP MDA	560-1½	528 (500-1½)		
LNAV MDA*	560-1½	528 (500-1½)		
LNAV MDA	940-1½	908 (900-1½)	940-2½	908 (900-2½)
CIRCLING	940-1½	861 (900-1½)	1140-3 1060 (1100-3)	2020-3 1941 (2000-3)

KODIAK (ADQ)(PADQ)

RNAV (GPS) RWY 26

AK, 07 AUG 2025 to 02 OCT 2025

VOR RWY 26
KODIAK (ADQ)(PADQ)

MISSED APPROACH: Climbing left turn to 3700 on heading 079° then left turn direct ODK VOR/DME and hold.

MSA ODK 25 NM
5700

1600 NoPT to RIXAE
ODK 10 Arc

2700 NoPT
ODK 10 Arc

(IAF) CINEK
ODK 10

(IAF) JIMON
ODK 10

4200
85°
(30)

(IAF) WITMI
ODK 10

1600 NoPT to RIXAE
ODK 10 Arc

(IAF) WABAK
ODK 10

1600 NoPT
ODK 10 Arc

LR-045

LR-069

1600
237° (10)

R-093

1600 NoPT
ODK 10 Arc

(IAF) JUTGO
ODK 10

1600 NoPT to RIXAE
ODK 10 Arc

(IF) RIXAE
ODK 10

R-057 (IF)

057°

237°

012°

192°

357±A

TESUE
ODK 3.1

1000

2000

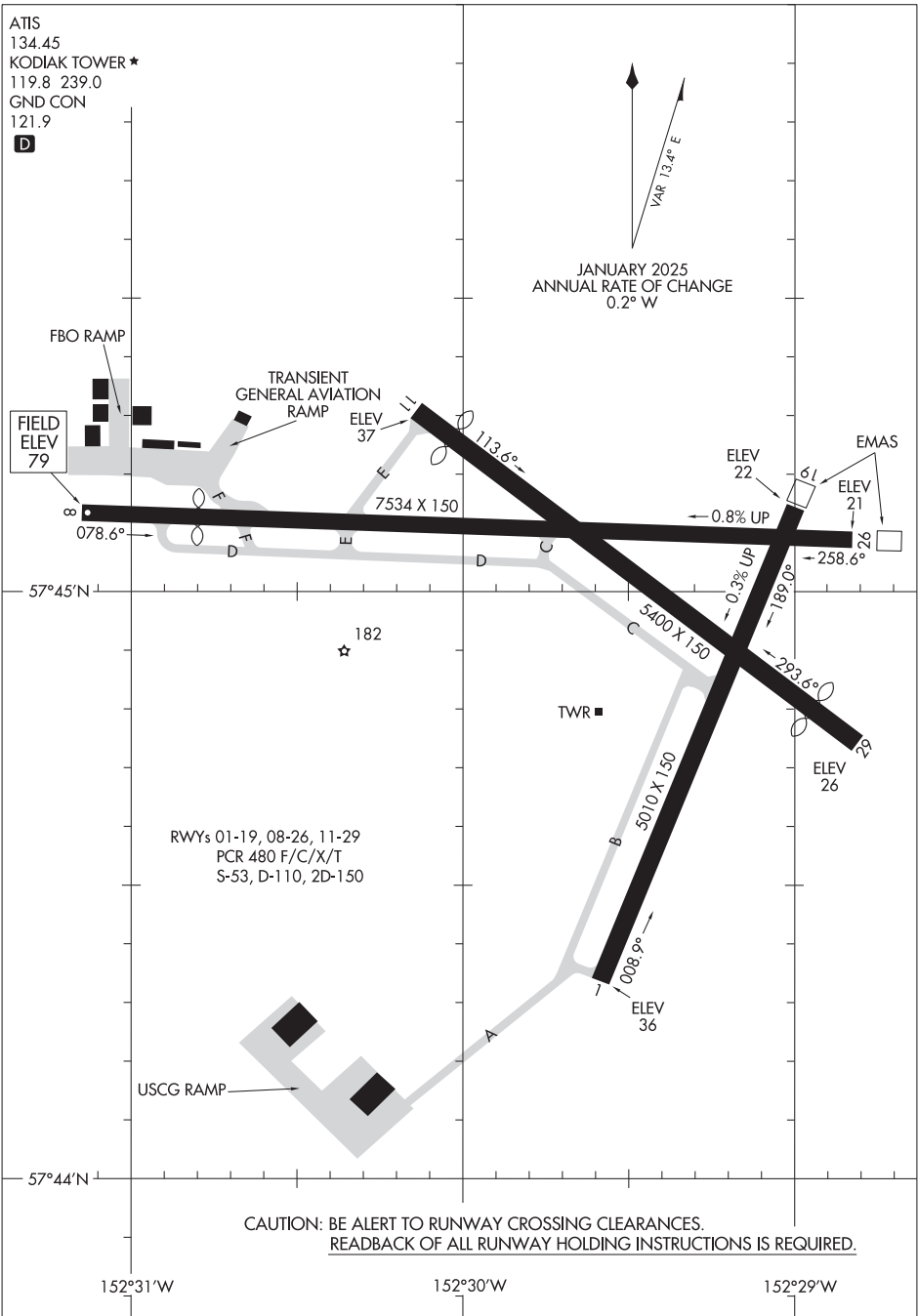
IAF
KODIAK
117.1 ODK
Chan 118

Diagram illustrating the FAF to MAP 3.1 NM for Runway 26. The diagram shows a horizontal line representing the FAF at 7534 X 150 and a diagonal line representing the MAP at 5010 X 150. A star symbol marks the TWR at 182. A vertical line segment is labeled 3400 X 150. A curved arrow indicates a 0.8% UP climb gradient. A curved arrow indicates a 0.3% UP climb gradient. A curved arrow indicates a 237° heading. A curved arrow indicates a 26° heading. A curved arrow indicates a 29° heading. A curved arrow indicates a 26° heading.

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

			<p>VGSI and descent angles not coincident (VGSI Angle 2.05/TCH 54)</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10 NM</p> <p>057°</p> <p>3600</p> <p>237°</p> <p>1600</p> <p>3.03° TCH 55</p>
			<p>ODK VOR/DME 4000</p> <p>Remain within 10</p>

AK, 07 AUG 2025 to 02 OCT 2025



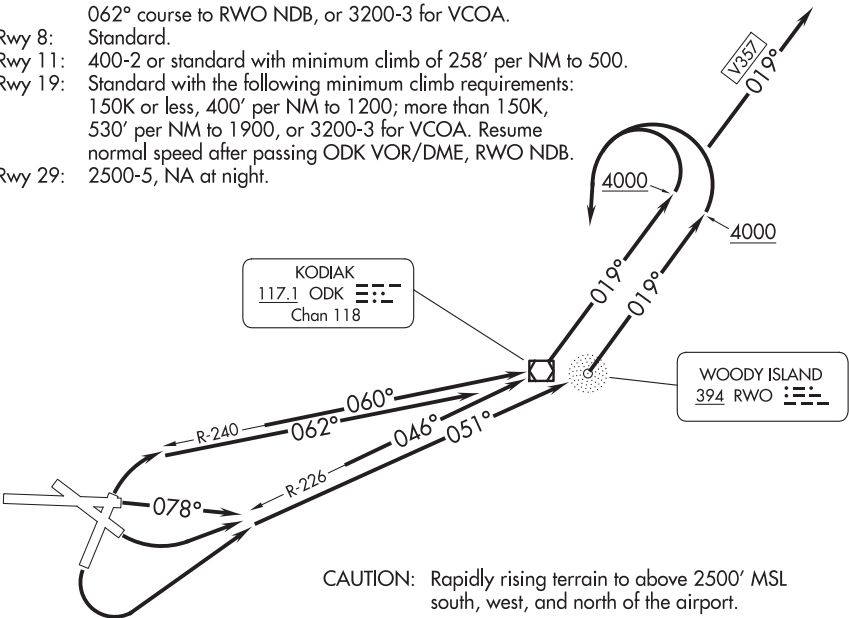
AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

TAKEOFF MINIMUMS:

- Rwy 26: NA - Terrain.
- Rwy 1: 1100-2 with a minimum climb of 445' per NM to 400, maintain 210K or less until established on the ODK R-240 or 062° course to RWO NDB, or 3200-3 for VCOA.
- Rwy 8: Standard.
- Rwy 11: 400-2 or standard with minimum climb of 258' per NM to 500.
- Rwy 19: Standard with the following minimum climb requirements: 150K or less, 400' per NM to 1200; more than 150K, 530' per NM to 1900, or 3200-3 for VCOA. Resume normal speed after passing ODK VOR/DME, RWO NDB.
- Rwy 29: 2500-5, NA at night.

GND CON
121.9
KODIAK TOWER★
119.8 (CTAF) 239.0



TAKEOFF OBSTACLE NOTES:

- Rwy 1: Vehicles beginning 28' from DER, 147' right of centerline, up to 15' AGL/50' MSL.
Vehicles beginning 56' from DER, 13' left of centerline, up to 15' AGL/50' MSL.
- Rwy 8: Vehicles beginning 37' from DER, left and right of centerline, 15' AGL/50' MSL.
Trees and vegetation beginning 25' from DER, left and right of centerline, up to 15' AGL/23' MSL.
- Rwy 11: Ships beginning 2400' from DER, left and right of centerline, up to 35' AGL/35' MSL.
Tree 10' from DER, 411' right of centerline, 38' AGL/64' MSL.
Tree 78' from DER, 330' right of centerline, 23' AGL/49' MSL.
Vegetation 132' from DER, 469' right of centerline, 17' AGL/43' MSL.
Ships beginning 3564' from DER, left and right of centerline, 210' AGL/210' MSL.
Tree 1.7 NM from DER, 2679' right of centerline, up to 100' AGL/360' MSL.
- Rwy 19: Vehicles beginning 5' from DER, left and right of centerline, up to 15' AGL/59' MSL.
Trees and bushes beginning 31' from DER, 490' right of centerline, up to 50' AGL/84' MSL.
Building 1682' from DER, 608' right of centerline, 51' AGL/103' MSL.
Trees beginning 2183' from DER, left and right of centerline, up to 100' AGL/133' MSL.
Trees beginning 3355' from DER, left and right of centerline, up to 100' AGL/169' MSL.
- Rwy 29: Trees beginning 13' from DER, 370' right of centerline, up to 39' AGL/76' MSL.
Vehicles 160' from DER, 486' left of centerline, up to 15' AGL/73' MSL.
Trees, bushes, and terrain beginning 184' from DER, 123' left of centerline, up to 100' AGL/185' MSL.
Trees, vehicle, bushes, and terrain beginning 130' from DER, right of centerline, up to 100' AGL/268' MSL.

(CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

KODIAK SEVEN DEPARTURE (OBSTACLE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Initiate a climbing right turn as soon as practicable but not later than the DER to intercept ODK VOR/DME R-240 to ODK, or 062° course to RWO NDB. Thence. . . .

TAKEOFF RWY 8: Climb heading 078° to intercept ODK VOR/DME R-226 to ODK, or 051° course to RWO NDB. Thence. . . .

TAKEOFF RWY 11: Climbing left turn to intercept ODK VOR/DME R-226 to ODK, or 051° course to RWO NDB. Thence. . . .

TAKEOFF RWY 19: Climbing left turn to intercept ODK VOR/DME R-226 to ODK, or 051° to RWO NDB. Thence. . . .

TAKEOFF RWY 29: Climb in visual conditions direct ODK VOR/DME or RWO NDB (visual conditions must be maintained from takeoff until established over ODK VOR/DME or RWO NDB); cross ODK VOR/DME, or RWO NDB, at or above 2400 MSL. Thence. . . .

VISUAL CLIMB OVER AIRPORT RWYS 1, 19: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kodiak Airport at or above 3100 to intercept ODK R-226 to ODK or 062° course to RWO NDB. Thence. . . .

. . . .climb to 4000 via ODK VOR/DME R-019 or 019° bearing from RWO NDB. V357 proceed on course, all others climbing left turn direct ODK VOR/DME or RWO NDB and then proceed on course.

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

APP CRS 066°	Rwy Idg TDZE Apt Elev	3300 115 115
------------------------	-----------------------------	---

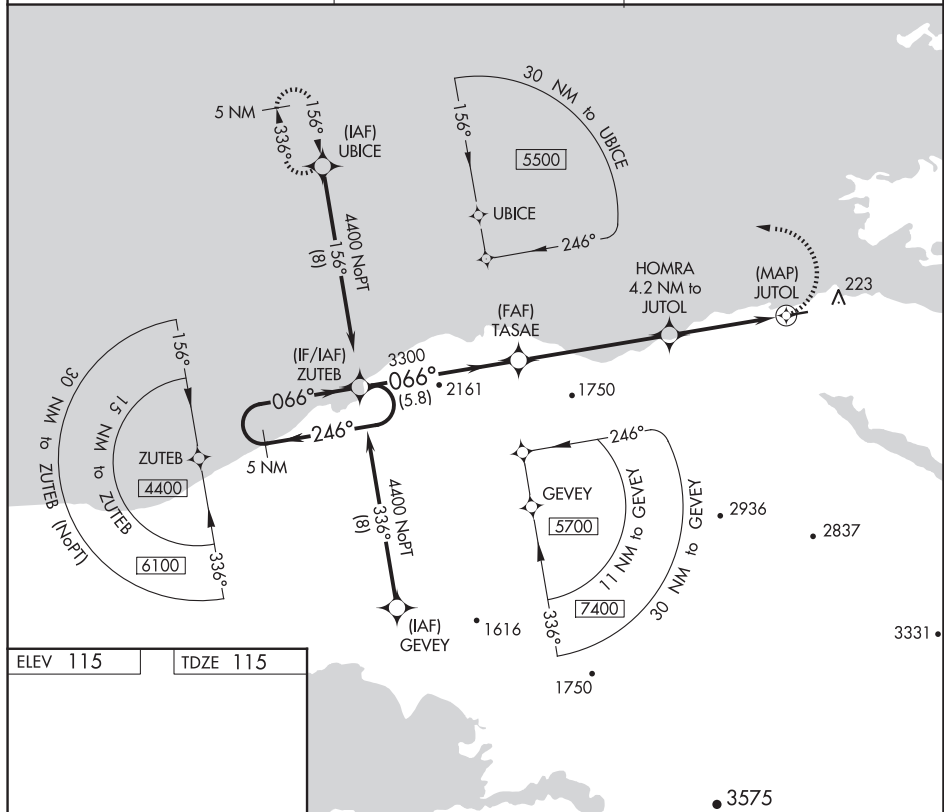
RNAV (GPS) RWY 7

KOKHANOK (9K2) (PFKK)

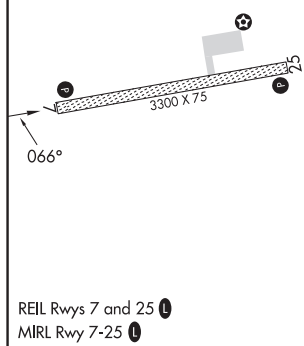
T	Rwy 7 helicopter visibility reduction below 1 SM NA.
A NA	DME/DME RNP-0.3 NA. Use Iliamna altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 4400 direct UBICE and hold, continue climb-in-hold to 4400.

III/PAIL ASOS 134.95	ANCHORAGE CENTER 118.8	CTAF 122.9
--------------------------------	----------------------------------	--



ELEV 115		TDZE 115
----------	--	----------



Visual Segment - Obstacles.

5 NM Holding Pattern

4400 ← 246°

066° →

ZUTEB

TASAE

HOMRA 4.2 NM to JUTOL

JUTOL

4400

3300

1560

5.8 NM

5.5 NM

4.2 NM

0.2

CATEGORY	A	B	C	D
LNNAV MDA	820-1	705 (800-1)	820-2	705 (800-2)
C CIRCLING	1040-1¼ 925 (1000-1¼)	1100-1½ 985 (1000-1½)	1100-3	985 (1000-3)

RNAV (GPS) RWY 25

KOKHANOK (9K2) (PFKK)

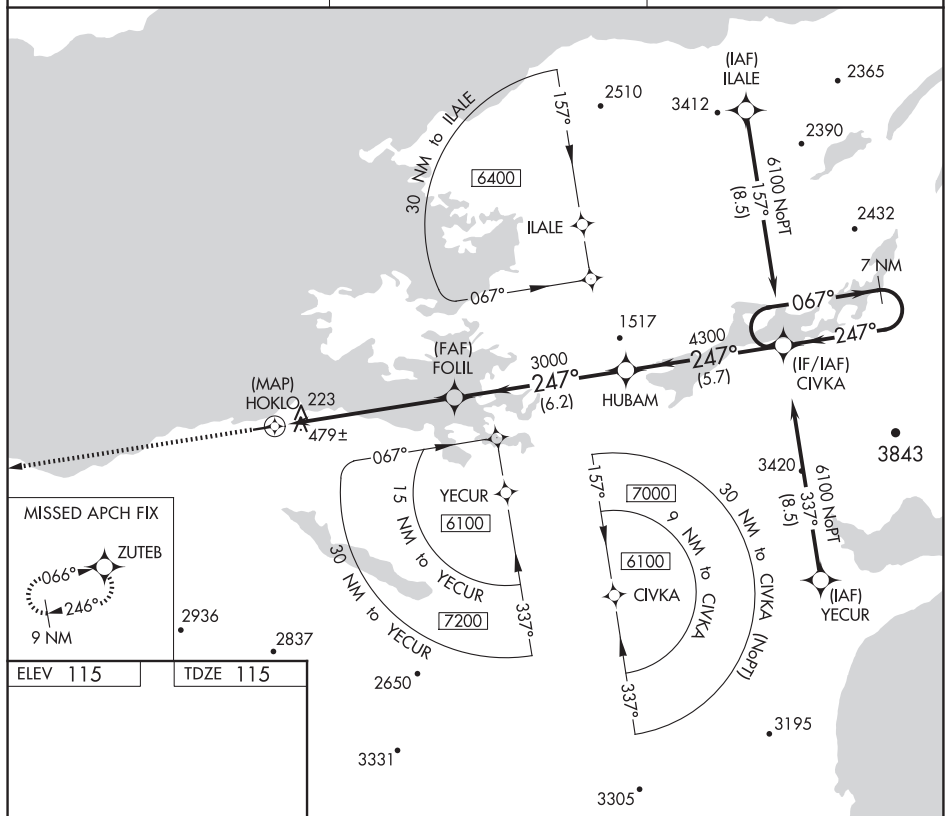
MISSED APPROACH: Climb to 4400 direct ZUTEB and hold, continue climb-in-hold to 4400.

CTAF

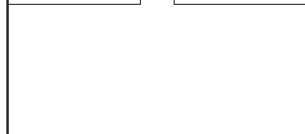
134.95

118.8

122.9 L



ELEV 115	TDZE 115
----------	----------



Visual Segment - Obstacles.	
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> 4400 </div> <div style="text-align: center;"> ZUTEB </div> </div>	
CATEGORY	A B C D
LNAB MDA	<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> 880-1 765 (800-1) </div> <div style="width: 30%;"> 880-1¼ 765 (800-1¼) </div> <div style="width: 30%;"> NA </div> </div>
CIRCLING	<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> 1040-1¼ 925 (1000-1¼) </div> <div style="width: 30%;"> 1100-1½ 985 (1000-1½) </div> <div style="width: 30%;"> NA </div> </div>

KOKHANOK (9K2) (PFKK)

RNAV (GPS) RWY 25

AK, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3300
093°	TDZE	272
	Apt Elev	274

RNAV (GPS) RWY 9

KOLIGANEK (JZZ) (PAJZ)

RNP APCH - GPS.

T When local altimeter setting not received, use new Stuyahok altimeter setting and increase all MDA 60 feet. Rwy 9 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

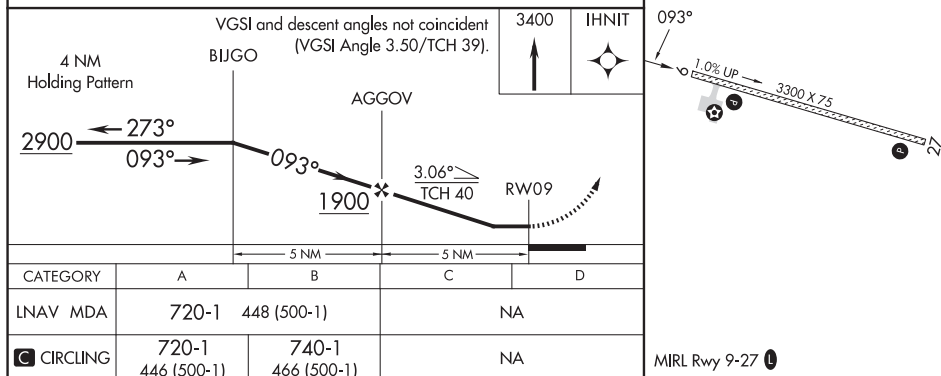
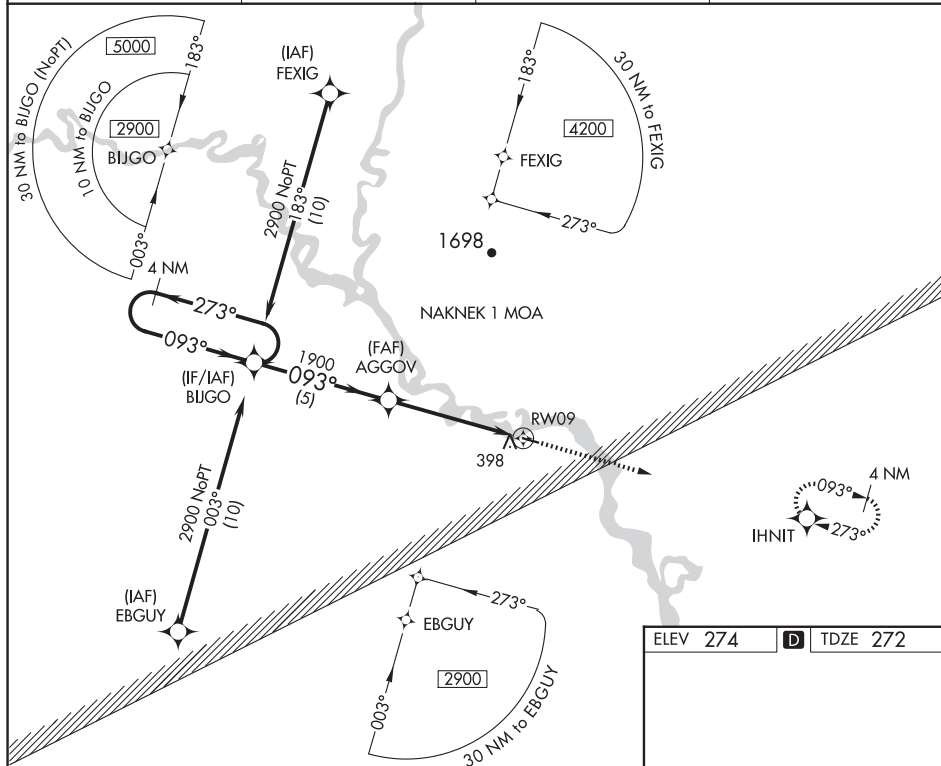
MISSED APPROACH: Climb to 3400 direct IHNIT and hold, continue climb-in-hold to 3400.

AWOS-3P
118.525

ANCHORAGE CENTER
132.75 282.35

DILLINGHAM RADIO
122.55

CTAF
122.9 **L**



KOLIGANEK, ALASKA
Amdt 1A 25JAN24

59°44'N-157°16'W

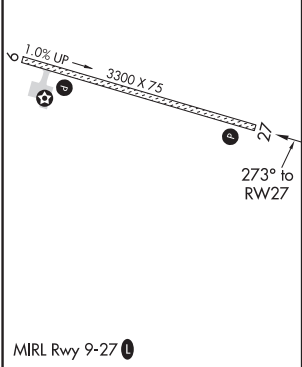
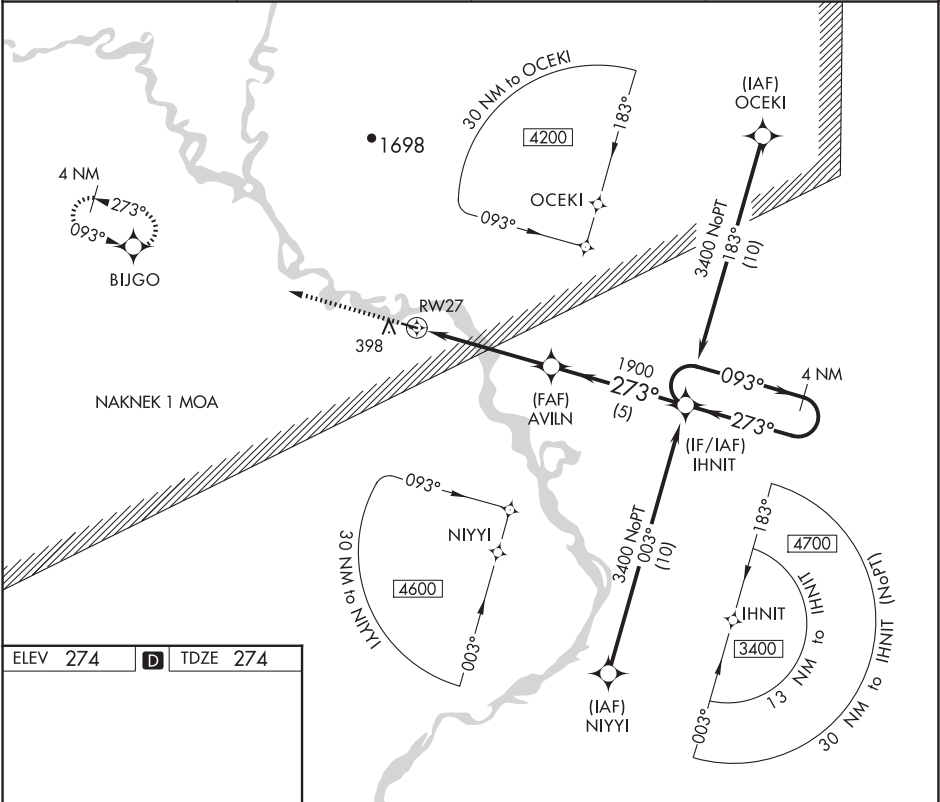
KOLIGANEK (JZZ) (PAJZ)
RNAV (GPS) RWY 9


APP CRS	Rwy Idg	3300
273°	TDZE	274
	Apt Elev	274

RNAV (GPS) RWY 27
KOLIGANEK (JZZ) (PAJZ)

<div><div></div><div></div></div> <div>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.</div>	MISSED APPROACH: Climb to 2900 direct BIJGO and hold.
---	---

AWOS-3P 118.525	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 122.55	CTAF 122.9
--------------------	-----------------------------------	----------------------------	---------------



<div>2900 ↑</div>		<div>BIJGO ✦</div>		Visual Segment - Obstacles.	
<div>RW27 ↙</div>		<div>AVILN ✦ 1900</div>		<div>IHNIT </div>	
		<div>5 NM</div>		<div>5 NM</div>	
				<div>4 NM Holding Pattern</div>	
				<div>093° → ← 273° 3400</div>	
CATEGORY	A	B	C	D	
LNAV MDA	780-1	506 (600-1)	NA		
 CIRCLING	780-1	506 (600-1)	NA		


AK, 07 AUG 2025 to 02 OCT 2025

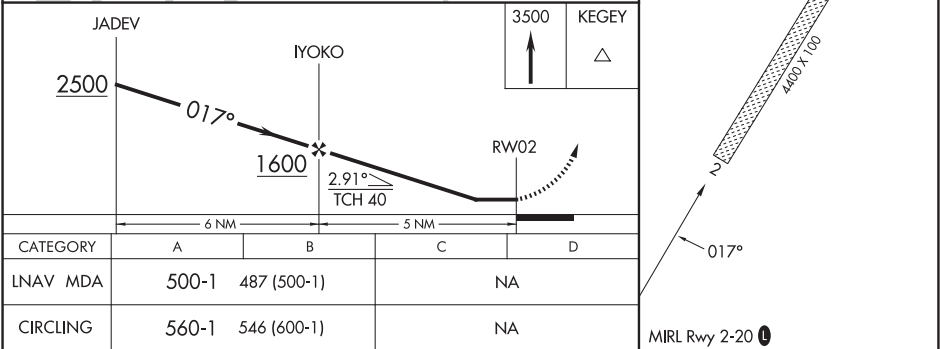
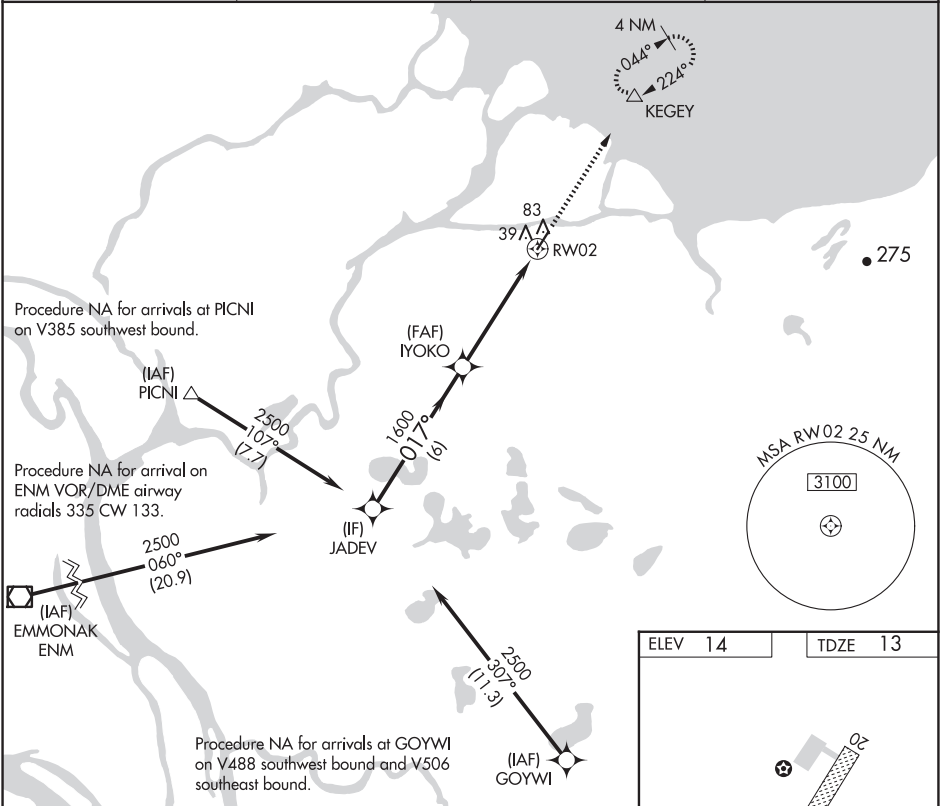
AK, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4400
017°	TDZE	13
	Apt Elev	14

RNAV (GPS) RWY 2

KOTLIK (2A9) (PFKO)

RNP APCH.		MISSED APPROACH: Climb to 3500 direct KEGEY and hold.	
	Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below 3/4 SM NA.		
AWOS-3P	ENM/PAEM AWOS-3P	ANCHORAGE CENTER	CTAF
118.1	135.35	124.0	122.90



KOTLIK, ALASKA

AL-9750 (FAA)

24361

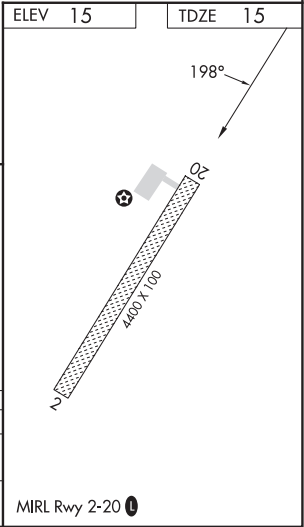
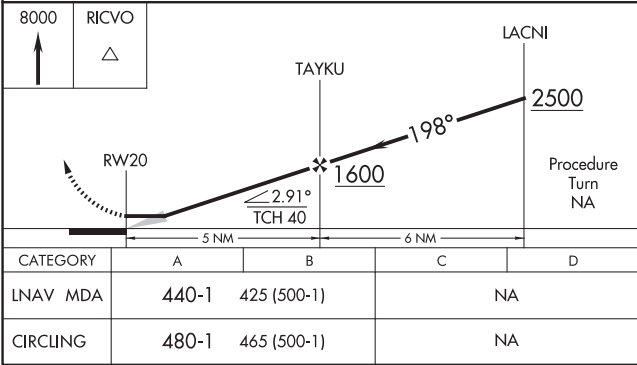
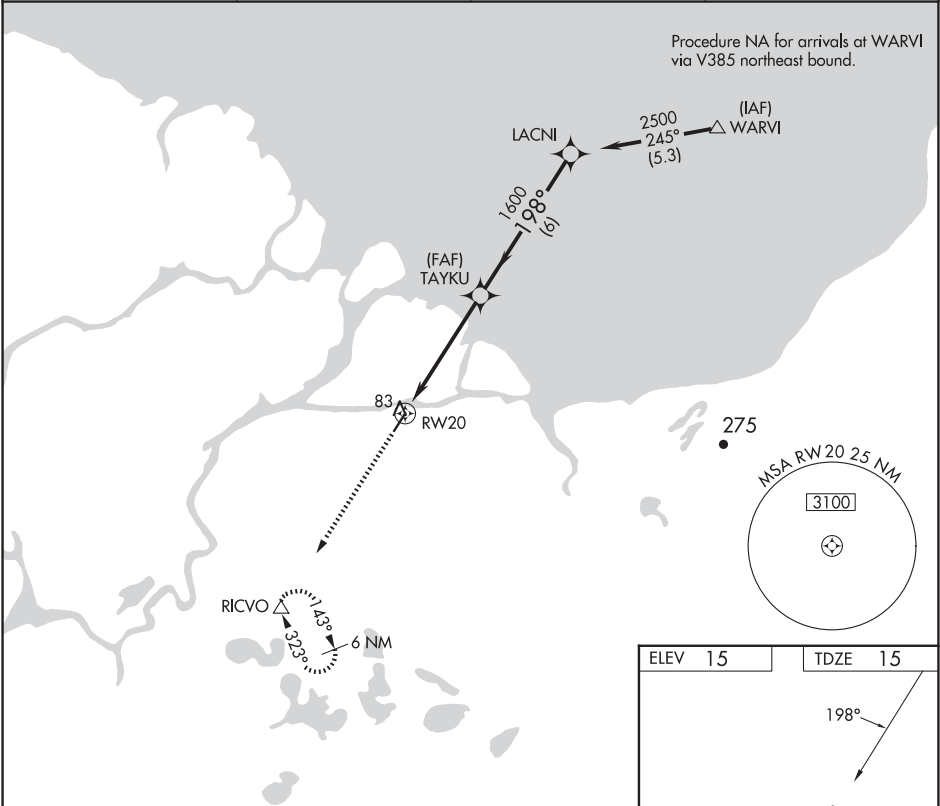
APP CRS	Rwy Idg	4400
198°	TDZE	15
	Apt Elev	15

RNAV (GPS) RWY 20

KOTLIK (2A9) (PFKO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 8000 direct RICVO WP and hold.
▼ ▲ NA When local altimeter not received use Emmonak altimeter setting. Procedure NA at night.	

AWOS-3P 118.1	ENM/PAEM AWOS-3P 135.35	ANCHORAGE CENTER 124.0	CTAF 122.90
------------------	----------------------------	---------------------------	----------------



KOTLIK, ALASKA
Orig-B 26DEC24

63°02'N-163°32'W

KOTLIK (2A9) (PFKO)

RNAV (GPS) RWY 20

AK, 07 AUG 2025 to 02 OCT 2025

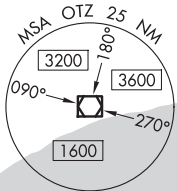
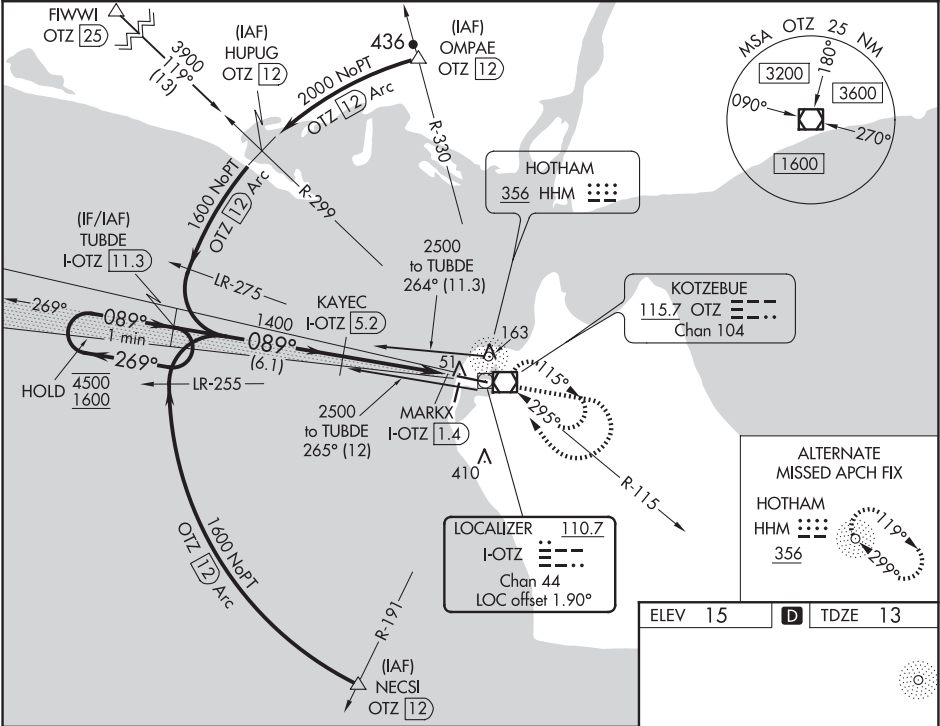
AK, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-OTZ	APP CRS	Rwy Idg	5900
110.7	089°	TDZE	13
Chan 44		Apt Elev	15

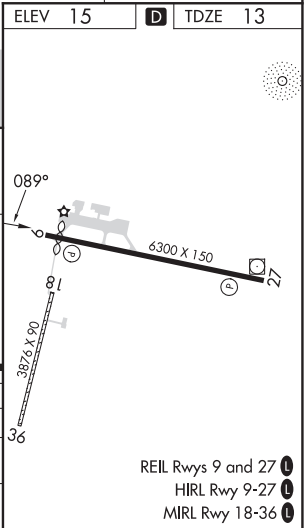
ILS or LOC RWY 9
RALPH WIEN MEML (OTZ) (PAOT)

DME required.	MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.
<p>⚠ 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.</p>	

AFIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0
----------------	---------------------------------	----------------------------------



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 43).				
One Minute Holding Pattern	TUBDE I-OTZ [11.3]	KAYEC I-OTZ [5.2]	MARKX I-OTZ [1.4]	OTZ
4500	269°	089°	1400	
1600	089°		1400	
GS 3.00°				
TCH 38				
Use I-OTZ DME when on the localizer course.				
6.1 NM 3.4 NM 0.4 0.4				
CATEGORY	A	B	C	D
S-ILS 9	263/50		250 (300-1)	
S-LOC 9	320/55	307 (400-1)	320/50	307 (400-1)
CIRCLING	520-1	505 (600-1)	720-2 705 (800-2)	720-2 705 (800-2 1/4)



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 57941 W09A	APP CRS 091°	Rwy ldg TDZE 5900 13 Apt Elev 15
--	------------------------	--

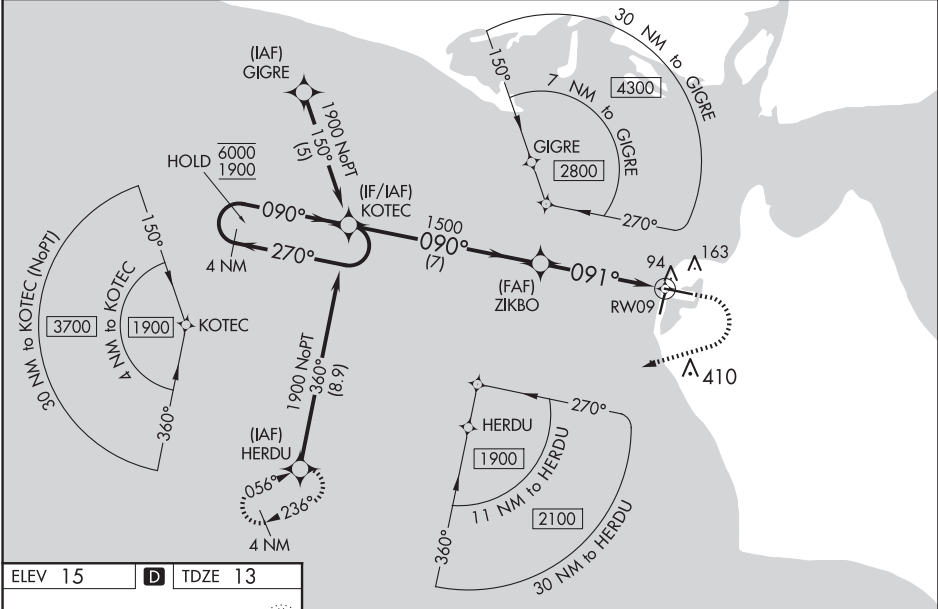
RNAV (GPS) RWY 9
RALPH WIEN MEML (OTZ) (PAOT)

RNP APCH.

⚠ 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. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct HERDU and hold.

AFIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0
-----------------------	--	---



ELEV 15 **D** TDZE 13

REIL Rwy 9 and 27 **0**
HIRL Rwy 9-27 **0**
MIRL Rwy 18-36 **0**

4 NM Holding Pattern				500	2000	HERDU
KOTEC				↑	↷	✧
6000 ← 270°				*LNAV only		
1900 → 090°				*1 NM to RW09		
GP 3.00°				RW09		
TCH 42						
CATEGORY	A	B	C	D		
LPV DA	263/50			250 (300-1)		
LNAV/VNAV DA	263/50			250 (300-1)		
LNAV MDA	360/55			347 (400-1)		
C CIRCLING	520-1	505 (600-1)	720-2 705 (800-2)	720-2 ¼ 705 (800-2 ¼)		

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

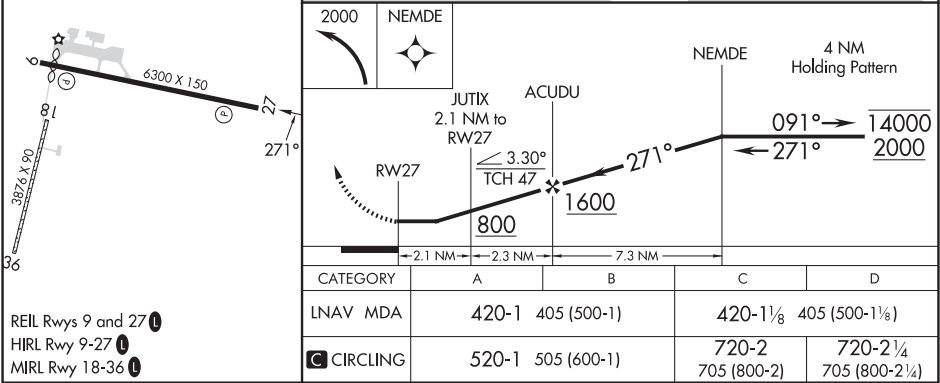
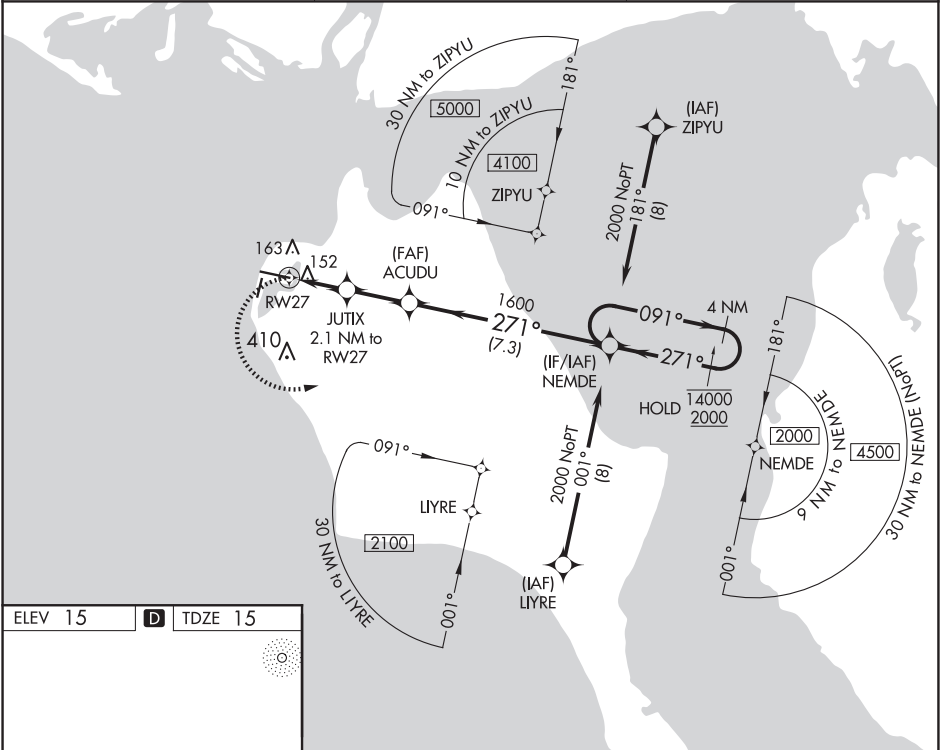
APP CRS	Rwy Idg	5900
271°	TDZE	15
	Apt Elev	15

RNAV (GPS) RWY 27

RALPH WIEN MEML (OTZ) (PAOT)

RNP APCH.	MISSED APPROACH: Climbing left turn to 2000 direct NEMDE and hold.
<div><div><div></div><div></div></div><div>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.</div></div>	

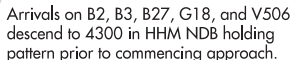
AFIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 1
----------------	---------------------------------	----------------------------------



VOR RWY 9
RALPH WIEN MEML (OTZ) (PAOT)

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

KOTZEBUE RADIO
123.6 (CTAF)



AK, 07 AUG 2025 to 02 OCT 2025

RALPH WIEN MEML (OTZ) (PAOT)
VOR RWY 9

VOR/DME OTZ	APP CRS	Rwy Idg	5900
115.7	257°	TDZE	15
Chan 104		Apt Elev	15

VOR RWY 27
RALPH WIEN MEML (OTZ) (PAOT)

DME required.

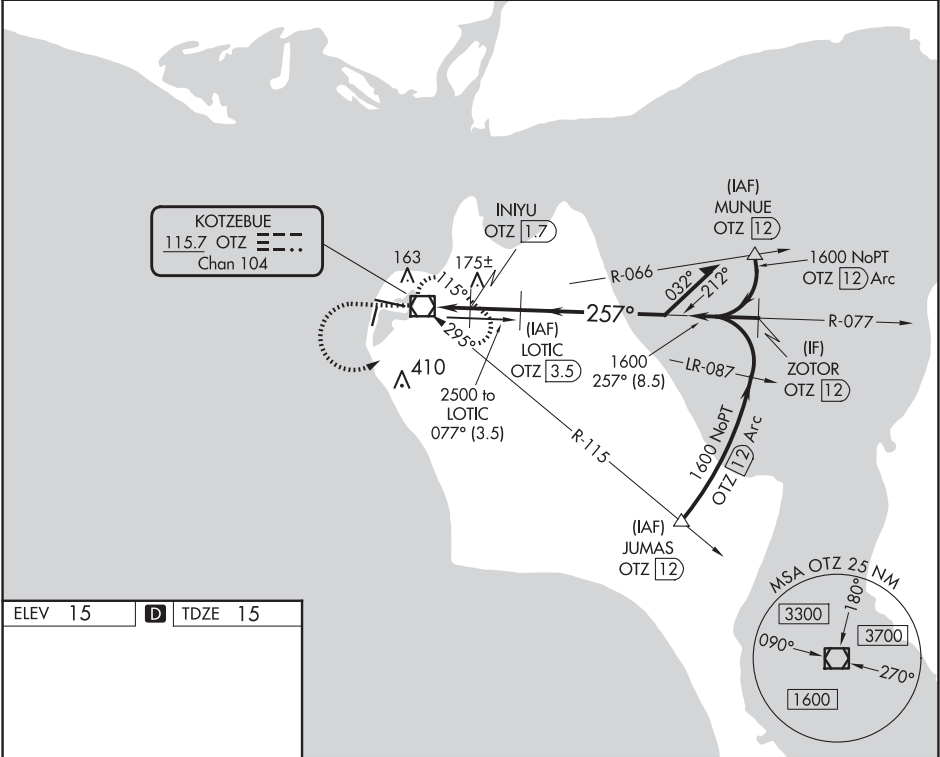
▼

▲

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.

AFIS 135.45	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 123.6 (CTAF) 0
----------------	---------------------------------	----------------------------------



ELEV 15 TDZE 15

REIL Rws 9 and 27
HIRL Rwy 9-27
MIRL Rwy 18-36

1600 2000 OTZ

LOTIC OTZ 3.5

INIYU OTZ 1.7

OTZ VOR/DME

920

1600

257°

077°

1600

Remain within 10 NM

CATEGORY	A	B	C	D
S-27	440-1 425 (500-1)		440-1¼ 425 (500-1¼)	
CIRCLING	520-1 505 (600-1)		720-2 705 (800-2)	720-2¼ 705 (800-2¼)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

KOYUK, ALASKA

AL-9204 (FAA)

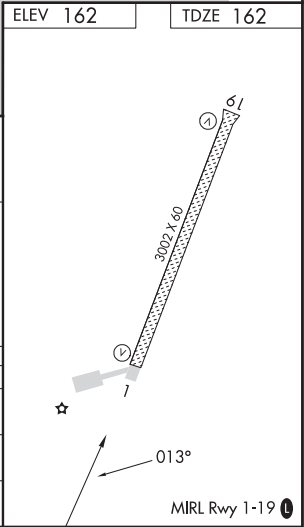
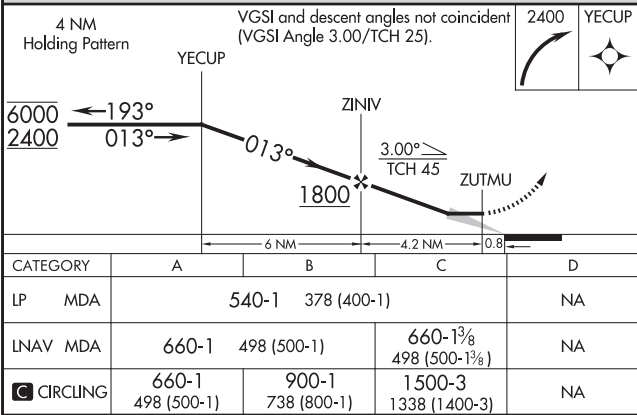
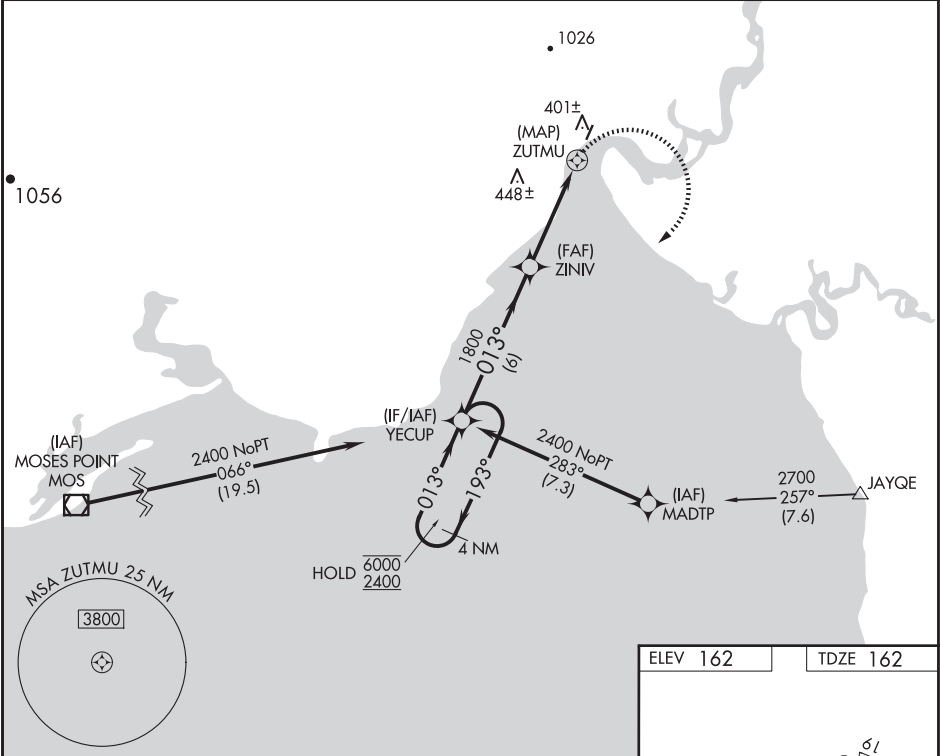
24081

WAAS CH 77843 W01A	APP CRS 013°	Rwy Idg TDZE Apt Elev	3002 162 162
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 1

KOYUK ALFRED ADAMS (KKA)(PAKK)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 2400 direct YECUP and hold.	
NA Cirdling NA west of Rwy 01-19.			
AWOS-3P 134,95	ANCHORAGE CENTER 135,7 335,5	NOME RADIO 122,35	CTAF 122,80



KOYUK, ALASKA
Amdt 1A 12AUG21

64°56'N-161°09'W

KOYUK ALFRED ADAMS (KKA)(PAKK)
RNAV (GPS) RWY 1

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42714 W07A	APP CRS 068°	Rwy Ldg TDZE 149 Apt Elev 149
--	------------------------	---

RNAV (GPS) RWY 7

KOYUKUK (KYU) (PFKU)

RNP APCH-GPS.

▼

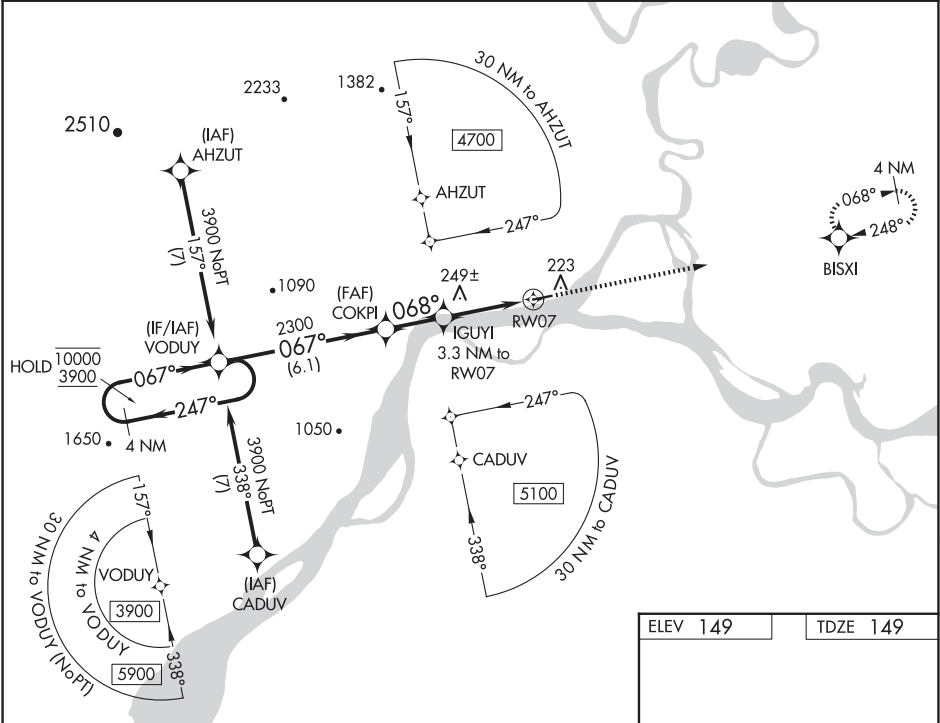
NA

❄️ -47°C

Circling Rwy 25 NA at night. Rwy 7 helicopter visibility reduction below ¾ 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.

GAL/PAGA AWOS-3P 132.525	ANCHORAGE CENTER 127.0 290.2	CTAF 122.9 0
------------------------------------	--	------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 29).

4 NM Holding Pattern

10000 ← 247°

3900 → 067°

GP 3.67°

TCH 55

6.1 NM

2.1 NM

3.3 NM

3700

BISXI

2300

IGUYI 3.3 NM to RWY 7

1460

RWY 7

CATEGORY	A	B	C	D
LPV DA	520-1 371 (400-1)			NA
LNAV MDA	720-1 571 (600-1)		720-1½ 571 (600-1½)	NA
CIRCLING	720-1 571 (600-1)	900-1 751 (800-1)	1320-3 1171 (1200-3)	NA

REIL Rwy 7 0

MIRL Rwy 7-25 0

KOYUKUK, ALASKA

AL-10161 (FAA)

25163

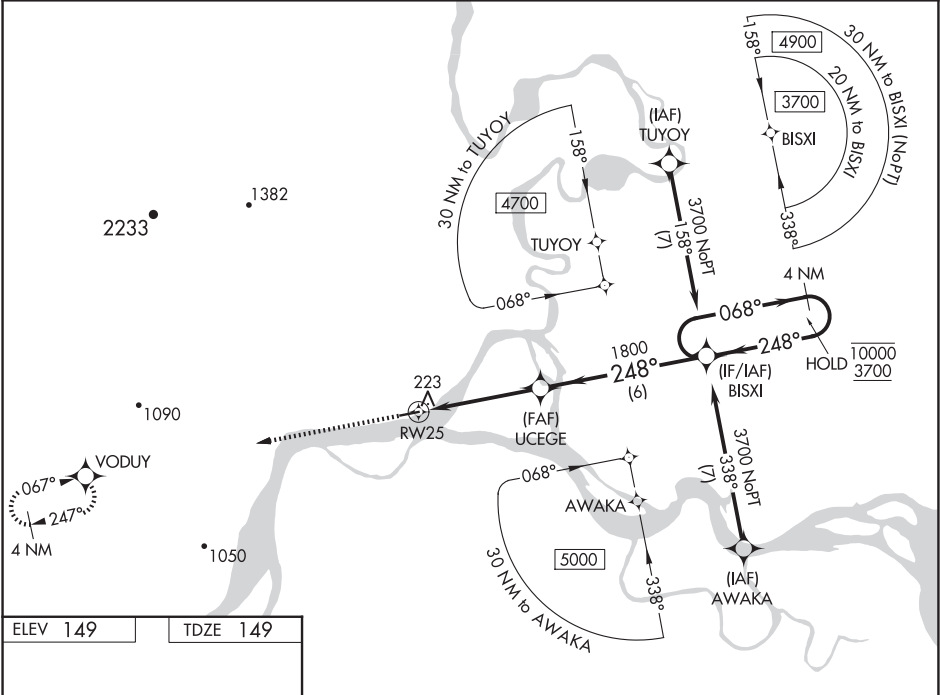
WAAS CH 99314 W25A	APP CRS 248°	Rwy Ldg TDZE 149 Apt Elev 149
--	------------------------	---

RNAV (GPS) RWY 25

KOYUKUK (KYU) (PFKU)

RNP APCH-GPS.	MISSED APPROACH: Climb to 4100 direct VODUY and hold, continue climb-in-hold to 4100.
▼ NA -47°C	Rwy 25 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Galena altimeter setting; when not received, procedure NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.

GAL/PAGA AWOS-3P 132.525	ANCHORAGE CENTER 127.0 290.2	CTAF 122.9 0
------------------------------------	--	------------------------



ELEV 149	TDZE 149	4100 VODUY	UCEGE	BISXI	4 NM Holding Pattern
			1800	1800	10000 3700
		4.4 NM	6 NM	GP 3.39° TCH 55	
CATEGORY	A	B	C	D	
LPV DA	471-1 322 (400-1)			NA	
LNAV/VNAV DA	471-1 322 (400-1)			NA	
LNAV MDA	720-1 571 (600-1)	720-1 571 (600-1 1/2)		NA	
CIRCLING	720-1 571 (600-1)	900-1 751 (800-1)	1320-3 1171 (1200-3)	NA	

KOYUKUK, ALASKA
Amdt 1 02DEC21

64°53'N-157°44'W

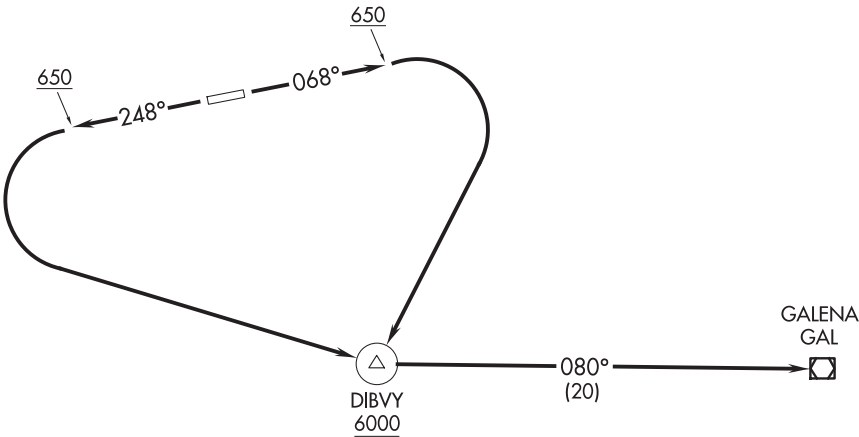
KOYUKUK (KYU) (PFKU)

RNAV (GPS) RWY 25

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

ANCHORAGE CENTER
127.0 290.2
CTAF
122.9



NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:
Rwys 7, 25: Standard.

TAKEOFF OBSTACLE NOTES:

- Rwy 7: Trees beginning 243' from DER, 78' right of centerline, up to 50' AGL/181' MSL.
Trees beginning 1014' from DER, 491' left of centerline, up to 50' AGL/165' MSL.
- Rwy 25: Trees beginning 1914' from DER, 86' right of centerline, up to 50' AGL/240' MSL.
Trees beginning 224' from DER, 367' left of centerline, up to 50' AGL/191' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 068° to 650, then climbing right turn to at or above 6000 direct DIBVY and on track 080° to GAL VOR/DME thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 248° to 650, then climbing left turn to at or above 6000 direct DIBVY and on track 080° to GAL VOR/DME thence. . . .

. . . .on filed route and altitude.

KWETHLUK, ALASKA

AL-10325 (FAA)

21112

WAAS CH 63208 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	3199 25 25
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 18

KWETHLUK (KWT) (PFBK)

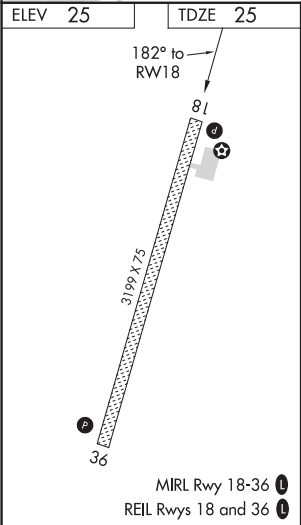
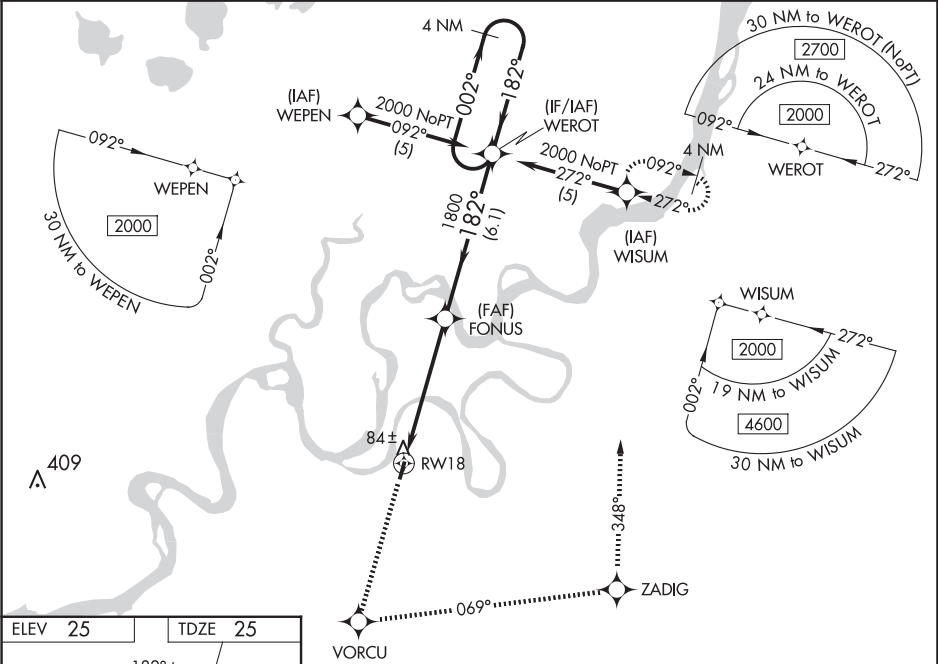
NA

W

Baro-VNAV NA.
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Bethel altimeter setting.

MISSED APPROACH: Climb to 2000 direct VORCU and left turn via 069° track to ZADIG and via 348° track to WISUM and hold.

AWOS-3P 120.0	BET/PABE ASOS 135.45	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
-------------------------	--------------------------------	--	------------------------



2000	VORCU	ZADIG	WISUM	WEROT
↑	069° tr	348° tr		4 NM Holding Pattern
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).				
GP 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	316-1 291 (300-1)			
LNAV/VNAV DA	594-2 569 (600-2)			
LNAV MDA	620-1 595 (600-1)		620-1¾ 595 (600-1¾)	
CIRCLING	680-1 655 (700-1)		680-1¾ 655 (700-1¾) 680-2 655 (700-2)	

KWETHLUK, ALASKA

Orig-B 12OCT17

60°47'N-161°27'W

KWETHLUK (KWT) (PFBK)

RNAV (GPS) RWY 18

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

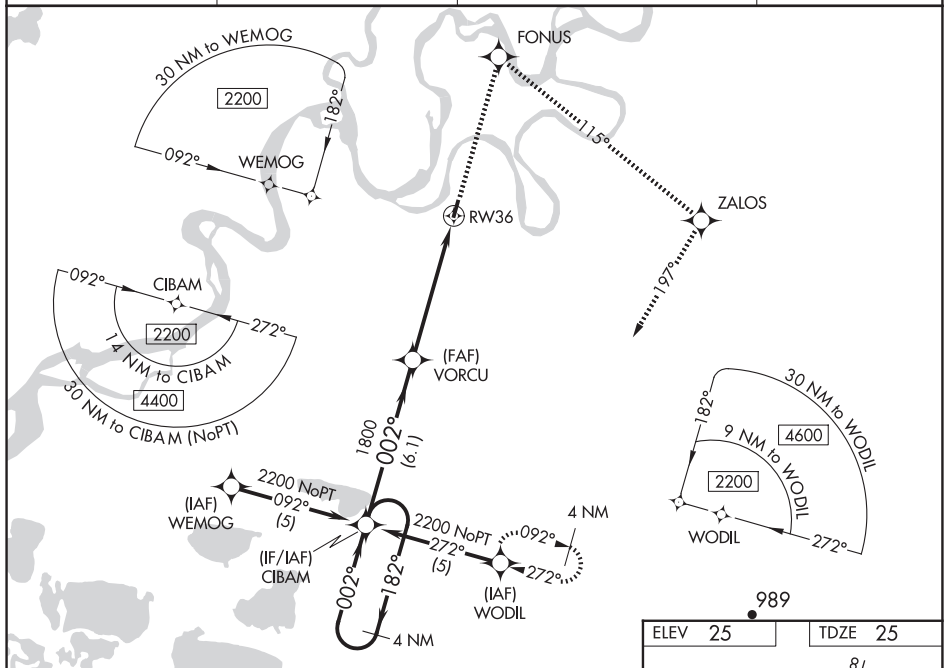
WAAS CH 97508 W36A	APP CRS 002°	Rwy Idg 3199 TDZE 25 Apt Elev 25
--	------------------------	---

RNAV (GPS) RWY 36
KWETHLUK (KWT) (PFKW)

T	Baro-VNAV NA.
A NA	DME/DME RNP-0.3 NA.
W	When local altimeter setting not received use Bethel altimeter setting. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2200 direct FONUS and right turn via 115° track to ZALOS and via 197° track to WODIL and hold.

AWOS-3P 120.0	BET/PABE ASOS 135.45	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 ①
-------------------------	--------------------------------	--	------------------------



(BET2.BET) 20142

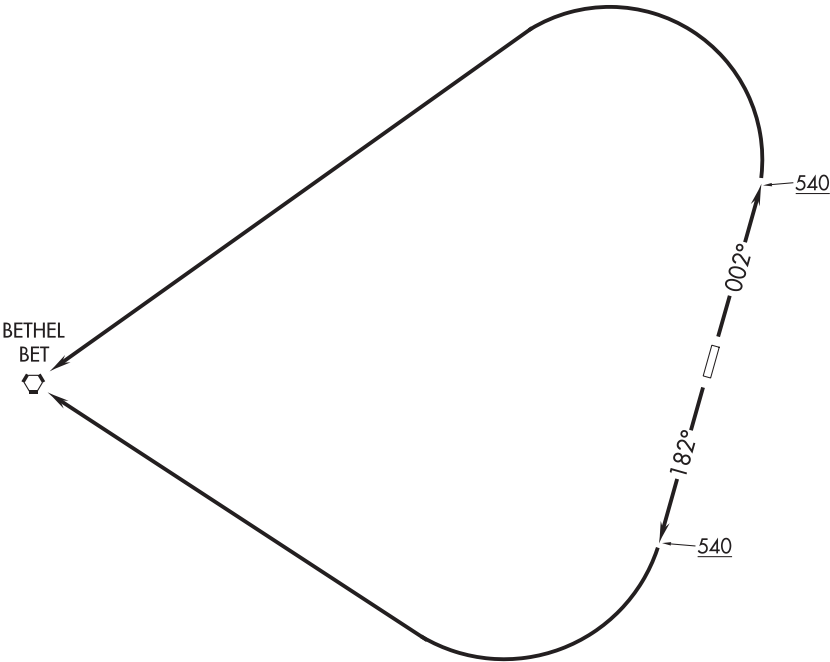
BETHEL TWO DEPARTURE (RNAV)

AL-10325 (FAA)

KWETHLUK (KWT) (PFW)
KWETHLUK, ALASKA

ANCHORAGE CENTER
125.2 372.0
AWOS-3P
120.0
BET/PABE ASOS
135.45
CTAF
122.9

**TOP ALTITUDE:
ASSIGNED BY ATC**



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

NOTE: GPS required.
NOTE: RNAV 1

TAKEOFF MINIMUMS

Rwy 36: Standard.
Rwy 18: 400-2 or standard with minimum climb of 240' per NM to 500'.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

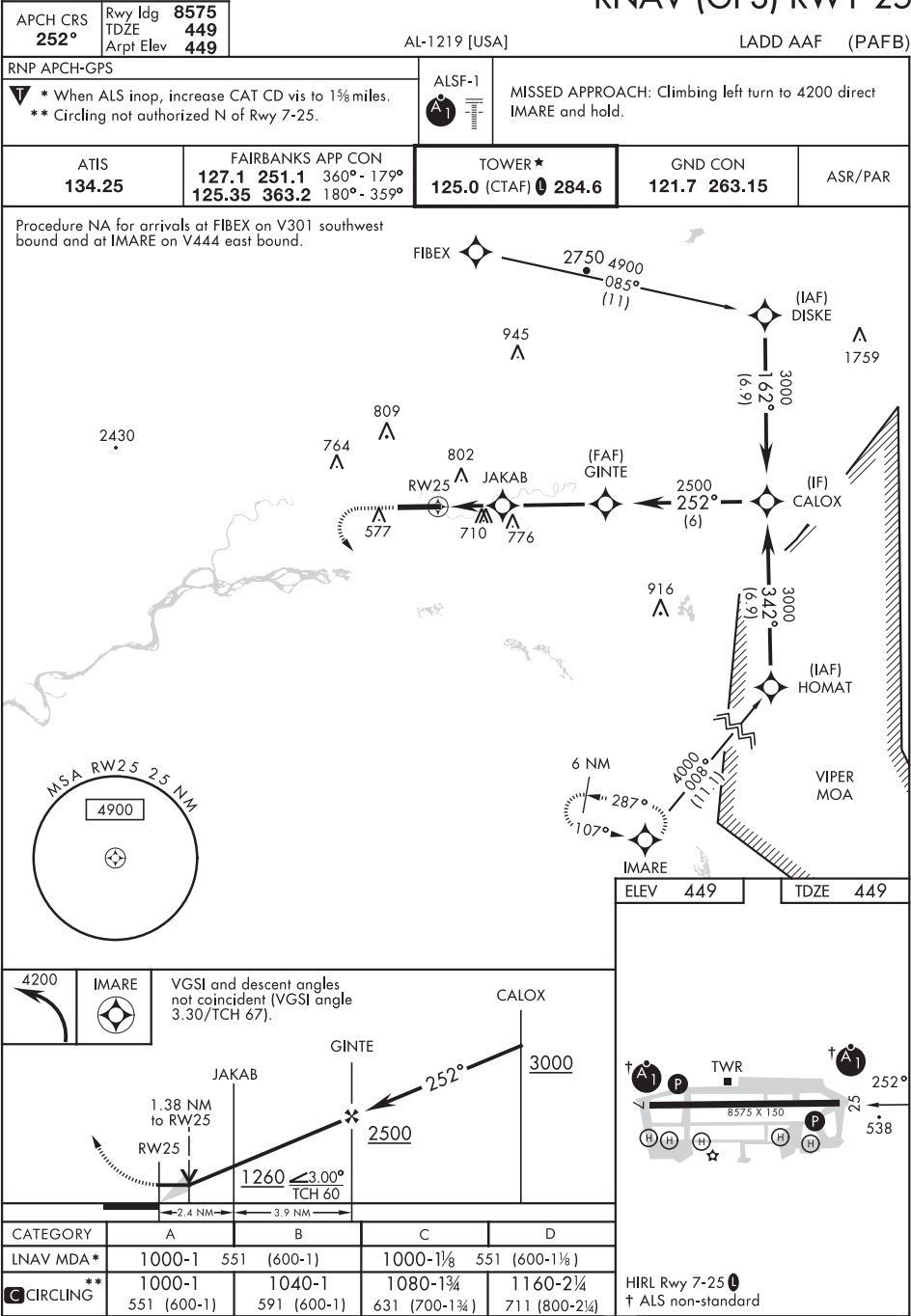
TAKEOFF RUNWAY 18: Climb heading 182° to 540 then right turn direct BET VORTAC, thence. . . .
TAKEOFF RUNWAY 36: Climb heading 002° to 540 then left turn direct BET VORTAC, thence. . . .

. . . .maintain 2500 or ATC assigned altitude.

BETHEL TWO DEPARTURE (RNAV)
(BET2.BET) 21JUL16

KWETHLUK, ALASKA
KWETHLUK (KWT) (PFW)

RNAV (GPS) RWY 25

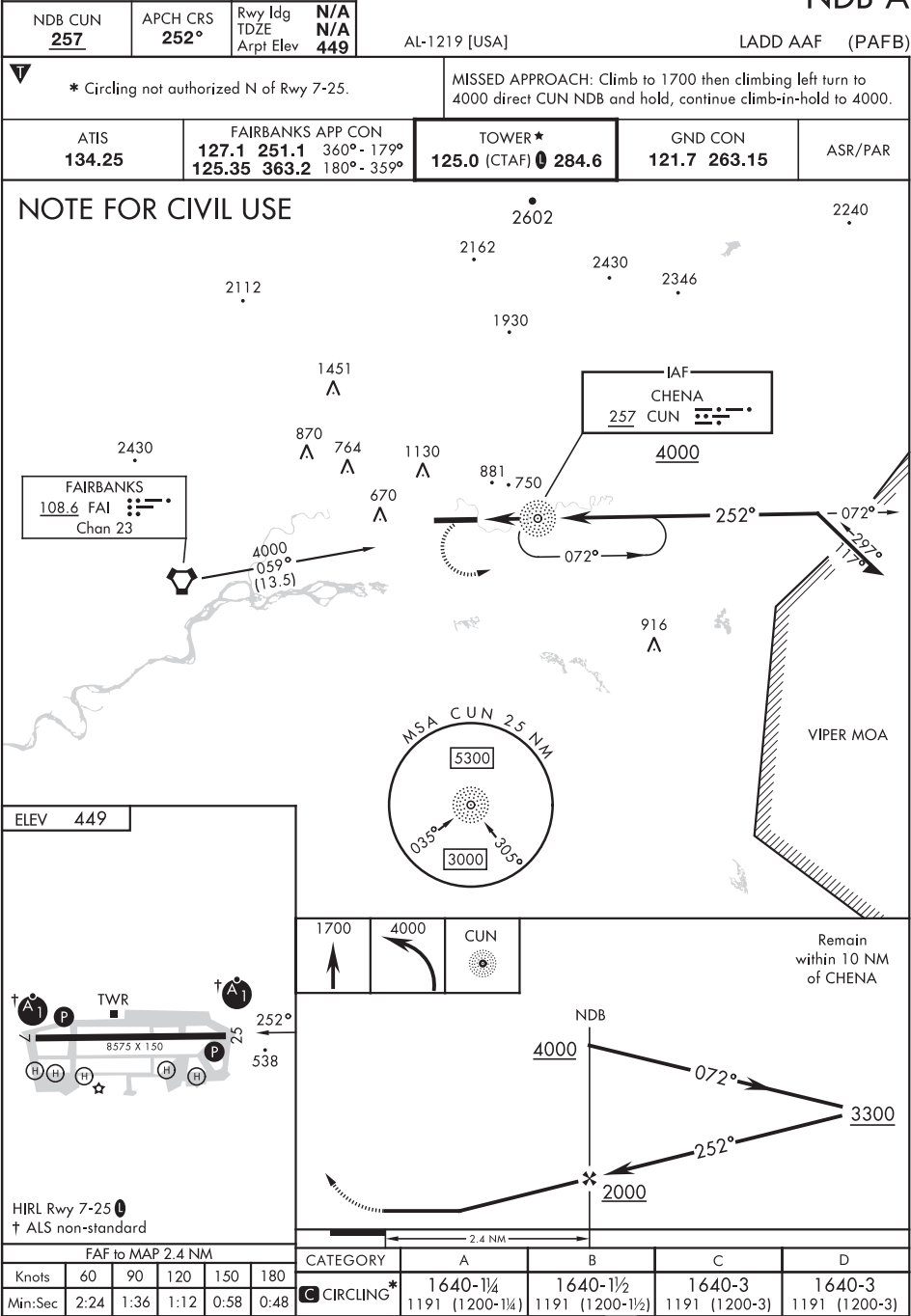


AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

FAIRBANKS/FORT WAINWRIGHT, ALASKA

NDB-A



WAAS CH 69541 W18A	APP CRS 203°	Rwy Idg TDZE Apt Elev	3400 275 275
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

MANLEY HOT SPRINGS (MLY)(P.A.M.L.)

RNP APCH.

▼

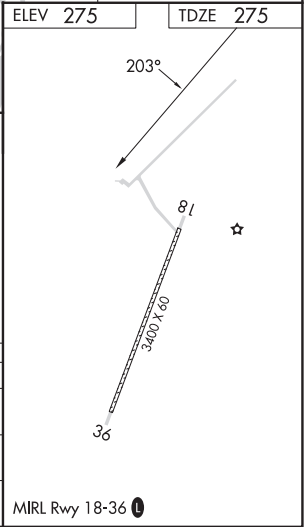
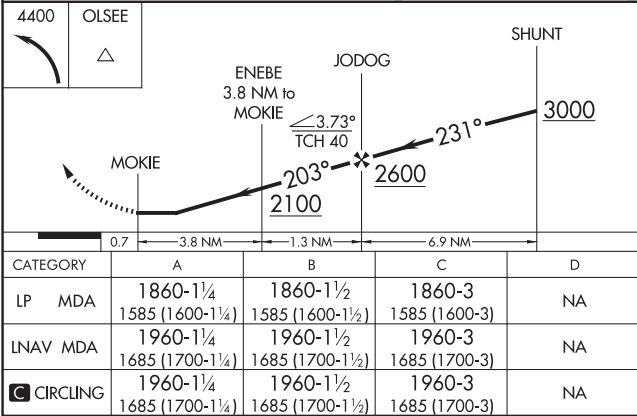
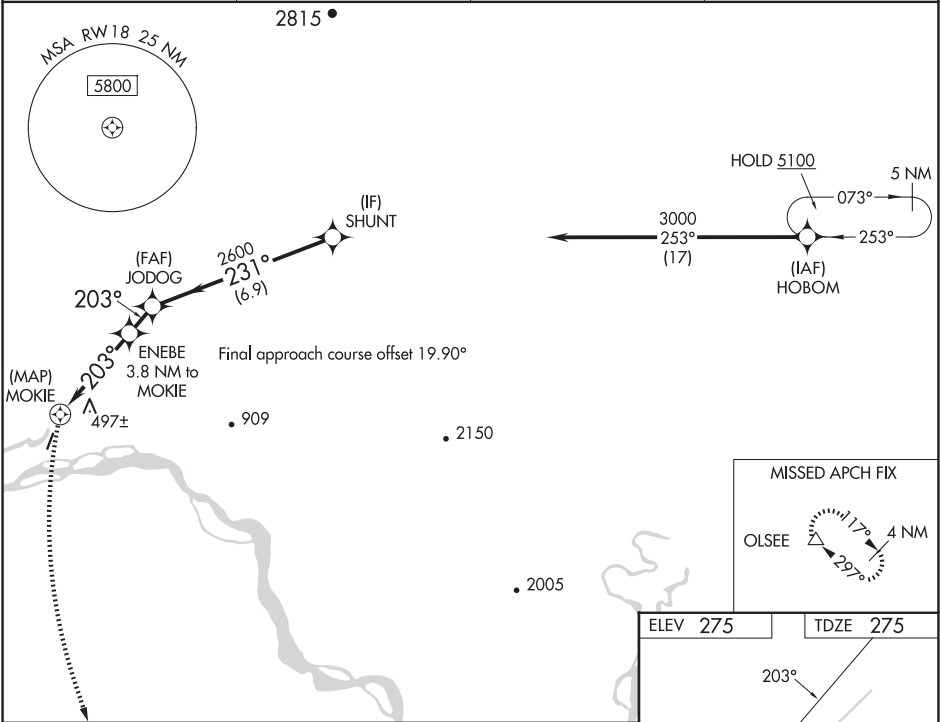
NA

☒ -21°C

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.

MISSED APPROACH: Climbing left turn to 4400 direct OLSEE and hold.

TAL/PATA ASOS 135.1	ANCHORAGE CENTER 120.9 319.2	FAIRBANKS RADIO 122.3 122.65	UNICOM 122.8(CTAF) 0
-------------------------------	--	--	--------------------------------



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

MANLEY HOT SPRINGS, ALASKA

AL-10889 (FAA)

24249

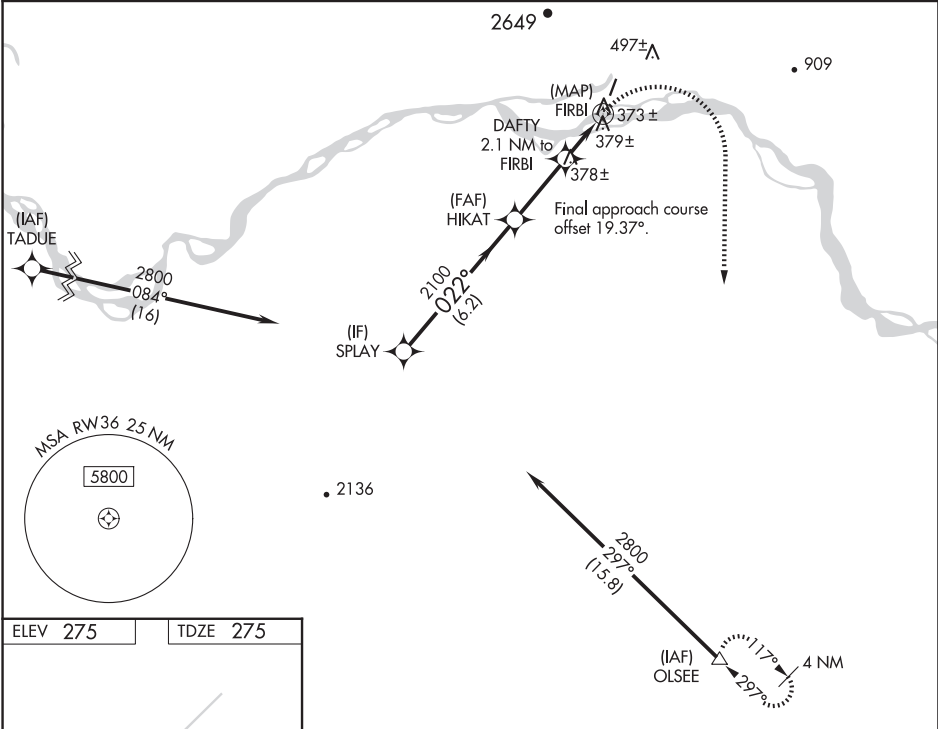
WAAS CH 63141 W36A	APP CRS 022°	Rwy ldg TDZE 3400 275 Apt Elev 275
--	------------------------	---

RNAV (GPS) RWY 36

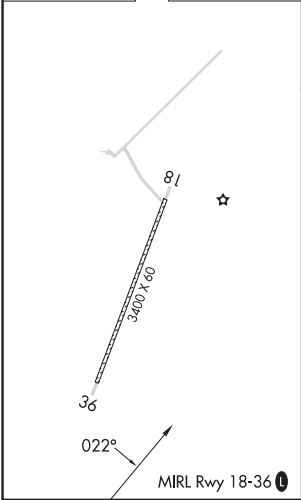
MANLEY HOT SPRINGS (MLY)(P.AML)





RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 4400 direct OLSEE and hold.
▼	Use Tanana altimeter setting; when not received, procedure NA.	
▲ NA	Circling NA west of Rwy 18-36. Rwy 36 helicopter visibility reduction below ¾ SM NA. Procedure NA at night.	
☼ -21°C		

TAL/PATA ASOS 135.1	ANCHORAGE CENTER 120.9 319.2	FAIRBANKS RADIO 122.3 122.65	UNICOM 122.8 (CTAF) 0
-------------------------------	--	--	--



ELEV 275	TDZE 275
----------	----------



SPLAY		HIKAT		DAFTY 2.1 NM to FIRBI		FIRBI		4400 	OLSEE 
2800		022°		2100		1200			
		2.98°		TCH 40					
		6.2 NM		2.8 NM		2.1 NM		0.7 	
CATEGORY		A		B		C		D	
LP	MDA	720-1		445 (500-1)		720-1 ³ / ₈ 445 (500-1 ³ / ₈)		NA	
LNAV	MDA	1020-1 745 (800-1)		1020-1 ¹ / ₄ 745 (800-1 ¹ / ₄)		1020-2 745 (800-2)		NA	
 CIRCLING		1140-1 ¹ / ₄ 865 (900-1 ¹ / ₄)		1280-1 ¹ / ₄ 1005 (1100-1 ¹ / ₄)		1580-3 1305 (1400-3)		NA	

MANLEY HOT SPRINGS, ALASKA

Orig-A 11JUL24

64°59'N-150°39'W

MANLEY HOT SPRINGS (MLY)(P.AML)

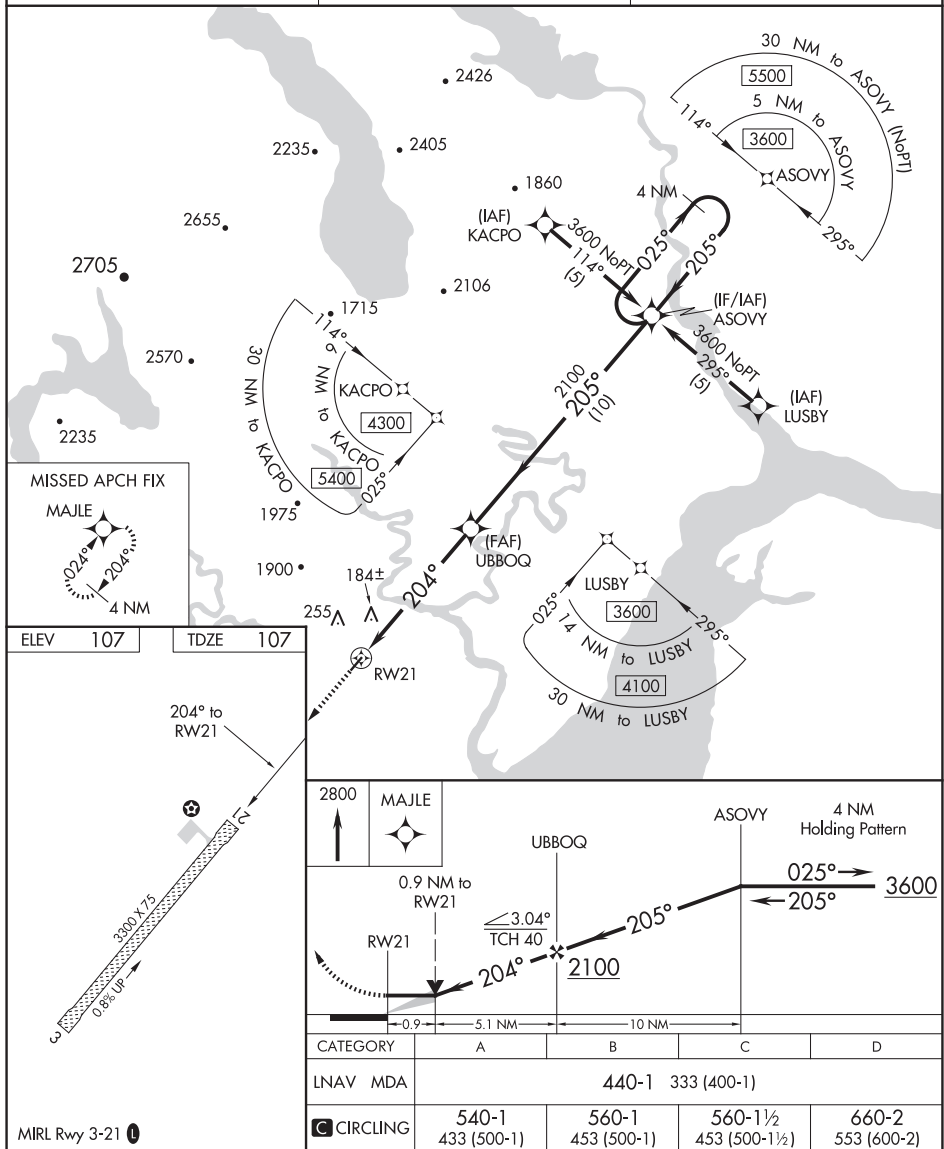
RNAV (GPS) RWY 36

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 21
MANOKOTAK (MBA) (PAMB)

MISSED APPROACH: Climb to 2800 direct MAJLE and hold.

CTAF
122.9 L

MANOKOTAK (MBA) (PAMB)
RNAV (GPS) RWY 21

AK. 07 AUG 2025 to 02 OCT 2025

WAAS CH 57929 W07A	APP CRS 072°	Rwy Idg TDZE 113 Apt Elev 115
--	------------------------	---

RNAV (GPS) RWY 7

MARSHALL DON HUNTER SR (MDM)(PADM)

⚠

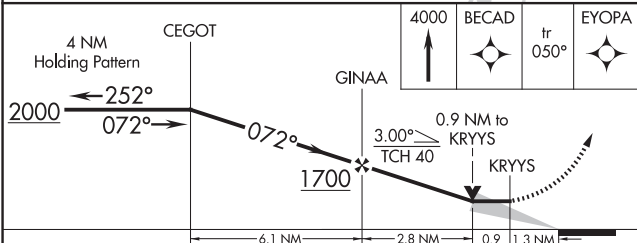
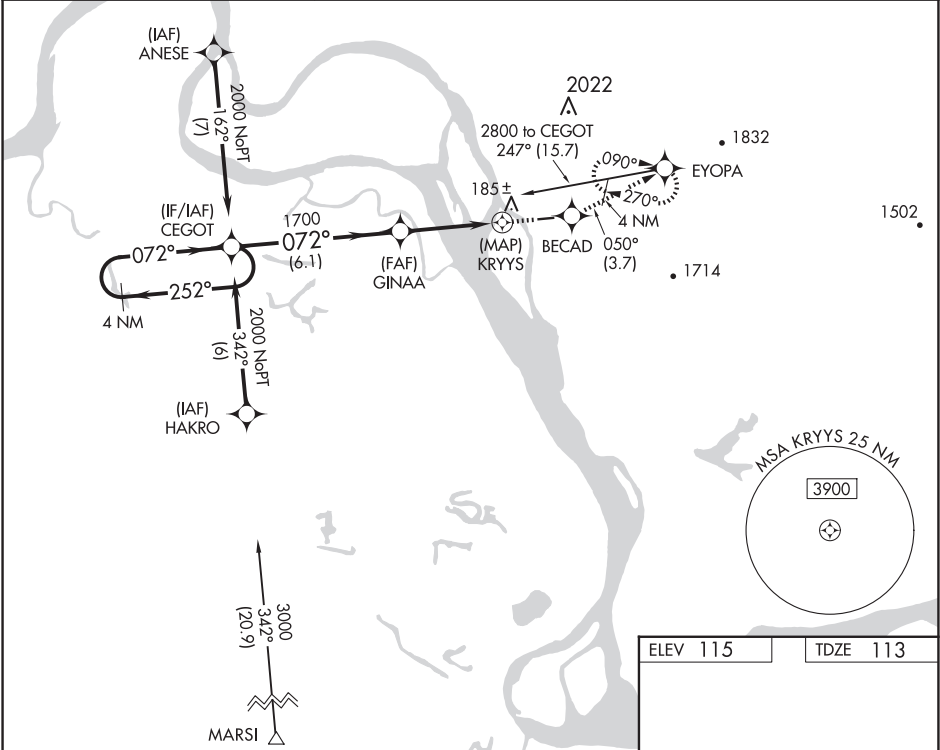
⚠

❄

When local altimeter setting not received, use Russian Mission altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA.
VDP NA with Russian Mission altimeter setting.

MISSED APPROACH: Climb to 4000 direct BECAD and on track 050° to EYOPA and hold, continue climb-in-hold to 4000.

AWOS-3P 119.675	ANCHORAGE CENTER 124.0	CTAF 122.9 0
---------------------------	----------------------------------	------------------------



CATEGORY	A	B	C	D
LP MDA	820-1½	707 (800-1½)	NA	NA
LNAV MDA	1060-1½	947 (1000-1½)	NA	NA
CIRCLING	1060-1½ 945 (1000-1½)	1140-1½ 1025 (1100-1½)	NA	NA

ELEV 115

TDZE 113

REIL Rwy 7 0

MIRL Rwy 7-25 0

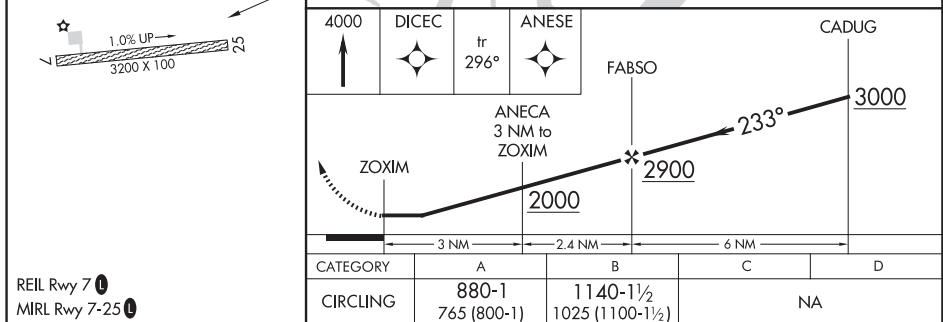
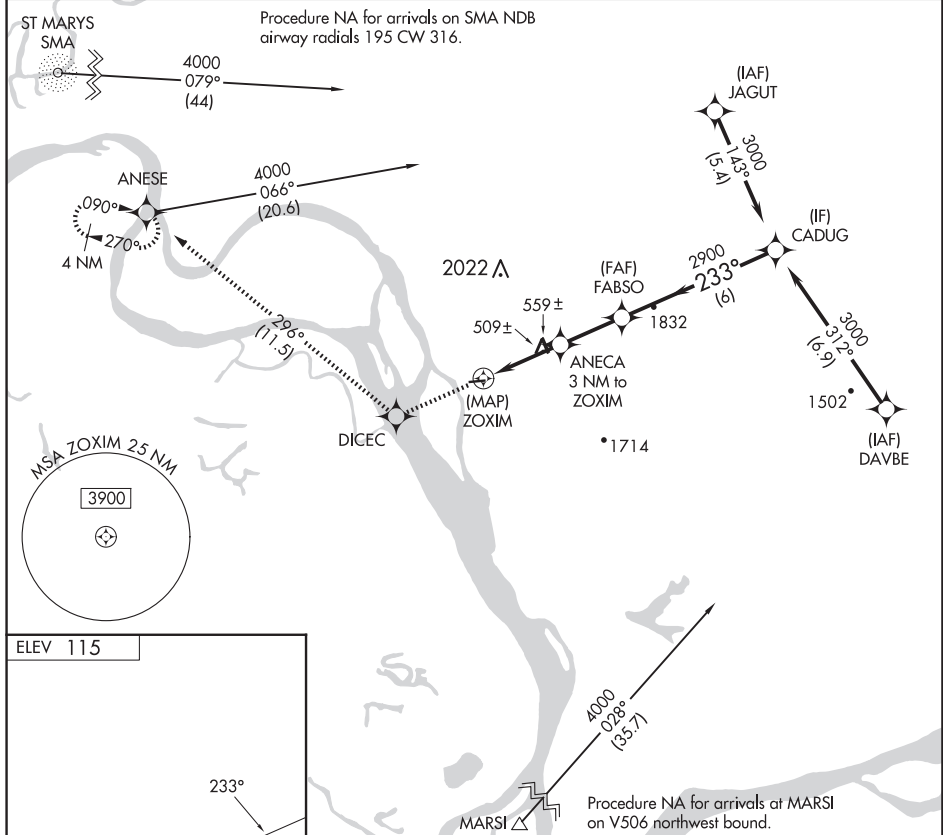
AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

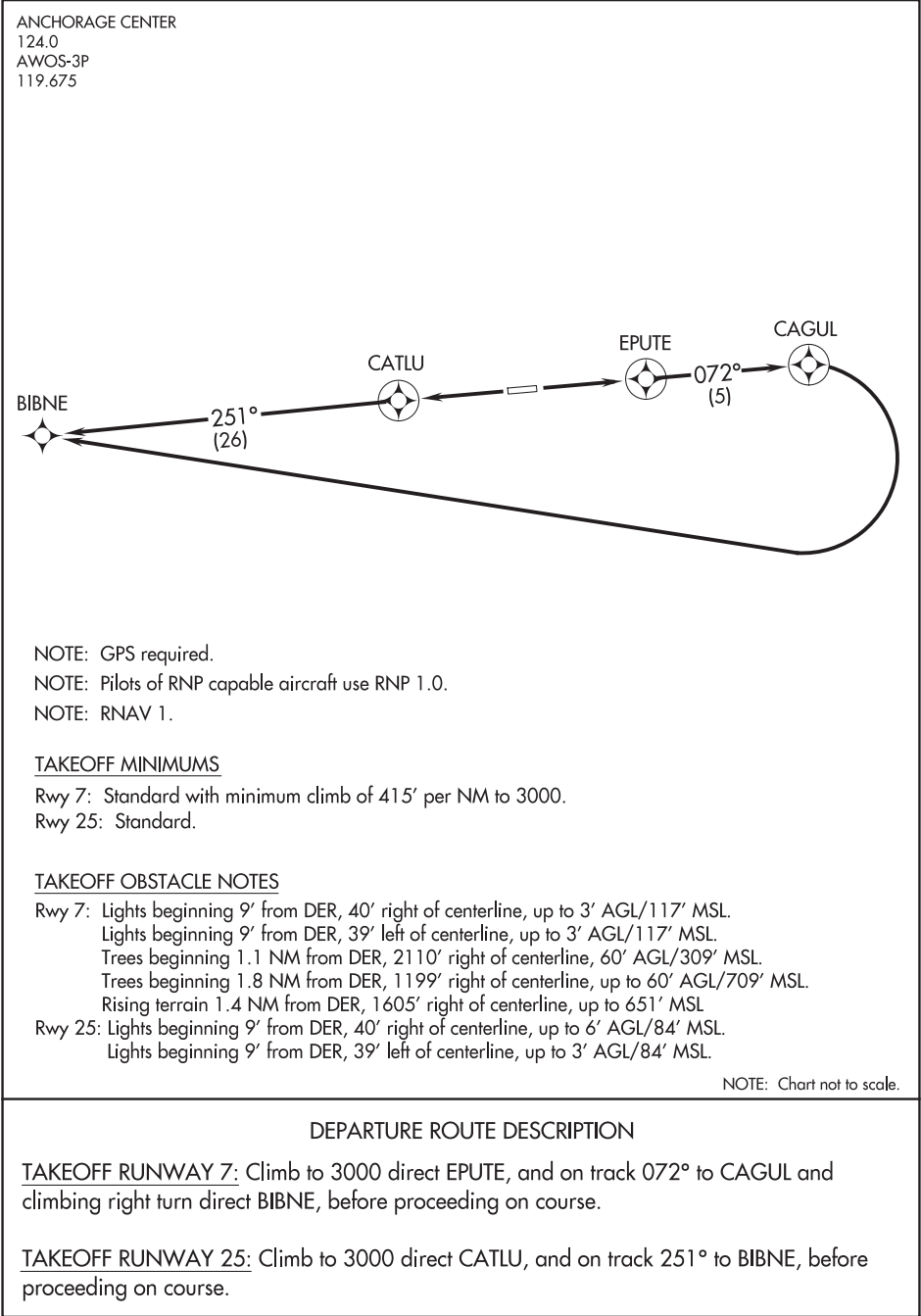
RNAV (GPS)-A
MARSHALL DON HUNTER SR (MDM) (PADM)

MISSED APPROACH: Climb to 4000 direct DICEC and on track 296° to ANESE and hold, continue climb-in-hold to 4000.

CTAF
122.9 **L**




MARSHALL DON HUNTER SR (MDM) (PADM)
61°52'N-162°02'W **RNAV (GPS)-A**



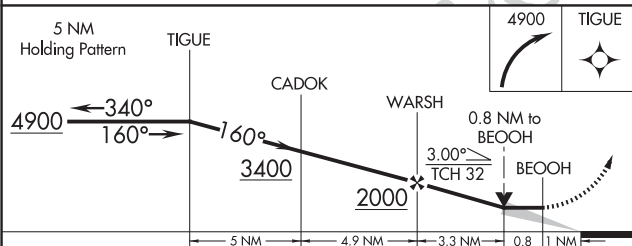
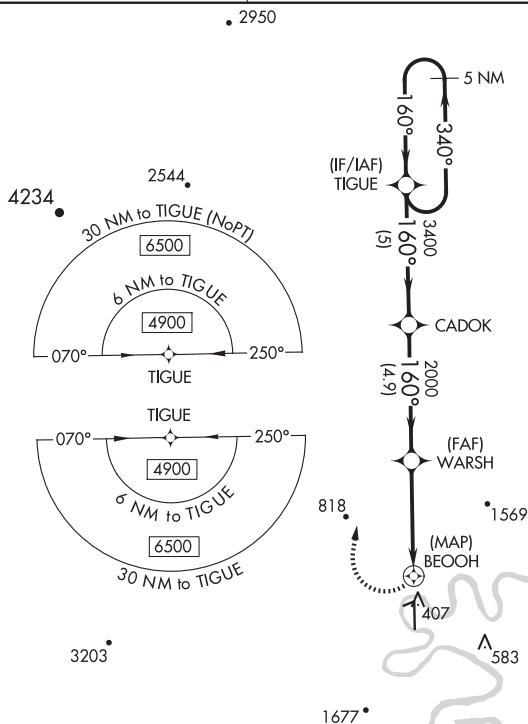
RNAV (GPS) RWY 16
MC GRATH (MCG) (PAMC)

MISSED APPROACH: Climbing right turn to 4900 direct TIGUE and hold, continue climb-in-hold to 4900.

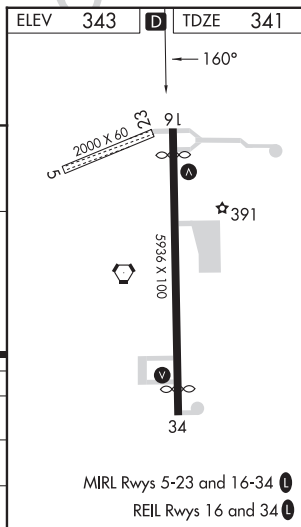
   -45°C

ANCHORAGE CENTER
128.1 353.8

MCGRATH RADIO
123.6 (CTAF) **L**



CATEGORY	A	B	C	D
LP MDA	960-1¼ 619 (700-1¼)		960-1¾ 619 (700-1¾)	
LNAV MDA	960-1¼ 619 (700-1¼)		960-1¾ 619 (700-1¾)	
CIRCLING	960-1¼ 617 (700-1¼)		1460-3 1117 (1200-3)	1620-3 1277 (1300-3)



MC GRATH (MCG) (PAMC)
RNAV (GPS) RWY 16

AK, 07 AUG 2025 to 02 OCT 2025

LOC/DME RWY 16
MC GRATH (MCG)(PAMC)

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.

VORTAC Chart Details:

- Frequency:** 4234
- MAGVAR:** 18°E
- Station Type:** VORTAC
- Channel:** 14
- Power:** 500W
- Altitude:** 1726
- Location:** KCECTE
- Navigation Aids:** R-325, R-334, R-276, R-039, R-102
- Key Locations:** OTECO, YEDUP, JOROG, IRUCU, TAKOTNA RIVER
- Scale:** 25 NM
- Legend:**
 - ELEV 343
 - TDZE 343
 - LOC offset 2.51°

MIRA Rlys 5-23 and 16-34

REIL Rlys 16 and 34

AK, 07 AUG 2025 to 02 OCT 2025

MC GRATH, ALASKA

AL-1225 (FAA)

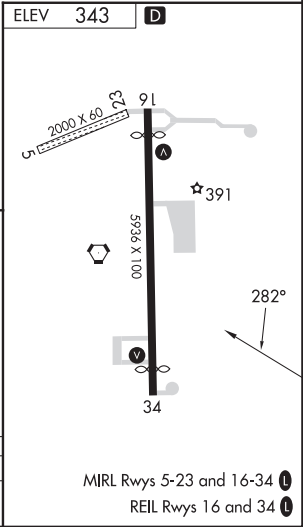
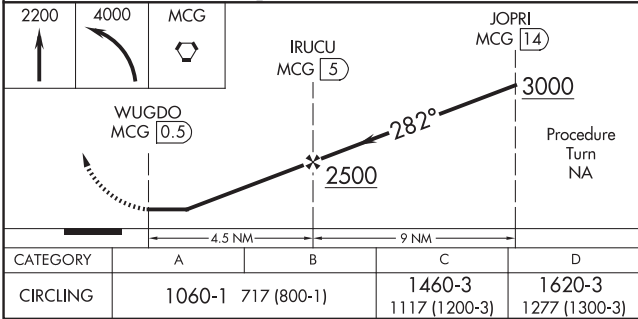
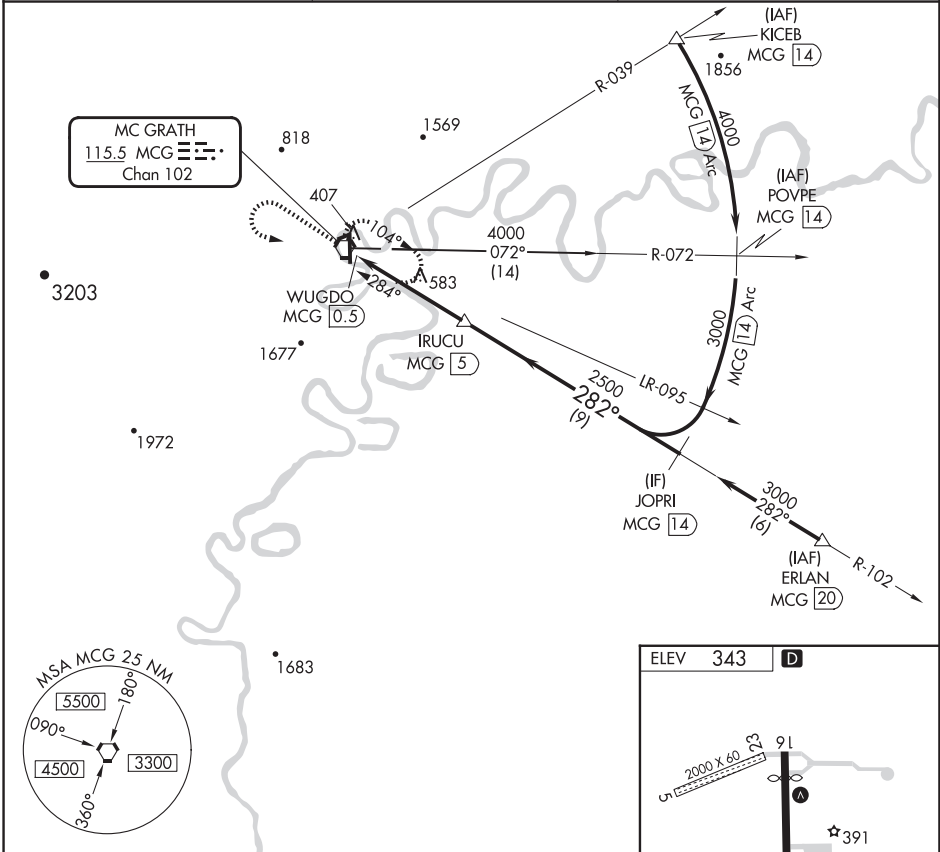
24249

VORTAC MCG 115.5 Chan 102	APP CRS 282°	Rwy Idg TDZE Apt Elev N/A N/A 343
---	------------------------	---

VOR/DME-C
MC GRATH (MCG)(PAMC)

 Circling NA for Cat D west of Rwy 16-34. -45°C	MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 direct MCG VORTAC and hold, continue climb-in-hold to 4000.
---	--

ASOS 135.65	ANCHORAGE CENTER 128.1 353.8	MCGRATH RADIO 123.6 (CTAF)
-----------------------	--	--------------------------------------



MC GRATH, ALASKA
Amdt 2B 14JUL22

62°57'N-155°36'W

MC GRATH(MCG)(PAMC)
VOR/DME-C

AK, 07 AUG 2025 to 02 OCT 2025

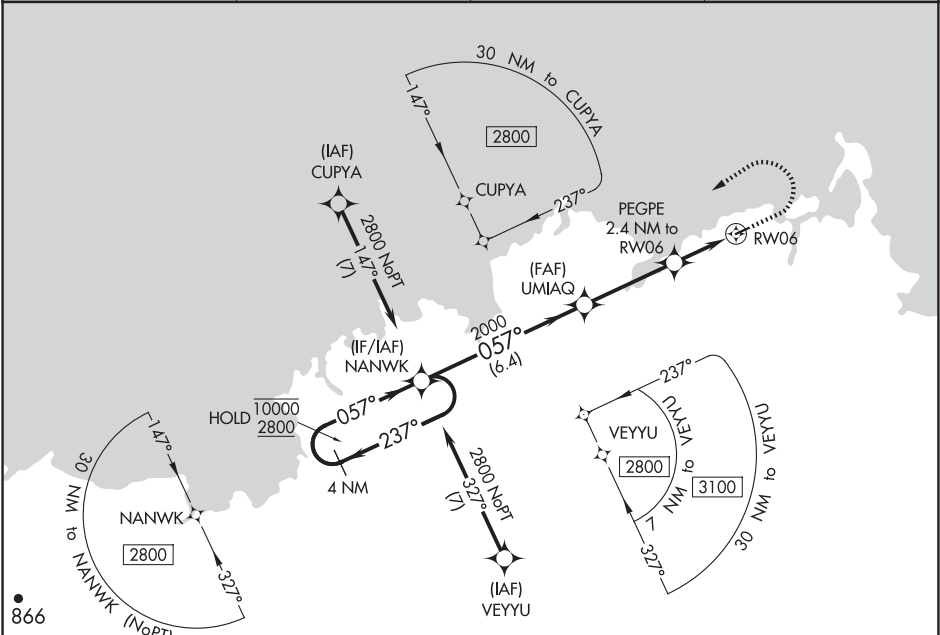
AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78443 W06A	APP CRS 057°	Rwy Idg TDZE Apt Elev	3001 53 53
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 6

MEKORYUK (MYU) (PAMY)

RNP APCH-GPS.		MISSED APPROACH: Climb to 700 then climbing left turn to 2800 direct NANWK and hold.	
CIRCLING NA southeast of Rwy 6-24.			
AWOS-3P 123.9	ANCHORAGE CENTER 124.5 372.0	KENAI RADIO 122.0	CTAF 122.9 0



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).		700	2800	NANWK
4 NM Holding Pattern		↑	↪	✧
10000 2800		NANWK		
GP 3.00° TCH 40		UMIAQ		
2000		PEGPE 2.4 NM to RW06		
860		RW06		
6.4 NM		3.6 NM	0.8	1.6 NM
CATEGORY	A	B	C	D
LPV DA	303-1 250 (300-1)			
LNAV/VNAV DA	303-1 250 (300-1)			
LNAV MDA	580-1	527 (600-1)	580-1½	527 (600-1½)
CIRCLING	580-1 527 (600-1)	640-1 587 (600-1)	660-1¾ 607 (700-1¾)	860-2½ 807 (900-2½)

ELEV 53

TDZE 53

057° to RW06

MIRL Rwy 6-24 0

MEKORYUK, ALASKA

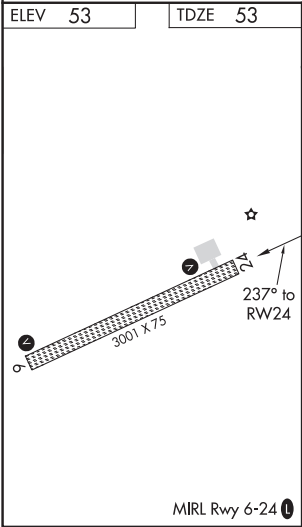
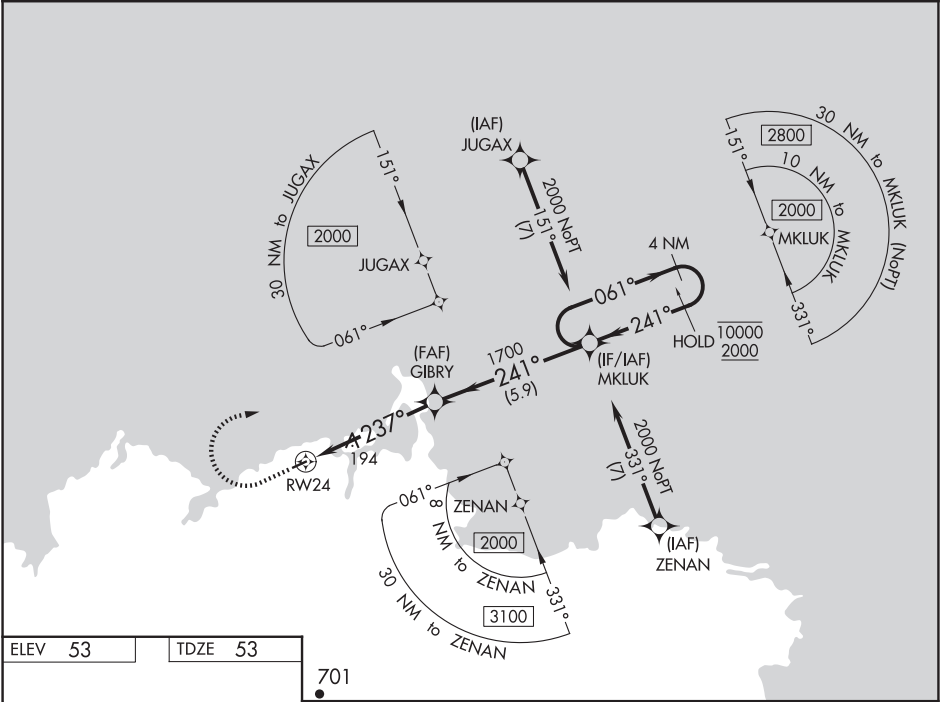
AL-6821 (FAA)

21224

WAAS CH 82743 W24A	APP CRS 237°	Rwy Idg TDZE Apt Elev	3001 53 53
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 24
MEKORYUK (MYU) (PAMY)

RNP APCH-GPS. Circling NA southeast of Rwy 6-24.		MISSED APPROACH: Climb to 520 then climbing right turn to 2000 direct MKLUK and hold.	
AWOS-3P 123.9	ANCHORAGE CENTER 124.5 372.0	KENAI RADIO 122.0	CTAF 122.9 0



<div>701</div> <div>520 2000 MKLUK</div> <div>GIBRY 1700</div> <div>MKLUK 4 NM Holding Pattern</div> <div>1.2 NM to RWY 24</div> <div>1.2 NM 3.9 NM 5.9 NM</div> <div>GP 3.00° TCH 30</div>				
CATEGORY	A	B	C	D
LPV DA	303-1 250 (300-1)			
LNAV/VNAV DA	303-1 250 (300-1)			
LNAV MDA	460-1 407 (500-1)		460-1½ 407 (500-1½)	
CIRCLING	460-1 407 (500-1)	640-1 587 (600-1)	660-1¾ 607 (700-1¾)	860-2½ 807 (900-2½)

MEKORYUK, ALASKA
Amdt 1 12AUG21

60°22'N-166°16'W

MEKORYUK (MYU) (PAMY)
RNAV (GPS) RWY 24

AK, 07 AUG 2025 to 02 OCT 2025

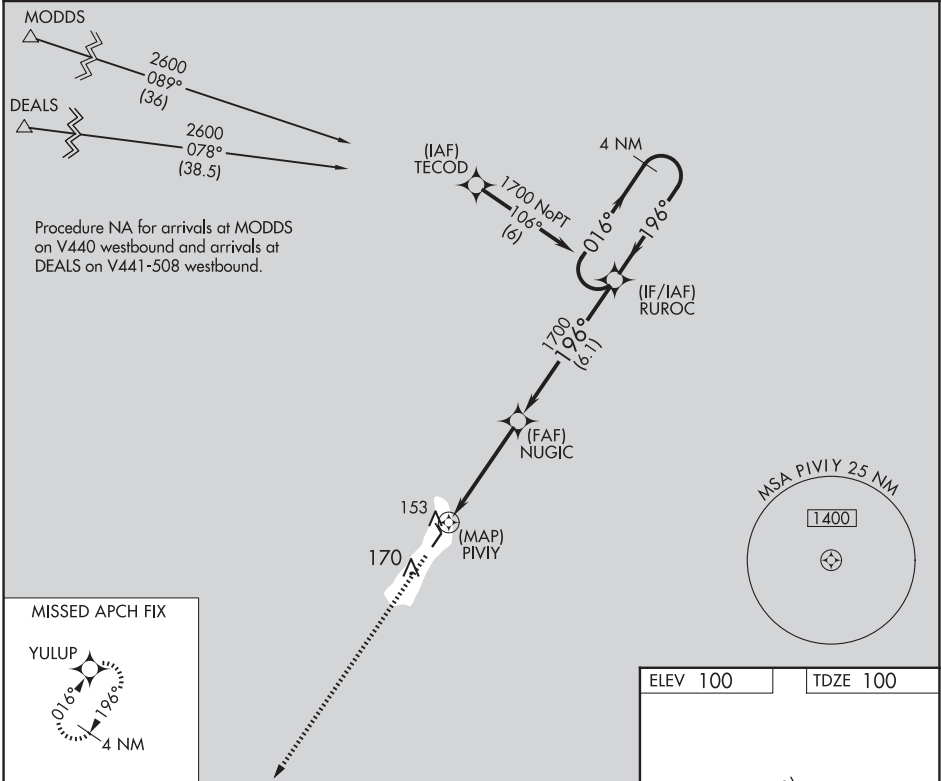
AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 42627 W20A	APP CRS 196°	Rwy Ldg TDZE Apt Elev	3158 100 100
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 20

MIDDLETON ISLAND (MDO) (PAMD)

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.		MISSED APPROACH: Climb to 1700 direct YULUP and hold.	
AWOS-3P 135.725	ANCHORAGE CENTER 133.6 269.4	JUNEAU RADIO 122.05	CTAF 122.9



1700

YULUP

NUGIC

RUROC

4 NM Holding Pattern

PIVIY

1700

196°

016°

1700

3.00°

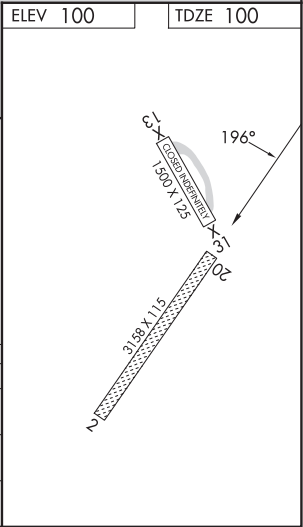
TCH 45

0.5

4.4 NM

6.1 NM

CATEGORY	A	B	C	D
LP MDA	420-1 320 (400-1)			NA
LNAV MDA	660-1	560 (600-1)	660-1½ 560 (600-1½)	NA
CIRCLING	660-1	560 (600-1)	660-1½ 560 (600-1½)	NA



VOR/DME MDO
115.3
Chan **100**

APP CRS
022°

Rwy Ldg **3158**
TDZE **100**
Apt Elev **100**

VOR RWY 2

MIDDLETON ISLAND (MDO) (PAMD)

▼

When local altimeter setting not received, procedure NA.
Procedure NA at night.
Helicopter visibility reduction below 1 SM NA.

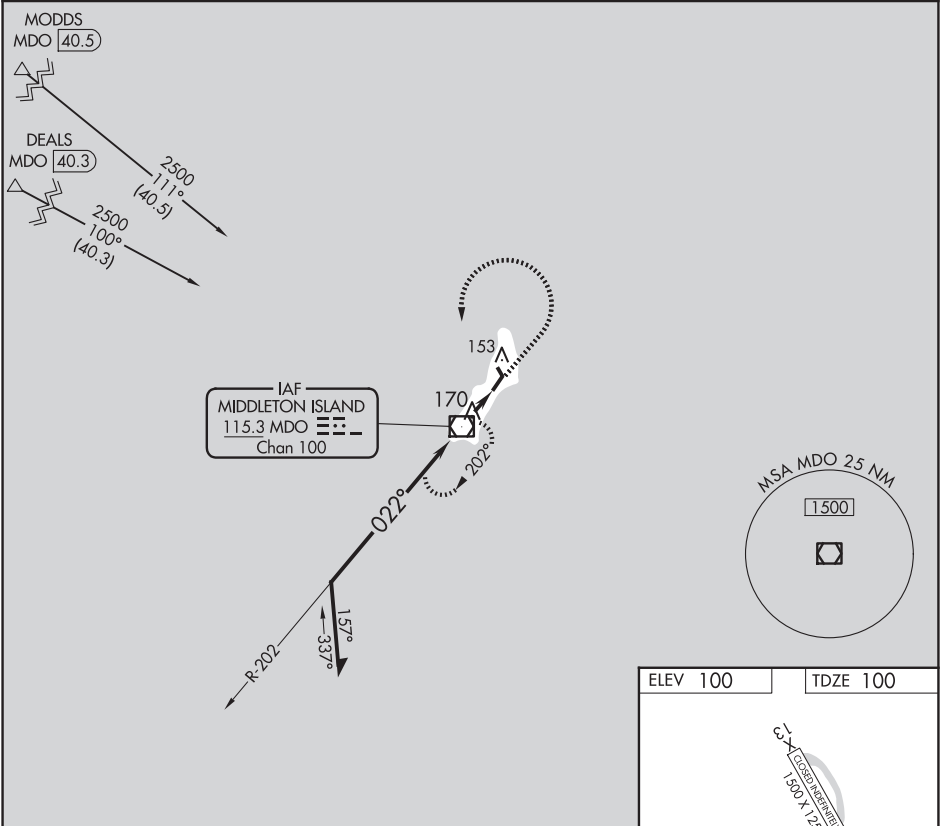
MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 direct MDO VOR/DME and hold.

AWOS-3P
135.725

ANCHORAGE CENTER
133.6 269.4

JUNEAU RADIO
122.05

CTAF
122.9



Remain within 10 NM

MDO VOR/DME

1000

1500

MDO

1500

022°

700

2.97°

TCH 45

MDO 1.8

1.8 NM

ELEV 100

TDZE 100

1500 X 125

2158 X 115

022°

FAF to MAP 1.8 NM

Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

CATEGORY	A	B	C	D
S-2	560-1	460 (500-1)	560-1 ³ / ₈ 460 (500-1 ³ / ₈)	NA
CIRCLING	600-1	500 (500-1)	600-1 ¹ / ₂ 500 (500-1 ¹ / ₂)	NA

MINCHUMINA, ALASKA

AI-1224 (FAA)

24249

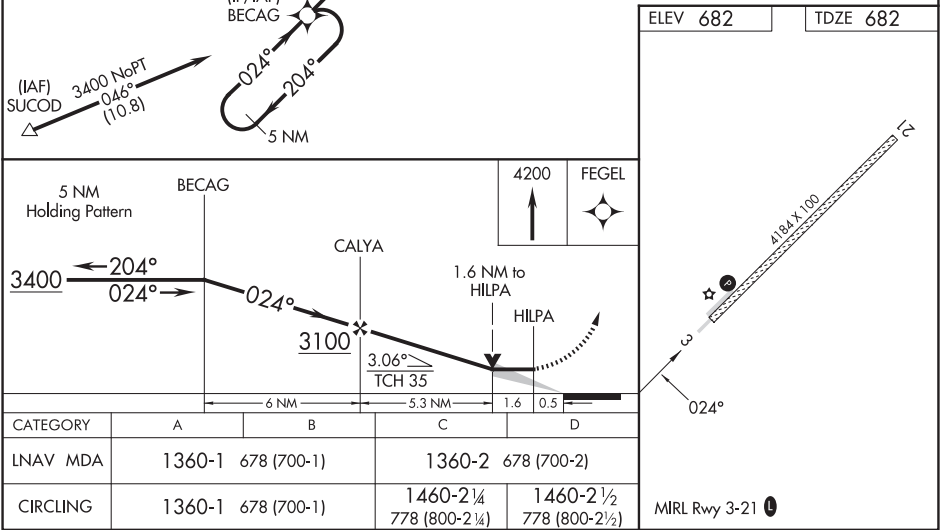
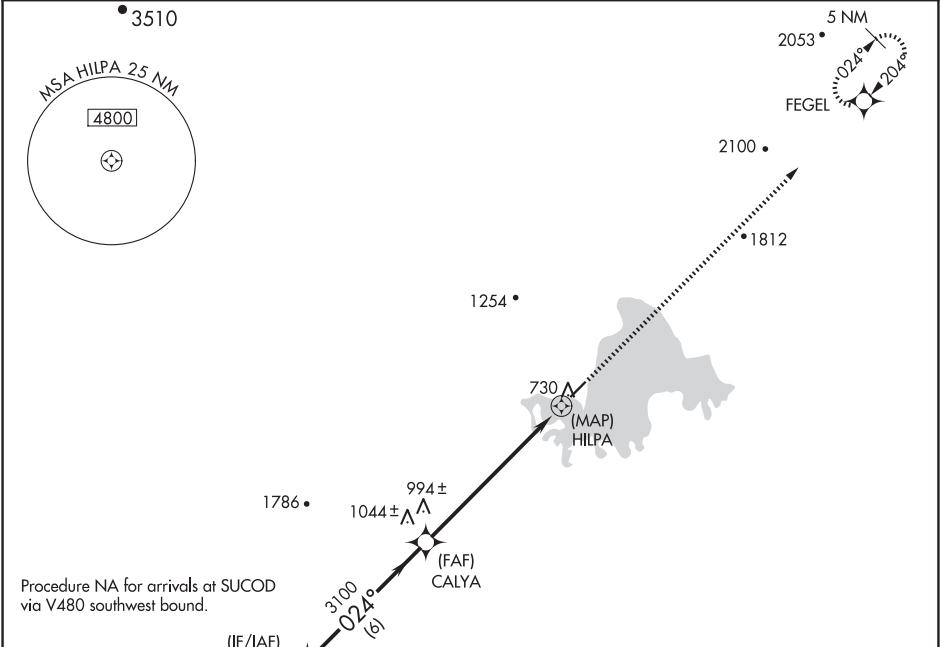
APP CRS	Rwy Idg	4184
024°	TDZE	682
	Apt Elev	682

RNAV (GPS) RWY 3

MINCHUMINA (MHM) (PAMH)

<div><div><div></div><div></div><div></div></div><div>-36°C</div></div>	DME/DME RNP-0.3 NA. Circling NA west of Rwy 3-21.	MISSED APPROACH: Climb to 4200 direct FEGEL and hold.
---	--	---

AWOS-3P 135.55	ANCHORAGE CENTER 120.9 319.2	FAIRBANKS RADIO 122.2	CTAF 122.9 0
--------------------------	--	---------------------------------	------------------------



MINCHUMINA, ALASKA
Orig-D 02DEC21

63°53'N-152°18'W

MINCHUMINA (MHM) (PAMH)

RNAV (GPS) RWY 3

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

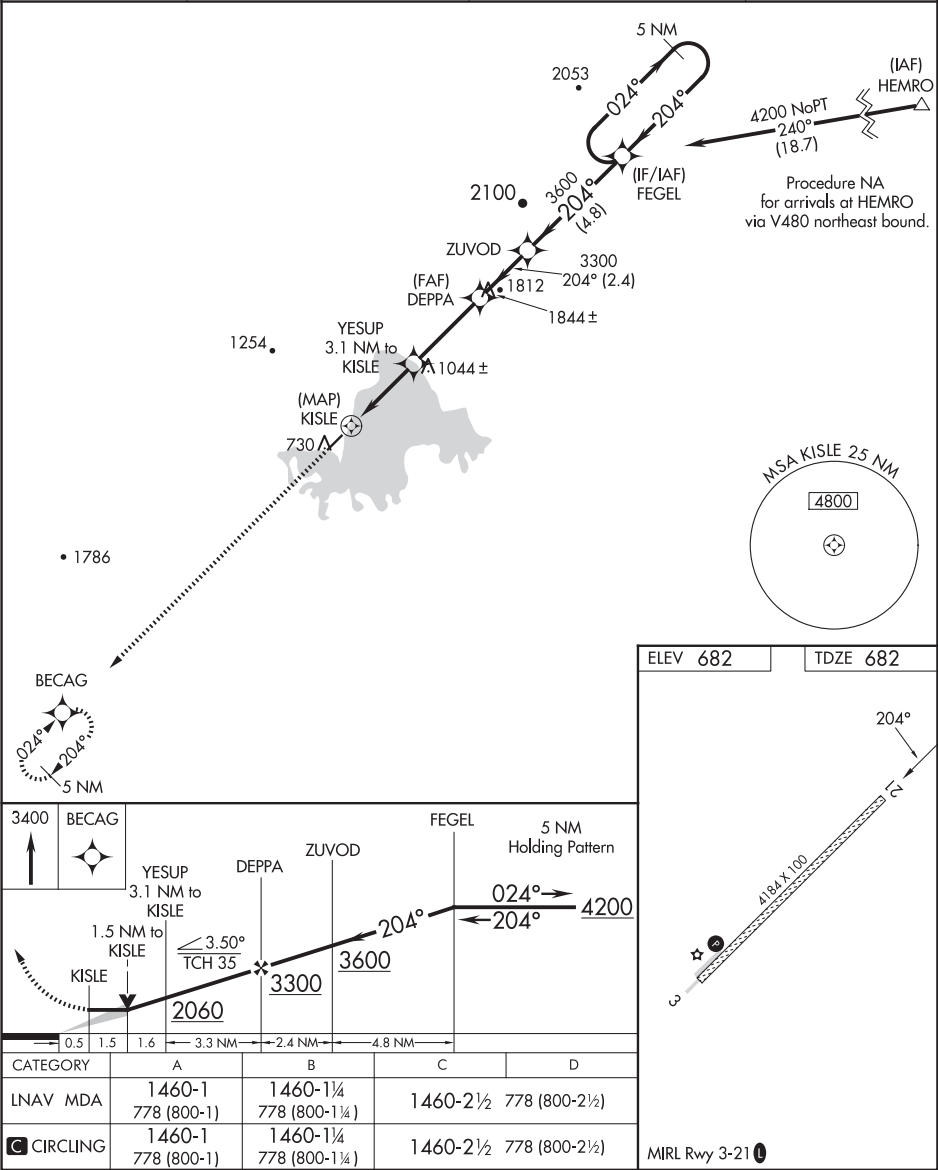
APP CRS 204°	Rwy Idg TDZE Apt Elev 4184 682 682
------------------------	--

RNAV (GPS) RWY 21

MINCHUMINA (MHM) (PAMH)

<div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div></div> <div>DME/DME RNP-0.3 NA. Circling NA west of Rwy 3-21.</div> <div>MISSED APPROACH: Climb to 3400 direct BECAG and hold.</div>
--

AWOS-3P 135.55	ANCHORAGE CENTER 120.9 319.2	FAIRBANKS RADIO 122.2	CTAF 122.9 
--------------------------	--	---------------------------------	--



NDB RWY 3
MINCHUMINA (MHM) (PAMH)

AWOS-3P 135.55	ANCHORAGE CENTER 120.9 319.2	FAIRBANKS RADIO 122.2	CTAF 122.9 0
--------------------------	--	---------------------------------	------------------------



AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 56244 W02A	APP CRS 022°	Rwy Idg TDZE Apt Elev	3501 334 339
--	------------------------	-----------------------------	---

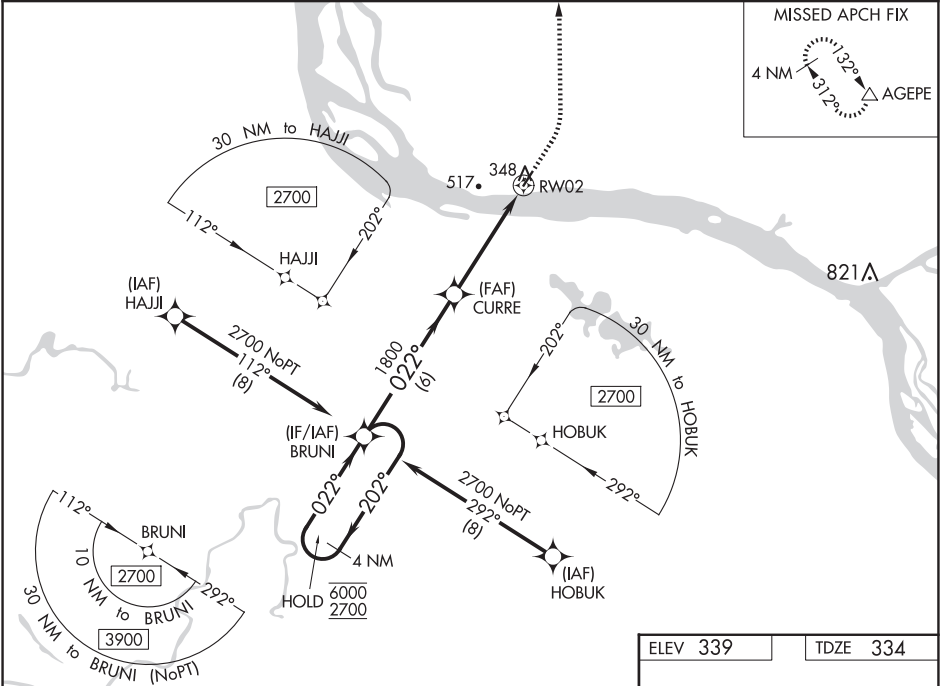
RNAV (GPS) RWY 2

MOUNTAIN VILLAGE (MOU) (PAMO)

RNP APCH.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -25°C or above 54°C.

MISSED APPROACH: Climb to 760 then climbing left turn to
3000 direct AGEPE and hold, continue climb-in-hold to 3000.

AWOS-3P 118.35	ANCHORAGE CENTER 124.0	CTAF 122.90
--------------------------	----------------------------------	-----------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

4 NM Holding Pattern

6000 ← 202°
2700 → 022°

GP 3.00°
TCH 30

BRUNI

CURRE

1800

1800

6 NM

3.7 NM

0.9

760

3000

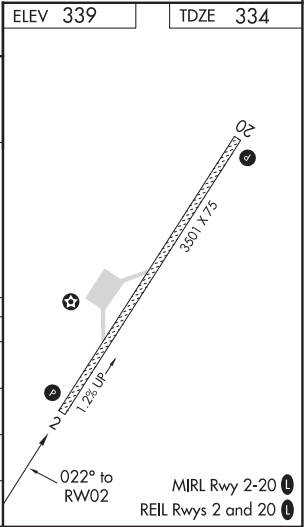
AGEPE

*LNAV only

*0.9 NM to RW02

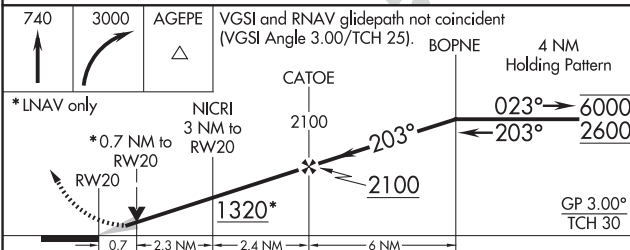
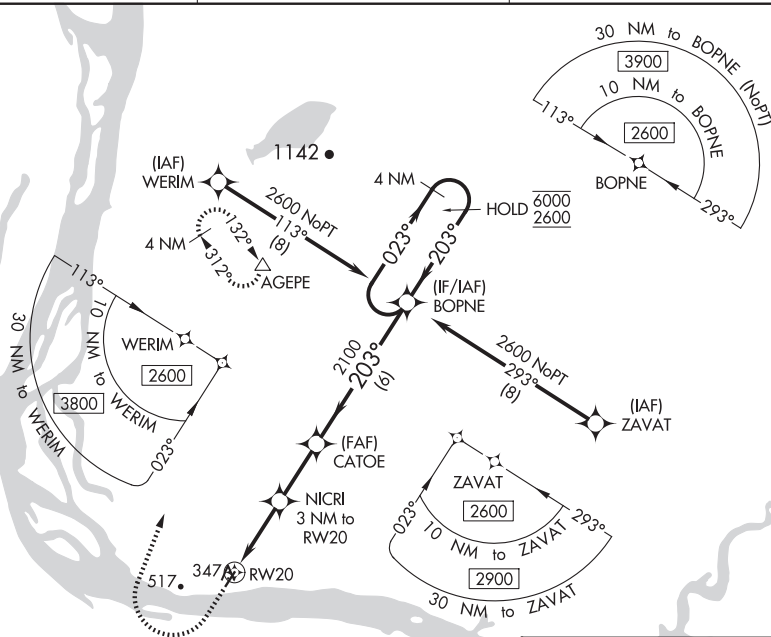
RW02

CATEGORY	A	B	C	D
LPV DA		534-1	200 (200-1)	
LNAV/VNAV DA		584-1	250 (300-1)	
LNAV MDA		600-1	266 (300-1)	
CIRCLING	700-1 361 (400-1)	840-1 501 (600-1)	840-1½ 501 (600-1½)	900-2 561 (600-2)

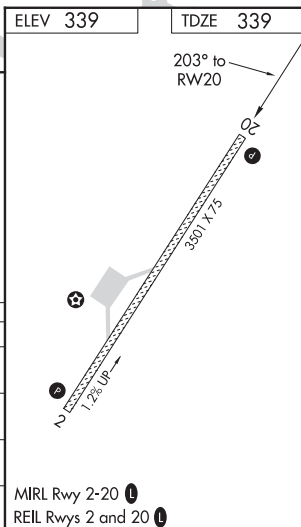


RNAV (GPS) RWY 20
MOUNTAIN VILLAGE (MOU) (PAMO)

MISSED APPROACH: Climb to 740 then climbing right turn to 3000 direct AGEPE and hold, continue climb-in-hold to 3000.

CTAF
122.9 

CATEGORY	A	B	C	D
LPV DA	539-1 200 (200-1)			
LNAV/ VNAV DA	589-1 250 (300-1)			
LNAV MDA	600-1 261 (300-1)			
C CIRCLING	700-1 361 (400-1)	840-1 501 (600-1)	840-1½ 501 (600-1½)	900-2 561 (600-2)

MOUNTAIN VILLAGE (MOU) (PAMO)
RNAV (GPS) RWY 20

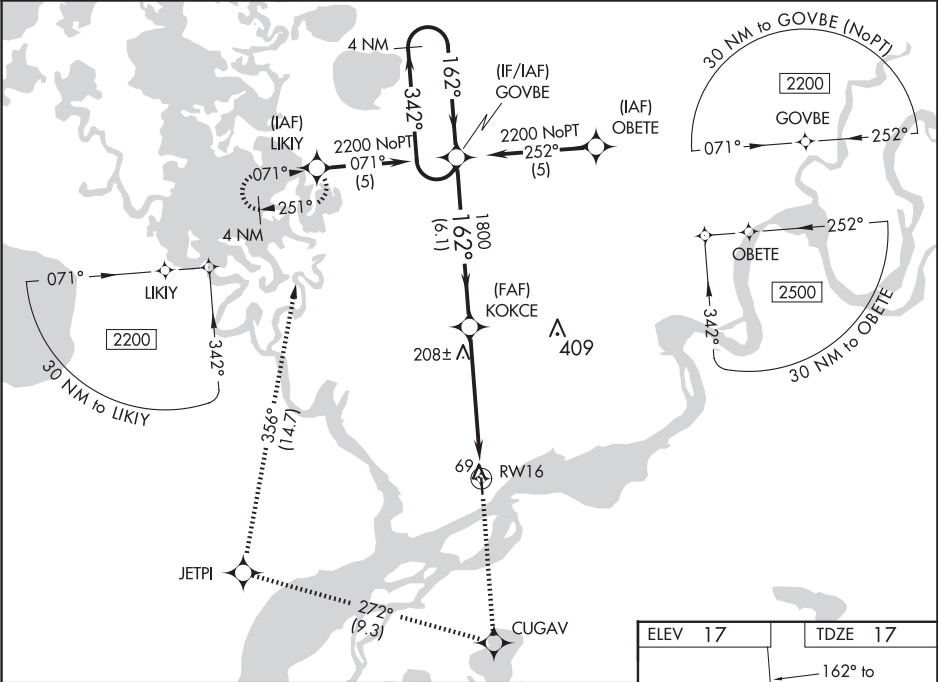
WAAS CH 69409 W16A	APP CRS 162°	Rwy Idg 3248 TDZE 17 Apt Elev 17
--	------------------------	---

RNAV (GPS) RWY 16

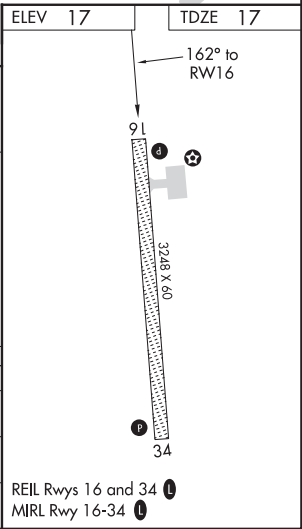
NAPAKIAK (WNA) (PANA)

<div><div><div><div></div><div>NA</div></div><div><div></div><div></div></div></div></div> <div>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bethel altimeter setting. Rwy 16 helicopter visibility reduction 1 SM NA. Procedure NA at night for Cat C and D aircraft.</div>	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	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9
---------------------------	--	----------------------



4 NM Holding Pattern		<div><div>2200 ↑</div><div>CUGAV</div></div> <div><div>tr 272°</div><div>JETPI</div></div> <div><div>tr 356°</div><div>LIKIY</div></div>							
		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).							
		GOVBE				KOKCE			
2200 ← 342° 162° →		162°		1800		1800		RW16	
GP 3.00° TCH 30				6.1 NM		5.4 NM			
CATEGORY	A		B		C		D		
LPV DA	298-1 281 (300-1)								
LNAV MDA	500-1 483 (500-1)		500-1¼ 483 (500-1¼)		500-1½ 483 (500-1½)				
CIRCLING	500-1 483 (500-1)		540-1½ 523 (600-1½)		680-2 663 (700-2)				



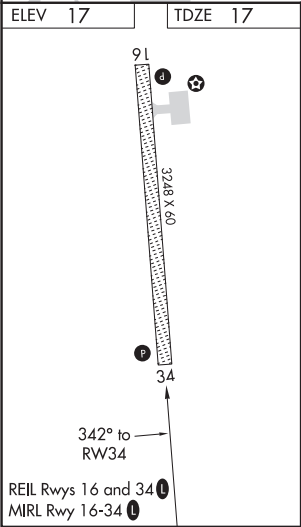
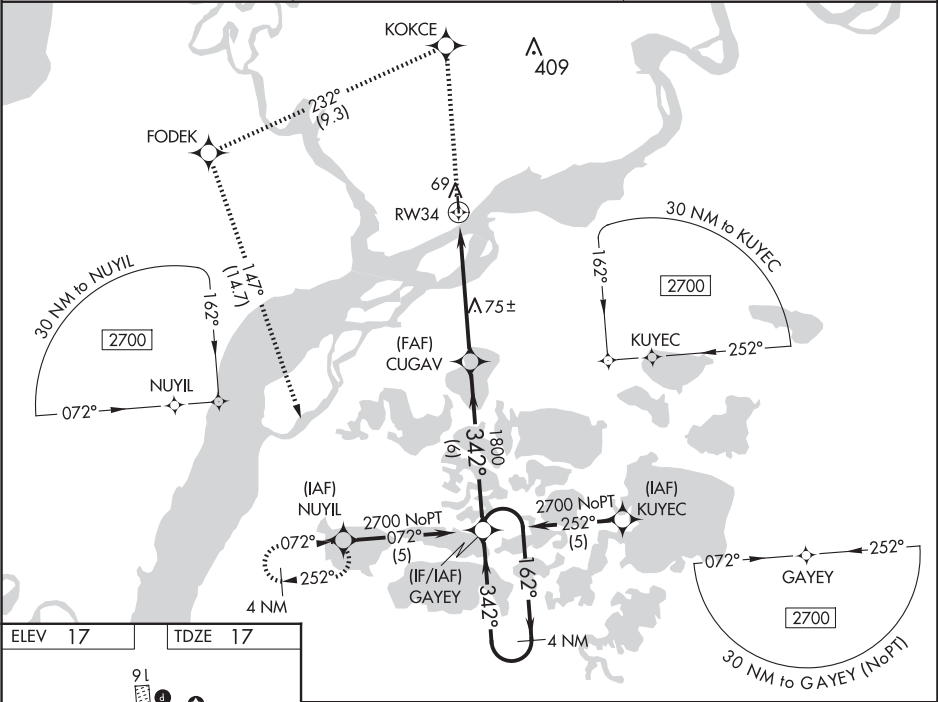
WAAS CH 40209 W34A	APP CRS 342°	Rwy Idg 3248 TDZE 17 Apt Elev 17
--	------------------------	---

RNAV (GPS) RWY 34

NAPAKIAK (WNA) (PANA)

<div><div><div></div><div></div><div></div></div><div><div>NA</div><div>W</div></div></div> <div>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.</div>	MISSED APPROACH: Climb to 2700 direct KOKCE and left turn on track 232° to FODEK on track 147° to NUYIL and hold.
---	---

AWOS-3P 121.425	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9 0
---------------------------	--	------------------------



2700	KOKCE	tr 232°	FODEK	tr 147°	NUYIL	4 NM Holding Pattern
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).						GAYEY
CUGAV						1800
RW34						342°
5.4 NM						6 NM
CATEGORY	A	B	C	D		
LPV DA	298-1 281 (300-1)					
LNAV MDA	360-1 343 (400-1)					360-1¼ 343 (400-1¼)
CIRCLING	500-1 483 (500-1)		540-1½ 523 (600-1½)		680-2 663 (700-2)	

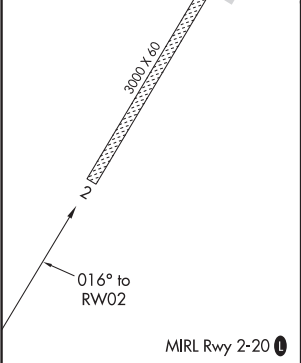
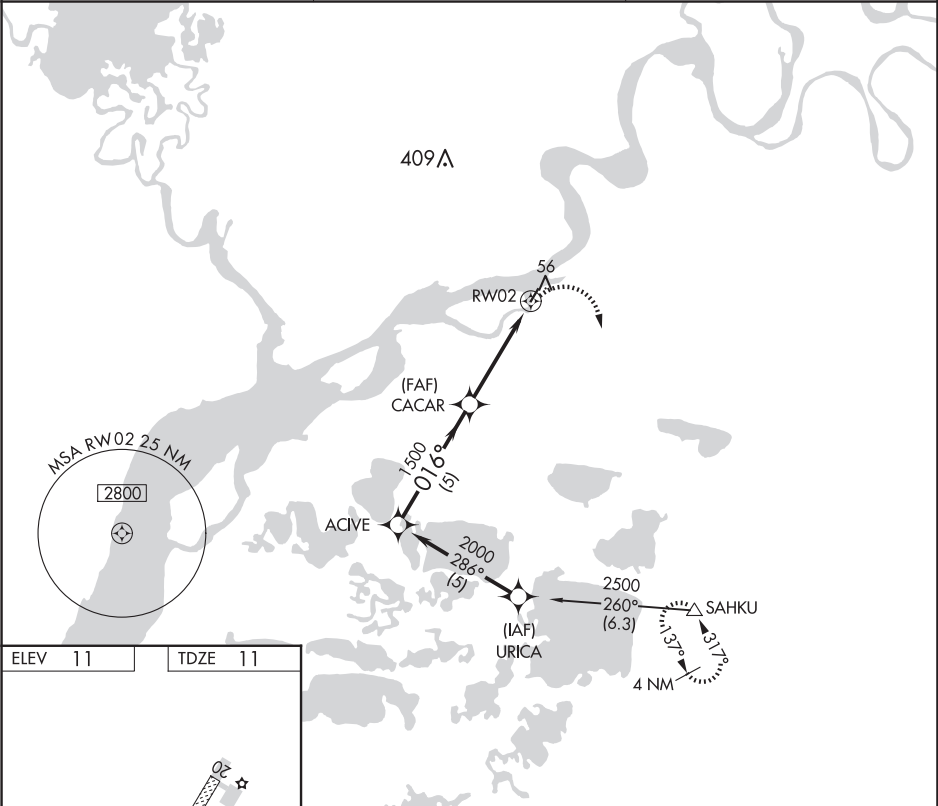
APP CRS	Rwy Idg	3000
016°	TDZE	11
	Apt Elev	11

RNAV (GPS) RWY 2

NAPASKIAK (PKA) (PAPK)

RNP APCH-GPS.	MISSED APPROACH: Climbing right turn to 2500 direct SAHKU WP and hold.
Use Bethel altimeter setting.	

BET/PABE ASOS 135.45	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9
-------------------------	---------------------------------	---------------



Procedure Turn NA		2500	SAHKU
ACIVE			
2000		CACAR	
016°		3.17° TCH 40	
1500		1.1 NM to RW02	
5 NM		3.2 NM	1.1
CATEGORY	A	B	C
LNAV MDA	420-1	409 (500-1)	NA
CIRCLING	440-1	580-1	NA
	429 (500-1)	569 (600-1)	

RNAV (GPS) RWY 20

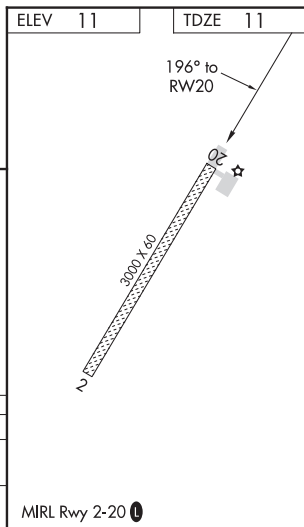
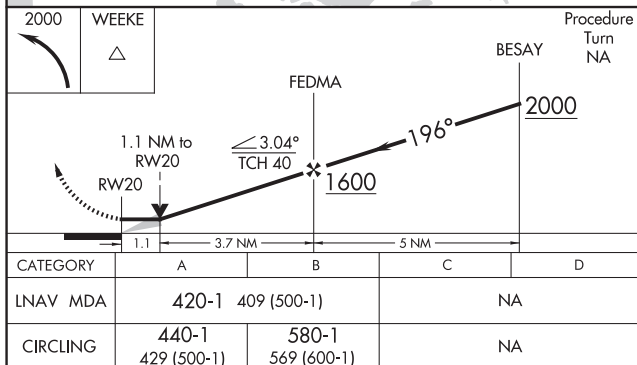
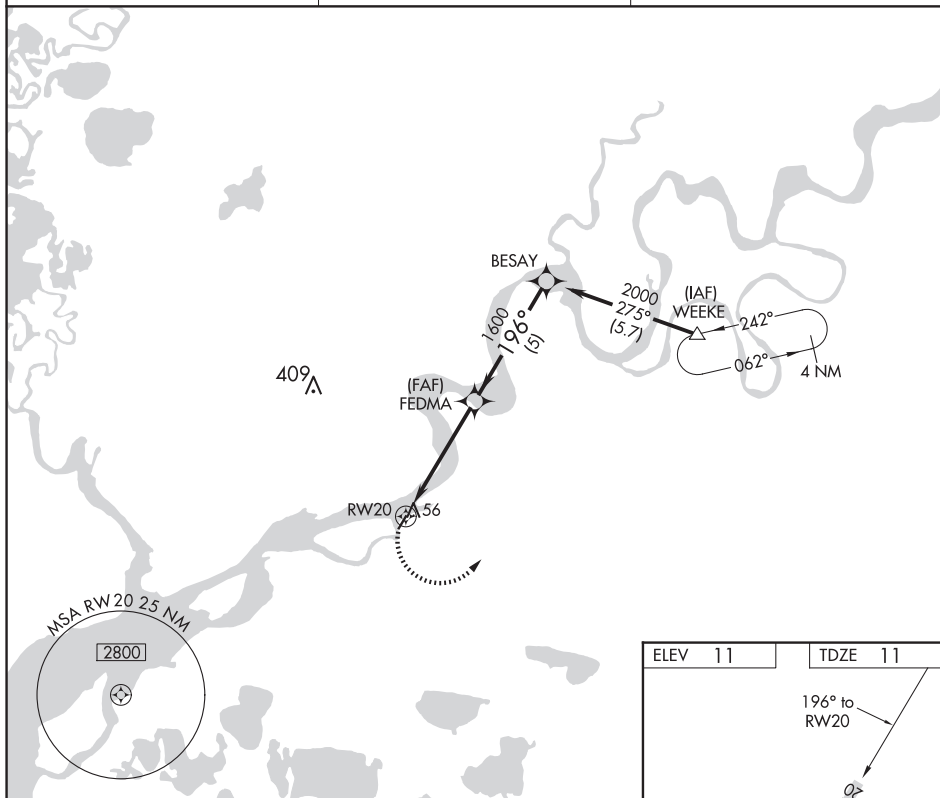
NAPASKIAK (PKA) (PAPK)

MISSED APPROACH: Climbing left turn to 2000 direct WEEKE WP and hold.

TA NA Use Bethel altimeter setting.

BET/PABE ASOS
135.45

ANCHORAGE CENTER
125.2 372.0

CTAF
122.9 L

NAPASKIAK (PKA) (PAPK)
RNAV (GPS) RWY 20

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

NELSON LAGOON, ALASKA

AL-9293 (FAA)

19339

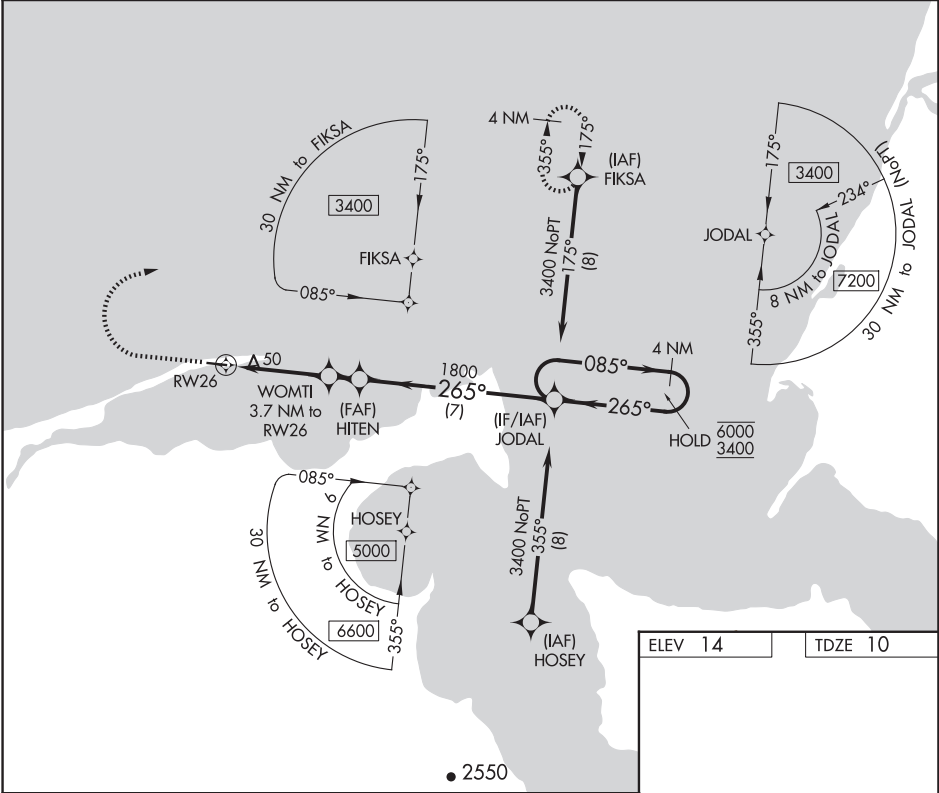
APP CRS	Rwy Idg	4003
265°	TDZE	10
	Apt Elev	14

RNAV (GPS) RWY 26

NELSON LAGOON (OUL) (PAOU)

RNP APCH.	MISSED APPROACH: Climb to 500, then climbing right turn to 3400 direct FIKSA and hold. Continue climb in hold to 3400.
▼ Procedure NA at night. Rwy 26 helicopter visibility reduction below 1 SM NA.	

AWOS-3P 119,025	ANCHORAGE CENTER 118.5 278.3	CTAF 122.9 0
--------------------	---------------------------------	-----------------



500	3400	FIKSA	WOMETI 3.7 NM to RW26	HITEN	JODAL	4 NM Holding Pattern
CATEGORY	A	B	C	D		
LNAV MDA	300-1 290 (300-1)					
CIRCLING	520-1 506 (600-1)		520-1½ 506 (600-1½)		580-2 566 (600-2)	

ELEV 14	TDZE 10
MRL Rwy 8-26 0	

NELSON LAGOON, ALASKA
Amdt 1 05DEC19

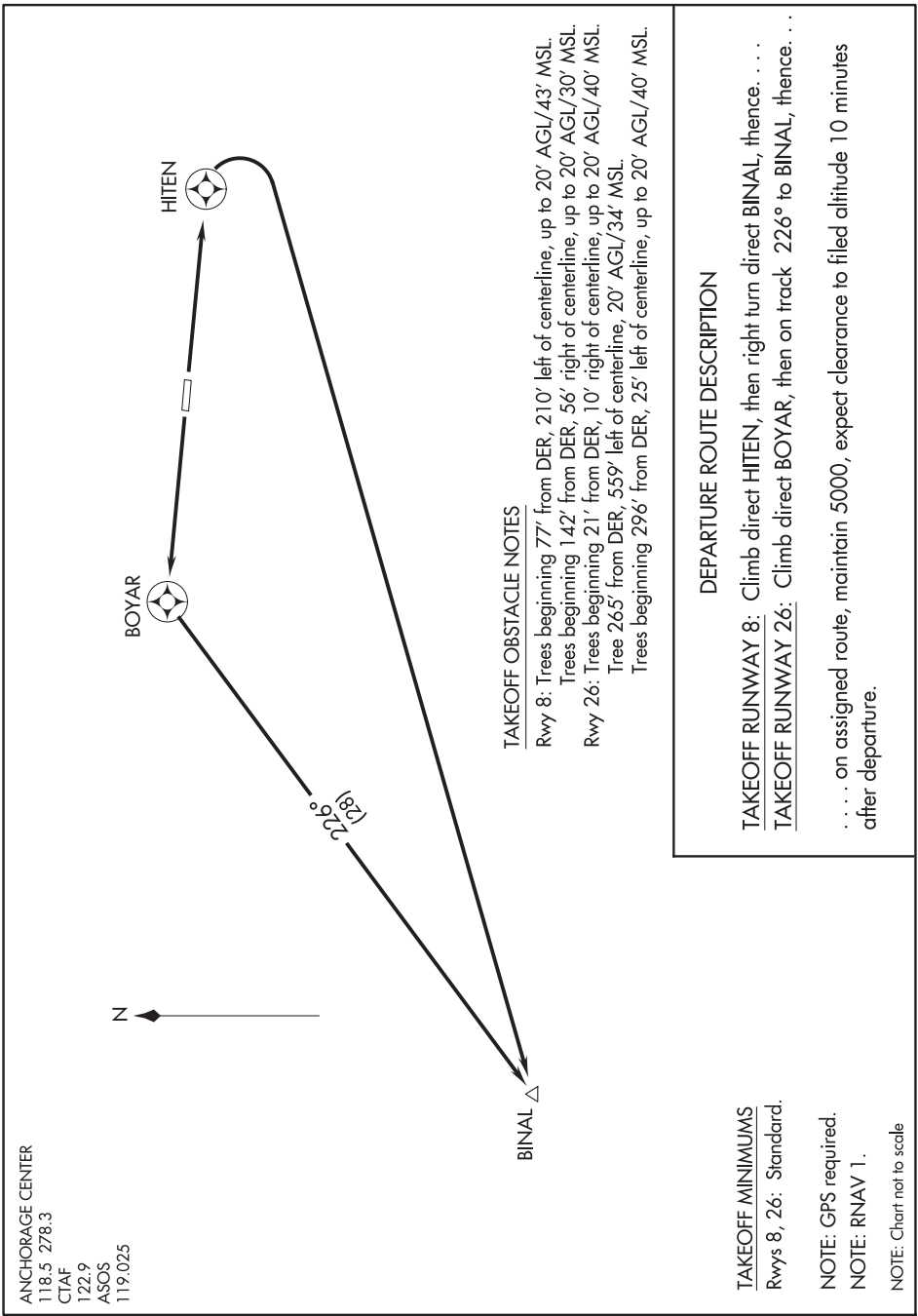
56°00'N-161°10'W

NELSON LAGOON (OUL) (PAOU)
RNAV (GPS) RWY 26

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



AK, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4600
038°	TDZE	368
	Apt Elev	368

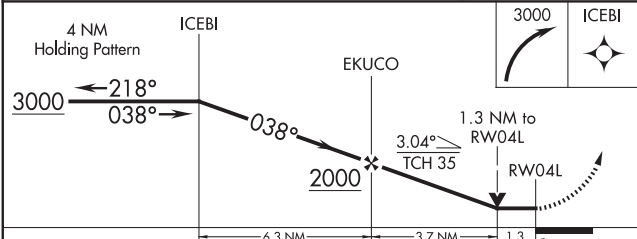
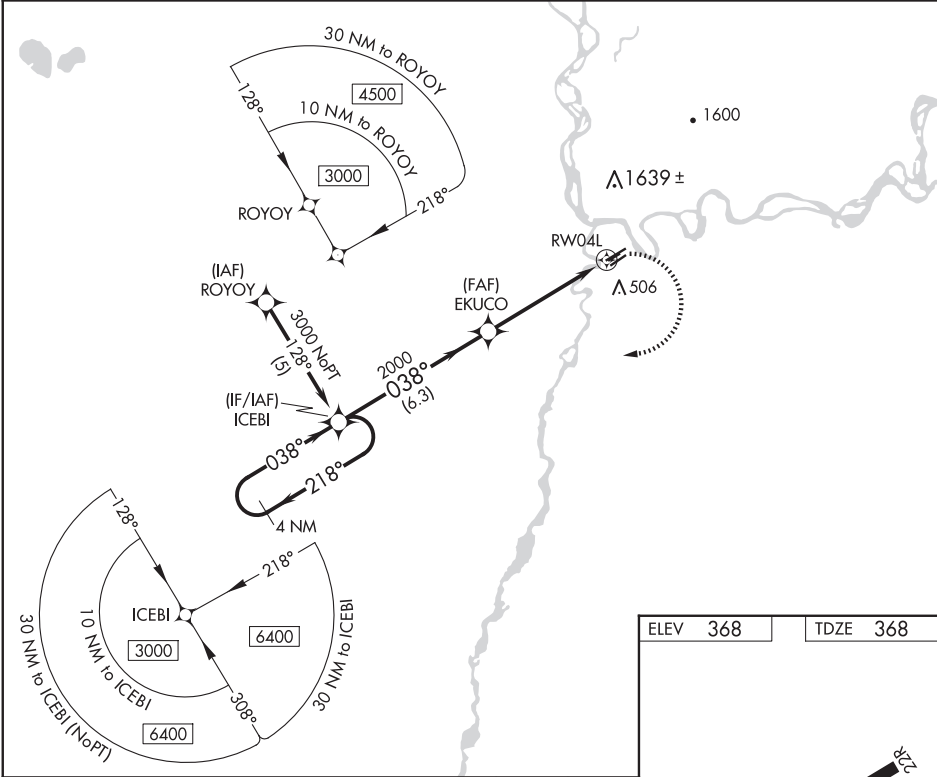
RNAV (GPS) RWY 4L
NENANA MUNI (ENN)(PANN)

RNP APCH.

⚠ When local altimeter setting not received, use Fairbanks Intl altimeter setting and increase all MDAs 100 feet and LNAV Cat C and Circling Cts C/D visibility ¼ SM. Circling NA west of Rwy 4L-22R. Procedure NA at night. Circling NA to Rws 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.

ASOS 125.2	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS RADIO 122.5	CTAF 122.1
---------------	-----------------------------------	--------------------------	---------------



ELEV 368

TDZE 368

MIRL Rws 4L-22R and 4R-22L

REIL Rws 4L and 22R

CATEGORY	A	B	C	D
LNAV MDA	800-1 432 (500-1)	800-1¼ 432 (500-1¼)	800-1½ 432 (500-1½)	800-1¾ 432 (500-1¾)
CIRCLING	860-1 492 (500-1)	1180-2½ 812 (900-2½)	1180-2¾ 812 (900-2¾)	1180-3 812 (900-3)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

NDB ICW

525

APP CRS

051°

Rwy Idg

4600

TDZE

368

Apt Elev

368

NDB RWY 4L

NENANA MUNI (ENN)(PANN)

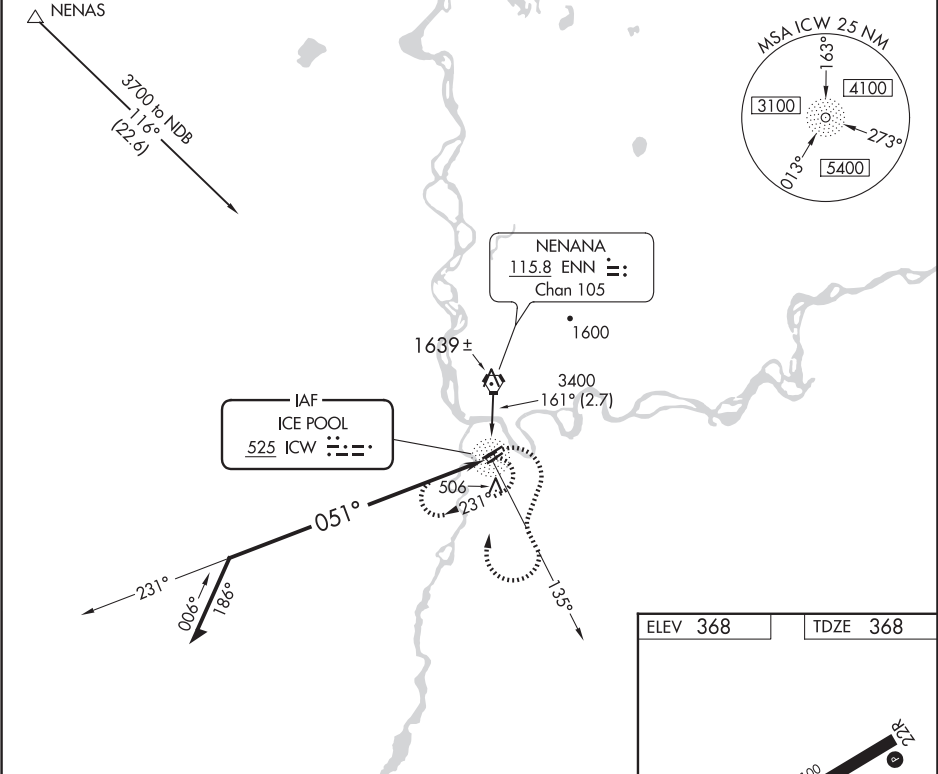
⚠

⚠

Circling NA northwest of Rwy 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 ¼ SM. Procedure NA at night. Circling NA to Rwys 4R, 22L, 4W and 22W. Rwy 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.

ASOS	FAIRBANKS APP CON	FAIRBANKS RADIO	CTAF
125.2	125.35 363.2	122.5	122.1



Remain within 10 NM

ICW NDB 3200

2400

231°

051°

3200

ICW 135°

ICW

ELEV 368

TDZE 368

051° to NDB

MIRL Rwys 4L-22R and 4R-22L

REIL Rwys 4L and 22R

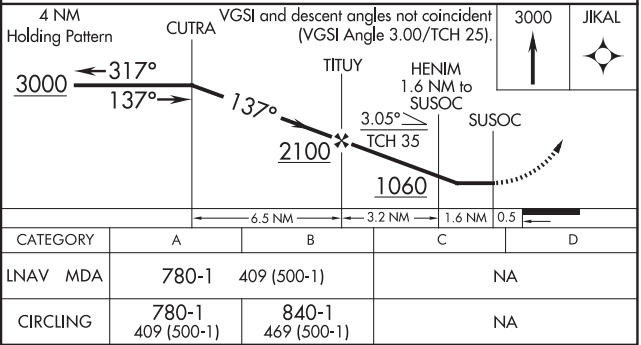
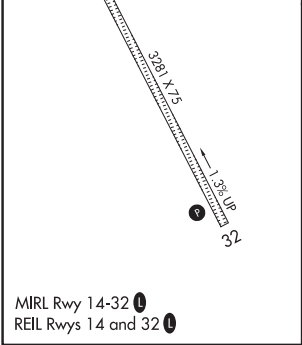
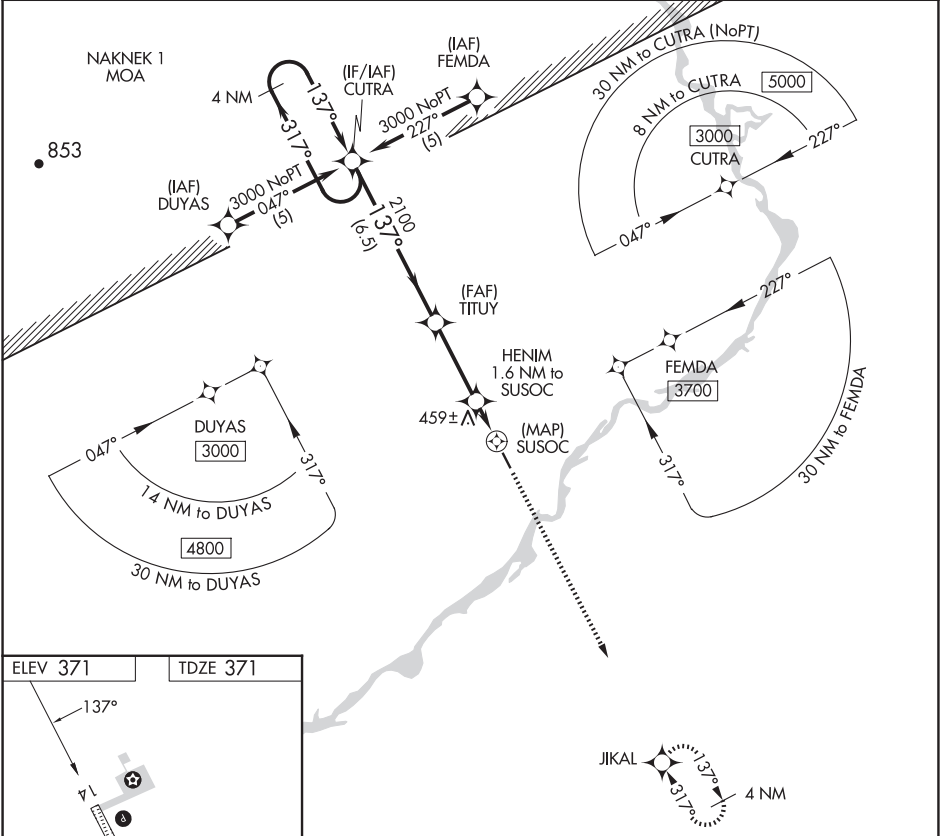
CATEGORY	A	B	C	D
S-4L	1000-1	632 (700-1)	1000-1¾ 632 (700-1¾)	1000-2 632 (700-2)
CIRCLING	1000-1	632 (700-1)	1180-2½ 812 (900-2½)	1180-2¾ 812 (900-2¾)

APP CRS	Rwy Idg	3281
137°	TDZE	371
	Apt Elev	371

RNAV (GPS) RWY 14
NEW STUYAHOK (KNW) (PANW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct JIKAL and hold.
When local altimeter setting not received, use JZZ/PAJZ altimeter setting and increase all MDAs 60 feet. Procedure NA at night. Visibility reduction by helicopters NA.	

AWOS-3P 120.275	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 122.55	CTAF 122.9
--------------------	-----------------------------------	----------------------------	---------------



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

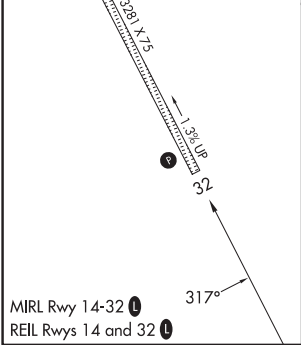
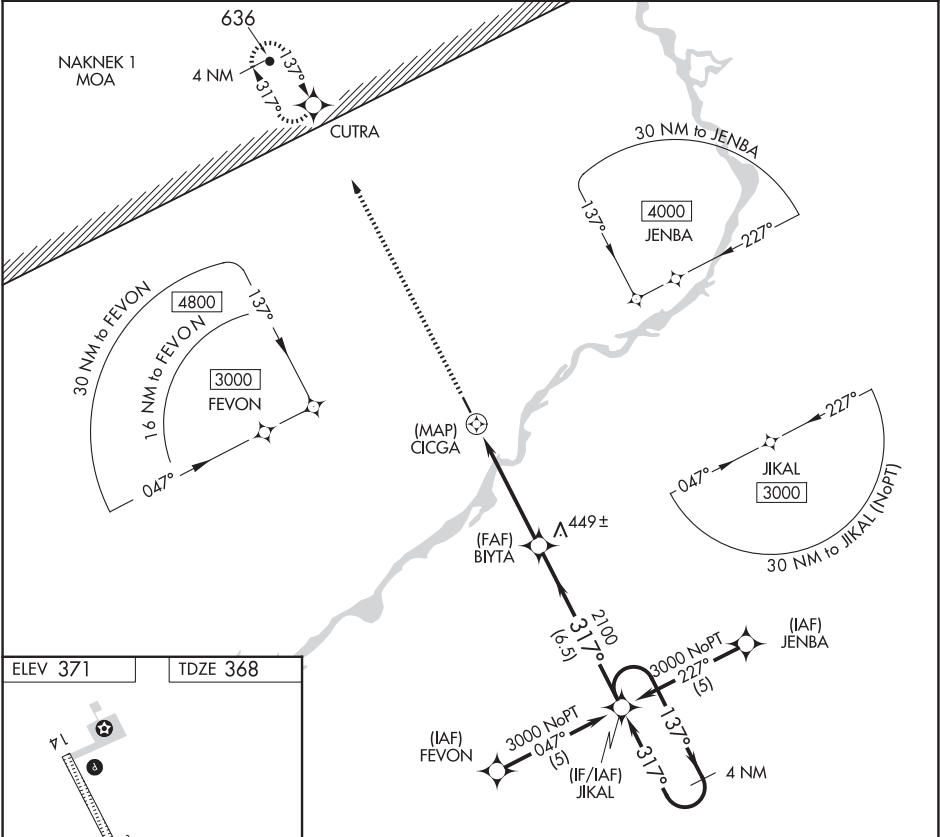
APP CRS	Rwy Idg	3281
317°	TDZE	368
	Apt Elev	371

RNAV (GPS) RWY 32

NEW STUYAHOK (KNW) (PANW)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct CUTRA and hold.
	When local altimeter setting not received, use JZZ/PAJZ altimeter setting and increase all MDAs 60 feet. Procedure NA at night.	

AWOS-3P 120.275	ANCHORAGE CENTER 132.75 282.35	DILLINGHAM RADIO 122.55	CTAF 122.9
--------------------	-----------------------------------	----------------------------	---------------



3000	CUTRA	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).		4 NM Holding Pattern
		0.8 NM to CICGA	BIYA	3000
	CICGA	$\leq 3.05^\circ$ TCH 35	2100	
	0.5	0.8	4.1 NM	6.5 NM
CATEGORY	A	B	C	D
LNNAV MDA	760-1	392 (400-1)	NA	
CIRCLING	780-1 409 (500-1)	840-1 469 (500-1)	NA	

RNAV (GPS) RWY 5

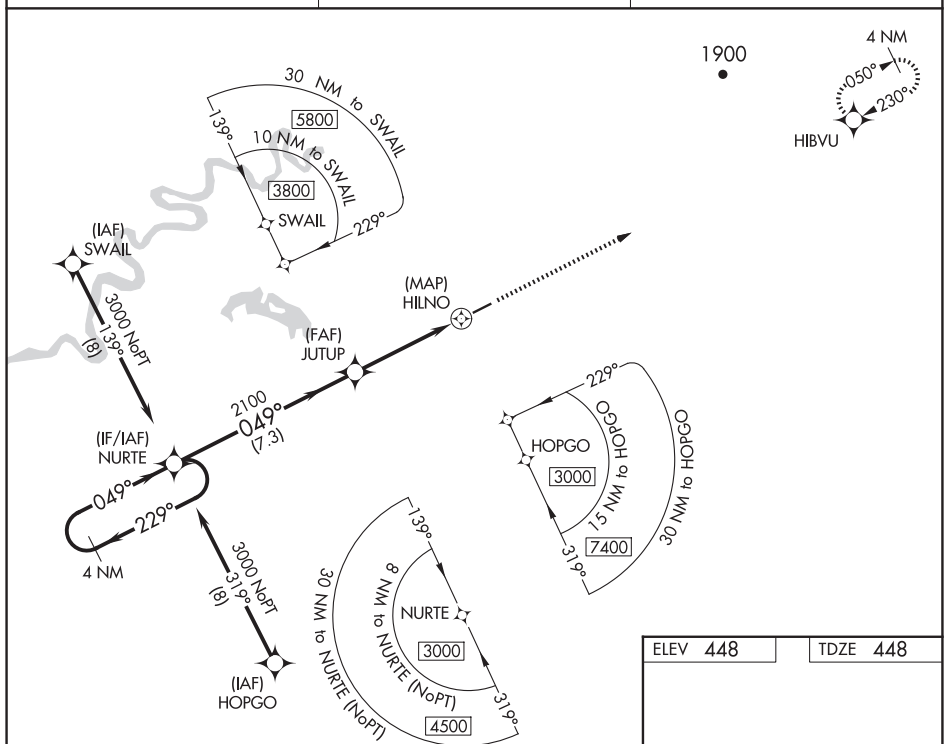
NIKOLAI (FSP)(PAFS)

T Rwy 5 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 5000 direct HIBVU and hold, continue climb-in-hold to 5000.

CTAF

122.8 L



4 NM Holding Pattern

NURTE

JUTUP

HILNO

3000

229°

049°

049°

2100

3.20° TCH 40

0.8 NM to HILNO

0.5

7.3 NM

3.5 NM

VGSI and descent angles not coincident (VGSI Angle 3.20/TCH 26).

5000

HIBVU

CATEGORY	A	B	C	D
LNAV MDA	900-1 452 (500-1)		900-1 $\frac{3}{8}$ 452 (500-1 $\frac{3}{8}$)	
C CIRCLING	900-1 452 (500-1)		900-1 $\frac{1}{2}$ 452 (500-1 $\frac{1}{2}$)	1000-2 552 (600-2)

Diagram illustrating the runway layout and dimensions:

- Runway 5-23: 4001 x 75
- Runway 5: 4001 x 75
- Runway 23: 4001 x 75
- Heading: 049°

NIKOLAI (FSP)(PAFS)
RNAV (GPS) RWY 5

AK, 07 AUG 2025 to 02 OCT 2025

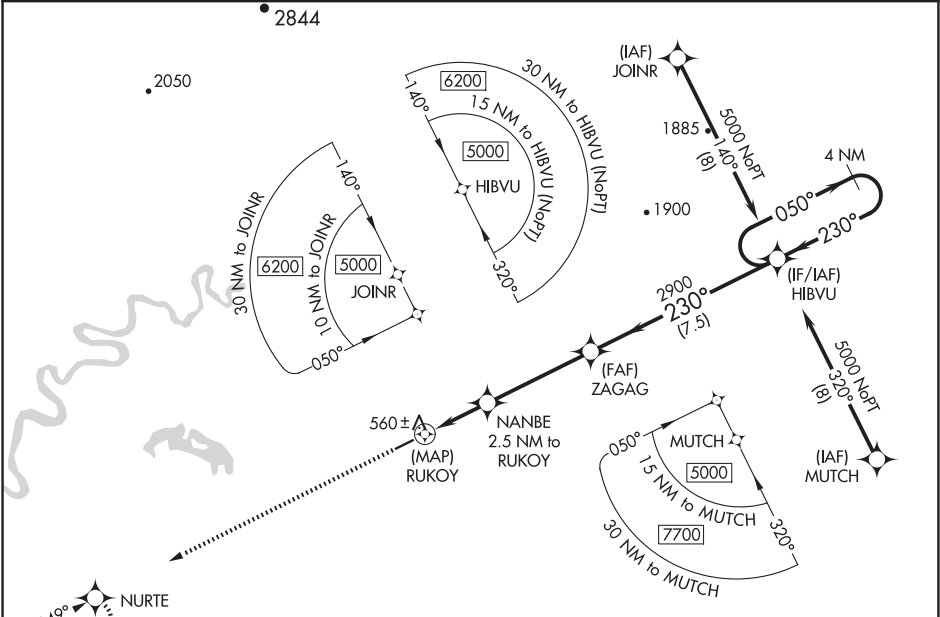
APP CRS	Rwy Idg	4001
230°	TDZE	448
	Apt Elev	448

RNAV (GPS) RWY 23

NIKOLAI (F'SP)(PAFS)


RNP APCH.	MISSED APPROACH: Climb to 3000 direct NURTE and hold.
<div>Rwy 23 helicopter visibility reduction below ¾ SM NA.</div>	

AWOS-3P 118.325	ANCHORAGE CENTER 128.1 353.8	CTAF 122.8
--------------------	---------------------------------	---------------




ELEV 448

TDZE 448



0.4 NM




229°

3000

↑

NURTE



VGSI and descent angles not coincident
(VGSI Angle 3.20/TCH 28).

HIBVU

4 NM Holding Pattern

5000

← 230°

050° →

230°

2900

3.20°

TCH 40°

NANBE

2.5 NM to RUKOY

ZAGAG

0.5 NM to RUKOY

0.5

2 NM

4.1 NM

7.5 NM

1500

2900

0.5

0.5

2 NM


4.1 NM

7.5 NM

CATEGORY	A	B	C	D
LNAV MDA	820-1 372 (400-1)			
CIRCLING	860-1 412 (500-1)	900-1 452 (500-1)	900-1½ 452 (500-1½)	1000-2 552 (600-2)

ELEV 448

TDZE 448




0.4 NM

229°

3000

↑

NURTE



VGSI and descent angles not coincident
(VGSI Angle 3.20/TCH 28).

HIBVU

4 NM Holding Pattern

5000

← 230°

050° →

230°

2900

3.20°

TCH 40°

NANBE

2.5 NM to RUKOY

ZAGAG

0.5 NM to RUKOY

0.5

2 NM

4.1 NM

7.5 NM

1500

2900

0.5


0.5

2 NM


4.1 NM

7.5 NM


CATEGORY	A	B	C	D
LNAV MDA	820-1 372 (400-1)			
CIRCLING	860-1 412 (500-1)	900-1 452 (500-1)	900-1½ 452 (500-1½)	1000-2 552 (600-2)



MIRL Rwy 5-23 ①

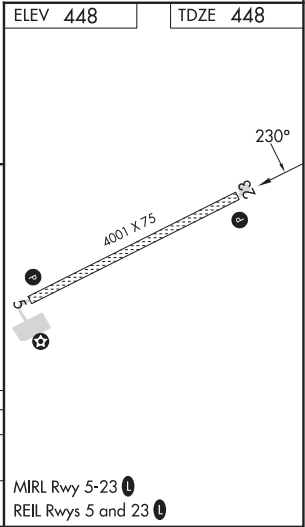


REIL Rwy 5 and 23 ①



230°

4001 X 75

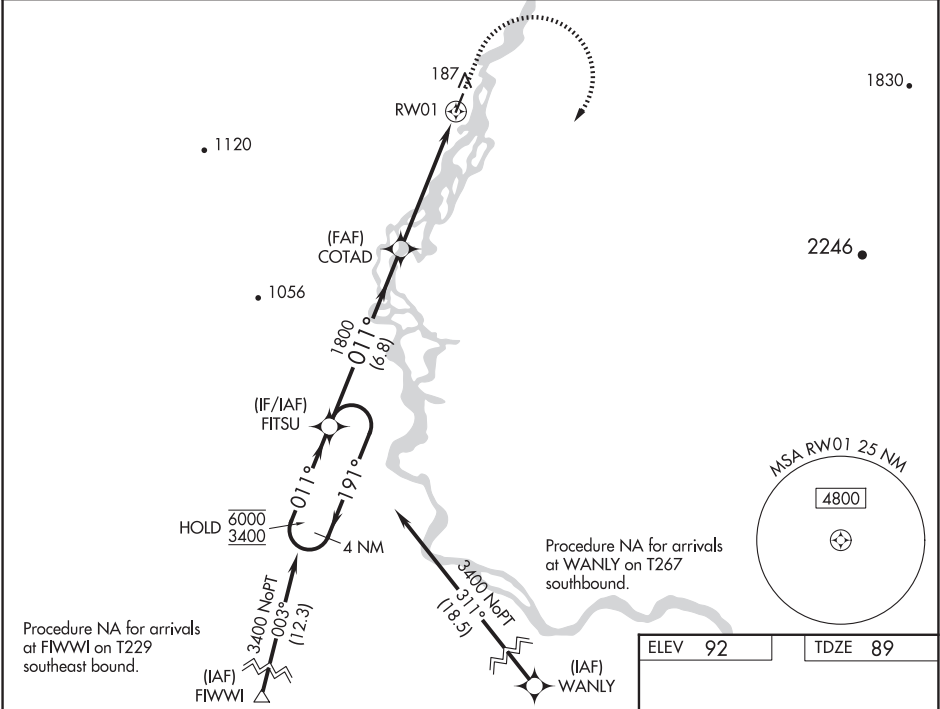


WAAS CH 61142 W01A	APP CRS 011°	Rwy Ldg 3992 TDZE 89 Apt Elev 92
--	------------------------	---

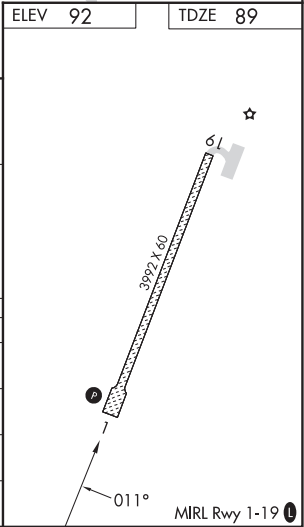
RNAV (GPS) RWY 1

NOATAK (WTK)(PAWN)

RNP APCH-GPS.		MISSED APPROACH: Climb to 1000 then climbing right turn to 3400 direct FITSU and hold.	
▼ For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C. Circling Rwy 19 NA at night.			
AWOS-3P 135.75	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.4	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern		FITSU	COTAD	1000	3400	FITSU
6000 ← 191°		011° →	1800	1.3 NM to RWY1	RWY1	
GP 3.00°		1800				
TCH 30		6.8 NM	4 NM	1.3 NM		
CATEGORY	A	B	C	D		
LPV DA	339-1		250 (300-1)			
LNAV/VNAV DA	339-1		250 (300-1)			
LNAV MDA	520-1	431 (500-1)	520-1¼	431 (500-1¼)		
CIRCLING	520-1 428 (500-1)	560-1 468 (500-1)	560-1½ 468 (500-1½)	820-2¼ 728 (800-2¼)		



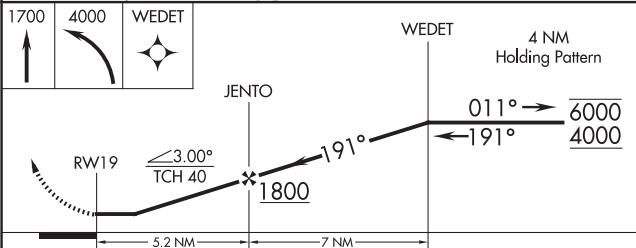
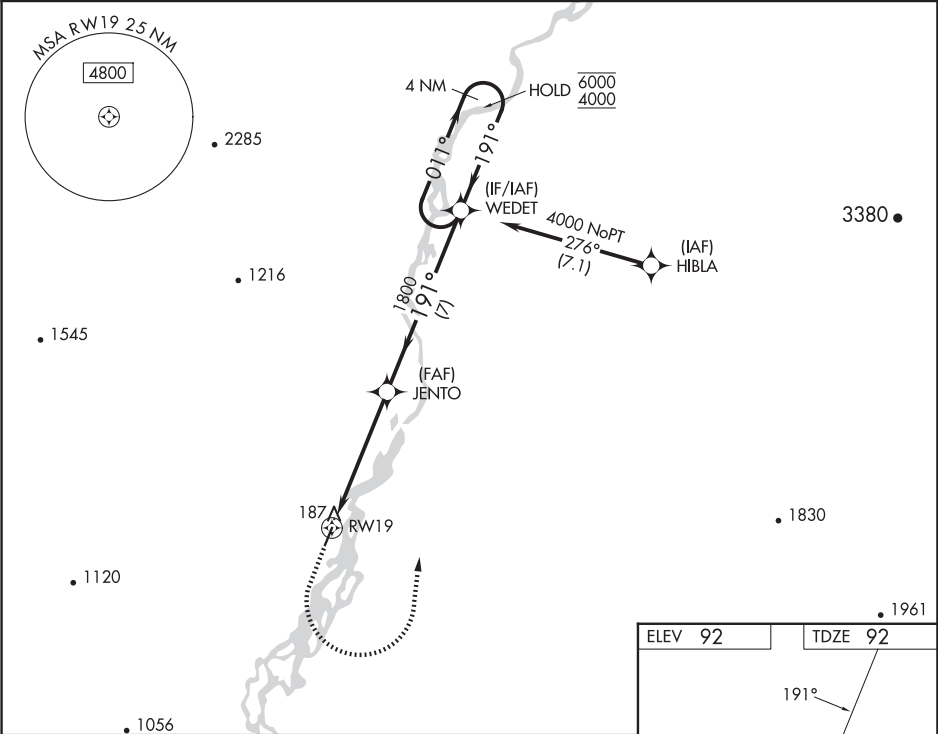
WAAS CH 86842 W19A	APP CRS 191°	Rwy Ldg 3992 TDZE 92 Apt Elev 92
--	------------------------	---

RNAV (GPS) RWY 19

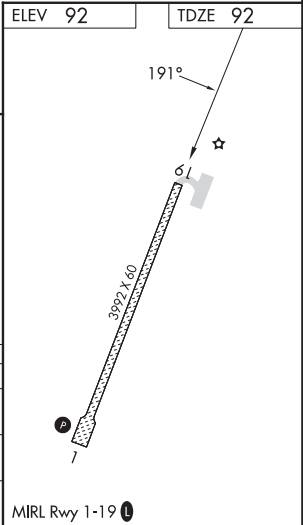
NOATAK (WTK)(PAWN)

RNP APCH-GPS.		MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct WEDET and hold.
<div><div></div><div></div></div>	Rwy 19 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night.	

AWOS-3P 135.75	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.4	UNICOM 122.8 (CTAF)
--------------------------	--	--------------------------------	-------------------------------



CATEGORY	A	B	C	D
LP MDA	540-1	448 (500-1)	540-1 $\frac{3}{8}$	448 (500-1 $\frac{3}{8}$)
LNAV MDA	560-1	468 (500-1)	560-1 $\frac{3}{8}$	468 (500-1 $\frac{3}{8}$)
<div></div> CIRCLING	560-1	468 (500-1)	560-1 $\frac{1}{2}$ 468 (500-1 $\frac{1}{2}$)	820-2 $\frac{1}{4}$ 728 (800-2 $\frac{1}{4}$)




NOME, ALASKA

AL-1231 (FAA)

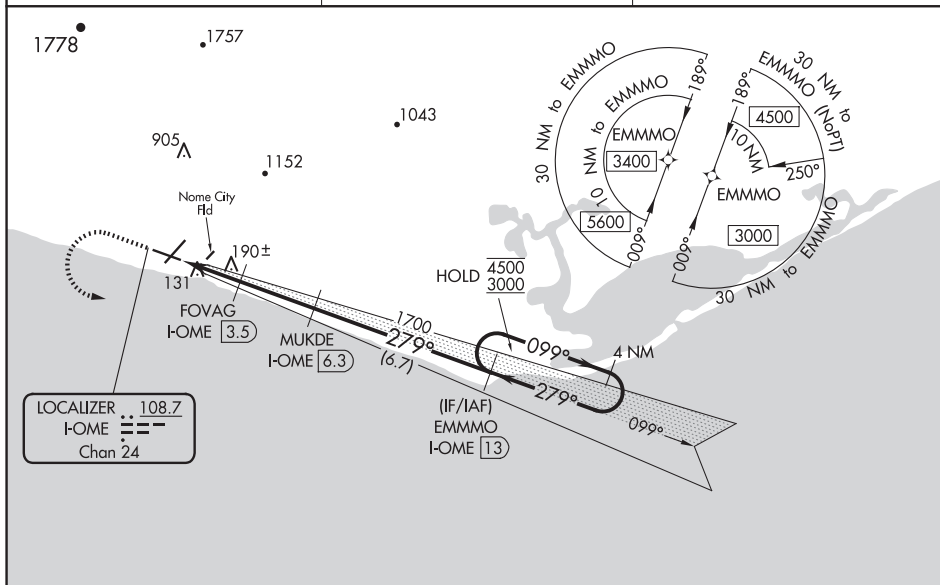
23222

LOC/DME I-OME 108.7 Chan 24	APP CRS 279°	Rwy Idg 6009 TDZE 25 Apt Elev 41
---	------------------------	---

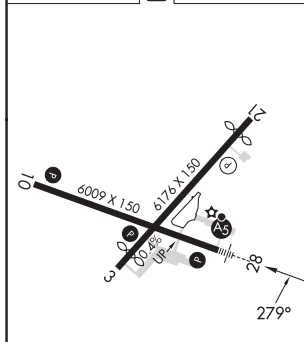
ILS Y or LOC Y RWY 28 NOME (OME)(PAOM)

RNAV 1-GPS required. DME required.	MALSR 	MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct EMMMO and hold.
------------------------------------	--	---

AFIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 1
------------------------	--	-------------------------------------



ELEV 41	D	TDZE 25
----------------	----------	----------------



1300	3000	EMMMO I-OME 13	Use I-OME DME when on localizer course.	4 NM Holding Pattern
* LOC only.	FOVAG I-OME 3.5	MUKDE I-OME 6.3	EMMMO I-OME 13	4 NM Holding Pattern
I-OME 1.2	I-OME 2.4	1700	1700	4500 3000
1.2 NM	1.1 NM	2.8 NM	6.7 NM	GS 3.00° TCH 51
CATEGORY	A	B	C	D
S-ILS 28	275/40		250 (300-¾)	
S-LOC 28	440/40		415 (400-¾)	
C CIRCLING	540-1	499 (500-1)	540-1½ 499 (500-1½)	700-2 659 (700-2)

REIL Rwy 3 and 10 **1**
HIRL Rwy 10-28 **1**
MIRL Rwy 3-21 **1**

NOME, ALASKA
Amdt 4B 08NOV18

64°31'N-165°27'W

NOME (OME)(PAOM)
ILS Y or LOC Y RWY 28

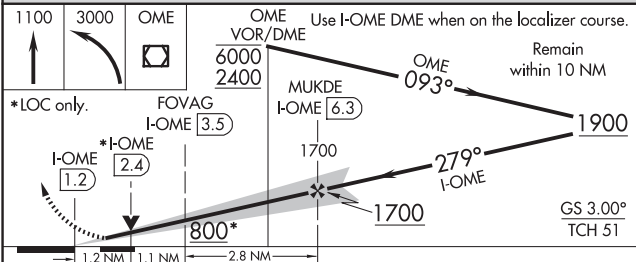
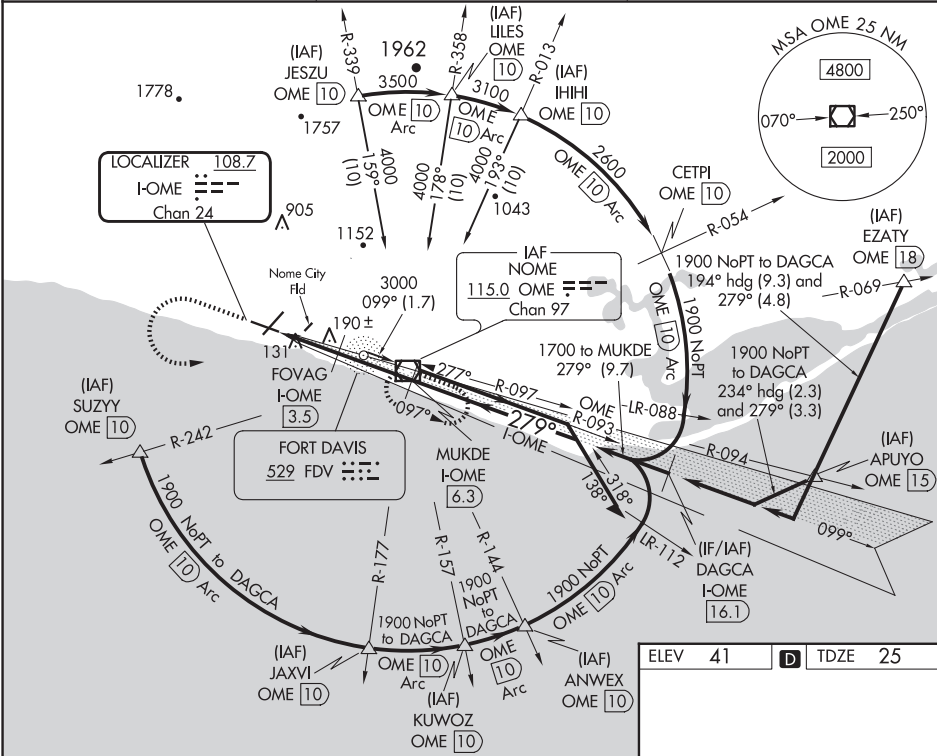
AK, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-OME	APP CRS	Rwy Idg	6009
108.7	279°	TDZE	25
Chan 24		Apt Elev	41

ILS Z or LOC Z RWY 28
NOME(OME)(PAOM)

DME required.	MALS R	MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct OME VOR/DME and hold, continue climb-in-hold to 3000.
Circling Rwy 21 NA at night. Circling NA for Cats C and D north of Rwy 10-28. Inop table does not apply to S-ILS 28 all Cats and S-LOC 28 Cats A and B. For inop ALS, increase S-LOC 28 Cats C and D to RVR 6000.		

AFIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 0
------------------------	--	-------------------------------------



ELEV 41	D TDZE 25
---------	------------------

REIL Rwy 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21

NOME, ALASKA

AL-1231 (FAA)

23222

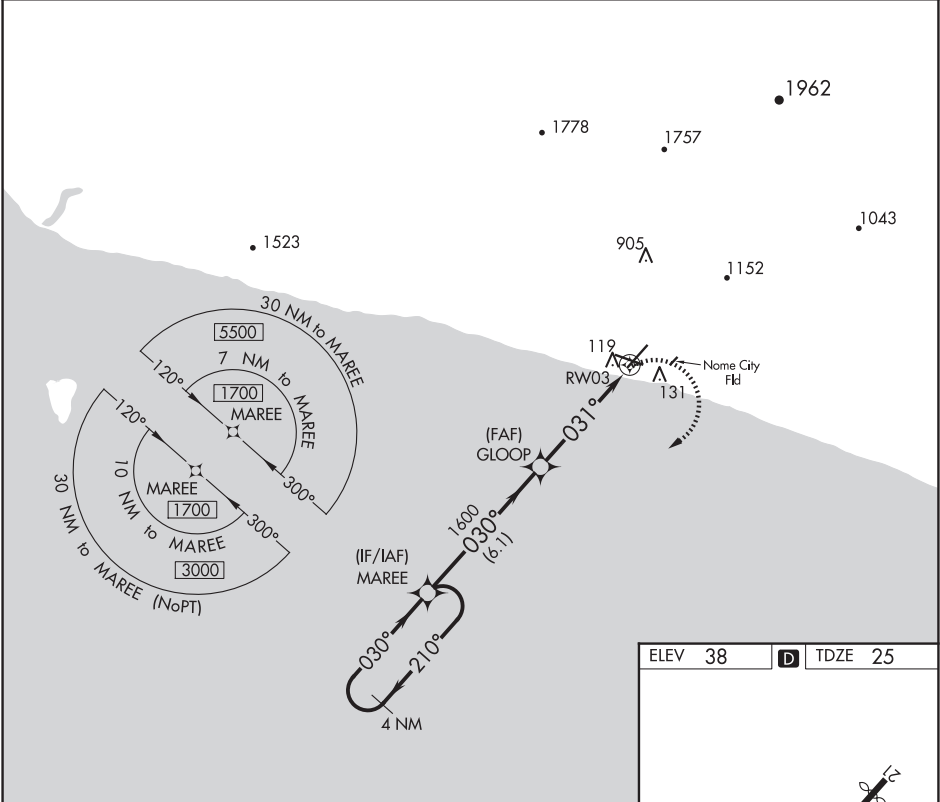
APP CRS 031°	Rwy Idg	5576
	TDZE	25
	Apt Elev	38

RNAV (GPS) RWY 3

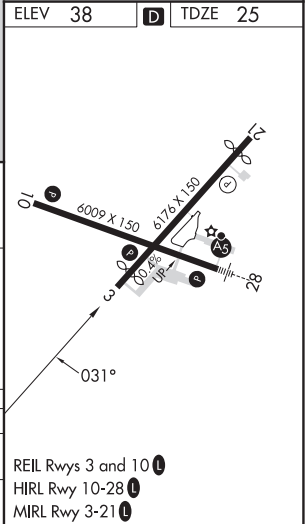
NOME (OME)(PAOM)

<div><div></div><div>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.</div></div>	MISSED APPROACH: Climbing right turn to 1700 direct MAREE and hold.
--	---

AFIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) Q
------------------------	--	--



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 29).				
4 NM Holding Pattern				
1700 ← 210° / 030° →				
MAREE				
GLOOP				
1600				
RWY 03				
6.1 NM				
4.8 NM				
CATEGORY	A	B	C	D
LNNAV MDA	440-1	415 (500-1)	440-1¼	415 (500-1¼)
CIRCLING	540-1	502 (600-1)	540-1½	700-2
			502 (600-1½)	662 (700-2)



NOME, ALASKA
Amdt 1 13NOV14

64°31'N-165°27'W

NOME (OME)(PAOM)

RNAV (GPS) RWY 3

AK, 07 AUG 2025 to 02 OCT 2025

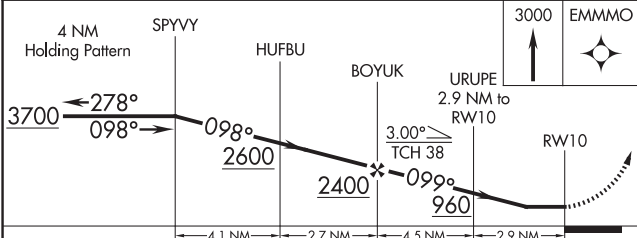
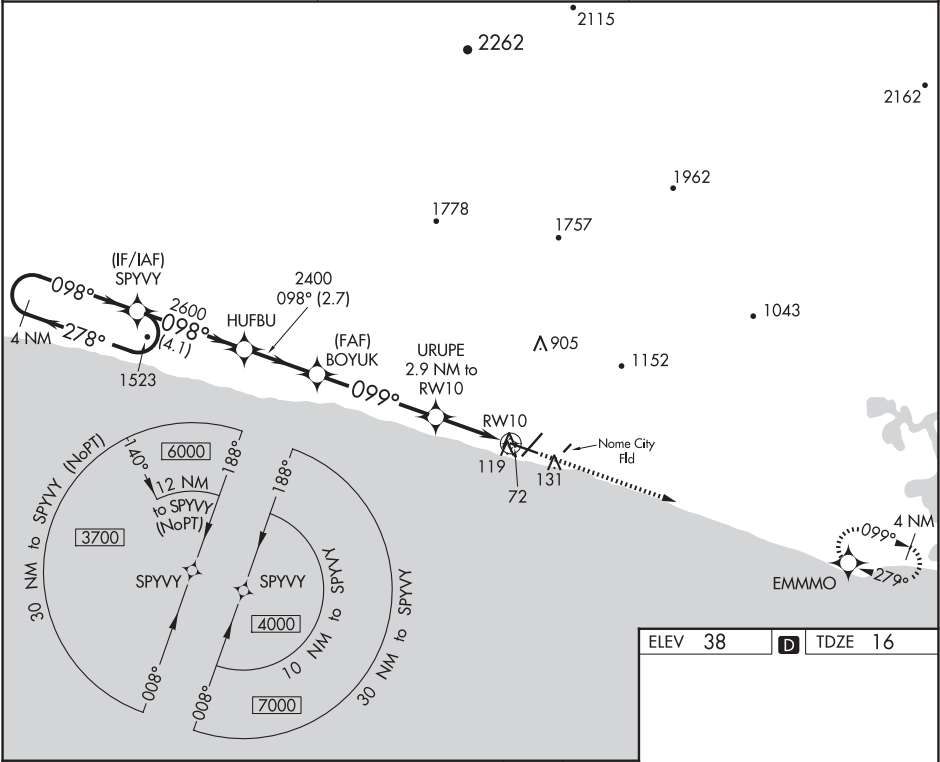
AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40434 W10A	APP CRS 099°	Rwy Idg 6009 TDZE 16 Apt Elev 38
--	------------------------	---

RNAV (GPS) RWY 10
NOME (OME)(PAOM)

7 DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 21 NA, Rwy 10 operational VGSI required, remain on or above VGSI glidepath until threshold. Circling NA for Cats C and D north of Rwy 10-28.	MISSED APPROACH: Climb to 3000 direct EMMMO and hold.
---	---

AFIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 1
------------------------	--	-------------------------------------



ELEV 38	D TDZE 16
REIL Rwy 3 and 10 1 HIRL Rwy 10-28 1 MIRL Rwy 3-21 1	

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

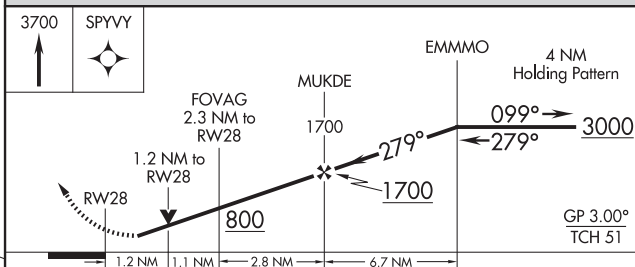
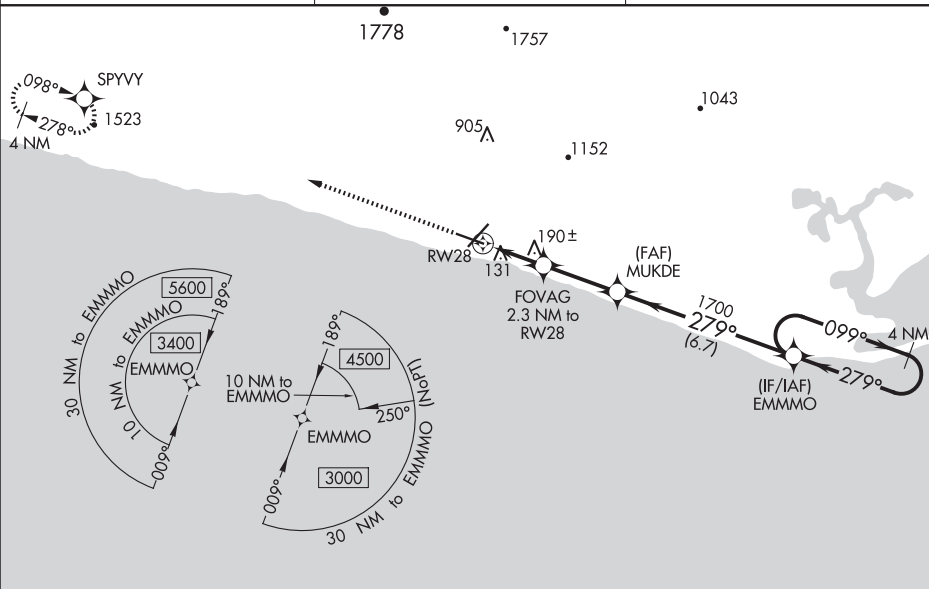
RNAV (GPS) RWY 28
NOME(OME)(PAOM)

T 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.



MISSED APPROACH: Climb to 3700 direct SPYVY and hold, continue climb-in-hold to 3700.

NOME RADIO
123.6 (CTAF) **L**



CATEGORY		A	B	C	D
LPV	DA	275/40		250 (300-¾)	
RNAV/ RNAV	DA	301/40		276 (300-¾)	
RNAV	MDA	440/40		415 (400-¾)	
C CIRCLING		540-1 499 (500-1)		540-1½ 499 (500-1½)	700-2 659 (700-2)

NOME(OME)(PAOM)
RNAV (GPS) RWY 28

AK, 07 AUG 2025 to 02 OCT 2025

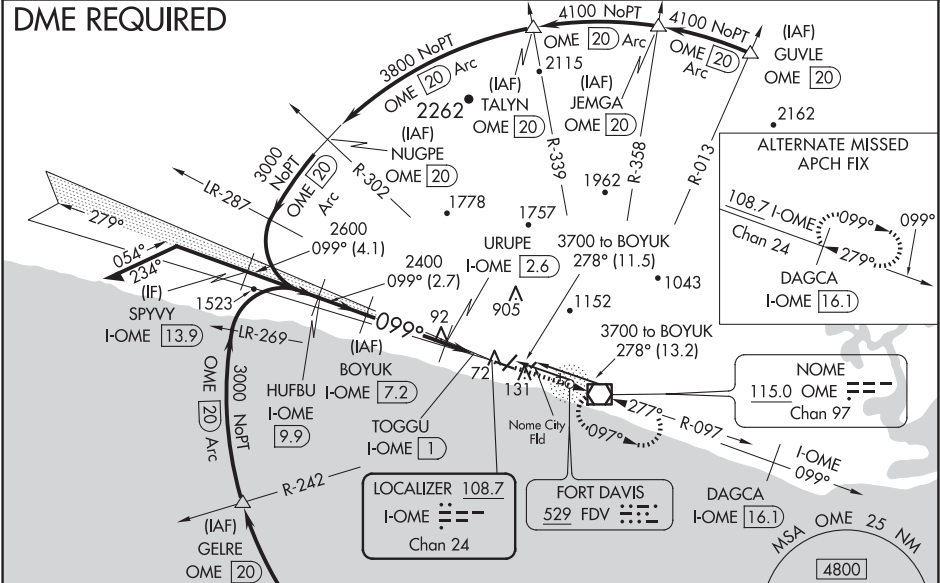
LOC/DME I-OME	APP CRS	Rwy Idg	6009
108.7	099°	TDZE	16
Chan 24		Apt Elev	38

LOC/DME BC RWY 10
NOME (OME) (PAOM)

LOC BC unusable inside TOGGU/I-OME 1 DME. Night landing:
Rwy 10 operational VGSi required, remain on or above VGSi
glidepath until threshold. Night landing: Rwy 21 NA. Circling
NA for Cats C and D north of Rwy 10-28.

MISSED APPROACH: Climb to 3000
direct OME VOR/DME and hold,
continue climb-in-hold to 3000.

AFIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) ①
-----------------	---------------------------------	------------------------------



Disregard GS indications. BOYUK I-OME 7.2				3000	OME
Remain within 10 NM				↑	☐
3100	279°	HUFBU I-OME 9.9	URUPE I-OME 2.6	TOGGU I-OME 1	
2600	099°	2400	3.00° TCH 38		
Use I-OME DME when on the localizer course.				960	
		2.7 NM	4.5 NM	1.6 NM	1.3 NM
CATEGORY	A	B	C	D	
S-10	340-1½ 324 (400-1½)				
CIRCLING	540-1½ 502 (600-1½)				700-2 662 (700-2)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

NOME, ALASKA

AL-1231 (FAA)

24081

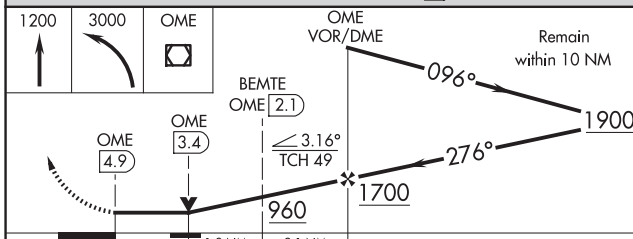
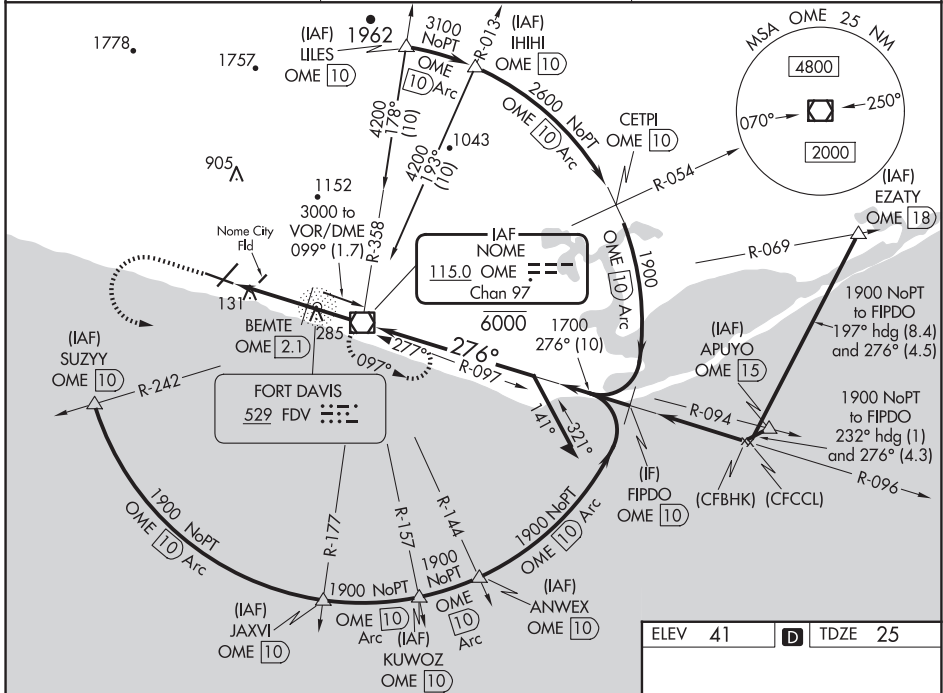
VOR/DME OME 115.0 Chan 97	APP CRS 276°	Rwy Idg 6009 TDZE 25 Apt Elev 41
---	------------------------	---

VOR RWY 28

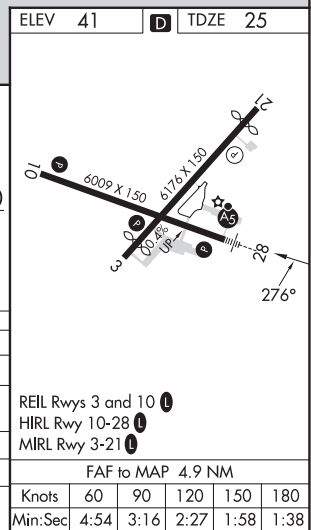
NOME (OME)(PAOM)

<p>T For inop ALS, increase S-28 BEMTE fix minimums Cat A/B visibility to RVR 5000, increase Cat C/D visibility to 1½ SM. 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.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct OME VOR/DME and hold, continue climb-in-hold to 3000.</p>
--	---------------------	---

AFIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 1
-------------------------------	---	--



CATEGORY	A	B	C	D
S-28	960/40	935 (1000-¾)	960-2	935 (1000-2)
C CIRCLING	960-1¼	919 (1000-1¼)	960-2¾	960-3
			919 (1000-2¾)	919 (1000-3)
BEMTE FIX MINIMUMS				
S-28	540/40	515 (500-¾)	540/55	515 (500-1)
C CIRCLING	540-1	499 (500-1)	540-1½	700-2
			499 (500-1½)	659 (700-2)



NOME, ALASKA
Amdt 3A 21MAR24

64°31'N-165°27'W

NOME (OME)(PAOM)
VOR RWY 28

AK, 07 AUG 2025 to 02 OCT 2025

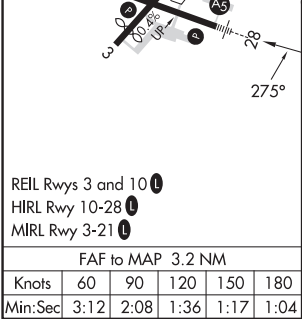
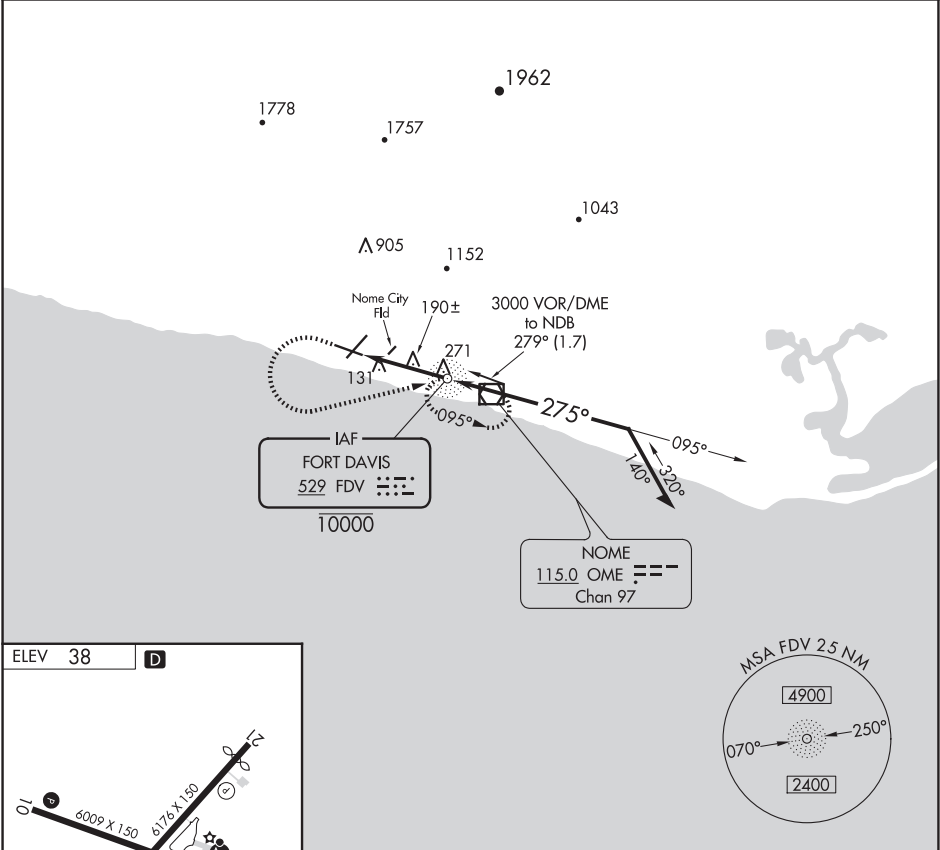
AK, 07 AUG 2025 to 02 OCT 2025

NDB FDV 529	APP CRS 275°	Rwy Idg TDZE Apt Elev	N/A N/A 38
-----------------------	------------------------	-----------------------------	-------------------------

NDB-A
NOME (OME)(PAOM)

⚠ 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.
---	--

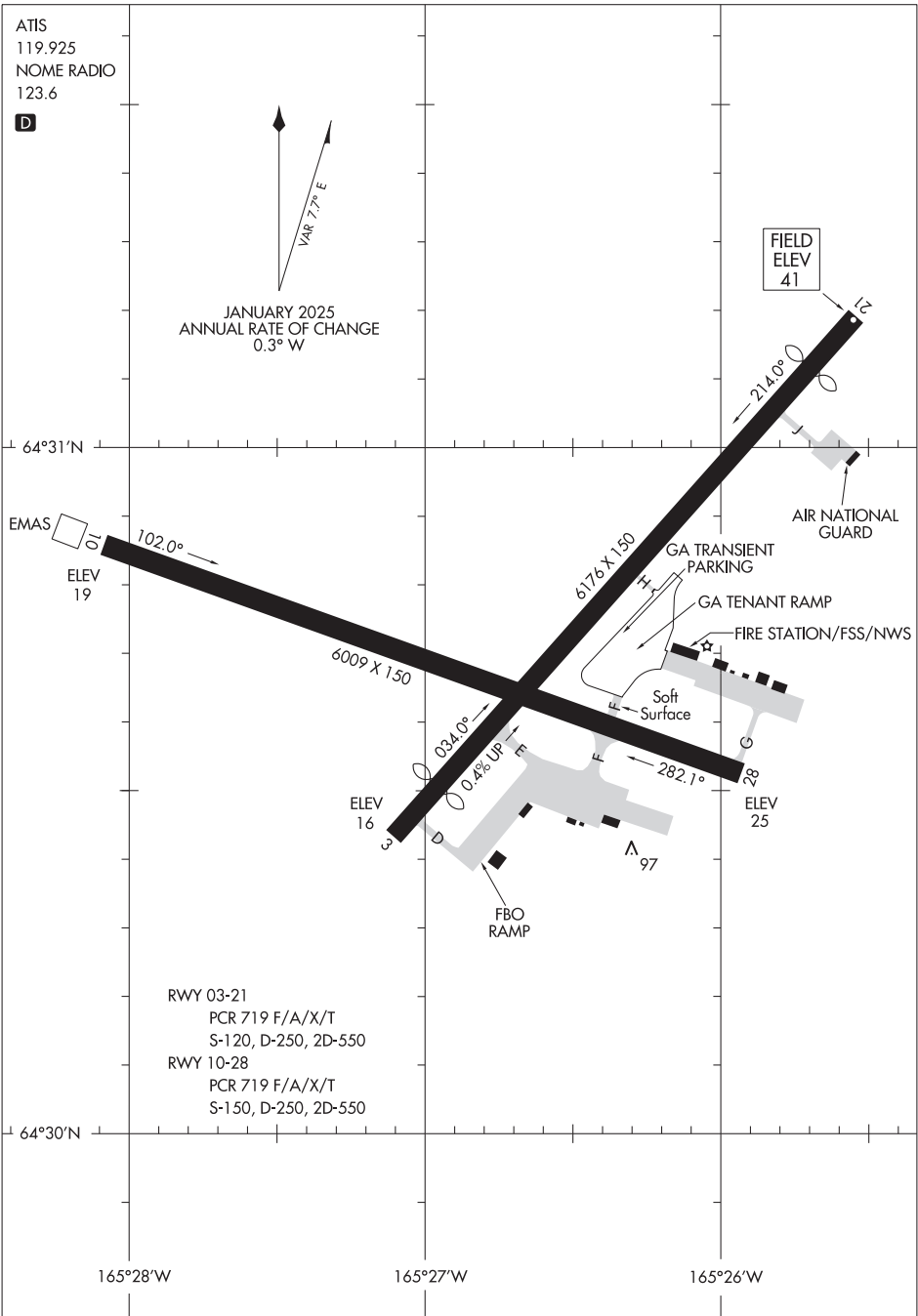
AFIS 119.925	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 123.6 (CTAF) 1
------------------------	--	--



1200	3000	FDV	FDV NDB	10000	2400	1700	1900	Remain within 10 NM
↑	↶	⊙	⊙	10000	2400	1700	1900	Remain within 10 NM
3.97° TCH 49		3.2 NM		3.2 NM		3.2 NM		3.2 NM
CATEGORY		A		B		C		D
CIRCLING		540-1		502 (600-1)		540-1½ 502 (600-1½)		700-2 662 (700-2)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



(DUMZU1.DUMZU) 24249

AL-10164 (FAA)

DUMZU ONE DEPARTURE (OBSTACLE) (RNAV)

NONDALTON (5NN) (PANO)
NONDALTON, ALASKA

ANCHORAGE CENTER
118.8
KENAI RADIO
122.2

RNAV 1 - GPS.

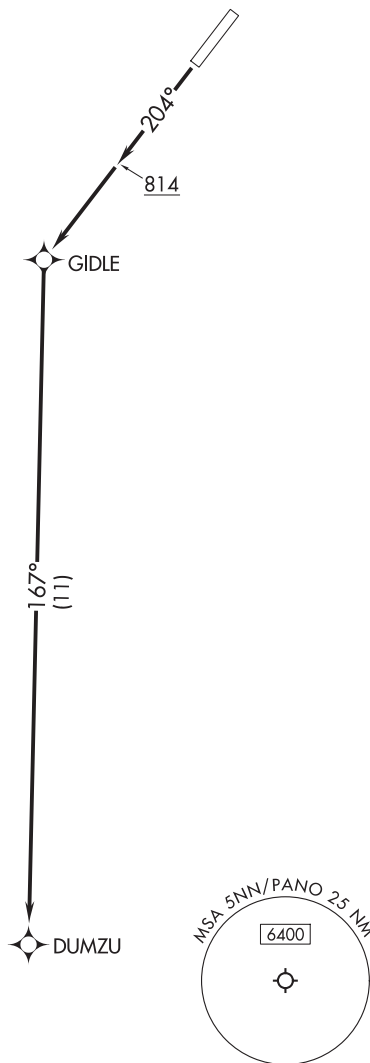
TAKEOFF MINIMUMS

Rwy 2: NA - Obstacles.

Rwy 20: Standard with minimum climb
of 443' per NM to 2600.

TAKEOFF OBSTACLE NOTES

Rwy 20: Trees 3' from DER, 313' left of centerline, 50' AGL/323' MSL.
Trees 41' from DER, 235' right of centerline, 50' AGL/382' MSL.
Trees 96' from DER, 192' left of centerline, 50' AGL/346' MSL.
Trees 134' from DER, 356' right of centerline, 50' AGL/395' MSL.
Trees beginning 189' from DER, 15' left of centerline, up to 50' AGL/359' MSL.
Trees beginning 228' from DER, 49' right of centerline, up to 50' AGL/405' MSL.
Trees beginning 749' from DER, 39' right of centerline, up to 50' AGL/415' MSL.
Trees beginning 1176' from DER, 281' right of centerline, up to 50' AGL/418' MSL.
Trees beginning 1269' from DER, 95' right of centerline, up to 50' AGL/425' MSL.
Trees beginning 1379' from DER, 25' left of centerline, up to 50' AGL/382' MSL.
Trees beginning 1604' from DER, 337' right of centerline, up to 50' AGL/428' MSL.
Trees beginning 1697' from DER, 30' right of centerline, up to 50' AGL/431' MSL.
Tower, trees, tank beginning 2032' from DER, 21' right of centerline, up to 75' AGL/451' MSL.
Trees beginning 2141' from DER, 34' left of centerline, up to 50' AGL/388' MSL.
Trees beginning 2646' from DER, 142' right of centerline, up to 50' AGL/454' MSL.
Trees beginning 2980' from DER, 77' right of centerline, up to 50' AGL/457' MSL.
Trees beginning 3073' from DER, 198' right of centerline, up to 50' AGL/464' MSL.
Trees beginning 3167' from DER, 12' right of centerline, up to 50' AGL/467' MSL.
Trees beginning 3594' from DER, 375' right of centerline, up to 50' AGL/474' MSL.
Trees beginning 3687' from DER, 68' right of centerline, up to 50' AGL/480' MSL.
Trees beginning 4115' from DER, 124' right of centerline, up to 50' AGL/484' MSL.
Trees beginning 4971' from DER, 663' right of centerline, up to 50' AGL/490' MSL.
Trees beginning 5064' from DER, 719' right of centerline, up to 50' AGL/497' MSL.
Trees beginning 1.1 NM from DER, 1920' right of centerline, up to 50' AGL/500' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb on heading 204° to 814, then direct GIDLE, then on track 167° to DUMZU, then on assigned route of flight and altitude.

DUMZU ONE DEPARTURE (OBSTACLE) (RNAV)
(DUMZU1.DUMZU) 05SEP24

NONDALTON, ALASKA
NONDALTON (5NN) (PANO)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

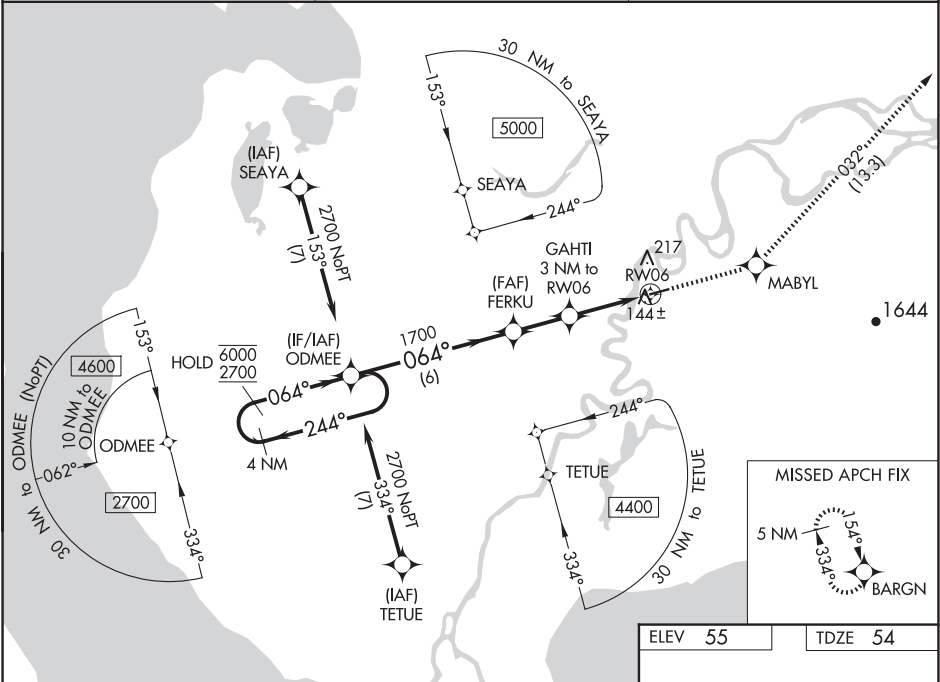
WAAS CH 78213 W06A	APP CRS 064°	Rwy Ldg 4000 TDZE 54 Apt Elev 55
--	------------------------	---

RNAV (GPS) RWY 6

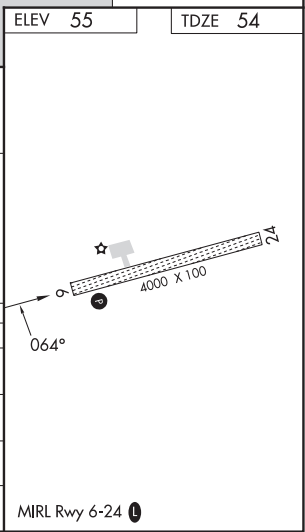
ROBERT/BOB/CURTIS MEML (D76) (PFNO)

RNP APCH.	MISSED APPROACH: Climb to 4400 direct MABYL and on track 032° to BARGN and hold, continue climb-in-hold to 4400.
<div><div>▼</div><div>▲</div><div>⊞</div></div> <div>Rwy 6 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.</div>	

AWOS-3P 120.0	ANCHORAGE CENTER 119.2 263.0	CTAF 122.7 0
-------------------------	--	------------------------



VGSIs and RNAV glidepath not coincident (VGSIs Angle 3.00/TCH 25).				
4 NM Holding Pattern		ODMEE	FERKU	MABYL tr BARGN
6000 ← 244°		2700 → 064°	1700	GAHTI 3 NM to RW06
GP 3.00°				*1.2 NM to RW06
TCH 40				
		6 NM	2.1 NM	1.8 NM 1.2 NM
CATEGORY	A	B	C	D
LPV DA	304-1		250 (300-1)	
LNAV/VNAV DA	355-1		301 (300-1)	
LNAV MDA	460-1 406 (500-1)		460-1½ 406 (500-1½)	
CIRCLING	520-1 465 (500-1)		520-1½ 465 (500-1½) 760-2¼ 705 (800-2¼)	



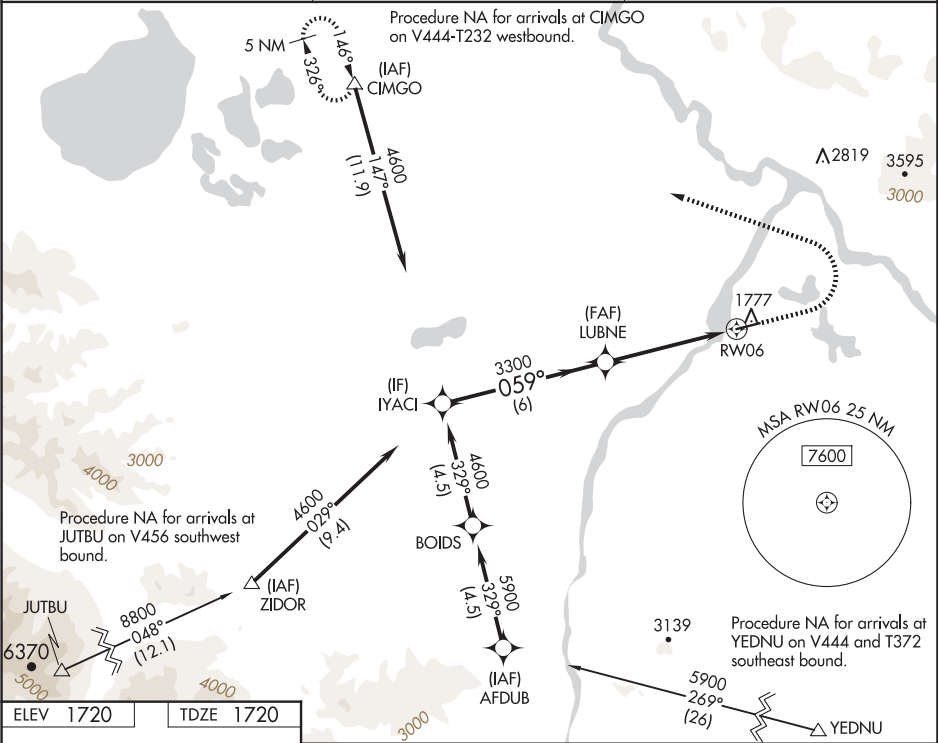
WAAS CH 65646 W06A	APP CRS 059°	Rwy Idg TDZE 1720 Apt Elev 1720
--	------------------------	---

RNAV (GPS) RWY 6

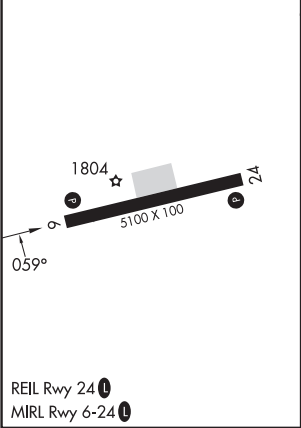
NORTHWAY (ORT)(PAOR)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2200 then climbing left turn to 4800 direct CIMGO and hold.
<div><div><div></div><div></div></div><div><div><div></div><div></div></div></div><div>Rwy 6 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.</div></div>	

ASOS 135.4	ANCHORAGE CENTER 126.55 323.0	NORTHWAY RADIO 123.6 (CTAF) 0
----------------------	---	---



ELEV 1720	TDZE 1720
-----------	-----------



YACI	LUBNE	2200	4800	CIMGO
4600	3300			
GP 3.00°				
TCH 39				
	6 NM	3.5 NM	1.3 NM	
CATEGORY	A	B	C	D
LPV DA	1974-¾ 254 (300-¾)			
LNAV/VNAV DA	2030-⅞ 310 (400-⅞)			
LNAV MDA	2180-1	460 (500-1)	2180-1½	460 (500-1½)
CIRCLING	2180-1	460 (500-1)	2240-1½ 520 (600-1½)	2340-2 620 (700-2)

NORTHWAY, ALASKA

AL-1216 (FAA)

25107

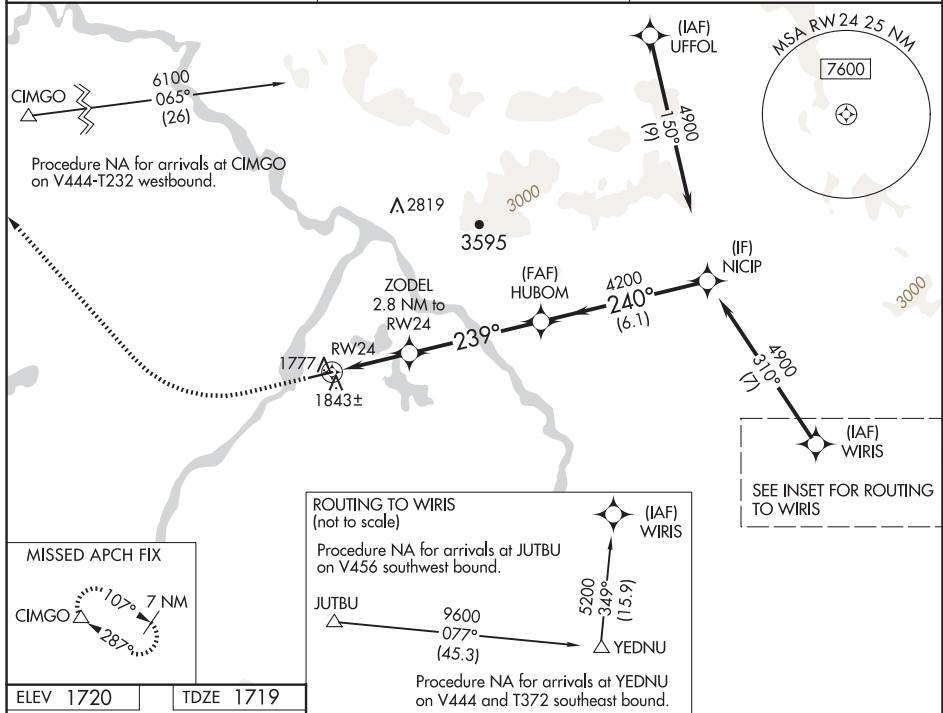
WAAS CH 48924 W24A	APP CRS 239°	Rwy Idg TDZE Apt Elev	5100 1719 1720
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 24

NORTHWAY (ORT)(PAOR)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2300 then climbing right turn to 7400 direct CIMGO and hold, continue climb-in-hold to 7400.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.		

ASOS 135.4	ANCHORAGE CENTER 126.55 323.0	NORTHWAY RADIO 123.6 (CTAF) 0
----------------------	---	---



ELEV 1720		TDZE 1719	
MISSED APCH FIX		ROUTING TO WIRIS (not to scale)	
CIMGO 107° 7 NM 287°		Procedure NA for arrivals at JUTBU on V456 southwest bound.	
JUTBU 9600 077° (45.3)		Procedure NA for arrivals at YEDNU on V444 and T372 southeast bound.	
YEDNU 5200 349° (15.9)		WIRIS 4900 310° (7)	
RW24 239°		HUBOM 4200 240° (6.1)	
NICIP 4900 310° (7)		ZODEL 2.8 NM to RW24	
1804 5100 X 100		GP 3.00° TCH 36	
REIL Rwy 24 0		MIRL Rwy 6-24 0	
NORTHWAY, ALASKA		NORTHWAY (ORT)(PAOR)	
Amtd 2 11JUL24		62°58'N-141°56'W	
AK, 07 AUG 2025 to 02 OCT 2025		AK, 07 AUG 2025 to 02 OCT 2025	

RNAV (GPS) RWY 24

VORTAC ORT 116.3 Chan 110	APP CRS 115°	Rwy Idg TDZE Apt Elev	N/A N/A 1720
---	------------------------	-----------------------------	---

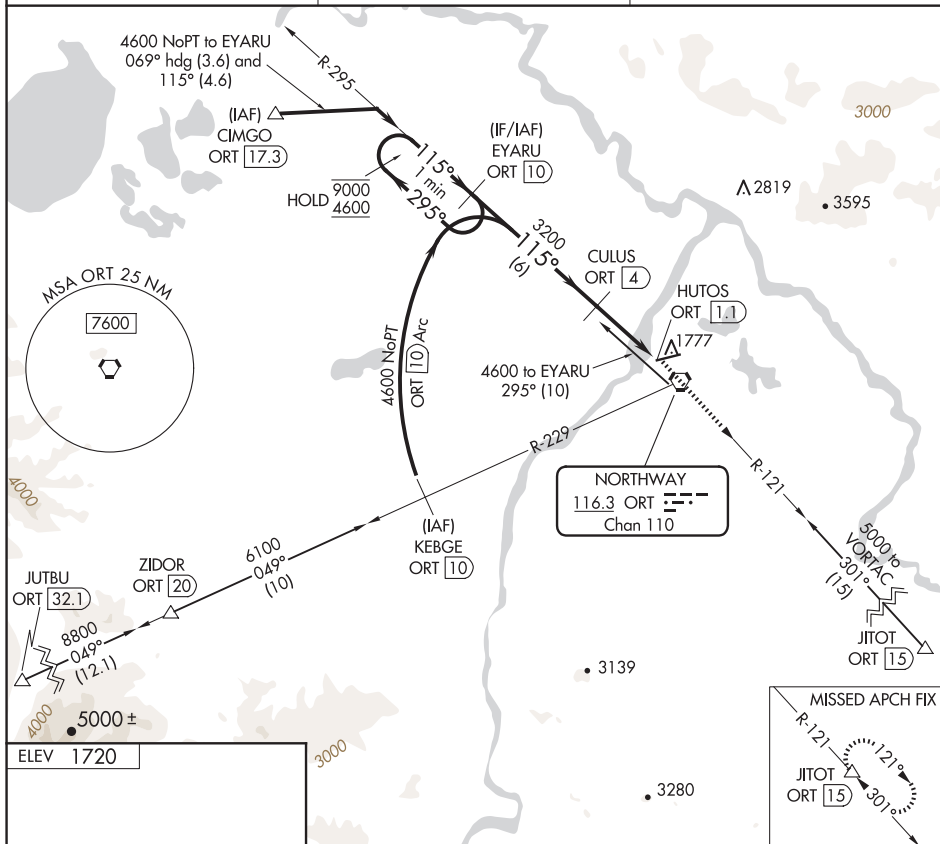
VOR-A
NORTHWAY (ORT)(PAOR)

DME required.

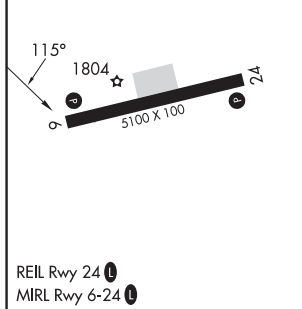
 -37°C

MISSED APPROACH: Climb to 8400 on ORT R-121 to JITOT/ORT 15 DME and hold, continue climb-in-hold to 8400.

ASOS 135.4	ANCHORAGE CENTER 126.55 323.0	NORTHWAY RADIO 123.6 (CTAF) 0
----------------------	---	---



ELEV 1720



REIL Rwy 24 **L**
MIRL Rwy 6-24 **L**

CATEGORY	A	B	C	D
CIRCLING	2160-1 440 (500-1)	2180-1 460 (500-1)	2240-1½ 520 (600-1½)	2340-2 620 (700-2)

NORTHWAY, ALASKA

Amdt 2 11JUL24

NORTHWAY (ORT)(PAOR)

VOR-A

62°58'N-141°56'W

(ORT1.ORT) 24193

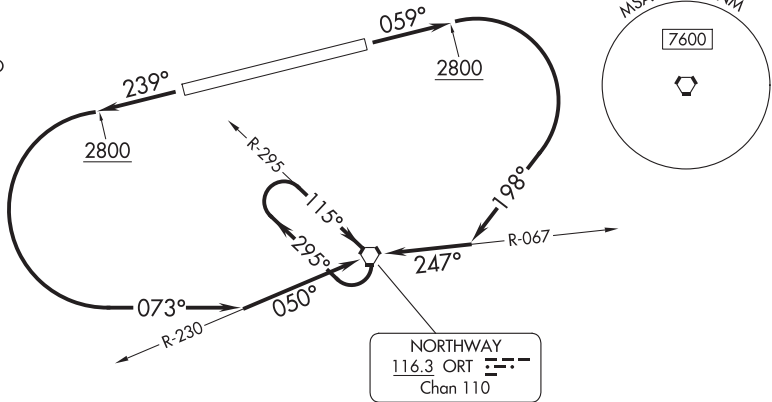
AL-1216 (FAA)

NORTHWAY (ORT)(PAOR)

NORTHWAY, ALASKA

NORTHWAY ONE DEPARTURE (OBSTACLE)

ANCHORAGE CENTER
126.55 323.0
ASOS
135.4
NORTHWAY RADIO
123.6

TAKEOFF MINIMUMS

Rwy 24: Standard.

Rwy 6: Standard with a minimum climb of 227' per NM to 3600,
or 2800-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES

- Rwy 6: Light poles 0' from DER, 70' left of centerline, 1720' MSL. Light poles 5' from DER, 107' right of centerline, 1720' MSL. Light poles 5' from DER, 104' left of centerline, 1721' MSL. Tree 22' from DER, 255' right of centerline, 1722' MSL. Trees beginning 29' from DER, 263' right of centerline, up to 1723' MSL. Trees beginning 56' from DER, 367' left of centerline, up to 1725' MSL. Tree 81' from DER, 481' right of centerline, 1728' MSL. Trees beginning 115' from DER, 298' right of centerline, up to 1731' MSL. Trees beginning 149' from DER, 367' left of centerline, up to 1726' MSL. Tree 212' from DER, 480' right of centerline, 1748' MSL. Tree 235' from DER, 431' left of centerline, 1727' MSL. Tree 276' from DER, 468' left of centerline, 1728' MSL. Trees beginning 663' from DER, 615' right of centerline, up to 1752' MSL. Trees beginning 1070' from DER, 399' right of centerline, up to 1765' MSL. Trees beginning 1168' from DER, 595' right of centerline, up to 1778' MSL. Tree 1229' from DER, 824' right of centerline, 1780' MSL. Tree, pole, catenary wires beginning 1242' from DER, 503' right of centerline, up to 1790' MSL. Tree 1701' from DER, 900' left of centerline, 1763' MSL. Tree 1708' from DER, 726' left of centerline, 1768' MSL. Trees beginning 1744' from DER, 891' left of centerline, up to 1773' MSL.
- Rwy 24: Light poles, vegetation beginning 0' from DER, 70' right of centerline, up to 1724' MSL. Tree 35' from DER, 427' left of centerline, 1722' MSL. Trees beginning 119' from DER, 333' left of centerline, up to 1730' MSL. Tree 167' from DER, 267' right of centerline, 1731' MSL. Tree 1150' from DER, 674' left of centerline, 1757' MSL. Trees beginning 1190' from DER, 649' left of centerline, up to 1769' MSL. Tree 1223' from DER, 675' left of centerline, 1781' MSL. Trees beginning 1244' from DER, 16' left of centerline, up to 1792' MSL. Trees beginning 1772' from DER, 82' right of centerline, up to 1784' MSL. Tree 2028' from DER, 387' right of centerline, 1787' MSL. Tree 2051' from DER, 455' right of centerline, 1795' MSL. Trees beginning 2079' from DER, 178' right of centerline, up to 1799' MSL. Trees beginning 2270' from DER, 646' right of centerline, up to 1801' MSL. Trees beginning 2295' from DER, 113' right of centerline, up to 1802' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 059° to 2800, then climbing right turn heading 198° to intercept ORT VORTAC R-067 to ORT and hold, thence . . .

TAKEOFF RUNWAY 24: Climb on heading 239° to 2800, then climbing left turn heading 073° to intercept ORT VORTAC R-230 to ORT and hold, thence . . .

. . . continue climb in ORT holding pattern to cross ORT at or above MEA for route of flight.

VCOA RUNWAY 6: Obtain ATC approval for VCOA when requesting IFR clearance.

Climb in visual conditions to cross Northway Airport at or above 4400 before proceeding on course.

NORTHWAY ONE DEPARTURE (OBSTACLE)

(ORT1.ORT) 11JUL24

NORTHWAY, ALASKA

NORTHWAY (ORT)(PAOR)

WAAS CH 90225 W05A	APP CRS 048°	Rwy Idg 4589 TDZE 45 Apt Elev 45
--	------------------------	---

RNAV (GPS) RWY 5

NUIQSUT (AQT) (PAQT)

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Deadhorse altimeter setting and increase all DA 123 feet and all MDA 140 feet, increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cat C visibility ¼ mile, increase LNAV Cat C visibility ½ mile. VDP and Baro-VNAV NA with Deadhorse altimeter setting.

MALSF

MISSED APPROACH:

Climb to 1700 direct IQUQU and hold.

ASOS 135.35	ANCHORAGE CENTER 119.4	DEADHORSE RADIO 122.5	CTAF 122.8
-----------------------	----------------------------------	---------------------------------	----------------------

Procedure NA for arrivals at CEDUN on G16 westbound.

Procedure NA for arrivals at ZADRO on G16 northeast bound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).

1700

↑

↑

IQUQU

*LNAV only

4 NM Holding Pattern

1700 ← 228°

048° →

GP 3.00° TCH 53

BIQFI

ANPAF

1700

EVUBY 2.2 NM to RW05

*1.1 NM to RW05

RW05

*780

6.1 NM

2.8 NM

1.1 NM

1.1 NM

CATEGORY	A	B	C	D
LPV DA	295-1	250 (300-1)		NA
LNAV/VNAV DA	295-1	250 (300-1)		NA
LNAV MDA	440-1	395 (400-1)	440-1½ 395 (400-1½)	NA
CIRCLING	520-1	475 (500-1)	520-1½ 475 (500-1½)	NA

048° to RW05

4589 X 100

MIRL Rwy 5-23

REIL Rwy 23

NUIQSUT, ALASKA
Amdt 1A 24JUL14

70°13'N-151°00'W
409

NUIQSUT (AQT) (PAQT)

RNAV (GPS) RWY 5

NUIQSUT, ALASKA

AL-9239 (FAA)

22195

WAAS CH 99425 W23A	APP CRS 229°	Rwy Idg 4589 TDZE 45 Apt Elev 45
--	------------------------	---

RNAV (GPS) RWY 23

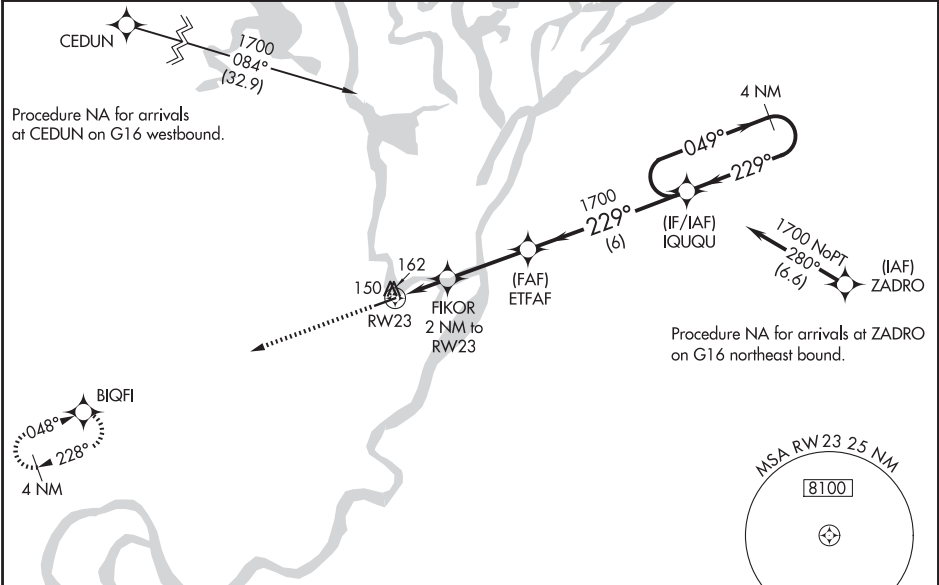
NUIQSUT (AQT) (PAQT)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV NA with Deadhorse altimeter setting. When local altimeter setting not received, use Deadhorse altimeter setting and increase all DA 123 feet and all MDA 140 feet, increase LPV all Cats and LNAV Circling Cat C visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cat C visibility ½ mile.

MISSED APPROACH:
Climb to 1700 direct
BIQFI and hold.

ASOS 135.35	ANCHORAGE CENTER 119.4	DEADHORSE RADIO 122.5	CTAF 122.8
-----------------------	----------------------------------	---------------------------------	----------------------



ELEV **45**

TDZE **45**

1700		BIQFI	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 33).	
* LNAV only		FIKOR 2 NM to RW23	ETFAF	IQUQU 4 NM Holding Pattern
RW23		720*	1700	1700
2 NM		3.1 NM	6 NM	GP 3.00° TCH 52
CATEGORY	A	B	C	D
LPV DA	295-1	250 (300-1)		NA
LNAV/VNAV DA	369-1	324 (400-1)		NA
LNAV MDA	480-1	435 (500-1)	480-1 3/8 435 (500-1 3/8)	NA
CIRCLING	520-1	475 (500-1)	520-1 1/2 475 (500-1 1/2)	NA

NUIQSUT, ALASKA
Amdt 1B 24JUL14

70°13'N-151°00'W

NUIQSUT (AQT) (PAQT)

RNAV (GPS) RWY 23

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

NULATO, ALASKA


AL-10165 (FAA)

24305

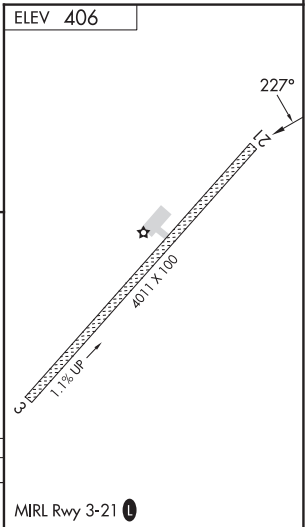
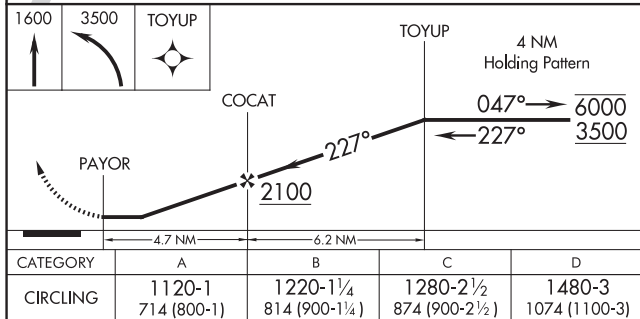
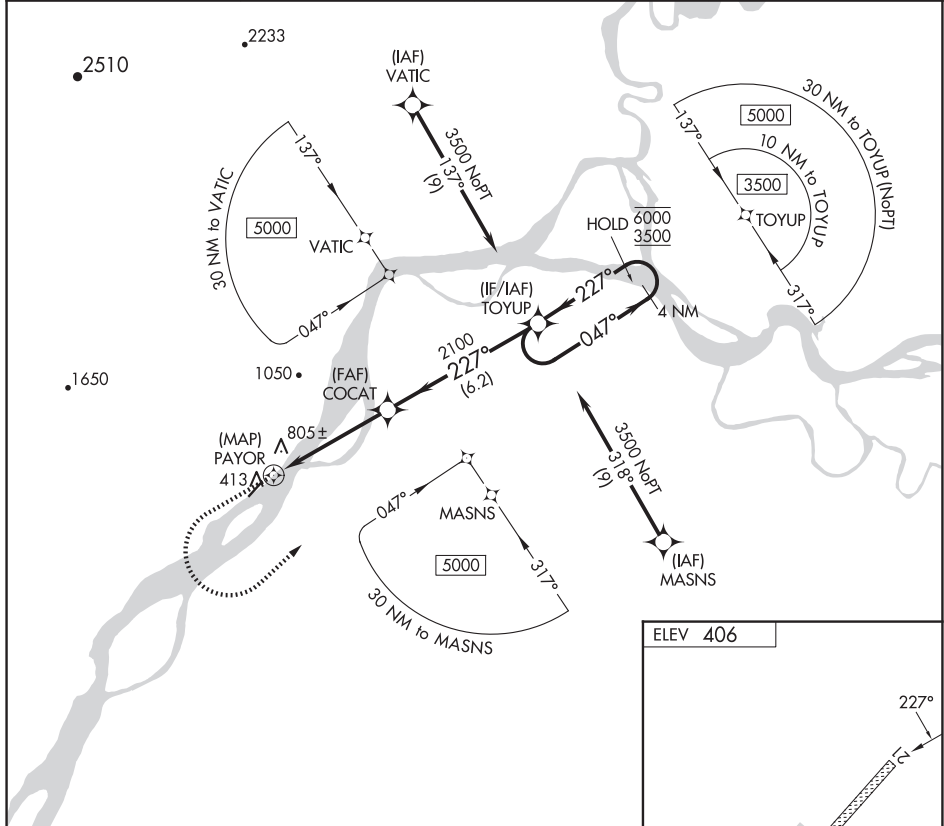
APP CRS 227°	Rwy Idg TDZE Apt Elev N/A N/A 406
------------------------	---

RNAV (GPS)-A

NULATO (NUL) (PANU)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1600 then climbing left turn to 3500 direct TOYUP and hold.
 Rwy 3 and 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	

AWOS-3P 118.0	ANCHORAGE CENTER 127.0 290.2	FAIRBANK RADIO 122.2	UNICOM 122.9 0
-------------------------	--	--------------------------------	--------------------------



NULATO, ALASKA	64°44'N-158°04'W	NULATO (NUL) (PANU)
Orig 31OCT24		RNAV (GPS)-A

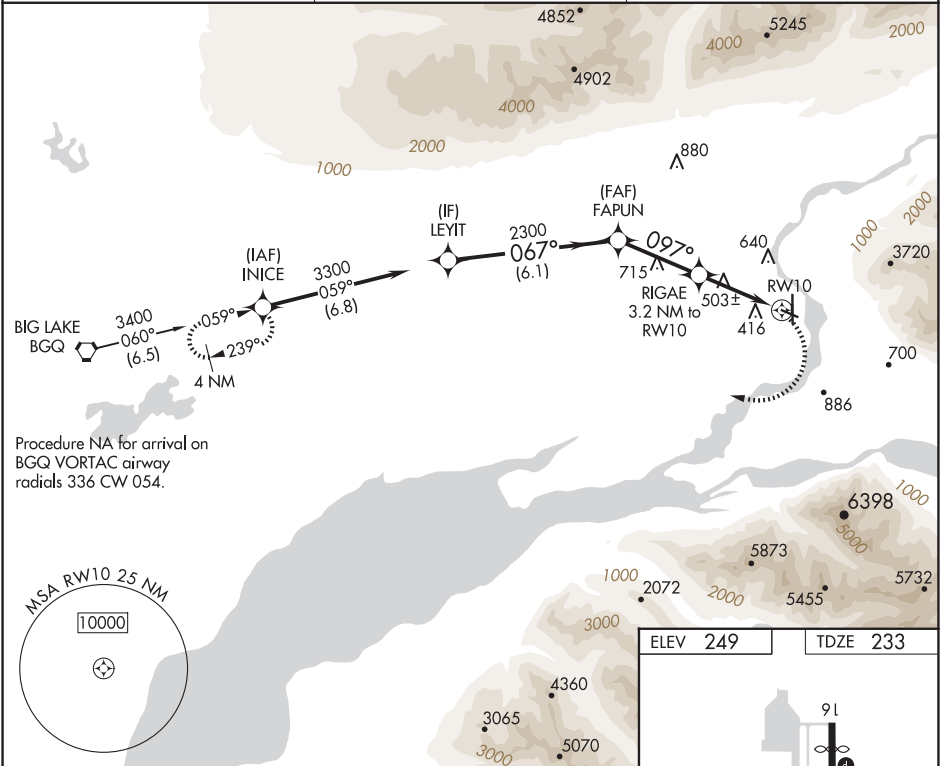
WAAS CH 40425 W10A	APP CRS 097°	Rwy Idg TDZE Apt Elev	3616 233 249
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 10

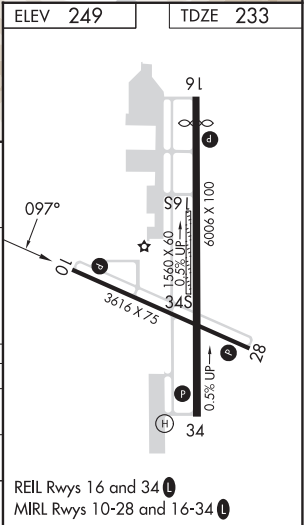
WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ)

RNP APCH.	MISSED APPROACH: (Do not exceed 185K until INICE) Climbing right turn to 3600 direct INICE and hold.
<p>⚠ Circling NA northeast of Rwy 16-28. Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.</p>	

AFIS 134.75	ANCHORAGE APP CON 118.6 290.5	PALMER RADIO 123.6 (CTAF) 0 122.4
-----------------------	---	---



LEYIT				VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 27).				INICE			
3300				067°				3600			
				2300				097°			
				3.00°				3.2 NM to RW10			
				TCH 40				RW10			
				1300							
				6.1 NM				3.2 NM			
CATEGORY	A		B		C		D				
LP MDA	760-1	527 (600-1)			760-1½	527 (600-1½)					
LNAV MDA	820-1	587 (600-1)			820-1⅝	587 (600-1⅝)					
CIRCLING	860-1 611 (700-1)	940-1 691 (700-1)			1300-3	1051 (1100-3)					



RNAV (GPS) RWY 10

PALMER, ALASKA

AL-9294 (FAA)

25107

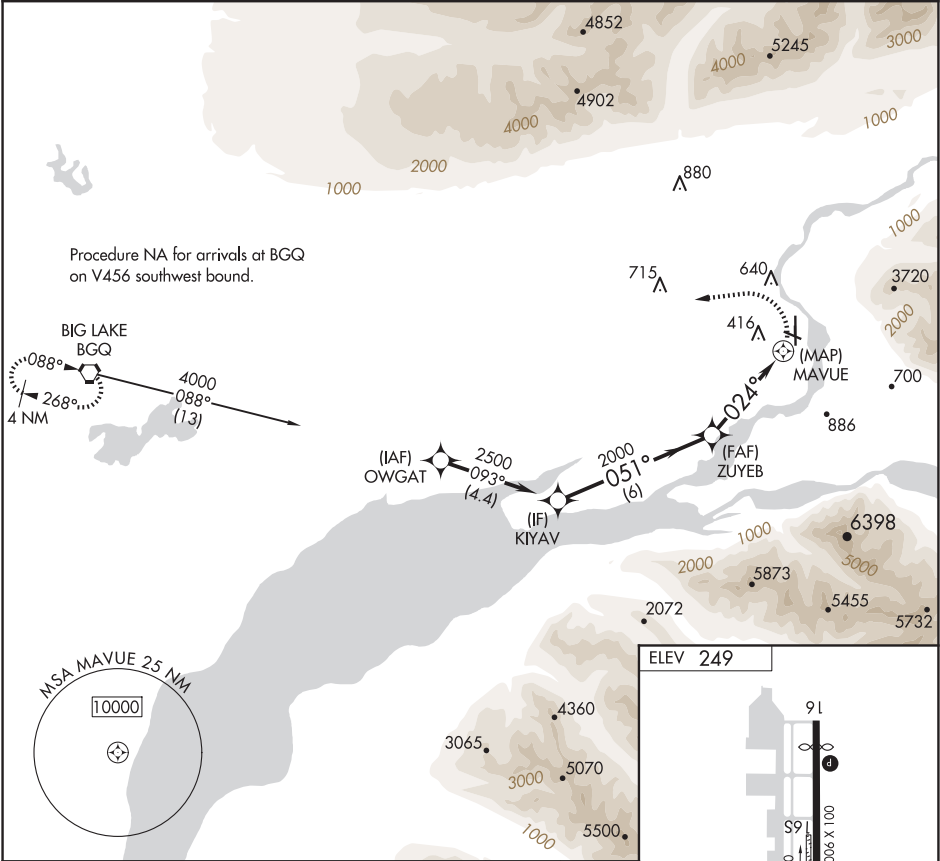
APP CRS 024°	Rwy Idg TDZE Apt Elev	N/A N/A 249
------------------------	-----------------------------	--

RNAV (GPS)-A

WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ)

RNP APCH.	MISSED APPROACH: Climbing left turn to 4500 direct BGQ VORTAC and hold.
<div><div></div><div></div></div> <div>Circling NA northeast of Rwy 16-28. Procedure NA at night.</div>	

AFIS 134.75	ANCHORAGE APP CON 118.6 290.5	PALMER RADIO 123.6 (CTAF) 0 122.4
-----------------------	---	---



	KIYAV	ZUYEB	MAVUE
	2500	2000	
	051°	024°	
	6 NM	3.9 NM	
CATEGORY	A	B	C
CIRCLING	860-1¼ 611 (700-1¼)	940-1¼ 691 (700-1¼)	1300-3 1051 (1100-3)

PALMER, ALASKA
Amdt 1 08NOV18

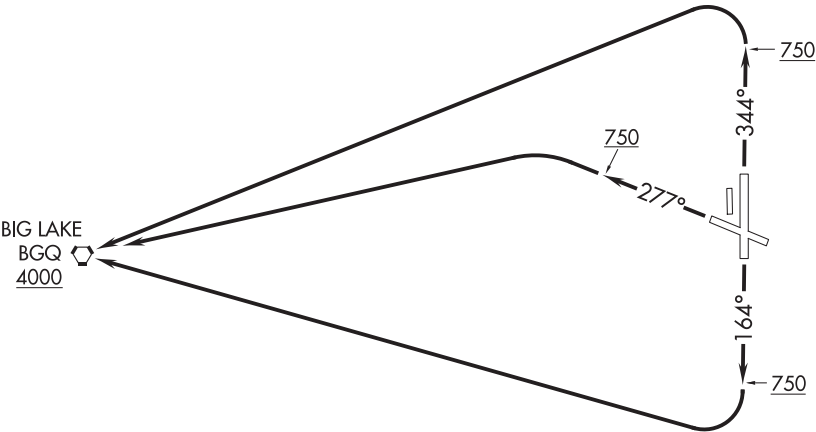
WARREN "BUD" WOODS PALMER MUNI (PAQ) (PAAQ)
61°36'N-149°05'W

RNAV (GPS)-A

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

ANCHORAGE DEP CON
118.6 290.5
CTAF
123.6



NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Rwy 16: Do not exceed 210K until established direct BGQ VORTAC.

TAKEOFF MINIMUMS

Rwy 10: NA-obstacles.
Rwy 16: Standard with minimum climb of 319' per NM to 1100.
Rwy 28: 300-1⁷/₈ , or standard with minimum climb of 209' per NM to 750.
Rwy 34: Standard with minimum climb of 432' per NM to 900.

(NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 164° to 750, then right turn direct to cross BGQ VORTAC at or above 4000, thence. . . .
TAKEOFF RUNWAY 28: Climb heading 277° to 750, then left turn direct to cross BGQ VORTAC at or above 4000, thence. . . .
TAKEOFF RUNWAY 34: Climb heading 344° to 750, then left turn direct to cross BGQ VORTAC at or above 4000, thence. . . .
. . . .maintain 4000 or assigned altitude, expect filed altitude 10 minutes after departure.

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.

APP CRS	Rwy Idg	3300
032°	TDZE	30
	Apt Elev	30

RNAV (GPS) RWY 2

PERRYVILLE (PEV) (PAPE)

RNP APCH - GPS.

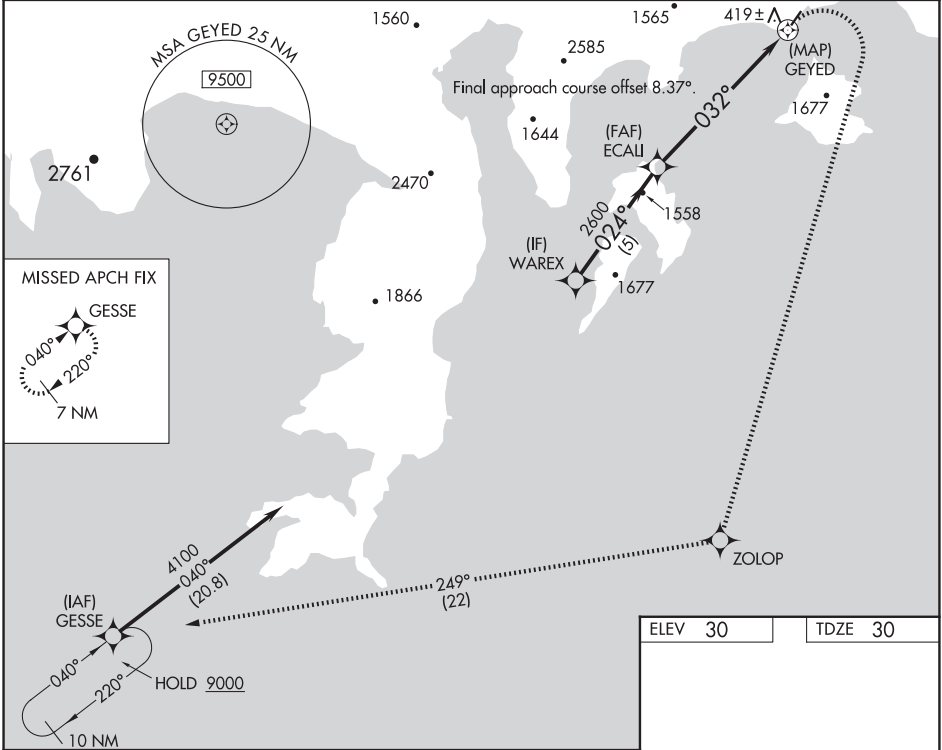
▼

NA

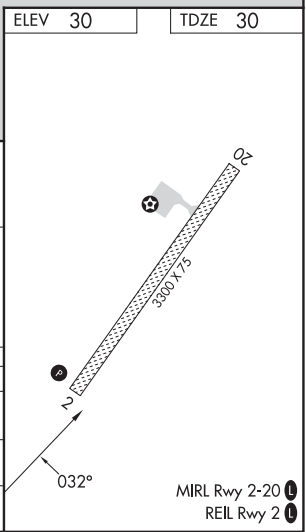
Rwy 2 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Chignik altimeter setting.

MISSED APPROACH: (Do not exceed 230K until completion of climbing right turn) Climbing right turn to 9000 direct ZOLOP and on track 249° to GESSE, continue climb-in-hold to 9000.
*Missed approach requires minimum climb of 418' per NM to 2400.

AWOS-3P 118.1	AJC/PAJC AWOS-3P 135.75	ANCHORAGE CENTER 125.35 346.3	CTAF 122.90
------------------	----------------------------	----------------------------------	----------------



	WAREX	ECAU	GESSE
	4100	2600	tr 249°
	024°	032°	
	5 NM	6.8 NM	0.2
CATEGORY	A	B	C
LNAV MDA*	1360-1¼ 1330 (1400-1¼)	1360-1½ 1330 (1400-1½)	1360-3
LNAV MDA	2080-1¼ 2050 (2100-1¼)	2080-1½ 2050 (2100-1½)	2080-3
CIRCLING	2080-1¼ 2050 (2100-1¼)	2080-1½ 2050 (2100-1½)	2160-3 2130 (2200-3)



(CILAC3.CILAC) 18312

AL-9295 (FAA)

PERRYVILLE (PEV) (PAPE)
PERRYVILLE, ALASKA

CILAC THREE DEPARTURE (OBSTACLE) (RNAV)

ANCHORAGE CENTER
125.35 346.3
CTAF
122.9

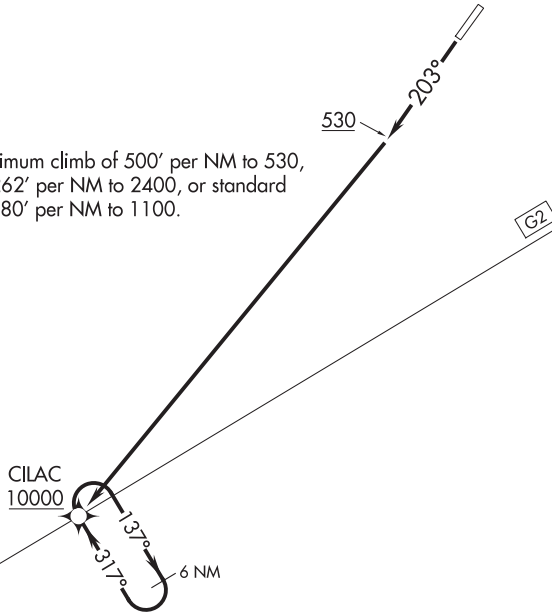
NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 2: NA - obstacles.

Rwy 20: 400-1 with minimum climb of 500' per NM to 530, then minimum climb of 262' per NM to 2400, or standard with minimum climb of 680' per NM to 1100.



TAKEOFF OBSTACLE NOTES

Rwy 20: Tree 52' from DER, 264' right of centerline, 50' AGL/67' MSL.

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

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

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

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

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

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

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

Tree 2633' from DER, 301' left of centerline, 50' AGL/100' MSL.

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

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

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

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 203° to 530, then climb direct CILAC to at/above 10000, continue climb in CILAC holding pattern to at/above 10000 before proceeding on assigned route.

CILAC THREE DEPARTURE (OBSTACLE) (RNAV)

(CILAC3.CILAC) 08NOV18

PERRYVILLE, ALASKA
PERRYVILLE (PEV) (PAPE)

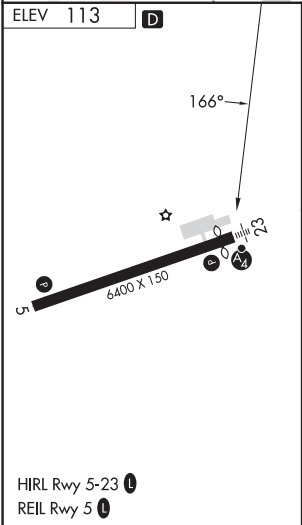
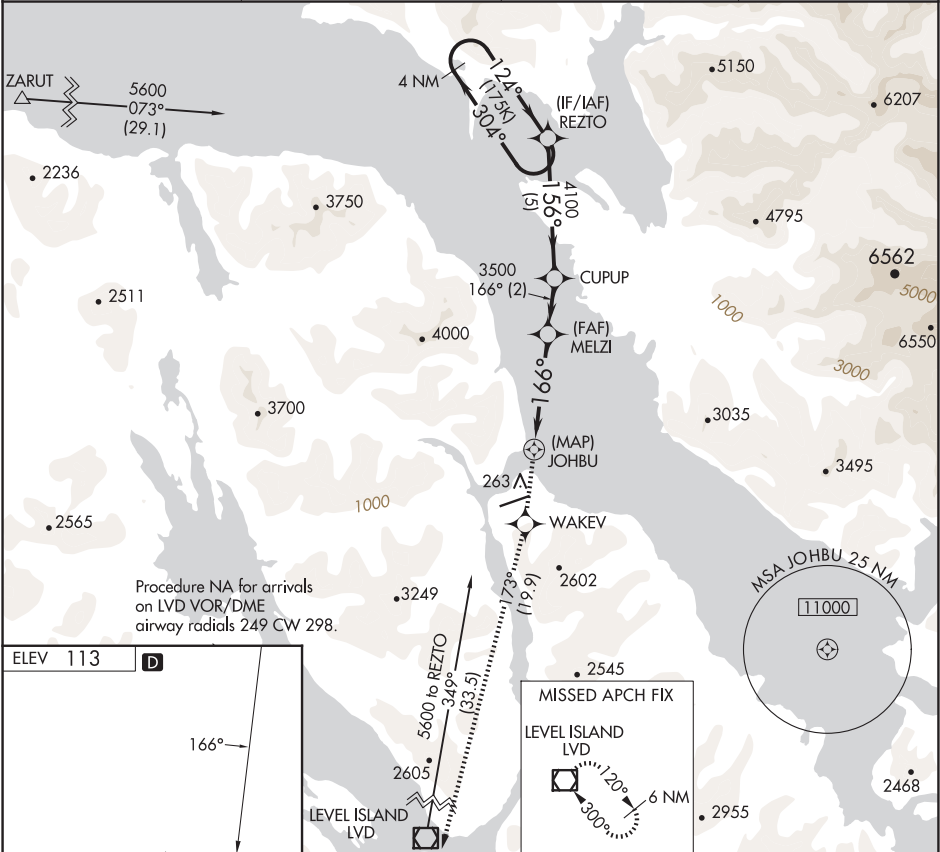
APP CRS 166°	Rwy Idg TDZE Apt Elev	N/A N/A 113
PETERSBURG JAMES A JOHNSON (PSG) (PAPG)		

RNAV (GPS)-B

PETERSBURG JAMES A JOHNSON (PSG) (PAPG)




When local altimeter setting not received, use Wrangell altimeter setting and increase all MDA 80 feet. Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 6000 direct WAKEV and on track 173° to LVD VOR/DME and hold, continue climb-in-hold to 6000.
--	--

AWOS-3P 125.8	ANCHORAGE CENTER 118.0	SITKA RADIO 122.35	CTAF 122.5
------------------	---------------------------	-----------------------	---------------



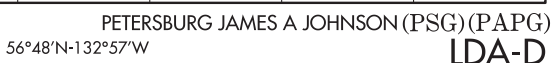
6000	WAKEV	tr 173°	LVD	REZTO	4 NM Holding Pattern
				CUPUP	
				MELZI	
				JOHBU	
				3500	
				4100	
				156°	
				304°	
				124°	
				5600	
				1.7	
				4.1 NM	
				2 NM	
				5 NM	
CATEGORY	A	B	C	D	
CIRCLING	2460-2	2347 (2400-2)	3080-3 2967 (3000-3)	NA	

LDA-D
PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

  Circling NA southeast of Rwy 5-23. Circling Rwy 5 NA at night.
 -10°C When local altimeter setting not received, use WRG/PAWG
altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 4000 on heading 117° then climbing right turn to 7000 on LVD VOR/DME R-019 to LVD VOR/DME and hold, continue climb-in-hold to 7000.

AWOS-3P 125.8	ANCHORAGE CENTER 118.0	SITKA RADIO 122.35	CTAF 122.50
-------------------------	----------------------------------	------------------------------	-----------------------



AK, 07 AUG 2025 to 02 OCT 2025

DME required.

ANCHORAGE CENTER
118.0
SITKA RADIO
122.35
CTAF
122.5

JERDU

LVD 42 Arc

ZARUT

2A

90303-2

LOCALIZER .. 110.5
I-PSG ::-:
Chan 42

LEVEL ISLAND
116.5 LVD 
Chan 112

TAKEOFF MINIMUMS

Rwy 5: Standard with 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.

Navaid light 10' from DER, 55' right of centerline, 3' AGL/107' MSL.

Rwy 23: Multiple trees beginning 896' from DER, 199' left of centerline, up to 58' AGL/177' MSL.

Multiple trees beginning 532' from DER, 559' right of centerline, up to 122' AGL/240' MSL.

Fence 801' from DER, 178' left of centerline, up to 8' AGL/146' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climbing left turn heading 300° to intercept I-PSG LDA north course (344°) to JERDU/I-PSG 22 DME, then on LVD 42 DME Arc CCW to ZARUT/LVD 42 DME, thence. . . .

TAKEOFF RUNWAY 23: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Petersburg James A Johnson Airport at or above 6400 before proceeding on course. When executing VCOA, thence. . . .

... climb to MEA for direction of flight. Expect filed altitude 10 minutes after departure.

PILOT POINT, ALASKA

AL-10169 (FAA)

25219

APP CRS	Rwy Ldg	3280
073°	TDZE	57
	Apt Elev	57

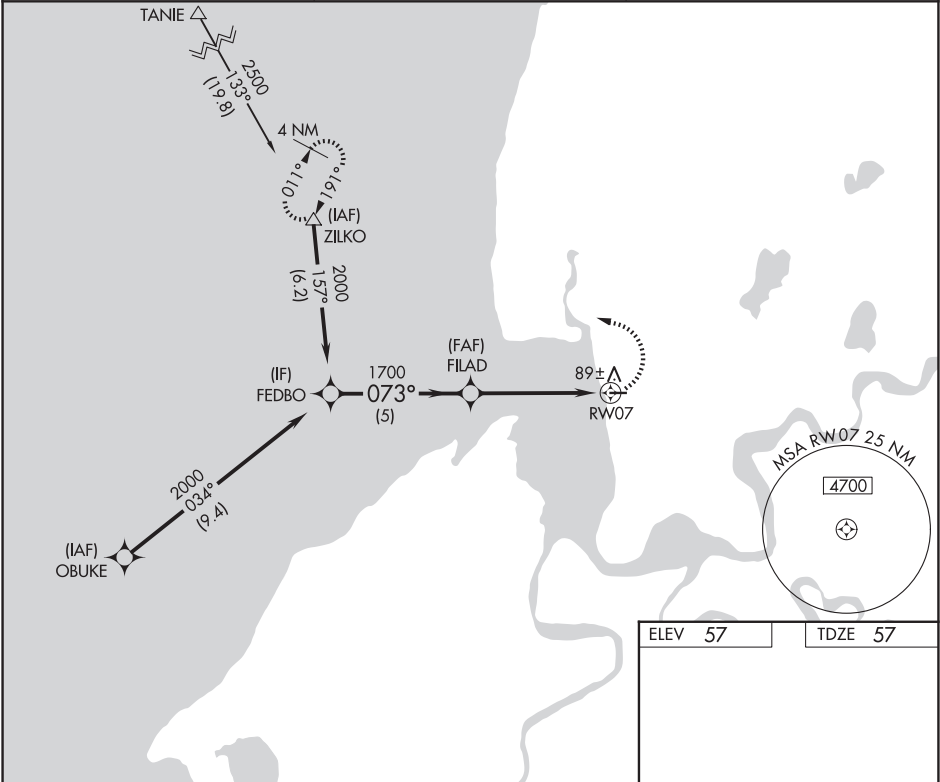
RNAV (GPS) RWY 7

PILOT POINT (PNP)(PAPN)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use King Salmon altimeter setting and increase all MDA 180 feet.

MISSED APPROACH: Climbing left turn to 2500 direct ZILKO and hold.

AWOS-3P 118.375	ANCHORAGE CENTER 132.9 288.3	CTAF 122.9 ①
--------------------	---------------------------------	-----------------



Visual Segment - Obstacles.

2500 ZILKO

CATEGORY	A	B	C	D
LNAV MDA	520-1	463 (500-1)	NA	
CIRCLING	600-1	543 (600-1)	NA	

MIRL Rwy 7-25 ①

PILOT POINT, ALASKA
Orig-C 12OCT17

57°35'N-157°34'W

PILOT POINT (PNP)(PAPN)

RNAV (GPS) RWY 7

APP CRS 253°	Rwy Ldg 3280 TDZE 57 Apt Elev 57
------------------------	---

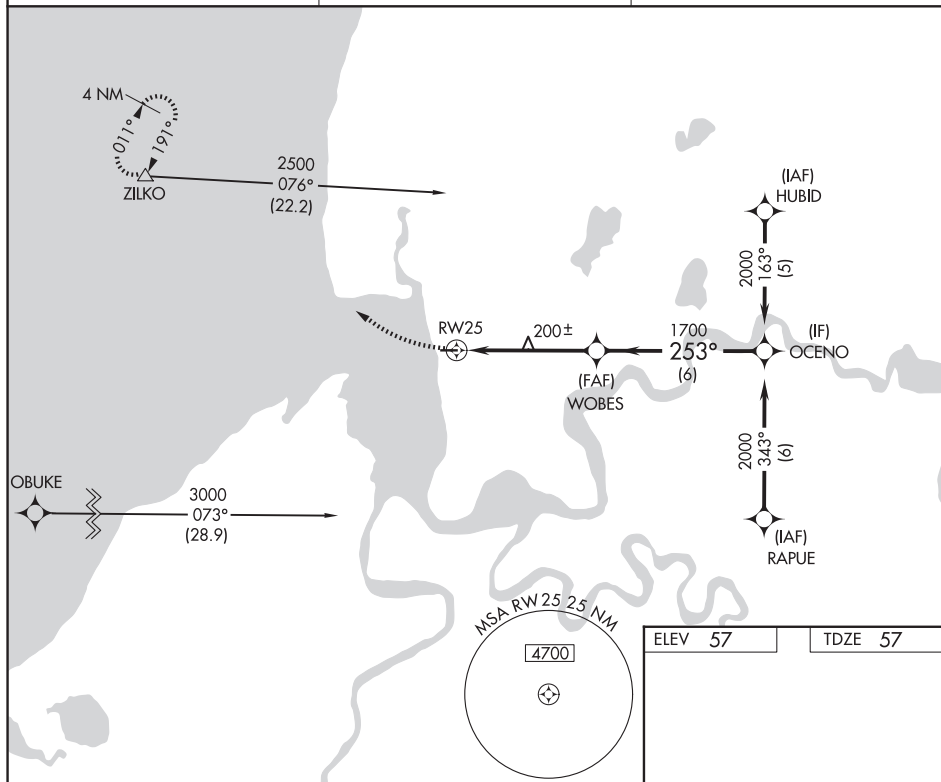
RNAV (GPS) RWY 25



DME/DME RNP-0.3 NA. When local altimeter setting not received, use King Salmon altimeter setting and increase all MDA 180 feet.

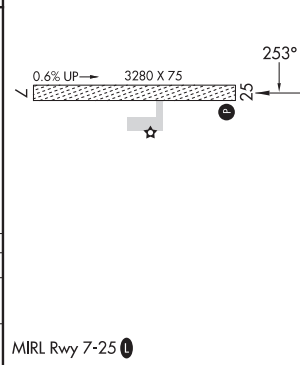
MISSED APPROACH: Climbing right turn to 2500 direct ZILKO and hold.

AWOS-3P 118.375	ANCHORAGE CENTER 132.9 288.3	CTAF 122.9 ①
---------------------------	--	------------------------



Visual Segment - Obstacles.

CATEGORY	A	B	C	D
LNNAV MDA	540-1	483 (500-1)	NA	
CIRCLING	600-1	543 (600-1)	NA	



(ZILKO1.ZILKO) 18032

ZILKO ONE DEPARTURE (OBSTACLE) (RNAV)

PILOT POINT (PNP)(PAPN)
AL-10169 (FAA) PILOT POINT, ALASKA

ANCHORAGE CENTER
132.9 288.3

ZILKO
3000



FILAD



WOBES

TAKEOFF MINIMUMS

Rwys 7, 25: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: For use by Cat A and B aircraft only.

NOTE: Rwy 7: Do not exceed 200K until ZILKO WP.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb to 3000 direct WOBES WP then left turn direct ZILKO WP, thence. . . .

TAKEOFF RUNWAY 25: Climb to 3000 direct FILAD WP then right turn direct ZILKO WP, thence. . . .

. . . . via assigned route or further clearance.

ZILKO ONE DEPARTURE (OBSTACLE) (RNAV)
(ZILKO1.ZILKO) 25DEC03

PILOT POINT, ALASKA
PILOT POINT (PNP)(PAPN)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 86640 W14A	APP CRS 144°	Rwy Idg TDZE 18 Apt Elev 18	5000
--	------------------------	---	-------------

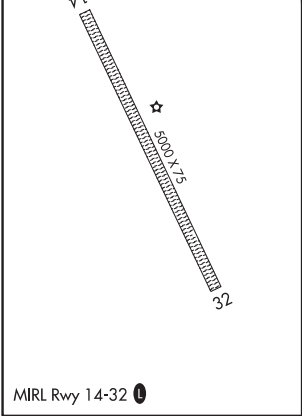
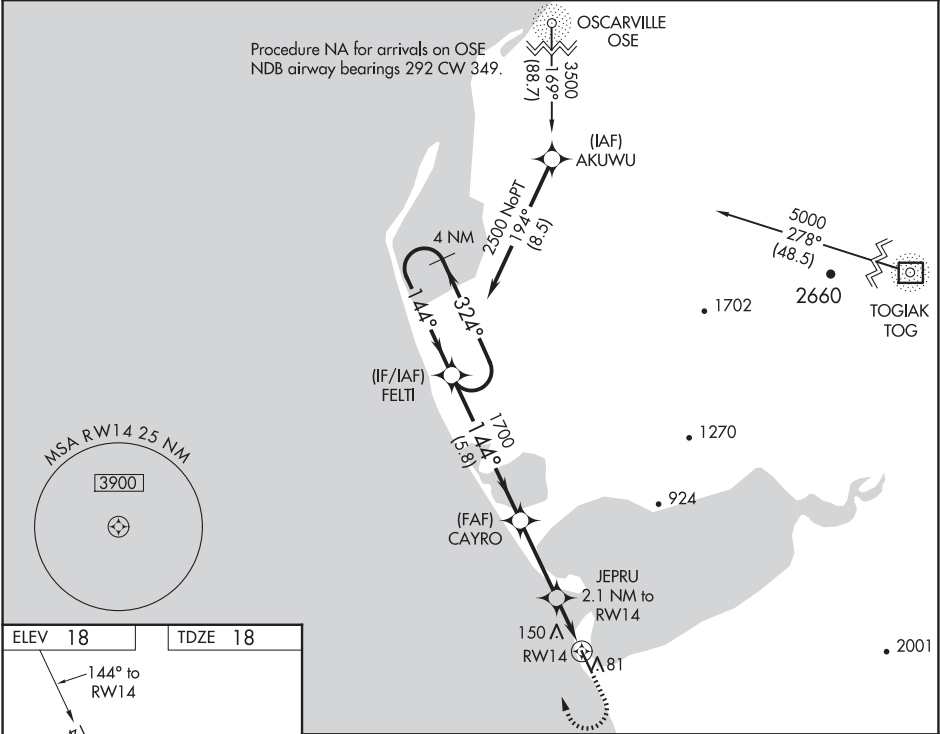
RNAV (GPS) RWY 14

PLATINUM (PTU)(PAPM)

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 ¾ 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.

AWOS-3P 118.375	ANCHORAGE CENTER 124.2 251.1	UNICOM 122.8 (CTAF) 0
---------------------------	--	---------------------------------



				420	2500	FELTI	
2500 ← 324° 144° → 144°				JEPRU 2.1 NM to RW14			
GP 3.00° TCH 40				*1.1 NM to RW14			
				*LNAV only			
				RW14			
				*720			
				5.8 NM			
				3.1 NM			
				1 NM			
				1.1 NM			
CATEGORY	A		B		C		D
LPV DA	268-1		250 (300-1)				NA
LNAV/ VNAV DA	321-1		303 (400-1)				NA
LNAV MDA	400-1		382 (400-1)		400-1½ 382 (400-1½)		NA
CIRCLING	460-1 442 (500-1)		480-1 462 (500-1)		520-1½ 502 (600-1½)		NA

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

POINT HOPE, ALASKA

AL-6685 (FAA)

24249

WAAS CH 53347 W03A	APP CRS 030°	Rwy Idg 4000 TDZE 21 Apt Elev 21
--	------------------------	---

RNAV (GPS) RWY 3

POINT HOPE (PHO) (PAPO)

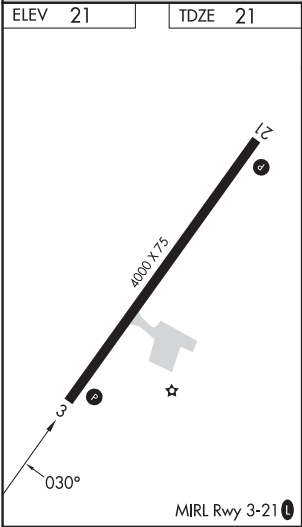
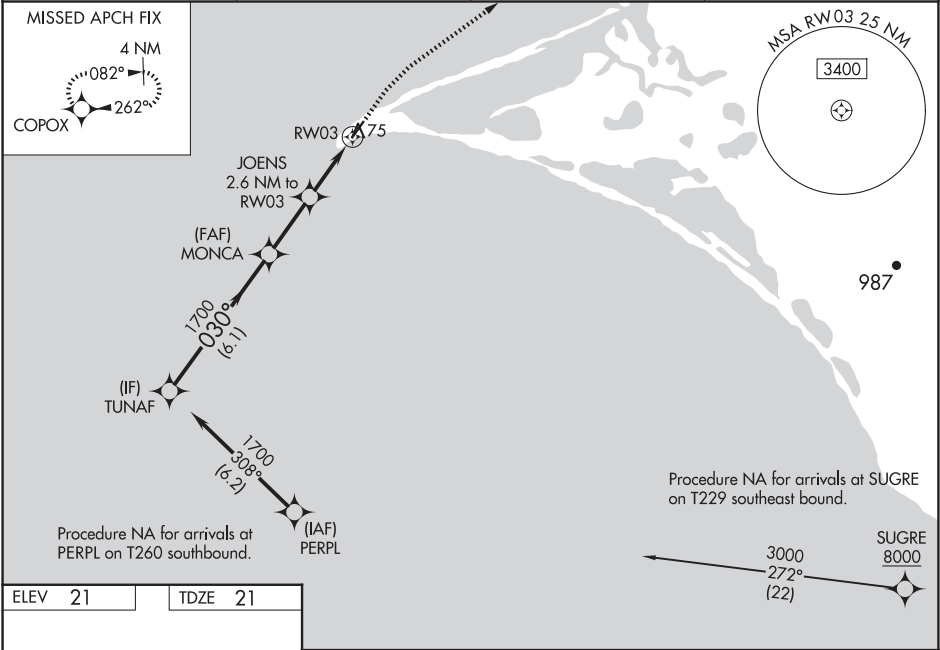
RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 3 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using LUR/PALU altimeter setting. When local altimeter setting not received, use LUR/PALU altimeter setting and increase LPV DA to 303 feet; increase LNAV/VNAV DA to 353 feet; increase all MDAs 100 feet and LNAV visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 500 then climbing right turn to 3300 direct COPOX and hold.

AWOS-3P 118.325	ANCHORAGE CENTER 119.65 363.25	KOTZEBUE RADIO 122.25	CTAF 122.8
---------------------------	--	---------------------------------	----------------------



VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 25).				
CATEGORY	A	B	C	D
LPV DA	221-1 200 (200-1)			
LNAV/VNAV DA	271-1 250 (300-1)			
LNAV MDA	340-1 319 (400-1)			
CIRCLING	380-1 359 (400-1)	480-1 459 (500-1)	480-1½ 459 (500-1½)	580-2 559 (600-2)

POINT HOPE, ALASKA
Orig 05SEP24

68°21'N-166°48'W

POINT HOPE (PHO) (PAPO)

RNAV (GPS) RWY 3

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 99347 W21A	APP CRS 210°	Rwy Idg 4000 TDZE 21 Apt Elev 21
--	------------------------	---

RNAV (GPS) RWY 21

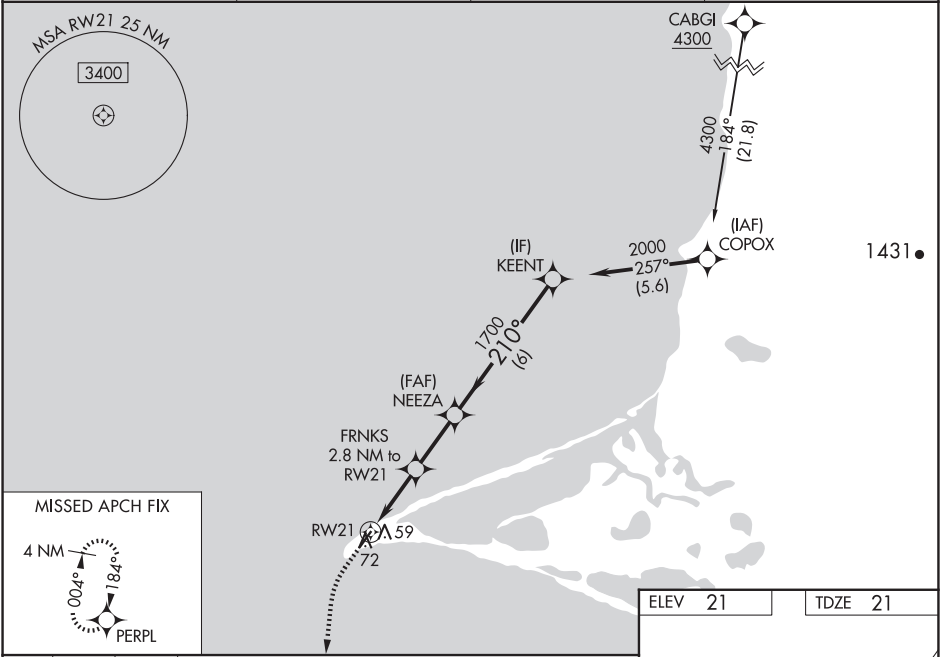
POINT HOPE (PHO) (PAPO)

RNP APCH - GPS.

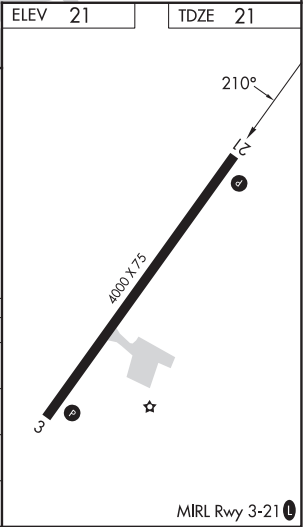
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 21 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using LUR/PALU altimeter setting. When local altimeter setting not received, use LUR/PALU altimeter setting and increase LPV DA to 303 feet; increase LNAV/VNAV DA to 353 feet; increase all MDAs 100 feet and LNAV visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct PERPL and hold, continue climb-in-hold to 3000.

AWOS-3P 118.325	ANCHORAGE CENTER 119.65 363.25	KOTZEBUE RADIO 122.25	CTAF 122.8 0
---------------------------	--	---------------------------------	------------------------



700		3000	PERPL	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 25).		KEENT
RW21		FRNKS 2.8 NM to RW21	NEEZA 1700	210°		2000
0.9		1.9	2.4	6		GP 3.00° TCH 40
CATEGORY	A	B	C	D		
LPV DA	221-1		200 (200-1)			
LNAV/VNAV DA	271-1		250 (300-1)			
LNAV MDA	320-1		299 (300-1)			
CIRCLING	380-1 359 (400-1)	480-1 459 (500-1)	480-1½ 459 (500-1½)	580-2 559 (600-2)		



POINT HOPE, ALASKA

AL-6685 (FAA)

24249

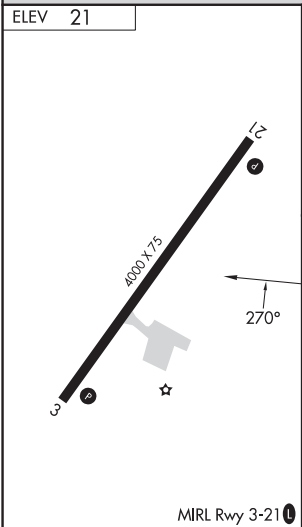
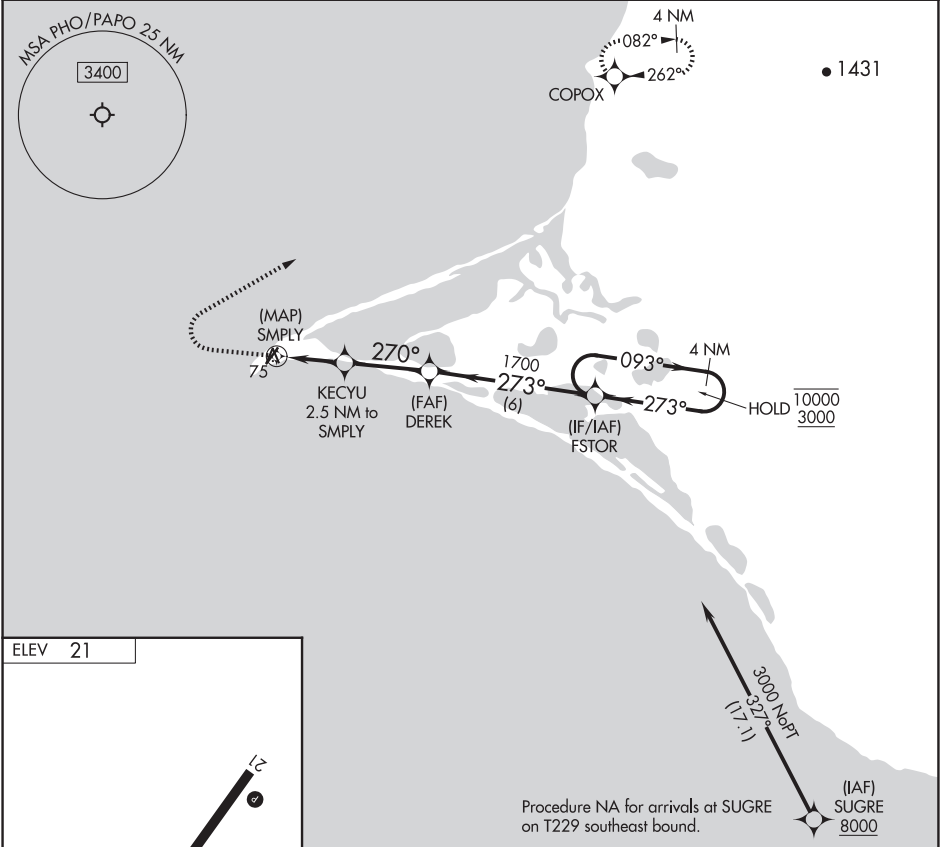
APP CRS 270°	Rwy Idg TDZE Apt Elev	N/A N/A 21
------------------------	-----------------------------	---------------------------------------

RNAV (GPS)-A

POINT HOPE (PHO) (PAPO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 500 then climbing right turn to 3300 direct COPOX and hold.
When local altimeter setting not received, use LUR/PALU altimeter setting and increase all MDAs 100 feet. Rwy 3 and 21 helicopter visibility reduction below ¾ SM NA.	

AWOS-3P 118.325	ANCHORAGE CENTER 119.65 363.25	KOTZEBUE RADIO 122.25	CTAF 122.8 0
---------------------------	--	---------------------------------	------------------------



500	3300	COPOX				
		DEREK	FSTOR	4 NM Holding Pattern		
		KEYU 2.5 NM to SPLY	1700	093° → 10000		
		SPLY	980	← 273° 3000		
		2.5 NM	3.1 NM	6 NM		
CATEGORY	A	B	C	D		
CIRCLING	380-1 359 (400-1)	480-1 459 (500-1)	480-1½ 459 (500-1½)	580-2 559 (600-2)		

POINT HOPE, ALASKA
Orig 05SEP24

68°21'N-166°48'W

POINT HOPE (PHO) (PAPO)

RNAV (GPS)-A

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

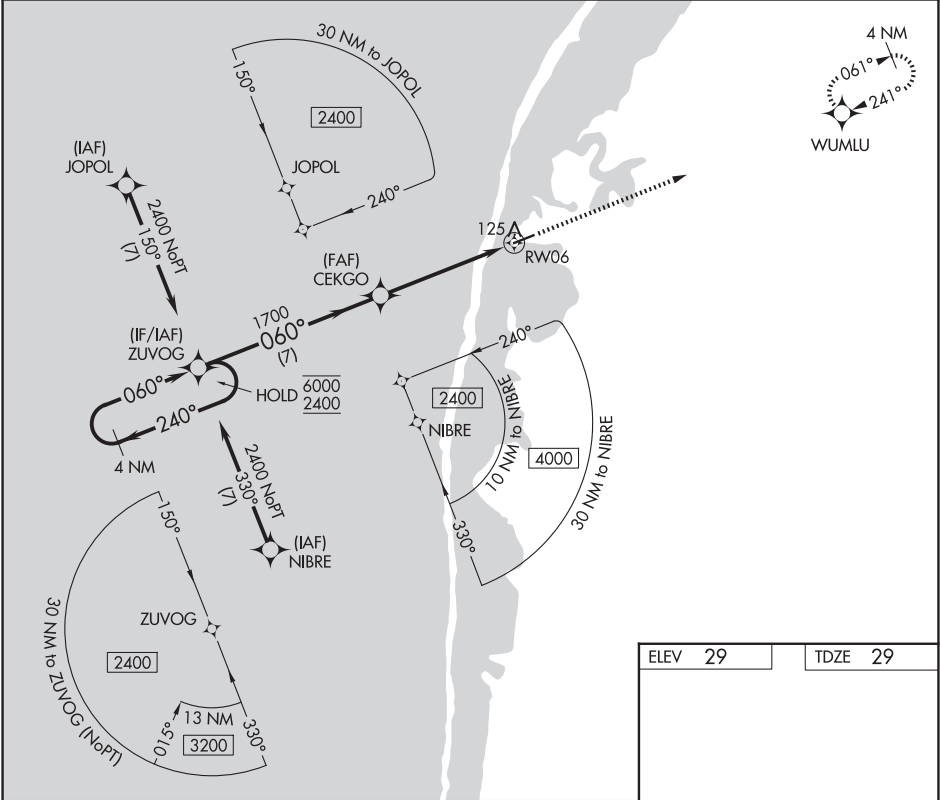
APP CRS	Rwy Ldg	4500
060°	TDZE	29
	Apt Elev	29

RNAV (GPS) RWY 6

POINT LAY LRRS (PIZ) (PPIZ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2400 direct WUMLU and hold.
33°C When local altimeter setting not received, procedure NA.	

AWOS-3P 135.65	ANCHORAGE CENTER 119.65 363.25	BARROW RADIO 122.4	CTAF 122.8
-------------------	-----------------------------------	-----------------------	---------------



ZUVOG		CEKGO		2400	WUMLU
4 NM Holding Pattern		3.00° TCH 35		1 NM to RW06	RW06
6000 ← 240°		1700		RW06	
2400 → 060°		060°		RW06	
7 NM		4.2 NM		1 NM	
CATEGORY	A	B	C	D	
LNVA MDA	380-1	351 (400-1)		NA	
CIRCLING	440-1 411 (500-1)	480-1 451 (500-1)	480-1½ 451 (500-1½)	NA	

ELEV 29

TDZE 29

Diagram of RWY 06 showing dimensions and obstacles. The runway is 4500 x 100 ft. Obstacles are marked with circles and numbers. The diagram also shows the 060° heading and the 1 NM distance to RW06.

POINT LAY LRRS (PIZ) (PPIZ)
RNAV (GPS) RWY 6

MIRL Rwy 6-24
REIL Rwy 6 and 24

POINT LAY, ALASKA

AL-2303 (FAA)

25219

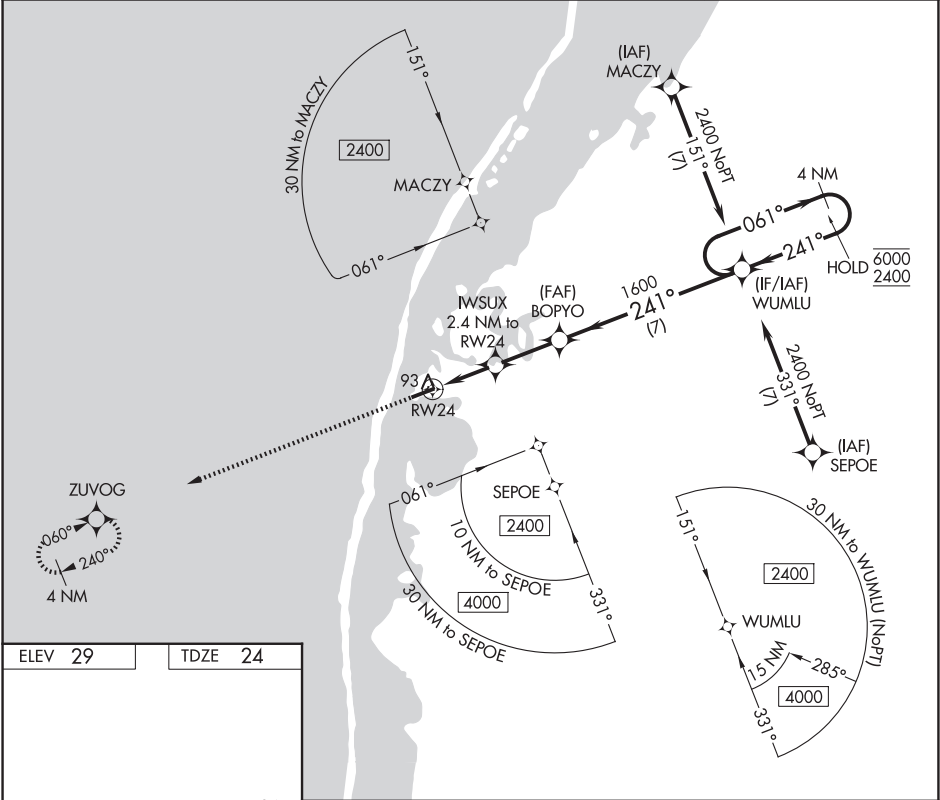
APP CRS	Rwy Ldg	4500
241°	TDZE	24
	Apt Elev	29

RNAV (GPS) RWY 24

POINT LAY LRRS (PIZ)(PPIZ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2400 direct ZUVOG and hold.
33°C When local altimeter setting not received, procedure NA.	

AWOS-3P 135.65	ANCHORAGE CENTER 119.65 363.25	BARROW RADIO 122.4	CTAF 122.8
-------------------	-----------------------------------	-----------------------	---------------



ELEV 29	TDZE 24				
2400	ZUVOG	IWSUX 2.4 NM to RW24	BOPYO	WUMLU	4 NM Holding Pattern
1.1 NM to RW24	1.1	1.3 NM	1.7 NM	7 NM	
820	1600	241°	061°	241°	6000 2400
3.00° TCH 35					
CATEGORY	A	B	C	D	
LNAV MDA	400-1	376 (400-1)		NA	
CIRCLING	440-1 411 (500-1)	480-1 451 (500-1)	480-1½ 451 (500-1½)	NA	

POINT LAY, ALASKA
Amdt 2 07AUG25

69°44'N-163°00'W

POINT LAY LRRS (PIZ)(PPIZ)

RNAV (GPS) RWY 24

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

(MARVN1.MARVN) 23166

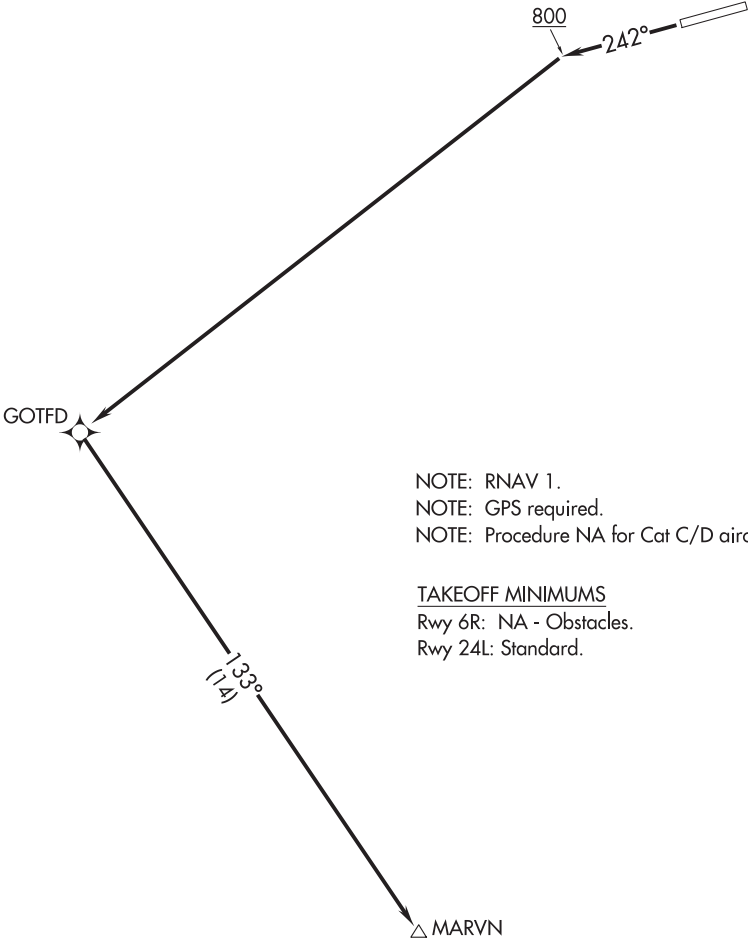
AL-11796 (FAA)

WILDER RUNWAY (Ø5K) (PAKX)
PORT ALSWORTH, ALASKA

MARVN ONE DEPARTURE (OBSTACLE) (RNAV)

ANCHORAGE CENTER
118.8 351.8

TOP ALTITUDE:
ASSIGNED BY ATC



NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Procedure NA for Cat C/D aircraft.

TAKEOFF MINIMUMS
Rwy 6R: NA - Obstacles.
Rwy 24L: Standard.

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.

MARVN ONE DEPARTURE (OBSTACLE) (RNAV)
(MARVN1.MARVN) 07OCT21

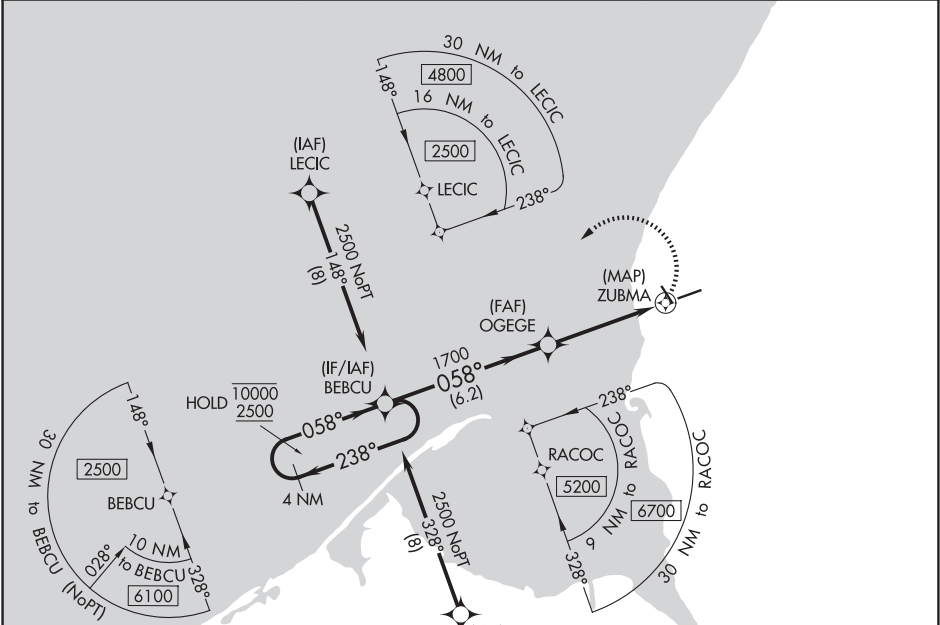
PORT ALSWORTH, ALASKA
WILDER RUNWAY (Ø5K) (PAKX)

APP CRS	Rwy Ldg	5000
058°	TDZE	93
	Apt Elev	95

RNAV (GPS) RWY 6
PORT HEIDEN (PTH)(PAPH)

RNP APCH.	MISSED APPROACH: Climbing left turn to 2500 direct BEBCU and hold.
<div><div></div><div></div></div> Rwy 6 helicopter visibility reduction below 1 SM NA.	

AWOS-3P 135.4	ANCHORAGE CENTER 132.9 288.3	CTAF 122.8
------------------	---------------------------------	---------------



ELEV 95	TDZE 93
---------	---------

<div><div>4 NM Holding Pattern</div><div>10000 2500</div><div>238°</div><div>058°</div><div>058°</div><div>1700</div><div>3.00° TCH 31</div><div>ZUBMA</div><div>058°</div><div>6.2 NM</div><div>4.5 NM</div><div>0.5 NM</div></div>				
CATEGORY	A	B	C	D
RNAV MDA	500-1	407 (500-1)	500-1½	407 (500-1½)
CIRCLING	500-1 405 (500-1)	560-1 465 (500-1)	560-1½ 465 (500-1½)	700-2 605 (700-2)

REIL Rwy 6

REIL Rwy 14

MIRL Rwy 6-24 and 14-32

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

PORT HEIDEN, ALASKA

AL-1240 (FAA)

25219

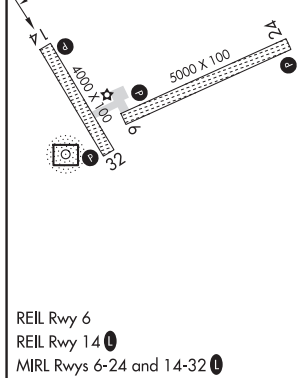
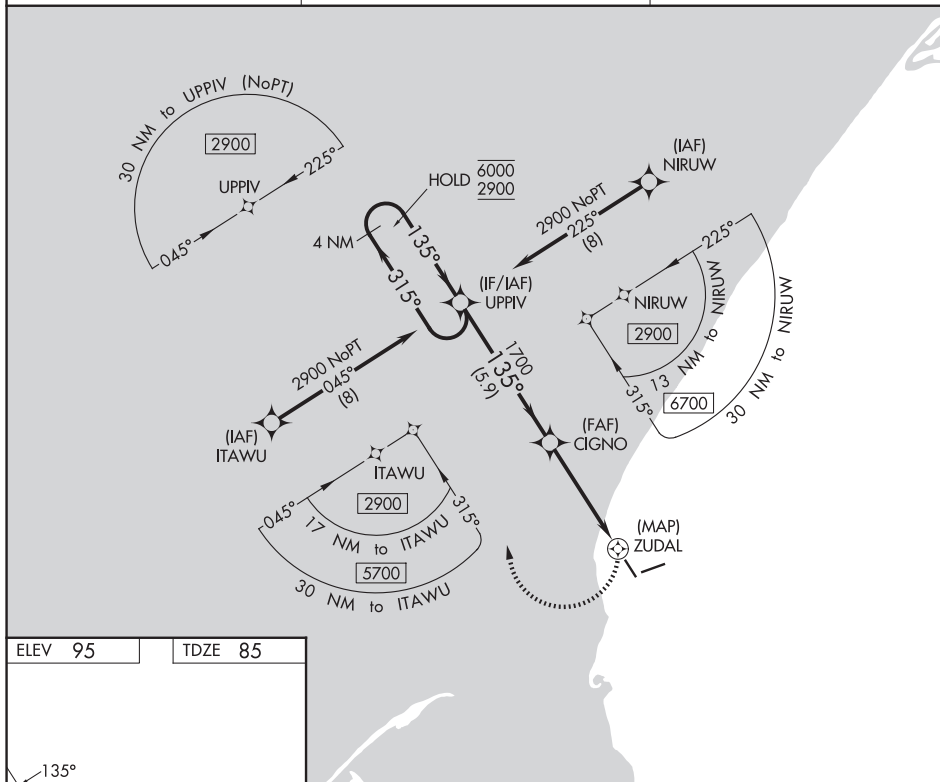
APP CRS 135°	Rwy Ldg TDZE Apt Elev	4000 85 95
------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 14

PORT HEIDEN (PTH)(PAPH)

RNP APCH.	MISSED APPROACH: Climbing right turn to 2900 direct UPPIV and hold, continue climb-in-hold to 2900.
Rwy 14 helicopter visibility reduction below 1 SM NA.	

AWOS-3P 135.4	ANCHORAGE CENTER 132.9 288.3	CTAF 122.8 0
-------------------------	--	------------------------



<div><div>4 NM Holding Pattern</div><div>UPPIV</div><div>6000 2900</div><div>315° 135°</div><div>1700</div><div>CIGNO</div><div>3.00° TCH 30</div><div>ZUDAL</div><div>5.9 NM</div><div>4.5 NM</div><div>0.5</div></div> <div><div>2900</div><div>UPPIV</div></div>				
CATEGORY	A	B	C	D
LNAV MDA	500-1	415 (500-1)	500-1½	415 (500-1½)
CIRCLING	500-1 405 (500-1)	560-1 465 (500-1)	560-1½ 465 (500-1½)	700-2 605 (700-2)

PORT HEIDEN, ALASKA

Amdt 1 05DEC19

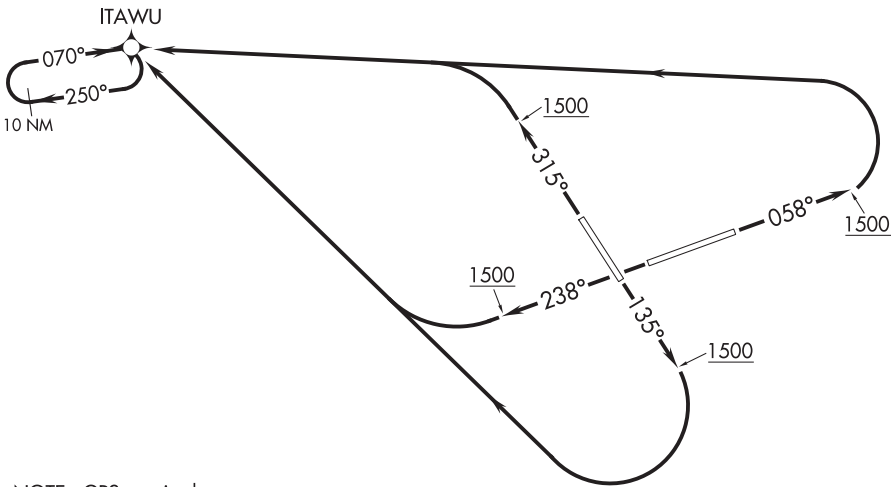
56°58'N-158°38'W

PORT HEIDEN (PTH)(PAPH)

RNAV (GPS) RWY 14

AK, 07 AUG 2025 to 02 OCT 2025

AWOS-3P
135.4
ANCHORAGE CENTER
132.9 288.3
CTAF
122.8



NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwys 6, 14, 24, 32: Standard

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 6: Climb on heading 058° to 1500, then climbing left turn to 3000 direct ITAWU and hold. Thence
- TAKEOFF RUNWAY 14: Climb on heading 135° to 1500, then climbing right turn to 3000 direct ITAWU and hold. Thence
- TAKEOFF RUNWAY 24: Climb on heading 238° to 1500, then climbing right turn to 3000 direct ITAWU and hold. Thence
- TAKEOFF RUNWAY 32: Climb on heading 315° to 1500, then climbing left turn to 3000 direct ITAWU and hold. Thence

. . . . continue climb in holding pattern to at or above 10000 before proceeding on course.

QUINHAGAK, ALASKA

AL-10363 (FAA)

23222

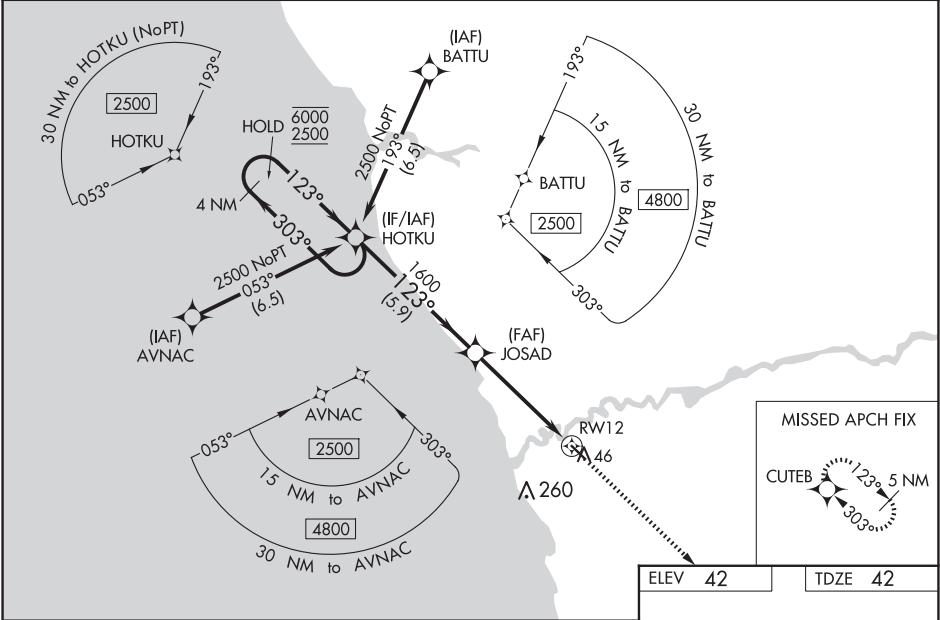
WAAS CH 99311 W12A	APP CRS 123°	Rwy Idg 4000 TDZE 42 Apt Elev 42
--	------------------------	---

RNAV (GPS) RWY 12

QUINHAGAK (AQH) (PAQH)

RNP APCH.	<p>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 1/8 SM, LNAV Cats C, D visibility 3/8 SM, increase Circling Cat C visibility 1/2 SM, increase Circling Cat D visibility 1/4 SM.</p>	MISSED APPROACH: Climb to 5200 direct CUTEB and hold, continue climb-in-hold to 5200.
-----------	---	---

AWOS-3P 121.575	ANCHORAGE CENTER 125.2 372.0	KENAI RADIO 122.1	UNICOM 122.8 (CTAF) 0
---------------------------	--	-----------------------------	---------------------------------



4 NM Holding Pattern		HOTKU		JOSAD		RWY 12	
6000 2500		303° 123°		123° 1600		1.4 NM to RWY 12	
GP 3.00° TCH 35		5.9 NM		3.4 NM		1.4 NM	
CATEGORY		A	B	C	D		
LPV DA		292-1		250 (300-1)			
LNAV/VNAV DA		292-1		250 (300-1)			
LNAV MDA		500-1 458 (500-1)		500-1 3/8 458 (500-1 3/8)			
CIRCLING		500-1 458 (500-1)		580-1 1/2 538 (600-1 1/2)		600-2 558 (600-2)	

ELEV 42	TDZE 42
MIRL Rwy 12-30 0	

QUINHAGAK, ALASKA
Amdt 1A 20JUN19

59°45'N-161°51'W

QUINHAGAK (AQH) (PAQH)

RNAV (GPS) RWY 12

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

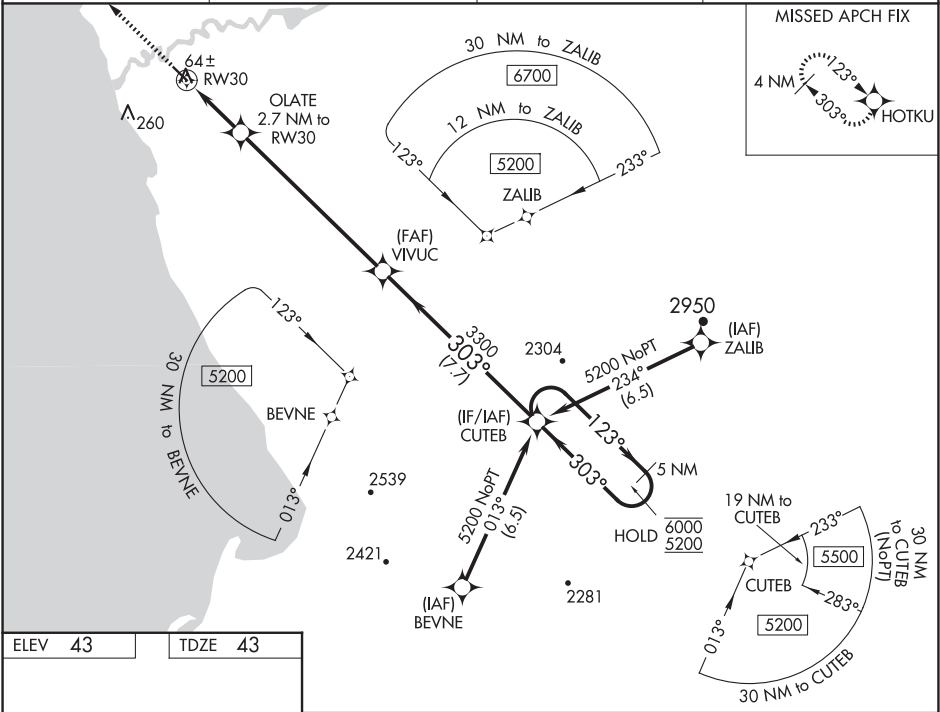
WAAS CH 58310 W30A	APP CRS 303°	Rwy Idg TDZE 43 Apt Elev 43
--	------------------------	---

RNAV (GPS) RWY 30

QUINHAGAK (AQH) (PAQH)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2500 direct HOTKU and hold, continue climb-in-hold to 2500.
-----------------	---

AWOS-3P 121.575	ANCHORAGE CENTER 125.2 372.0	KENAI RADIO 122.1	UNICOM 122.8 (CTAF) 0
---------------------------	--	-----------------------------	---------------------------------



ELEV 43	TDZE 43
----------------	----------------

<div>2500 HOTKU</div> <div></div>				
<div>OLATE 2.7 NM to RW30</div> <div>VIVUC 3300</div> <div>CUTEB 5 NM Holding Pattern</div> <div>123° → 6000</div> <div>← 303° 5200</div> <div>GP 3.10° TCH 35</div>				
<div>0.7 NM to RW30</div> <div>2 NM</div> <div>7.1 NM</div> <div>7.7 NM</div>				
CATEGORY	A	B	C	D
LPV DA	293-1 250 (300-1)			
RNAV/VNAV DA	293-1 250 (300-1)			
RNAV MDA	320-1 277 (300-1)			
CIRCLING	400-1 357 (400-1)	500-1 457 (500-1)	580-1½ 537 (600-1½)	600-2 557 (600-2)

RUBY, ALASKA

AL-10166 (FAA)

24249

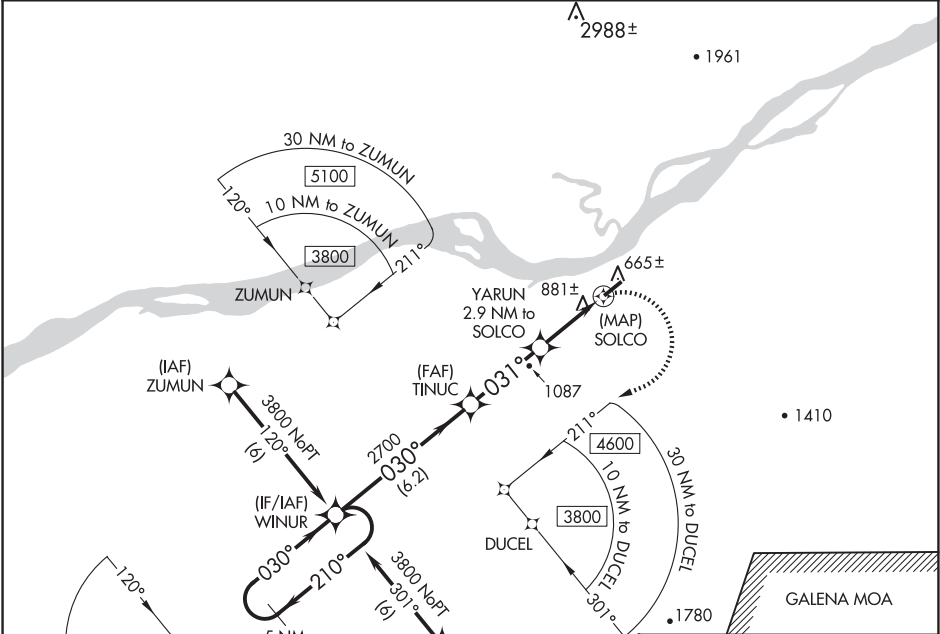
APP CRS	Rwy Idg	4000
031°	TDZE	648
	Apt Elev	658

RNAV (GPS) RWY 3

RUBY (RBY) (PARY)

<p>⚠ When local altimeter setting not received, use Galena altimeter setting and increase all MDA 340 feet and all visibilities ¾ SM. DME/DME RNP-0.3 NA. Rwy 3 Straight-in and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA.</p> <p>⚠ -39°C</p>	<p>MISSED APPROACH: Climbing right turn to 3800 direct WINUR and hold.</p>
--	---

AWOS-3P 118.25	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.25	CTAF 122.8
--------------------------	--	----------------------------------	----------------------



ELEV 658	TDZE 648
----------	----------

5 NM Holding Pattern

WINUR

3800

210°

030°

TINUC

2700

030°

YARUN 2.9 NM to SOLCO

SOLCO

1800

031°

Visual Segment - Obstacles.

3800

WINUR

0.25% UP

4000 X 100

031°

CATEGORY	A	B	C	D
LNNAV MDA	1260-1	612 (700-1)	1260-1¾ 612 (700-1¾)	NA
CIRCLING	1260-1 602 (700-1)	1400-1 742 (800-1)	1400-2¼ 742 (800-2¼)	NA

REIL Rwy 21 **1**

MIRL Rwy 3-21 **1**

RUBY, ALASKA

Amtd 1C 02DEC21

64°44'N-155°28'W

RNAV (GPS) RWY 3

RUBY (RBY) (PARY)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77807 W21A	APP CRS 211°	Rwy Idg TDZE Apt Elev	4000 658 658
--	------------------------	-----------------------------	---

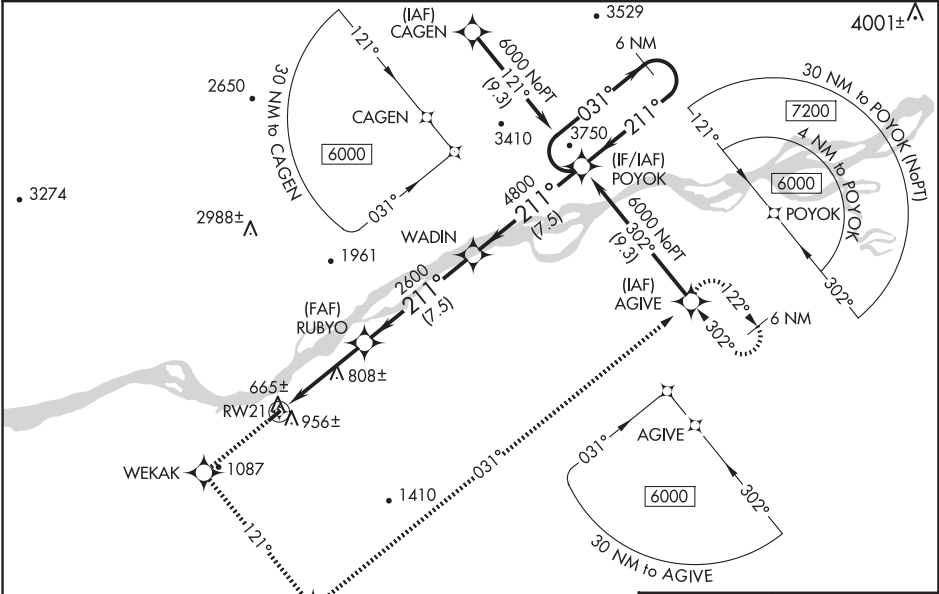
RNAV (GPS) RWY 21

RUBY (RBY) (PARY)

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.

AWOS-3P 118.25	ANCHORAGE CENTER 127.0 290.2	FAIRBANKS RADIO 122.25	CTAF 122.8
--------------------------	--	----------------------------------	----------------------



6000 WEKAK 121° tr JUNUB 031° tr AGIVE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).

RUBYO WADIN POYOK 031° 211° 6000 4800 2600 5.9 NM 7.5 NM 7.5 NM

GP 3.00° TCH 40

0.25% UP 4000 X 100

CATEGORY	A	B	C	D
LPV DA	919-1	261 (300-1)		NA
LNAV/VNAV DA	1199-2	541 (600-2)		NA
LNAV MDA	1220-1	562 (600-1)	1220-1½ 562 (600-1½)	NA
CIRCLING	1260-1 602 (700-1)	1400-1 742 (800-1)	1400-2¼ 742 (800-2¼)	NA

REIL Rwy 21

MIRL Rwy 3-21

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RUSSIAN MISSION, ALASKA

AL-9466 (FAA)

24249

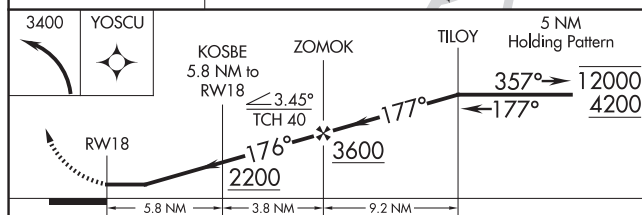
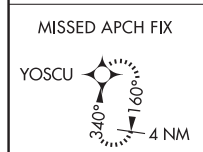
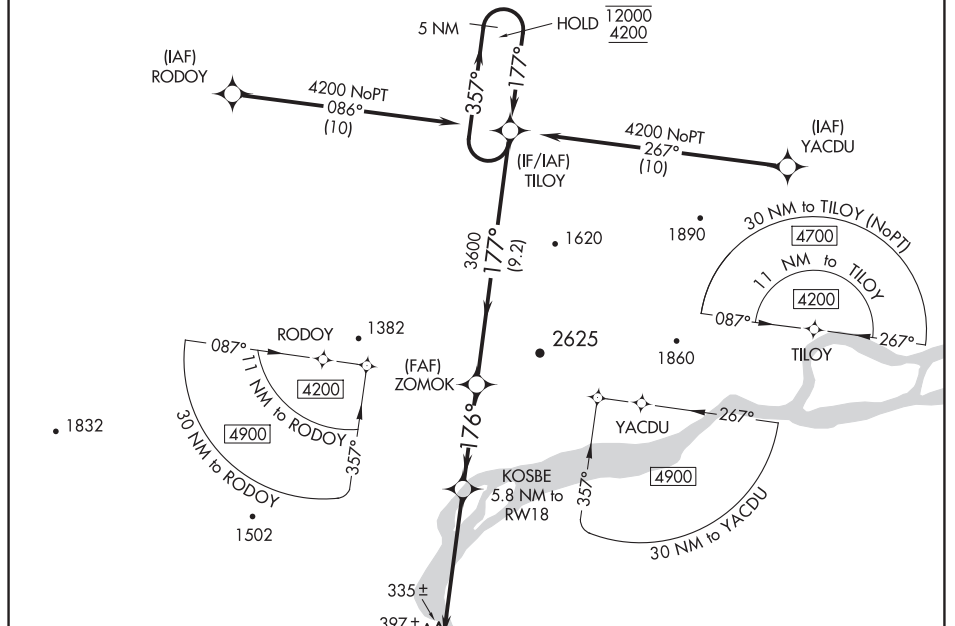
WAAS CH 87142 W18A	APP CRS 176°	Rwy Idg 3620 TDZE 58 Apt Elev 58
--	------------------------	---

RNAV (GPS) RWY 18

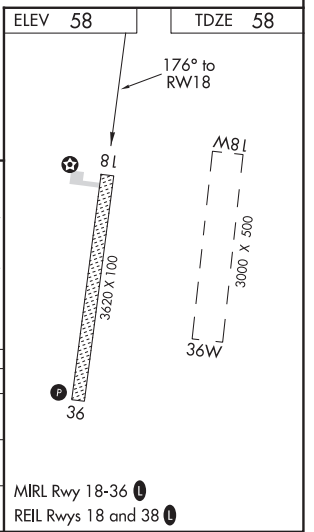
RUSSIAN MISSION (RSH)(PARS)

RNP APCH.	Rwy 18 helicopter visibility reduction below 1 SM NA. Rwy 18 Straight-in and Circling minimums NA at night.	MISSED APPROACH: Climbing left turn to 3400 direct YOSCU and hold.
-----------	--	--

AWOS-3P 118.375	ANCHORAGE CENTER 118.15 251.05	CTAF 122.9
---------------------------	--	----------------------



CATEGORY	A	B	C	D
LP MDA	580-1	522 (600-1)	580-1½	522 (600-1½)
LNAV MDA	660-1	602 (700-1)	660-1¾	602 (700-1¾)
CIRCLING	740-1	682 (700-1)	1120-3 1062 (1100-3)	1360-3 1302 (1400-3)



RUSSIAN MISSION, ALASKA
Amdt 1 20JUN19




61°46'N-161°19'W

RUSSIAN MISSION (RSH)(PARS)
RNAV (GPS) RWY 18

AK, 07 AUG 2025 to 02 OCT 2025

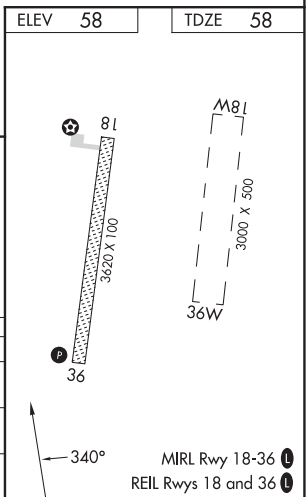
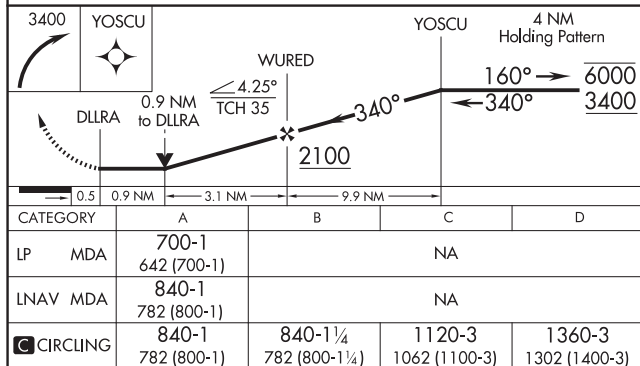
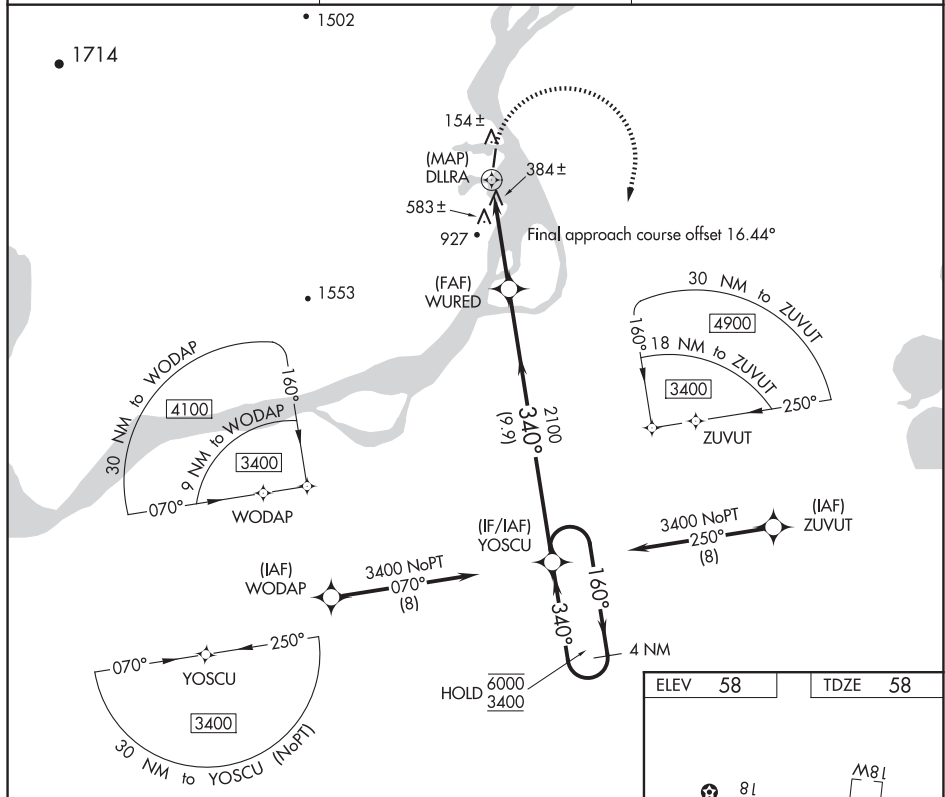
AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36
RUSSIAN MISSION (RSH)(PARS)

 Circling Rwy 18 NA at night.
 Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
 -30°C

MISSED APPROACH: Climbing right turn to 3400 direct YOSCU and hold.

AWOS-3P 118.375	ANCHORAGE CENTER 118.15 251.05	CTAF 122.9 0
---------------------------	--	------------------------

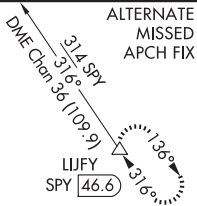
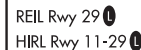


AK, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 11
ST GEORGE (PBV) (PAPB)

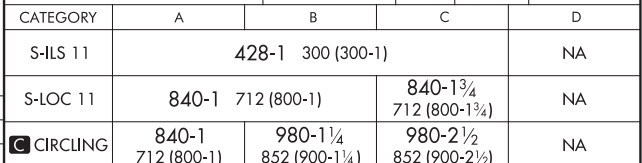
- MISSED APPROACH:** Climb to 3200 on SRI
NDB/DME bearing 110° to LJFY/SRI 7.7 DME
and hold, continue climb-in-hold to 3200.

CTAF
122.8 **L**

TDZE 128

56°35'N-169°40'W

ADF and DME REQUIRED



ST GEORGE (PBV) (PAPB)

ILS or LOC RWY 11

WAAS CH 42741 W11A	APP CRS 111°	Rwy Idg 4982 TDZE 128 Apt Elev 128
--	------------------------	---

RNAV (GPS) RWY 11
ST GEORGE (PBV) (PAPB)

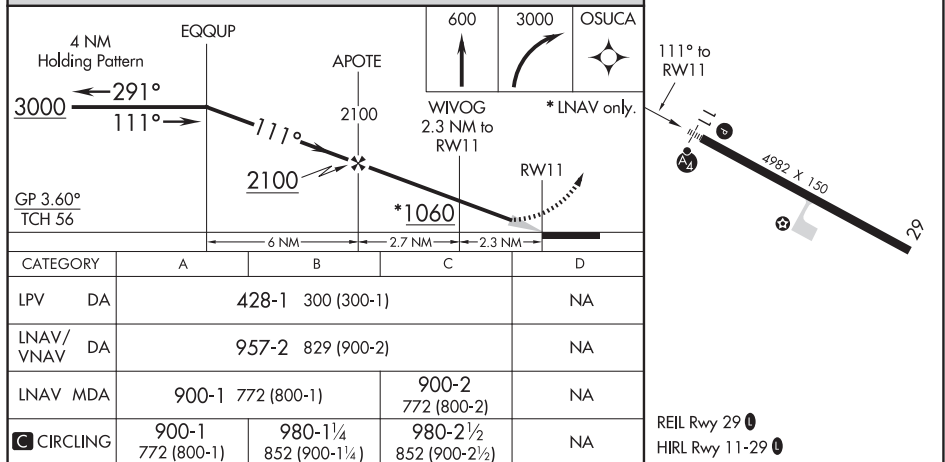
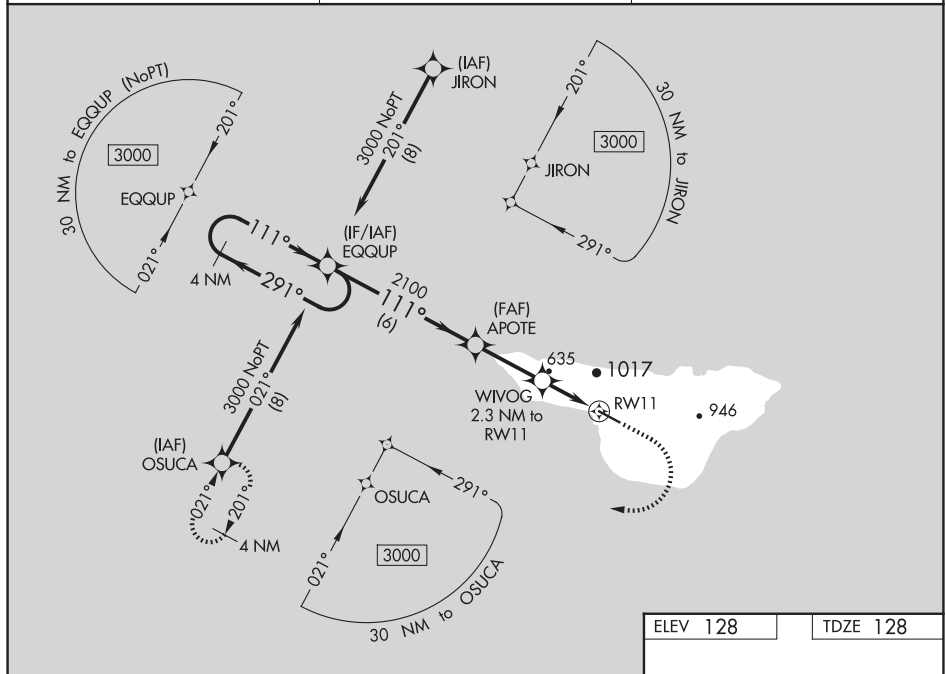
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. Circling NA north of Rwy 11-29. Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase LNAV/VNAV all Cats visibility to 2½ SM. For inop ALS, increase LNAV Cat C visibility to 2½ SM.

MALSF



MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct OSUCA and hold.

ASOS 135.45	ANCHORAGE CENTER 119.1 339.8	CTAF 122.8 0
-----------------------	--	------------------------



ST GEORGE, ALASKA

Orig 13SEP18

56°35'N-169°40'W

443

ST GEORGE (PBV) (PAPB)


RNAV (GPS) RWY 11


AK, 07 AUG 2025 to 02 OCT 2025

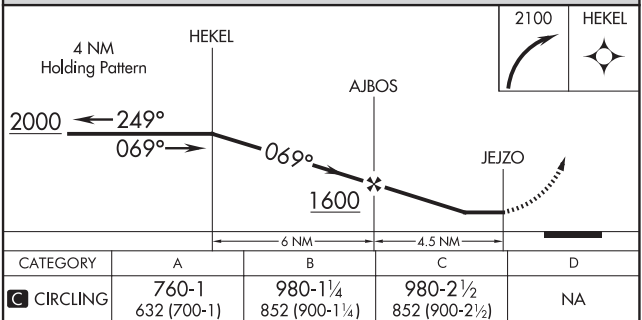
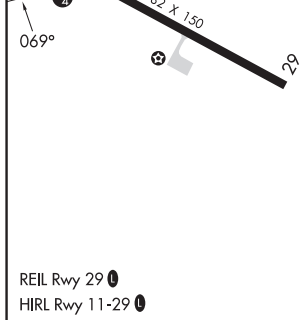
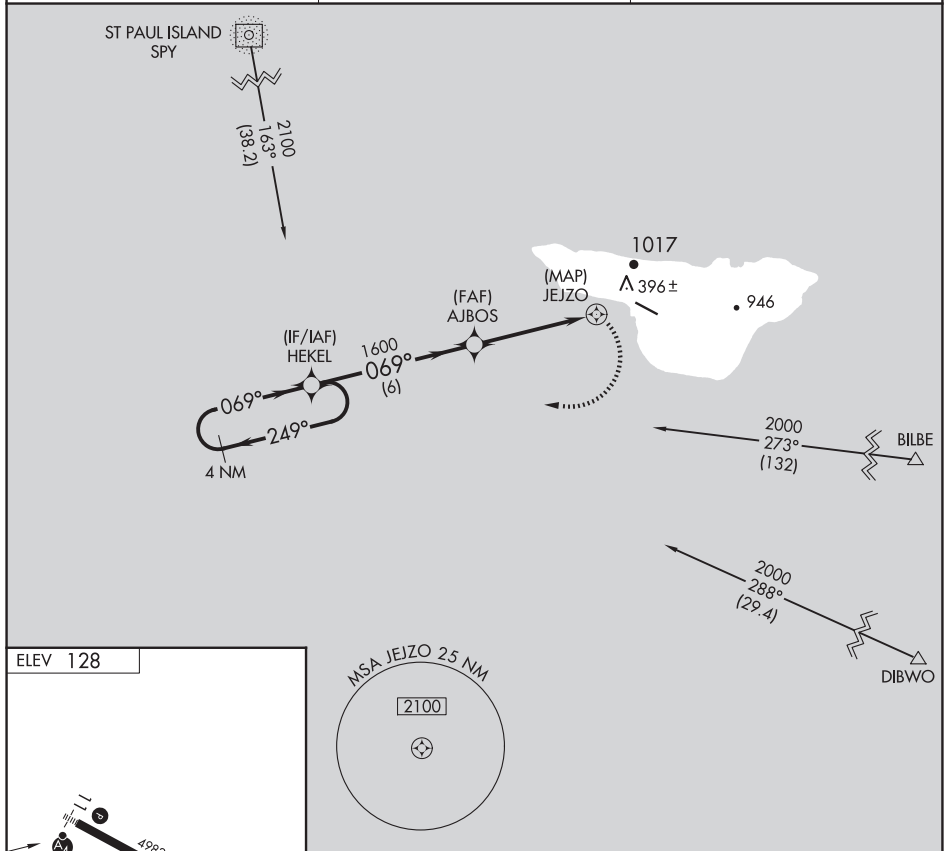
APP CRS	Rwy Idg	N/A
069°	TDZE	N/A
	Apt Elev	128

RNAV (GPS)-D

ST GEORGE (PBV) (PAPB)

	DME/DME RNP-0.3 NA. Circling NA north of Rwy 11-29.	MISSED APPROACH: Climbing right turn to 2100 direct HEKEL and hold.
---	--	---

ASOS 135.45	ANCHORAGE CENTER 119.1 339.8	CTAF 122.8 
----------------	---------------------------------	---



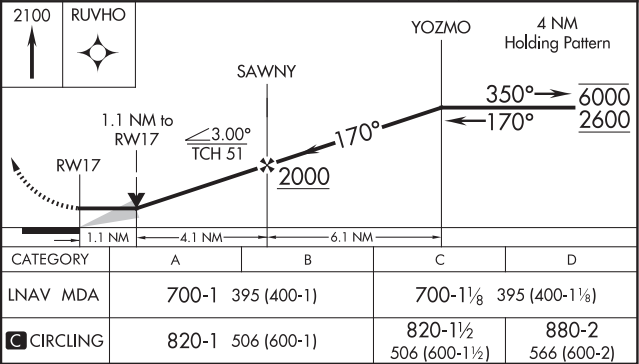
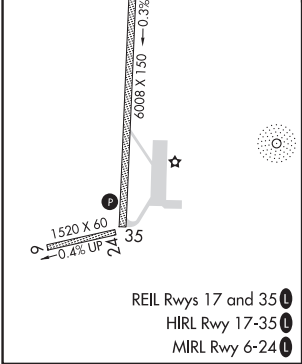
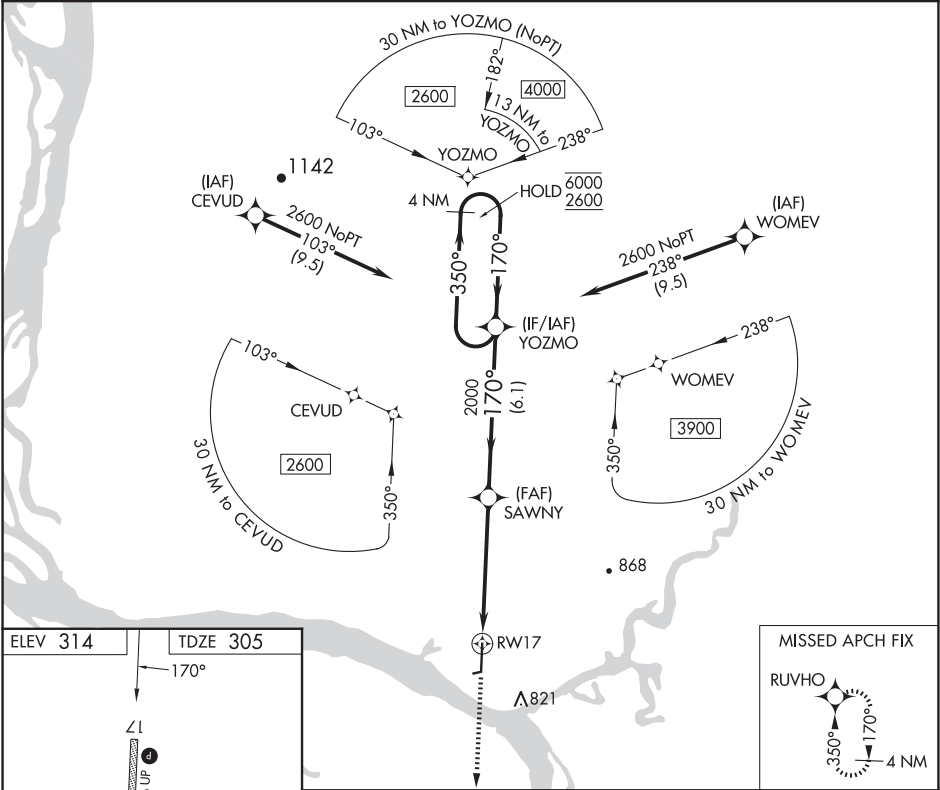
APP CRS	Rwy Idg	6008
170°	TDZE	305
	Apt Elev	314

RNAV (GPS) RWY 17

ST MARY'S (KSM)(PASM)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2100 direct RUVHO and hold.
<div><div>▼</div><div>▲</div></div> Circling to Rwy 6 NA at night. Circling NA east of Rwy 17-35. Inop table does not apply.	

AWOS-3P 128.7	ANCHORAGE CENTER 124.0	CTAF 122.3
------------------	---------------------------	---------------



AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

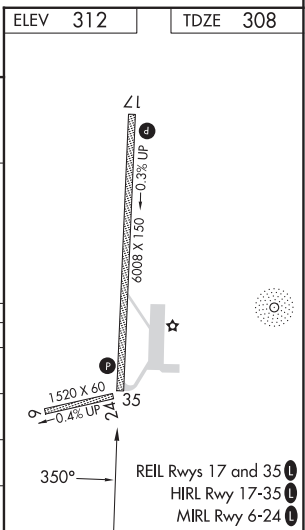
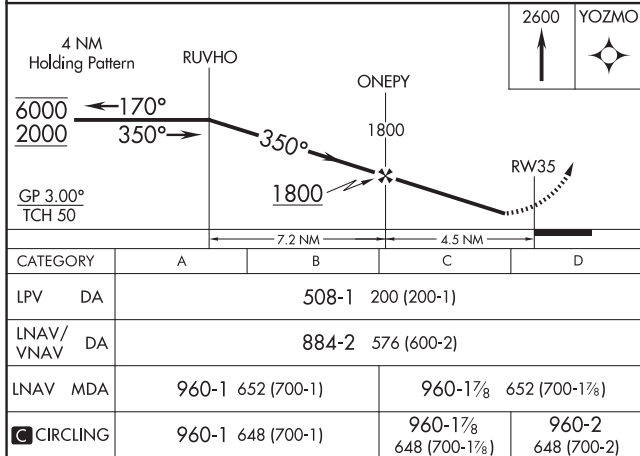
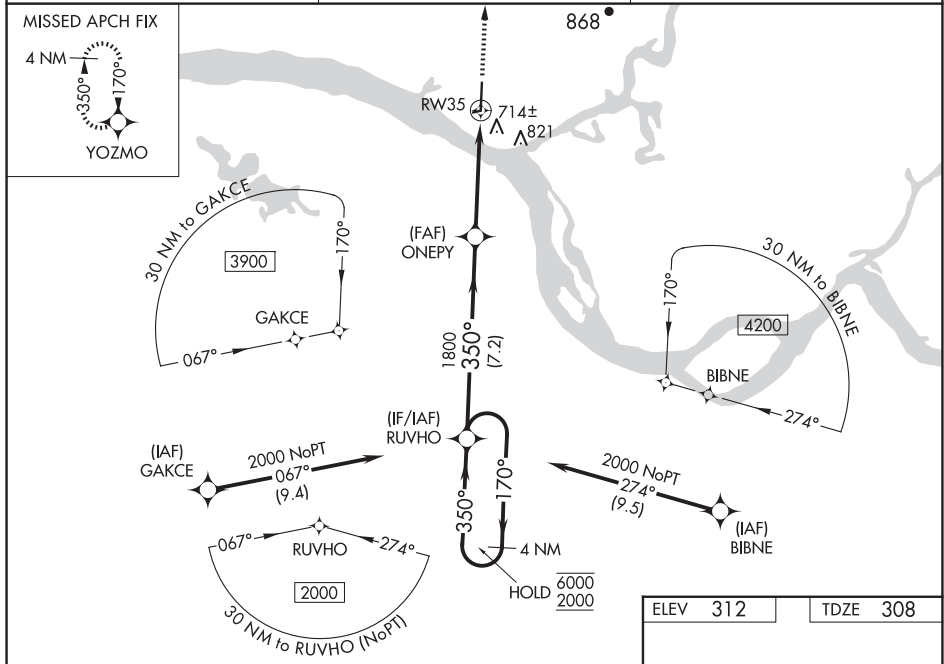
WAAS CH 87028 W35A	APP CRS 350°	Rwy Idg 6008 TDZE 308 Apt Elev 312
--	------------------------	---

RNAV (GPS) RWY 35

ST MARY'S (KSM)(PASM)

RNP APCH - GPS.	<p>⚠ 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. For 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.</p>	<p>MISSED APPROACH: Climb to 2600 direct YOZMO and hold.</p>
-----------------	---	---

AWOS-3P 128.7	ANCHORAGE CENTER 124.0	CTAF 122.3
-------------------------	----------------------------------	----------------------

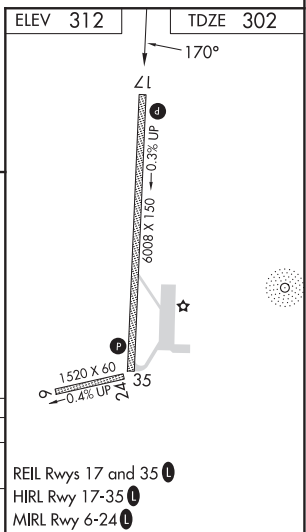


AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

LOC RWY 17
ST MARY'S (KSM)(PASM)

MISSED APPROACH: Climb to 800 then climbing right turn to 2600 on heading 025° and on I-SMA north course to SAWNY/I-SMA 6.2 DME and hold, continue climb-in-hold to 2600.

CTAF
122.3 **L**

AK, 07 AUG 2025 to 02 OCT 2025

APP CRS 003°	Rwy Idg 4001 TDZE 98 Apt Elev 98
------------------------	---

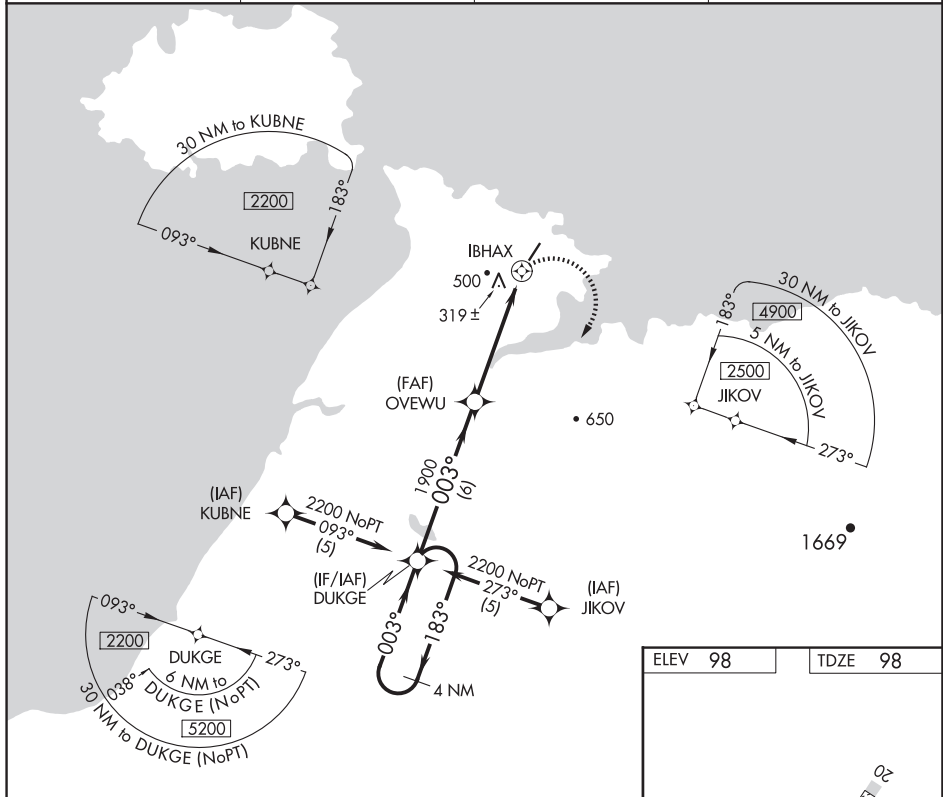
RNAV (GPS) RWY 2

ST MICHAEL (SMK) (PAMK)

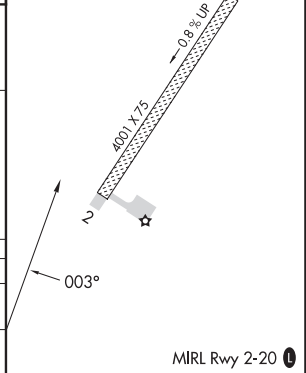
⚠ If local altimeter setting not received, use Unalakleet altimeter setting and increase all MDA's 120 feet. Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
* VDP NA with Unalakleet altimeter setting.

MISSED APPROACH:
Climbing right turn to 2200
direct DUKGE and hold.

AWOS-3P 119.275	ANCHORAGE CENTER 135.7	NOME RADIO 122.3	UNICOM 122.8 (CTAF) 0
---------------------------	----------------------------------	----------------------------	---------------------------------



4 NM Holding Pattern		DUKGE		2200 DUKGE	
2200 ← 183°		003° →		003°	
6 NM		4.1 NM		0.9 NM	
CATEGORY		A		B	
LNAV MDA		580-1		482 (500-1)	
CIRCLING		580-1		482 (500-1)	



WAAS CH 93602 W20A	APP CRS 196°	Rwy Idg TDZE 88 Apt Elev 98	4001
--	------------------------	---	-------------

RNAV (GPS) RWY 20

ST MICHAEL (SMK) (PAMK)

▼

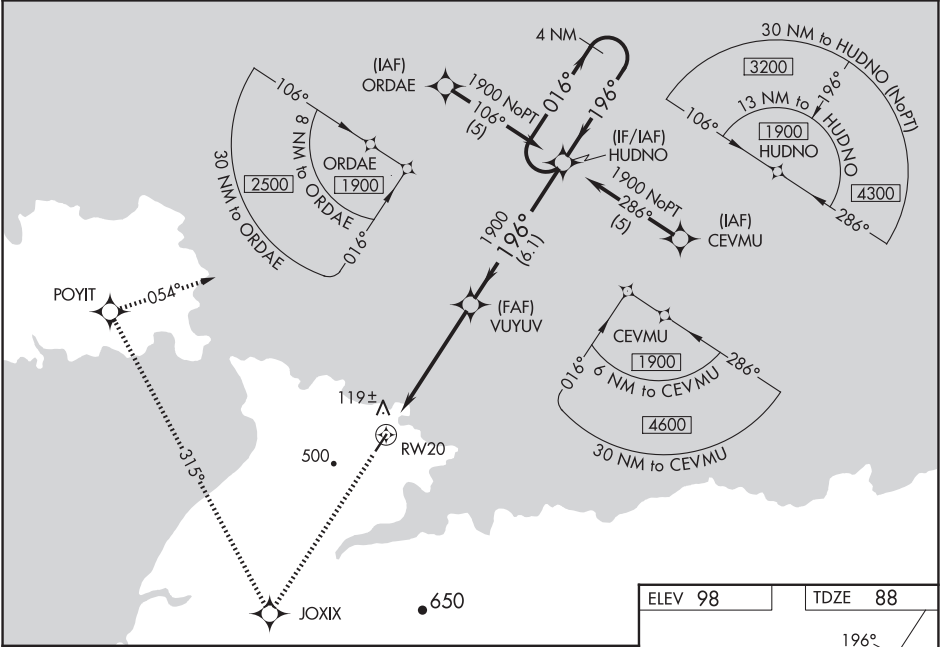
▲

▼

If local altimeter setting not received, use Unalakeet altimeter setting and increase all DAs/MDAs 120 feet. Circling NA west of Rwy 2-20.
DME/DME RNP-0.3 NA. Baro-VNAV NA when using Unalakeet altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (120°F).
VDP NA with Unalakeet altimeter setting.

MISSED APPROACH: Climb to 1900 direct JOXIX and right turn via 315° track to POYIT and right turn via 054° track to HUDNO and hold.

AWOS-3P 119.275	ANCHORAGE CENTER 135.7	NOME RADIO 122.3	UNICOM 122.8 (CTAF) 0
---------------------------	----------------------------------	----------------------------	---------------------------------



1900

JOXIX

315° tr

POYIT

054° tr

HUDNO

VUYUV

HUDNO

*LNAV only

CATEGORY	A	B	C	D
LPV DA		338-1	250 (300-1)	
LNAV/VNAV DA		452-1¼	364 (400-1¼)	
LNAV MDA	520-1	432 (500-1)	520-1¼ 432 (500-1¼)	520-1½ 432 (500-1½)
CIRCLING	520-1 422 (500-1)	560-1 462 (500-1)	560-1½ 462 (500-1½)	660-2 562 (600-2)

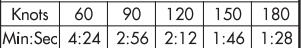
ELEV 98

TDZE 88

MIRL Rwy 2-20 0

ILS or LOC RWY 36
ST PAUL ISLAND(SNP)(PASN)

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.

CTAF
122.3 **L**ST PAUL ISLAND (SNP)(PASN)
ILS or LOC RWY 36

AK. 07 AUG 2025 to 02 OCT 2025

APP CRS 180°	Rwy Ldg TDZE Apt Elev	6500 66 66
------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 18
ST PAUL ISLAND (SNP) (PASN)

RNP APCH.

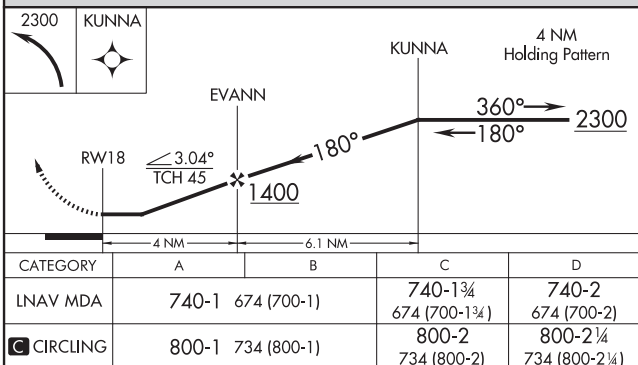
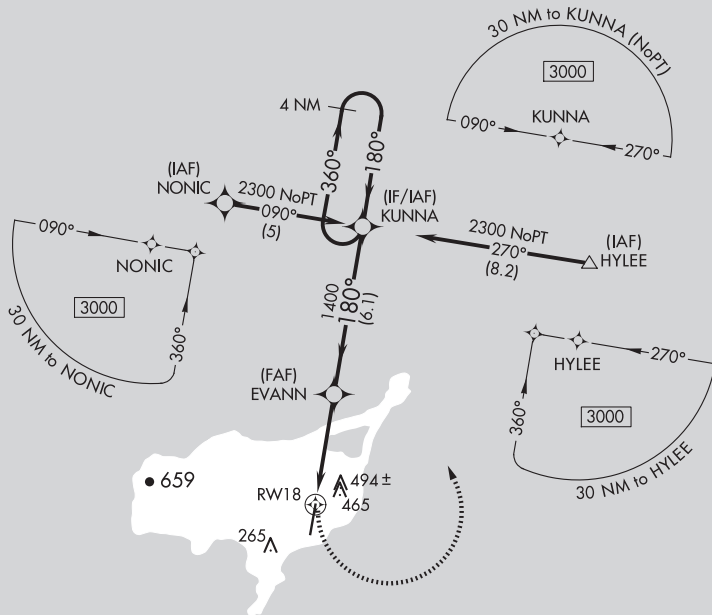
- T** Inoperative table does not apply.
A Circling NA west of Rwy 18-36.
Rwy 18 helicopter visibility reduction below 1 SM NA.

MALSF



MISSED APPROACH: Climbing left turn to 2300 direct KUNNA and hold.

ASOS 135.75	ANCHORAGE CENTER 119.1 339.8	CTAF 122.3 0
-----------------------	--	------------------------



ST. PAUL ISLAND, ALASKA

AL-2119 (FAA)

25163

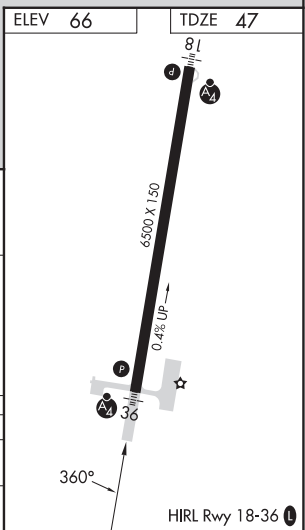
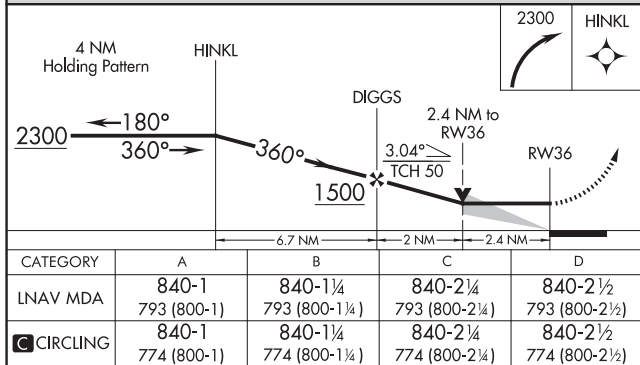
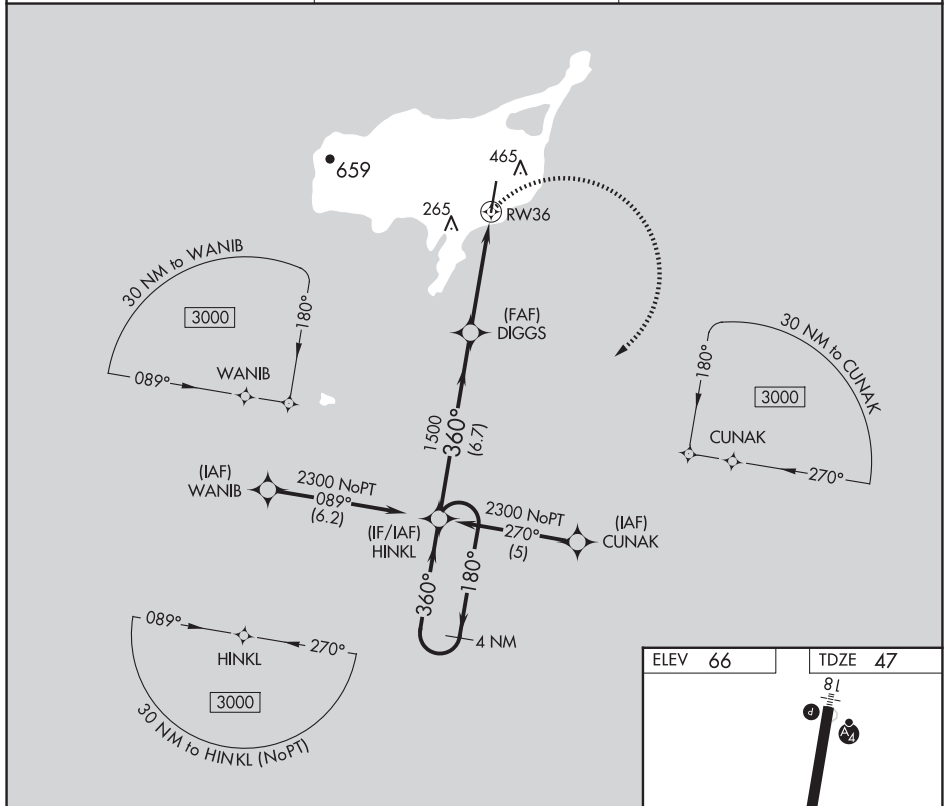
APP CRS 360°	Rwy Ldg 6500
	TDZE 47
	Apt Elev 66

RNAV (GPS) RWY 36

ST PAUL ISLAND (SNP) (PASN)

RNP APCH.	MALSF	MISSED APPROACH: Climbing right turn to 2300 direct HINKL and hold.
Inoperative table does not apply. Circling NA west of Rwy 18-36.		

ASOS 135.75	ANCHORAGE CENTER 119.1 339.8	CTAF 122.3
-----------------------	--	----------------------



ST. PAUL ISLAND, ALASKA
Amdt 1B 10SEP20

57°10'N-170°13'W

ST PAUL ISLAND (SNP) (PASN)
RNAV (GPS) RWY 36

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

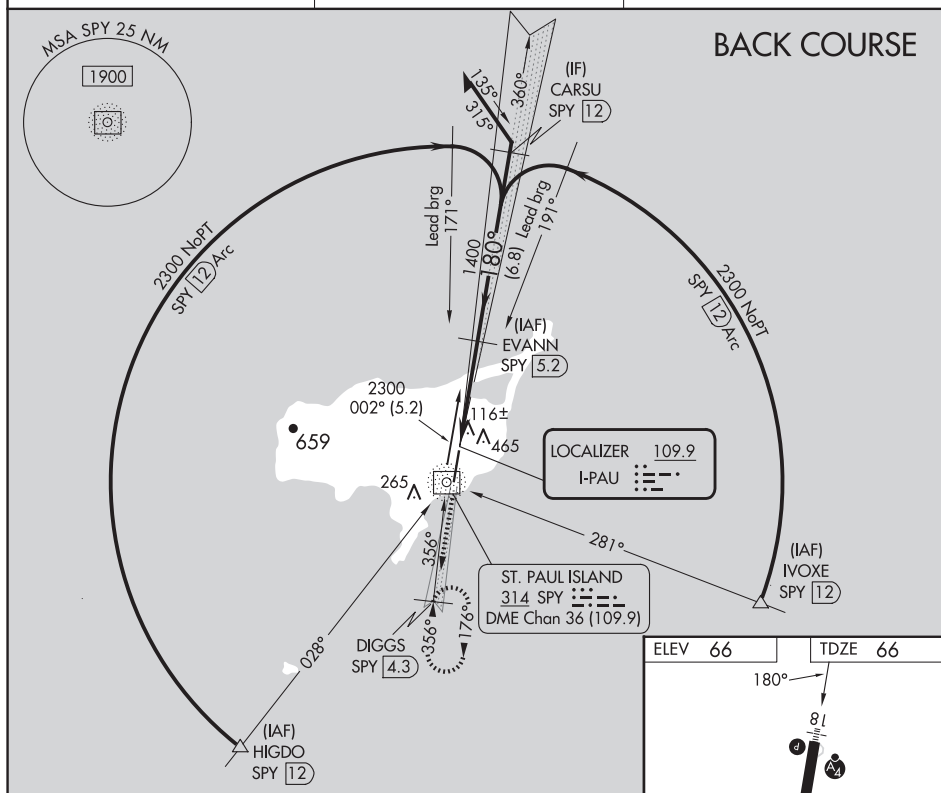
LOC I-PAU <u>109.9</u>	APP CRS 180°	Rwy Ldg 6500 TDZE 66 Apt Elev 66
----------------------------------	------------------------	---

LOC/DME BC RWY 18
ST PAUL ISLAND (SNP) (PASN)

- T** Inoperative table does not apply. Circling NA west of
A Rwy 18-36. Rwy 18 helicopter visibility reduction below
1 SM NA. DME from SPY NDB/DME. Simultaneous
reception of TPAU and SPY DME required.

MISSED APPROACH: Climb to 2800 via I-PAU south course to DIGGS/SPY 4.3 DME and hold, continue climb-in-hold to 2800.

ASOS 135.75	ANCHORAGE CENTER 119.1 339.8	CTAF 122.3 0
----------------	---------------------------------	-----------------



2800
↑
I-PAU
south crs

DIGGS
SPY 4.3

EVANN
SPY 5.2

2300

360°

Remain
within 10 NM

1800

3.04°
TCH 45

SPY
1.9

1400

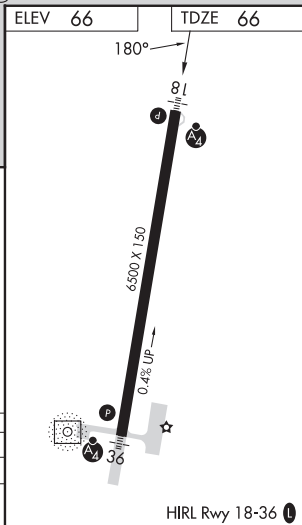
180°

Disregard glide slope indications.

0.7

3.3 NM

CATEGORY	A	B	C	D
S-18	580-1	514 (600-1)	580-1½	514 (600-1½)
C CIRCLING	800-1	734 (800-1)	800-2 734 (800-2)	800-2¼ 734 (800-2¼)



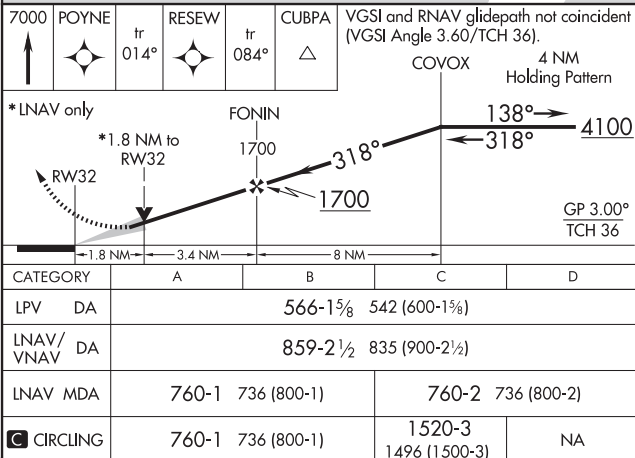
RNAV (GPS) RWY 32

SAND POINT (SDP) (PASD)

MISSED APPROACH: Climb to 7000 direct POYNE and on track 014° to RESEW and on track 084° to CUBPA and hold, continue climb-in-hold to 7000.

UNICOM

122.8



SAND POINT (SDP) (PASD)
RNAV (GPS) RWY 32


SAND POINT, ALASKA

AL-6537 (FAA)

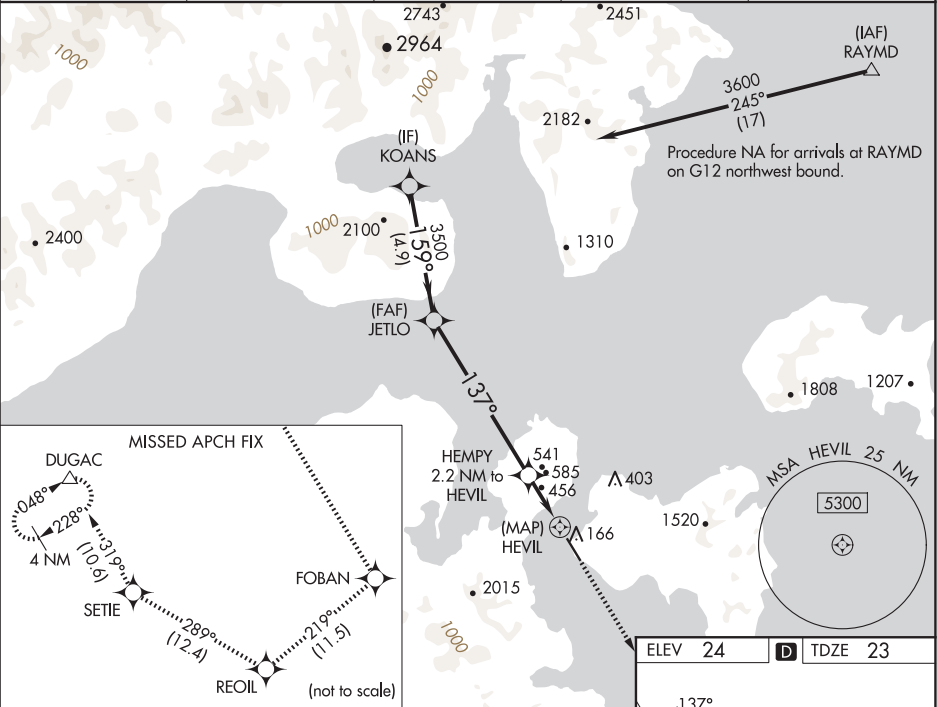
25051

WAAS CH 86844 W14B	APP CRS 137°	Rwy Idg TDZE Apt Elev	4099 23 24
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) Y RWY 14
SAND POINT (SDP) (PASD)

RNP APCH-GPS.	MISSED APPROACH: Climb to 5000 on the RNAV missed approach route to DUGAC and hold.
 Circling NA northeast of Rwy 14-32.	

AWOS-3P 134.85	ANCHORAGE CENTER 125.35 346.3	CLNC DEL 122.3 (CTAF) 	COLD BAY RADIO 122.3	UNICOM 122.8
--------------------------	---	---	--------------------------------	------------------------



ELEV 24		TDZE 23	
KOANS		JETLO	
3600		3500	
159°		137°	
4.9 NM		6.5 NM	
1 NM		1.1 NM	
0.6		HEVIL	
CATEGORY		D	
LP MDA		720-1 697 (700-1)	
LNAV MDA		840-1 817 (900-1)	
CIRCLING		840-1 816 (900-1)	
1580-3		2240-3	
1556 (1600-3)		2216 (2300-3)	

SAND POINT, ALASKA
Orig-A 24MAR22

55°19'N-160°31'W
455

SAND POINT (SDP) (PASD)
RNAV (GPS) Y RWY 14

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

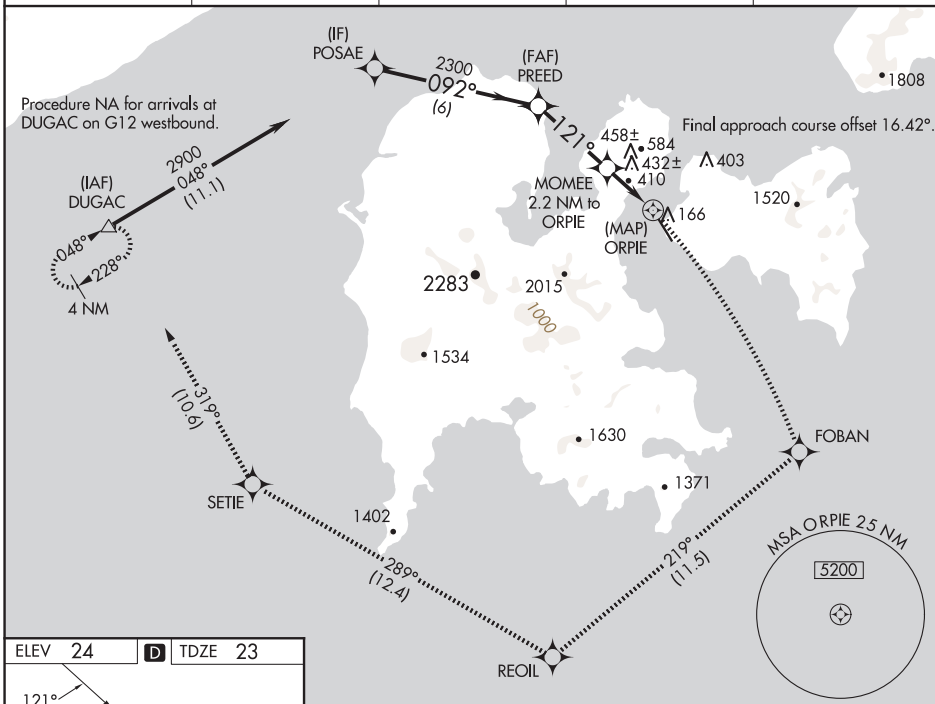
WAAS CH 56245 W14A	APP CRS 121°	Rwy Idg 4099 TDZE 23 Apt Elev 24
--	------------------------	---

RNAV (GPS) Z RWY 14
SAND POINT (SDP) (PASD)

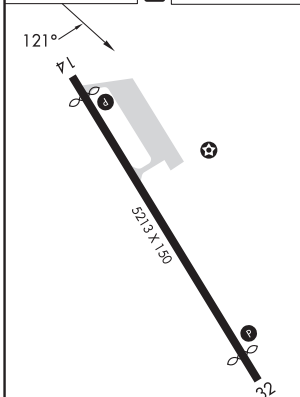
T
A Circling NA northeast of Rwy 14-32.

MISSED APPROACH: Climbing right turn to 5000 on the RNAV missed approach route to DUGAC and hold.

AWOS-3P 134.85	ANCHORAGE CENTER 125.35 346.3	CLNC DEL 122.3 (CTAF) 0	COLD BAY RADIO 122.3	UNICOM 122.8
--------------------------	---	-----------------------------------	--------------------------------	------------------------



ELEV 24	D	TDZE 23
---------	----------	---------



MIRL Rwy 14-32 **L**
REIL Rwy 14 and 32 **L**

Diagram illustrating a 4-segment RNAV approach. The approach starts at POSAE (2900 ft) and proceeds through segments A, B, C, and D. Key points include PREED, MOME, and ORPIE. Distances between segments are 6 NM, 3.3 NM, 1.1 NM, and 0.5 NM. The diagram also shows the relationship between the RNAV path and the VGSi path, noting that the VGSi and descent angles are not coincident (VGSi Angle 3.60/TCH 31).

CATEGORY	A	B	C	D
LP MDA	660-1	637 (700-1)	660-1 $\frac{3}{4}$	637 (700-1 $\frac{3}{4}$)
INAV MDA	820-1 797 (800-1)	820-1 $\frac{1}{4}$ 797 (800-1 $\frac{1}{4}$)	820-2 $\frac{1}{2}$	797 (800-2 $\frac{1}{2}$)
C CIRCLING	820-1 796 (800-1)	820-1 $\frac{1}{4}$ 796 (800-1 $\frac{1}{4}$)	1580-3 1556 (1600-3)	2240-3 2216 (2300-3)

SAND POINT, ALASKA
Amdt 2 02DEC21

55°19'N-160°31'W

SAND POINT (SDP) (PASD)
RNAV (GPS) Z RWY 14

AK, 07 AUG 2025 to 02 OCT 2025

NDB/DME HBT	APP CRS	Rwy Idg	4099
390	126°	TDZE	23
Chan 79 (113.2)		Apt Elev	24

NDB RWY 14

SAND POINT (SDP) (PASD)

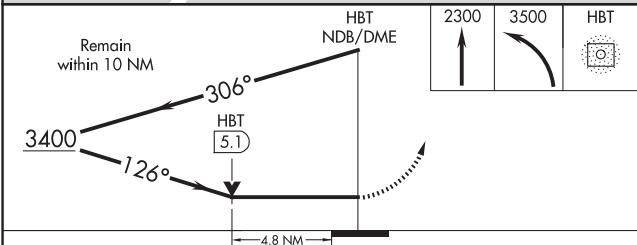
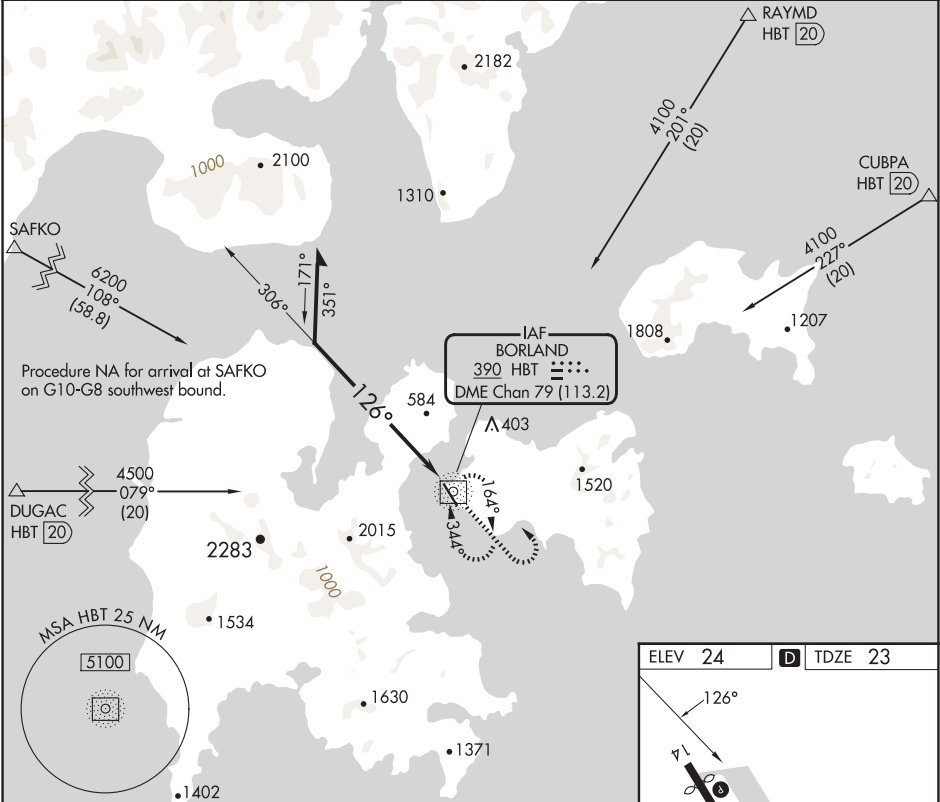
⚠

⚠

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.

AWOS-3P	ANCHORAGE CENTER	CLNC DEL	COLD BAY RADIO	UNICOM
134.85	125.35 346.3	122.3 (CTAF) 1	122.3	122.8



ELEV 24

D

TDZE 23

MIRL Rwy 14-32 1
REIL Rws 14 and 32 1

CATEGORY	A	B	C	D
S-14	1900-1¼ 1877 (1900-1¼)	1900-1½ 1877 (1900-1½)	1900-3	1877 (1900-3)
CIRCLING	1900-1¼ 1876 (1900-1¼)	1900-1½ 1876 (1900-1½)	1900-3 1876 (1900-3)	2200-3 2176 (2200-3)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

SAND POINT, ALASKA

AL-6537 (FAA)

25051

NDB/DME HBT	APP CRS	Rwy Idg	4099
390	339°	TDZE	24
Chan 79 (113.2)		Apt Elev	24

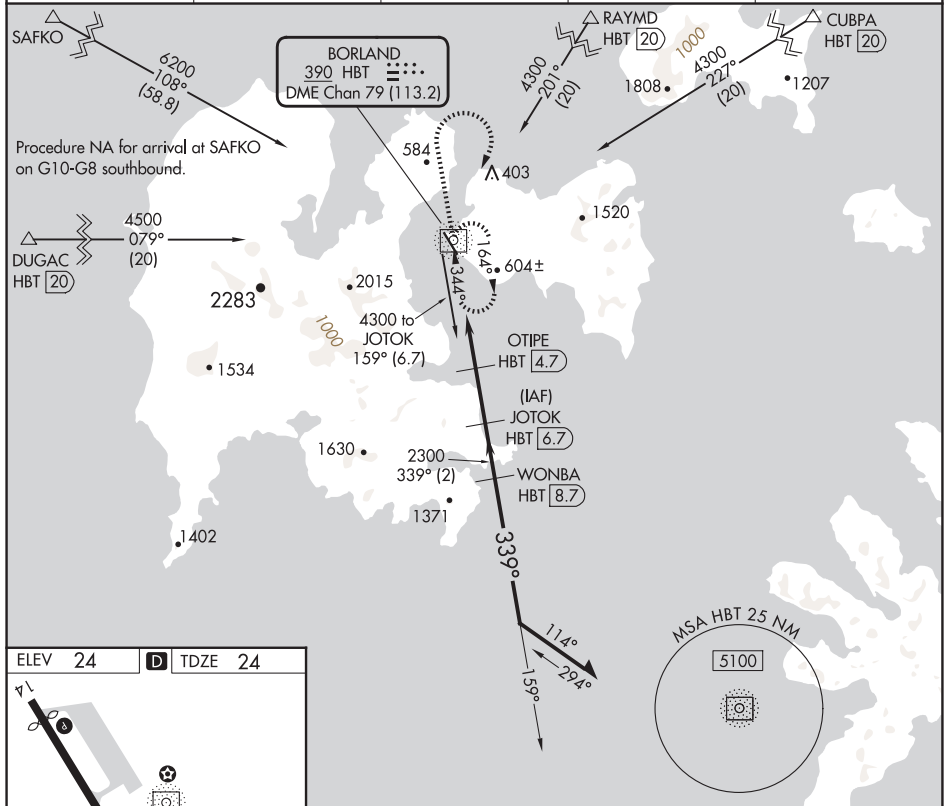
NDB RWY 32

SAND POINT (SDP) (PASD)

⚠ Circling NA northeast of Rwy 14-32.
DME required.

MISSED APPROACH: Climb to 1800 then climbing right turn to 4300 direct HBT NDB and hold, continue climb-in-hold to 4300.

AWOS-3P	ANCHORAGE CENTER	CLNC DEL	COLD BAY RADIO	UNICOM
134.85	125.35 346.3	122.3 (CTAF) ⚠	122.3	122.8



ELEV	24	TDZE	24
------	----	------	----

MIRL Rwy 14-32
REIL Rwy 14 and 32

FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

1800	4300	HBT	JOTOK HBT 6.7	3500	3100
HBT NDB/DME	HBT 0.4	OTIFE HBT 4.7	WONBA HBT 8.7	2900	2300
2.2 NM	2 NM	2 NM	2 NM		
CATEGORY	A	B	C	D	
S-32	920-1¼	896 (900-1¼)	920-2½	896 (900-2½)	
CIRCLING	920-1¼	896 (900-1¼)	1520-3 1496 (1500-3)	2200-3 2176 (2200-3)	

SAND POINT, ALASKA

Amdt 1 13SEP18

55°19'N-160°31'W

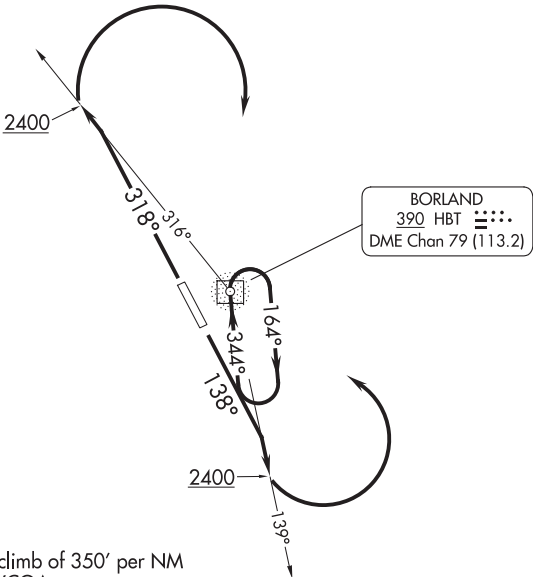
SAND POINT (SDP) (PASD)

NDB RWY 32

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

ANCHORAGE CENTER
125.35 346.3
COLD BAY RADIO
122.3
CTAF
122.3



NOTE: ADF required.

TAKEOFF MINIMUMS

- Rwy 14: Standard.
- Rwy 32: Standard with minimum climb of 350' per NM to 1200, or 2600-3 for VCOA.

TAKEOFF OBSTACLE NOTES

- Rwy 32: Ships beginning 1493' from DER, crossing extended runway centerline, 100' MSL.
- Vegetation beginning 1.4 NM from DER, 392' right of centerline, up to 6' AGL/256' MSL.
- Vegetation, terrain beginning 1.5 NM from DER, 534' right of centerline, up to 296' MSL.
- Vegetation beginning 1.6 NM from DER, 995' right of centerline, up to 7' AGL/315' MSL.
- Terrain, vegetation beginning 1.7 NM from DER, on and left of centerline, up to 410' MSL.
- Vegetation beginning 1.7 NM from DER, 1493' right of centerline, up to 6' AGL/351' MSL.
- Vegetation beginning 1.9 NM from DER, 161' right of centerline, up to 7' AGL/401' MSL.
- Terrain, vegetation beginning 2 NM from DER, 326' right of centerline, up to 456' MSL.
- Vegetation 2.1 NM from DER, 2753' right of centerline, 5' AGL/478' MSL.
- Terrain, vegetation beginning 2.2 NM from DER, 388' right of centerline, up to 619' MSL.
- Terrain 2.5 NM from DER, 1994' right of centerline, 472' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 14: Climb on heading 138° to intercept bearing 139° from HBT NDB to 2400 then climbing left turn direct HBT NDB, thence. . . .
- TAKEOFF RUNWAY 32: Climb on heading 318° to intercept bearing 316° from HBT NDB to 2400 then climbing right turn direct HBT NDB, or for VCOA, cross Sand Point Airport at or above 2500, thence. . . .
- VCOA RUNWAY 32: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sand Point Airport at or above 2500 then climb direct HBT NDB, thence. . . .
-continue climb in HBT NDB holding pattern to 10000 before proceeding on course.

(RAYMD3.RAYMD) 18256

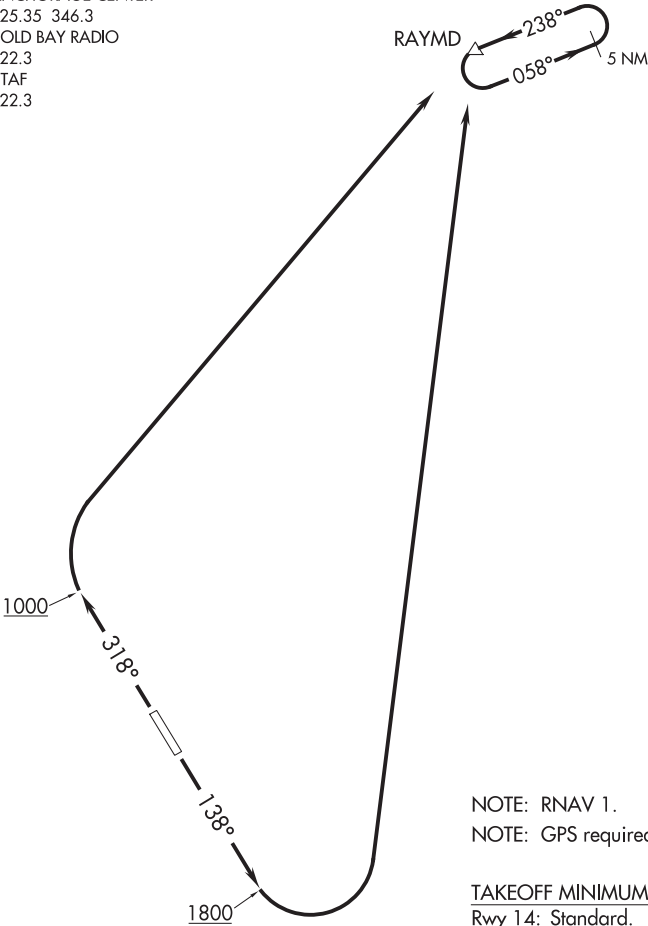
RAYMD THREE DEPARTURE (RNAV)

AL-6537 (FAA)

SAND POINT (SDP) (PASD)
SAND POINT, ALASKA

ANCHORAGE CENTER
125.35 346.3
COLD BAY RADIO
122.3
CTAF
122.3

**TOP ALTITUDE:
ASSIGNED BY ATC**



NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 32: 700-3 with minimum climb of 310' per NM to 1000 or standard with minimum climb of 350' per NM to 1000.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb heading 138° to 1800, then climbing left turn direct RAYMD, thence. . . .

TAKEOFF RUNWAY 32: Climb heading 318° to 1000, then climbing right turn direct RAYMD, thence. . . .

. . . .maintain ATC assigned altitude, continue climb in RAYMD holding pattern to MEA before proceeding on course.

RAYMD THREE DEPARTURE (RNAV)
(RAYMD3.RAYMD) 13SEP18

SAND POINT, ALASKA
SAND POINT (SDP) (PASD)

APP CRS
235°

Rwy Ldg
TDZE
Apt Elev

4400
58
59

RNAV (GPS) RWY 23

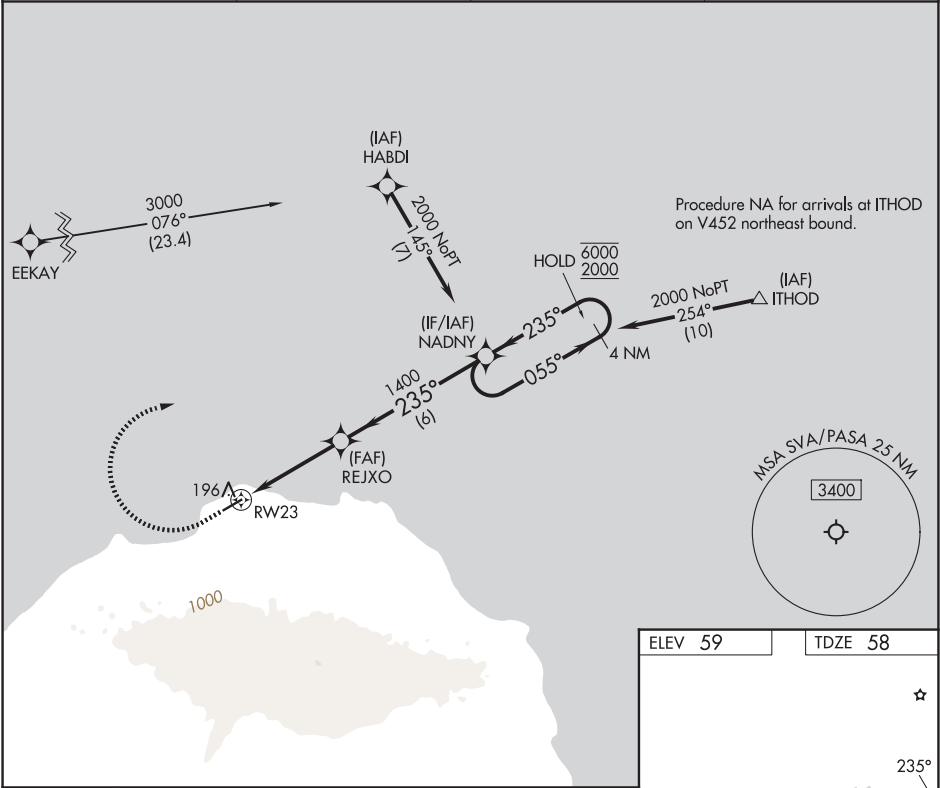
SAVOONGA (SVA) (PASA)

RNP APCH - GPS.

Circling NA southeast of Rwy 5-23.

MISSED APPROACH: Climb to 510 then climbing right turn to 2000 direct NADNY and hold.

AWOS-3P 121.3	ANCHORAGE CENTER 132.2 281.4	NOME RADIO 122.3	CTAF 122.7
------------------	---------------------------------	---------------------	---------------



510

2000

NADNY

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 24).

REJXO

1.2 NM to RWY 23

1.2 NM

2.9 NM

6 NM

1400

235°

055°

6000

2000

CATEGORY	A	B	C	D
LNAY MDA	460-1	402 (500-1)	460-1 1/8	402 (500-1 1/8)
CIRCLING	520-1	461 (500-1)	780-2 721 (800-2)	1100-3 1041 (1100-3)

MIRL Rwy 5-23

4400 x 100

235°

SAVOONGA, ALASKA

AL-6772 (FAA)

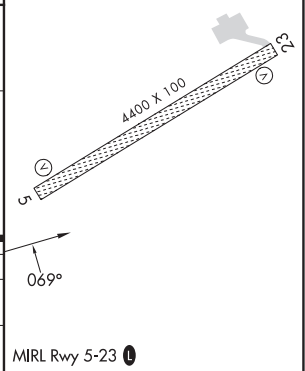
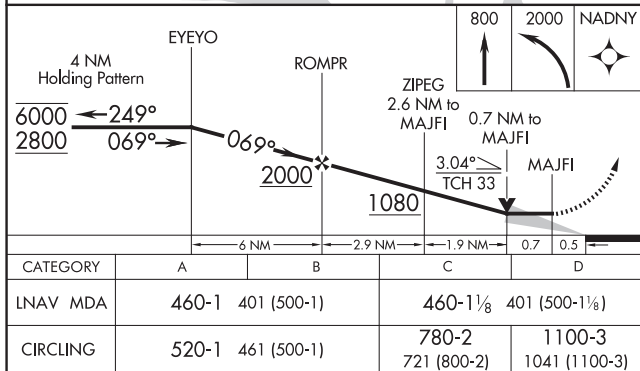
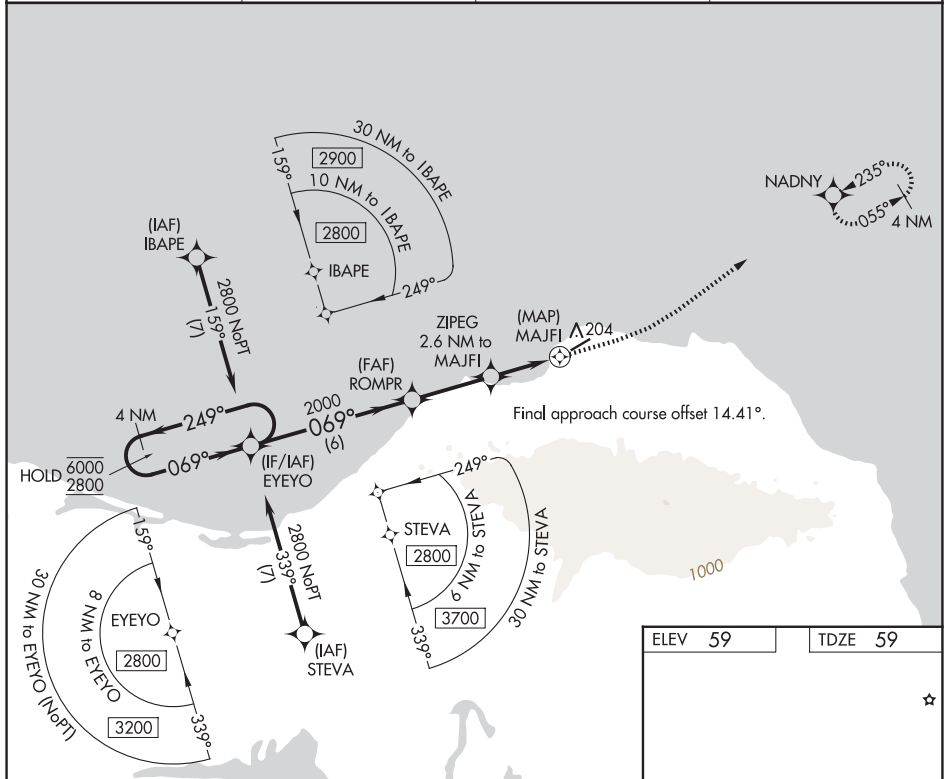
25219

APP CRS	Rwy Ldg	4400
069°	TDZE	59
	Apt Elev	59

RNAV (GPS) Y RWY 5

SAVOONGA (SVA) (PASA)

RNP APCH - GPS.		MISSED APPROACH: Climb to 800, then climbing left turn to 2000 direct NADNY and hold.	
Circling NA southeast of Rwy 5-23.			
AWOS-3P 121.3	ANCHORAGE CENTER 132.2 281.4	NOME RADIO 122.3	CTAF 122.7 0



SAVOONGA, ALASKA
Orig 11JUL24

63°41'N-170°30'W

SAVOONGA (SVA) (PASA)

RNAV (GPS) Y RWY 5

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

VOR/DME ULL
117.3
Chan 120

APP CRS
229°

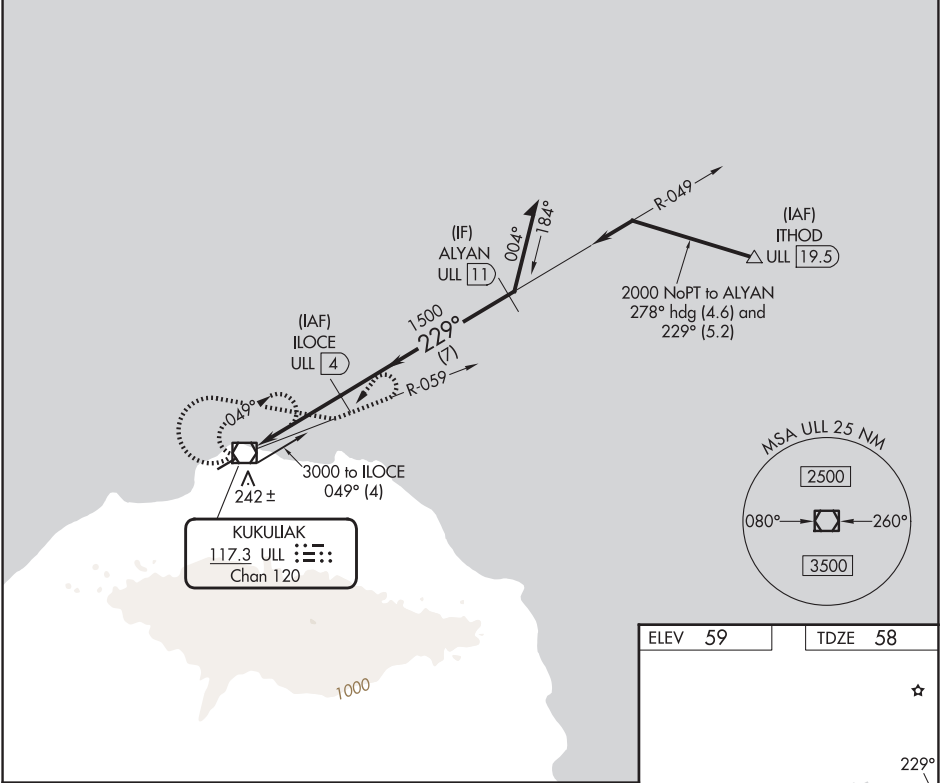
Rwy Ldg
TDZE **58**
Apt Elev **59**

VOR/DME RWY 23
SAVOONGA (SVA) (PASA)

V VDP NA when using GAM/PAGM altimeter setting. Circling NA southeast of Rwy 5-23. When local altimeter setting not received, use GAM/PAGM altimeter setting and increase all MDAs 100 feet; increase S-23 Cat C/D visibility ¼ SM and Circling Cat C visibility ½ SM.

A MISSED APPROACH: Climbing right turn to 3300 on heading 090° and on ULL VOR/DME R-059 then left turn on ULL VOR/DME R-059 to ULL VOR/DME and hold.

AWOS-3P 121.3	ANCHORAGE CENTER 132.2 281.4	NOME RADIO 122.3	CTAF 122.7 1
-------------------------	--	----------------------------	-------------------------------



3300
hdg 090°

ULL R-059

ULL

ILOCE
ULL 4

3000

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 24).

049°

229°

2000

1500

2.96°
TCH 50

ULL 1.1

ULL VOR/DME

0.5

1.1 NM

2.9 NM

ELEV 59

TDZE 58

CATEGORY	A	B	C	D
S-23	600-1 542 (600-1)	600-1½ 542 (600-1½)	600-1¾ 542 (600-1¾)	600-1¾ 542 (600-1¾)
CIRCLING	600-1 541 (600-1)	780-2 721 (800-2)	1160-3 1101 (1200-3)	

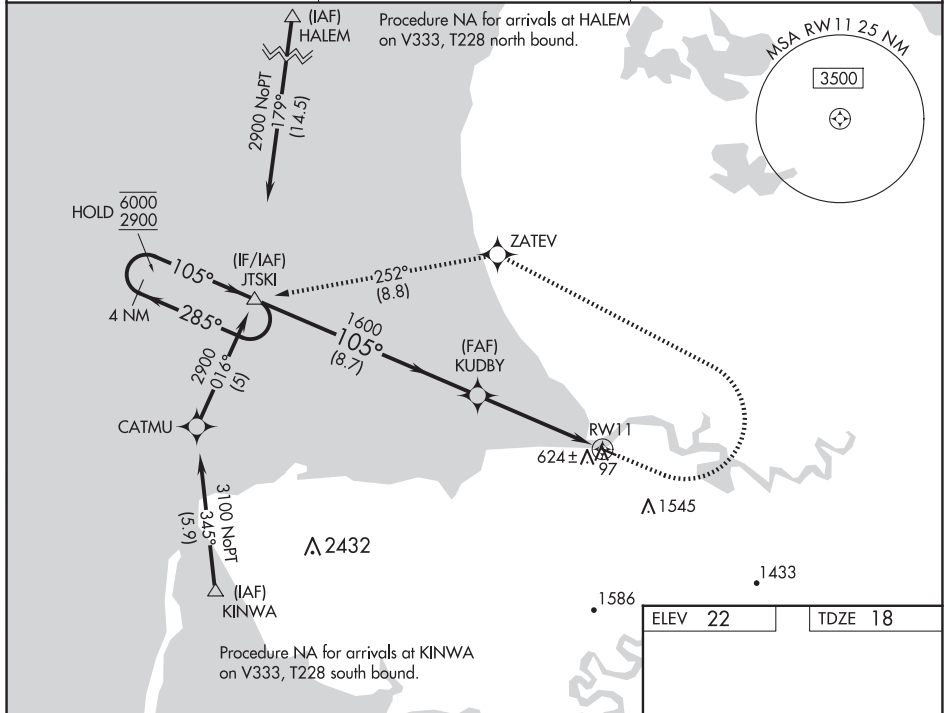
MIRL Rwy 5-23 **1**

WAAS CH 77548 W11A	APP CRS 105°	Rwy Idg TDZE Apt Elev	3001 18 22
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 11
SCAMMON BAY (SCM) (PACM)

RNP APCH - GPS.		MISSED APPROACH: Climb to 440, then climbing left turn to 2900 direct ZATEV then on track 252° to JTSKI and hold.
 -20°C	Circling NA south of Rwy 11-29. Circling Rwy 29 NA at night. VDP NA when using VAK/PAVA altimeter setting. When local altimeter setting not received, use VAK/PAVA altimeter setting and increase all MDAs 60 feet.	

AWOS-3P 118.425	ANCHORAGE CENTER 124.5	UNICOM 123.0 (CTAF) 0
---------------------------	----------------------------------	---------------------------------



		ELEV 22		TDZE 18				
CATEGORY	A	B	C	D	MRL Rwy 11-29 0			
LP MDA	380-1	362 (400-1)	NA					
LNVA MDA	1100-1¼ 1082 (1100-1¼)	1100-1½ 1082 (1100-1½)	NA					
CIRCLING	1100-1¼ 1078 (1100-1¼)	1100-1½ 1078 (1100-1½)	NA					

SELAWIK, ALASKA

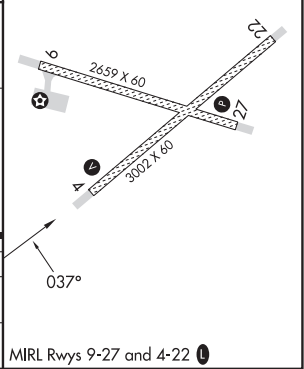
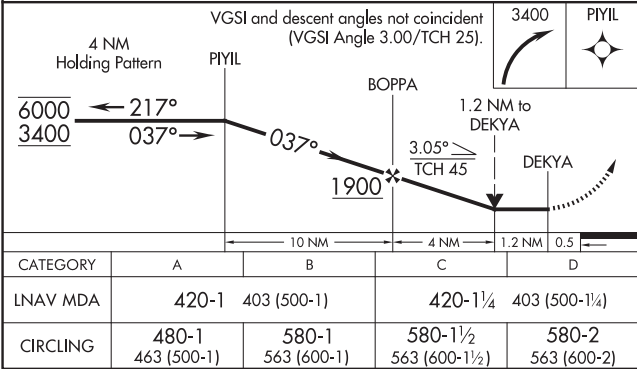
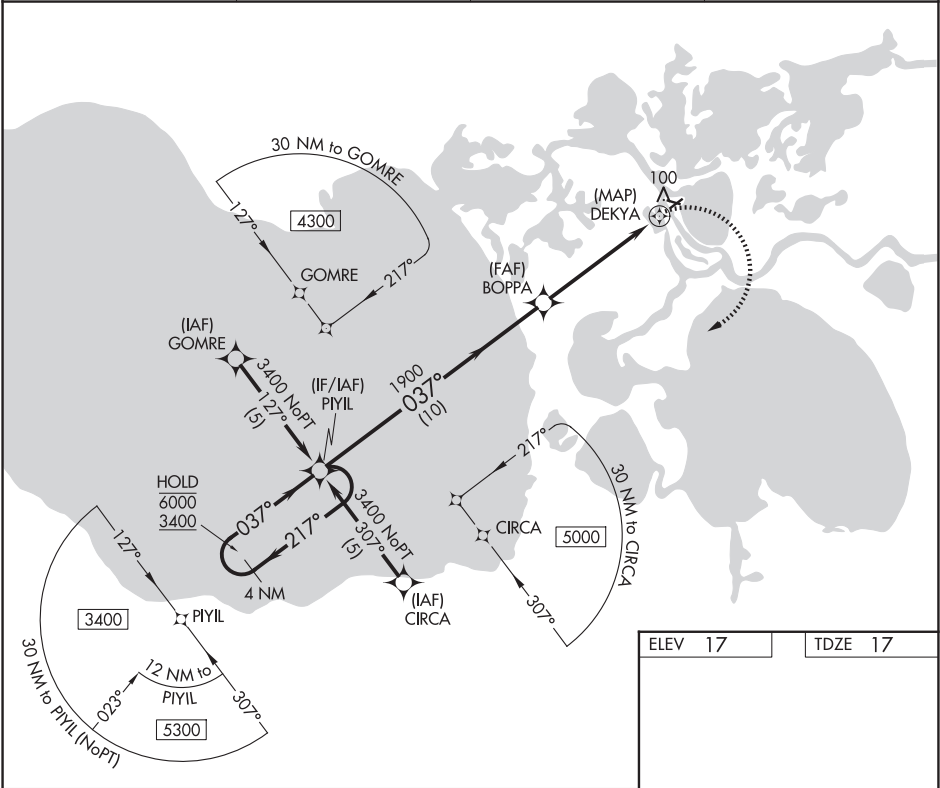
AL-9207 (FAA)

25219

APP CRS	Rwy Ldg	3002
037°	TDZE	17
	Apt Elev	17

RNAV (GPS) RWY 4
SELAWIK (WLK) (PASK)

RNP APCH. ▼ Circling Rwy 9, 27 NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climbing right turn to 3400 direct PIYIL and hold.	
AWOS-3P 135.65	ANCHORAGE CENTER 119.2 263.0	KOTzebue RADIO 122.5	CTAF 122.7



SELAWIK, ALASKA
Orig-E 17JUN21

66°36'N-159°59'W

SELAWIK (WLK) (PASK)
RNAV (GPS) RWY 4

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

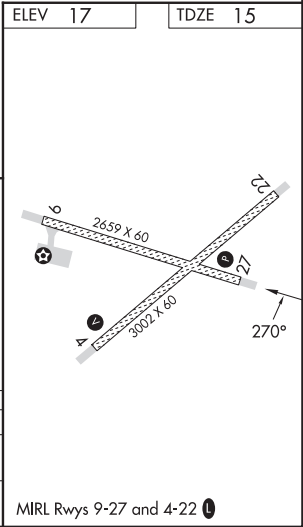
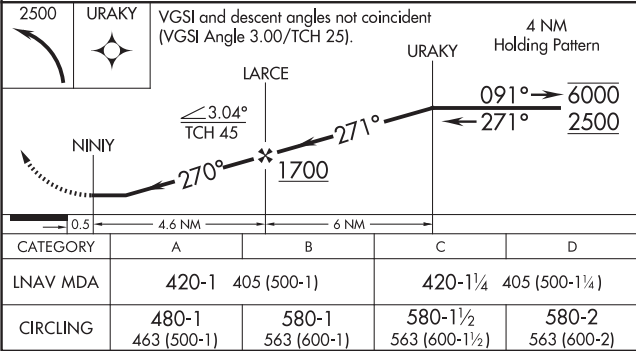
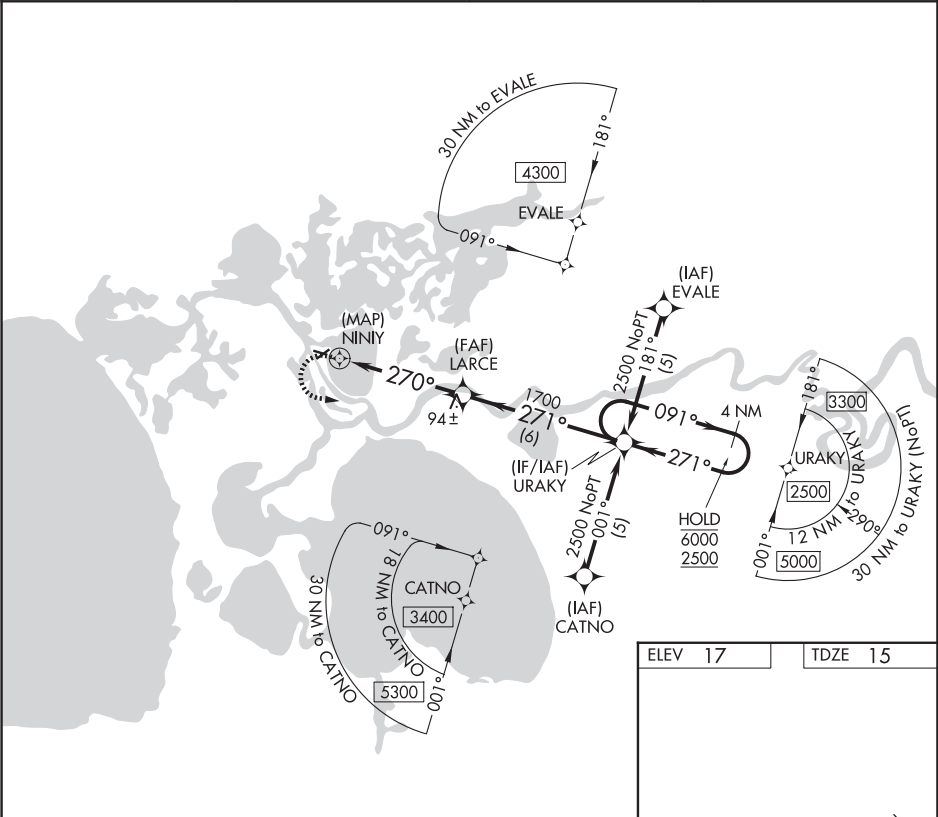
APP CRS	Rwy Ldg	2659
270°	TDZE	15
	Apt Elev	17

RNAV (GPS) RWY 27

SELAWIK (WLK) (PASK)

RNP APCH.	MISSED APPROACH: Climbing left turn to 2500 direct URAKY and hold.
▼ 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 0
-------------------	---------------------------------	-------------------------	-----------------



SELAWIK, ALASKA

AL-9207 (FAA)

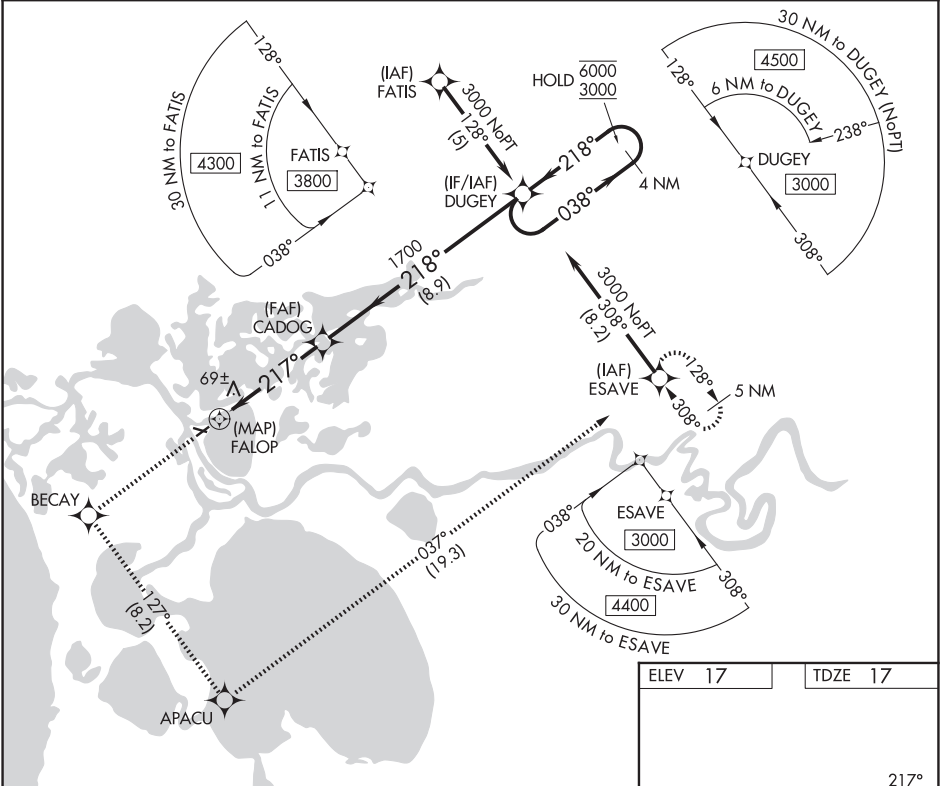
25219

APP CRS	Rwy Ldg	3002
217°	TDZE	17
	Apt Elev	17

RNAV (GPS) Y RWY 22

SELAWIK (WLK) (PASK)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct BECAY and left turn on track 127° to APACU and left turn on track 037° to ESAVE and hold.	
▼ Circling Rwy 9, 27 NA at night.			
AWOS-3P 135.65	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.5	CTAF 122.7 0



3000	BECAY	APACU	ESAVE	DUGUY	4 NM Holding Pattern
↑	✱	✱	✱	✱	
	tr 127°	tr 037°			
CADOG					
FALOP					
≤ 3.05° TCH 45					
0.5 4.6 NM 8.9 NM					
CATEGORY	A	B	C	D	
LNAV MDA	320-1 303 (400-1)				
CIRCLING	480-1 463 (500-1)	580-1 563 (600-1)	580-1½ 563 (600-1½)	580-2 563 (600-2)	

SELAWIK, ALASKA
Orig-E 17JUN21

66°36'N-159°59'W

SELAWIK (WLK) (PASK)

RNAV (GPS) Y RWY 22

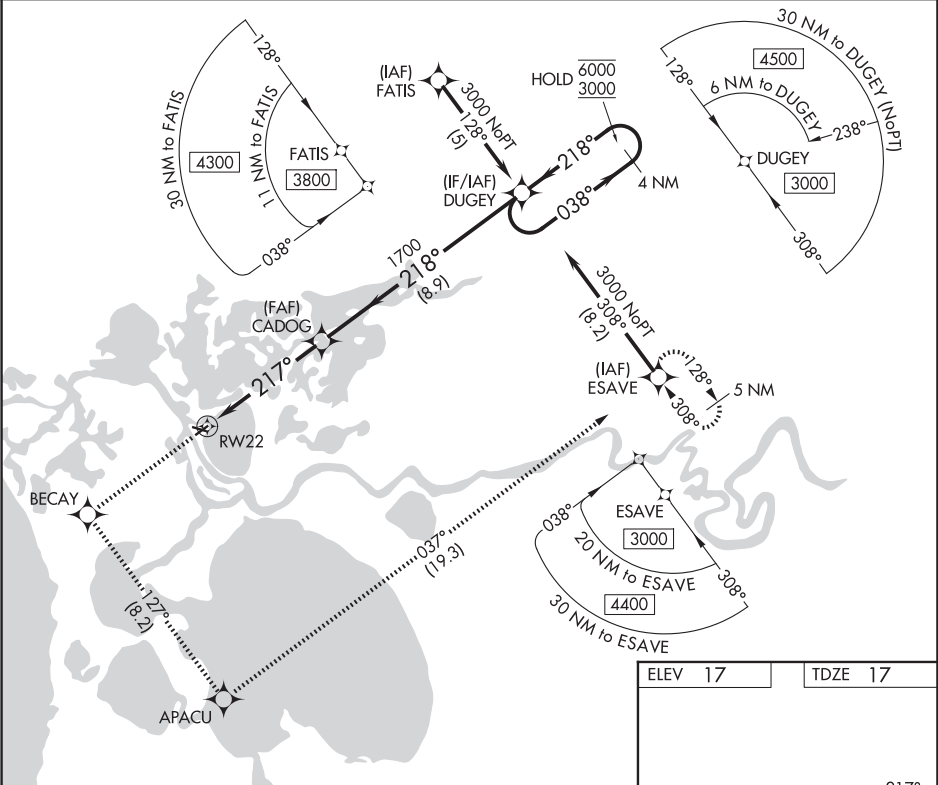
AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40404 W22A	APP CRS 217°	Rwy Ldg TDZE 17 Apt Elev 17
--	------------------------	---

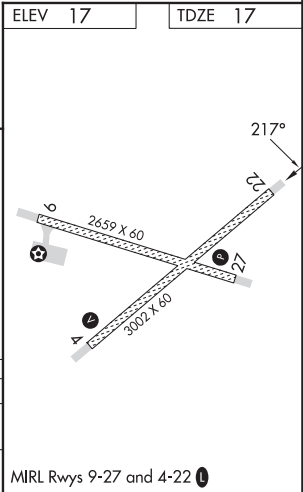
RNAV (GPS) Z RWY 22

SELAWIK (WLK) (PASK)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 49°C.		MISSED APPROACH: Climb to 3000 direct BECAY and left turn on track 127° to APACU and left turn on track 037° to ESAVE and hold.	
AWOS-3P 135.65	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.5	CTAF 122.7 0



3000	BECAY	APACU	ESAVE	DUGEY
↑	✧	✧	✧	✧
	tr 127°	tr 037°		4 NM Holding Pattern
CADOG 1700				
RWY 22 217° 1700				
GP 3.00° TCH 45				
5.1 NM 8.9 NM				
CATEGORY	A	B	C	D
LPV DA	267-1 250 (300-1)			
LNAV/VNAV DA	364-1¼ 347 (400-1¼)			



SELAWIK, ALASKA

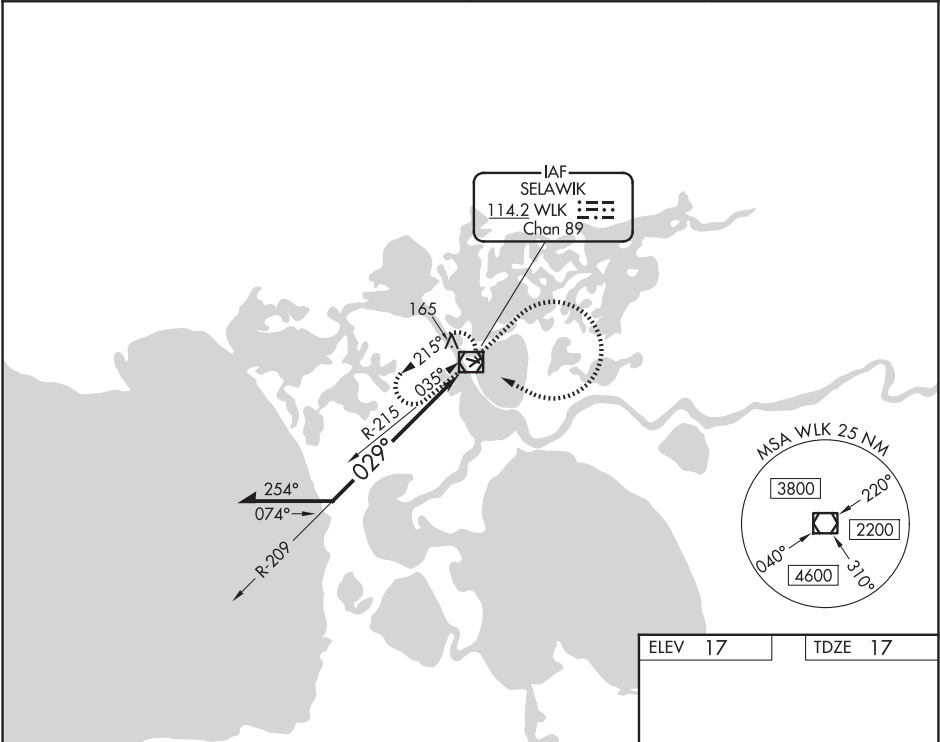
AL-9207 (FAA)

25219

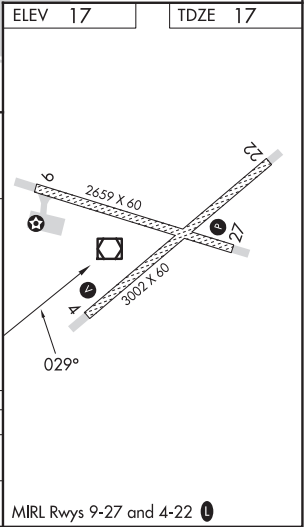
VOR/DME WLK	APP CRS	Rwy Ldg	3002
114.2	029°	TDZE	17
Chan 89		Apt Elev	17

VOR RWY 4
SELAWIK (WLK) (PASK)

▼ Rwy 4 helicopter visibility reduction below ¾ SM NA. Circling Rwy 9, 27 NA at night.		MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct WLK VOR/DME and hold, continue climb-in-hold to 2500.	
AWOS-3P 135.65	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.5	CTAF 122.7 0



Remain within 10 NM		WLK VOR/DME 2500	1000	2500	WLK
1600		209°	029°		
CATEGORY	A	B	C	D	
S-4	520-1	503 (600-1)	520-1½	503 (600-1½)	
CIRCLING	520-1 503 (600-1)	580-1 563 (600-1)	580-1½ 563 (600-1½)	580-2 563 (600-2)	



SELAWIK, ALASKA
Amdt 1D 17JUN21

66°36'N-159°59'W

SELAWIK (WLK) (PASK)
VOR RWY 4

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

VOR/DME	WLK	APP CRS	Rwy Ldg	3002
114.2		223°	TDZE	17
Chan 89			Apt Elev	17

VOR RWY 22

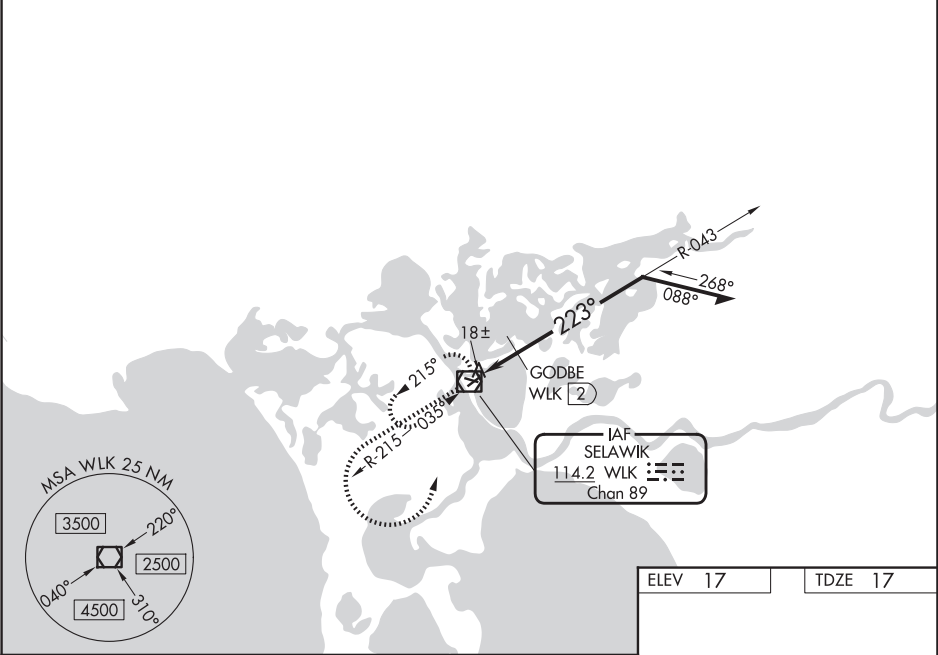
SELAWIK (WLK) (PASK)

⚠

Circling Rwy 4, 9, 27 NA at night. When local altimeter setting not received, use OTZ/PAOT altimeter setting and increase all MDAs 160 feet and S-22 visibility Cat C/D ½ SM. And GODBE fix minimums visibility Cat C/D ½ SM, and Circling visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct WLK VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3P 135.65	ANCHORAGE CENTER 119.2 263.0	KOTZEBUE RADIO 122.5	CTAF 122.7 0
-------------------	---------------------------------	-------------------------	-----------------



1000

2500

WLK

↑

↶

◻

WLK VOR/DME

2500

043°

GODBE WLK 2

223°

1700

400

2.91°

TCH 55

1.6 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-22	400-1	383 (400-1)	400-1½	383 (400-1½)
CIRCLING	480-1 463 (500-1)	580-1 563 (600-1)	580-1½ 563 (600-1½)	580-2 563 (600-2)
GODBE FIX MINIMUMS				
S-22	380-1 363 (400-1)			
CIRCLING	480-1 463 (500-1)	580-1 563 (600-1)	580-1½ 563 (600-1½)	580-2 563 (600-2)

MIRL Rwy 9-27 and 4-22 0

223°

2659 X 60

3002 X 60

27

22

17

16

15

14

13

12

11

10

9

8

7

6

5

4

3

2

1

SEWARD, ALASKA

AL-10600 (FAA)

25163

APP CRS	Rwy Ldg	N/A
166°	TDZE	N/A
	Apt Elev	28

RNAV (GPS)-A
SEWARD (SWD) (PAWD)

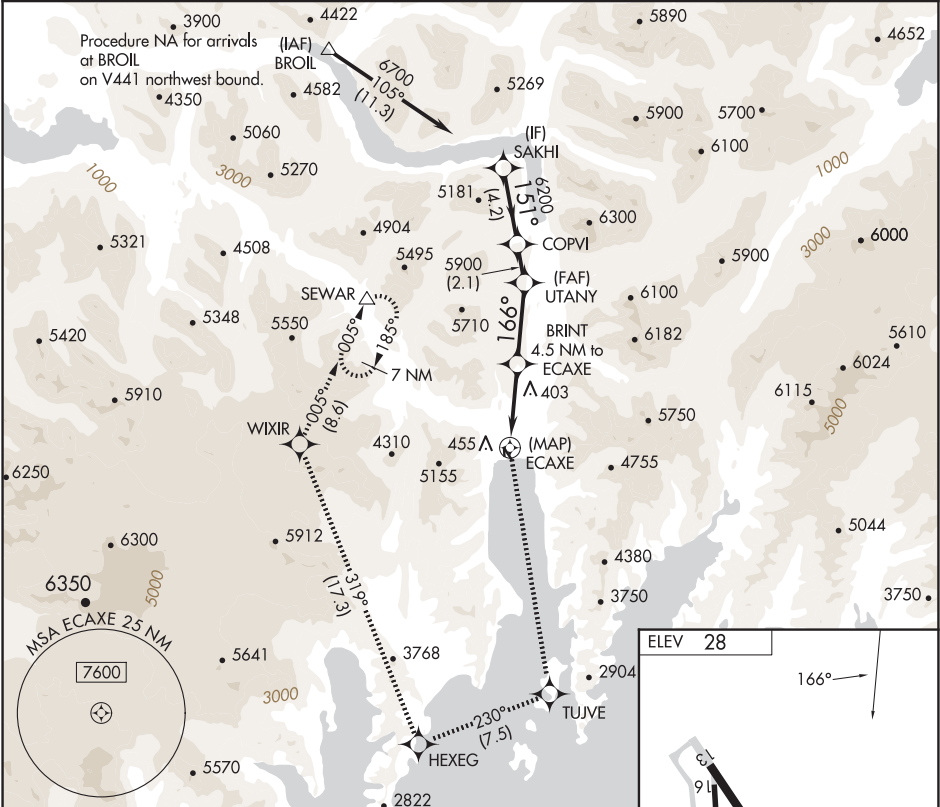
RNP APCH-GPS.

When local altimeter setting not received, procedure NA.
Circling NA southwest Rwy 13 and west of Rwy 34.
Procedure NA at night. Rwy 13, 16, 31 and 34 helicopter
visibility reduction below 1 SM NA.

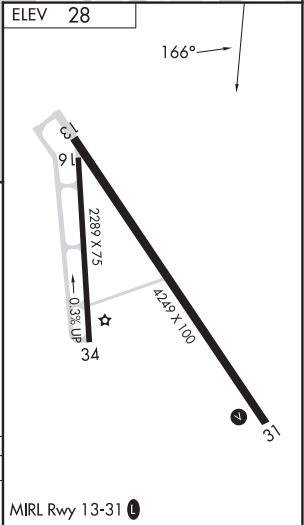
❄️ -3°C

MISSED APPROACH: Climb to 9500 direct TUJVE and
on track 230° to HEXEG and on track 319° to WIXIR
and on track 005° to SEWARD and hold.

ASOS	ANCHORAGE CENTER	KENAI RADIO	CTAF
135.2	119.7 269.0	122.6	122.9 0



9500	TUJVE	tr 230°	HEXEG	tr 319°	WIXIR	tr 005°	SEWARD	SAKHI
↑	✱	✱	✱	✱	✱	✱	△	
<p>BRINT 4.5 NM to ECAXE</p> <p>UTANY</p> <p>COPVI</p> <p>ECAXE</p> <p>4300</p> <p>5900</p> <p>6200</p> <p>6700</p> <p>151°</p> <p>166°</p> <p>4.5 NM</p> <p>4.4 NM</p> <p>2.1 NM</p> <p>4.2 NM</p>								
CATEGORY	A		B		C		D	
CIRCLING	2660-1¼ 2632 (2700-1¼)		2660-1½ 2632 (2700-1½)		NA			



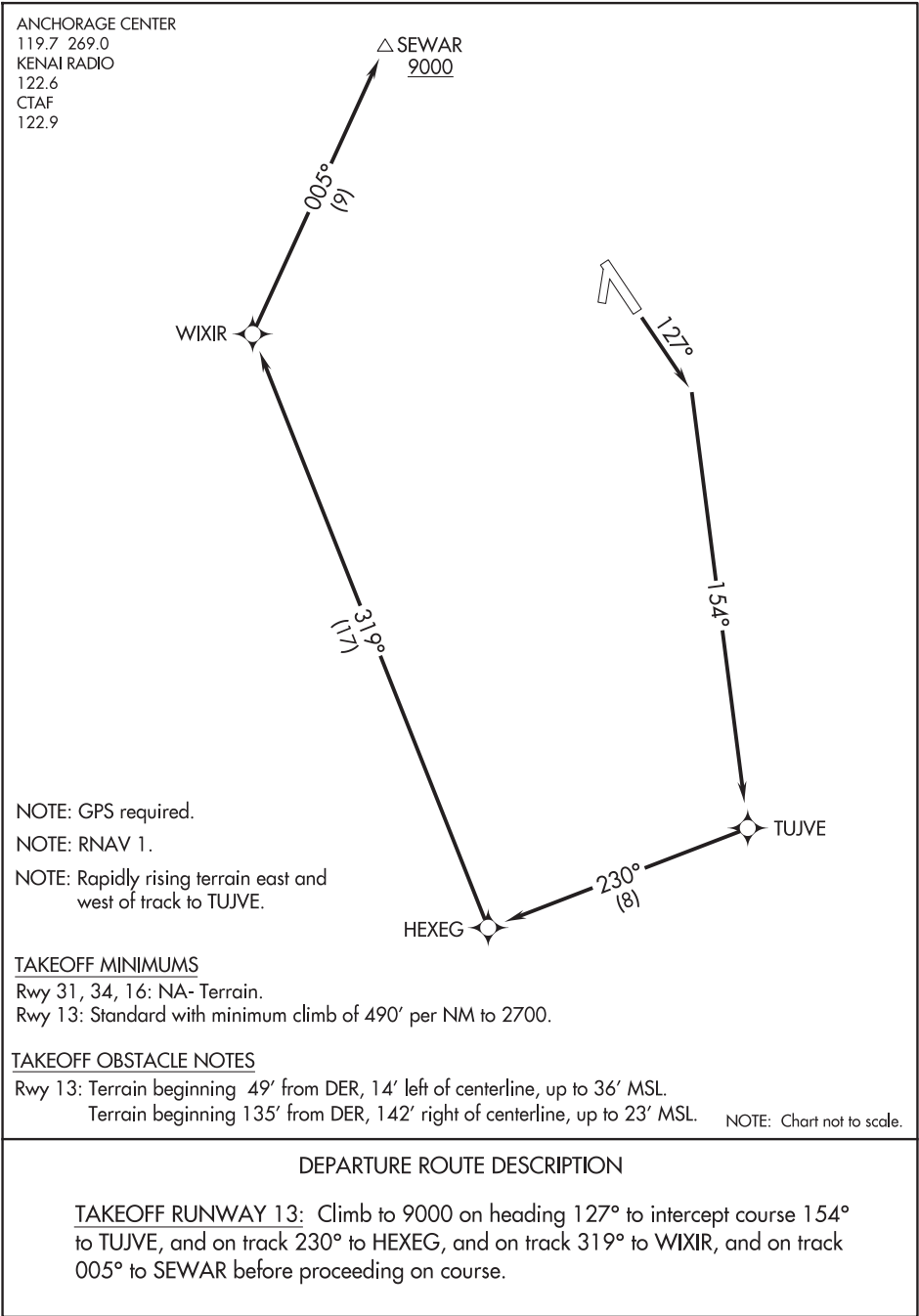
SEWARD, ALASKA
Orig-B 17JUN21

60°08'N-149°25'W

SEWARD (SWD) (PAWD)
RNAV (GPS)-A

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



SHAGELUK, ALASKA

AL-10253 (FAA)

21112

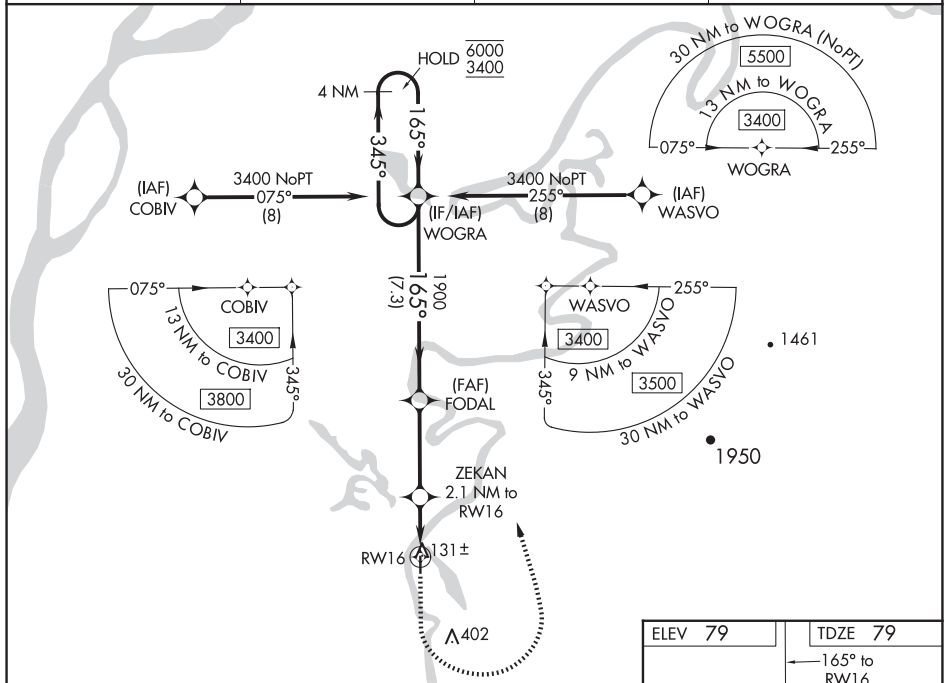
WAAS CH 45610 W16A	APP CRS 165°	Rwy Idg 3400 TDZE 79 Apt Elev 79
--	------------------------	---

RNAV (GPS) RWY 16

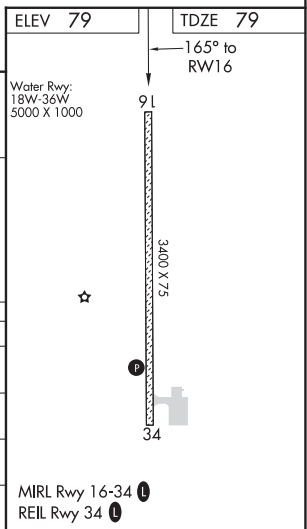
SHAGELUK (SHX) (PAHX)

RNP APCH.	MISSED APPROACH: Climb to 1000 then climbing left turn to 3400 direct WOGRA and hold.
<div><div>▼</div><div>▲</div></div> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA for Cats C and D east of Rwy 16-34.	

AWOS-3P 121.575	ANCHORAGE CENTER 135.7 335.5	KENAI RADIO 122.4	UNICOM 122.8 (CTAF)
---------------------------	--	-----------------------------	-------------------------------



<div>4 NM Holding Pattern</div> <div>6000 ← 345° 3400 → 165°</div> <div>GP 3.00° TCH 40</div>				
<div>WOGRA</div> <div>FODAL</div> <div>1000 3400 WOGRA</div> <div>ZEKAN 2.1 NM to RW16</div> <div>* LNAV only</div> <div>* 800</div> <div>7.3 NM 3.5 NM 0.7 1.4 NM</div>				
CATEGORY	A	B	C	D
LPV DA	329-1 250 (300-1)			
LNAV/VNAV DA	329-1 250 (300-1)			
LNAV MDA	400-1 321 (400-1)			
CIRCLING	460-1 381 (400-1)	540-1 461 (500-1)	540-1½ 461 (500-1½)	800-2¼ 721 (800-2¼)



SHAGELUK, ALASKA

Amdt 1 10OCT19

62°42'N-159°34'W

SHAGELUK (SHX) (PAHX)

RNAV (GPS) RWY 16

AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 72643 W34A	APP CRS 345°	Rwy Idg 3400 TDZE 79 Apt Elev 79
--	------------------------	---

RNAV (GPS) RWY 34
SHAGELUK (SHX) (PAHX)

RNP APCH.

T Rwy 34 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For
A uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C
or above 54°C. Circling NA for Cats C and D east of Rwy 16-34.

MISSED APPROACH: Climb to 600 then climbing left turn to 2700 direct ZILAR and hold.

AWOS-3P 121.575	ANCHORAGE CENTER 135.7 335.5	KENAI RADIO 122.4	UNICOM 122.8 (CTAF) ①
---------------------------	--	-----------------------------	---------------------------------

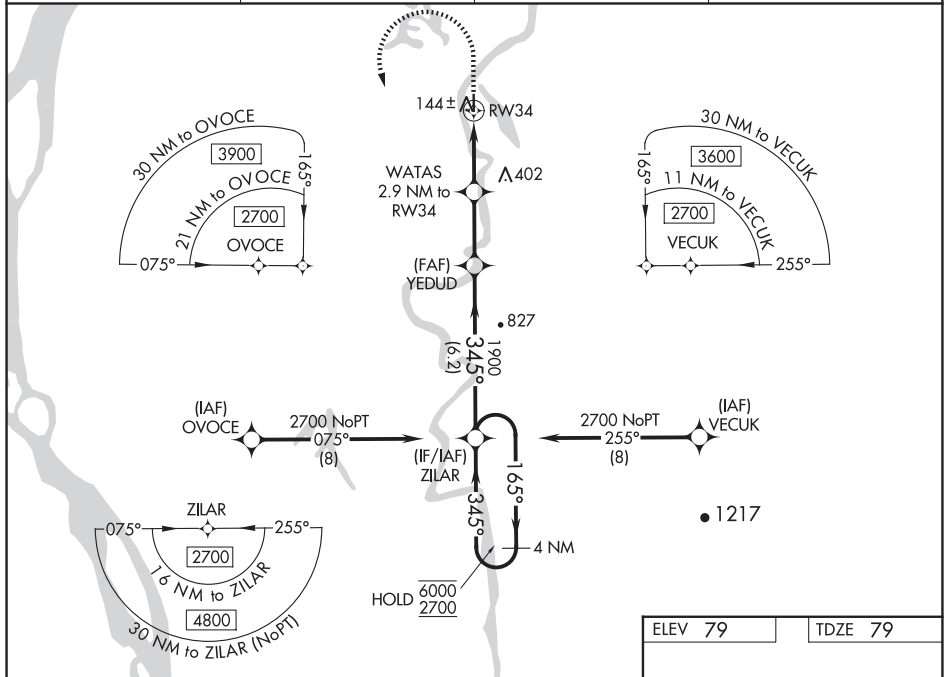
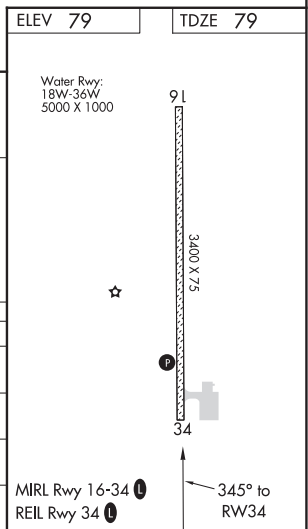


Figure 1-1 illustrates a VOR/DME RNAV route. The route starts at a 4 NM Holding Pattern at 6000 and 2700 feet. The path proceeds to ZILAR, then to YEDUD (1900 feet), and finally to WATAS (1900 feet). The path is defined by a 165° heading from the holding pattern, a 345° heading to ZILAR, a 345° heading to YEDUD, and a 1040 heading to WATAS. The distance from ZILAR to YEDUD is 6.2 NM, from YEDUD to WATAS is 2.7 NM, and from WATAS to the final point is 2 NM. The final point is 0.9 NM from WATAS. The diagram also shows a VOR/DME station at ZILAR and a VOR/DME station at YEDUD. The path is labeled as GP 3.00° TCH 56. The diagram includes a legend for VOR/DME, RNAV, and ZILAR symbols.



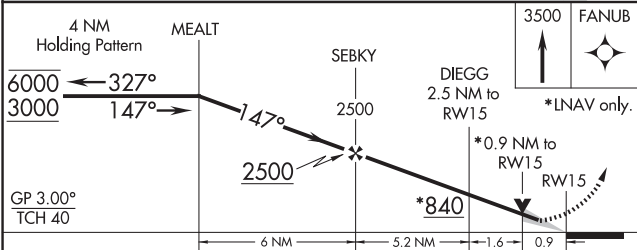
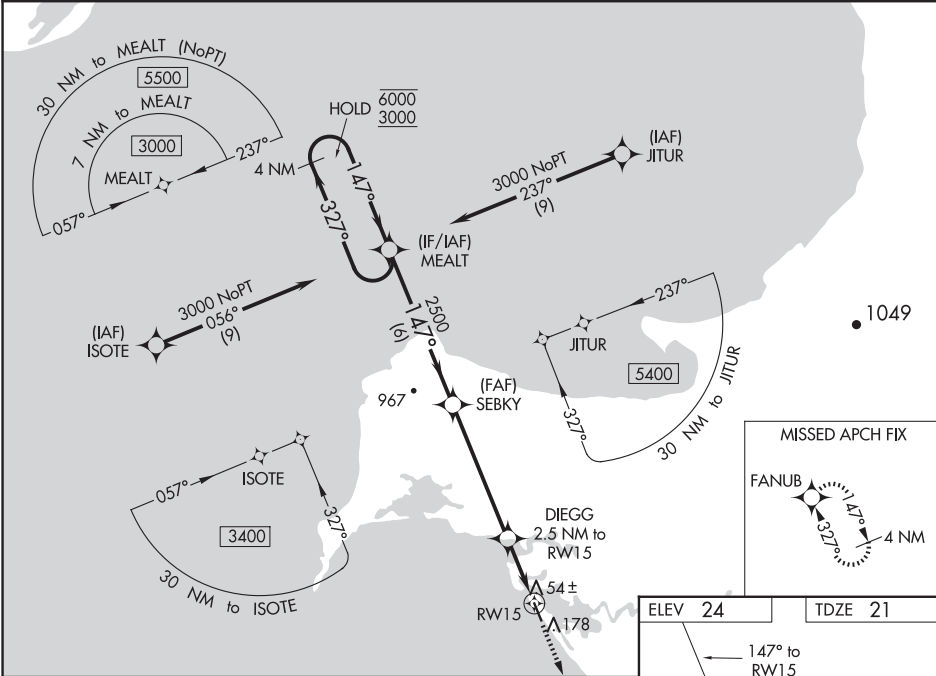
WAAS CH 63013 W15A	APP CRS 147°	Rwy Idg 4001 TDZE 21 Apt Elev 24
--	------------------------	---

RNAV (GPS) RWY 15

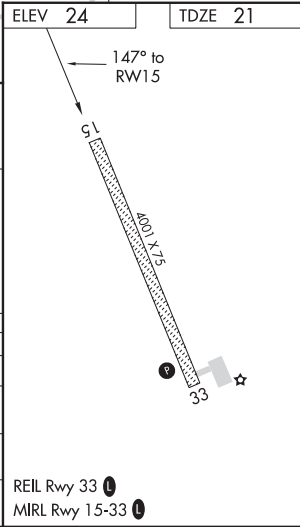
SHAKTOOLIK (2C7) (PFSH)

RNP APCH.	Baro-VNAV and VDP NA when using Unalakleet altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received use Unalakleet altimeter setting and increase all DA 72 feet and all MDA 80 feet; increase LNAV Cats C and D visibility 1/8 SM, and Circling Cat D visibility 1/4 SM.	MISSED APPROACH: Climb to 3500 direct FANUB and hold, continue climb-in-hold to 3500.
-----------	--	---

AWOS-3P 124.175	ANCHORAGE CENTER 135.7 335.5	NOME RADIO 122.3	UNICOM 122.8 (CTAF)
---------------------------	--	----------------------------	-------------------------------



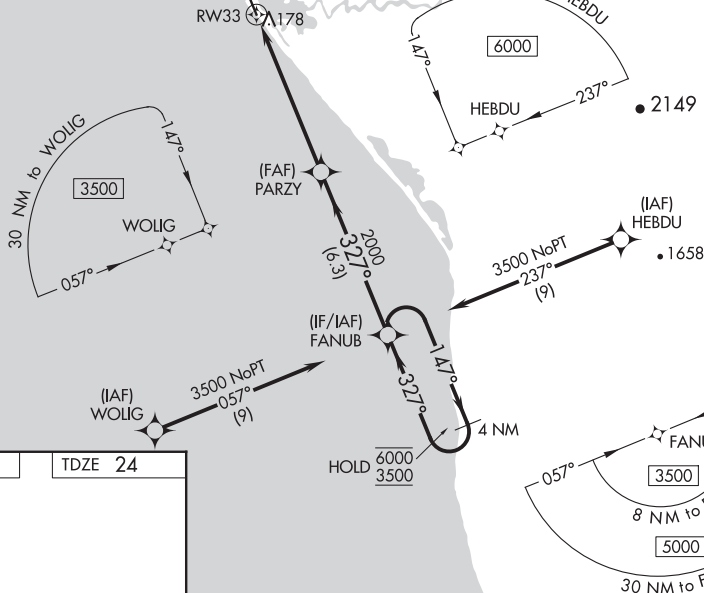
CATEGORY	A	B	C	D
LPV DA	271-1	250 (300-1)		
LNAV/VNAV DA	271-1	250 (300-1)		
LNAV MDA	360-1	339 (400-1)		
CIRCLING	480-1 456 (500-1)	480-1 1/2 456 (500-1 1/2)	740-2 1/4 716 (800-2 1/4)	



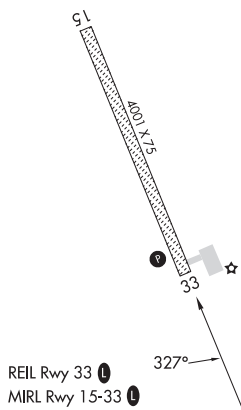
RNAV (GPS) RWY 33
SHAKTOOLIK (2C7) (PFSH)



T When local altimeter setting not received, use Unalakleet altimeter
A setting and increase all MDA 80 feet and increase LNAV Cat C
and D and Circling Cat D visibility $\frac{1}{4}$ SM.

NOME RADIO
122.3

UNICOM
122.8 (CTAF) **L**

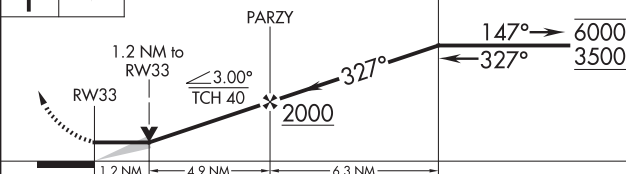
TDZE 24



3000	MEALT
	

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 25).

FANUB 4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	440-1 416 (500-1)		440-1½ 416 (500-1½)	
CIRCLING	480-1 456 (500-1)		480-1½ 456 (500-1½)	740-2¼ 716 (800-2¼)

SHISHMAREF, ALASKA

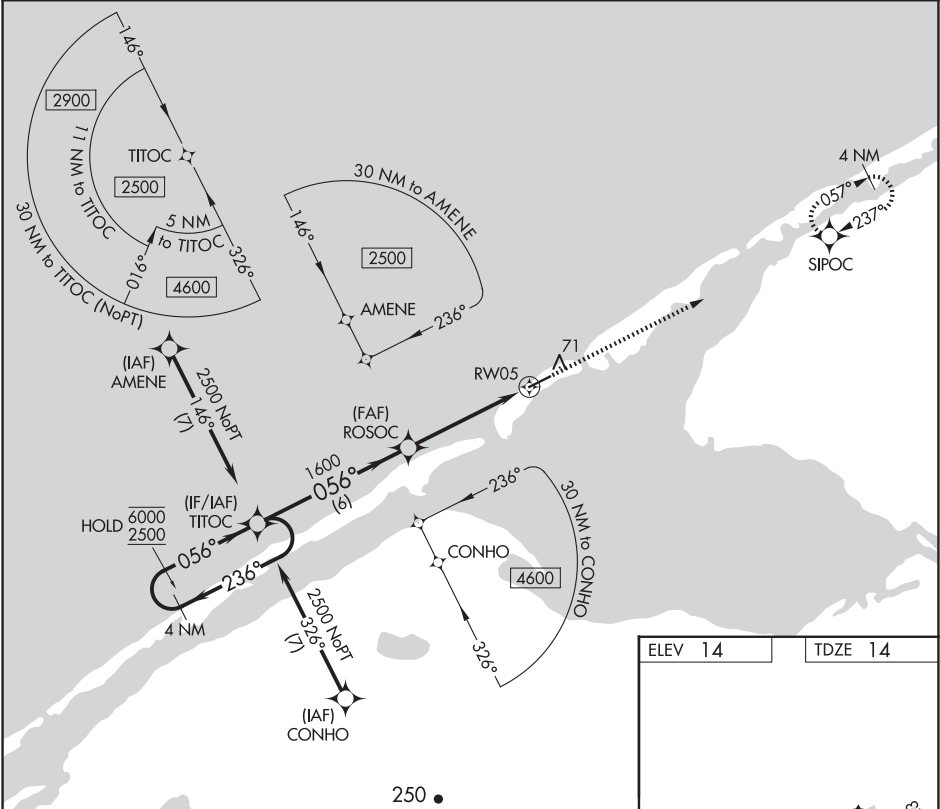
AL-6904 (FAA)

25163

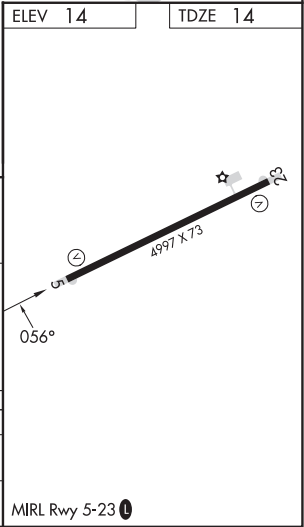
APP CRS	Rwy Ldg	4997
056°	TDZE	14
	Apt Elev	14

RNAV (GPS) RWY 5
SHISHMAREF (SHH) (PASH)

RNP AR APCH - GPS.		MISSED APPROACH: Climb to 2500 direct SPOC and hold.	
AWOS-3P 121.1	ANCHORAGE CENTER 119.2 263.0	NOME RADIO 122.4	CTAF 123.0



4 NM Holding Pattern				VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).		2500	SIPOC
6000 2500				TITOC			
236°				056°			
1600				ROSOC			
3.00°				TCH 45			
1.3 NM				RW05			
6 NM				3.5 NM			
CATEGORY				A		B	C
LNAV MDA				460-1		446 (500-1)	460-1 3/8 446 (500-1 3/8)
CIRCLING				460-1		480-1	480-1 1/2 580-2
				446 (500-1)		466 (500-1)	466 (500-1 1/2) 566 (600-2)



SHISHMAREF, ALASKA

Amtd 1 05OCT23

66°15'N-166°05'W

SHISHMAREF (SHH) (PASH)

RNAV (GPS) RWY 5

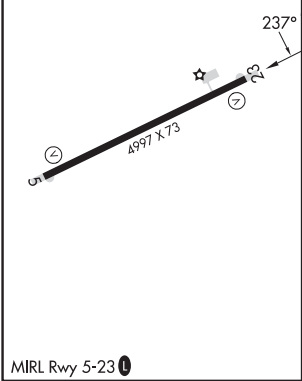
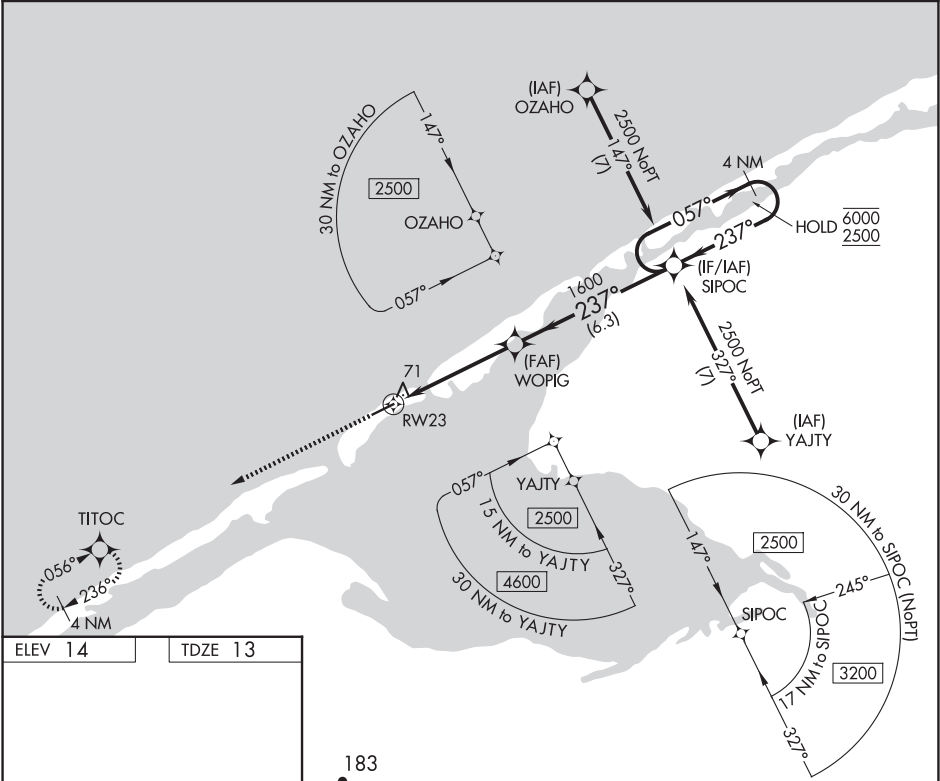
AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	4997
237°	TDZE	13
	Apt Elev	14

RNAV (GPS) RWY 23
SHISHMAREF (SHH) (PASH)

RNP AR APCH - GPS.		MISSED APPROACH: Climb to 2500 direct TITOC and hold.	
AWOS-3P	ANCHORAGE CENTER	NOME RADIO	CTAF
121.1	119.2 263.0	122.4	123.0



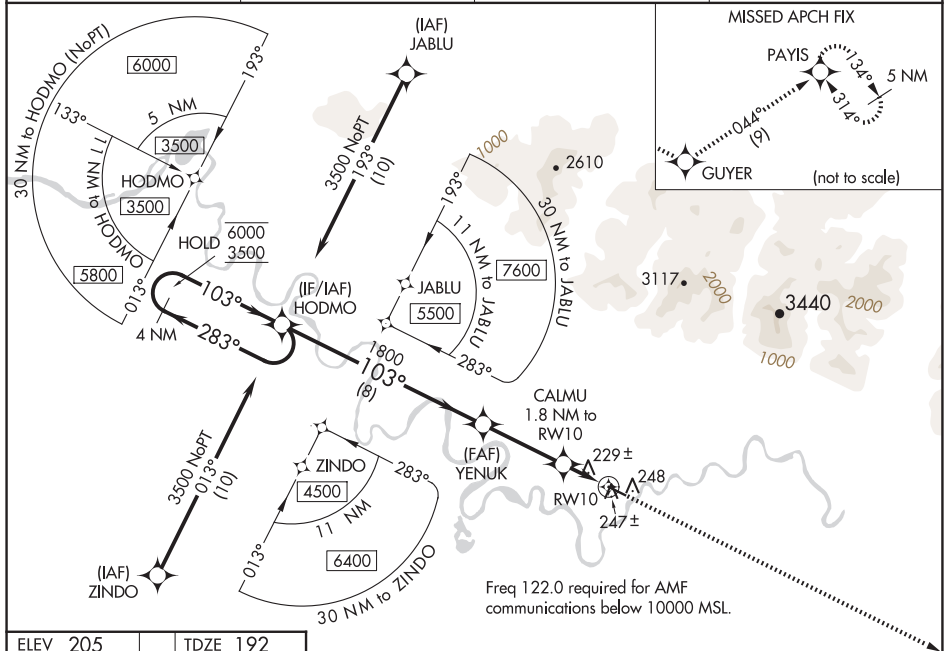
183			
2500 TITOC			
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).			
SIPOC 4 NM Holding Pattern			
RW23 1.4 NM to RW23 3.00° TCH 45			
WOPIG 1600			
SIPOC 4 NM Holding Pattern			
057° 237° 6000 2500			
1.4 NM 3.5 NM 6.3 NM			
CATEGORY	A	B	C D
LNAV MDA	480-1	467 (500-1)	480-1 467 (500-1 3/8)
CIRCLING	480-1	466 (500-1)	480-1 580-2 466 (500-1 1/2) 566 (600-2)

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

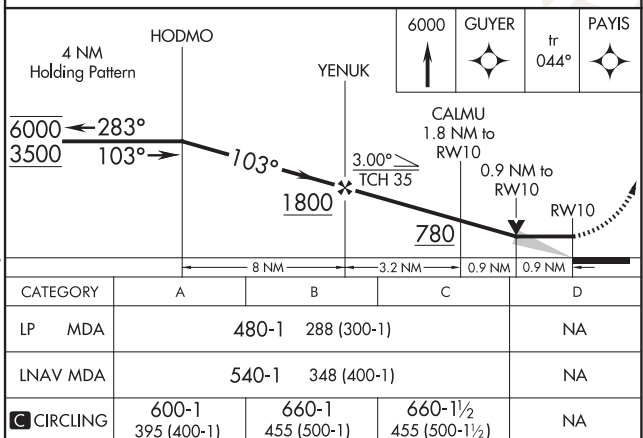
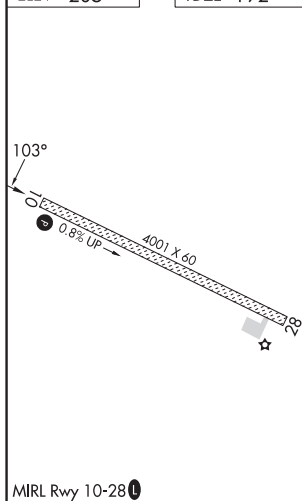
RNAV (GPS) RWY 10
SHUNGNK(SHG)(PAGH)

MISSED APPROACH: Climb to 6000 direct GUYER and on track 044° to PAYIS and hold, continue climb-in-hold to 6000.

CTAF
122.7 

Freq 122.0 required for AMF
communications below 10000 MSL

TDZE 192



SHUNGNAC (SHG)(PAGH)
RNAV (GPS) RWY 10

(TOMPY1.TOMPY) 24305

AL-10172 (FAA)

TOMPY ONE DEPARTURE (OBSTACLE) (RNAV)

SHUNGNAC (SHG) (PAGH)

SHUNGNAC, ALASKA

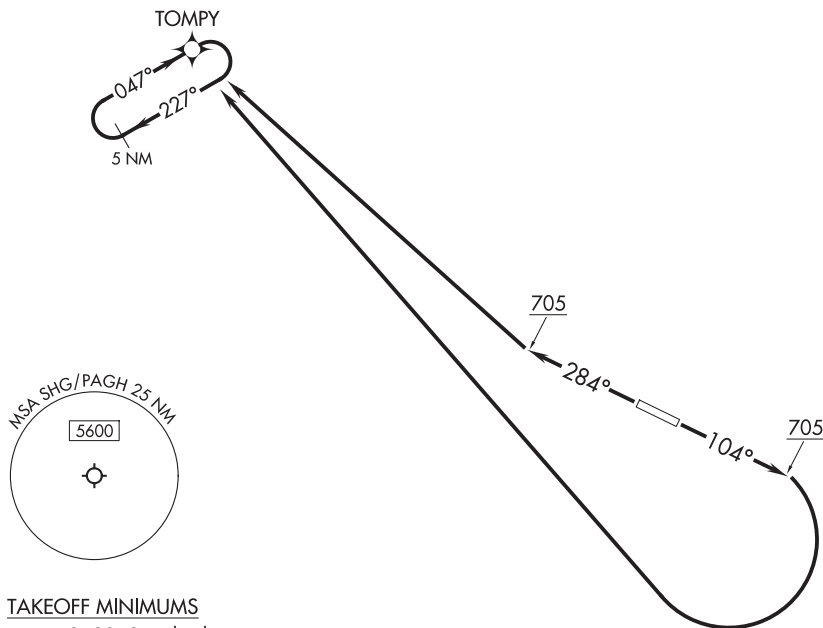
RNAV 1 - GPS.

ANCHORAGE CENTER

119.2

CTAF

122.7

TAKEOFF MINIMUMS

Rwys 10, 28: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 10: Light poles beginning 9' from DER, 20' left of centerline, up to 2' AGL/207' MSL.
 Light poles beginning 10' from DER, 20' right of centerline, up to 2' AGL/207' MSL.
 Vegetation, trees beginning 58' from DER, 277' right of centerline, up to 219' MSL.
 Trees, vehicles on road beginning 103' from DER, 111' right of centerline, up to 237' MSL.
 Trees beginning 838' from DER, 29' left of centerline, up to 234' MSL.
 Tree 1180' from DER, 589' left of centerline, 241' MSL.
 Tree 1218' from DER, 608' left of centerline, 255' MSL.
- Rwy 28: Light poles beginning 9' from DER, 20' right of centerline, up to 3' AGL/176' MSL.
 Light poles beginning 9' from DER, 19' left of centerline, up to 2' AGL/176' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 104° to 705, then right turn direct TOMPY, thence. . .

TAKEOFF RUNWAY 28: Climb on heading 284° to 705, then direct TOMPY, thence. . . .

. . . continue climb in TOMPY holding pattern to cross TOMPY fix at or above MEA for direction of flight before proceeding on course.

TOMPY ONE DEPARTURE (OBSTACLE) (RNAV)

(TOMPY1.TOMPY) 31OCT24

SHUNGNAC, ALASKA

SHUNGNAC (SHG) (PAGH)

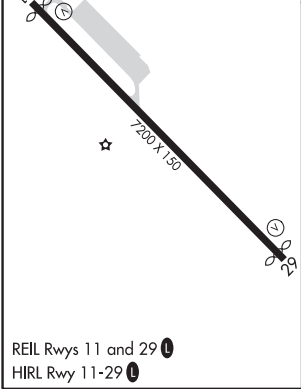
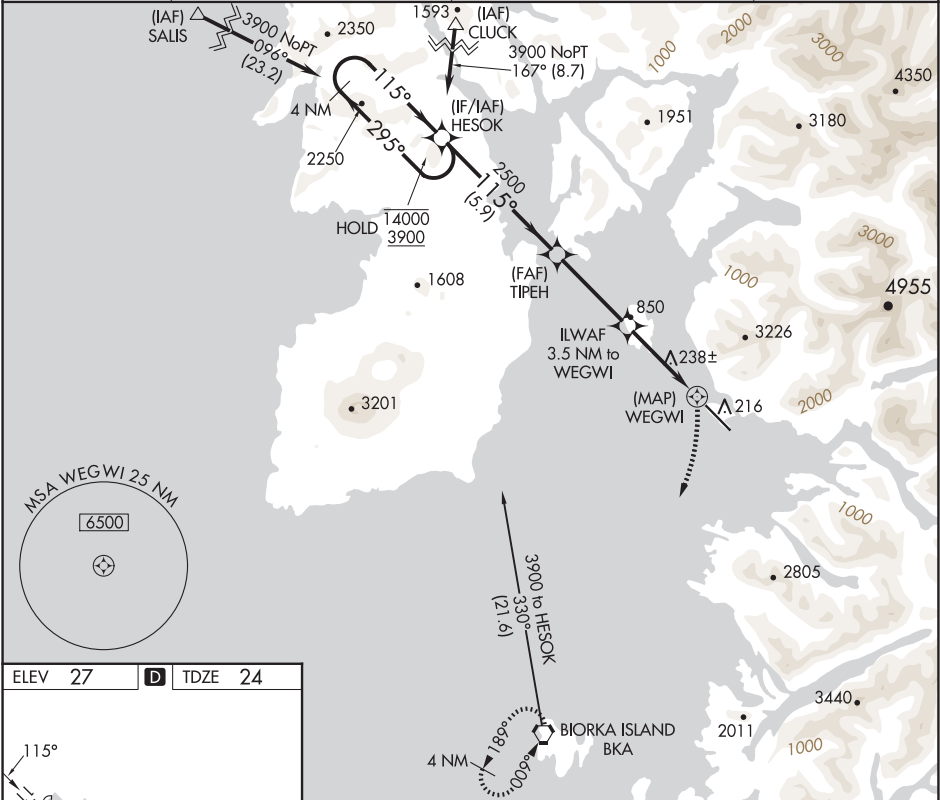
WAAS CH 56632 W11A	APP CRS 115°	Rwy Idg TDZE Apt Elev	6500 24 27
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 11

SITKA ROCKY GUTIERREZ (SIT)(PASI)

RNP APCH. When local altimeter setting not received, procedure NA. Circling NA northeast of Rwy 11-29.	MISSED APPROACH: Climbing right turn to 5000 direct BKA VORTAC and hold, continue climb-in-hold to 5000.
--	--

AFIS 135.9	ANCHORAGE CENTER 126.1 335.5	SITKA RADIO 123.6 (CTAF) 122.2	UNICOM 122.95
----------------------	--	---	-------------------------



4 NM Holding Pattern		HESOK	TIPEH	ILWAF 3.5 NM to WEGWI	0.8 NM to WEGWI	5000	BKA
14000 3900		295° 115°	115°	2500	1360	3.00° TCH 50	WEGWI
		5.9 NM 3.6 NM 2.7 NM 0.8 0.5					
CATEGORY	A	B	C	D			
LP MDA	500-1	476 (500-1)	500-1 3/8	476 (500-1 1/8)			
LNAV MDA	1300-1 1/4 1276 (1300-1 1/4)	1300-1 1/2 1276 (1300-1 1/2)	1300-3	1276 (1300-3)			
CIRCLING	1300-1 1/4 1273 (1300-1 1/4)	1300-1 1/2 1273 (1300-1 1/2)	1300-3 1273 (1300-3)	1660-3 1633 (1700-3)			

SITKA, ALASKA

AL-5414 (FAA)

25051

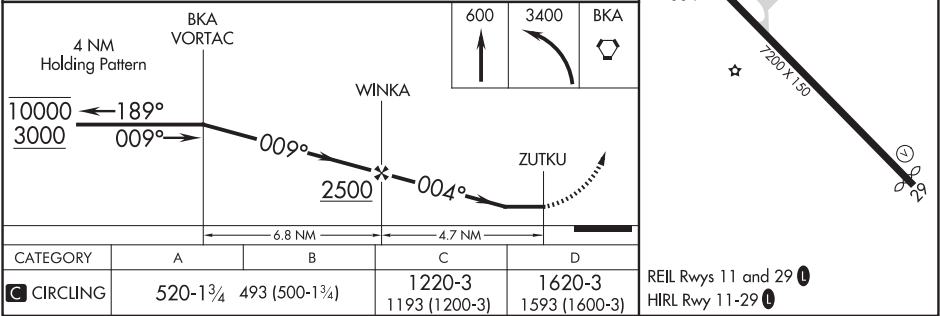
APP CRS	Rwy Idg	N/A
004°	TDZE	N/A
	Apt Elev	27

RNAV (GPS)-B

SITKA ROCKY GUTIERREZ (SIT)(PASI)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 200K until BKA VORTAC) Climb to 600 then climbing left turn to 3400 direct BKA VORTAC and hold, continue climb-in-hold to 3400.
⚠ Circling NA northeast of Rwy 11-29. When local altimeter setting not received, procedure NA.	

AFIS 135.9	ANCHORAGE CENTER 126.1 335.5	SITKA RADIO 123.6 (CTAF) 0 122.2	UNICOM 122.95
---------------	---------------------------------	-------------------------------------	------------------



SITKA, ALASKA
Orig 08SEP22

57°03'N-135°22'W

SITKA ROCKY GUTIERREZ (SIT)(PASI)

RNAV (GPS)-B

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

24361

LDA RWY 11
SITKA ROCKY GUTIERREZ (SIT)(PASI)

T When local altimeter setting not received, procedure NA.
A Circling NA northeast of Rwy 11-29.

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.

[illegible]

SITKA ROCKY GUTIERREZ (SIT)(PASI)

57°03'N-135°22'W

485

LDA RWY 11

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

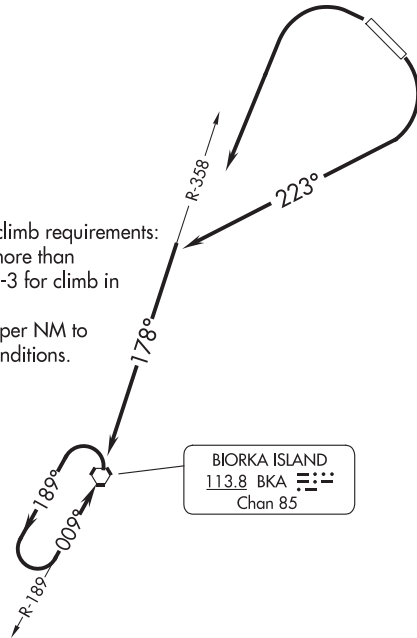
(BKA4.BKA) 23334

BIORKA FOUR DEPARTURE (OBSTACLE)

SITKA ROCKY GUTIERREZ (SIT) (PASI)
AL-5414 (FAA) SITKA, ALASKAAFIS
135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF) 122.2

TAKEOFF MINIMUMS

Rwy 11: Standard with the following minimum climb requirements:

180K or less, 410' per NM to 1900; more than
180K, 645' per NM to 3400, or 3900-3 for climb in
visual conditions.Rwy 29: Standard with minimum climb of 233' per NM to
1000, or 3900-3 for climb in visual conditions.WARNING: High terrain all quadrants,
Mount Edgecumbe 3201',
13 NM southwest of Sitka Airport.

TAKEOFF OBSTACLE NOTES

Rwy 11: Trees beginning 1418' from DER, 776' right of centerline, up to 78' AGL/102' MSL.
 Trees beginning 1524' from DER, 576' right of centerline, up to 64' AGL/100' MSL.
 Trees beginning 2001' from DER, 492' right of centerline, up to 89' AGL/115' MSL.
 Trees beginning 2055' from DER, 753' left of centerline, up to 83' AGL/108' MSL.
 Trees beginning 2120' from DER, 548' right of centerline, up to 113' AGL/138' MSL.
 Trees beginning 2210' from DER, 533' right of centerline, up to 110' AGL/135' MSL.
 Trees beginning 3496' from DER, 792' left of centerline, up to 122' AGL/139' MSL.
 Trees beginning 4035' from DER, 774' left of centerline, up to 160' AGL/185' MSL.
 Trees beginning 4203' from DER, 847' left of centerline, up to 123' AGL/153' MSL.
 Trees beginning 4445' from DER, 838' left of centerline, up to 104' AGL/174' MSL.
 Trees beginning 4541' from DER, 529' left of centerline, up to 99' AGL/159' MSL.
 Trees beginning 5139' from DER, 20' right of centerline, up to 161' MSL.
 Tree 6074' from DER, 34' left of centerline, 145' AGL/184' MSL.

Rwy 29: Tree 124' from DER, 505' right of centerline, 20' AGL/35' MSL.

NOTE: Chart not to scale.

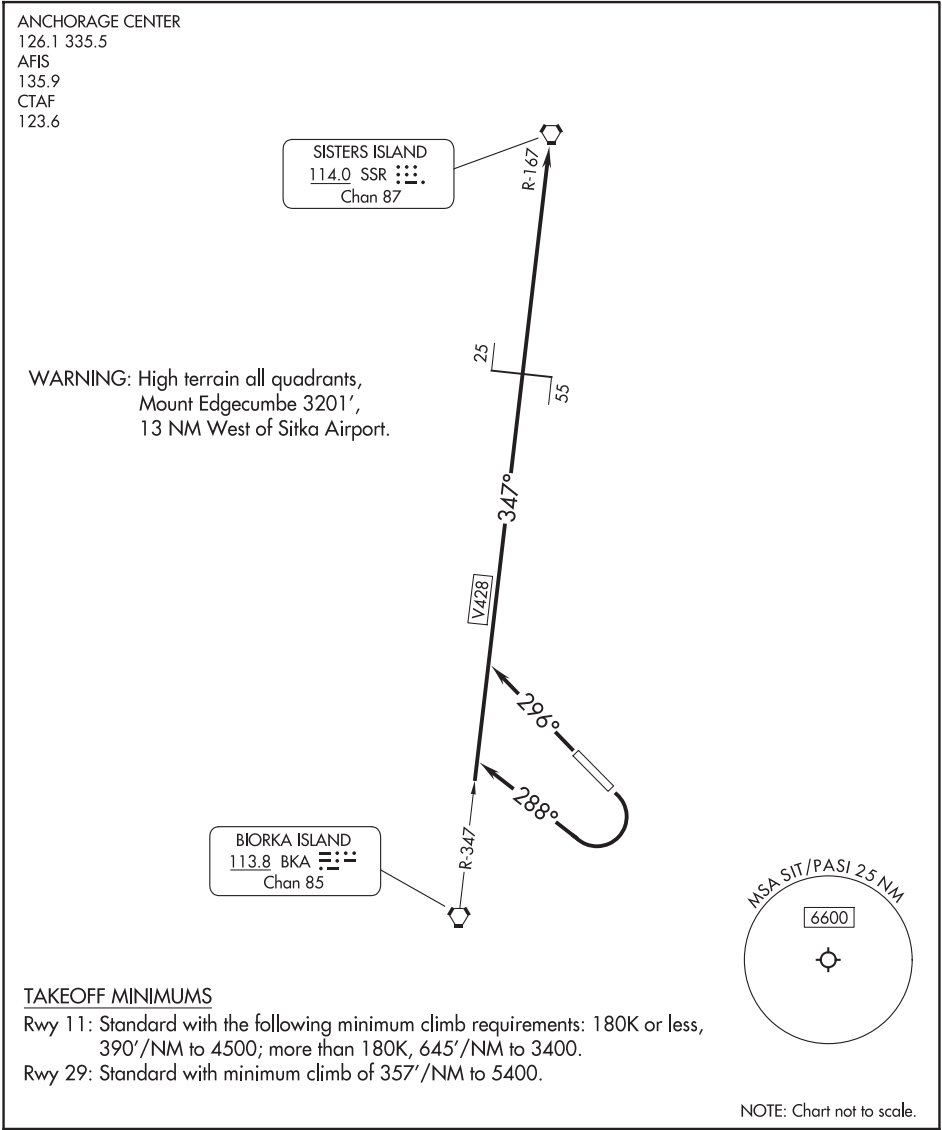
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climbing right turn heading 223° to intercept BKA R-358 to BKA VORTAC, thence. . . .TAKEOFF RUNWAY 29: Climbing left turn direct BKA VORTAC, thence. . . .VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance.
Climb in visual conditions to cross Sitka Rocky Gutierrez Airport at or above 3800 then
climb direct BKA VORTAC, thence. continue climb in BKA VORTAC holding pattern to cross BKA VORTAC at or above MEA
for direction of flight before proceeding on course.

BIORKA FOUR DEPARTURE (OBSTACLE)

(BKA4.BKA) 01FEB18

SITKA, ALASKA
SITKA ROCKY GUTIERREZ (SIT) (PASI)



SLEETMUTE, ALASKA

AL-10170 (FAA)

25107

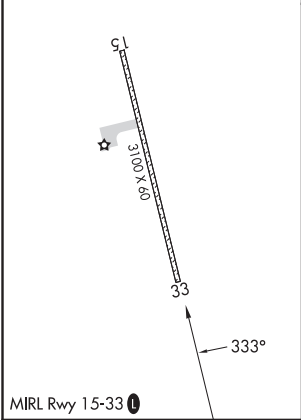
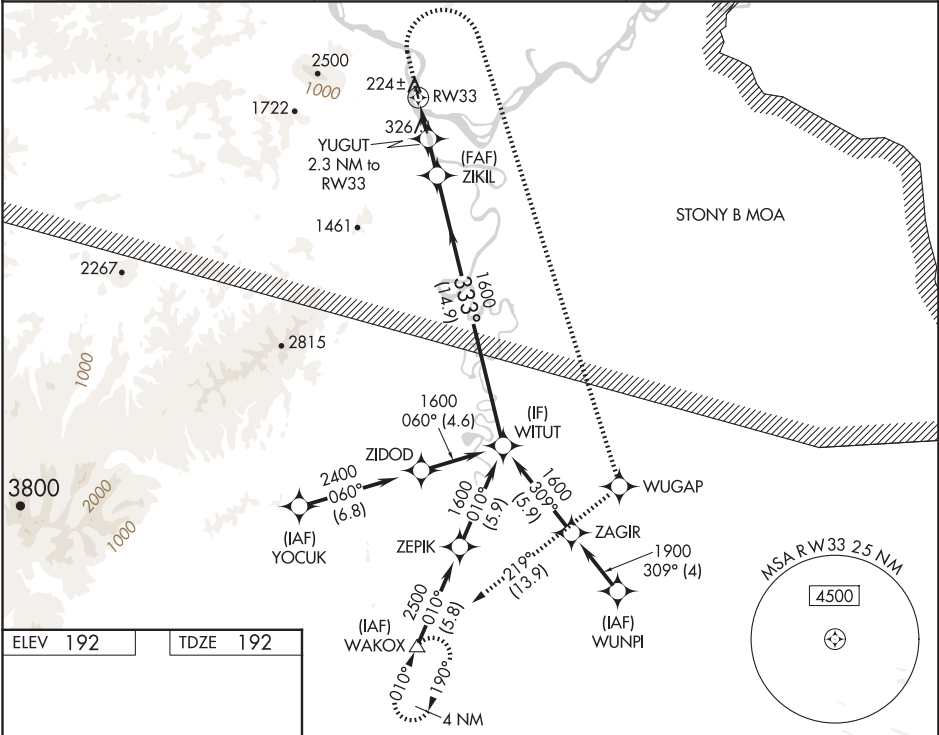
WAAS CH 45743 W33A	APP CRS 333°	Rwy Idg TDZE Apt Elev	3100 192 192
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 33

SLEETMUTE (SLQ)(P)ASL

RNP APCH.	MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct WUGAP, then track 219° to WAKOX and hold.
<div><div><div>T</div><div>A</div><div>G</div></div><div>-36°C</div></div>	

AWOS-3P 134.85	ANCHORAGE CENTER 128.5 379.9	UNICOM 122.8 (CTAF) 0
--------------------------	--	--



600	3000	WUGAP	tr 219°	WAKOX	ZIKIL	WITUT
↑	↶	✧		△		
RW33		YUGUT 2.3 NM to RW33		WITUT		
960		≤3.00° TCH 40		1600		
2.3 NM		2 NM		14.9 NM		
CATEGORY	A	B	C	D		
LP MDA	580-1	388 (400-1)	NA			
LNAV MDA	900-1	708 (800-1)	NA			
<div><div>C</div><div>CIRCLING</div></div>	900-1 708 (800-1)	960-1 768 (800-1)	NA			

SLEETMUTE, ALASKA
Orig 31DEC20

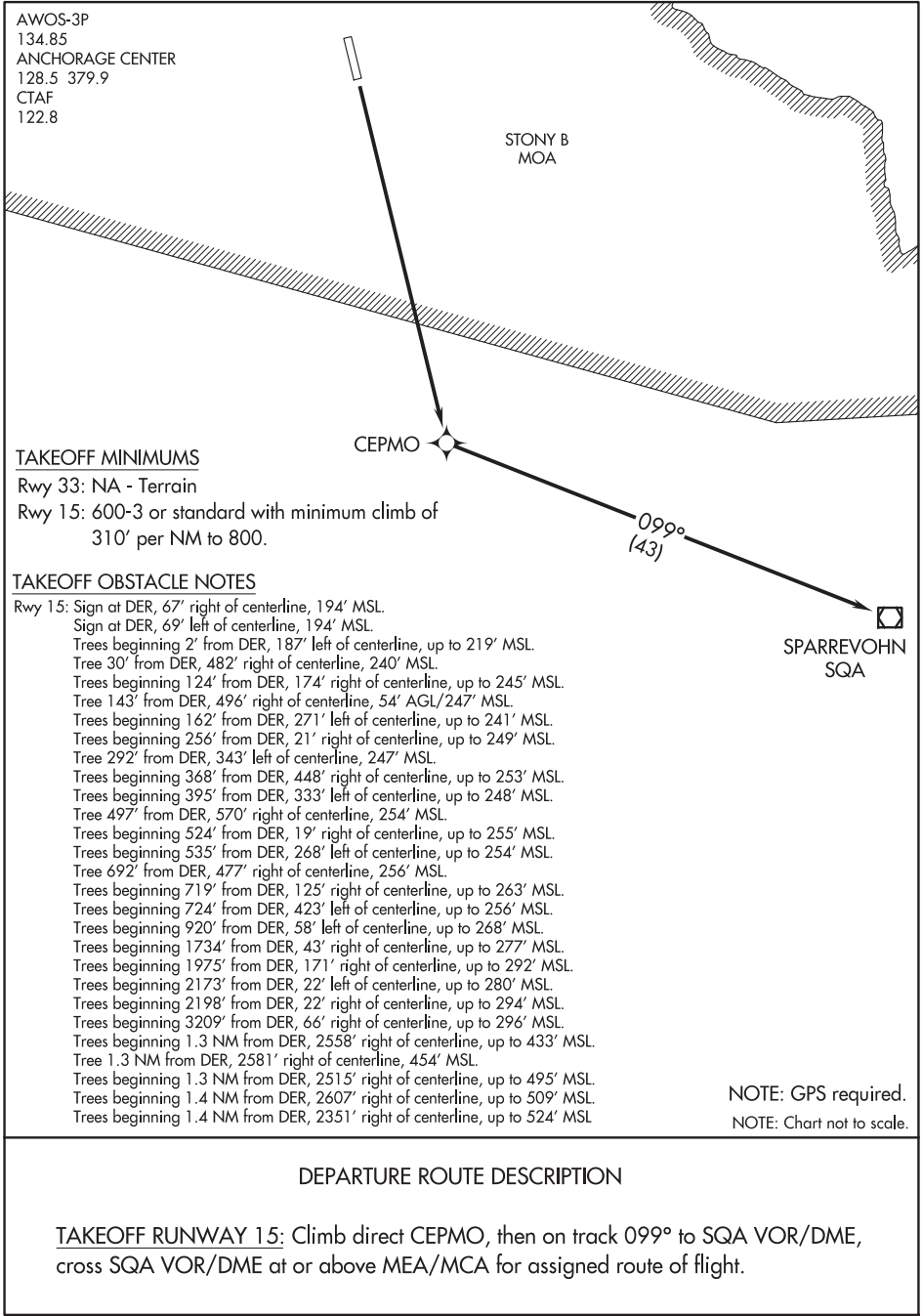
61°42'N-157°10'W

SLEETMUTE (SLQ)(P)ASL

RNAV (GPS) RWY 33

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



SOLDOTNA, ALASKA

AL-5464 (FAA)

24361

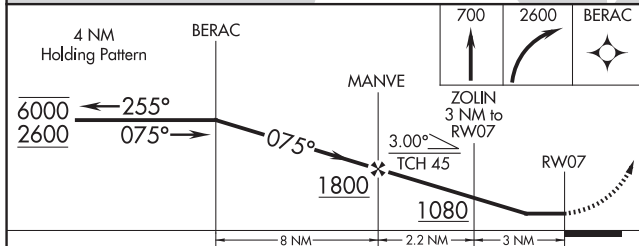
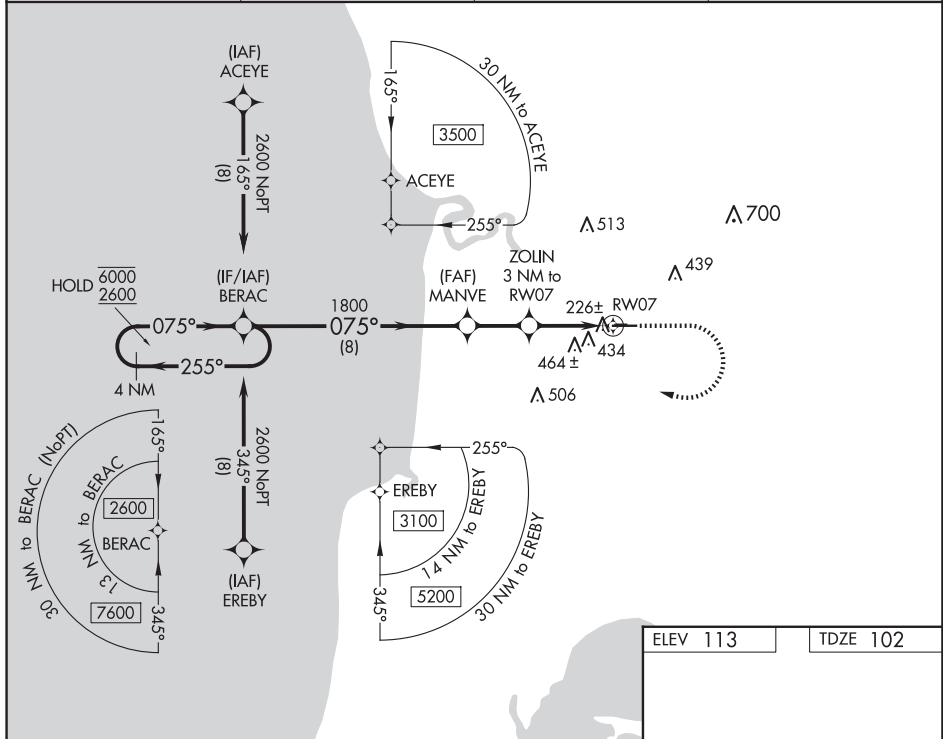
WAAS CH 45942 W07A	APP CRS 075°	Rwy Idg TDZE Apt Elev	5001 102 113
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 7

SOLDOTNA (SXQ)(PASX)

RNP APCH - GPS.	MISSED APPROACH: Climb to 700 then climbing right turn to 2600 direct BERAC and hold.
⚠ Circling NA to Rwy 7S and 25S. Rwy 7 helicopter visibility reduction below 1 SM NA. Rwy 7 Straight-In and Circling minimums NA at night.	

AWOS-3P 135.45	ANCHORAGE CENTER 125.7 379.1	KENAI RADIO 122.35	CTAF 122.5 0
--------------------------	--	------------------------------	------------------------



ELEV 113	TDZE 102
<p>The diagram illustrates the layout of runway 7-25. At the top left, a box contains 'ELEV 113'. At the top right, a box contains 'TDZE 102'. The runway itself is a horizontal line with a '0.3% UP' slope indicated by an arrow. The runway is divided into two main sections: a left section labeled '2300 X 60' and a right section labeled '5001 X 130'. A '162' obstacle, represented by a star, is located above the right section. A '25' obstacle, represented by a circle, is located below the right section. A '25' obstacle, represented by a circle, is located at the right end of the runway. A '075°' heading is indicated at the left end of the runway. A 'MRL Rwy 7-25' label with a 'L' in a circle is at the bottom left.</p>	
MRL Rwy 7-25	

SOLDOTNA, ALASKA

Amdt 1B 26DEC24

60°29'N-151°02'W

SOLDOTNA (SXQ)(PASX)

RNAV (GPS) RWY 7

AK, 07 AUG 2025 to 02 OCT 2025

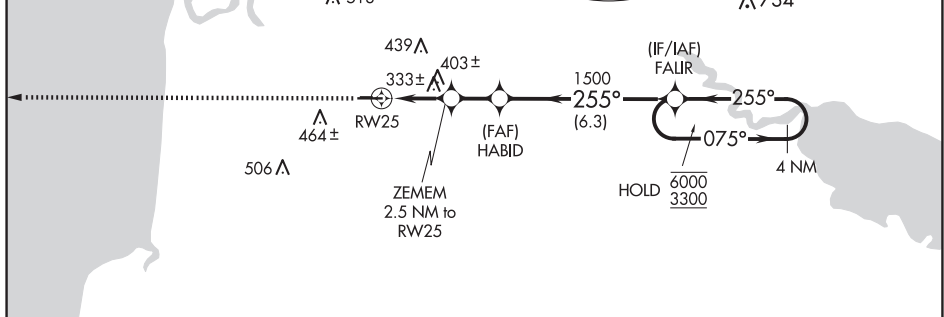
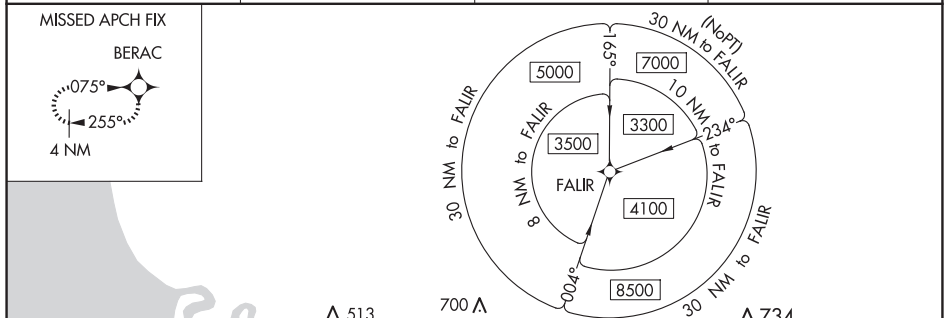
AK, 07 AUG 2025 to 02 OCT 2025

24361

RNAV (GPS) RWY 25
SOLDOTNA (SXQ)(PASX)

MISSED APPROACH: Climb to 2600 direct BERAC and hold.

TA



MRL Rwy 7-25 L

SOLDOTNA (SXQ)(PASX)

RNAV (GPS) RWY 25

491



SOLDOTNA, ALASKA

AL-5464 (FAA)

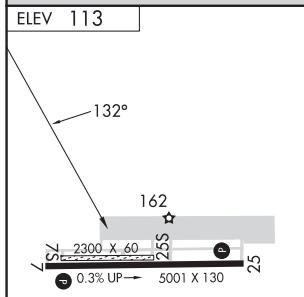
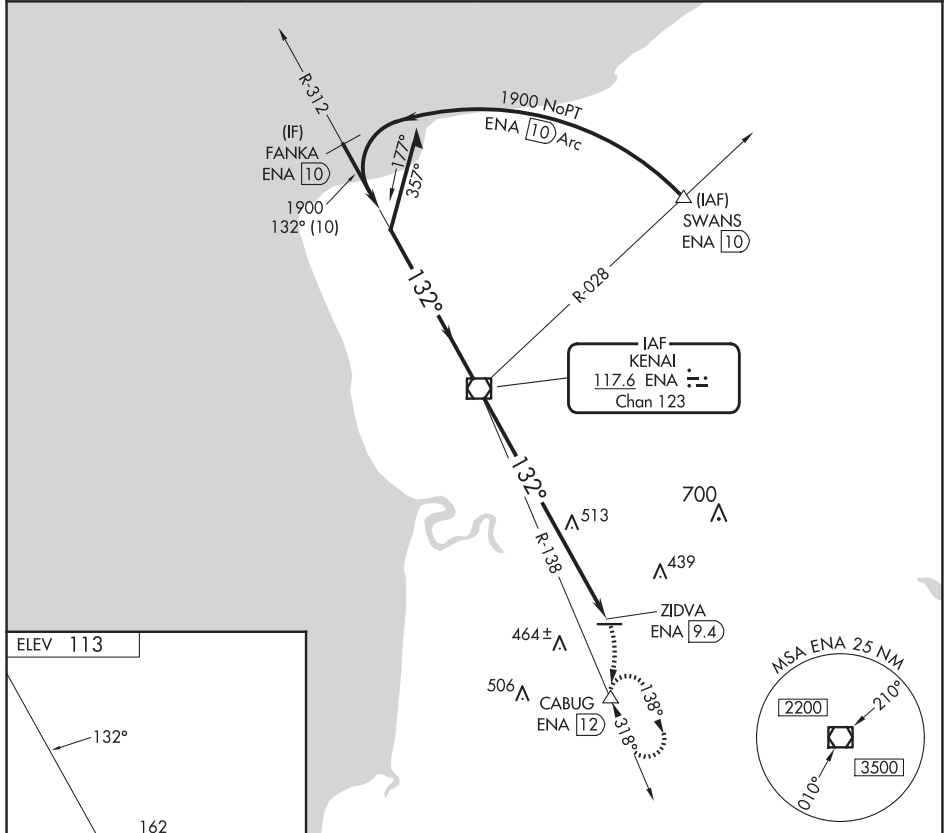
24081


VOR/DME ENA 117.6 Chan 123	APP CRS 132°	Rwy Idg TDZE Apt Elev N/A N/A 113
--	------------------------	---

VOR-A
SOLDOTNA (SXQ)(PASX)

DME required.	MISSED APPROACH: Climbing right turn to 3700 on heading 184° and on ENA R-138 to CABUG/ENA 12 DME and hold, continue climb-in-hold to 3700.
 Circling NA to Rwys 7S and 25S.  Circling Rwy 7 NA at night.	

AWOS-3P 135.45	ANCHORAGE CENTER 125.7 379.1	KENAI RADIO 122.35	CTAF 122.5
--------------------------	--	------------------------------	----------------------



Remain within 10 NM	ENA VOR/DME 6000	3700 hdg 184°	ENA R-138	CABUG
1900	132°	1900	ZIDVA ENA 9.4	
9.4 NM				
CATEGORY	A	B	C	D
 CIRCLING	1020-1¼ 907 (1000-1¼)		1020-2¾ 907 (1000-2¾)	1020-3 907 (1000-3)

SOLDOTNA, ALASKA
Amdt 8 15AUG19

60°29'N-151°02'W

SOLDOTNA (SXQ)(PASX)
VOR-A

AK, 07 AUG 2025 to 02 OCT 2025

NDB/DME OLT

346

APP CRS

075°

Rwy Idg

5001

TDZE

102

Chan

106 (115.9)

Apt Elev

113

NDB RWY 7

SOLDOTNA (SXQ)(PASX)

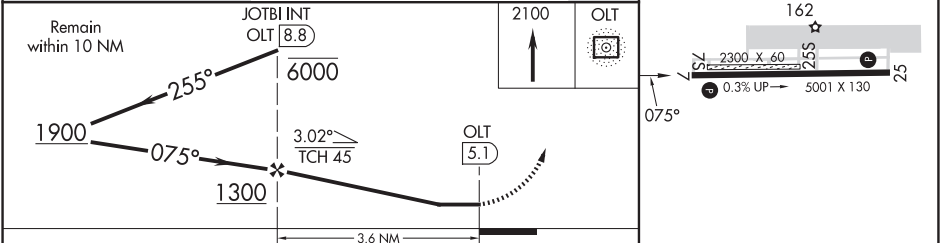
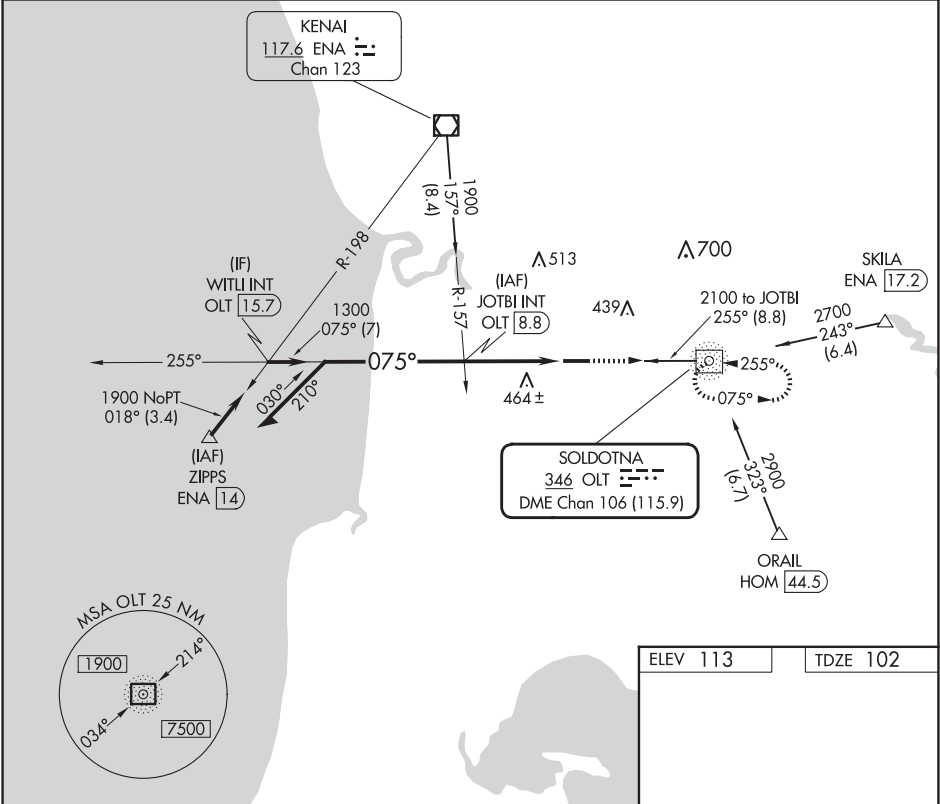
▼

▲

Circling NA to Rwys 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.

MISSED 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 0
-------------------	---------------------------------	-----------------------	-----------------



CATEGORY	A	B	C	D
S-7	860-1 758 (800-1)	860-1¼ 758 (800-1¼)	860-2½ 758 (800-2½)	
CIRCLING	860-1 747 (800-1)	860-1¼ 747 (800-1¼)	860-2½ 747 (800-2½)	980-2¾ 867 (900-2¾)

MIRL Rwy 7-25 0

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SOLDOTNA, ALASKA

AL-5464 (FAA)

24361

NDB/DME OLT 346	APP CRS 255°	Rwy Idg TDZE 113	5001
Chan 106 (115.9)		Apt Elev 113	

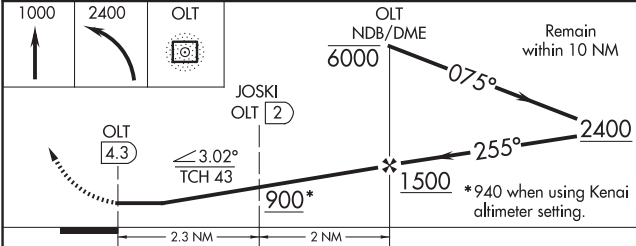
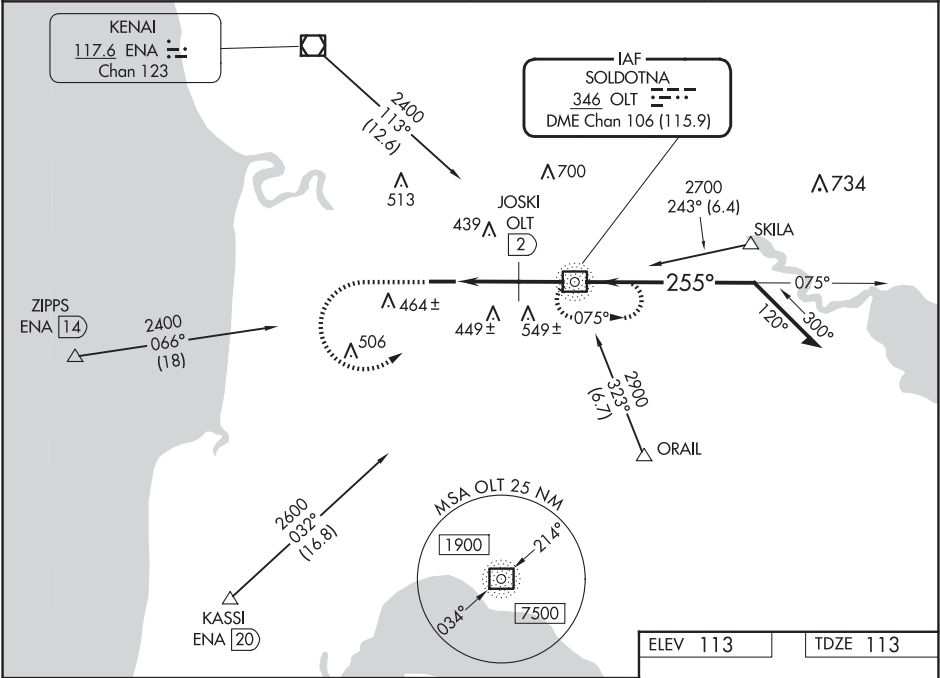
NDB RWY 25
SOLDOTNA (SXQ)(PASX)

⚠

⚠ Circling NA to Rwy 7S and 25S. Circling Rwy 7 NA at night.

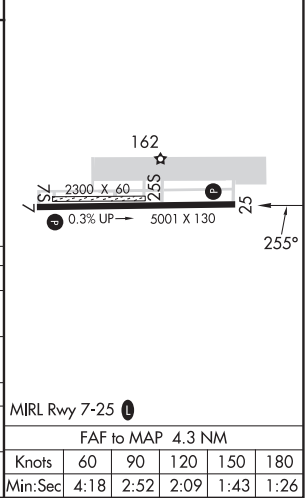
MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 direct OLT NDB and hold.

AWOS-3P 135.45	ANCHORAGE CENTER 125.7 379.1	KENAI RADIO 122.35	CTAF 122.50
--------------------------	--	------------------------------	-----------------------



ELEV 113	TDZE 113
----------	----------

CATEGORY	A	B	C	D
S-25	900-1 787 (800-1)	900-1¼ 787 (800-1¼)	900-2½ 787 (800-2½)	
CIRCLING	900-1 787 (800-1)	900-1¼ 787 (800-1¼)	900-2½ 787 (800-2½)	980-2¾ 867 (900-2¾)
JOSKI FIX MINIMUMS				
S-25	760-1 647 (700-1)		760-1⅞ 647 (700-1⅞)	
CIRCLING	860-1 747 (800-1)		860-2¼ 747 (800-2¼)	980-2¾ 867 (900-2¾)



SOLDOTNA, ALASKA
Amdt 3E 20JUN19

60°29'N-151°02'W

SOLDOTNA (SXQ)(PASX)
NDB RWY 25

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

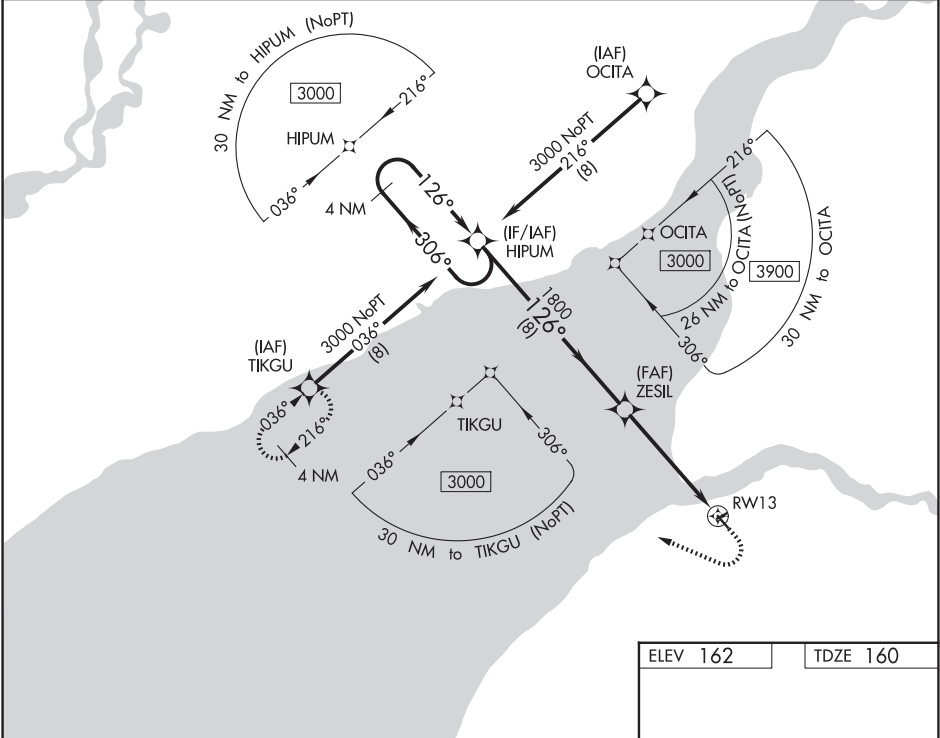
WAAS CH 42937 W13A	APP CRS 126°	Rwy Ldg 3314 TDZE 160 Apt Elev 162
--	------------------------	---

RNAV (GPS) RWY 13

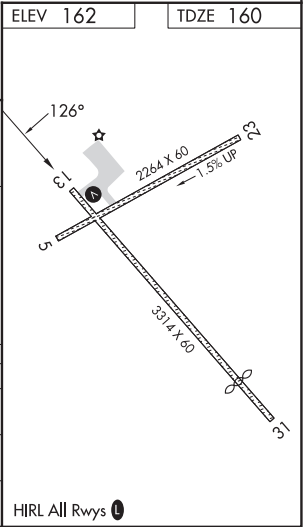
SOUTH NAKNEK NR 2 (WSN)(PFWS)

RNP APCH.	MISSED APPROACH: Climb to 700 then climbing right turn to 3200 direct TIKGU and hold.
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.	

AWOS-3P 121.575	ANCHORAGE CENTER 124.8 354.0	CTAF 122.9 0
---------------------------	--	------------------------



4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).		700	3200	TIKGU
HIPUM		ZESIL		0.9 NM to RWY 13		
3000		1800		RWY 13		
8 NM		4.2 NM		0.9		
CATEGORY	A	B	C	D		
LP MDA	480-1	320 (400-1)	NA	NA		
LNAV MDA	500-1	340 (400-1)	NA	NA		
CIRCLING	560-1 398 (400-1)	620-1 458 (500-1)	NA	NA		

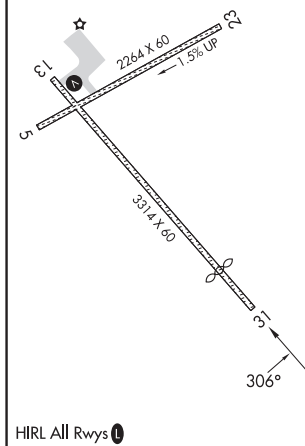
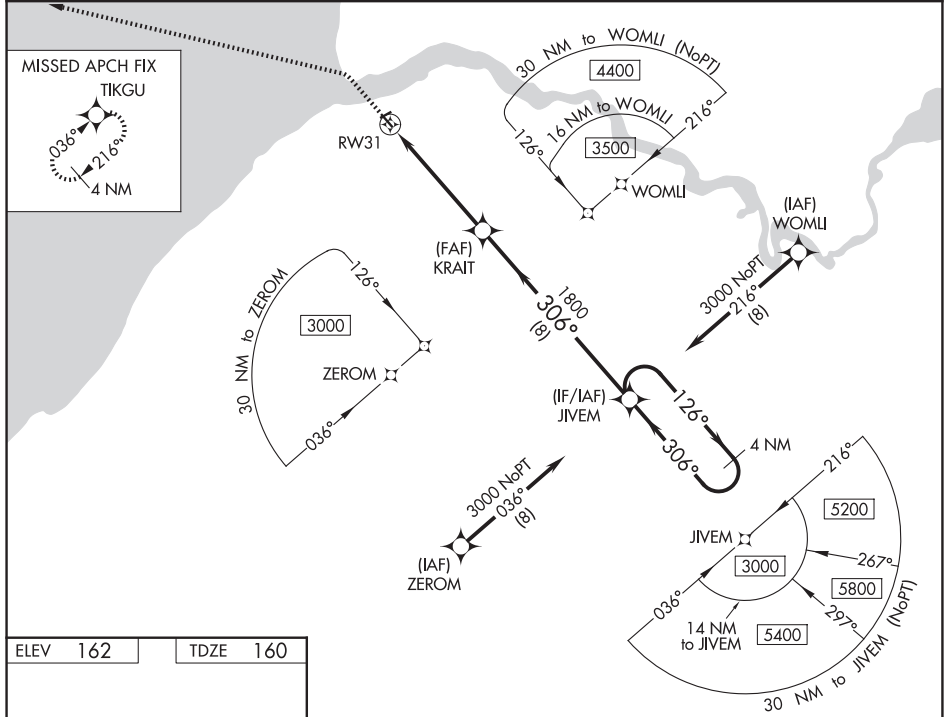





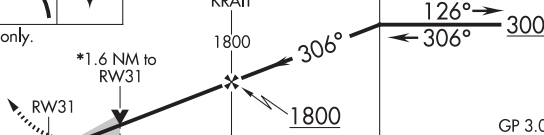
WAAS CH 87137 W31B	APP CRS 306°	Rwy Ldg 2755 TDZE 160 Apt Elev 162
--	------------------------	---

RNAV (GPS) RWY 31
SOUTH NAKNEK NR 2 (WSN)(PFWS)

RNP APCH.	MISSED APPROACH: Climb to 700 then climbing left turn to 3200 direct TIKGU and hold.
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.	

AWOS-3P 121.575	ANCHORAGE CENTER 124.8 354.0	CTAF 122.9 0
---------------------------	--	------------------------



700	3200	TIKGU	4 NM Holding Pattern			
						
*LNAV only.						
						
CATEGORY	A		B		C	D
LPV DA	410-1	250 (300-1)		NA		
LNAV/VNAV DA	410-1	250 (300-1)		NA		
LNAV MDA	700-1	540 (600-1)		NA		
CIRCLING	700-1	538 (600-1)		NA		

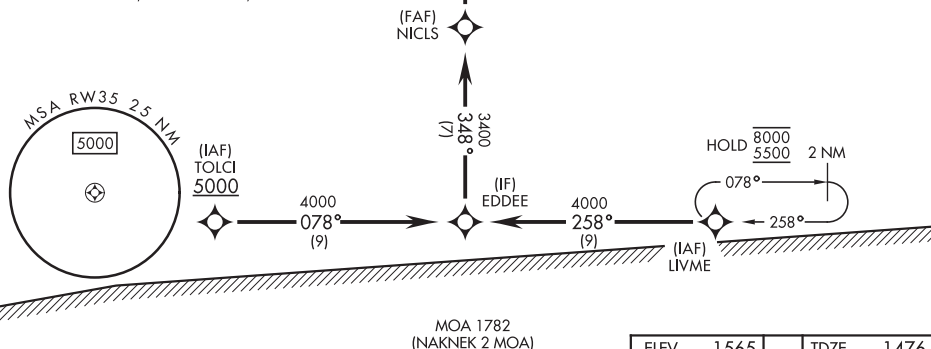
SPARREVOHN LRRS (PASV)

MISSED APPROACH: Climbing right turn to 5500 direct LIVME and hold.

Visibility reduction by helicopters not authorized.

MILITARY CERTIFIED AIRCEW OR
AUTHORIZED CONTRACT AIRCRAFT ONLY
NOT FOR CIVIL USE

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 13,700

ELEV 1565 TDZE 1476

Land Rwy 35
Takeoff Rwy 17

Z I

4.8% UP

4200 x 150

P

35

REIL Rwy 35

348°

NDB RWY 35

SPARREVOHN LRRS (PASV)

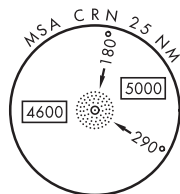
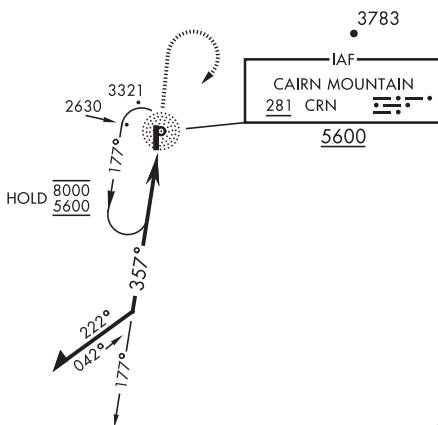
MISSED APPROACH: Climb to 4200, then climbing right turn to 5600 direct CRN and hold. Continue climb in hold to 5600.

SPARREVOHN RADIO
126.2 (CTAF)

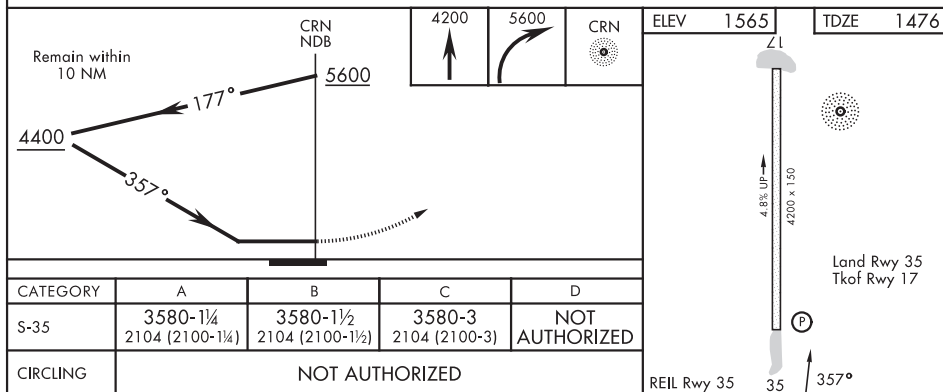
MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

NOT FOR CIVIL USE

Uncontrolled Airspace
below 700' AGL within
3 NM of Sparrevohn
airport.



EMERG SAFE ALT 100 NM 13,700



SPARREVOHN LRRS (PASV)

Orig 31OCT24

NDB RWY 35

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

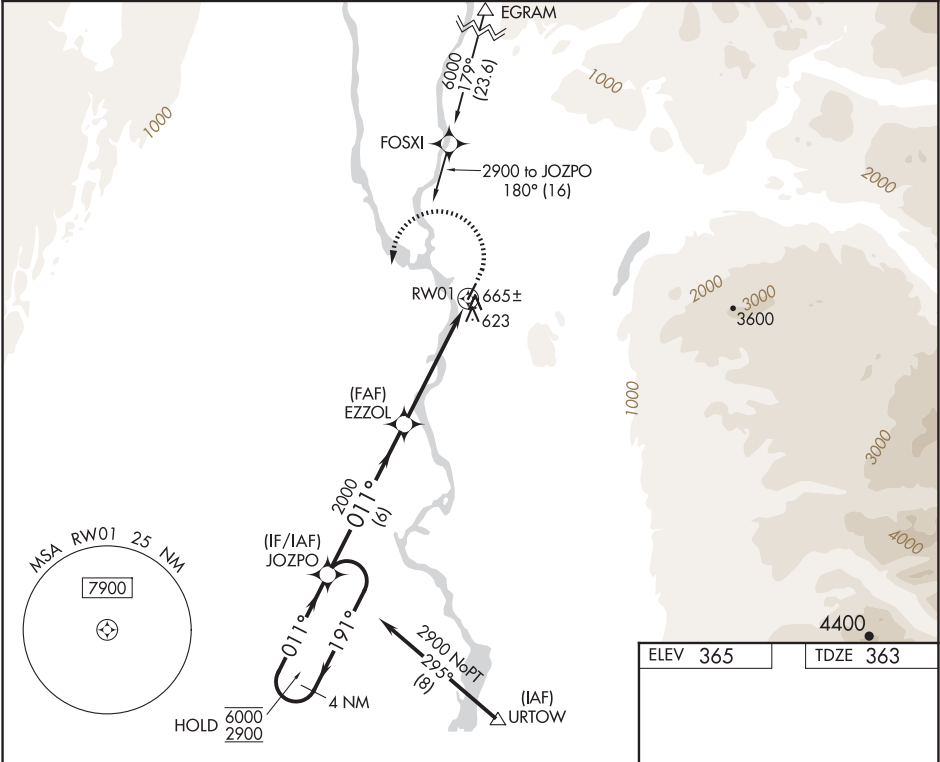
APP CRS	Rwy Ldg	3500
011°	TDZE	363
	Apt Elev	365

RNAV (GPS) RWY 1

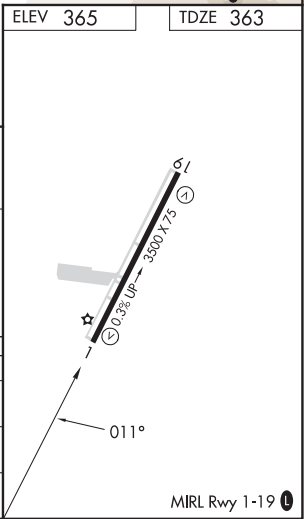
TALKEETNA(TKA)(PATK)

RNP APCH.	MISSED APPROACH: Climb to 800 then climbing left turn to 2900 direct JOZPO and hold.
<div><div><div>▼</div><div>⚠</div><div>❄</div></div><div><div>Circling NA east of Rwy 1-19. Rwy 1 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.</div><div>-28°C</div></div></div>	

AFIS 135.2	ANCHORAGE CENTER 125.55 254.3	TALKEETNA RADIO 123.6 (CTAF) 0	UNICOM 123.0
---------------	----------------------------------	-----------------------------------	-----------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23).				
4 NM Holding Pattern	JOZPO	EZZOL	800	2900
6000 ← 191°	2900 → 011°	2000	↑	↖
GP 3.00°				JOZPO
TCH 45				
	6 NM	3.3 NM	1.7 NM	
CATEGORY	A	B	C	D
LNAV/VNAV DA	922-2 559 (600-2)			
LNAV MDA	920-1 557 (600-1)	920-1½ 557 (600-1½)		
CIRCLING	960-1 595 (600-1)	1040-2 675 (700-2)	1200-2¾ 835 (900-2¾)	



TALKEETNA, ALASKA

AL-1222 (FAA)

25163

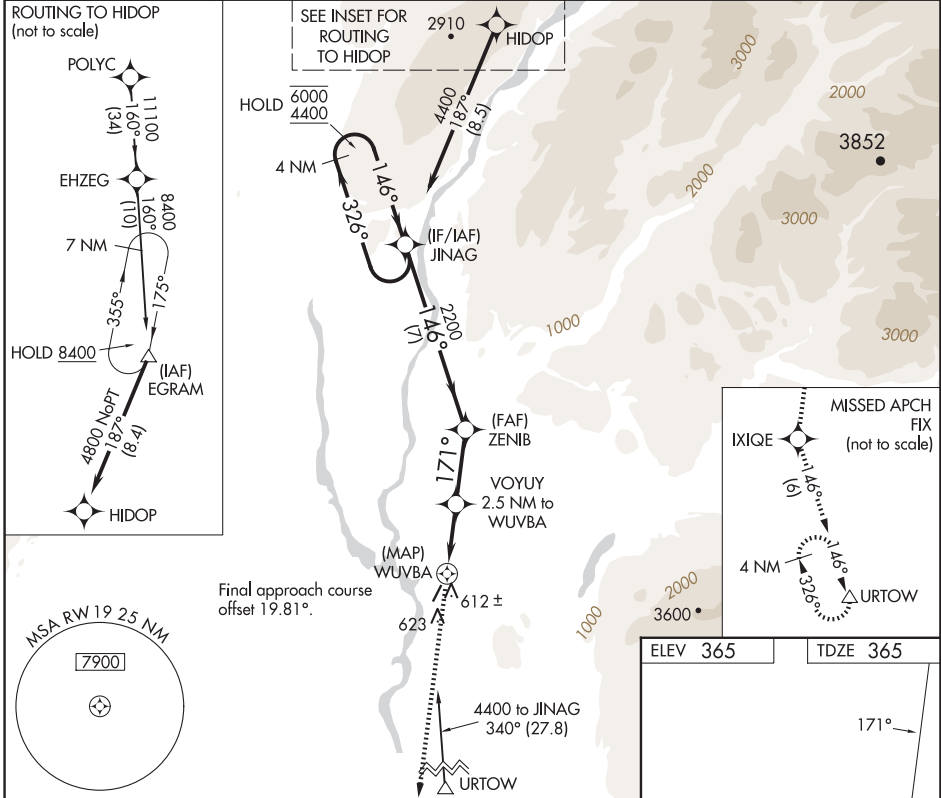
APP CRS	Rwy Ldg	3500
171°	TDZE	365
	Apt Elev	365





RNAV (GPS) RWY 19

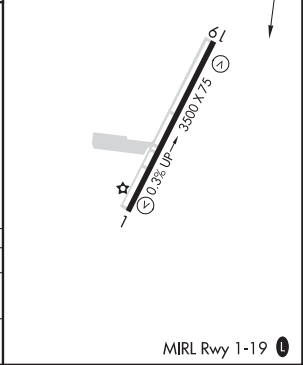
TALKEETNA(TKA)(PATK)

RNP APCH.	<p>⚠ Circling NA east of Rwy 1-19. Rwy 19 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night.</p>	MISSED APPROACH: Climb to 3000 direct IXIQE and on track 146° to URTOW and hold.
-----------	---	--

AFIS 135.2	ANCHORAGE CENTER 125.55 254.3	TALKEETNA RADIO 123.6 (CTAF) 0	UNICOM 123.0
---------------	----------------------------------	-----------------------------------	-----------------



3000	IXIQE	URTOW	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 23).				
		tr 146°					
				ZENIB	JINAG	4 NM Holding Pattern	
				VOYUY 2.5 NM to WUVBA	≤ 3.00° TCH 35	326° → 6000	← 146° 4400
				WUVBA	171°		
				1340	2200		
				0.5	2.5 NM	2.7 NM	7 NM
CATEGORY	A		B		C		D
LNAV MDA	880-1 515 (600-1)		880-1 ³ / ₈ 515 (600-1 ³ / ₈)				
 CIRCLING	880-1 515 (600-1)		1040-2 675 (700-2)		1200-2 ³ / ₄ 835 (900-2 ³ / ₄)		



TALKEETNA, ALASKA
Orig-A 15AUG19

62°19'N-150°06'W

RNAV (GPS) RWY 19




TALKEETNA(TKA)(PATK)

MIRL Rwy 1-19 0

AK, 07 AUG 2025 to 02 OCT 2025

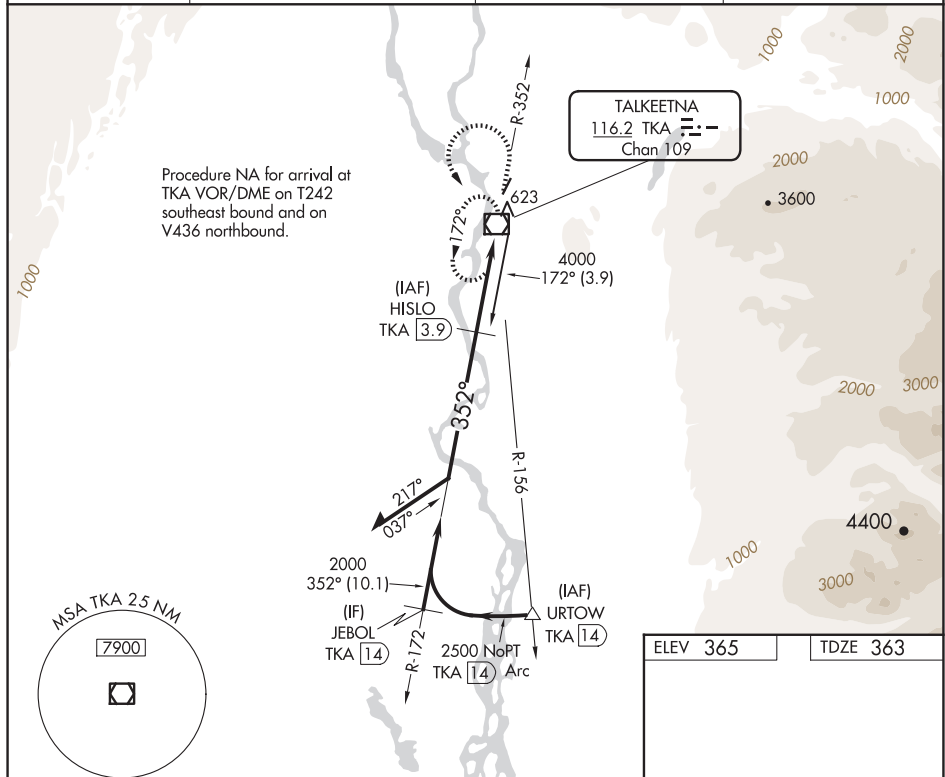
AK, 07 AUG 2025 to 02 OCT 2025

VOR RWY 1
TALKEETNA (TKA)(PATK)

	Circling NA east of Rwy 1-19.
	Rwy 1 helicopter visibility reduction below 1 SM NA.
	-28°C Straight-in Rwy 1 NA at night, Circling Rwy 1 NA at night.

MISSED APPROACH: Climb to 2100 on TKA VOR/DME R-352 then climbing left turn to 3200 direct TKA VOR/DME and hold.

AFIS 135.2	ANCHORAGE CENTER 125.55 254.3	TALKEETNA RADIO 123.6 (CTAF) 0	UNICOM 123.0
----------------------	---	--	------------------------



Remain within 10 NM

2500

172°

352°

2000

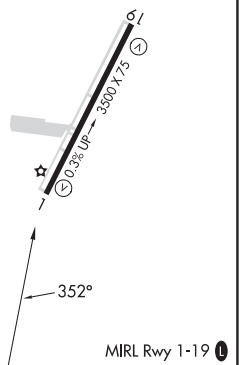
5.1 NM

TKA R-352

TKA VOR/DME

TKA 1.2

CATEGORY	A	B	C	D
S-1	1040-1	677 (700-1)	1040-1 $\frac{7}{8}$	677 (700-1 $\frac{7}{8}$)
C CIRCLING	1040-1	675 (700-1)	1040-2 675 (700-2)	1200-2 $\frac{3}{4}$ 835 (900-2 $\frac{3}{4}$)



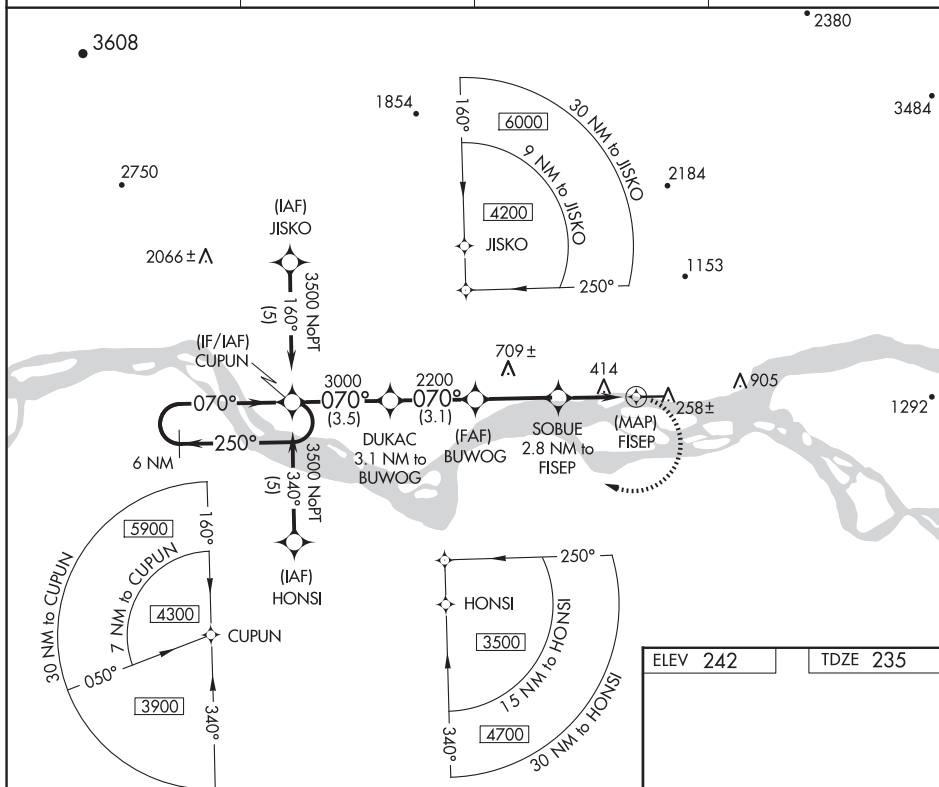
AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 7

RALPH M CALHOUN MEML (TAL) (PATA)

T	Circling NA north of Rwy 7-25.
A	Rwy 7 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climbing right turn to 3500 direct CUPUN and hold.

CTAF
122.9 

ELEV 242		TDZE 235
----------	--	----------

VGSI and descent angles not coincident
[VGSI Angle 3.00/TCH 24].

Waypoint / Feature	Distance (NM)	Altitude (ft)	Angle (Degrees)
Holding Pattern Start	-	3500	-
CUPUN	3.5	3500	250° / 070°
DUKAC (to BUWOG)	3.1	3000	070°
BUWOG	3.0	2200	3.05°
SOBUE (to FISEP)	1.4	1240	TCH 35
FISEP	1.4	1240	-
Final Descent	0.2	1240	-

CATEGORY	A	B	C	D
LNAV MDA	760-1 525 (600-1)		760-1½ 525 (600-1½)	
CIRCLING	760-1 518 (600-1)		1260-3 1018 (1100-3)	

MIRL Rwy 7-25 **L**

RALPH M CALHOUN MEML (TAL) (PATA)
RNAV (GPS) RWY 7

VOR/DME TAL
116.6
Chan **113**

APP CRS
078°

Rwy Idg
TDZE **235**
Apt Elev **242**

VOR/DME RWY 7
RALPH M CALHOUN MEML (TAL) (PATA)

Circling NA north of Rwy 7-25.
Rwy 7 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 4000 via heading 275° and TAL VOR/DME R-258 to OCULA 12 DME and hold, continue climb-in-hold to 4000.

ASOS 135.1	ANCHORAGE CENTER 120.9 285.4	FAIRBANKS RADIO 122.65	CTAF 122.9 0
----------------------	--	----------------------------------	------------------------

3608 2380 3484 1854 2750 2184 1153 1292

(IAF) 2066± DEYKI TAL 12 4000 NoPT TAL 12

(IF/IAF) OCULA TAL 12

R-270 LR-268

R-258 078° 1 min 258°

Arc KICEP TAL 8 OLITE TAL 5 LUBKE TAL 1

3100 2300 414 258± A905

LR-248 (4) (3)

R-240 459±

4000 to OCULA 258° (12)

(IAF) NELTE TAL 12

Arc

4000 NoPT

R-226

(IAF) ZOSUM TAL 12

TANANA 116.6 TAL 113 Chan 113

MSA TAL 25 NM 5000

ELEV 242 TDZE 235

4400 X 100

0.3% UP

283

078°

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 24).

One Minute Holding Pattern

OCULA TAL 12 KICEP TAL 8 OLITE TAL 5 LUBKE TAL 1

4000 258° 078° 3100 2300 1120

4 NM 3 NM 4 NM 0.9 NM 1.5 NM

4000 TAL R-258 OCULA TAL 12

hdg 275°

TAL 0.1 TAL VOR/DME TAL 1.4

3.41° TCH 45

CATEGORY	A	B	C	D
S-7	720-1 485 (500-1)	720-1 485 (500-1)	720-1 485 (500-1)	720-1 485 (500-1)
CIRCLING	740-1 498 (500-1)	760-1 518 (600-1)	1260-3 1018 (1100-3)	1260-3 1018 (1100-3)

MIRL Rwy 7-25 0

TANANA, ALASKA

Amdt 2C 02DEC21

65°10'N-152°06'W

503

RALPH M CALHOUN MEML (TAL) (PATA)

VOR/DME RWY 7

TAKOTNA, ALASKA

RNAV (GPS) RWY 35

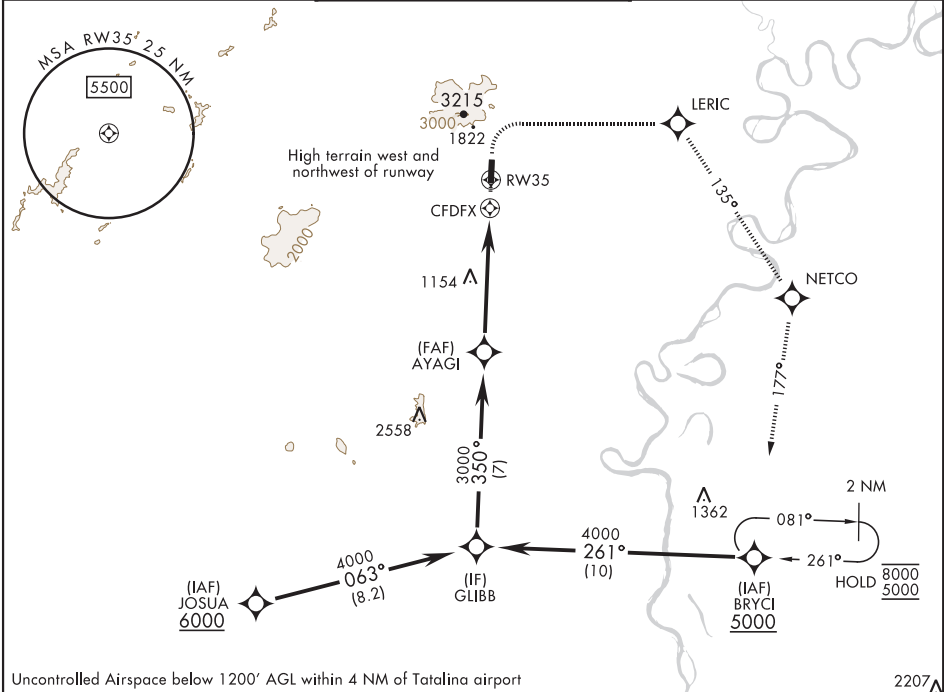
APCH CRS	Rwy Idg	3820
350°	TDZE	925
	Arpt Elev	933

[USAF]

TATALINA LRRS (PATL)

RNP APCH	MISSED APPROACH: (Do not exceed 165 KIAS until initial turn completion). Climb to 1500 then climbing right turn to 5000 direct LERIC, track 135° to NETCO, track 177° to BRYCI and hold.
▼ Circling not authorized to Rwy 17. Night Operations not authorized.	

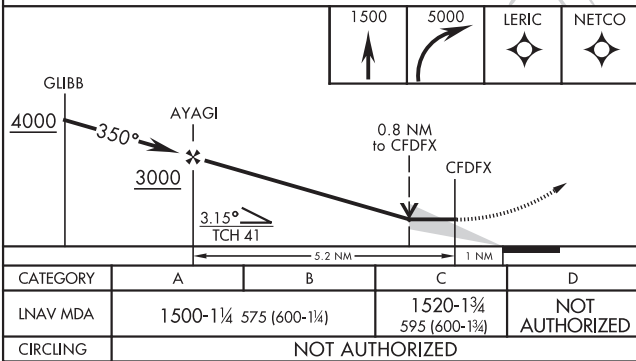
KENAI RADIO 122.3	UNICOM 126.2 (CTAF) 364.2	AWOS-3
----------------------	------------------------------	--------



Uncontrolled Airspace below 1200' AGL within 4 NM of Tatalina airport

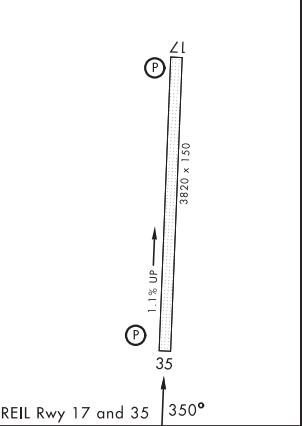
NOT FOR CIVIL USE

MILITARY CERTIFIED AIRCREWS OR
AUTHORIZED CONTRACT AIRCRAFT ONLY



CATEGORY	A	B	C	D
INAV MDA	1500-1¼ 575 (600-1¼)	1520-1¼ 595 (600-1¼)	NOT AUTHORIZED	
CIRCLING	NOT AUTHORIZED			

ELEV 933	TDZE 925
----------	----------



TAKOTNA, ALASKA

62° 54'N-155° 59'W

TATALINA LRRS (PATL)

Amdt 3 30NOV23

RNAV (GPS) RWY 35

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

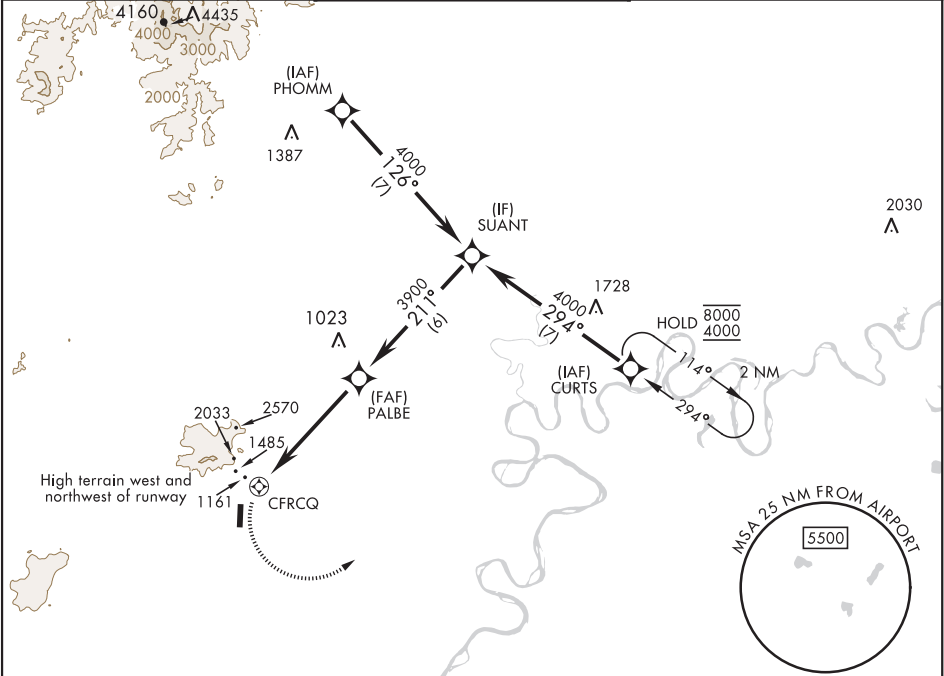
APCH CRS	Rwy Idg	N/A
211°	TDZE	N/A
	Arpt Elev	933

[USAF]

TATALINA LRRS (PATL)

RNP APCH - GPS	MISSED APPROACH: Climbing left turn to 4000 direct CURTS and hold.
* Circling NA to Rwy 17. Circling to Rwy 35 NA W of Rwy 17-35. Night Operations not authorized.	

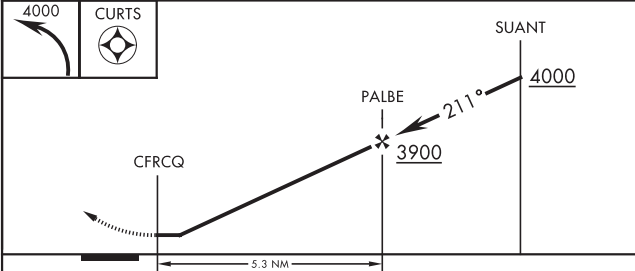
KENAI RADIO 122.3	UNICOM 126.2 (CTAF) 364.2	AWOS-3
----------------------	------------------------------	--------



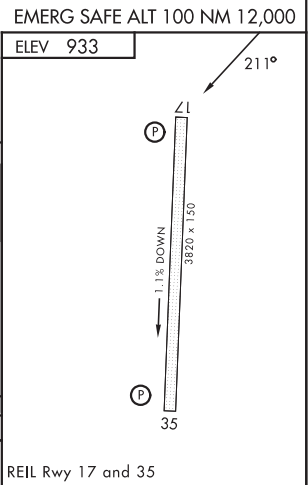
Uncontrolled Airspace below 1200' AGL within 4 NM of Tatalina airport

NOT FOR CIVIL USE

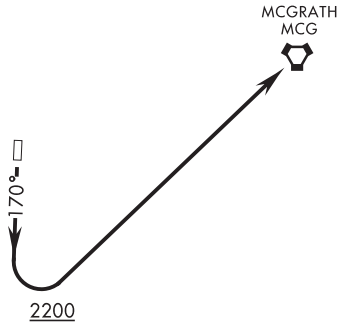
MILITARY CERTIFIED AIRCREWS OR
AUTHORIZED CONTRACT AIRCRAFT ONLY



CATEGORY	A	B	C	D
CIRCLING*	1900-1¼ 967 (1000-1¼)	2440-1½ 1507 (1600-1½)	2920-3 1987 (2000-3)	NA



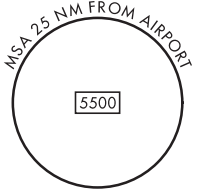
AWOS-3 KENAI RADIO ● 3570 122.3 CTAF 126.2 364.2	[USAF]	RNAV1 - GPS RADAR required for Non-GPS aircraft Night operations not authorized
--	--------	---



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
<u>TAKEOFF RWY 17:</u> Climb heading 170° to 2200, then turn left direct MCG, maintain 4000 or higher as assigned.	
<u>TAKEOFF RWY 35:</u> Not Authorized.	

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31
TATITLEK (7KA) (PAKA)

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.

[illegible]

TATITLEK, ALASKA TATITLEK (7KA) (PAKA)
 Orig-B 24JUL14 60°52' N-146°41' W RNAV (GPS) RWY 31
 507

TELLER, ALASKA

AL-10174 (FAA)

24249

WAAS CH 78143 W08A	APP CRS 080°	Rwy Idg TDZE Apt Elev	2983 299 299
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 8

TELLER (TER) (PATE)

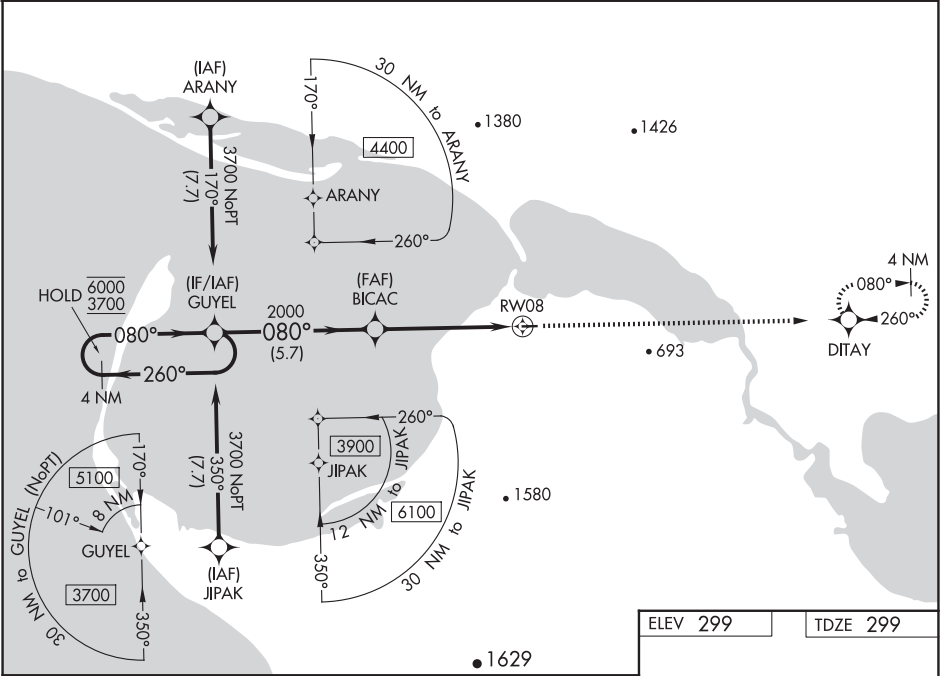
RNP APCH.

Circling NA south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.

-35°C

MISSED APPROACH: Climb to 3700 direct DITAY and hold, continue climb-in-hold to 3700.

AWOS-3P 118.375	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 135.6	CTAF 123.0
---------------------------	--	----------------------------	----------------------



4 NM Holding Pattern

6000 ← 260°
3700 → 080°

GP 3.00°
TCH 40

GUYEL

BICAC

2000

2000

1.7 NM to RWY 08

RWY 08

5.7 NM

3.6 NM

1.7 NM

ELEV 299

TDZE 299

3700 DITAY

* LNAV only

* 1.7 NM to RWY 08

2983 X 60

0.6% UP

080°

CATEGORY	A	B	C	D
LPV DA	499-1 200 (200-1)			NA
LNAV/VNAV DA	655-1 356 (400-1)			NA
LNAV MDA	860-1 561 (600-1)	860-1½ 561 (600-1½)		NA
CIRCLING	860-1 561 (600-1)	900-1 601 (700-1)	1060-2¼ 761 (800-2¼)	NA

TELLER, ALASKA
Amdt 1 16JUL20

65°14'N-166°20'W

TELLER (TER) (PATE)

RNAV (GPS) RWY 8

24249

WAAS CH 97543 W26A	APP CRS 260°	Rwy Idg TDZE Apt Elev	2983 299 299
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 26
TELLER (TER) (PATE)

RNP APCH.



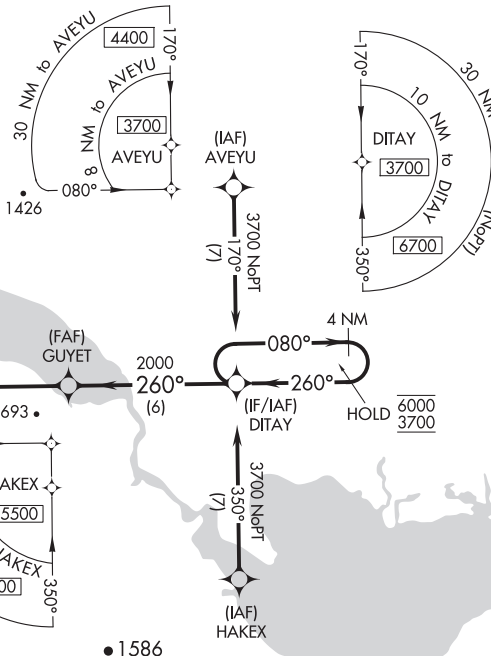
Circling NA south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.

MISSED APPROACH: Climb to 4000
direct ATAYI and hold.

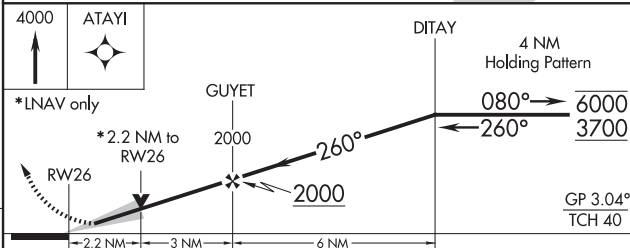
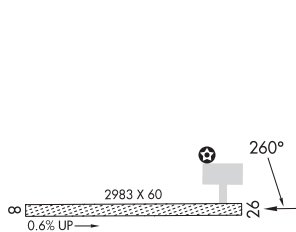
 -35°C


AWOS-3P 118.375	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 135.6	CTAF 123.0
---------------------------	--	----------------------------	----------------------

MISSED APCH FIX



ELEV 299		TDZE 299
----------	--	----------



CATEGORY		A	B	C	D
LPV	DA	549-1 250 (300-1)			NA
INAV/ VNAV	DA	549-1 250 (300-1)			NA
INAV	MDA	1060-1 761 (800-1)	1060-1¼ 761 (800-1¼)	1060-2½ 761 (800-2½)	NA
 CIRCLING		1060-1 761 (800-1)	1060-1¼ 761 (800-1¼)	1060-2¾ 761 (800-2¾)	NA

TELLER, ALASKA
Amdt 1 16JUL20

TELLER (TER) (PATE)

RNAV (GPS) RWY 26

65°14'N-166°20'W

509

AK, 07 AUG 2025 to 02 OCT 2025

(MUJUD1.MUJUD) 23278

MUJUD ONE DEPARTURE (RNAV)

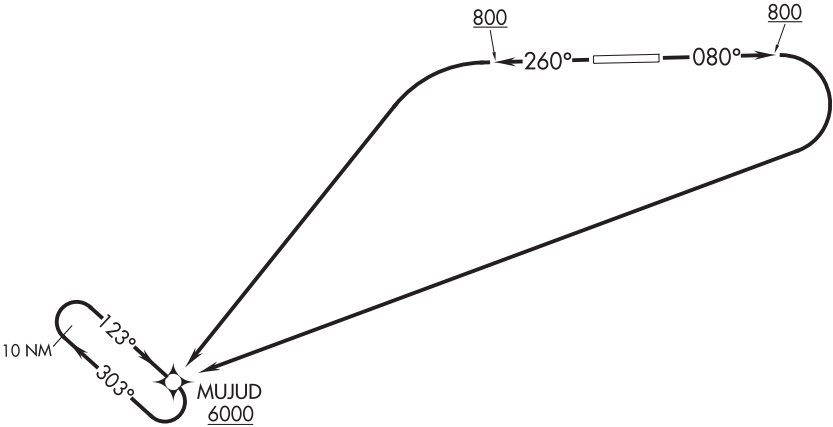
AL-10174 (FAA)

TELLER (TER)(PATE)
TELLER, ALASKA

TOP ALTITUDE:
ASSIGNED BY ATC

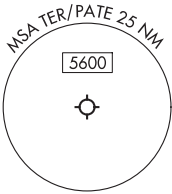
RNAV 1 - GPS.

ANCHORAGE CENTER
133.3 290.4
AWOS-3P
118.375
NOME RADIO
135.6



TAKEOFF MINIMUMS

Rwy 26: Standard.
Rwy 8: Standard with minimum climb of 285' per NM to 1700.



NOTE: Chart not to scale.



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

TELLER, ALASKA
TELLER (TER)(PATE)

RNAV (GPS) RWY 35

APCH CRS	Rwy Idg
349°	4702
TDZE	273
Arpt Elev	273

[USAF]




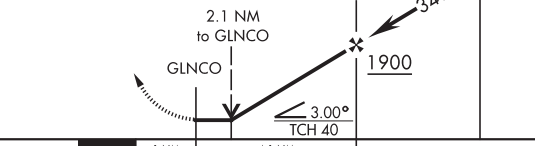

TIN CITY LRRS (PATC)

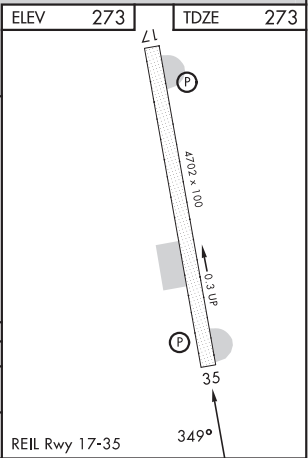
RNP APCH-GPS	MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct JAGMA and hold.
Night operations not authorized. *Circling not authorized W of Rwy 17-35.	

ANCHORAGE CENTER 133.3 290.4	TIN CITY RCO (NOME RADIO) 122.6	UNICOM 126.2 (CTAF)
---------------------------------	------------------------------------	------------------------



EMERG SAFE ALT 100 NM 7000

1500	4000	JAGMA	JASOB	
				
				
CATEGORY	A	B	C	D
LNAV MDA	1260-1¼ 987 (1000-1¼)	1260-1½ 987 (1000-1½)	1280-3 1007 (1100-3)	NA
 CIRCLING*	1260-1¼ 987 (1000-1¼)	1260-1½ 987 (1000-1½)	1280-3 1007 (1100-3)	NA



RNAV (GPS) RWY 35

TIN CITY, ALASKA

NDB/DME RWY 35

NDB/DME TNC 347 Chan 119 (Y)	APCH CRS 343°	Rwy Idg TDZE Arpt Elev 4702 273 273
--	-------------------------	---

[USAF]

TIN CITY LRRS (PATC)

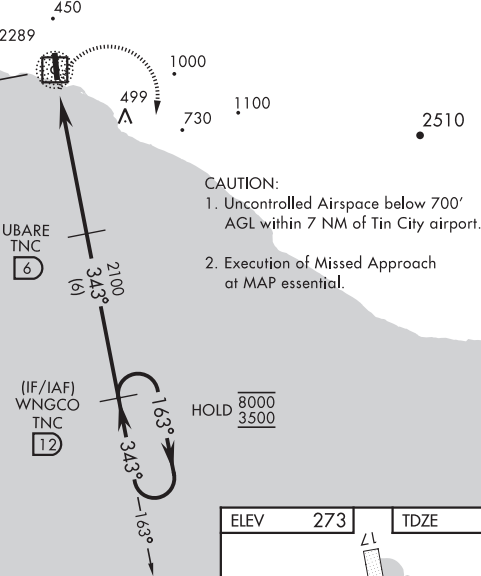
* Circling not authorized W of Rwy 17-35. Night operations not authorized.		MISSED APPROACH: Climbing right turn to 3600 intercept TNC 163° bearing to WNGCO and hold. Continue climb-in-hold to 3600.
ANCHORAGE CENTER 133.3 290.4	TIN CITY RCO (NOME RADIO) 122.6	UNICOM 126.2 (CTAF)

MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

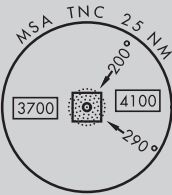
NOT FOR CIVIL USE

CAUTION:
2289' mountain 2 NM West of NDB/DME.

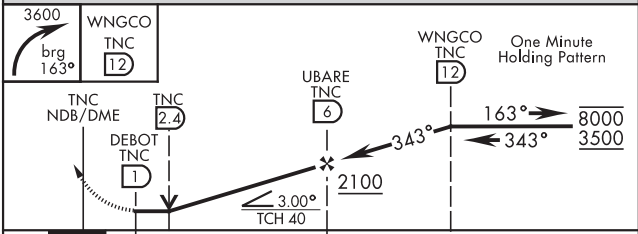
TIN CITY
347 TNC
Chan 119(Y)



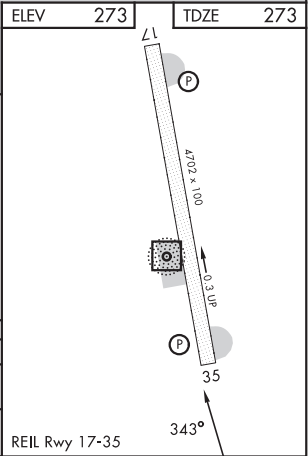
CAUTION:
1. Uncontrolled Airspace below 700' AGL within 7 NM of Tin City airport.
2. Execution of Missed Approach at MAP essential.



EMERG SAFE ALT 100 NM 7000



CATEGORY	A		B	C	D
S-35	980-1	707	(800-1)	980-2 707 (800-2)	NOT AUTHORIZED
CIRCLING*	980-1	707	(800-1)	980-2 707 (800-2)	NOT AUTHORIZED



TIN CITY, ALASKA

65°34'N-167°55'W

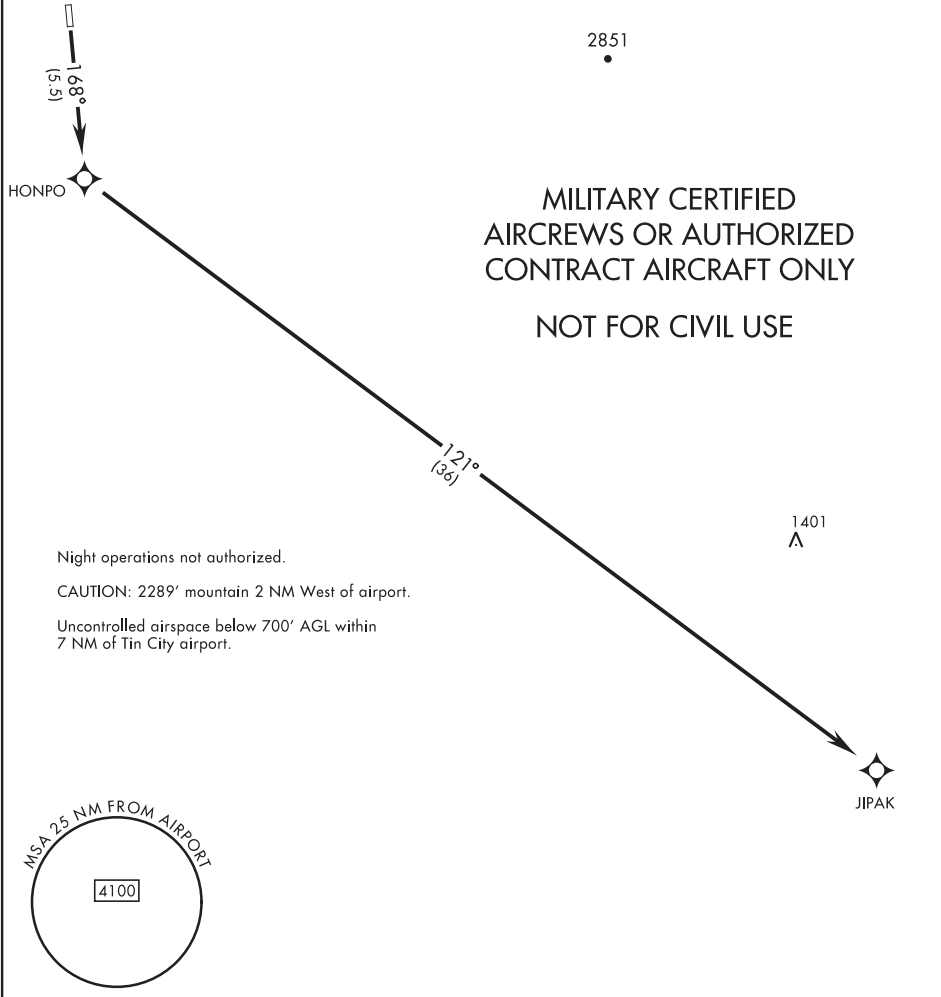
TIN CITY LRRS (PATC)

Orig 31OCT24

NDB/DME RWY 35

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION
<u>TAKEOFF RWY 17:</u> Climb to 7000 direct HONPO, then climbing left turn, track 121° to JIPAK.
<u>TAKEOFF RWY 35:</u> NA

Minimum Climb Rate to 800

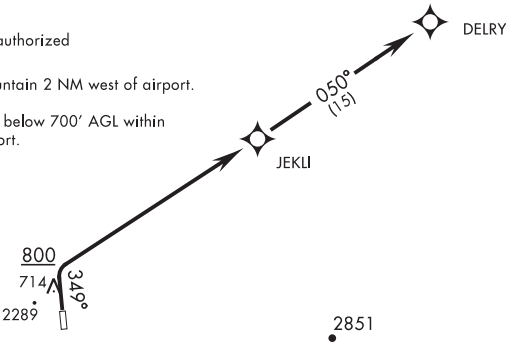
MILITARY CERTIFIED
AIRCREW OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

NOT FOR CIVIL USE

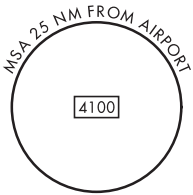
Night operations not authorized

CAUTION: 2289' mountain 2 NM west of airport.

Uncontrolled airspace below 700' AGL within
7 NM of Tin City airport.



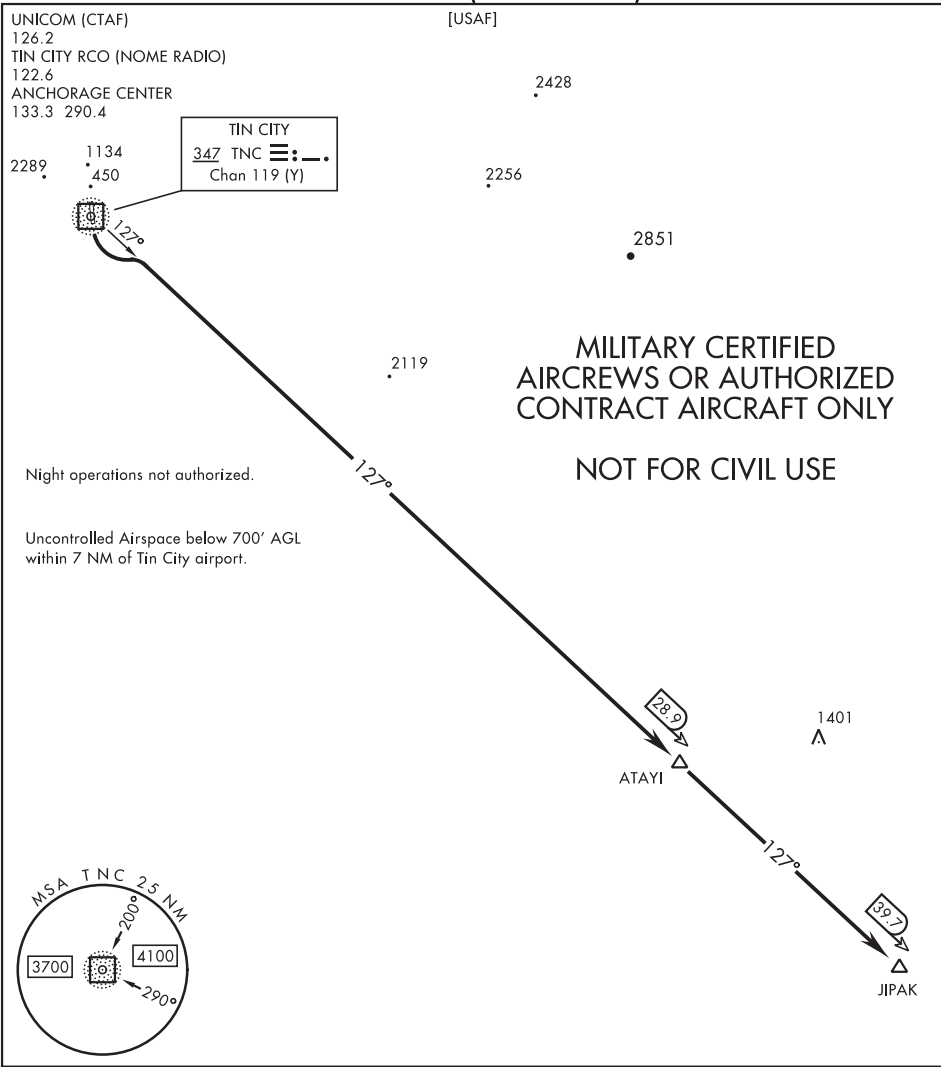
WARNING: High terrain within 2 NM of departure end of runway
requiring prompt compliance with departure procedure instructions;
do not delay start of initial turn.




DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17: NA

TAKEOFF RWY 35: Climb heading 349° to 800, then right turn direct JEKLI,
then track 050° to DELRY. Maintain 7000 or ATC assigned altitude.



	DEPARTURE ROUTE DESCRIPTION
<u>TAKEOFF RWY 17:</u> Climbing left turn to 7000, intercept TNC 127 °bearing to ATAYI, then direct JIPAK.	
<u>TAKEOFF RWY 35:</u> Not Authorized	

TOGIAK VILLAGE, ALASKA

AL-6819 (FAA)

24081

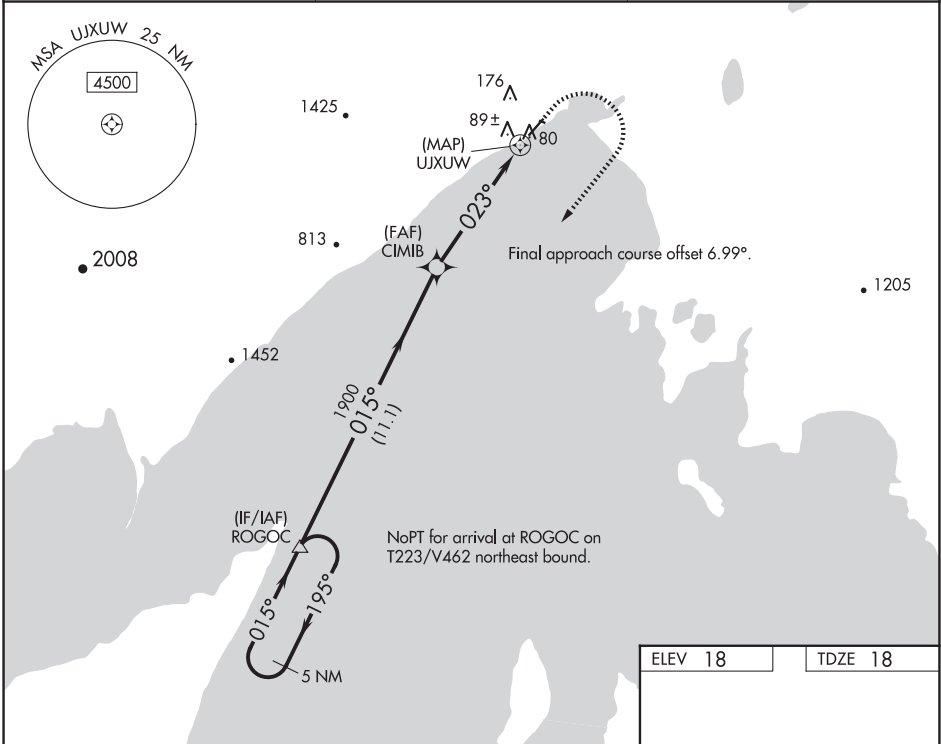
WAAS CH 69441 W03A	APP CRS 023°	Rwy Idg 4400 TDZE 18 Apt Elev 18
--	------------------------	---

RNAV (GPS) RWY 3

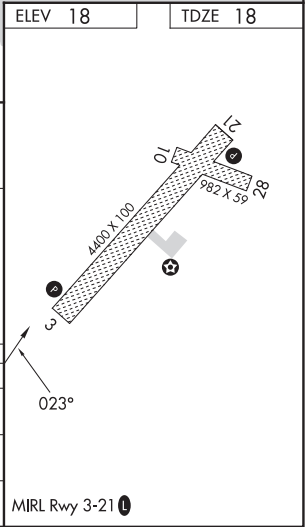
TOGIAK (TOG)(PATG)

<div><div></div><div></div></div> <div>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.</div>	MISSED APPROACH: Climb to 420 then climbing right turn to 4400 direct ROGOC and hold, continue climb-in-hold to 4400.
---	---

AWOS-3P 119.3	ANCHORAGE CENTER 132.75 282.35	CTAF 122.5
-------------------------	--	----------------------



5 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).		420	4400	ROGOC
ROGOC		CIMIB		UJXUW		
4400		1900		420		
195°		015°		023°		
015°		015°		023°		
11.1 NM		5.3 NM		0.5 NM		
CATEGORY	A	B	C	D		
LP MDA	380-1		362 (400-1)			
LNNAV MDA	400-1		400-1½		382 (400-1½)	
CIRCLING	400-1		480-1		480-1½	
	382 (400-1)		462 (500-1)		462 (500-1½)	
					800-2½	
					782 (800-2½)	



TOGIAK VILLAGE, ALASKA
Amdt 1 24MAY18

59°03'N-160°24'W

TOGIAK (TOG)(PATG)

RNAV (GPS) RWY 3

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

TOK, ALASKA

AL-10059 (FAA)

25107

WAAS CH 77546 W08A	APP CRS 082°	Rwy Idg TDZE 1643 Apt Elev 1643
--	------------------------	---

RNAV (GPS) RWY 8

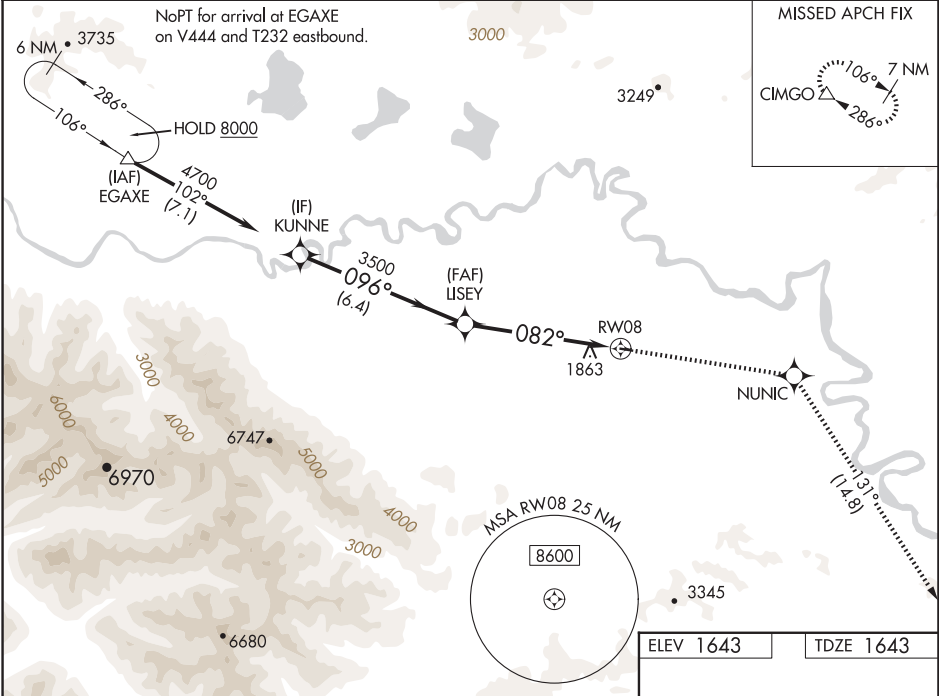
TOK JUNCTION (6K8) (PFTO)

RNP APCH - GPS.

Rwy 8 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

MISSED APPROACH: Climb to 8000 direct NUNIC and on track 131° to CIMGO and hold, continue climb-in-hold to 8000.

AWOS-3P 118.1	ANCHORAGE CENTER 126.55 323.0	NORTHWAY RADIO 122.4	UNICOM 122.8 (CTAF) 0
-------------------------	---	--------------------------------	---------------------------------



KUNNE		8000	NUNIC	tr 131°	CIMGO
4700		3500			
GP 3.04°		3500	1.4 NM to RWY08		
TCH 40			RWY08		
6.4 NM		4.3 NM	1.4		
CATEGORY	A	B	C	D	
LPV DA	1895-1 252 (300-1)			NA	
LNAV/VNAV DA	2120-1⅜ 477 (500-1⅜)			NA	
LNAV MDA	2120-1	477 (500-1)	2120-1⅜ 477 (500-1⅜)	NA	
CIRCLING	2180-1	537 (600-1)	2180-1½ 537 (600-1½)	NA	

ELEV 1643 TDZE 1643

MIRL Rwy 8-26 0

TOK, ALASKA
Amdt 1 05OCT23

63°20'N-142°57'W

TOK JUNCTION (6K8) (PFTO)
RNAV (GPS) RWY 8

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

APP CRS
278°

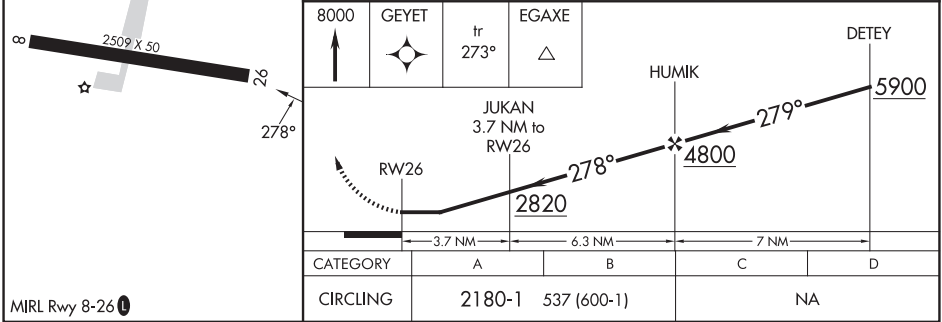
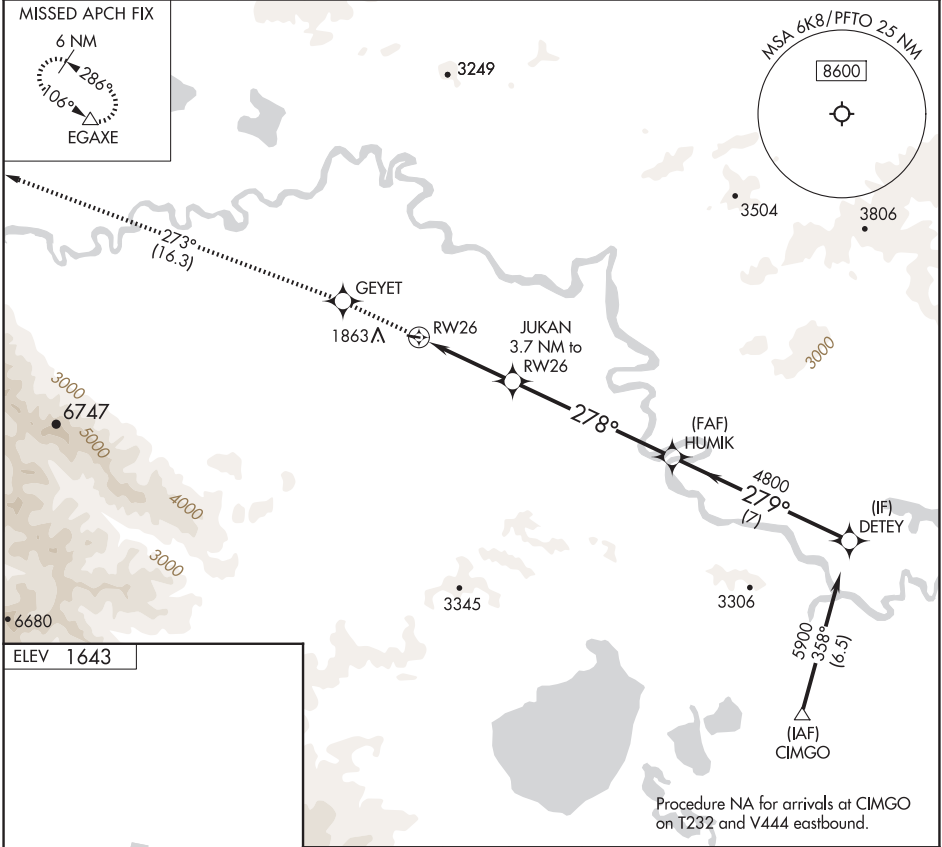
Rwy Idg
TDZE
Apt Elev
N/A
N/A
1643

RNAV (GPS)-A
TOK JUNCTION (6K8) (PFTO)

RNP APCH - GPS.

MISSED APPROACH: Climb to 8000 direct GEYET and on track 273° to EGAXE and hold, do not exceed 230K when continuing climb-in-hold to 8000.

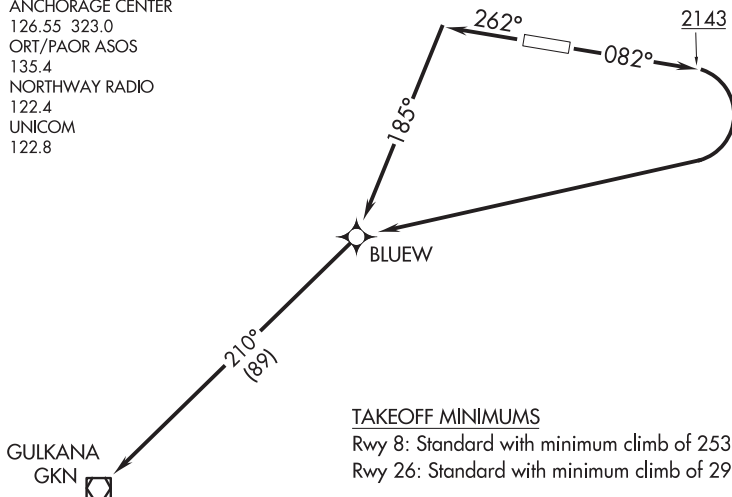
AWOS-3P 118.1	ANCHORAGE CENTER 126.55 323.0	NORTHWAY RADIO 122.4	UNICOM 122.8 (CTAF)
-------------------------	---	--------------------------------	-------------------------------



GULKANA ONE DEPARTURE (OBSTACLE) (RNAV)

ANCHORAGE CENTER
126.55 323.0
ORT/PAOR ASOS
135.4
NORTHWAY RADIO
122.4
UNICOM
122.8

RNAV 1 - GPS.



TAKEOFF MINIMUMS

Rwy 8: Standard with minimum climb of 253'/NM to 8500.

Rwy 26: Standard with minimum climb of 297'/NM to 8500.

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.

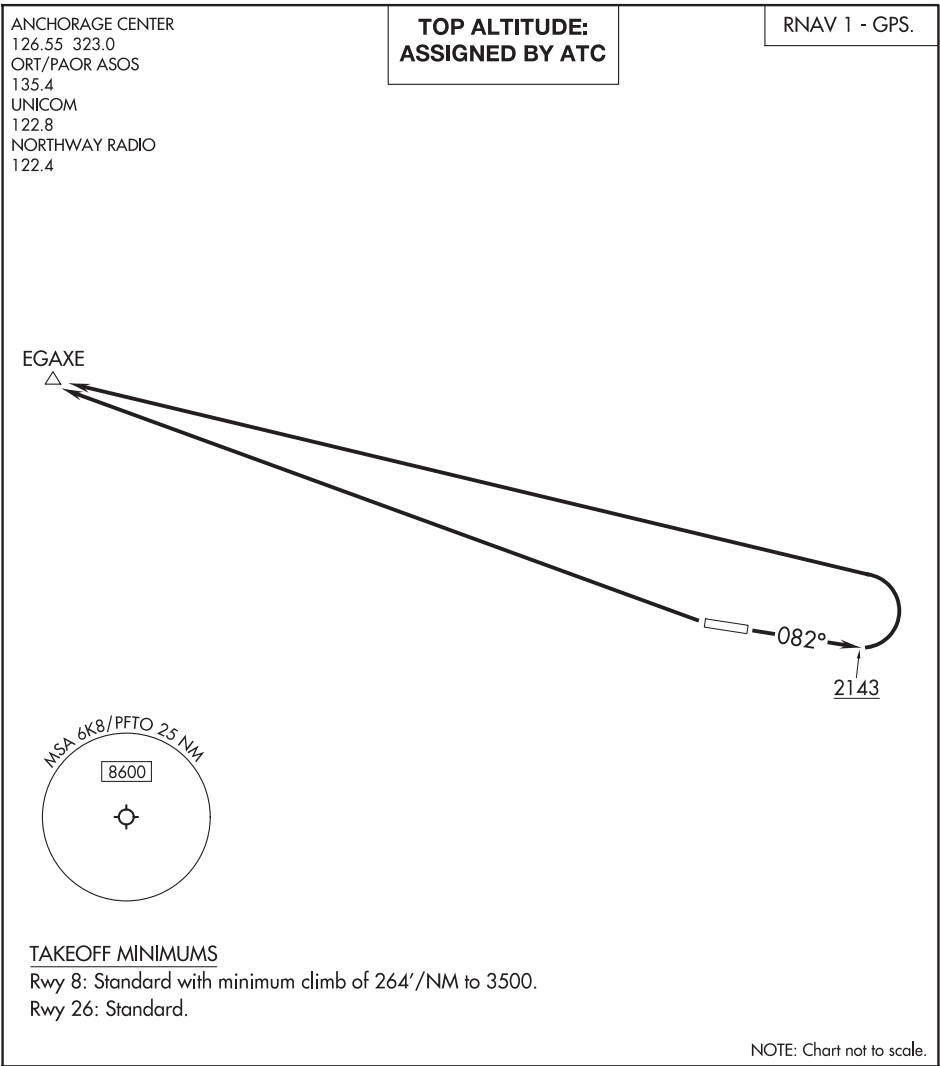
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 082° to 2143, then right turn direct BLUEW, Thence. . . .

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.



T

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.

TOKSOOK BAY, ALASKA

WAAS CH 93524 W34A	APP CRS 345°	Rwy Idg TDZE Apt Elev	3200 71 71
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 34

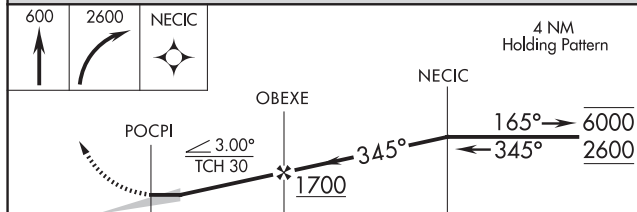
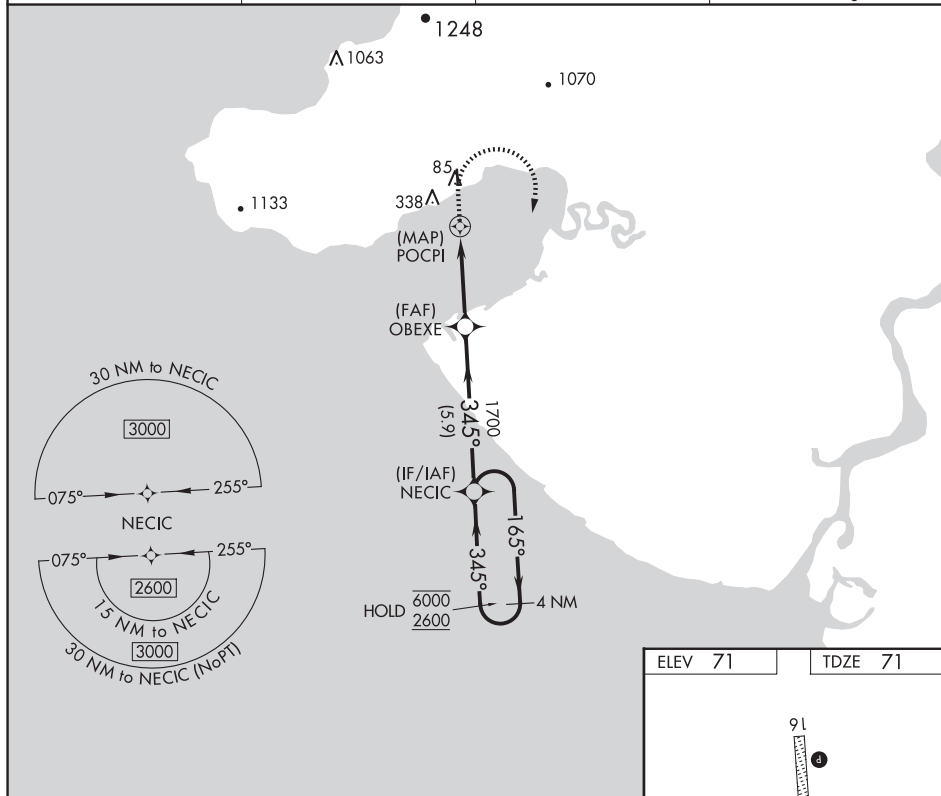
TOKSOOK BAY (00K)(PA00)


RNP APCH - GPS.

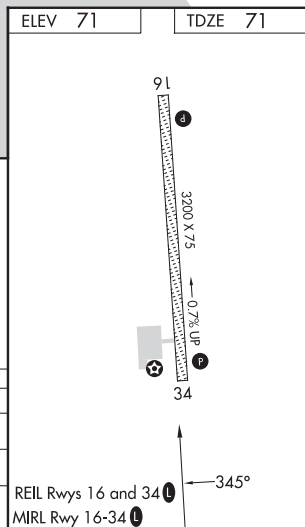
T Circling NA west of Rwy 16-34. When local altimeter setting not received,
A use Mekoryuk altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 600 then climbing right turn to 2600 direct NECIC and hold.

AWOS-3P 119.275	ANCHORAGE CENTER 125.2 372.0	KENAI RADIO 122.6	CTAF 122.9
---------------------------	--	-----------------------------	----------------------



	1.5 NM	3.6 NM	5.9 NM		
CATEGORY	A	B	C	D	
LP MDA	340-1 $\frac{3}{4}$	269 (300-1 $\frac{3}{4}$)		NA	
LNAV MDA	420-1 $\frac{3}{4}$	349 (400-1 $\frac{3}{4}$)		NA	
 CIRCLING	460-1 $\frac{3}{4}$ 389 (400-1 $\frac{3}{4}$)	540-1 $\frac{3}{4}$ 469 (500-1 $\frac{3}{4}$)		NA	



TOKSOOK BAY, ALASKA

Amdt 3C 05OCT23

60°32'N-165°05'W

TOKSOOK BAY (00K)(PA00)

RNAV (GPS) RWY 34

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

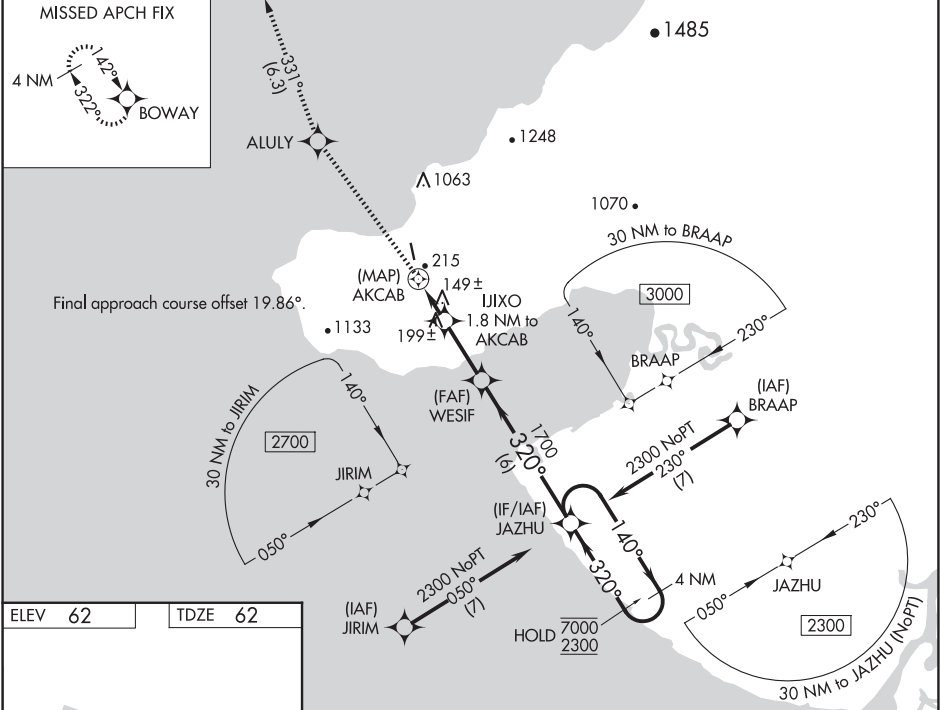
WAAS CH 86845 W34A	APP CRS 320°	Rwy Idg TDZE Apt Elev	3300 62 62
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 34

TUNUNAK (4KA) (POKA)

RNP APCH - GPS.	MISSED APPROACH: Climb to 500, then climb to 2400 direct ALULY then on track 331° to BOWAY and hold.
⚠ Circling NA east of Rwy 16-34. Rwy 34 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Toksook Bay altimeter setting and increase all MDAs 20 feet and LNAV visibility Cat C ½ SM.	

AWOS-3P 118.25	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9
--------------------------	--	----------------------



ELEV 62	TDZE 62	500	2400	ALULY	tr 331°	BOWAY	JAZHU	4 NM Holding Pattern
				IJIXO 1.8 NM to AKCAB	WESIF	1700		140° → 7000
				AKCAB	≤ 3.00° TCH 40	320° ← 2300		
				900	1700	320°		
				0.7	1.8 NM	2.5 NM	6 NM	
		CATEGORY	A	B	C	D		
		LP MDA	400-1 338 (400-1)				NA	
		LNAV MDA	480-1 418 (500-1)		480-1½ 418 (500-1½)		NA	
		CIRCLING	480-1 418 (500-1)		600-1 538 (600-1)		1120-3 1058 (1100-3) NA	

TUNUNAK, ALASKA

AL-10177 (FAA)

24193

APP CRS	Rwy Idg	3300
140°	TDZE	61
	Apt Elev	62

RNAV (GPS) Y RWY 16

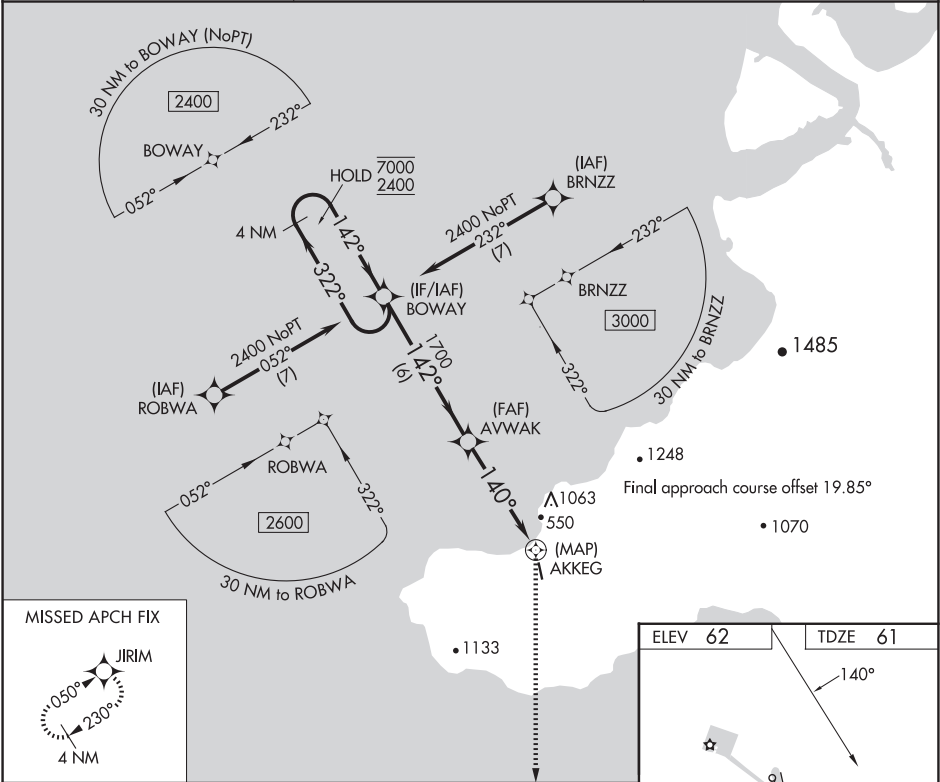
TUNUNAK (4KA) (POKA)

RNP APCH - GPS.

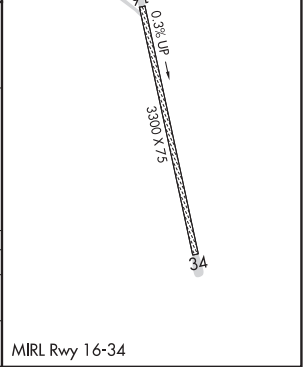
Circling NA east of Rwy 16-34. VDP NA when using Toksook Bay altimeter setting. When local altimeter setting not received, use Toksook Bay altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2700 direct JIRIM and hold.

AWOS-3P 118.25	ANCHORAGE CENTER 125.2 372.0	CTAF 122.9
-------------------	---------------------------------	---------------



4 NM Holding Pattern				
BOWAY				
7000 2400 322° 142° 142° 1700 3.00° TCH 40 1.4 NM to AKKEG 140° AKKEG				
6 NM 3.2 NM 1.4 NM 0.5				
CATEGORY	A	B	C	D
LNVA MDA	680-1	619 (700-1)	680-1¾ 619 (700-1¾)	NA
CIRCLING	680-1	618 (700-1)	1120-3 1058 (1100-3)	NA



TUNUNAK, ALASKA
Orig 11JUL24

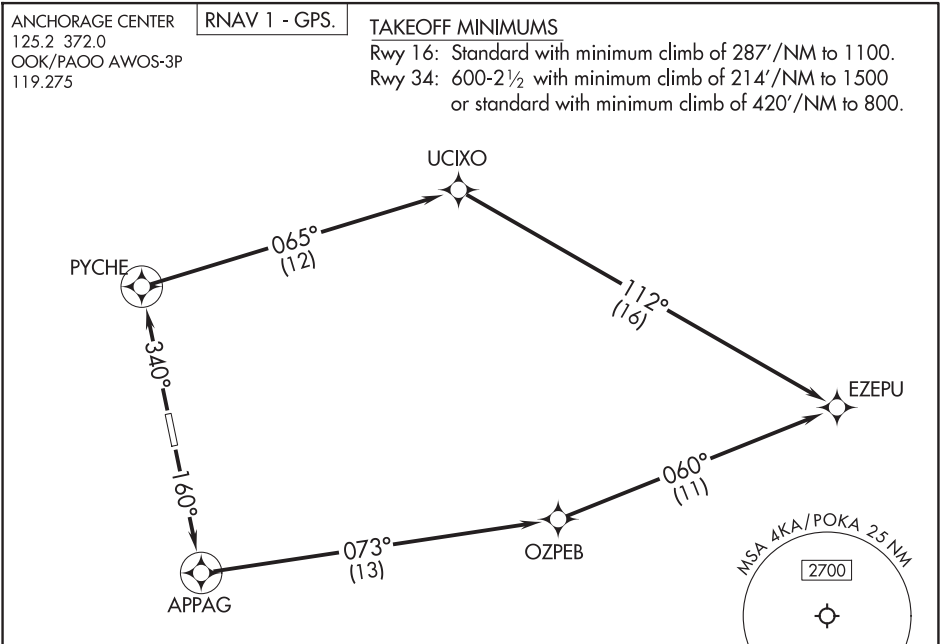
60°34'N-165°15'W

TUNUNAK (4KA) (POKA)

RNAV (GPS) Y RWY 16

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



TAKEOFF OBSTACLE NOTES

Rwy 16: Terrain 2' from DER, 497' left of centerline, 65' MSL.
Vehicle on road 9' from DER, 46' right of centerline, 63' MSL.
Terrain 498' from DER, 597' left of centerline, 80' MSL.
Terrain, vegetation, beginning 697' from DER, 384' left of centerline, up to 92' MSL.
Terrain beginning 897' from DER, 398' left of centerline, up to 100' MSL.
Terrain beginning 1095' from DER, 369' left of centerline, up to 109' MSL.
Terrain, vegetation, beginning 1297' from DER, 291' left of centerline, up to 128' MSL.
Terrain beginning 1474' from DER, 357' left of centerline, up to 133' MSL.
Terrain beginning 1696' from DER, 597' left of centerline, up to 136' MSL.
Terrain 1834' from DER, 798' left of centerline, 137' MSL.
Terrain, vegetation, beginning 1892' from DER, 494' left of centerline, up to 155' MSL.
Terrain beginning 2020' from DER, 598' left of centerline, up to 157' MSL.
Vegetation, terrain beginning 2217' from DER, 797' left of centerline, up to 7' AGL/158' MSL.

Rwy 34: Catenary wires 950' from DER, 730' left of centerline, 40' AGL/81' MSL.
Vehicles on road, terrain beginning 1.2 NM from DER, 1914' right of centerline, 264' MSL.
Vehicles on road, terrain beginning 1.3 NM from DER, 1997' right of centerline, up to 329' MSL.
Vehicles on road, terrain beginning 1.4 NM from DER, 1998' right of centerline, up to 415' MSL.
Terrain beginning 1.5 NM from DER, 1797' right of centerline, up to 558' MSL.
Terrain beginning 1.6 NM from DER, 1798' right of centerline, up to 575' MSL.
Terrain beginning 1.8 NM from DER, 3498' right of centerline, 494' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on course 160° to APPAG, then on track 073° to OZPEB, then on track 060° to EZEPU, thence. . .

TAKEOFF RUNWAY 34: Climb on course 340° to PYCHE, then on track 065° to UCIXO, then on track 112° to EZEPU, thence. . .

. . . on filed route and altitude.

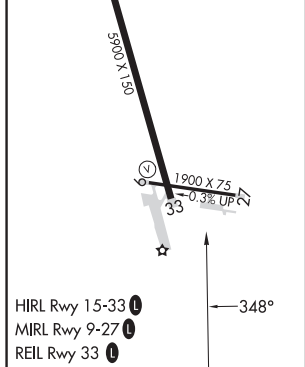
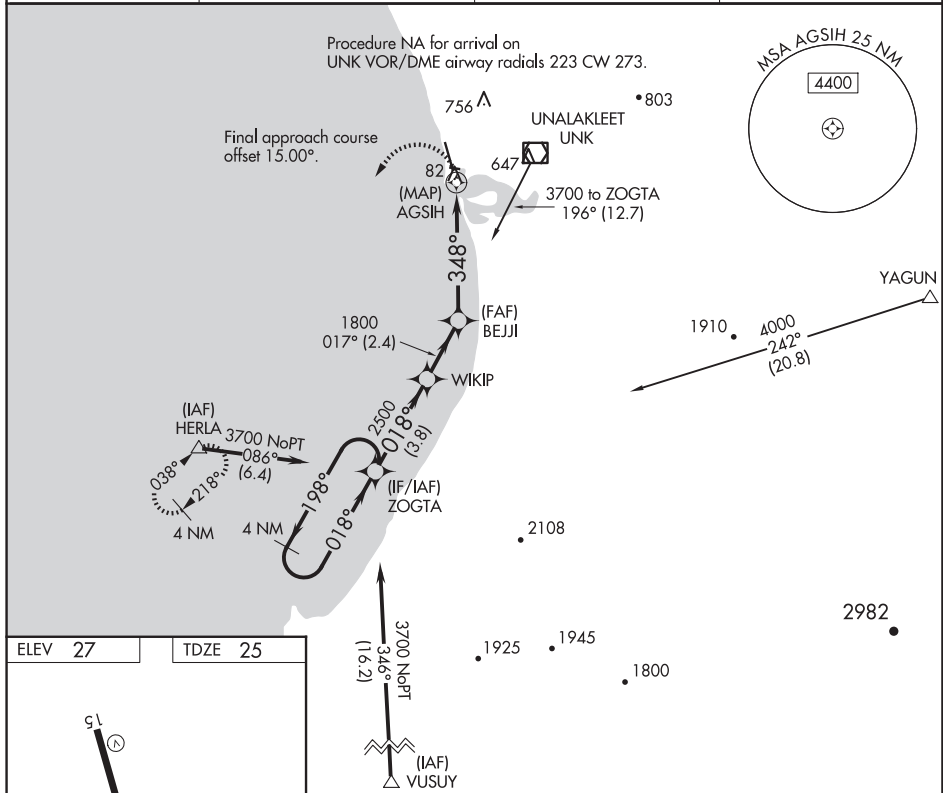
APP CRS	Rwy Idg	5900
348°	TDZE	25
	Apt Elev	27

RNAV (GPS) RWY 33

UNALAKLEET (UNK)(PAUN)

<p>⚠ 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.</p>	<p>MISSED APPROACH: Climbing left turn to 3700 direct HERLA and hold, continue climb-in-hold to 3700.</p>
--	--

AWOS-3P 132.25	ANCHORAGE CENTER 135.7 335.5	NOME RADIO 122.3	CTAF 123.00
--------------------------	--	----------------------------	-----------------------

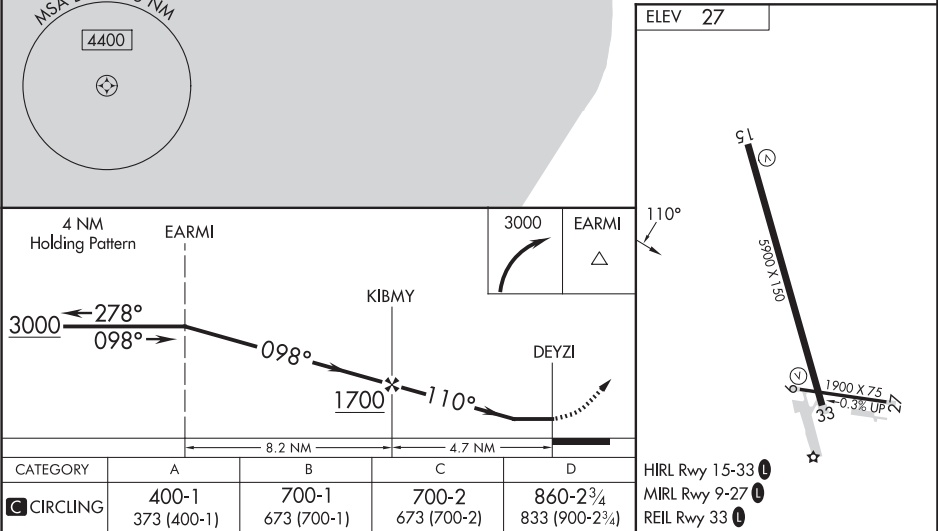
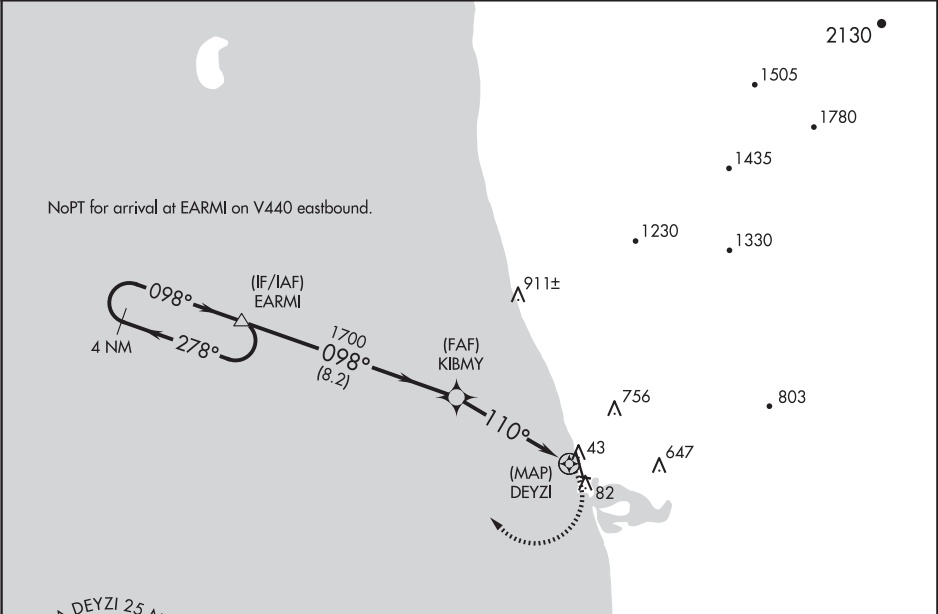


4 NM Holding Pattern				3700	HERLA
ZOGTA				WIKIP	
3700 ← 198°				2500	
018° →				017°	
				1800	
				348°	
				1.2 NM to AGSIH	
				AGSIH	
				0.5	
CATEGORY	A	B	C	D	
LNAV MDA	600-1	575 (600-1)	600-1½	575 (600-1½)	
C CIRCLING	600-1	700-1	700-2	860-2¾	
	573 (600-1)	673 (700-1)	673 (700-2)	833 (900-2¾)	

APP CRS 110°	Rwy Idg TDZE Apt Elev N/A N/A 27	RNAV (GPS)-A UNALAKLEET (UNK) (PAUN)	
-----------------	--	---	--

<div><div>▼</div><div>▲</div></div> <div>Circling to Rwy 9 NA at night. Circling NA east of Rwy 15-33. DME/DME RNP-0.3 NA.</div>	MISSED APPROACH: Climbing right turn to 3000 direct EARMI and hold.
--	--

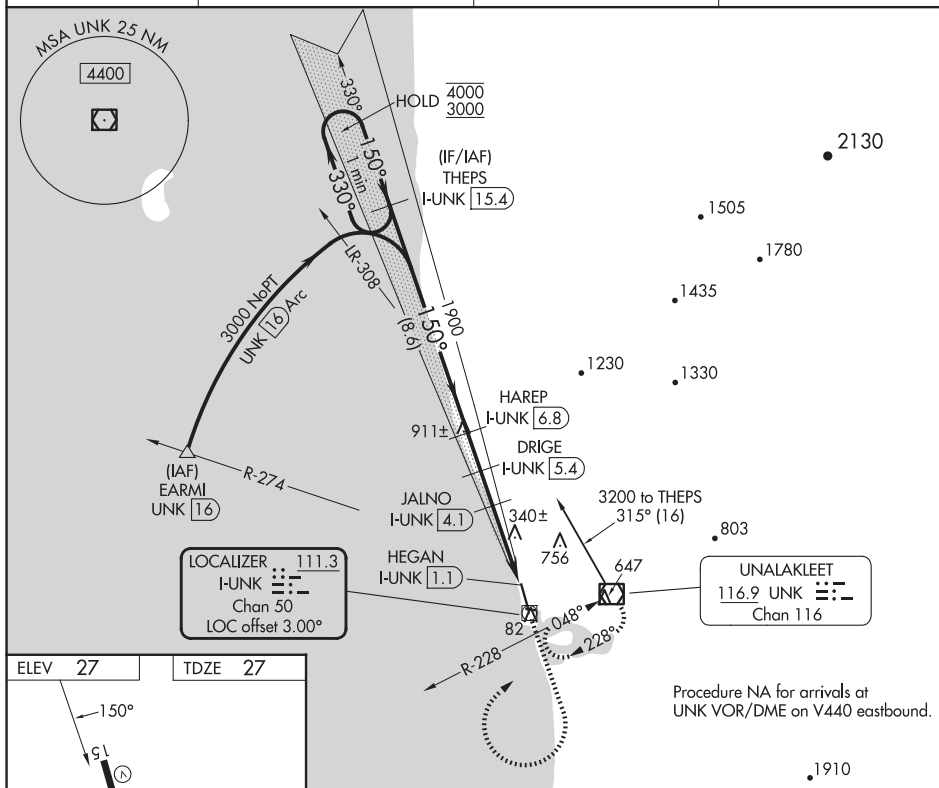
AWOS-3P 132.25	ANCHORAGE CENTER 135.7 335.5	NOME RADIO 122.3	CTAF 123.0
-------------------	---------------------------------	---------------------	---------------



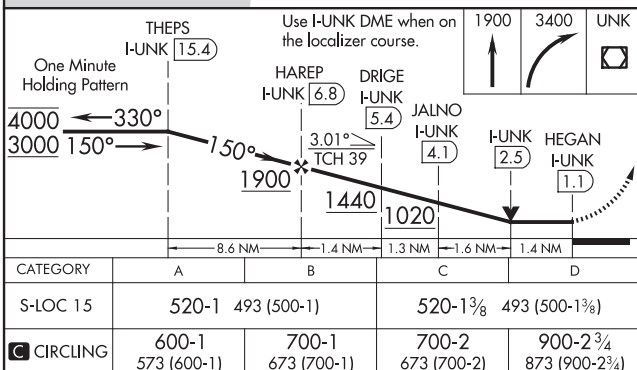
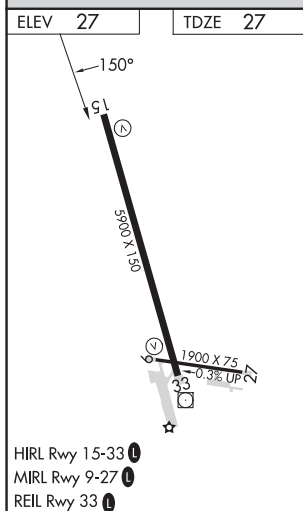
LOC RWY 15
UNALAKLEET (UNK)(PAUN)

MISSED APPROACH: Climb to 1900 then climbing right turn to 3400 direct UNK VOR/DME and hold, continue climb-in-hold to 3400.

123.0 L



Procedure NA for arrivals at
UNK VOR/DME on V440 eastbound.

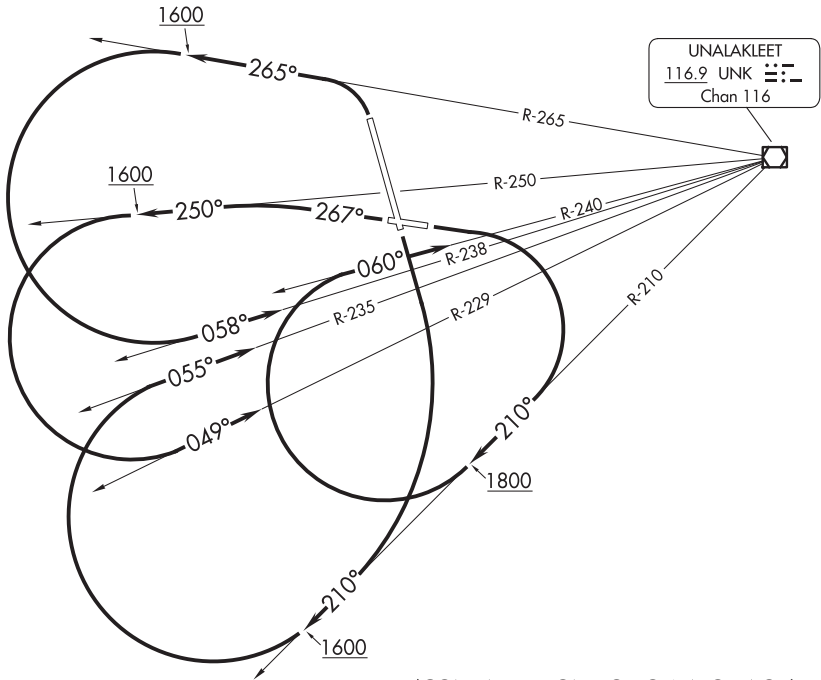
UNALAKLEET (UNK)(PA UN)
LOC RWY 15

63°53'N-160°48'W

AK, 07 AUG 2025 to 02 OCT 2025

ANCHORAGE CENTER
135.7 335.5
AWOS-3P
132.25
NOME RADIO
122.3

TAKEOFF MINIMUMS
Rwys 15, 27: Standard.
Rwy 9: 400-3 or standard with minimum climb of 220' per NM to 500.
Rwy 33: 400-2¼ or standard with minimum climb of 320' per NM to 600.



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.

TAKEOFF OBSTACLE NOTES

- Rwy 9: Buildings beginning 30' from DER, 346' right of centerline, up to 27' AGL/45' MSL. Vehicles on road beginning 99' from DER, crossing extended runway centerline, up to 15' AGL/39' MSL. Catenary 2.2 NM from DER, 2658' left of centerline, 32' AGL/369' MSL. Catenaries, trees beginning 2.3 NM from DER, 2699' left of centerline, up to 37' AGL/402' MSL.
- Rwy 15: Building 111' from DER, 510' right of centerline, 9' AGL/30' MSL. Antenna, building, pole beginning 417' from DER, 278' right of centerline, up to 26' AGL/47' MSL. Antenna, buildings beginning 498' from DER, 520' right of centerline, up to 36' AGL/56' MSL. Antenna, light pole beginning 1050' from DER, 425' right of centerline, up to 45' AGL/64' MSL. Tower 2118' from DER, 140' right of centerline, 66' AGL/82' MSL. Poles, catenary, antenna beginning 492' from DER, 594' left of centerline, up to 32' AGL/46' MSL. Catenary, pole beginning 689' from DER, 585' left of centerline, up to 33' AGL/47' MSL. Antenna 1276' From DER, 136' left of centerline, 40' AGL/60' MSL. Building 1280' from DER, 133' left of centerline, 62' MSL.
- Rwy 27: Vegetation 10' from DER, 308' right of centerline, 25' MSL. Fence beginning 53' from DER, 425' left of centerline, up to 8' AGL/28' MSL. Terrain 244' from DER, 333' right of centerline, 33' MSL.
- Rwy 33: Vehicles on road, tree beginning 12' from DER, 145' right of centerline, up to 15' AGL/48' MSL. Vehicles on road 674' from DER, 9' left of centerline, 15' AGL/51' MSL. Trees beginning 1.2 NM from DER, 1978' right of centerline, up to 36' AGL/251' MSL. Trees, vegetation beginning 1.3 NM from DER, 1965' right of centerline, up to 32' AGL/291' MSL. Trees beginning 1.4 NM from DER, 1598' right of centerline, up to 33' AGL/334' MSL. Trees, terrain, vegetation beginning 1.5 NM from DER, 1596' right of centerline, up to 31' AGL/408' MSL. Terrain, vegetation, tree beginning 1.6 NM from DER, 1397' right of centerline, up to 26' AGL/414' MSL.

APP CRS 164°	Rwy Idg TDZE Apt Elev	N/A N/A 22	RNAV (GPS)-B UNALASKA (DUT) (PADU)
-----------------	-----------------------------	------------------	---------------------------------------

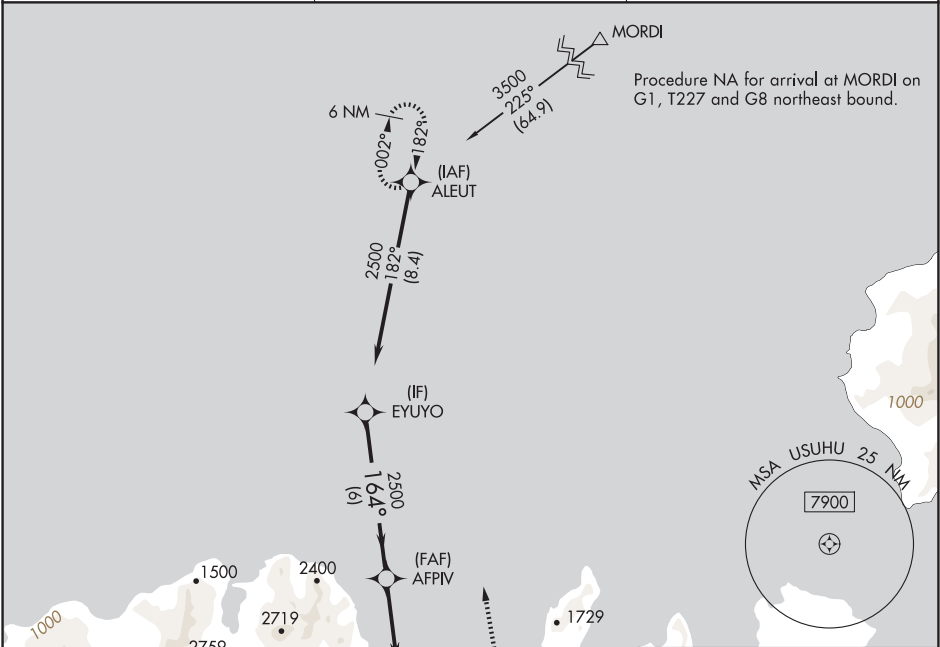
⚠

⚠

Circling NA northeast of Rwy 13-31. DME/DME RNP-0.3 NA.
Procedure NA at night. When local altimeter setting not received, use Akutan altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 3600 direct ALEUT and hold.

AWOS-3P 125.8	ANCHORAGE CENTER 121.4	CTAF 122.6 0 *
------------------	---------------------------	-------------------



ELEV 22 D

164°

13 0 0 3

4500 X 100

MIRL Rwy 13-31 0

REIL Rws 13 and 31 0

EYUYO

AFFIV

USUHU

2500

164°

2500

6 NM

3.5 NM

2.5

CATEGORY	A	B	C	D
CIRCLING	2000-3	1978 (2000-3)	2320-3 2298 (2300-3)	2500-3 2478 (2500-3)

UNALASKA, ALASKA

AL-6367 (FAA)

25107

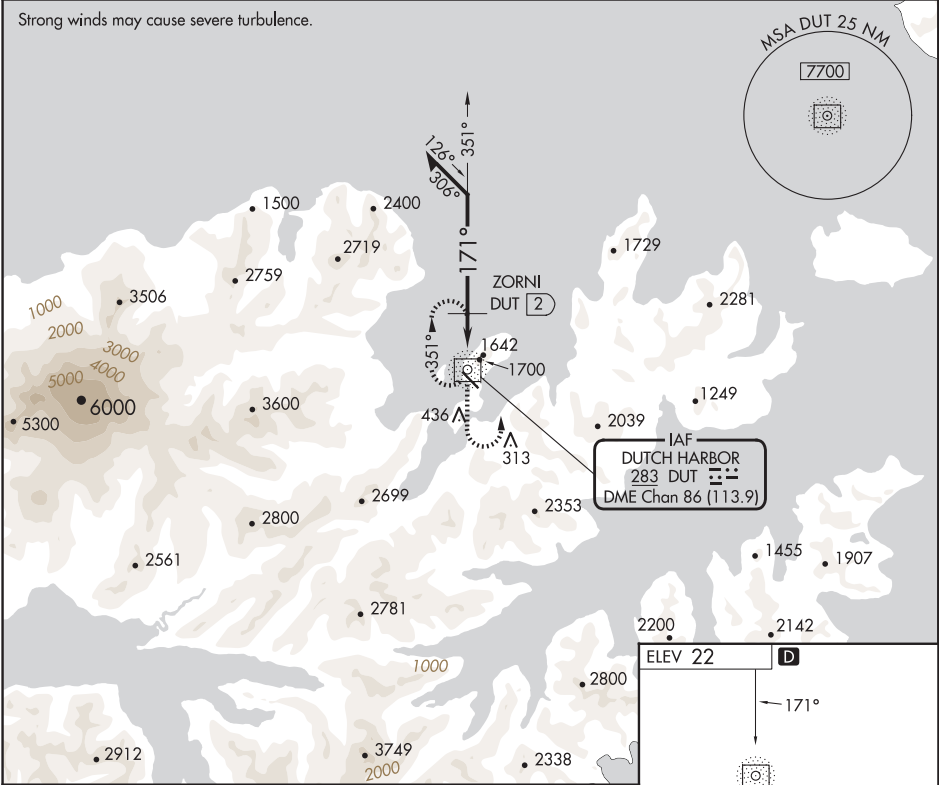
NDB/DME DUT 283	APP CRS 171°	Rwy Idg TDZE Apt Elev	N/A N/A 22
Chan 86 (113.9)			

NDB-A
UNALASKA (DUT) (PADU)

<p>T Circling NA northeast of Rwy 13-31. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Akutan altimeter setting and increase all MDAs 100 feet. Descend to 6000 in holding pattern.</p> <p>A</p>	<p>MISSED APPROACH: Climb to 3000 on DUT NDB/DME bearing 171° then climbing left turn to 4300 direct DUT NDB/DME and hold.</p>
---	--

AWOS-3P 125.8	ANCHORAGE CENTER 121.4	CTAF 122.6 0 *
-------------------------	----------------------------------	--------------------------

Strong winds may cause severe turbulence.



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.

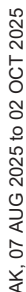
1500

AK, 07 AUG 2025 to 02 OCT 2025

WILEY POST-WILL ROGERS MEML(BRW)(PABR)

MISSED APPROACH: Climb to 2000
direct ASUKY and hold.

BARROW RADIO
123.6 (CTAF) **L**




UTQIAGVIK, ALASKA

AL-5463 (FAA)

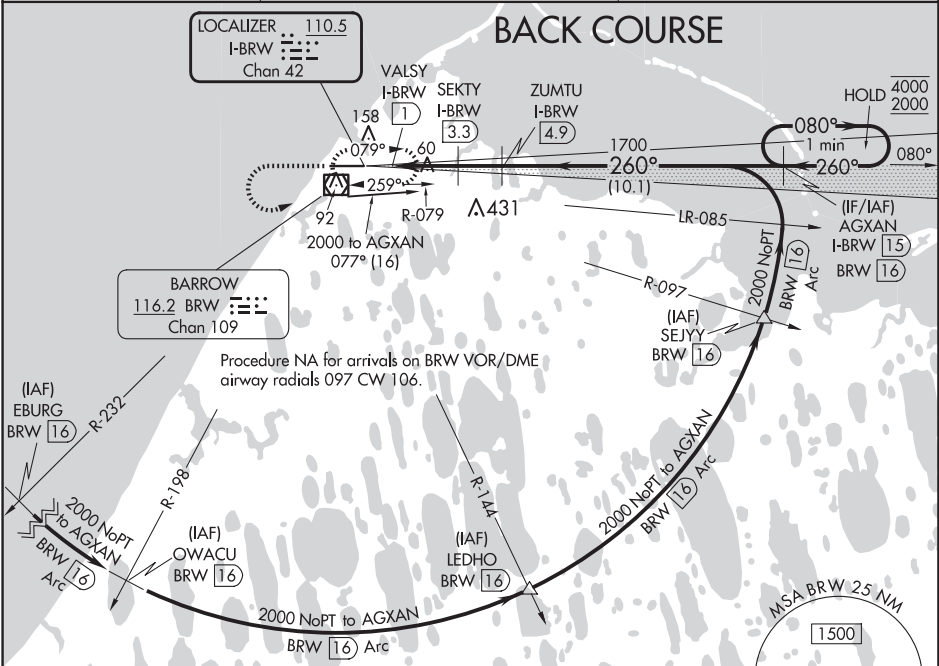
LOC/DME I-BRW	APP CRS	Rwy Idg	5900
110.5	260°	TDZE	46
Chan 42		Apt Elev	49

LOC BC RWY 26

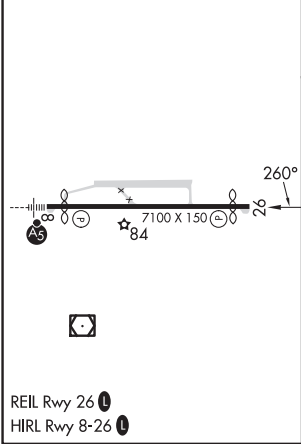
WILEY POST-WILL ROGERS MEML (BRW)(PABR)





DME required.	MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct BRW VOR/DME and hold, continue climb-in-hold to 2000.
 Circling NA for Cat A north of Rwy 8-26.	

AFIS 132.15	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 123.6 (CTAF) 
----------------	----------------------------------	--



ELEV 49	 TDZE 46
---------	---



1600	2000	BRW	Use I-BRW DME when on the localizer course. Disregard glide slope indications.	AGXAN I-BRW 15	One Minute Holding Pattern
					
			SEKTY I-BRW 3.3	ZUMTU I-BRW 4.9	
			VALSY I-BRW 1	3.00° TCH 50	
			1200	1700	
			1.1 NM	2.3 NM	1.6 NM
				10.1 NM	
CATEGORY	A	B	C	D	
S-26	360-1 3/8	314 (400-1 3/8)			
 CIRCLING	460-1 3/8 411 (500-1 3/8)	500-1 3/8 451 (500-1 3/8)	500-1 1/2 451 (500-1 1/2)	680-2 631 (700-2)	

UTQIAGVIK, ALASKA
Amdt 3 31OCT24

WILEY POST-WILL ROGERS MEML (BRW)(PABR)
41°17'N-156°46'W
LOC BC RWY 26

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

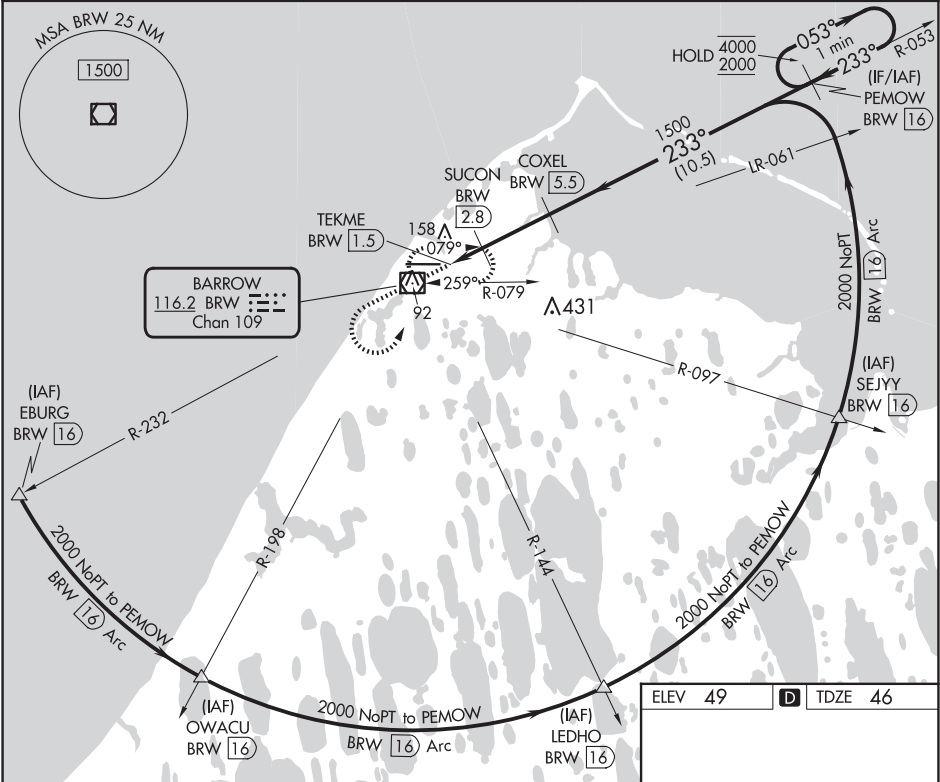
VOR/DME BRW	APP CRS	Rwy Idg	5900
116.2	233°	TDZE	46
Chan 109		Apt Elev	49

VOR RWY 26

WILEY POST-WILL ROGERS MEML (BRW)(PABR)

DME required.	MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct BRW VOR/DME and hold, continue climb-in-hold to 2000.
<div>⚠</div> <div>⚠</div>	Circling NA for Cat A north of Rwy 8-26.

AFIS 132.15	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 123.6 (CTAF) 0
----------------	----------------------------------	--------------------------------



1600	2000	BRW		
↑	↶	☐		
TEKME BRW 1.5	SUCON BRW 2.8	COXEL BRW 5.5	PEMOW BRW 16	One Minute Holding Pattern
3.01°	TCH 50	1500	540	233°
0.4	0.6	0.7	2.7 NM	10.5 NM
CATEGORY	A	B	C	D
S-26	420-1	374 (400-1)		
CIRCLING	420-1 371 (400-1)	500-1 451 (500-1)	500-1½ 451 (500-1½)	680-2 631 (700-2)

ELEV 49	TDZE 46
REIL Rwy 26 0 HIRL Rwy 8-26 0	

VALDEZ, ALASKA

AL-6213 (FAA)

25163

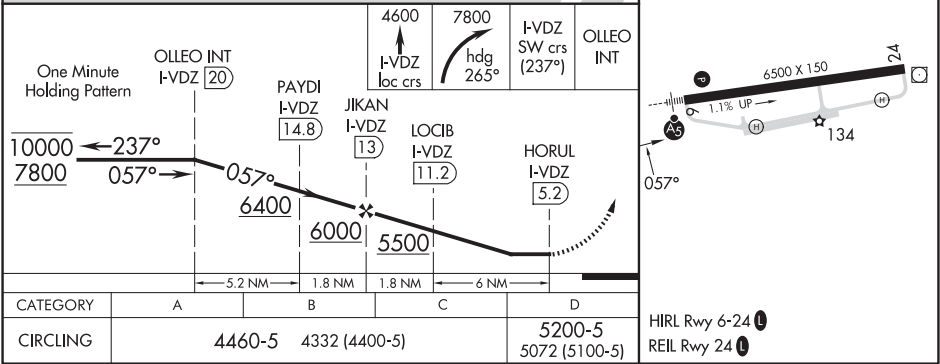
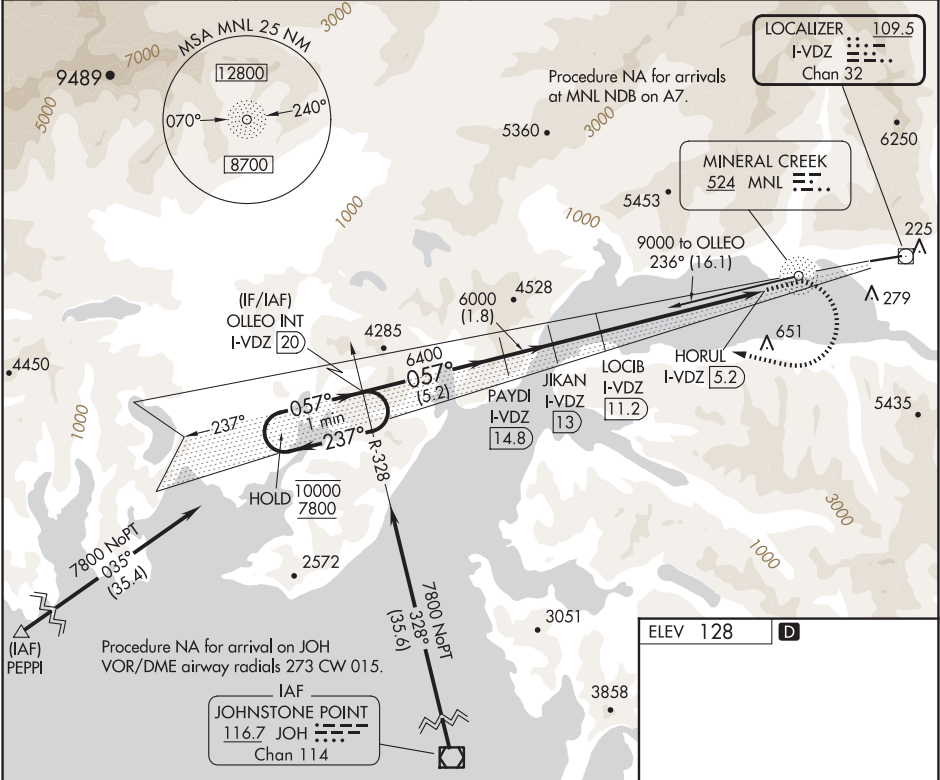
LOC/DME I-VDZ 109.5 Chan 32	APP CRS 057°	Rwy Ldg TDZE Apt Elev	N/A N/A 128
---	------------------------	-----------------------------	--

LDA-H

VALDEZ PIONEER FLD (VDZ) (PAVD)

DME required. RNP APCH-GPS. From PEPEI.		MISSED APPROACH: Climb on I-VDZ localizer course to 4600 then climbing right turn to 7800 on heading 265° and I-VDZ SW course (237°) to OLLEO INT/I-VDZ 20 DME and hold, continue climb-in-hold to 7800.
<div><div><div>⚠</div><div>⚠</div><div>❄</div></div><div>-10°C</div></div> <td>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.</td>	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.	

AWOS-3P 118.8	ANCHORAGE CENTER 119.3 269.4	JUNEAU RADIO 122.2	CTAF 122.9
-------------------------	--	------------------------------	----------------------



VALDEZ, ALASKA
Amdt 2E 15JUN23

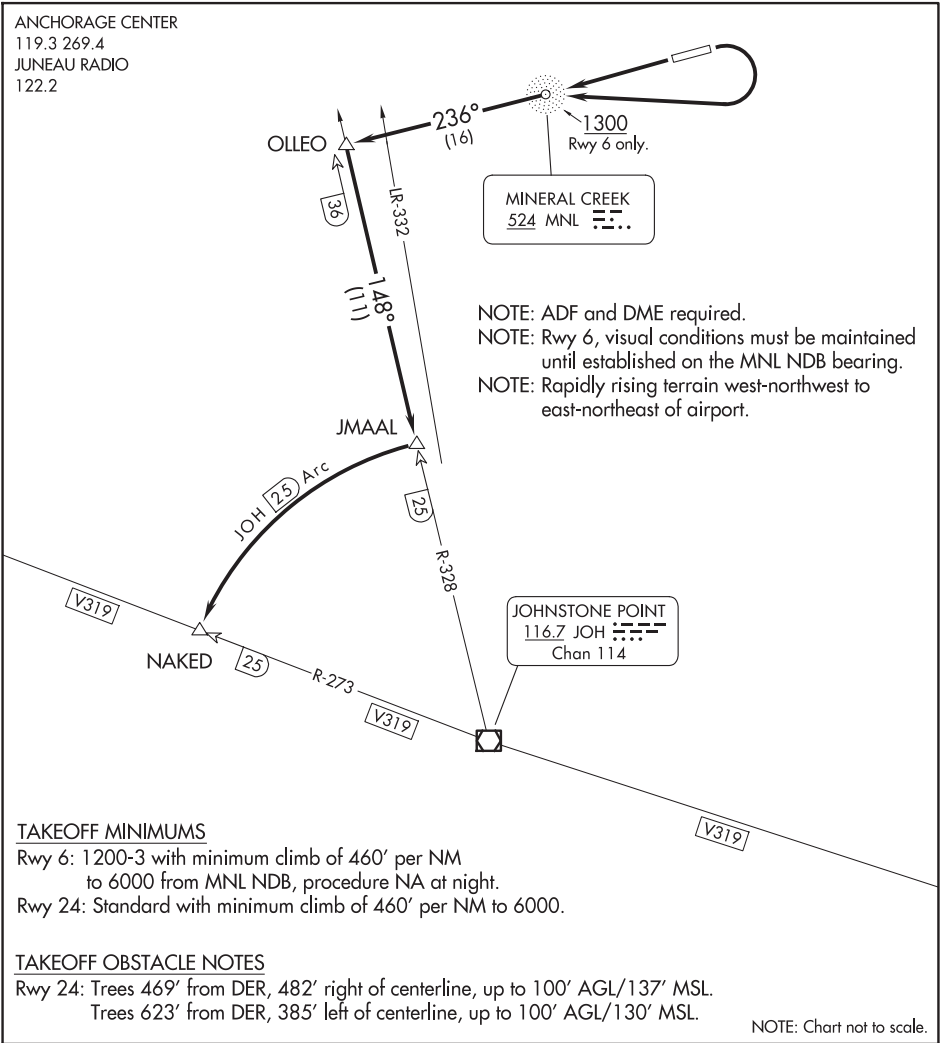
61°08'N-146°15'W

VALDEZ PIONEER FLD (VDZ) (PAVD)

LDA-H

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025



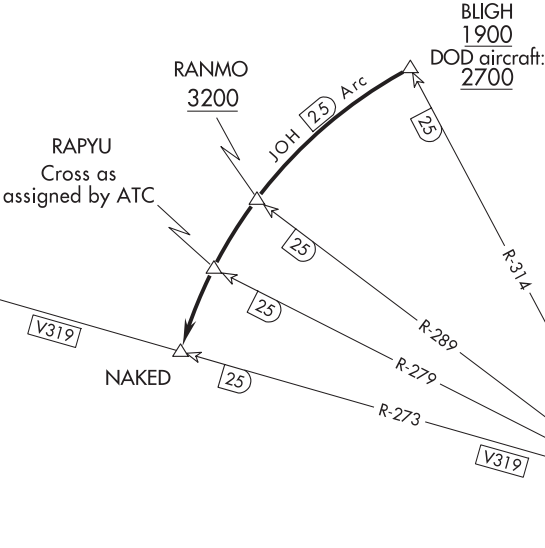
(NAKED6.NAKED) 23334
NAKED SIX DEPARTURE

AL-6213 (FAA)

VALDEZ PIONEER FLD (VDZ) (PAVD)
VALDEZ, ALASKA

ANCHORAGE CENTER
119.3 269.4
JUNEAU RADIO
122.2
CTAF
122.9

TOP ALTITUDE:
ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwy 6, 24: 2000-3 (DOD aircraft 3500-3)
NA at night.

NOTE: Do not proceed CCW beyond BLIGH without ATC clearance.
NOTE: DME required.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Proceed in visual conditions from Valdez airport to BLIGH (JOH R-314/25 DME) to cross BLIGH at or above 1900' (visual conditions must be maintained from takeoff until established over BLIGH at or above 1900') (DOD aircraft: Cross BLIGH at or above 2700'). Proceed CCW on JOH 25 DME arc to NAKED; cross RANMO at or above 3200'. Cross RPYU as assigned by ATC. Thence via (assigned route).

NAKED SIX DEPARTURE
(NAKED6.NAKED) 21JUL16

VALDEZ, ALASKA
VALDEZ PIONEER FLD (VDZ) (PAVD)


AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

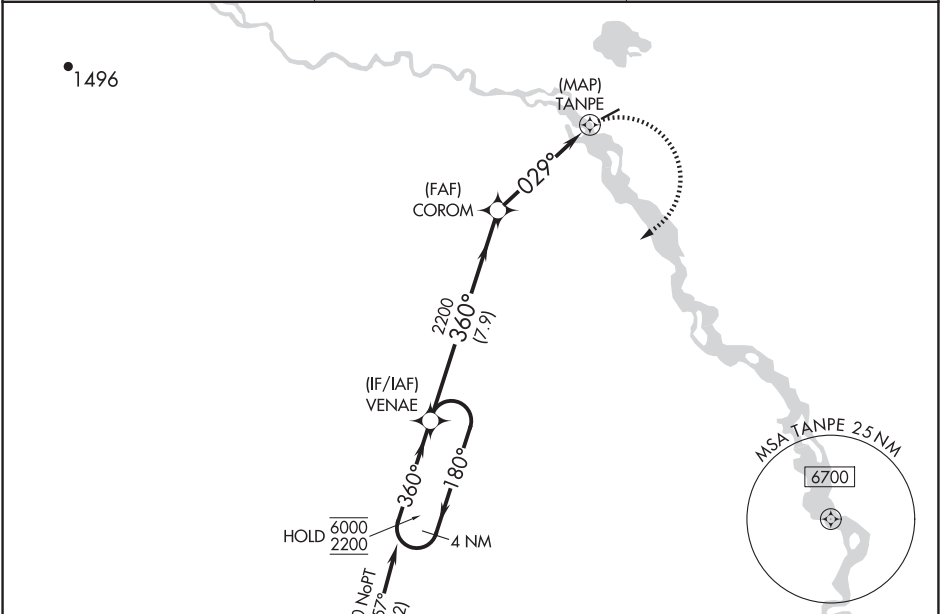
APP CRS	Rwy Idg	4000
029°	TDZE	572
	Apt Elev	574

RNAV (GPS) RWY 4

VENETIE (VEE) (PAVE)

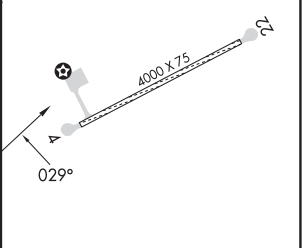
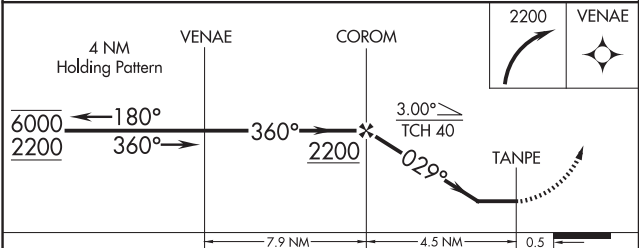
RNP APCH-GPS.		MISSED APPROACH: Climbing right turn to 2200, direct VENAE and hold.
 NA	Rwy 4 helicopter visibility reduction below 1 SM NA. Use Fort Yukon altimeter setting. Procedure NA at night.	


FYU/PFYU AWOS-3P 125.8	ANCHORAGE CENTER 135.0 225.4	CTAF 122.9 
---------------------------	---------------------------------	---



Procedure NA for arrivals at CURUP on airways
B4 westbound and T273 southbound.

ELEV 574	TDZE 572
----------	----------



CATEGORY	A	B	C	D
LNAV MDA	1220-1 648 (700-1)		1220-1 7/8 648 (700-1 7/8)	
 CIRCLING	1220-1 646 (700-1)		1220-1 7/8 646 (700-1 7/8)	1260-2 1/4 686 (700-2 1/4)

MIRL Rwy 4-22 

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

VENETIE, ALASKA


AL-10346 (FAA)

23334

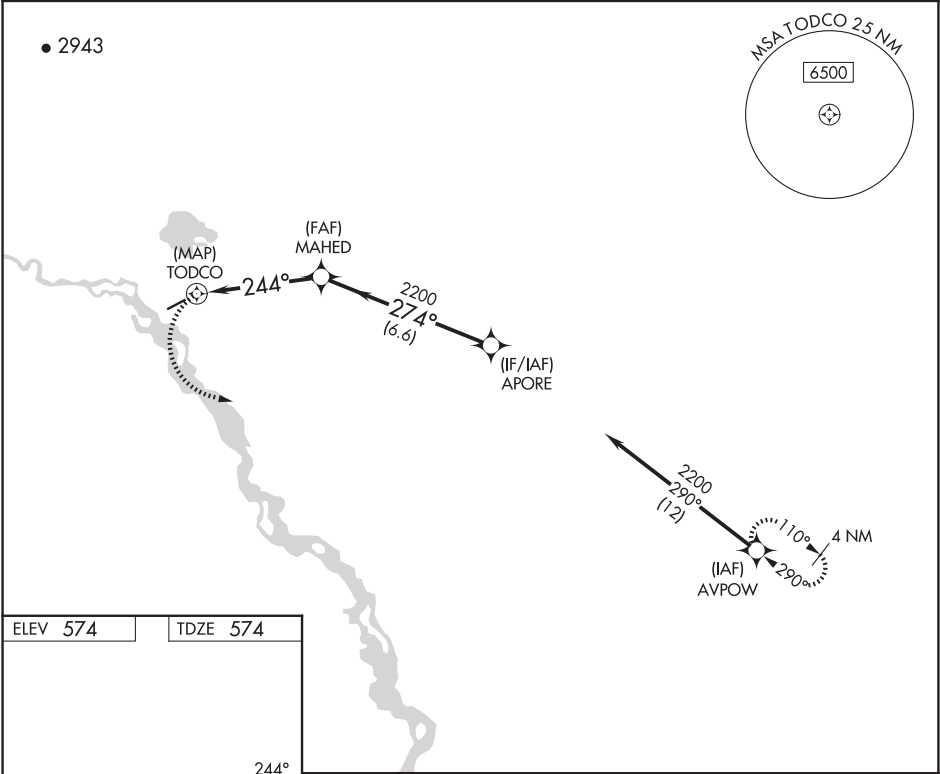
APP CRS	Rwy Idg	4000
244°	TDZE	574
	Apt Elev	574

RNAV (GPS) RWY 22

VENETIE (VEE) (PAVE)

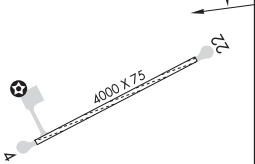
RNP APCH-GPS.		MISSED APPROACH: Climbing left turn to 2200, direct AVPOW and hold.
 NA	Rwy 22 helicopter visibility reduction below 1 SM NA. Use Fort Yukon altimeter setting. Procedure NA at night.	

FYU/PFYU AWOS-3P 125.8	ANCHORAGE CENTER 135.0 225.4	CTAF 122.9 
---------------------------	---------------------------------	---



ELEV 574

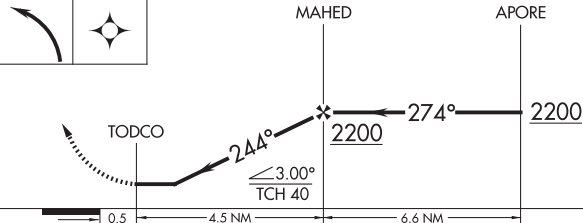
TDZE 574





2200 AVPOW

MAHED

APORE



CATEGORY	A	B	C	D
LNAV MDA	1160-1	586 (600-1)	1160-1¾	586 (600-1¾)
 CIRCLING	1180-1	606 (700-1)	1180-1¾	1260-2¼
			606 (700-1¾)	686 (700-2¼)

MIRL Rwy 4-22 

VENETIE, ALASKA

Amdt 1 17JUN21

67°01'N-146°22'W

VENETIE (VEE) (PAVE)

RNAV (GPS) RWY 22

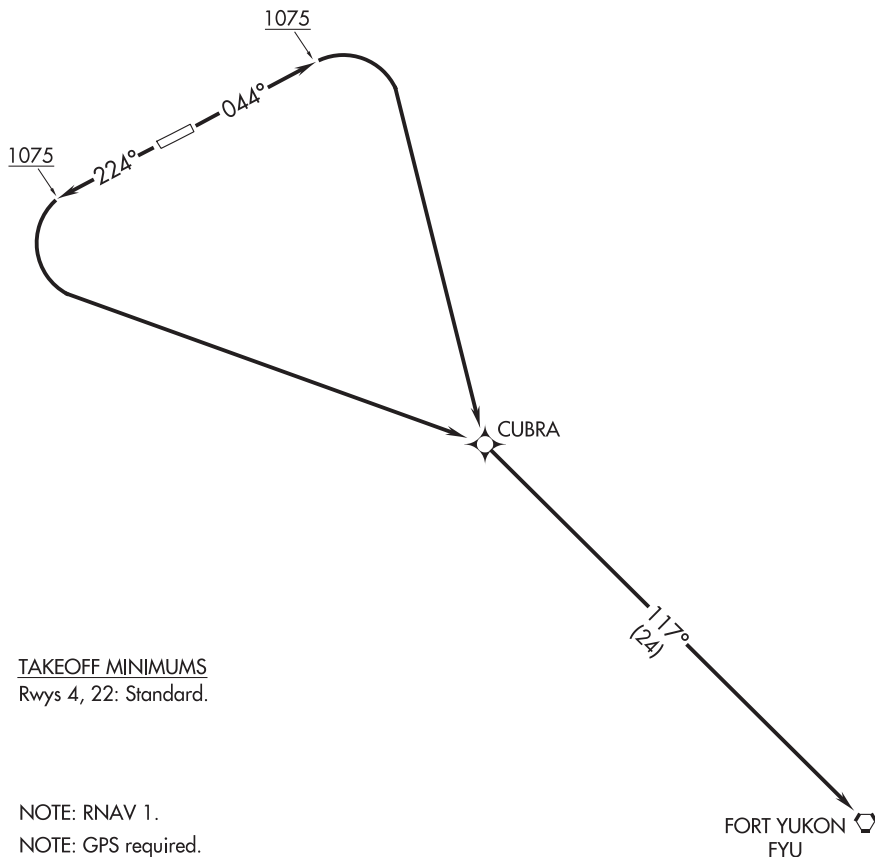
AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

VENETIE THREE DEPARTURE (OBSTACLE) (RNAV)

ANCHORAGE CENTER
135.0 225.4
FYU/PFYU AWOS-3P
125.8

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS
Rwys 4, 22: Standard.

NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Runway is gravel.
NOTE: Procedure NA for Cat C/D aircraft.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 044° to 1075, then right turn direct CUBRA, thence. . . .

TAKEOFF RUNWAY 22: Climb on heading 224° to 1075, then left turn direct CUBRA, thence...

...on track 117° to FYU VORTAC, maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.


VENETIE THREE DEPARTURE (OBSTACLE) (RNAV)

VENETIE, ALASKA
VENETIE (VEE) (PAVE)

(FYU3.FYU) 17JUN21

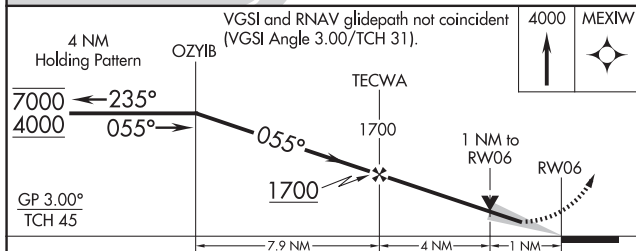
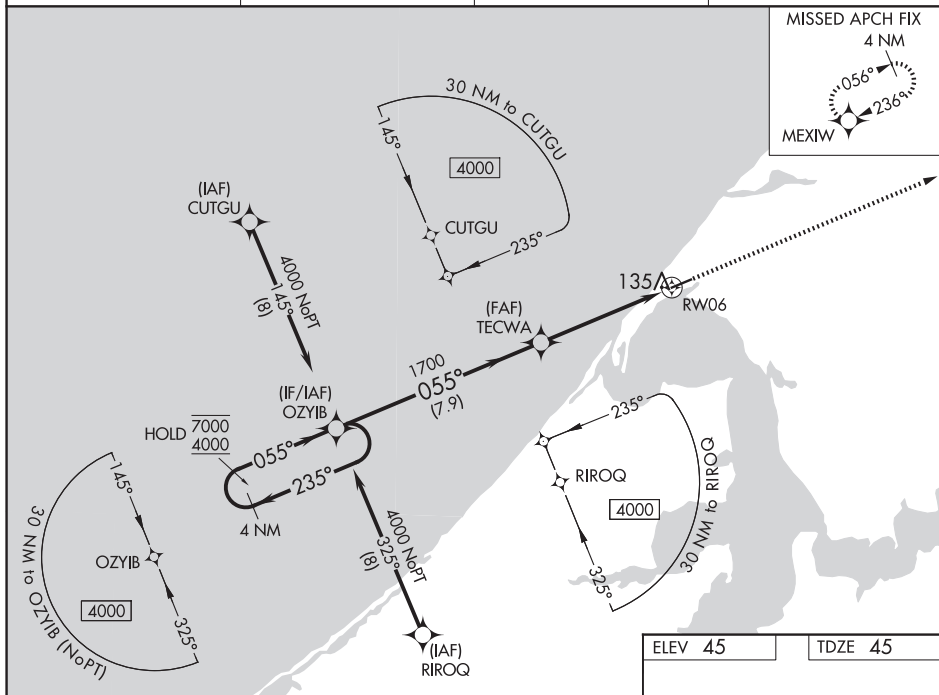
WAAS CH 50542 W06A	APP CRS 055°	Rwy Idg 4494 TDZE 45 Apt Elev 45
--	------------------------	---


RNAV (GPS) RWY 6
WAINWRIGHT (AWI) (PAWI)

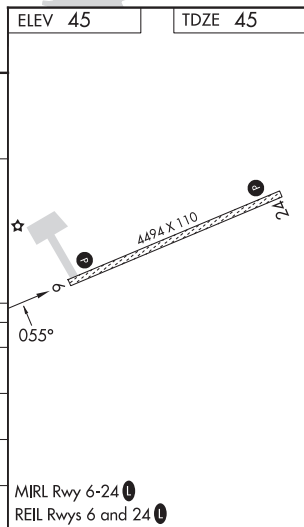
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

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 0
-------------------------	---	------------------------------	------------------------



CATEGORY		A	B	C	D
LPV	DA	295-1 250 (300-1)			
LNAV/ VNAV	DA	316-1 271 (300-1)			
LNAV	MDA	400-1 355 (400-1)			
 CIRCLING		460-1 415 (500-1)	500-1 455 (500-1)	500-1½ 455 (500-1½)	600-2 555 (600-2)



70°38'N-160°00'W

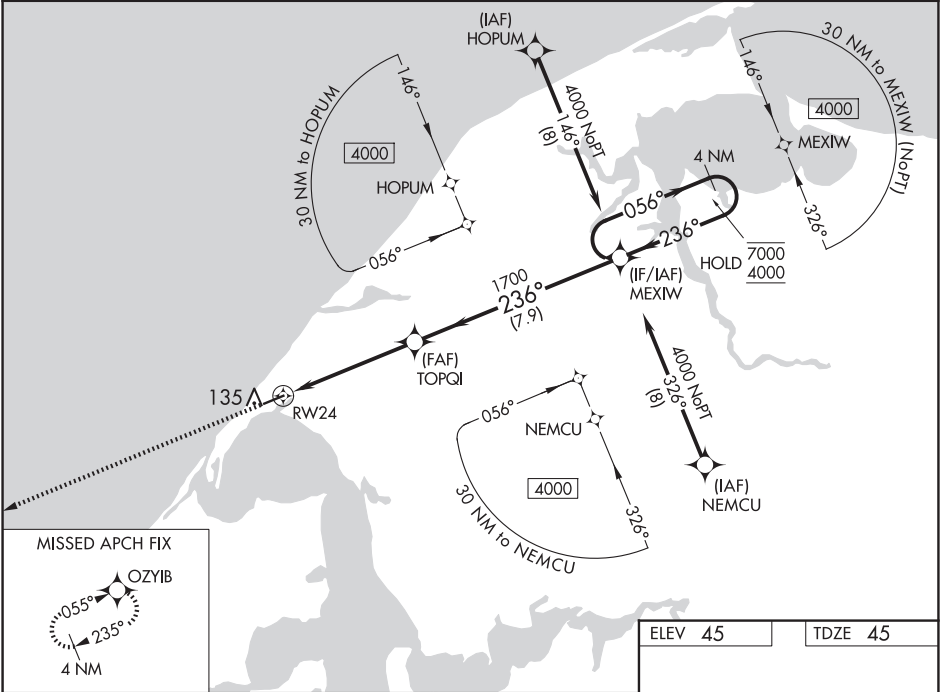
WAINWRIGHT (AWI) (PAWI)
RNAV (GPS) RWY 6

AK, 07 AUG 2025 to 02 OCT 2025

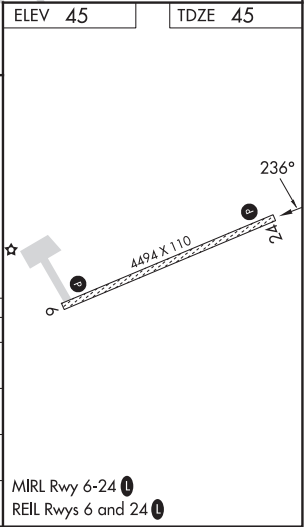
WAAS CH 56642 W24A	APP CRS 236°	Rwy Idg TDZE Apt Elev	4494 45 45
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 24
WAINWRIGHT (AWI) (PAWI)

RNP APCH - GPS. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.		MISSED APPROACH: Climb to 4000 direct OZYIB and hold, continue climb-in-hold to 4000	
ASOS-3 132.25	ANCHORAGE CENTER 135.3 239.25	BARROW RADIO 122.5	CTAF 122.8 0



4000	OZYIB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).			
↑	★	MEXIW 4 NM Holding Pattern			
RW24		1.4 NM to RW24	TOPQI 1700	236°	7000 4000
		1.4 NM	3.7 NM	7.9 NM	GP 3.00° TCH 45
CATEGORY		A	B	C	D
LPV DA		295-1 250 (300-1)			
LNAV/VNAV DA		295-1 250 (300-1)			
LNAV MDA		520-1 475 (500-1)	520-1 475 (500-1)	520-1 475 (500-1)	475 (500-1)
CIRCLING		520-1 475 (500-1)	520-1 475 (500-1)	600-2 555 (600-2)	600-2 555 (600-2)



WALES, ALASKA

AL-10176 (FAA)

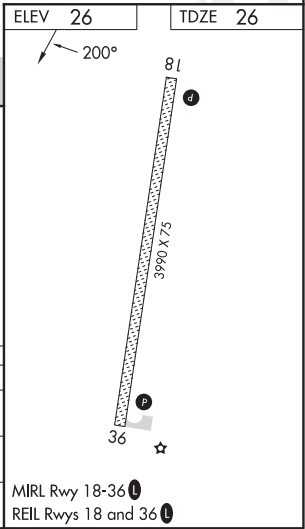
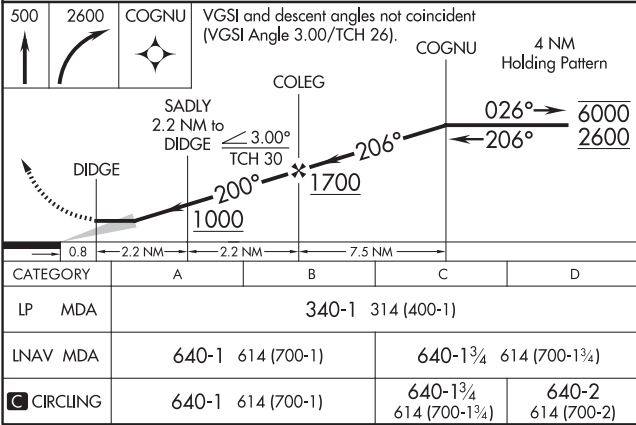
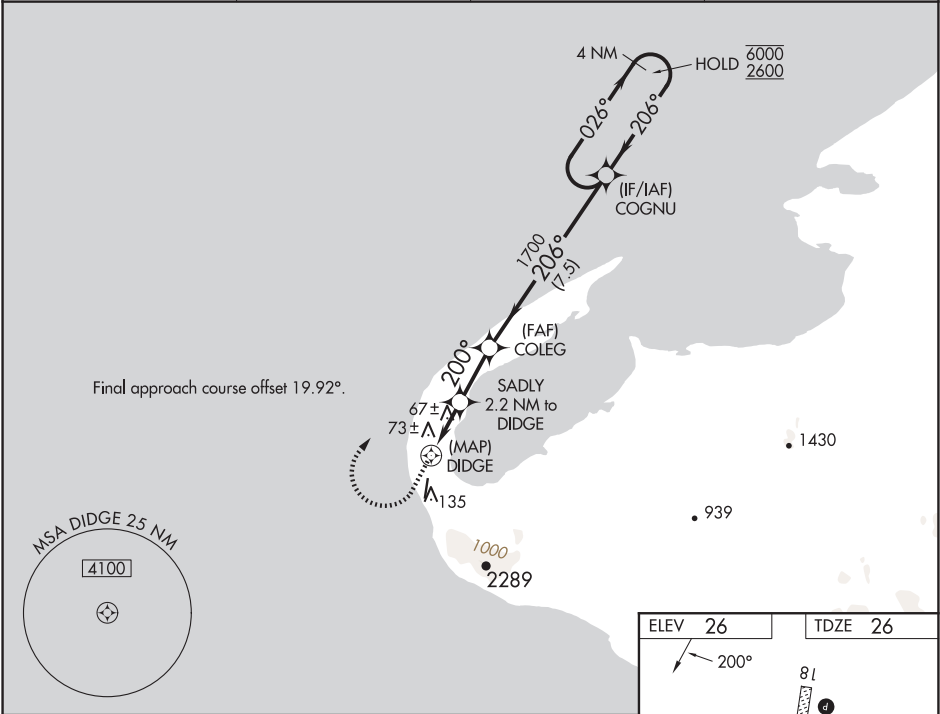
25107

WAAS CH 57942 W18A	APP CRS 200°	Rwy Idg TDZE 26 Apt Elev 26	3990
--	------------------------	---	-------------

RNAV (GPS) RWY 18

WALES (IWK) (PAIW)

RNP APCH. ▼ ❄️ -26°C Circling NA east of Rwy 18-36.		MISSED APPROACH: Climb to 500 then climbing right turn to 2600 direct COGNU and hold.	
AWOS-3P 118.525	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.6	CTAF 123.0



WALES, ALASKA

Amdt 1 08NOV18

65°37'N-168°06'W

WALES (IWK) (PAIW)

RNAV (GPS) RWY 18

AK, 07 AUG 2025 to 02 OCT 2025

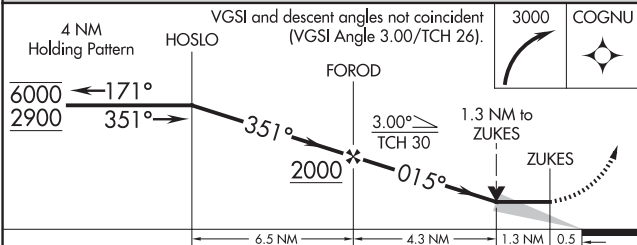
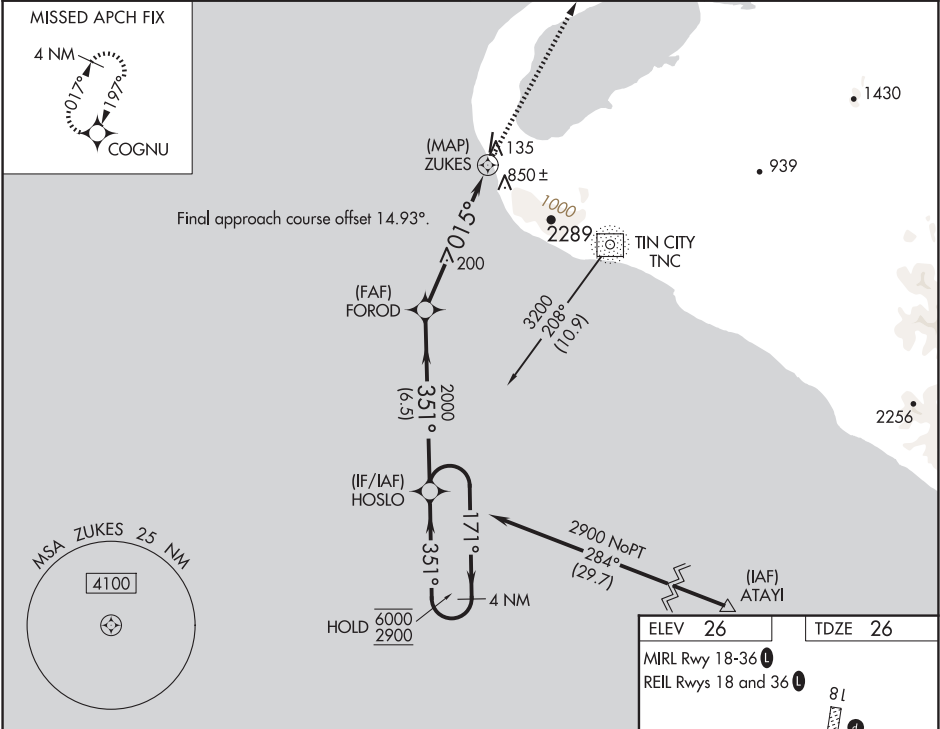
AK, 07 AUG 2025 to 02 OCT 2025

WAAS CH 60943 W36A	APP CRS 015°	Rwy Idg TDZE Apt Elev	3990 26 26
--	------------------------	-----------------------------	---------------------------------------

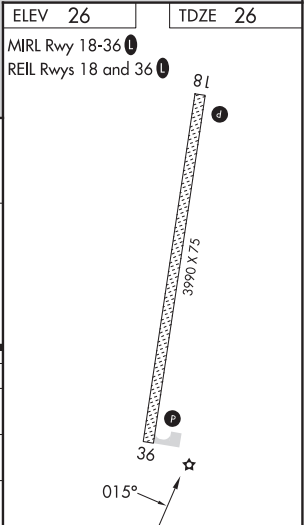
RNAV (GPS) RWY 36
WALES (IWK) (PAIW)

RNP APCH. MISSED APPROACH: Climbing right turn to 3000 direct COGNU and hold.
--

AWOS-3P 118.525	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.6	CTAF 123.0
---------------------------	--	----------------------------	----------------------



CATEGORY	A	B	C	D
LP MDA	460-1	434 (500-1)	460-1¼	434 (500-1¼)
LNAV MDA	920-1¼	894 (900-1¼)	920-2½	894 (900-2½)
CIRCLING	920-1¼	894 (900-1¼)	920-2¾ 894 (900-2¾)	920-3 894 (900-3)



WAAS CH 53636 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	3700 352 354
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 4

WASILLA (IYS) (PAWS)

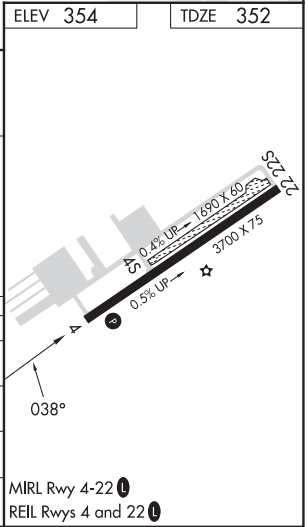
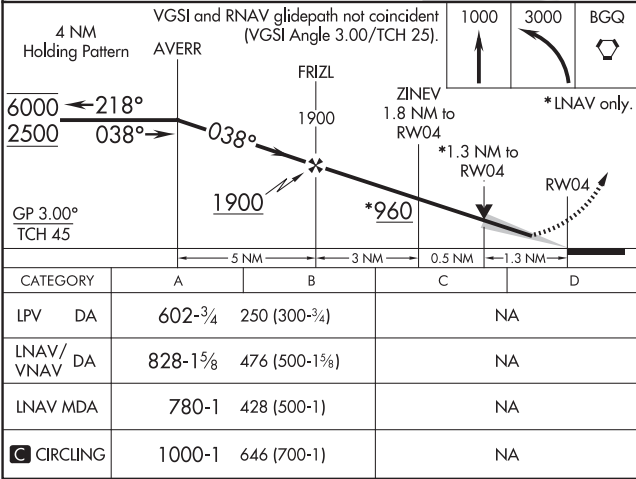
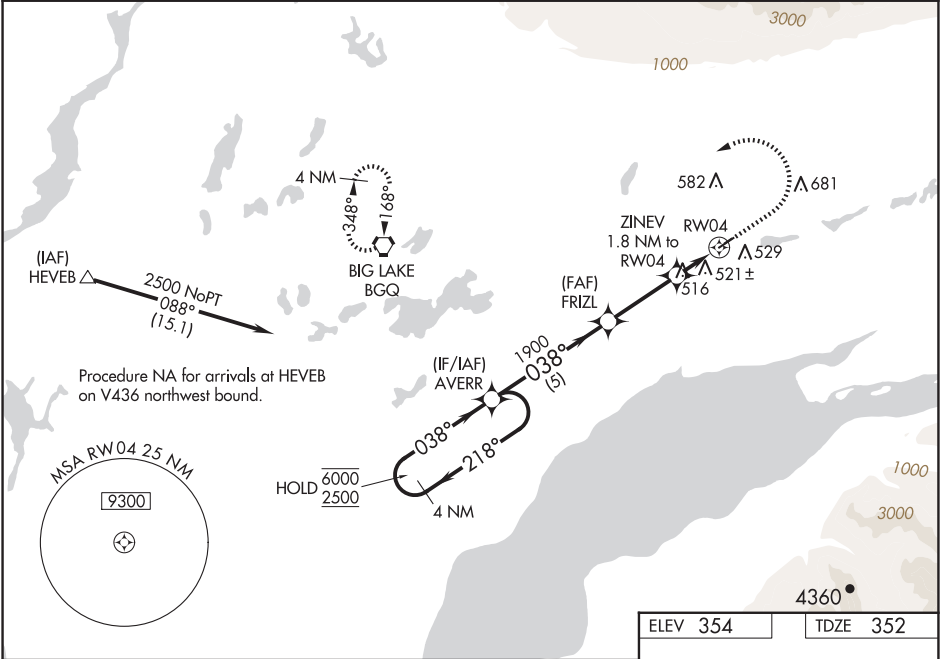
RNP APCH

⚠

Circling NA to Rwy 4S and 22S. Baro-VNAV and VDP NA when using Palmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Palmer altimeter setting and increase all DA 46 feet, all MDA 60 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct BGQ VORTAC and hold.

AWOS-3P 135.25	ANCHORAGE APP CON 119.1 363.2	CTAF 122.8
--------------------------	---	----------------------



WAAS CH 69536 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	3700 354 354
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 22

WASILLA (IYS) (PAWS)

RNP APCH.

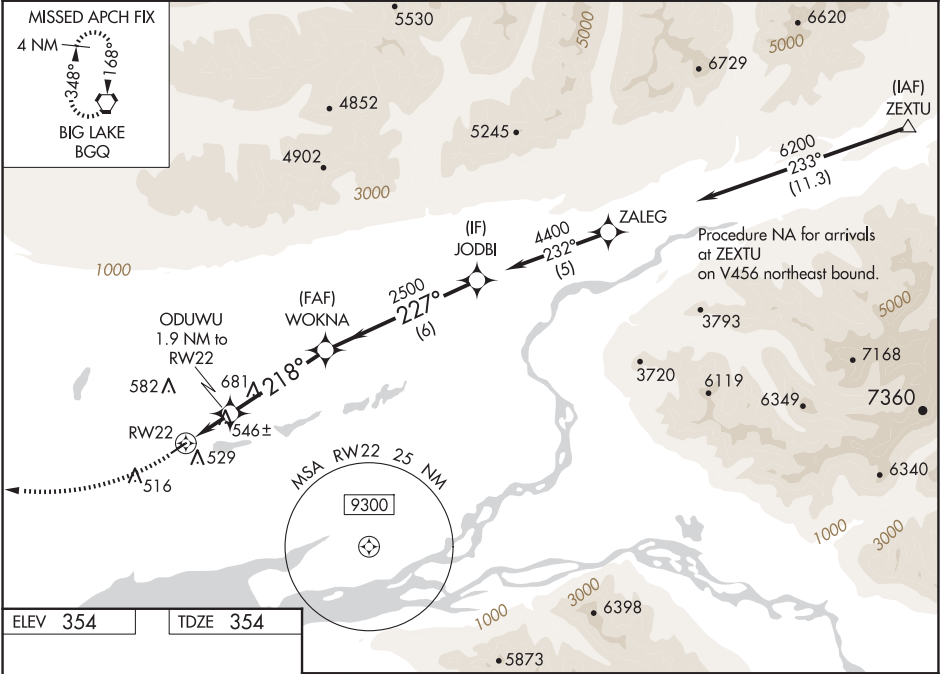
▼

⚠

Circling NA to Rwy 4S and 22S. Baro-VNAV and VDP NA when using Palmer altimeter setting. Rwy 22 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. When local altimeter setting not received, use Palmer altimeter setting and increase all DA 46 feet, MDA 60 feet and all visibilities ½ mile.

MISSED APPROACH:
Climb to 1000 then
climbing right turn to
3000 direct BGQ
VORTAC and hold.

AWOS-3P 135.25	ANCHORAGE APP CON 119.1 363.2	CTAF 122.8 0
--------------------------	---	------------------------



ELEV 354

TDZE 354

1000 3000 BGQ

↑

↶

⬢

*LNAV only

ODUWU 1.9 NM to RW22

*1.2 NM to RW22

RW22

WOKNA 2500

JODBI 4400

GP 3.31°
TCH 40

218°

227°

2500

1060*

1.2 NM 0.7 NM 4.1 NM 6 NM

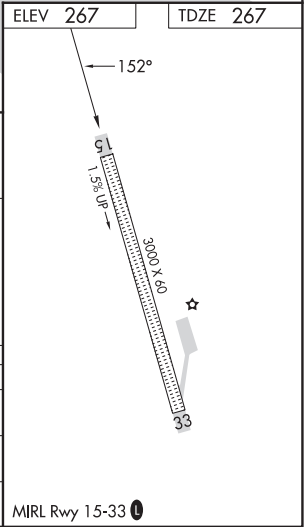
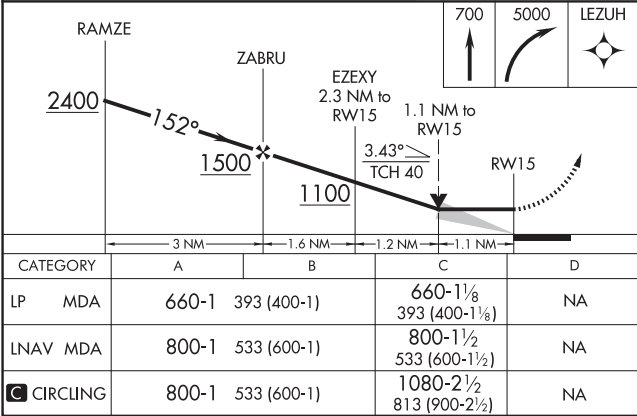
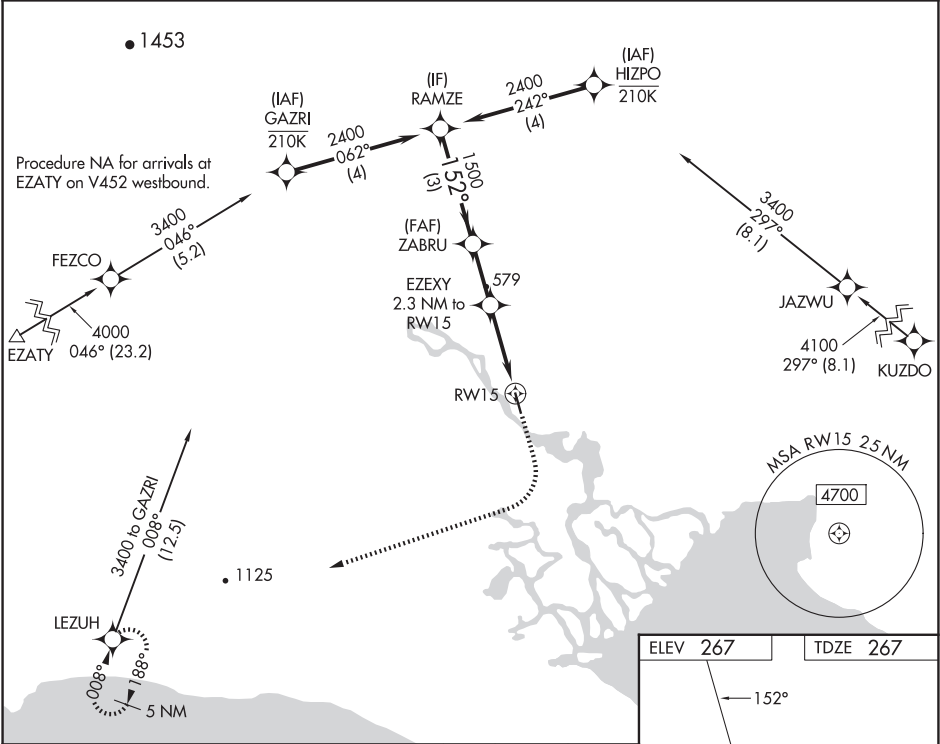
CATEGORY	A	B	C	D
LPV DA	604-¾	250 (300-¾)	NA	
LNAV/VNAV DA	821-1½	467 (500-1½)	NA	
LNAV MDA	800-1	446 (500-1)	NA	
CIRCLING	1000-1	646 (700-1)	NA	

WAAS CH 82331 W15A	APP CRS 152°	Rwy Idg TDZE Apt Elev	3000 267 267
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 15

WHITE MOUNTAIN (WMO) (PAWM)

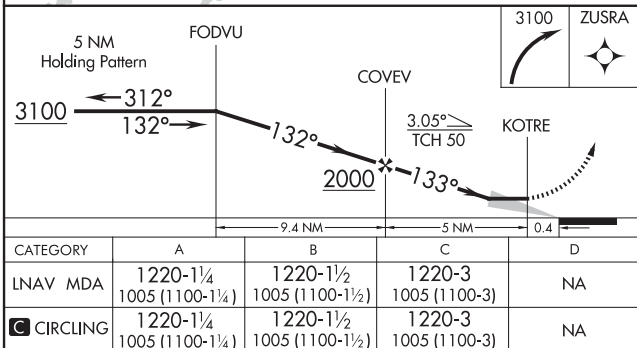
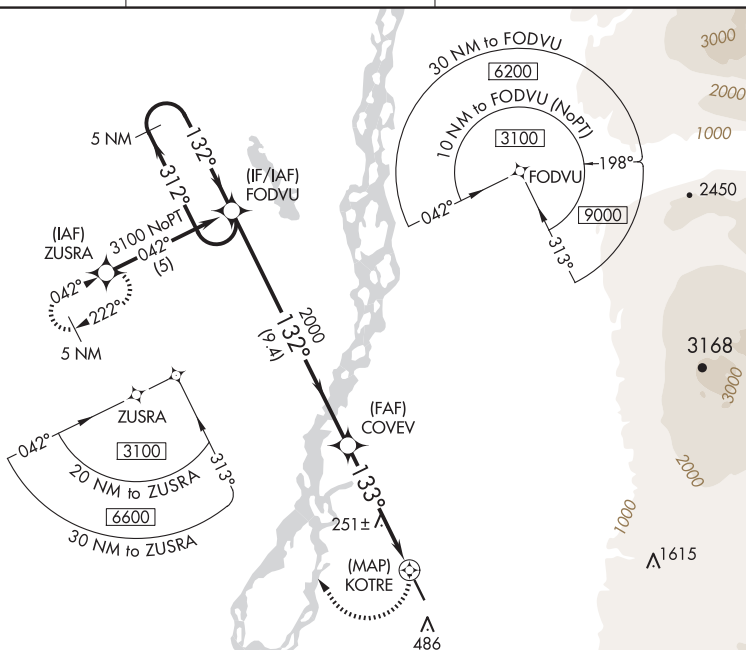
RNP APCH.		MISSED APPROACH: Climb to 700 then climbing right turn to 5000 direct LEZUH and hold, continue climb-in-hold to 5000.	
Circling NA northeast of Rwy 15-33.			
AWOS-3P 121.45	ANCHORAGE CENTER 133.3 290.4	NOME RADIO 122.05	CTAF 122.9 0



RNAV (GPS) RWY 13
WILLOW (UUO)(PAUO)

MISSED APPROACH: Climbing right turn to 3100 direct ZUSRA and hold.

CTAF
122.8 **L**



WILLOW (UUO)(PAUO)
RNAV (GPS) RWY 13

AK, 07 AUG 2025 to 02 OCT 2025

APP CRS
313°

Rwy Idg
TDZE
213
Apt Elev
215

RNAV (GPS) RWY 31
WILLOW (UUO)(PAUO)

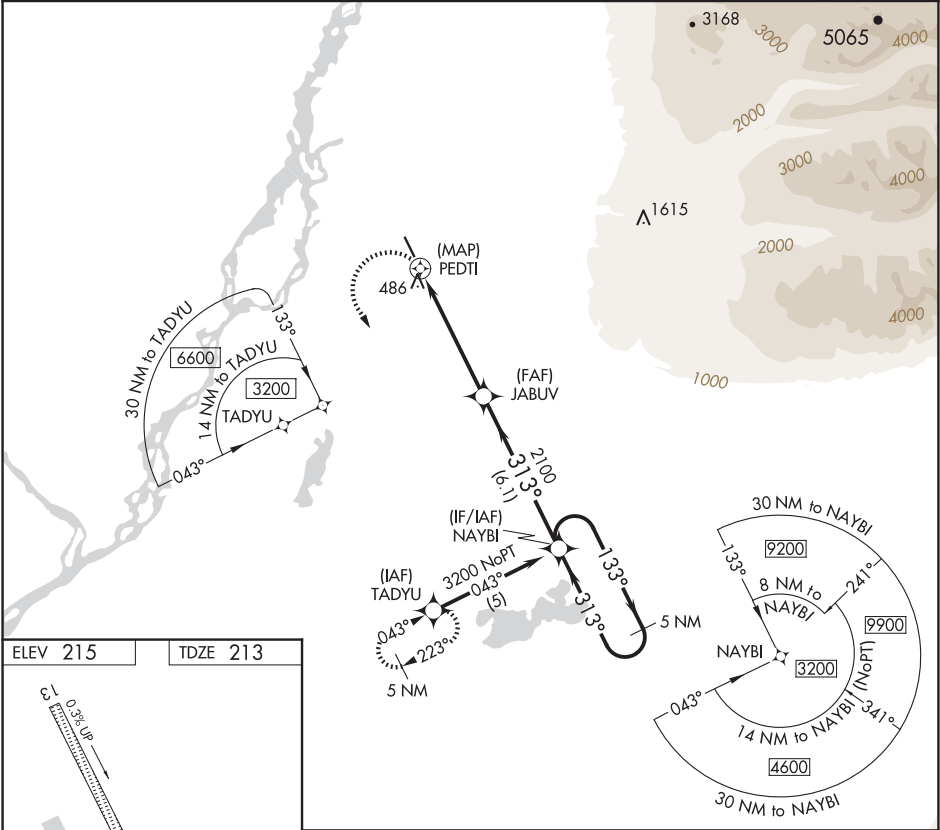
▼

NA

Use Wasilla altimeter setting.
Procedure NA at night.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3200 direct TADYU and hold.

IYS/PAWS AWOS-3P 135.25	ANCHORAGE CENTER 133.7 279.6	CTAF 122.8
----------------------------	---------------------------------	---------------



ELEV 215

TDZE 213

MIRL Rwy 13-31

313°

3200 TADYU

JABUV

PEDTI

NAYBI

5 NM Holding Pattern

133° → 3200

← 313°

0.6

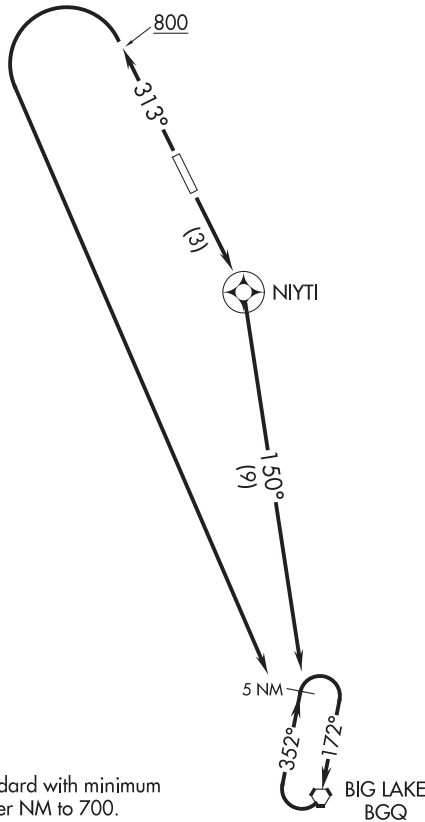
5.1 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1220-1¼ 1007 (1100-1¼)	1220-1½ 1007 (1100-1½)	1220-3 1007 (1100-3)	NA
CIRCLING	1220-1¼ 1005 (1100-1¼)	1220-1½ 1005 (1100-1½)	1220-3 1005 (1100-3)	NA

BIG LAKE TWO DEPARTURE (OBSTACLE) (RNAV)

ANCHORAGE CENTER
133.7 279.6
CTAF
122.8



NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:

Rwy 13: 300-1¼ 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

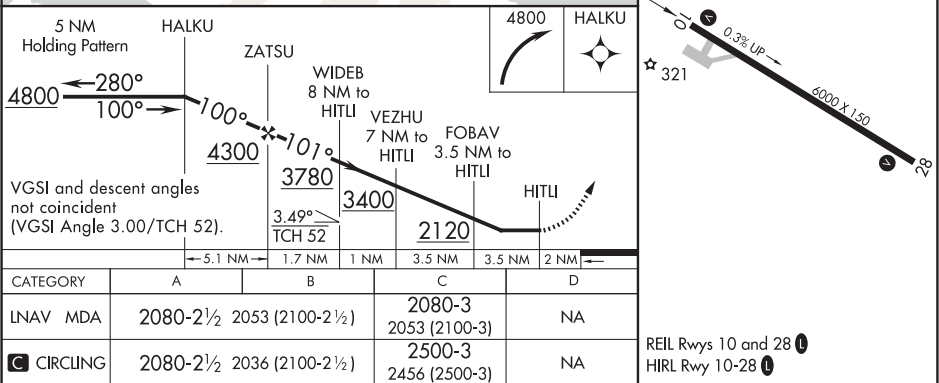
TAKEOFF RUNWAY 13: Climb direct NIYTI, then on track 150° to BGQ VORTAC, thence. . . .

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
WRANGELL (WRG) (PAWG)

AWOS-3P 128.5	ANCHORAGE CENTER 118.0	SITKA RADIO 122.45	CTAF 122.6 0
-------------------------	----------------------------------	------------------------------	------------------------



AK, 07 AUG 2025 to 02 OCT 2025

WRANGELL, ALASKA

AL-5874 (FAA)

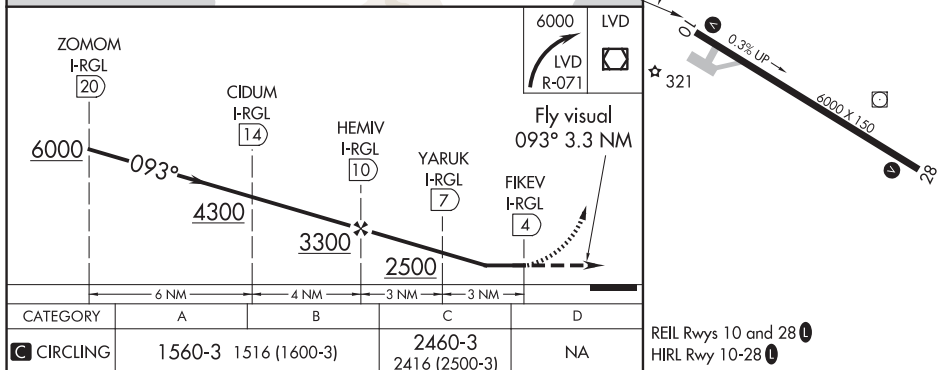
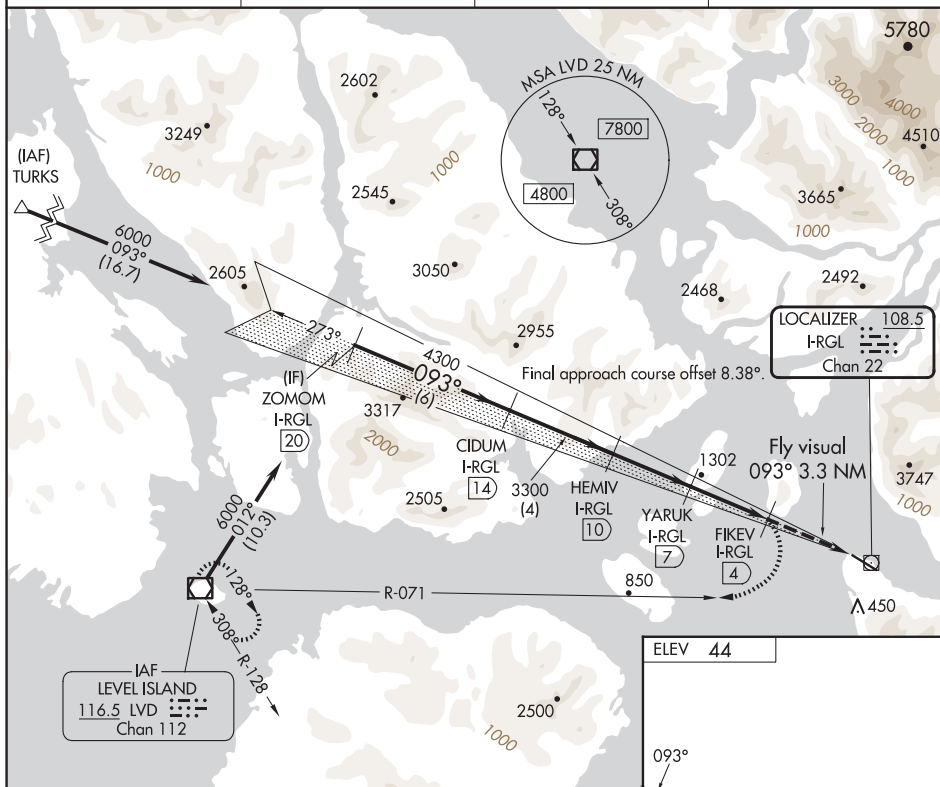
25163

LOC/DME I-RGL 108.5 Chan 22	APP CRS 093°	Rwy Ldg TDZE Apt Elev 44	N/A N/A 44
---	------------------------	--	---------------------------------------

LDA-C
WRANGELL (WRG) (PAWG)

<p>⚠ Circling NA south of Rwy 10-28. DME required. Any go-around commenced after passing the MAP will not provide standard obstacle clearance.</p> <p>❄ -4°C</p>	<p>MISSED APPROACH: Immediate climbing right turn to 6000 on LVD VOR/DME R-071 to LVD VOR/DME and hold.</p>
--	--

AWOS-3P 128.5	ANCHORAGE CENTER 118.0	SITKA RADIO 122.45	CTAF 122.6
-------------------------	----------------------------------	------------------------------	----------------------



WRANGELL, ALASKA

Amdt 8A 17AUG17

56°29'N-132°22' W

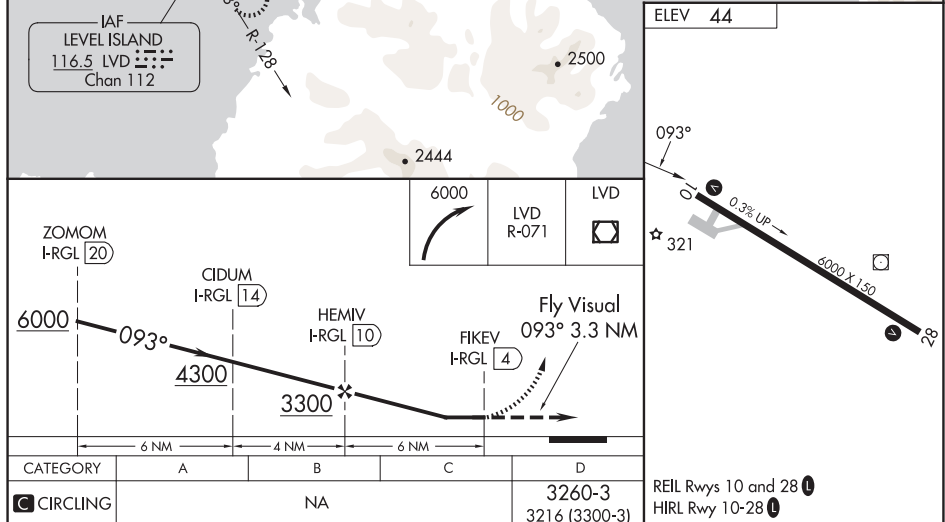
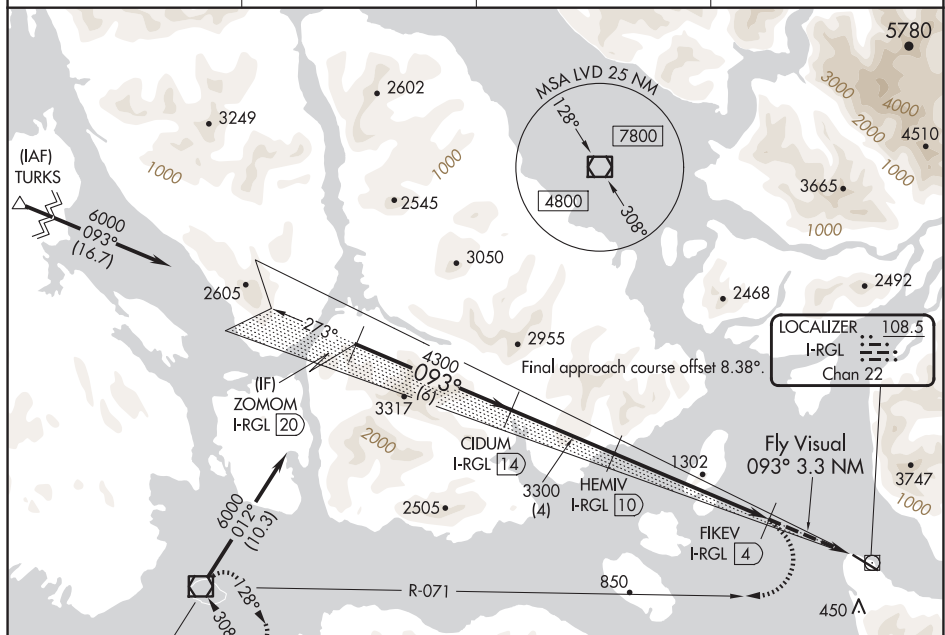
WRANGELL (WRG) (PAWG)

LDA-C

AK, 07 AUG 2025 to 02 OCT 2025

LDA-D
WRANGELL (WRG) (PAWG)

MISSED APPROACH: Climbing right turn to 6000 on LVD VOR/DME R-071 to LVD VOR/DME and hold.

CTAF
122.6 

AK, 07 AUG 2025 to 02 OCT 2025

(LVD3.LVD) 23334

LEVEL ISLAND THREE DEPARTURE (OBSTACLE)

WRANGELL (WRG) (PAWG)
AL-5874 (FAA) WRANGELL, ALASKAANCHORAGE CENTER
118.0
SITKA RADIO
122.45
CTAF
122.6LEVEL ISLAND
116.5 LVD 
Chan 112

R-069

128°

308°

R-128

249°

(22)

500

230°

281°

3 SM

JUMKI
1000TAKEOFF MINIMUMS

Rwy 10: 1000-3.

Rwy 28: Standard with minimum climb of 280' per NM to 1100.

TAKEOFF OBSTACLE NOTES

Rwy 10: Trees and rising terrain beginning 52' from DER, 253' right of centerline, up to 148' AGL/1241' MSL.

Rwy 28: Trees and rising terrain beginning 84' from DER, 266' left of centerline, up to 23' AGL/122' MSL.

NOTE: Rwy 10, DME required.

NOTE: Rapidly rising terrain south/southwest and east/northeast of airport to above 2500' within 3 miles of airport.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Turn left as soon as practicable, climb in visual conditions until established on LVD R-069 at JUMKI/LVD 22 DME fix on a westerly course (visual conditions must be maintained from takeoff until established over JUMKI at/above 1000). Cross JUMKI at or above 1000 then climb on LVD R-069 to LVD VOR/DME. Thence

TAKEOFF RUNWAY 28: Climb heading 281° to 500 then climbing left turn heading 230° to intercept LVD R-069 to LVD VOR/DME. Do not exceed 180K until established on LVD R-069 westbound. Thence

. . . . continue climb in hold to MEA for route of flight.

LEVEL ISLAND THREE DEPARTURE (OBSTACLE)

(LVD3.LVD) 17AUG17

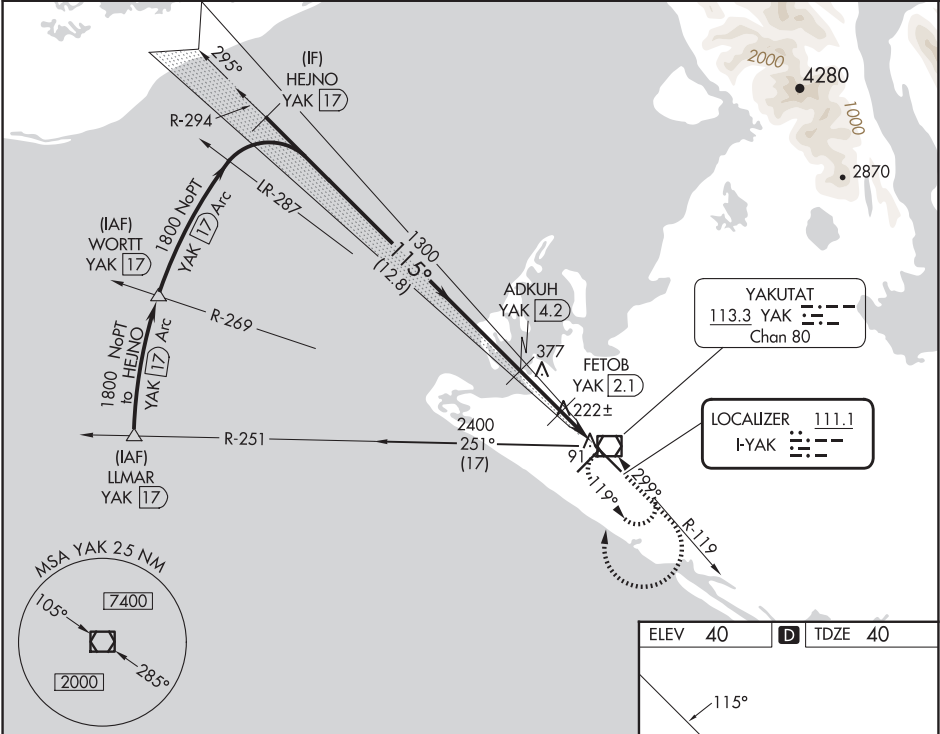
WRANGELL, ALASKA
WRANGELL (WRG) (PAWG)

LOC I-YAK 111.1	APP CRS 115°	Rwy Ldg TDZE 40 Apt Elev 40
---------------------------	------------------------	---

ILS or LOC RWY 11
YAKUTAT (YAK) (PAYA)

DME required.	MALSR	MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct YAK VOR/DME and hold, continue climb-in-hold to 2400.
⚠ Circling Rwy 20 NA at night. When Yakutat altimeter setting not received, procedure NA. DME from YAK VOR/DME. DME use requires simultaneous reception of I-YAK and YAK DME.		

ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
-----------------------	--	---------------------------------------



CATEGORY	A	B	C	D
S-ILS 11	240/24 200 (200-½)			
S-LOC 11	480/24	440 (500-½)	480/40	440 (500-¾)
CIRCLING	520-1 480 (500-1)	540-1 500 (500-1)	820-2¼ 780 (800-2¼)	820-2½ 780 (800-2½)

ELEV 40	TDZE 40
REIL Rwy 2 and 20	
HIRL Rwy 2-20 and 11-29	
FAF to MAP 3.6 NM	
Knots	60 90 120 150 180
Min:Sec	3:36 2:24 1:48 1:26 1:12

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

YAKUTAT, ALASKA

AL-1193 (FAA)

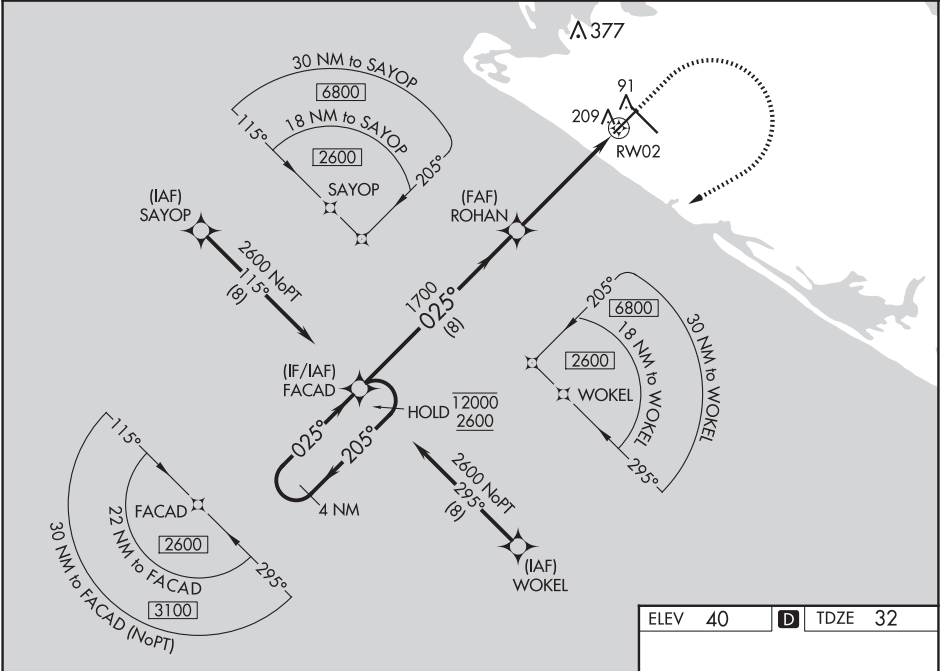
23054

WAAS CH 78414 W02A	APP CRS 025°	Rwy Idg TDZE Apt Elev 5087 32 40
--	------------------------	--

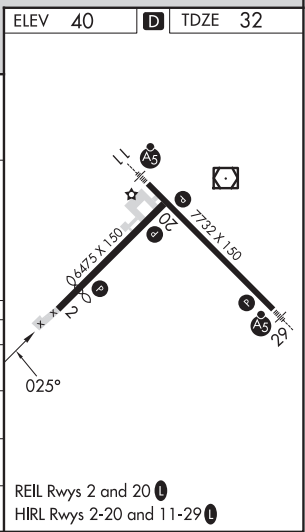
RNAV (GPS) RWY 2
YAKUTAT (YAK) (PAYA)

RNP APCH - GPS. ⚠ Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA. When Yakutat altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.	MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct FACAD and hold.
--	---

ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
-----------------------	--	---------------------------------------



4 NM Holding Pattern		FACAD		ROHAN		500 ↑		3000 ↗		FACAD ✦	
12000 ← 205°				025° →		025°		1700		1.3 NM to RW02	
2600						1700		3.9 NM		1.3	
GP 3.00° TCH 30										RW02	
CATEGORY	A	B	C	D							
LPV DA	297-1 265 (300-1)										
LNAV/ VNAV DA	479-1⅜ 447 (500-1⅜)										
LNAV MDA	460-1 428 (500-1)		460-1¼ 428 (500-1¼)								
CIRCLING	520-1 480 (500-1)		540-1 500 (500-1)		820-2¼ 780 (800-2¼)		820-2½ 780 (800-2½)				



YAKUTAT, ALASKA

Amdt 4 08SEP22

59°30'N-139°40'W

RNAV (GPS) RWY 2
YAKUTAT (YAK) (PAYA)

AK, 07 AUG 2025 to 02 OCT 2025

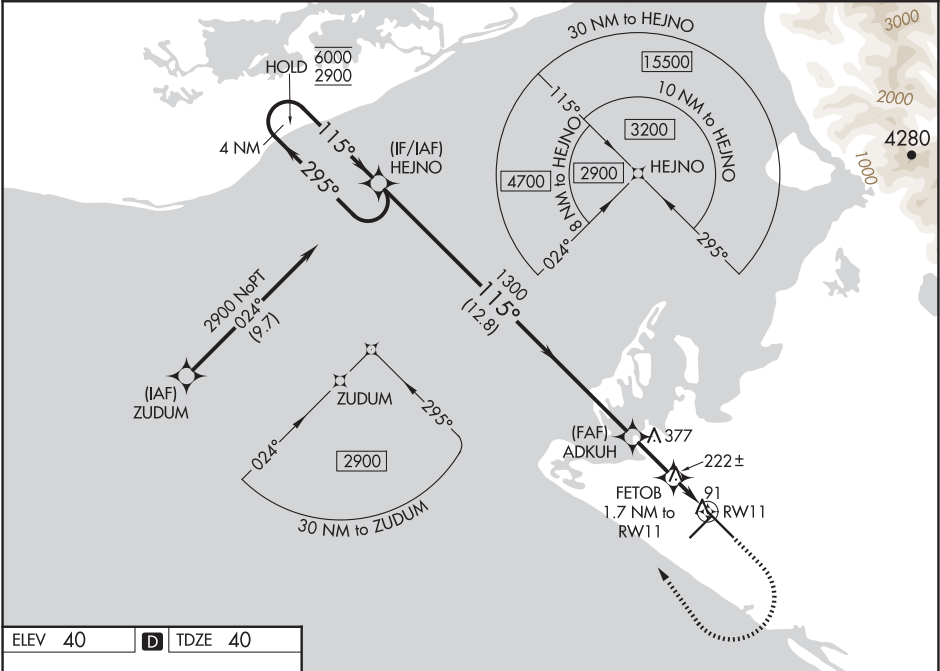
WAAS CH 86414 W11A	APP CRS 115°	Rwy Ldg TDZE Apt Elev 7732 40 40
--	------------------------	--

RNAV (GPS) RWY 11

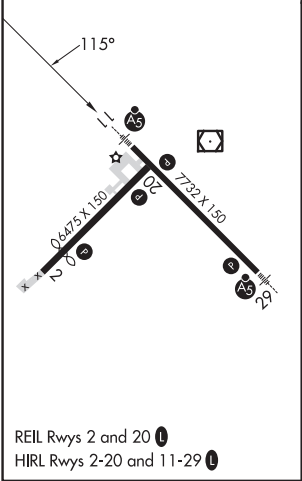
YAKUTAT (YAK) (PAYA)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 600 then climbing right turn to 2900 direct HEJNO and hold.
<div><div></div><div>Circling Rwy 20 NA at night. When Yakutat altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.</div></div>	<div><div></div><div></div></div>	

ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
-----------------------	--	---------------------------------------



ELEV 40	D	TDZE 40
---------	---	---------



4 NM Holding Pattern		HEJNO	ADKUH	FETOB	HEJNO
6000 2900		1300	1300	1.7 NM to RW11	
GP 3.00° TCH 53		1300	640	1.2 NM to RW11	
		12.8 NM	2.1 NM	0.5	1.2 NM
CATEGORY	A	B	C	D	
LPV DA	240/24		200 (200-½)		
LNAV/VNAV DA	445/50		405 (500-1)		
LNAV MDA	480/24		440 (500-½)	480/40	440 (500-¾)
CIRCLING	520-1 480 (500-1)	540-1 500 (500-1)	820-2¼ 780 (800-2¼)	820-2½ 780 (800-2½)	

YAKUTAT, ALASKA

AL-1193 (FAA)

25163

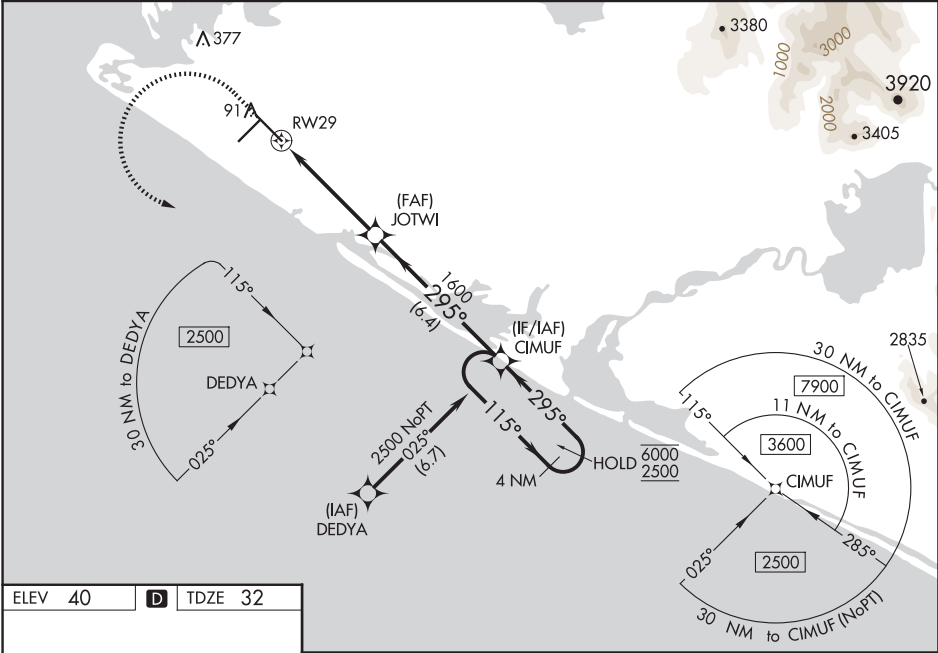
WAAS CH 66006 W29A	APP CRS 295°	Rwy Ldg 7732 TDZE 32 Apt Elev 40
--	------------------------	---

RNAV (GPS) RWY 29

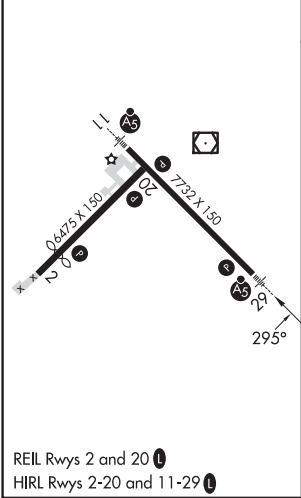
YAKUTAT (YAK) (PAYA)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct CIMUF and hold, continue climb-in-hold to 3000.
⚠ Circling Rwy 20 NA at night. Rwy 29 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV, LNAV/VNAV all Cats, LNAV Cat A and B. When Yakutat altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat C and D visibility to 1 ¾ SM.	⚠	

ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
-----------------------	--	---------------------------------------



ELEV 40	D	TDZE 32
----------------	----------	----------------



600	3000	CIMUF	CIMUF	4 NM Holding Pattern
↑	↶	✧	JOTWI	1600
1.4 NM to RWY 29	1.4 NM	3.3 NM	6.4 NM	GP 3.00° TCH 52
CATEGORY	A	B	C	D
LPV DA		317-1	285 (300-1)	
LNAV/VNAV DA		409-1	377 (400-1)	
LNAV MDA		540-1	508 (500-1)	
CIRCLING	540-1	500 (500-1)	820-2¼ 780 (800-2¼)	820-2½ 780 (800-2½)

YAKUTAT, ALASKA
Amdt 5 08SEP22

59°30'N-139°40'W

YAKUTAT (YAK) (PAYA)

RNAV (GPS) RWY 29

AK, 07 AUG 2025 to 02 OCT 2025

AK, 07 AUG 2025 to 02 OCT 2025

LOC I-YAK <u>111.1</u>	APP CRS 295°	Rwy Ldg 7732 TDZE 32 Apt Elev 40
----------------------------------	------------------------	---

LOC BC RWY 29
YAKUTAT (YAK) (PAYA)

DME required.

- T** Circling Rwy 20 NA at night. Rwy 29 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-LOC 29 Cats A and B. When Yakutat altimeter setting not received, procedure NA. For inop ALS, increase S-LOC 29 Cats C and D visibility to $1\frac{3}{8}$ SM. DME from YAK VOR/DME. LME use requires simultaneous reception of I-YAK and YAK DME.

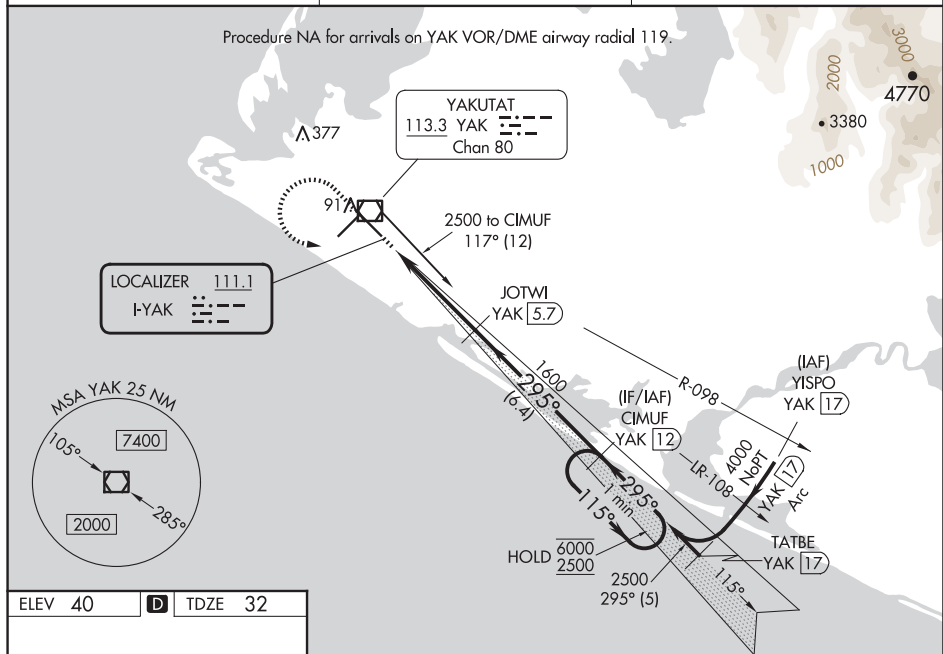
MALSR



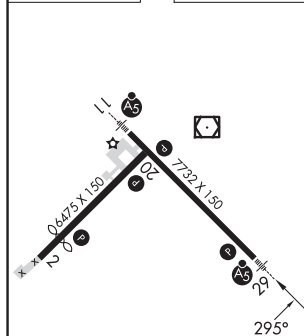
MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 on YAK VOR/DME R-117 to CIMUF/YAK 12 DME and hold.

ASOS 135.75	ANCHORAGE CENTER 119.0 263.1	JUNEAU RADIO 123.6 (CTAF) 0
-----------------------	--	---------------------------------------

Procedure NA for arrivals on YAK VOR/DME airway radial 119.



ELEV 40	D	TDZE 32
---------	----------	---------

REIL Rwy 2 and 20

HIRL Rwy 2-20 and 11-29 **L**

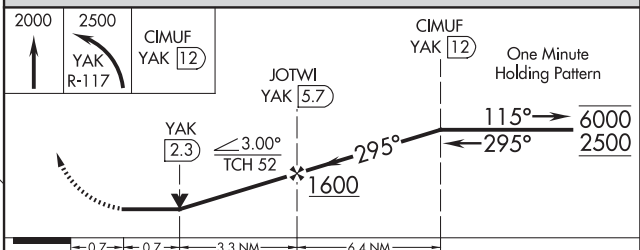
FAF to MAP 4.1 NM


Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

YAKUTAT, ALASKA

Amdt 9 03NOV22

BACK COURSE



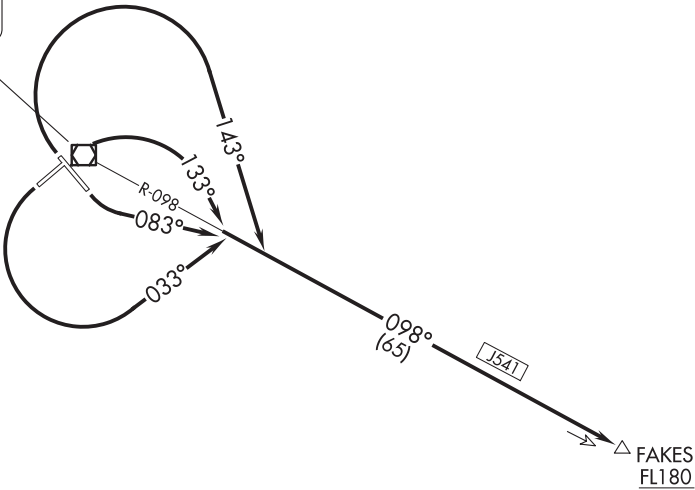
CATEGORY	A	B	C	D
S-LOC 29	540-1 508 (500-1)			
 CIRCLING	540-1 500 (500-1)	820-2¼ 780 (800-2¼)	820-2½ 780 (800-2½)	

YAKUTAT (YAK) (PAYA)
LOC BC RWY 29

ANCHORAGE CENTER
119.0 263.1
JUNEAU RADIO
123.6 (CTAF)

TOP ALTITUDE:
ASSIGNED BY ATC

YAKUTAT
113.3 YAK
Chan 80



TAKEOFF MINIMUMS

Rwys 2, 11, 20, 29: Standard with minimum climb
of 280' per NM to FL180.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 2: Climbing right turn on heading 133°, thence. . .
- TAKEOFF RUNWAY 11: Climbing left turn on heading 083°, thence. . .
- TAKEOFF RUNWAY 20: Climbing left turn on heading 033°, thence. . .
- TAKEOFF RUNWAY 29: Climbing right turn on heading 143°, thence. . .

. . . intercept YAK VOR/DME R-098 to FAKES. Cross FAKES at or above
FL180 for assigned route of flight.

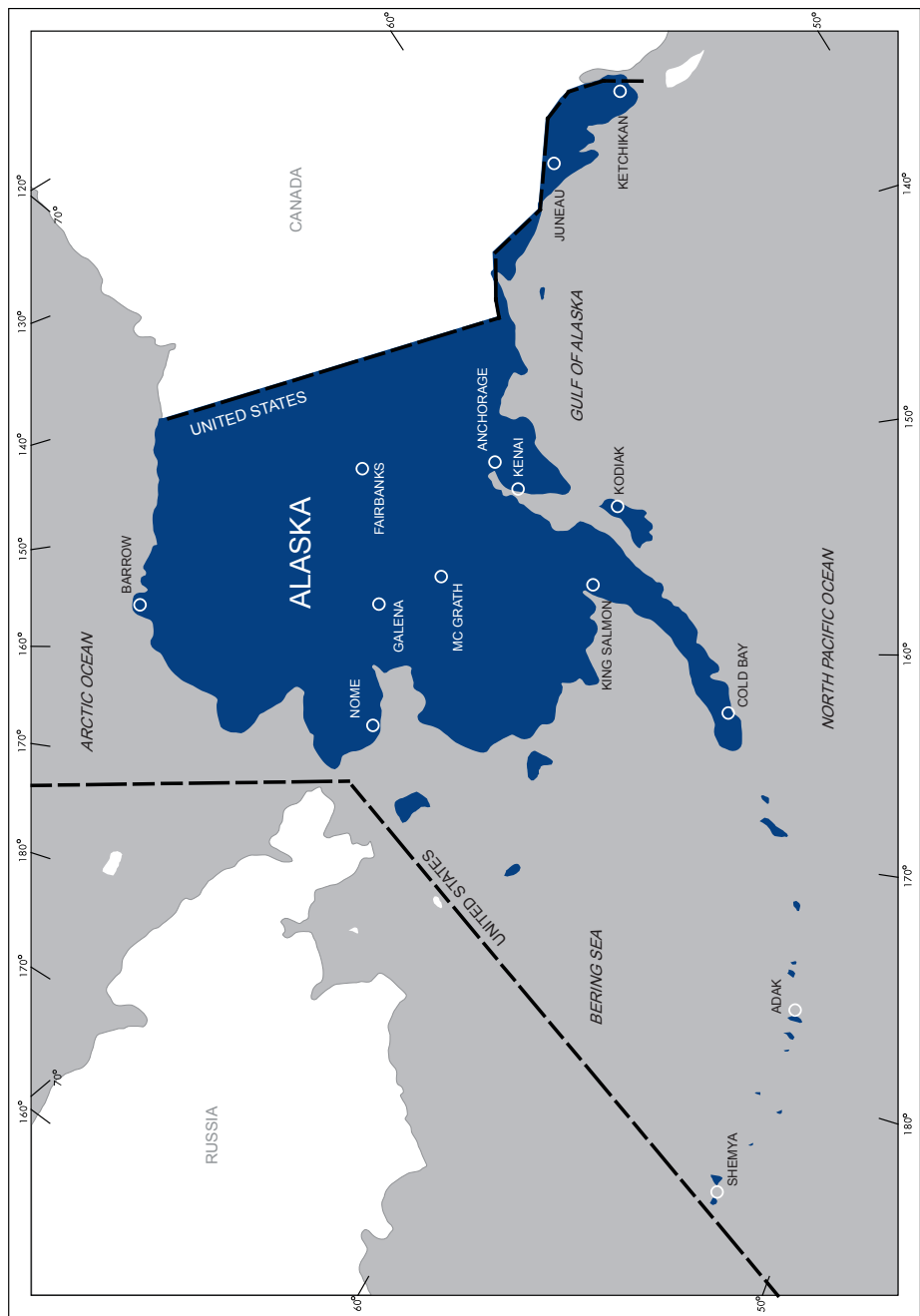
INTENTIONALLY
LEFT
BLANK

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK



FAA Product ID: ATP



NSN 7641014109675

NGA REF. NO. OK-09-3959 TERMXAKTPP

ALASKA COVERAGE



EFF. DATE 25219