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Revision Letter For Cycle 04-2012
Change Notices
Notebook

General Information

Location: Palmer AK USA
IATA Code: PAQ
Lat/Long: N61° 35.7' W149° 05.3'
Elevation: 242 ft

Airport Use: Public
Magnetic Variation: 18.8°E

Fuel Types: 100 Octane (LL), Jet A-1, Jet B
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1704 Z
Sunset: 0314 Z,

Runway Information

Runway: 09
Length x Width: 3617 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 227 ft
Lighting: Edge, Pilot controlled

Runway: 16
Length x Width: 6009 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 240 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 503 ft

Runway: 27
Length x Width: 3617 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 219 ft
Lighting: Edge, Pilot controlled

Runway: 34
Length x Width: 6009 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 235 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ASOS 134.75
Anchorage Approach Control 118.6
Anchorage Departure Control 118.6
Palmer Flight Service Station 123.6 AAS CTAF PCL
Palmer Flight Service Station 122.4

ANCHORAGE
Departure (R)

118.6

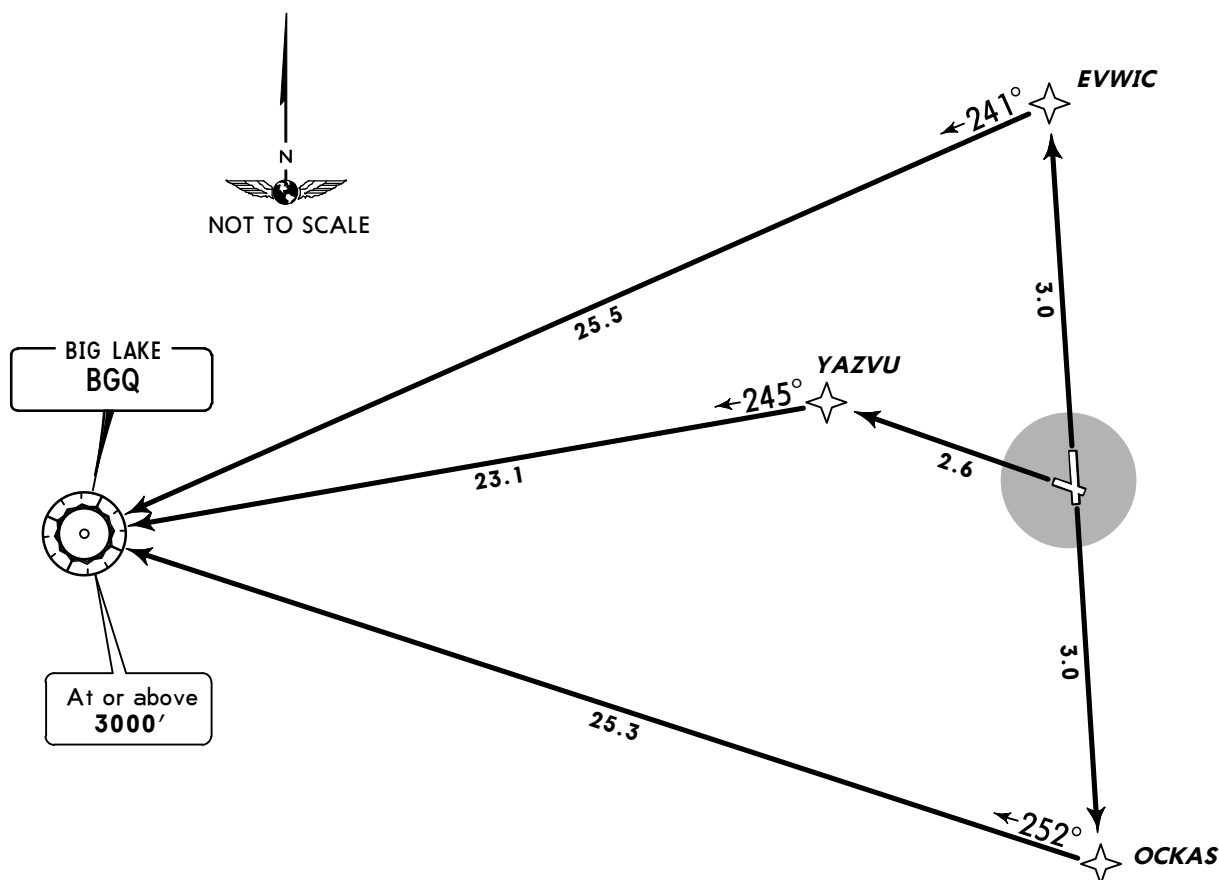
Apt Elev

242'

Trans level: FL180 Trans alt: 18000'

1. GPS required.
2. RNAV 1.**OBSTACLE**

PALMER THREE RNAV DEPARTURE (PALMR3.BGQ)



This DP requires take-off minimums:

Rwy 9: Not authorized - obstacles.

Rwy 16: Standard (or lower than standard, if authorized) with minimum climb of 272' per NM to **1000'**.Rwy 27: 500-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 245' per NM to **500'**.Rwy 34: 500-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 467' per NM to **800'**.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
245' per NM	306	408	613	817	1021	1225
272' per NM	340	453	680	907	1133	1360
467' per NM	584	778	1168	1557	1946	2335

OBSTACLES

Rwy 16: Trees beginning 19' from DER, 126' LEFT of centerline, up to 60' AGL/309' MSL. Trees beginning 17' from DER, 163' RIGHT of centerline, up to 60' AGL/280' MSL.

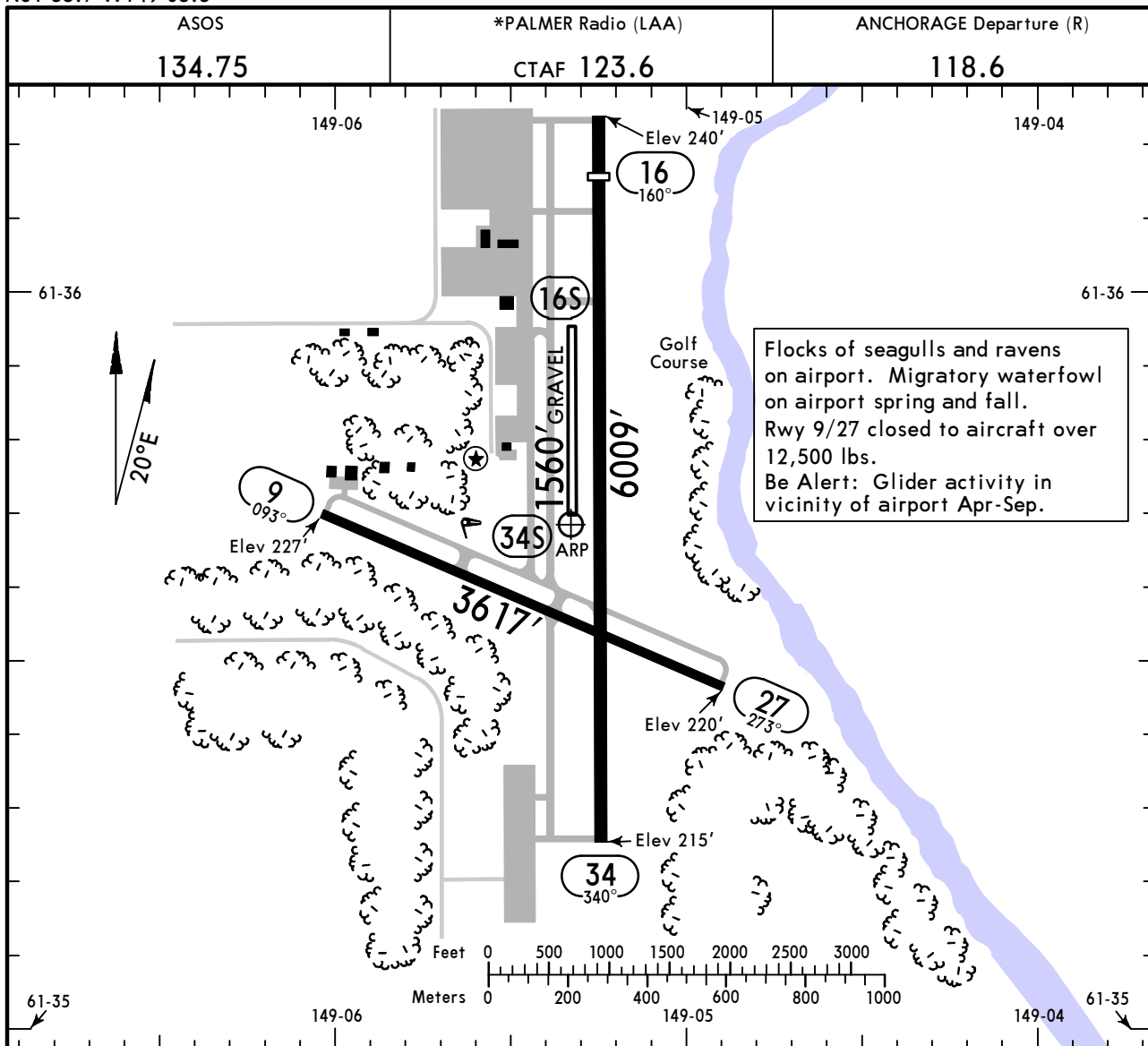
Rwy 27: Trees beginning 44' from DER, 66' LEFT of centerline, up to 60' AGL/409' MSL. Trees beginning 19' from DER, 212' RIGHT of centerline, up to 60' AGL/519' MSL.

Rwy 34: Trees beginning 66' from DER, 435' LEFT of centerline, up to 60' AGL/303' MSL. Trees and poles beginning 5239' from DER, 1614' RIGHT of centerline, up to 60' AGL/ 659' MSL.

RWY	INITIAL CLIMB	ALTITUDE
16	Climb direct to OCKAS, then turn RIGHT via 252° track to BGQ.	MAINTAIN 3000' or assigned altitude.
27	Climb direct to YAZVU, then via 245° track to BGQ.	
34	Climb direct to EVWIC, then turn LEFT via 241° track to BGQ.	

ROUTING

EXPECT filed altitude 10 minutes after departure.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
9	27 ② MIRL ② PAPI-L				75'
16S	① 34S				60'
16	34 ② MIRL ② REIL ② PAPI-L	5509'		6008'	100'

- ① Thresholds and edges marked with cones. Winter maintenance not available.
 No simultaneous parallel operations allowed; sequence on CTAF.
 ② Activate on 123.6 when FSS inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 9
1 & 2 Eng	NA
3 & 4 Eng	

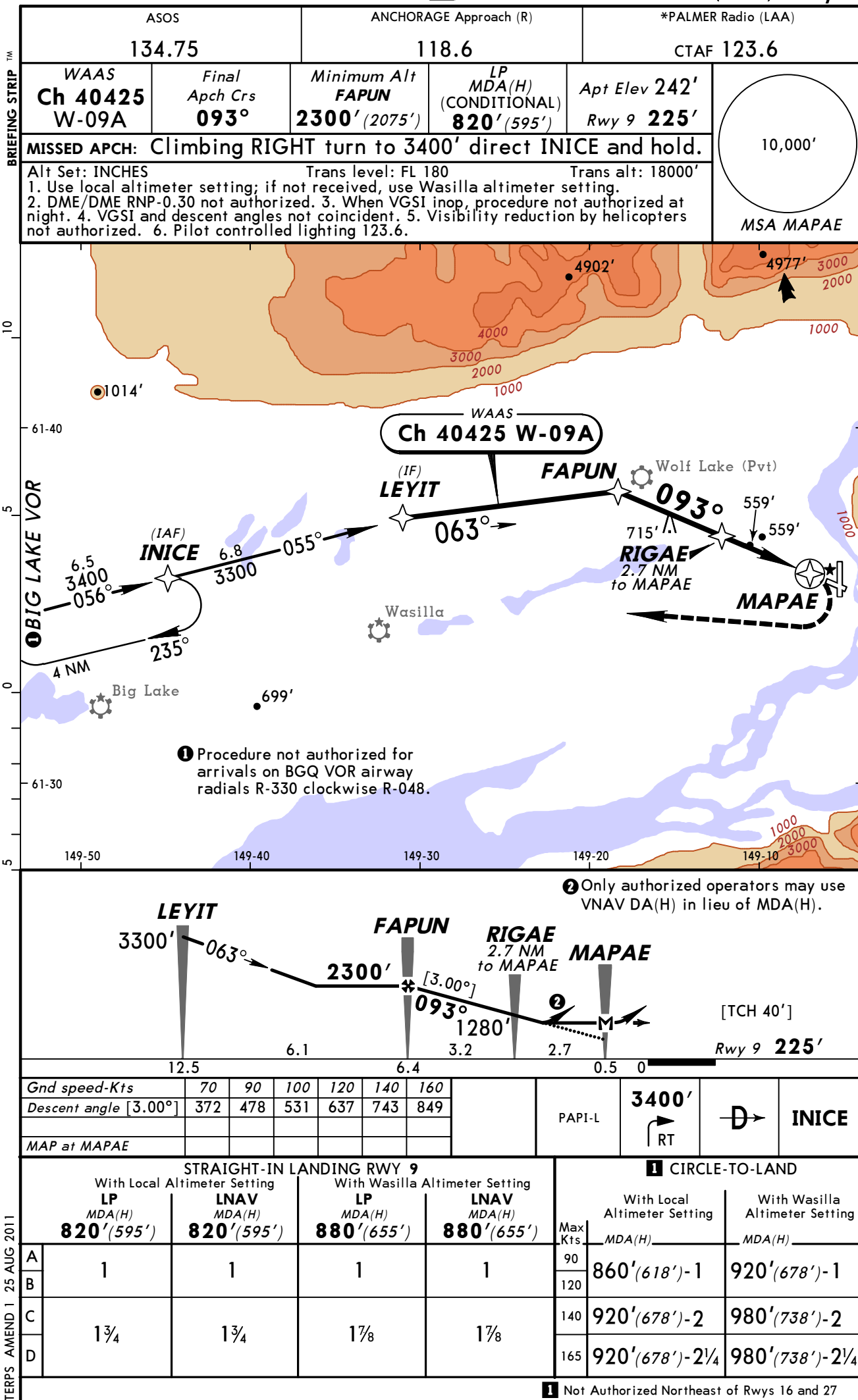
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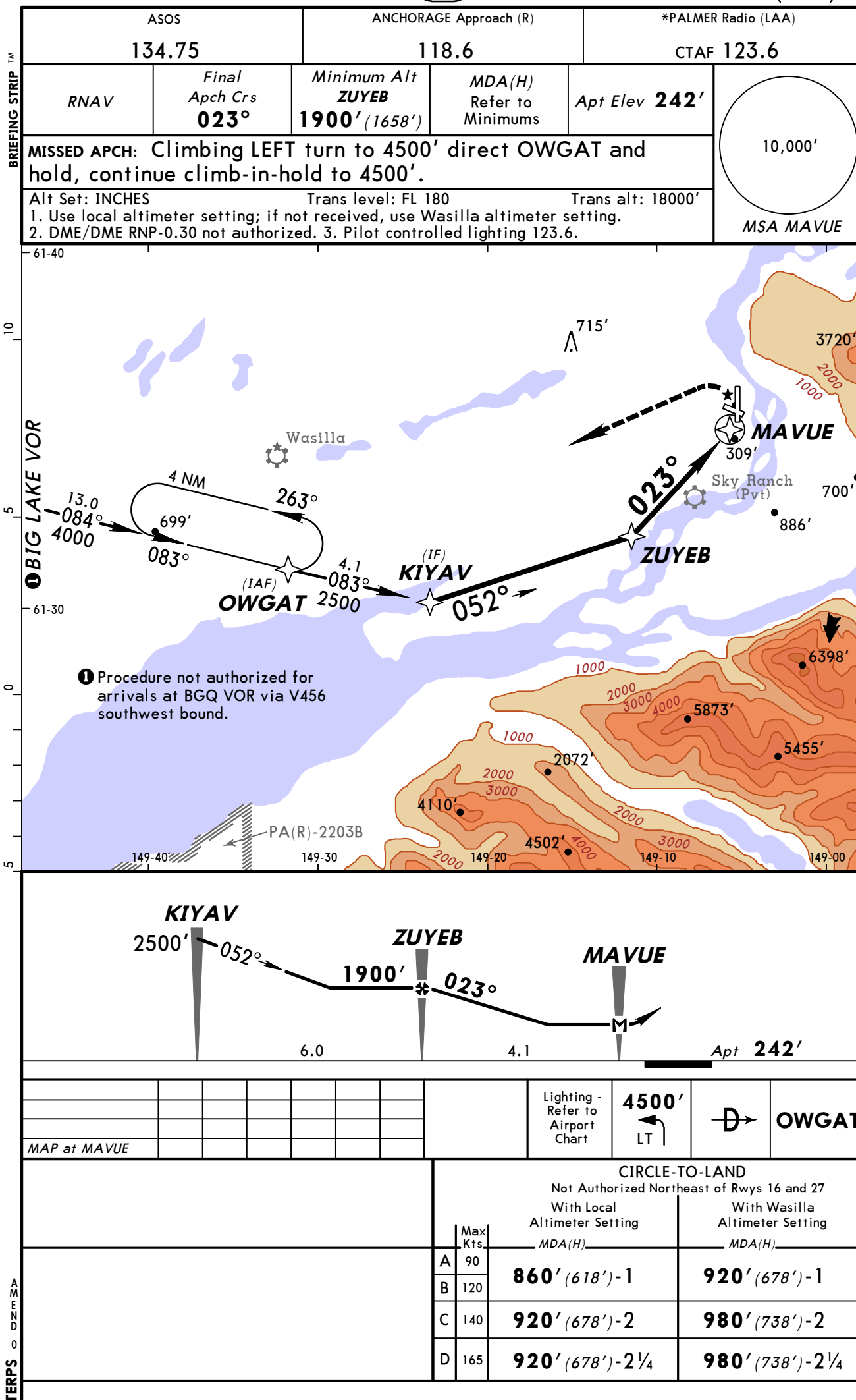
Authorized Only When Local Weather Available

RNAV (GPS)-A
 RNAV (GPS) Rwy 9

A	800-2
B	
C	
D	800-2 1/4

OBSTACLE DP: Rwy 16, 27, 34 use Palmer RNAV departure.





General Information

Location: Bethel AK USA
IATA Code: BET
Lat/Long: N60° 46.7' W161° 50.2'
Elevation: 126 ft

Airport Use: Public
Magnetic Variation: 13.4 °E

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1753 Z
Sunset: 0407 Z,

Runway Information

Runway: 01L
Length x Width: 6400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 125 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 01R
Length x Width: 4000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 119 ft
Lighting: Edge, Pilot controlled

Runway: 12
Length x Width: 1860 ft x 75 ft
Surface Type: gravel
TDZ-Elev: 126 ft
Lighting: Edge, Pilot controlled

Runway: 19L
Length x Width: 4000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 119 ft
Lighting: Edge, Pilot controlled

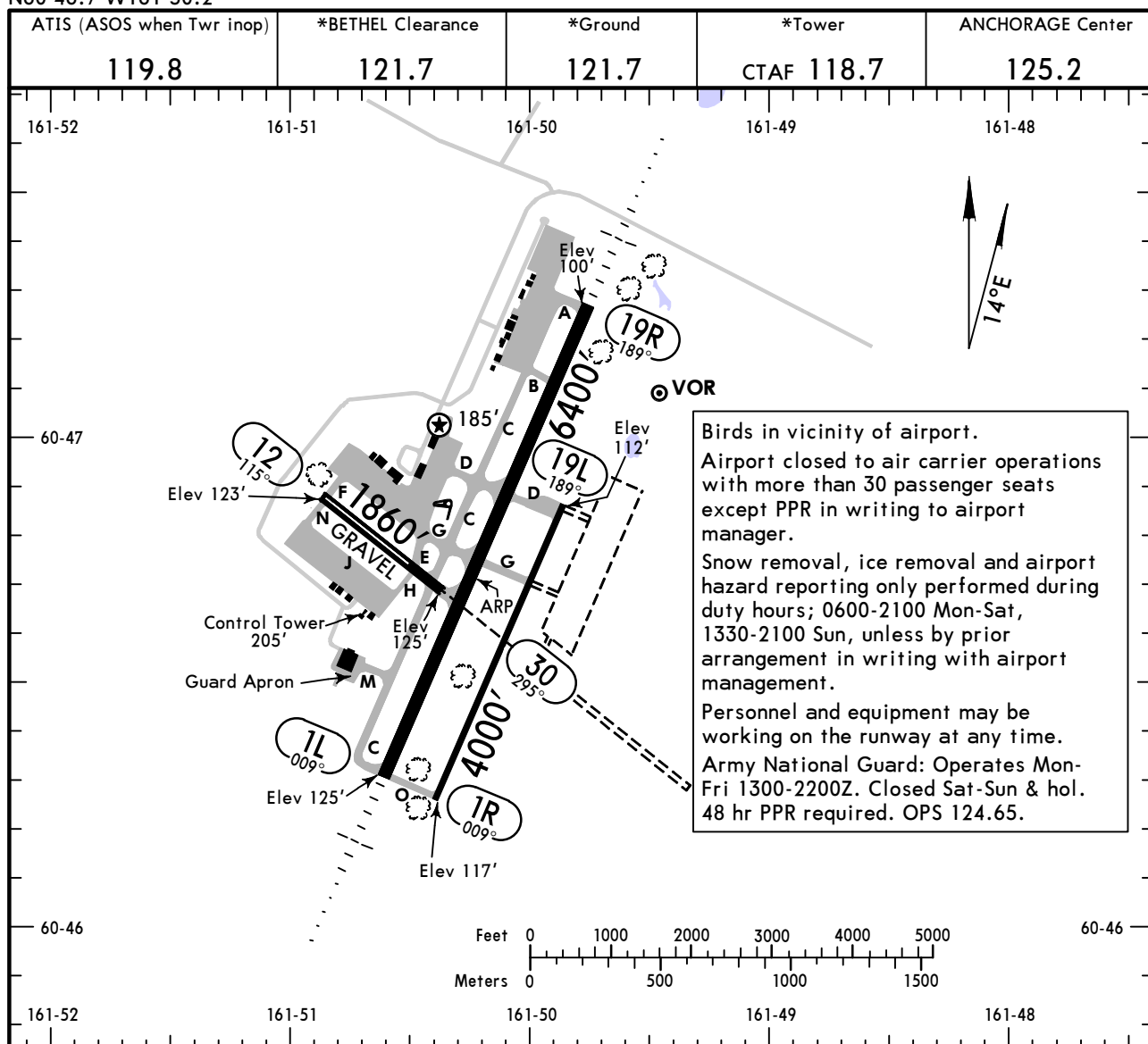
Runway: 19R
Length x Width: 6400 ft x 150 ft

Surface Type: asphalt
TDZ-Elev: 118 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 30
Length x Width: 1860 ft x 75 ft
Surface Type: gravel
TDZ-Elev: 126 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS 119.8
ASOS 119.8
Bethel Tower 118.7 CTAF PCL
Bethel Ground Control 121.7
Anchorage Center 125.2 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
12 ① 30 ② MIRL					75'
1L 19R	② HIRL ② MALSR ② REIL ② VASI-L grooved RVR ② HIRL ② MALSR ② VASI-L grooved RVR		5502'		150'
1R 19L	② HIRL				75'

- ① West 1200' closed to aircraft over 12,500 lbs GWT Apr-Nov.
② Activate on 118.7 when Twr inop.

TAKE OFF

FOR FILING AS ALTERNATE

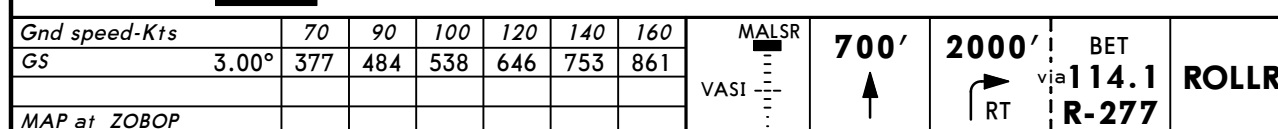
Rwys 1L, 1R, 12, 19L, 19R						Rwy 30		A B C D	600-2	800-2
Adequate Vis Ref		STD	With Min climb of 245'/NM to 400'		Other					
			Adequate Vis Ref	STD						
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	200-1 1/4					
3 & 4 Eng		RVR 24 or 1/2		1/2						

FOR FILMS AS ALTERNATE		LOC DME Rwy 19R RNAV (GPS) Rwy 1L 1 RNAV (GPS) Rwy 1R 1 RNAV (GPS) Rwy 19L RNAV (GPS) Rwy 19R RNAV (GPS)-A VOR DME Rwy 1L VOR DME Rwy 19R
ILS Rwy 19R		

① Not Authorized at Night.

ILS or LOC DME Rwy 19R

A diagram of a circular sector. The radius is labeled as 1400'. The central angle is labeled as 270°. The arc length is labeled as 2200'.



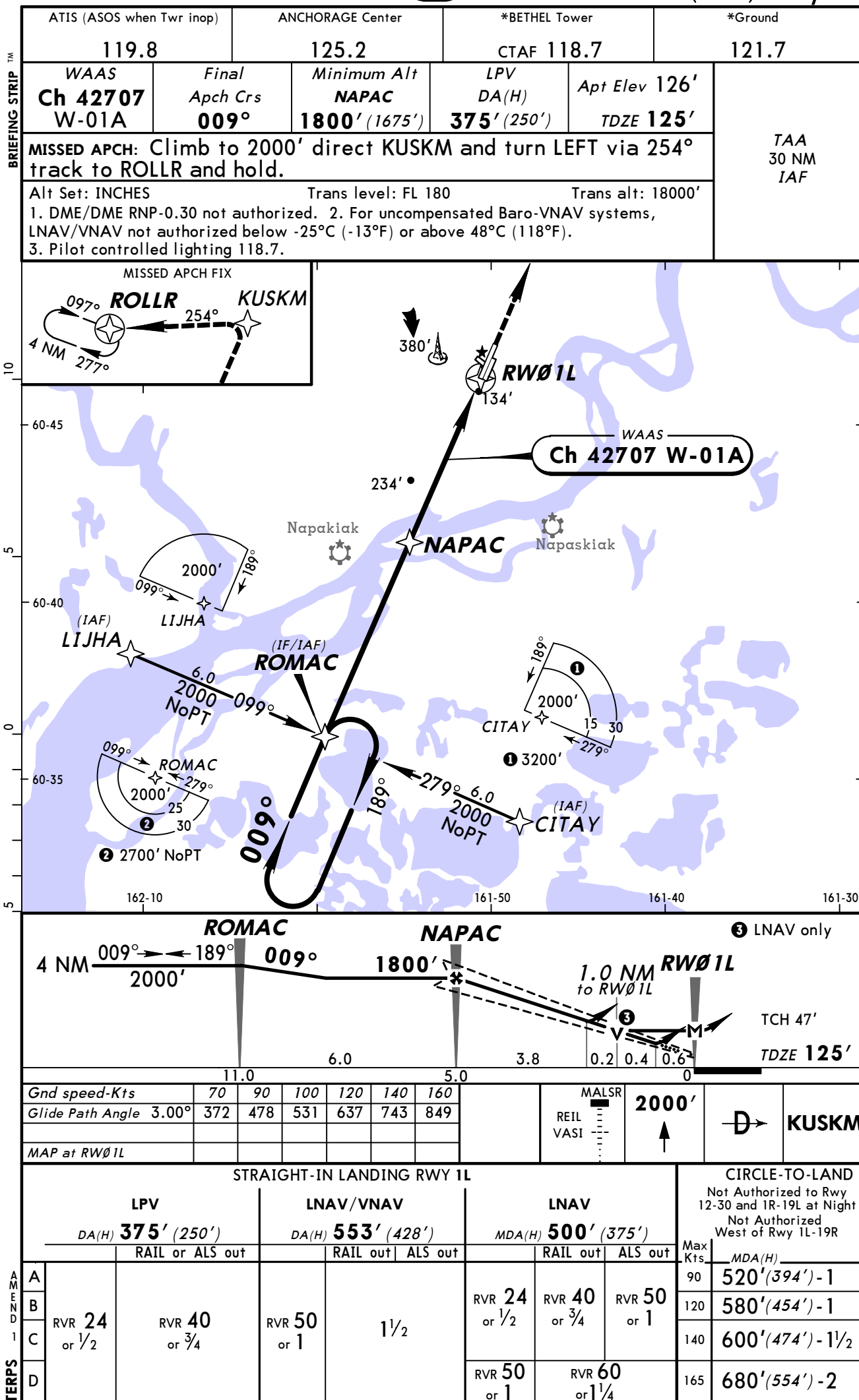
AMEND 6 TERPS

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PABE/BET BETHEL

JEPPESSEN
21 AUG 09 (12-1) Eff 27 Aug

BETHEL, ALASKA
RNAV (GPS) Rwy 1L



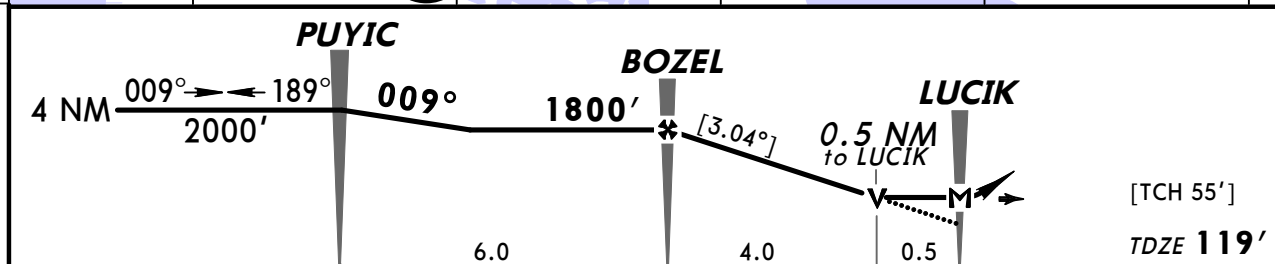
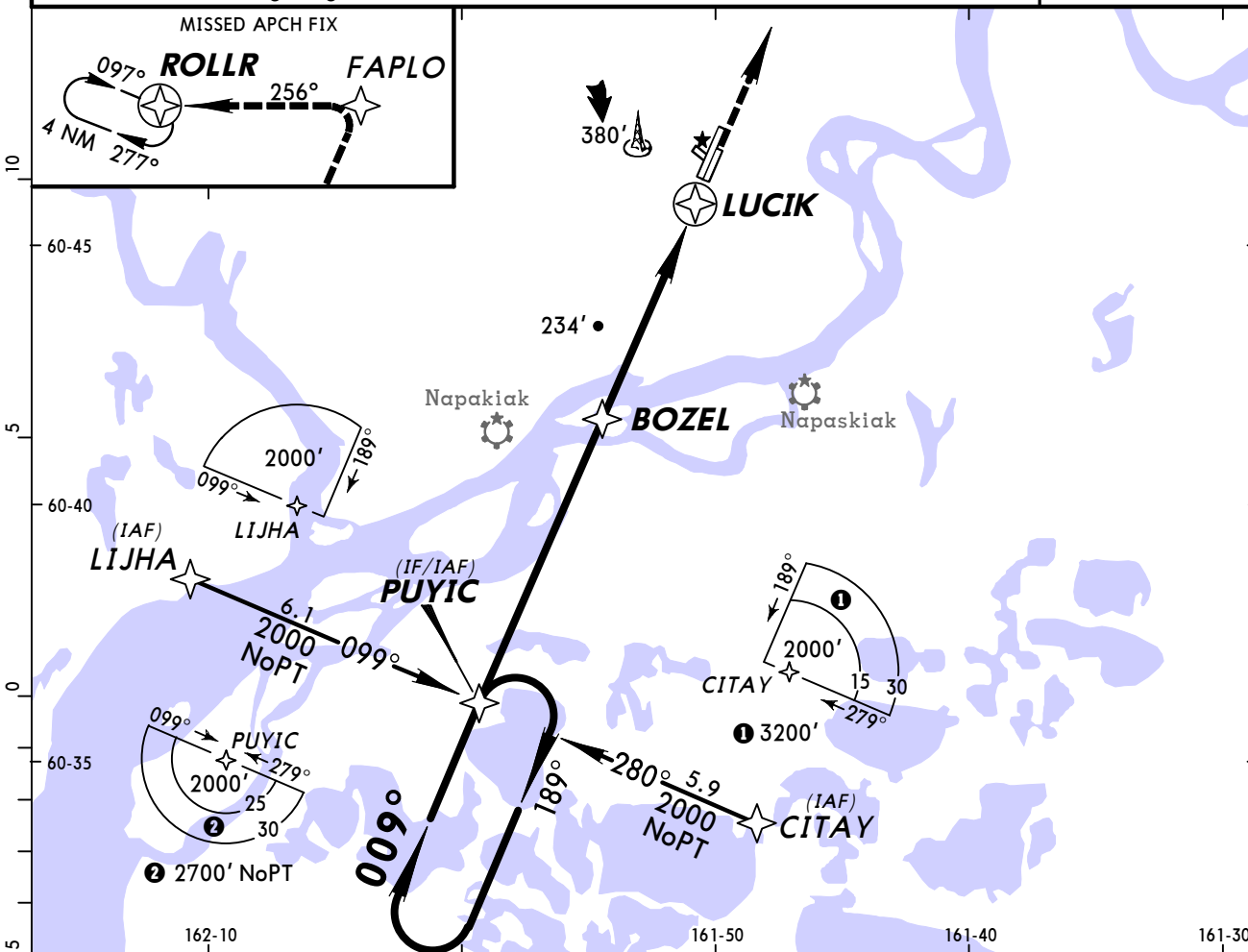
PABE/BET BETHEL

JEPPesen
21 AUG 09 **12-2** Eff 27 Aug

BETHEL, ALASKA
RNAV (GPS) Rwy 1R

BRIEFING STRIP

ATIS (ASOS when Twr inop)		ANCHORAGE Center		*BETHEL Tower		*Ground	
119.8		125.2		CTAF 118.7		121.7	
RNAV	Final Apch Crs 009°	Minimum Alt BOZEL 1800' (1681')	LNAV MDA(H) 500' (381')	Apt Elev 126' TDZE 119'		TAA 30 NM IAF	
MISSED APCH: Climb to 2000' direct FAPLO then turn LEFT via 256° track to ROLLR and hold.							
Alt Set: INCHES							



11.0							5.0		0.5		0	
Gnd speed-Kts	70	90	100	120	140	160			2000'			
Descent angle [3.04°]	376	484	538	645	753	861			↑	→	FAPLO	
MAP at LUCIK												

STRAIGHT-IN LANDING RWY 1R				CIRCLE-TO-LAND	
LNAV				Not Authorized to Rwy 12-30 and 1R-19L at Night	
DAY				NIGHT	
MDA(H) 500' (381')				Not Authorized West of Rwy 1L-19R	
A	1			Max Kts	MDA(H)
B				90	520'(394') - 1
C				120	580'(454') - 1
D				140	600'(474') - 1½
1¼				165	680'(554') - 2

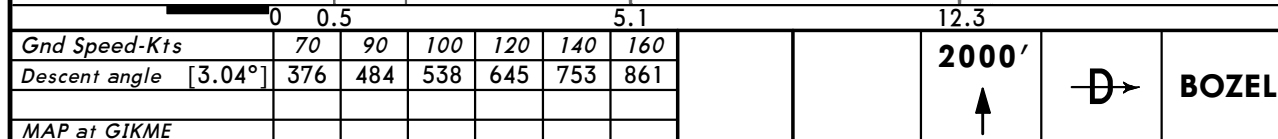
CHANGES: New procedure.

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BETHEL, ALASKA
V (GPS) Rwy 19L

Eff 27 Aug

■ RNAV (GPS) Rwy 19L

BRIEFING STRIP™

TERPS
AMEND
0

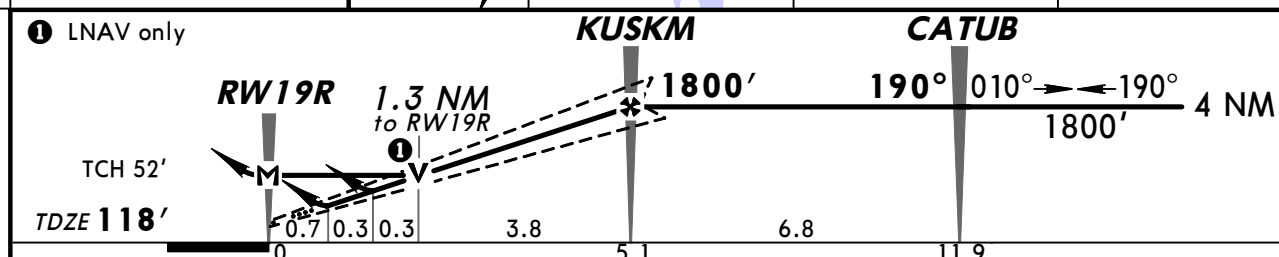
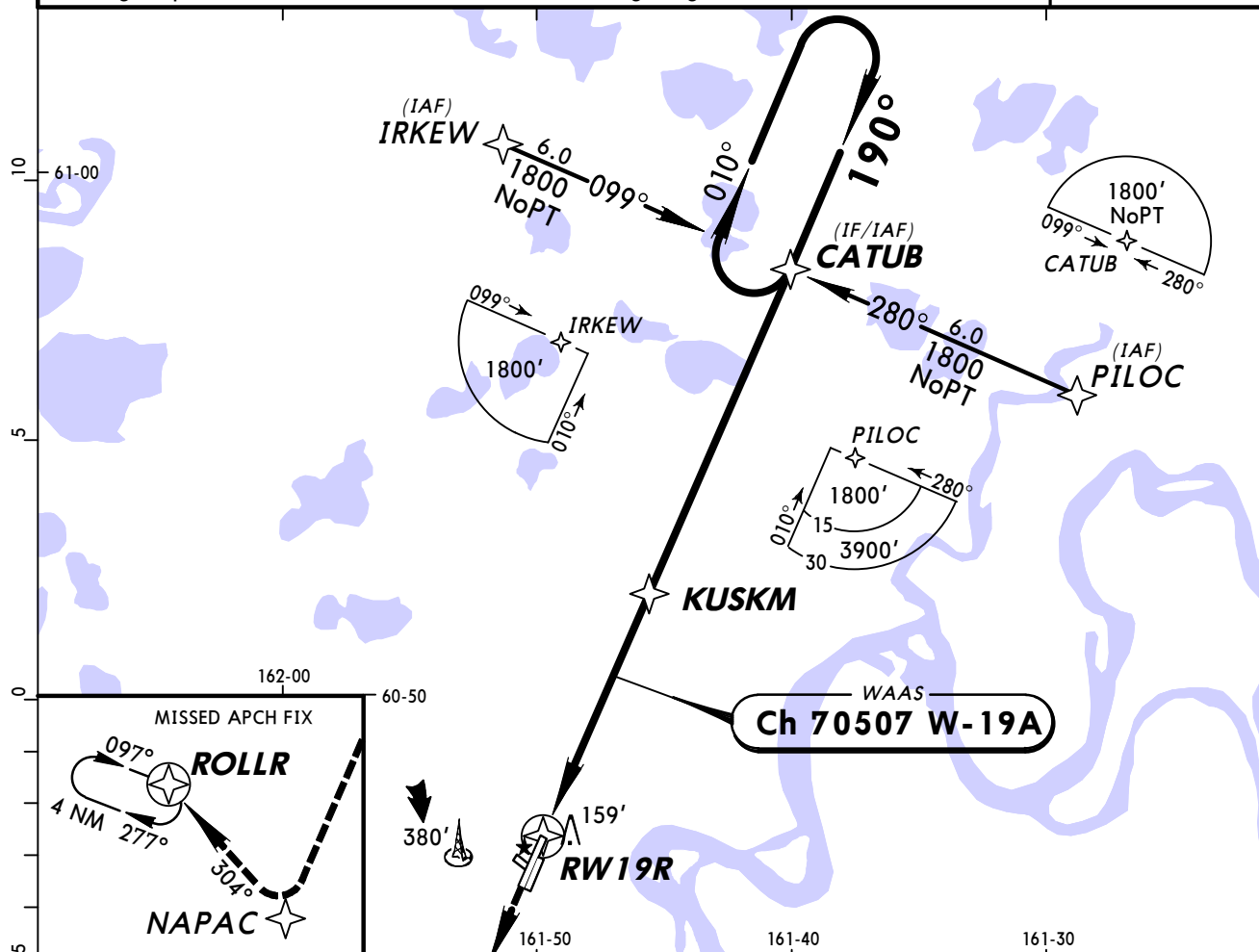
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PABE/BET BETHEL

21 AUG 09 **12-4** Eff 27 Aug

BETHEL, ALASKA
RNAV (GPS) Rwy 19R

ATIS (ASOS when Twr inop)		ANCHORAGE Center		*BETHEL Tower		*Ground	
119.8		125.2		CTAF 118.7		121.7	
WAAS Ch 70507 W-19A		Final Apch Crs 190°	Minimum Alt KUSKM 1800' (1682')	LPV DA(H) 368' (250')	Apt Elev 126' TDZE 118'		TAA 30 NM IAF
MISSED APCH: Climb to 2000' direct NAPAC then turn RIGHT via 304° track to ROLLR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 118.7.							



Gnd Speed-Kts	70	90	100	120	140	160	MALSR	2000'	NAPAC
Glide Path Angle	3.00°	372	478	531	637	743	849		
MAP at RW19R									

STRAIGHT-IN LANDING RWY 19R										CIRCLE-TO-LAND		
LPV			LNAV/VNAV			LNAV			Not Authorized to Rwy 12-30 and 1R-19L at Night			
DA(H) 368' (250')			DA(H) 459' (341')			MDA(H) 560' (442')			Not Authorized West of Rwy 1L-19R			
		RAIL or ALS out			RAIL out	ALS out			RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	560'(434') - 1			
B								120	580'(454') - 1			
C								140	600'(474') - 1 1/2			
D								165	680'(554') - 2			

CHANGES: Rwy 1R-19L added, chart reindexed.

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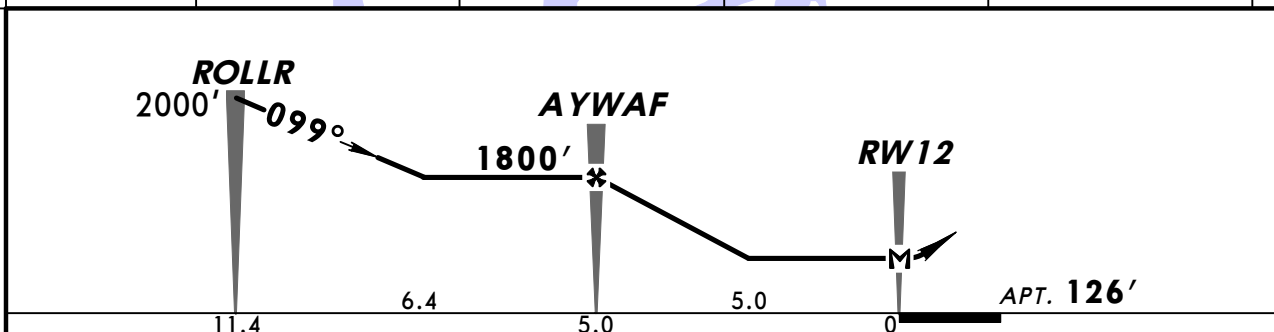
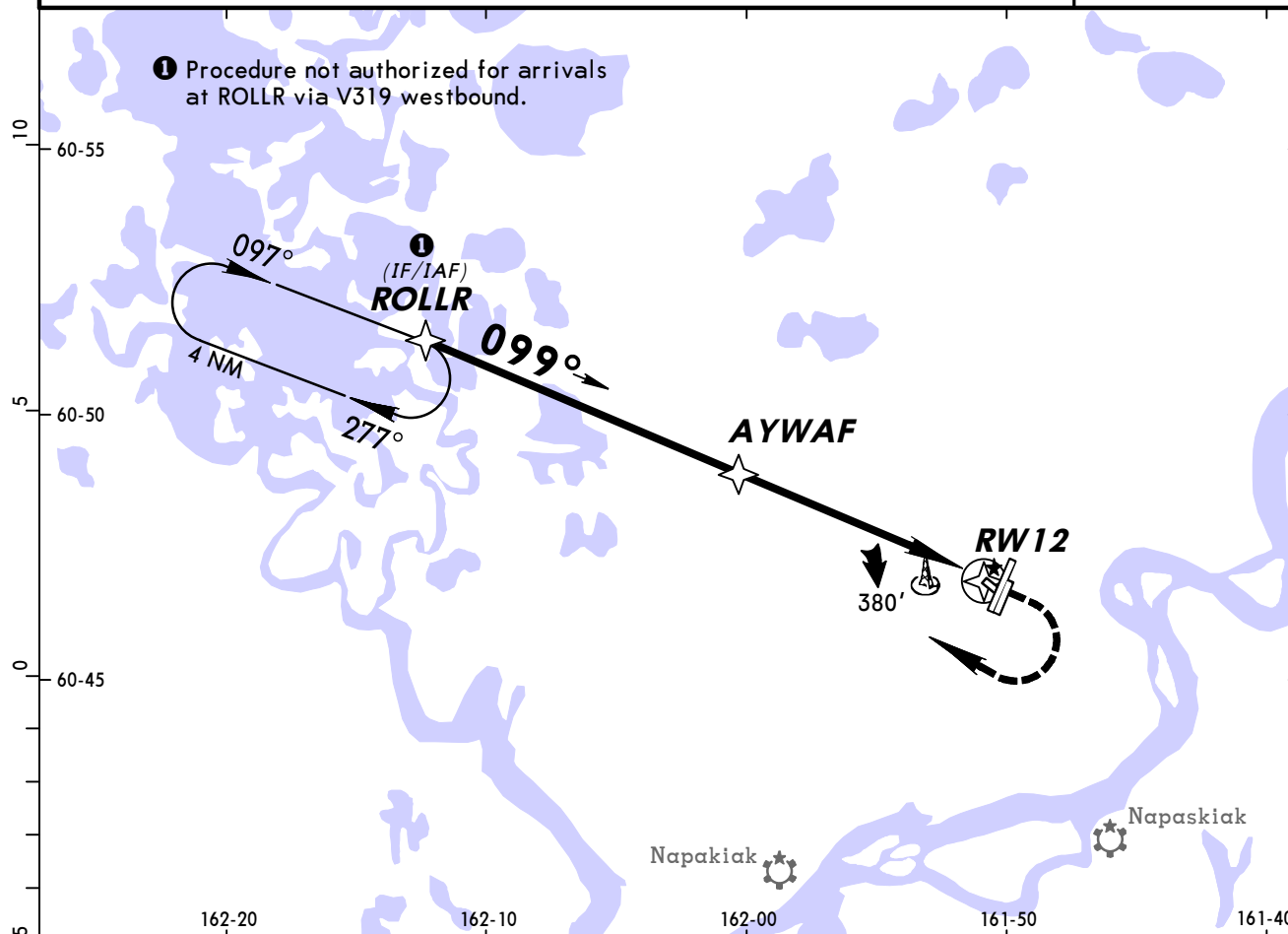
PABE/BET BETHEL

JEPPESSEN
21 AUG 09 **(12-5)** Eff 27 Aug

BETHEL, ALASKA
RNAV (GPS)-A

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		ANCHORAGE Center		*BETHEL Tower		*Ground	
119.8		125.2		CTAF 118.7		121.7	
RNAV	Final Apch Crs 099°	Minimum Alt AYWAF 1800' (1674')		MDA(H) Refer to Minimums	Apt Elev 126'		2200' MSA RW12
MISSED APCH: Climbing RIGHT turn to 2000' direct ROLLR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 118.7.							



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				CIRCLE-TO-LAND Not Authorized to Rwy 12-30 and 1R-19L at Night Not Authorized West of Rwy 1L-19R MDA(H)	
TERPS	A	Max Kts.			
		90			640' (514') - 1
		120			640' (514') - 1½
		140			680' (554') - 2

CHANGES: Rwy 1R-19L added, chart reindexed.

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BETHEL, ALASKA
VOR DME Rwy 1L

BRIEFING STRIPTM

② Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

10 NM from ANEYA

1600'

016°

1600'

196°

1700'

ANEYA D5.5

VIRUC D1.7

[2.98°]

3.8

0.7

[TCH 47']

TDZE 125'

TERPS
AMEND
2TERPS
AMEND
2

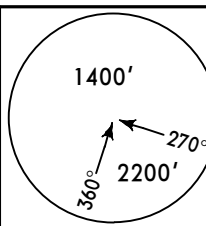
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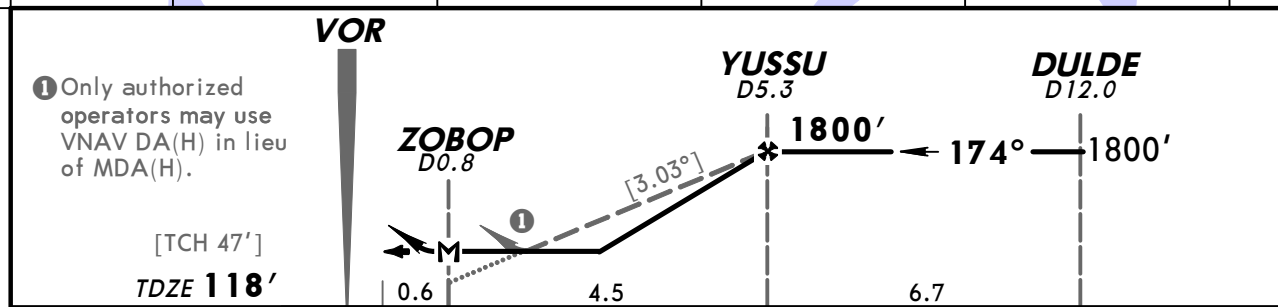
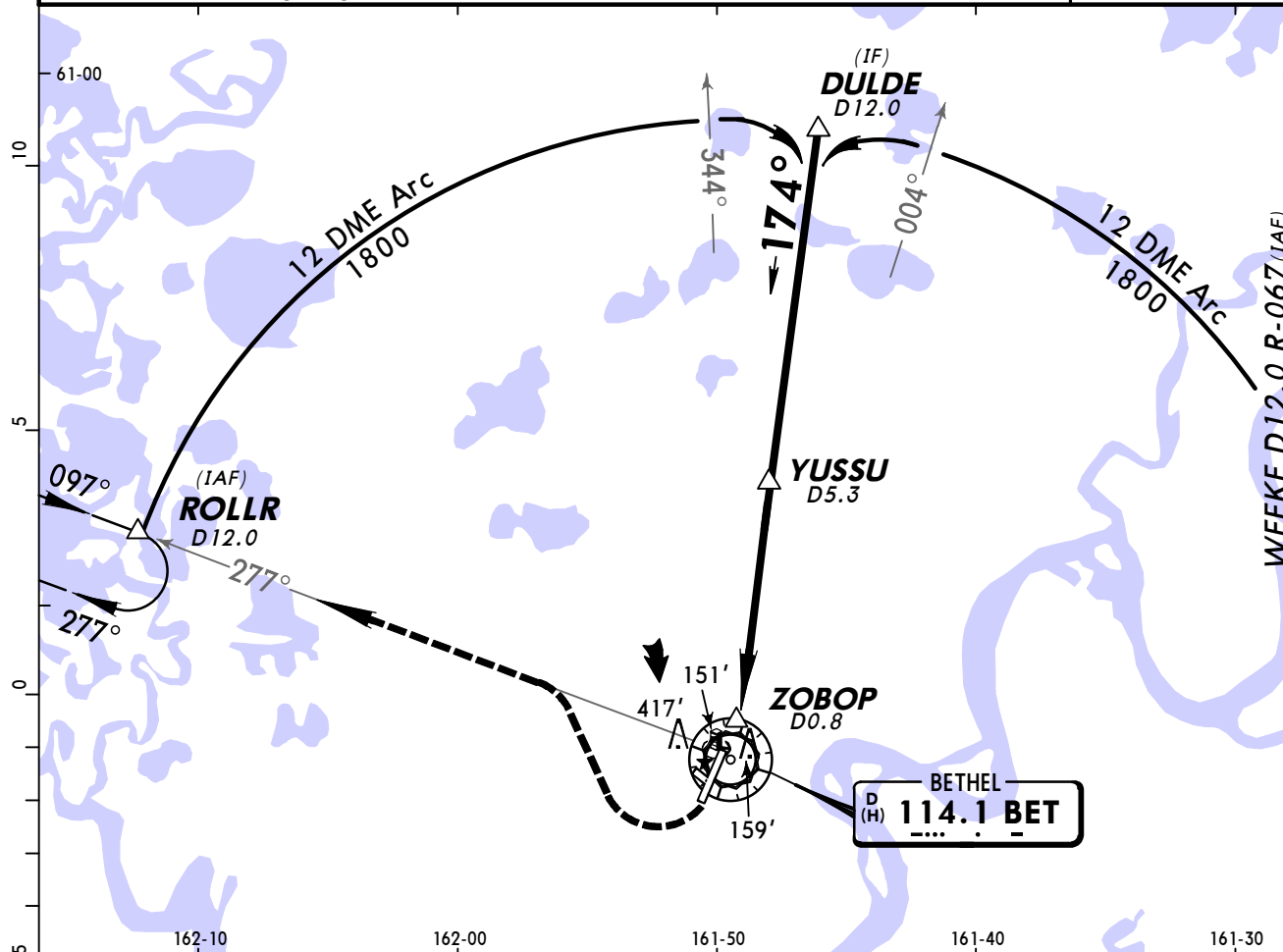
PABE/BET BETHEL

14 NOV 08 **13-2** Eff 20 Nov

BETHEL, ALASKA
VOR DME Rwy 19R

BRIEFING STRIP

ATIS (ASOS when Twr inop)		ANCHORAGE Center		*BETHEL Tower		*Ground	
119.8		125.2		CTAF 118.7		121.7	
VOR BET 114.1	Final Apch Crs 174°	Minimum Alt YUSSU 1800' (1682')	MDA(H) 420' (302')	Apt Elev 126' TDZE 118'			
MISSED APCH: Climb to 700', then climbing RIGHT turn to 2000' outbound via BET VOR R-277 to ROLLR/D12.0 and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Pilot controlled lighting 118.7.						MSA BET VOR	



Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI	700'	2000'	BET via 114.1	ROLLR
Descent angle [3.03°]	375	482	536	643	750	858		↑	RT	R-277	
MAP at ZOBOP											

STRAIGHT-IN LANDING RWY 19R						CIRCLE-TO-LAND					
MDA(H) 420' (302')						Not Authorized West of Rwy 1L-19R Not Authorized to Rwy 12-30 and 1R-19L at Night					
RAIL out			ALS out			Max Kts	MDA(H)				
A						90	520' (394') - 1				
B	RVR 24 or 1/2		RVR 40 or 3/4			120	580' (454') - 1				
C						140	600' (474') - 1 1/2				
D	RVR 40 or 3/4		RVR 50 or 1			165	680' (554') - 2				

CHANGES: Procedure, chart reindexed.

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General Information

Location: Delta Junction/FT Greely AK USA

IATA Code:

Lat/Long: N63° 59.7' W145° 43.3'

Elevation: 1291 ft

Airport Use: Military

Magnetic Variation: 20.6°E

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1657 Z

Sunset: 0254 Z,

Runway Information

Runway: 01

Length x Width: 9000 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 1282 ft

Lighting: Edge, Pilot controlled

Displaced Threshold: 1000 ft

Runway: 07

Length x Width: 4000 ft x 90 ft

Surface Type: asphalt

TDZ-Elev: 1274 ft

Lighting: Edge, Pilot controlled

Runway: 10

Length x Width: 6115 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 1258 ft

Lighting: Edge, Pilot controlled

Runway: 19

Length x Width: 9000 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 1251 ft

Lighting: Edge, Pilot controlled

Displaced Threshold: 1000 ft

Runway: 25

Length x Width: 4000 ft x 90 ft

Surface Type: asphalt
TDZ-Elev: 1263 ft
Lighting: Edge, Pilot controlled

Runway: 28
Length x Width: 6115 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1262 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS 132.075
ASOS 135.65
Fort Greely Tower Tower 119.8
Fort Greely Ground Ground Control 118.225
Allen Operations 122.9 PCL
Fort Greely Traffic Multicom 122.9 CTAF PCL
Fairbanks Flight Service Station 122.2 RCO
Anchorage Center 135.3 Remote Communications Air-Ground

PABI

JEPPesen

DELTA JUNCTION/

Apt Elev 1291'

3 FEB 12

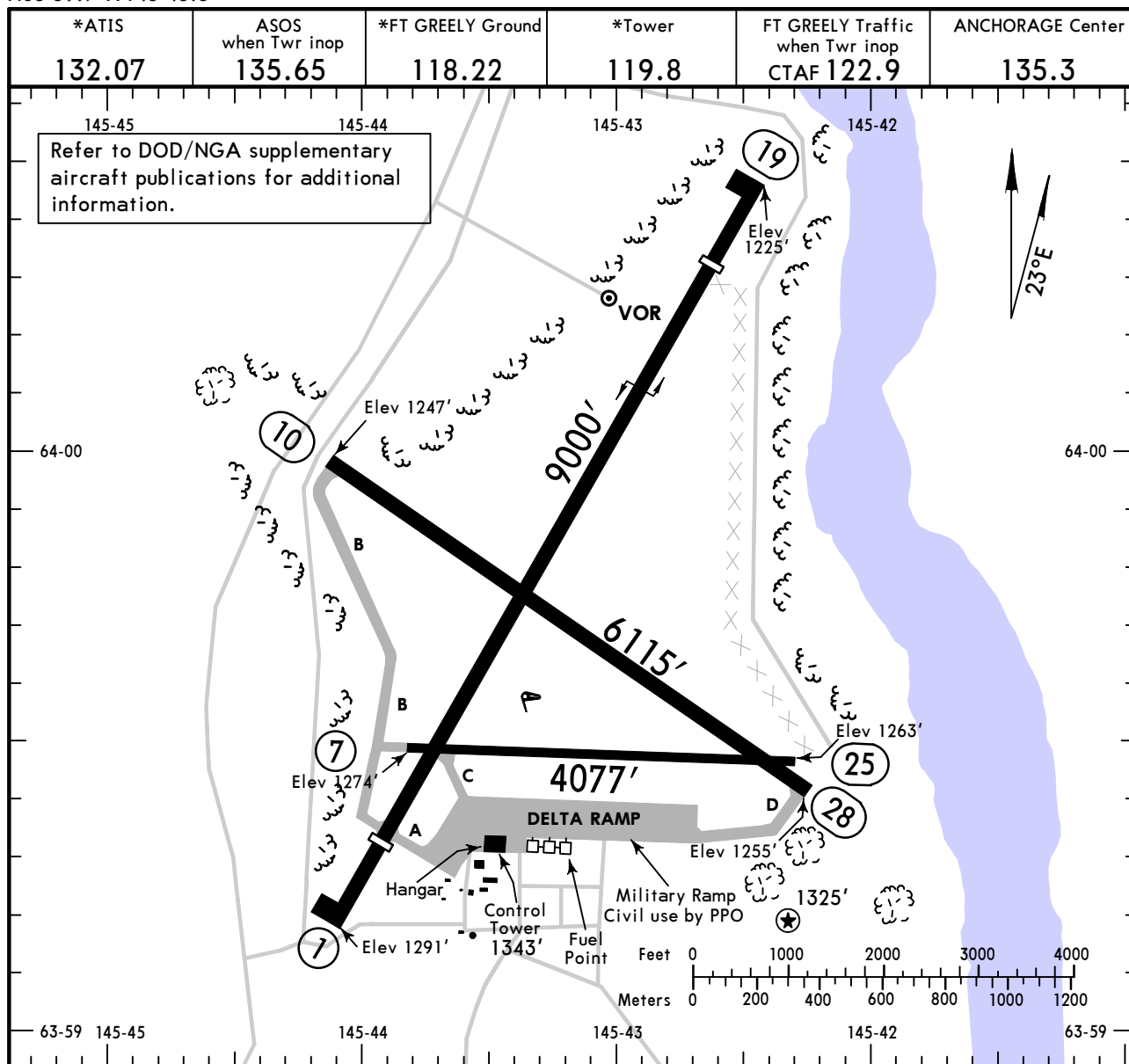
(31-1)

Eff 9 Feb

FT GREELY, ALASKA

N63 59.7 W145 43.3

ALLEN AAF



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Glide Slope	TAKE-OFF	WIDTH
1 19	① HIRL ① PAPI-L (angle 3.0°)	8000'		8000'	150'
7 25	① MIRL				90'
10 28	① HIRL REIL ① PAPI-L (angle 3.0°)		5161'		150'

① Activate on 122.9.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
	1/4	1 1/2
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

① ILS Rwy 10	LOC DME Rwy 10 VOR DME Rwy 19	
	RNAV (GPS) Rwy 10 VOR DME Rwy 19	
	RNAV (GPS) Rwy 19 NDB-A	
A	600-2	800-2
B		
C		
D		

TAKE-OFF OBSTACLES: Rwy 1, multiple trees and fence beginning 46' from DER, 326' right of centerline, up to 59' AGL/1284' MSL. Rwy 10, multiple trees, fence, and REILS beginning 41' from DER, left and right of centerline, up to 70' AGL/1331' MSL. Rwy 19, multiple trees and power poles beginning 415' from DER, left and right of centerline, up to 46' AGL/1337' MSL. Rwy 28, multiple trees and REILS beginning 4' from DER, left and right of centerline, up to 47' AGL/1301' MSL.

DEPARTURE PROCEDURE: Rwys 1, 10, climbing left turn via heading 242° and BIG VOR R-287 to 3500', thence for V444 westbound departures continue on course, all others turn right direct BIG VOR or DJN NDB and proceed via airway radials/bearings on course. Rwys 19, 28, climbing right turn via heading 332° and BIG VOR R-287 to 3500', thence for V444 westbound departures continue on course, all others turn right direct BIG VOR or DJN NDB and proceed via airway radials/bearings on course.

① Authorized only when tower operating.

CHANGES: Notes.

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AMEND 4 A

PABI

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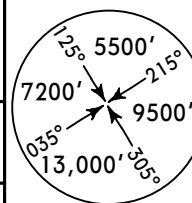
DELTA JUNCTION/ FT GREELY, ALASKA ILS or LOC DMÉ Rwy 10

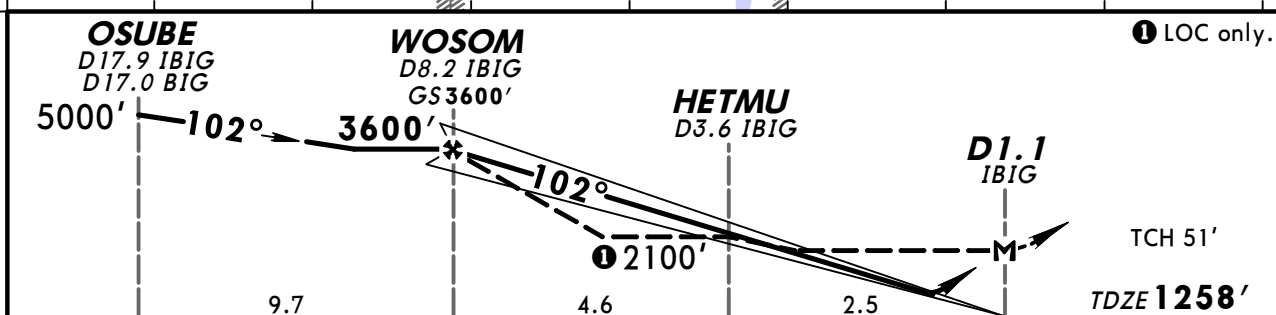
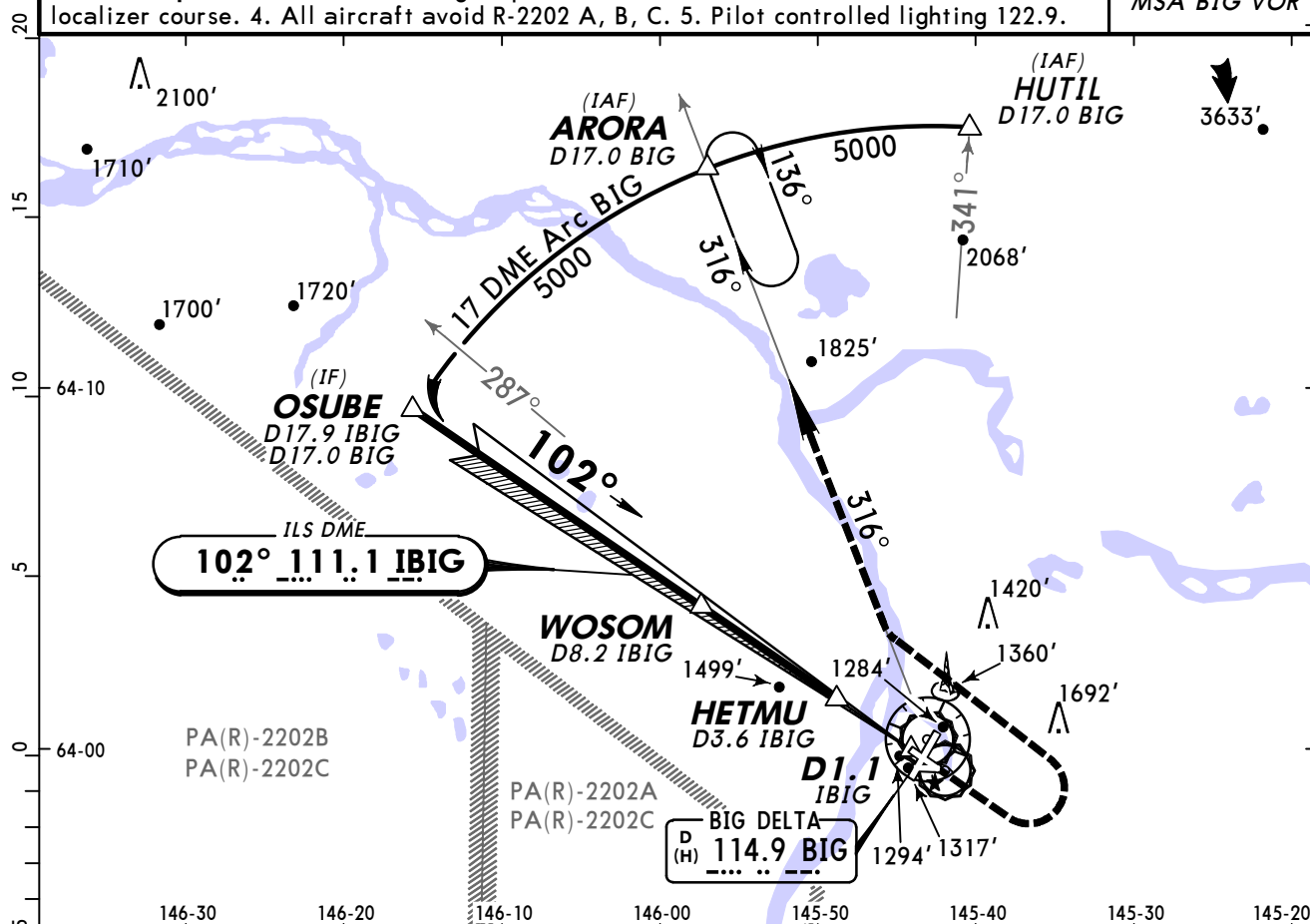
ALLEN AAF

3 FEB 12

Eff 9 Feb

(31-1)

*ATIS 132.07	ASOS when Twr inop 135.65	ANCHORAGE Center 135.3	*FT GREELY Tower 119.8	FT GREELY Traffic when Twr inop CTAF 122.9	*Ground 118.22
LOC IBIG 111.1	Final Apch Crs 102°	GS WOSOM 3600' (2342')	ILS DA(H) 1458' (200')	Apt Elev 1291' TDZE 1258'	
MISSED APCH: Climb to 2200', then climbing LEFT turn to 5000' outbound via BIG VOR R-316 to ARORA D17.0 BIG and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. VGSI and ILS glidepath not coincident. 3. Use IBIG DME when on the localizer course. 4. All aircraft avoid R-2202 A, B, C. 5. Pilot controlled lighting 122.9.					
					MSA BIG VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L		2200'	5000'	BIG	ARORA
GS	3.00°	372	478	531	637	743	849				via 114.9	
MAP at D1.1 IBIG											R-316	

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not Authorized South of Rwy 7-25		Max Kts	
DA(H) 1458' (200')		MDA(H) 1560' (302')				MDA(H)	
A						90	1720' (429') - 1
B						120	1760' (469') - 1
C						140	1760' (469') - 1½
D						165	1860' (569') - 2

CHANGES: None.

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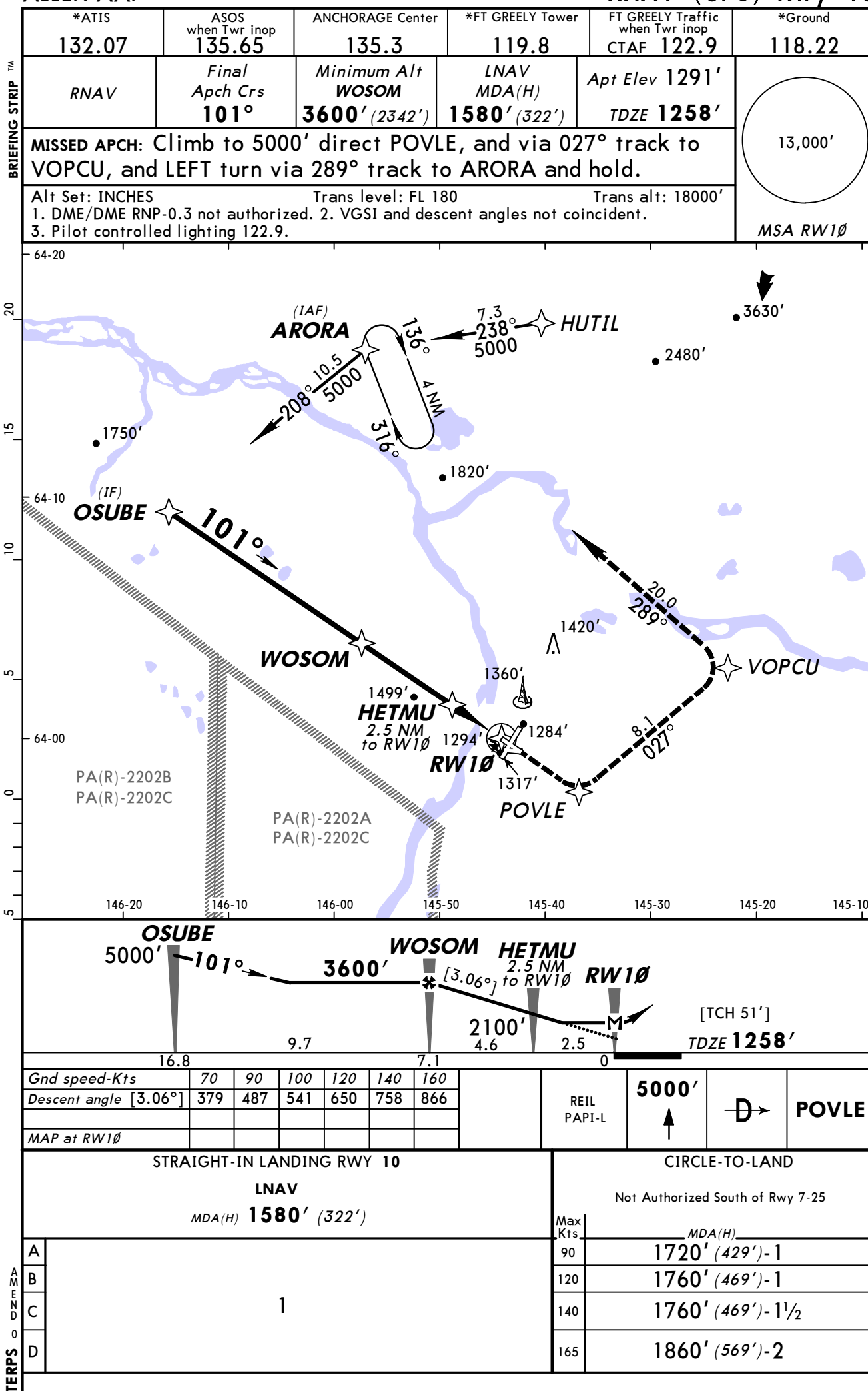
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DELTA JUNCTION/
FT GREELY, ALASKA
RNAV (GPS) Rwy 10

5 OCT 07 (32-1)

ALLEN AAF



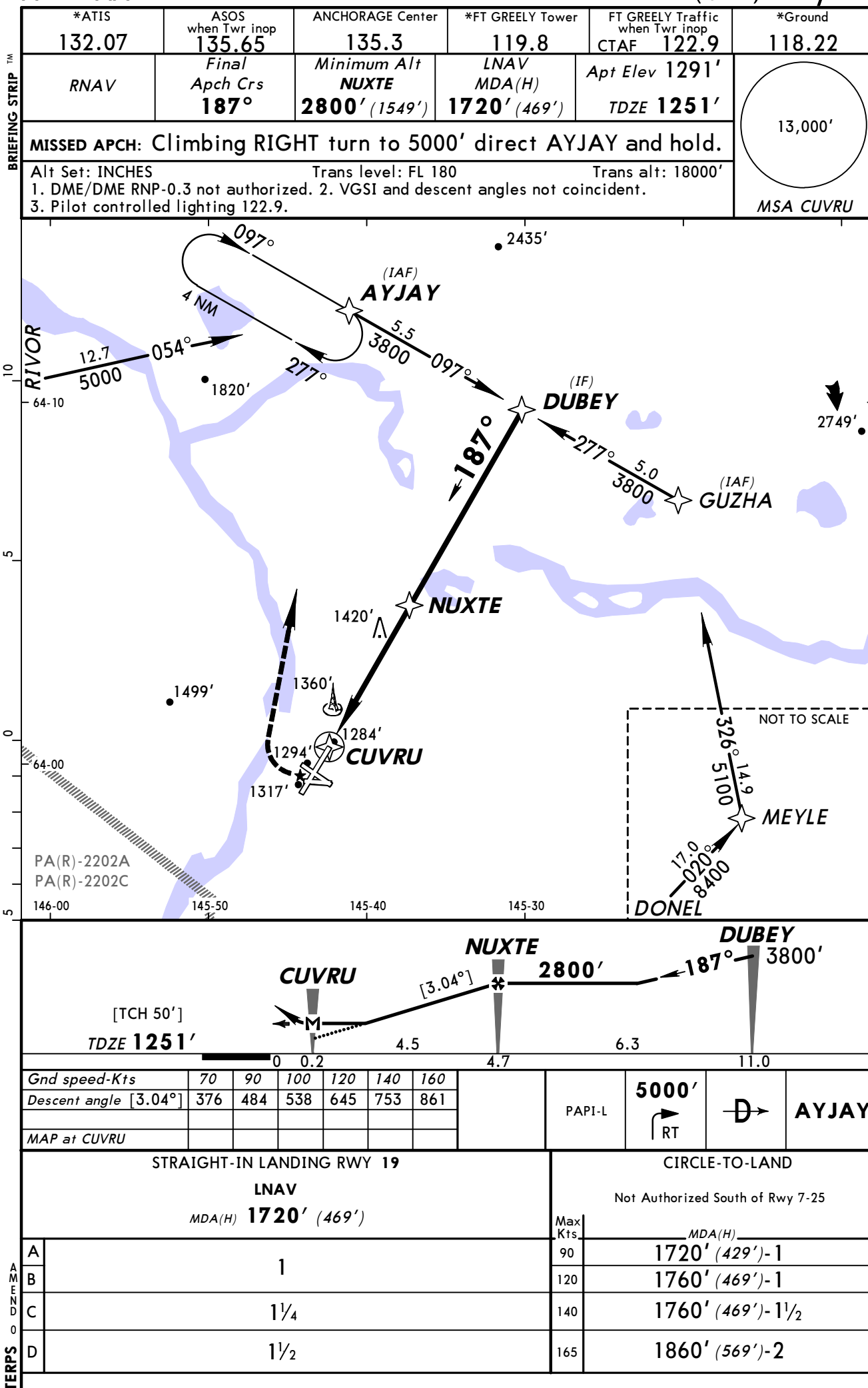
PABI

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DELTA JUNCTION/
FT GREELY, ALASKA
RNAV (GPS) Rwy 19

5 OCT 07 (32-2)

ALLEN AAF



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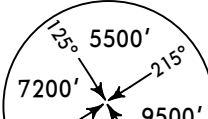
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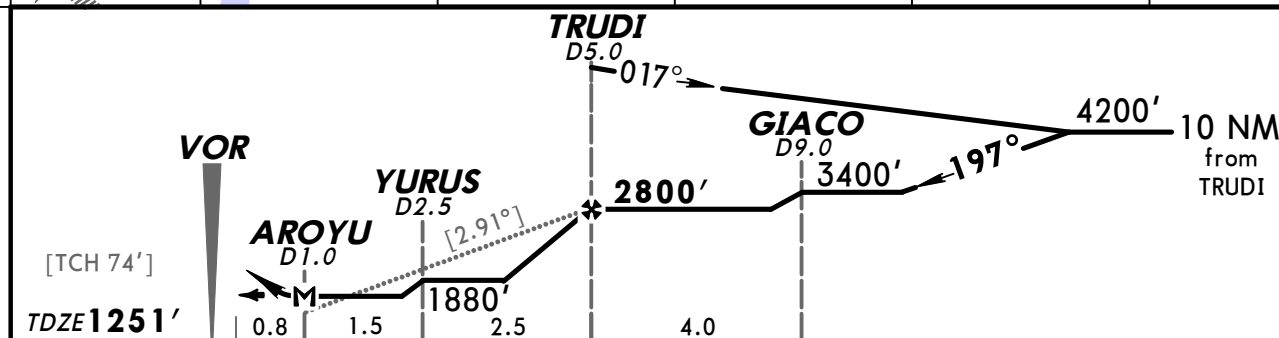
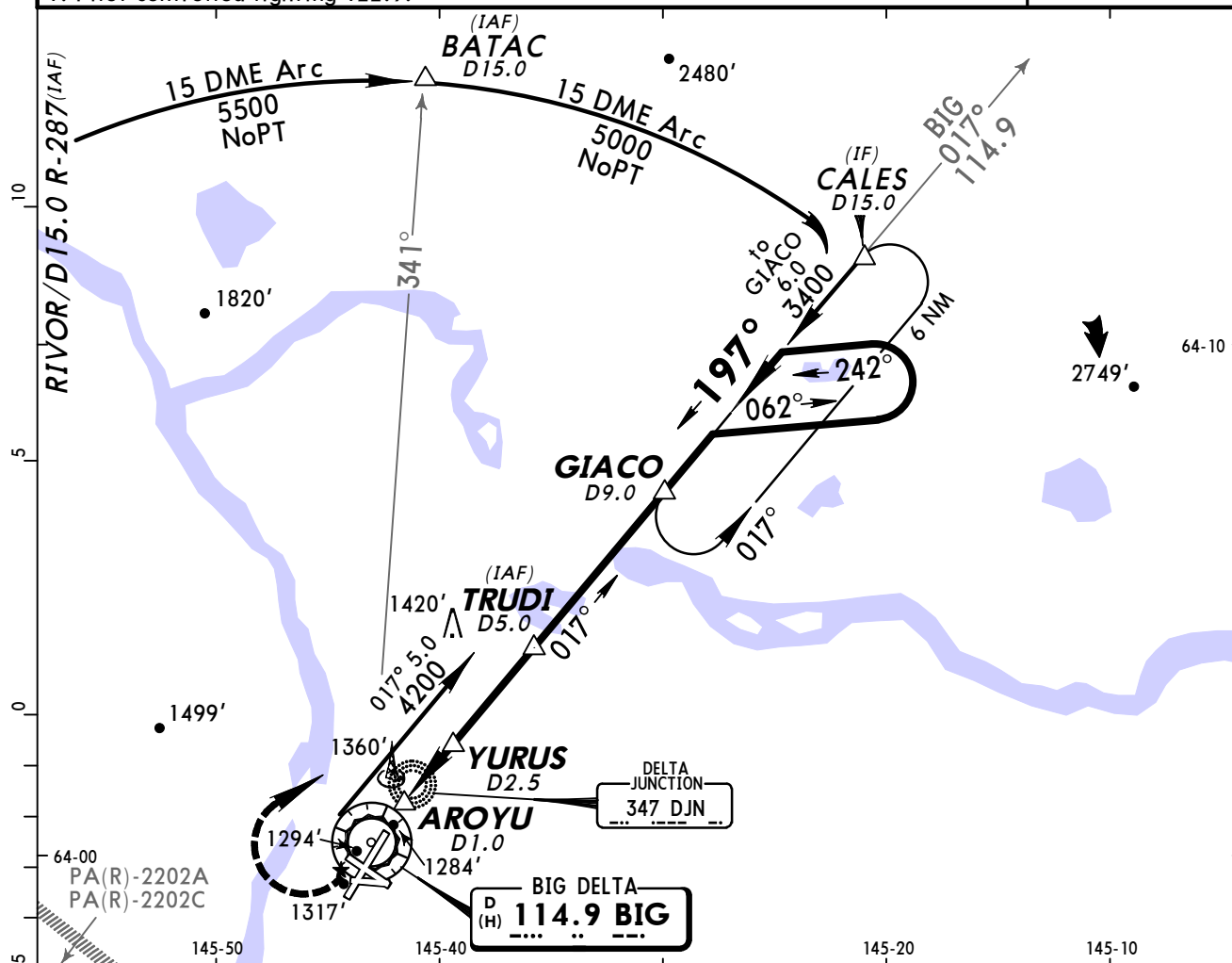
DELTA JUNCTION/
FT GREELY, ALASKA
VOR DMÉ Rwy 19

5 OCT 07 (33-1)

ALLEN AAF

BRIEFING STRIP

*ATIS 132.07	ASOS when Twr inop 135.65	ANCHORAGE Center 135.3	*FT GREELY Tower 119.8	FT GREELY Traffic when Twr inop CTAF 122.9	*Ground 118.22
VOR BIG 114.9	Final Apch Crs 197°	Minimum Alt TRUDI 2800' (1549')	MDA(H) 1660' (409')	Apt Elev 1291' TDZE 1251'	
MISSED APCH: Climb to 2100', then climbing RIGHT turn to 4000' outbound via BIG VOR R-017 to GIACO D9.0 and hold.					
Alt Set: INCHES 1. Pilot controlled lighting 122.9.					
Trans level: FL 180			Trans alt: 18000'		



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2100'	4000'	BIG	GIACO
Descent angle [2.91°]	360	463	515	618	721	824		↑	↗	via 114.9 R-017	
MAP at AROYU											

STRAIGHT-IN LANDING RWY 19						CIRCLE-TO-LAND					
MDA(H) 1660' (409')						Not Authorized East of Rwy 1-19					
A	1					Max Kts	MDA(H)				
B						90	1720' (429') - 1				
C						120	1760' (469') - 1				
D	1 1/4					140	1760' (469') - 1 1/2				
						165	1880' (589') - 2				

CHANGES: FABEL renamed YURUS.

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PABI

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DELTA JUNCTION/
FT GREELY, ALASKA
NDB-A

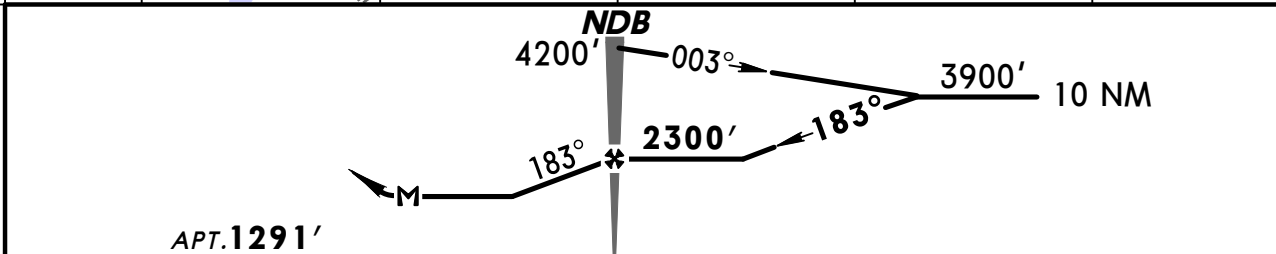
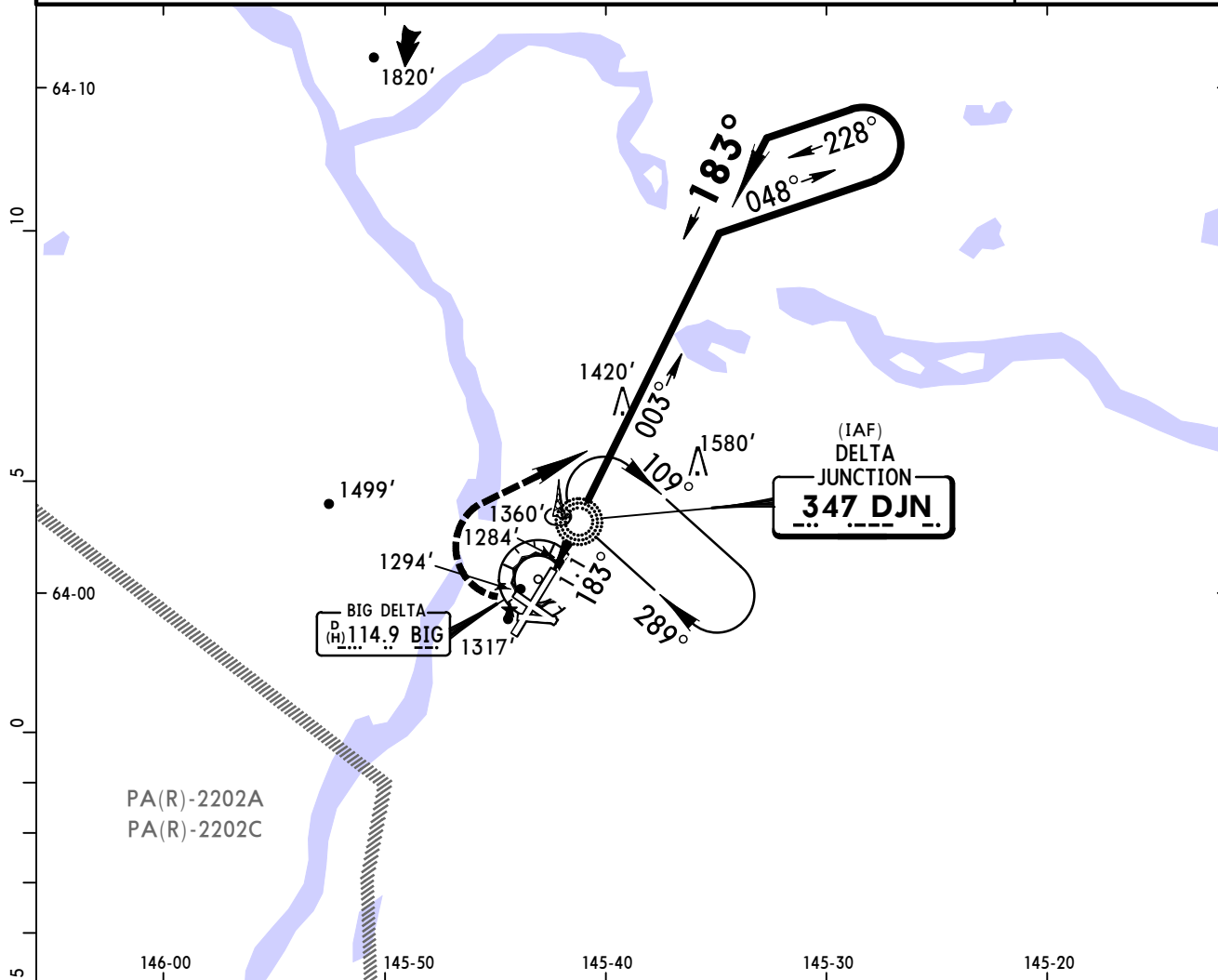
13 JUL 07 (36-1)

ALLEN AAF

BRIEFING STRIP™

*ATIS 132.07	ASOS when Twr inop 135.65	ANCHORAGE Center 135.3	*FT GREELY Tower 119.8	FT GREELY Traffic when Twr inop CTAF 122.9	*Ground 118.22
NDB DJN 347	Final Apch Crs 183°	Minimum Alt NDB 2300' (1009')	MDA(H) Refer to Minimums	Apt Elev 1291'	
MISSED APCH: Climbing RIGHT turn to 4200' via DJN NDB bearing 003°, then RIGHT turn direct DJN NDB and hold.					
Alt Set: INCHES 1. Pilot controlled lighting 122.9.					
Trans level: FL 180		Trans alt: 18000'			

MSA DJN NDB



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	4200' DJN via 347 RT 003°
NDB to MAP	1.1	0:57	0:44	0:40	0:33	0:28		

			CIRCLE-TO-LAND Not Authorized East of Rwy 1-19 MDA(H)	
TERPS	A	90	1880' (589') - 1	
	B	120	1880' (589') - 1½	
	C	140	1880' (589') - 1½	
	D	165	1900' (609') - 2	

CHANGES: Procedure.

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General Information

Location: Barrow AK USA
IATA Code: BRW
Lat/Long: N71° 17.1' W156° 46.1'
Elevation: 52 ft

Airport Use: Public
Magnetic Variation: 17.9°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1810 Z
Sunset: 0310 Z,

Runway Information

Runway: 07
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 52 ft
Lighting: Edge, ALS, REIL, Pilot controlled
Displaced Threshold: 600 ft

Runway: 25
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 48 ft
Lighting: Edge, ALS, REIL, Pilot controlled
Displaced Threshold: 600 ft

Communication Information

ASOS 132.15
Barrow Multicom 123.6 PCL
Barrow Information 132.15
Barrow Flight Service Station 123.6 AAS CTAF
Barrow Flight Service Station 122.6 At or above 18000 ft
Barrow Flight Service Station 122.2
Anchorage Center 135.3 Remote Communications Air-Ground

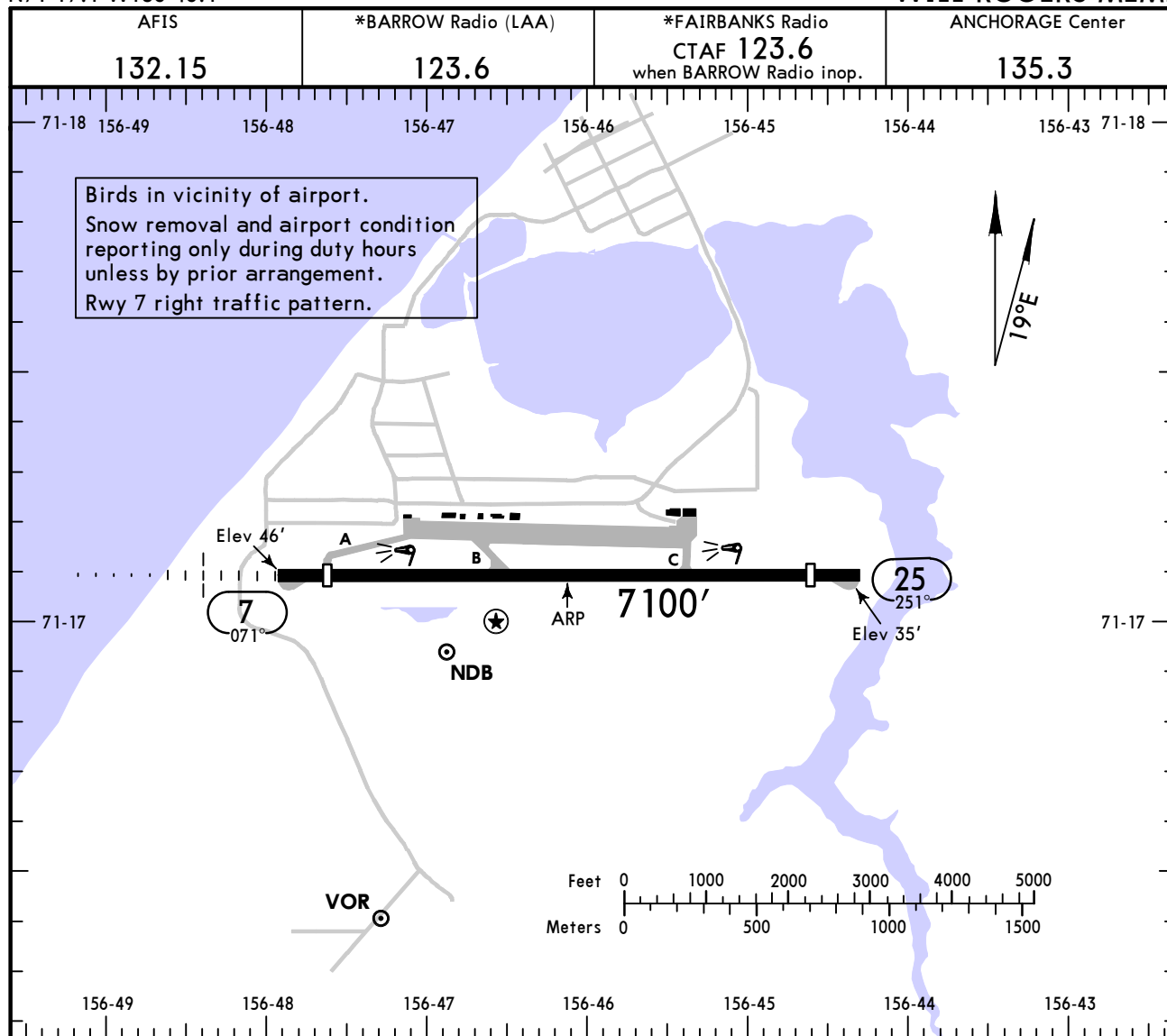
PABR/BRW
Apt Elev **52'**
N71 17.1 W156 46.1

3 FEB 12

(11-1)

Eff 9 Feb

BARROW, ALASKA
**WILEY POST-
WILL ROGERS MEML**



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
7	① HIRL ② MALSR PAPI-L (angle 3.00°) grooved RVR	③ 5900'	4802'		150'
25	① HIRL ② REIL PAPI-L (angle 3.00°) grooved				

- ① Increase intensity on 123.6 when FSS closed.
② Activate on 123.6.
③ Last 600' is unavailable for landing distance computations.

TAKE-OFF			FOR FILING AS ALTERNATE Authorized Only When Local Weather Available	
All Rwys			ILS Rwy 7	LOC DME Rwy 7 LOC DME (BC) Rwy 25 RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25 VOR DME Rwy 25
Adequate Vis Ref		STD		
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A B C D 600-2	800-2
3 & 4 Eng		RVR 24 or 1/2		

CHANGES: Lighting notes, usable lengths.

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A
M
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BRIEFING STRIP TM

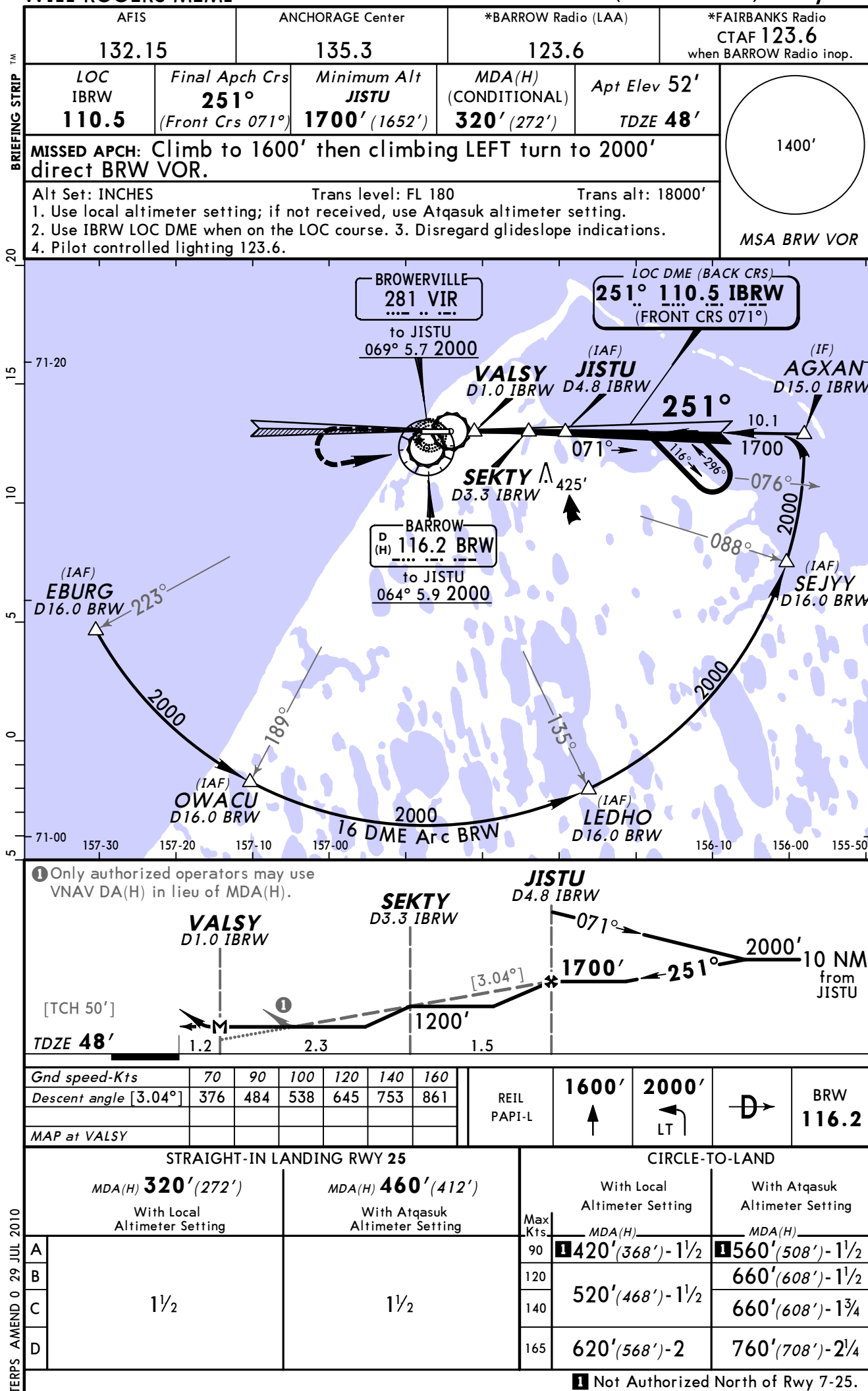


<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Gs</i> 3 00°	372	478	531	637	743	849

TERPS	STRAIGHT-IN LANDING RWY 7 With Local Altimeter Setting
--------------	---

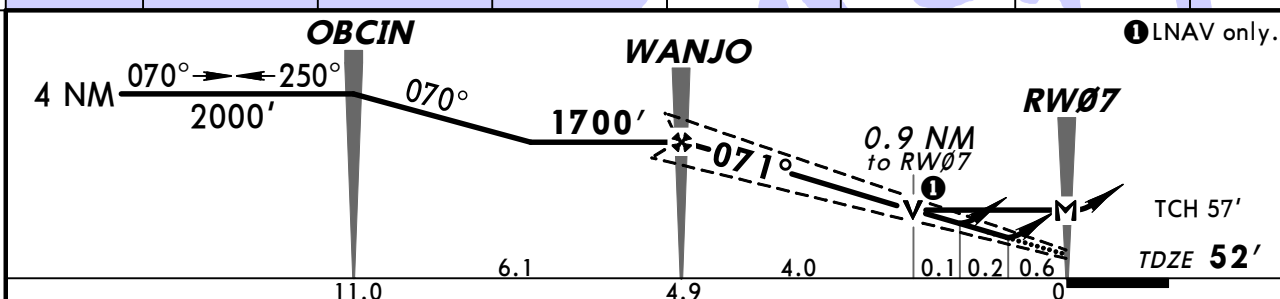
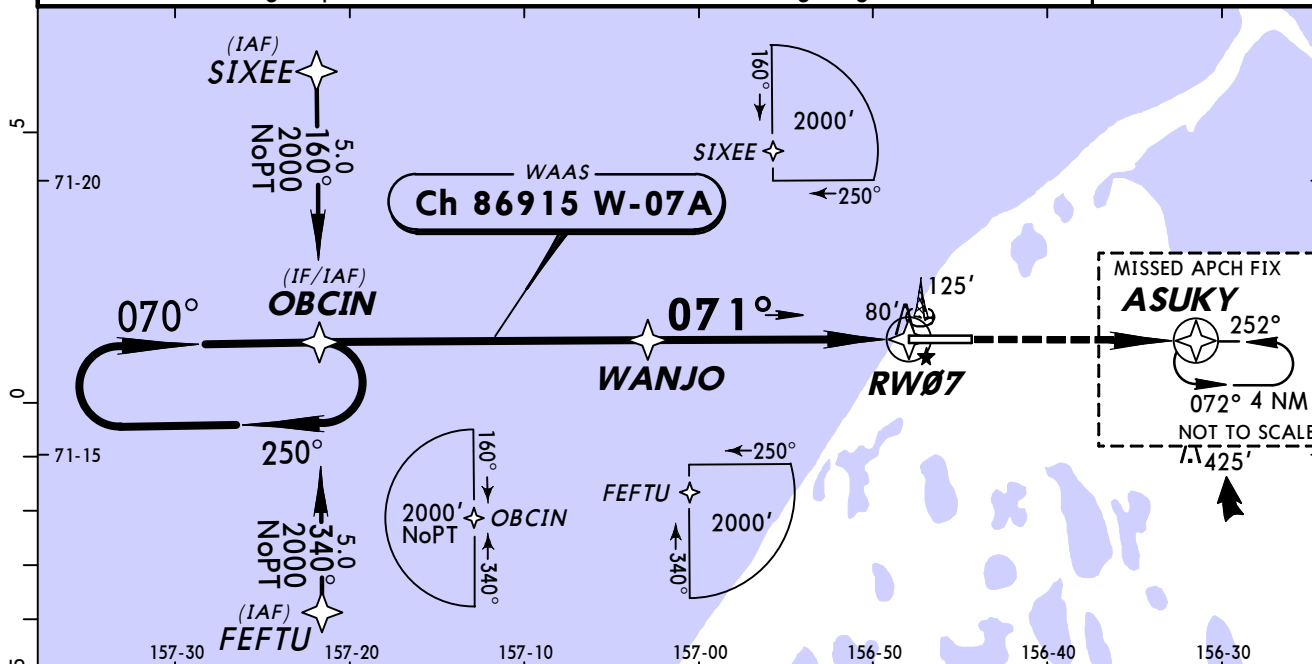
3 Not Authorized North of Rwy 7-25.

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BRIEFING STRIP™

AFIS 132.15		ANCHORAGE Center 135.3		*BARROW Radio (LAA) 123.6		*FAIRBANKS Radio CTAF 123.6 when BARROW Radio inop.	
WAAS Ch 86915 W-07A	Final Apch Crs 071°	Minimum Alt WANJO 1700' (1648')	LPV DA(H) (CONDITIONAL) 302' (250')	Apt Elev 52' TDZE 52'		TAA 30 NM IAF	
MISSED APCH: Climb to 2000' direct ASUKY and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Atqasuk altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F). 4. VDP and Baro-VNAV not authorized when using Atqasuk altimeter setting. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 123.6.							



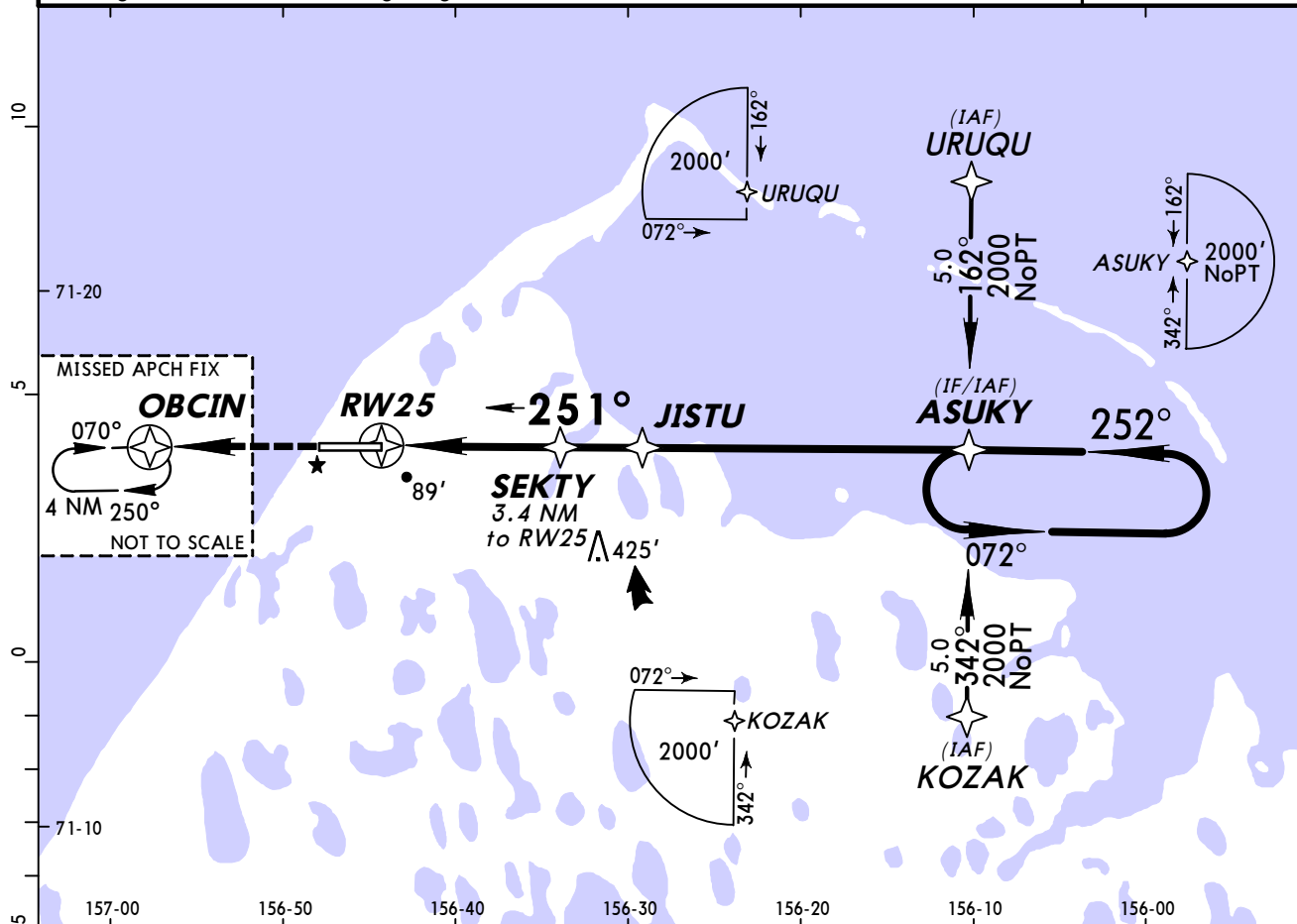
Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	PAPI	ASUKY
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RWY 07										

STRAIGHT-IN LANDING RWY 7 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 302' (250')		LNAV/VNAV DA(H) 350' (298')		LNAV MDA(H) 380' (328')		Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	90	1 420' (368') - 1
A						120	520' (468') - 1
B	RVR 28 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 45 or 7/8	RVR 40 or 3/4	140	520' (468') - 1 1/2
C					RVR 35 or 5/8	165	620' (568') - 2
D					RVR 50 or 1		
With Atkasuk Altimeter Setting						With Atkasuk Altimeter Setting	
LPV DA(H) 426' (374')		LNAV/VNAV DA(H) 474' (422')		LNAV MDA(H) 520' (468')		Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	90	1 560' (508') - 1
A						120	660' (608') - 1
B	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 50 or 1	1 1/4	RVR 40 or 3/4	140	660' (608') - 1 3/4
C					RVR 60 or 1 1/8	165	760' (708') - 2 1/4
D					1 3/8		

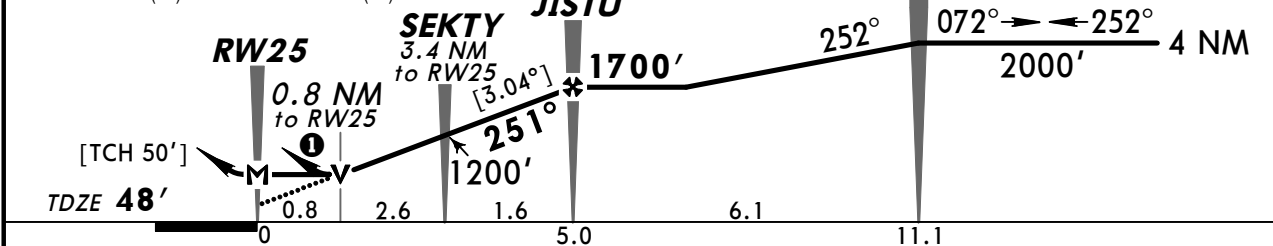
1 Not Authorized North of Rwy 7-25.

BRIEFING STRIP™

AFIS 132.15		ANCHORAGE Center 135.3		*BARROW Radio (LAA) 123.6		*FAIRBANKS Radio CTAF 123.6 when BARROW Radio inop.	
RNAV	<i>Final Apch Crs</i> 251°	<i>Minimum Alt</i> JISTU 1700' (1652')	<i>LNAV MDA(H)</i> (CONDITIONAL) 360' (312')	<i>Apt Elev 52'</i> <i>TDZE 48'</i>		TAA 30 NM IAF	
MISSED APCH: Climb to 2000' direct OBCIN and hold.							
Alt Set: INCHES							



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



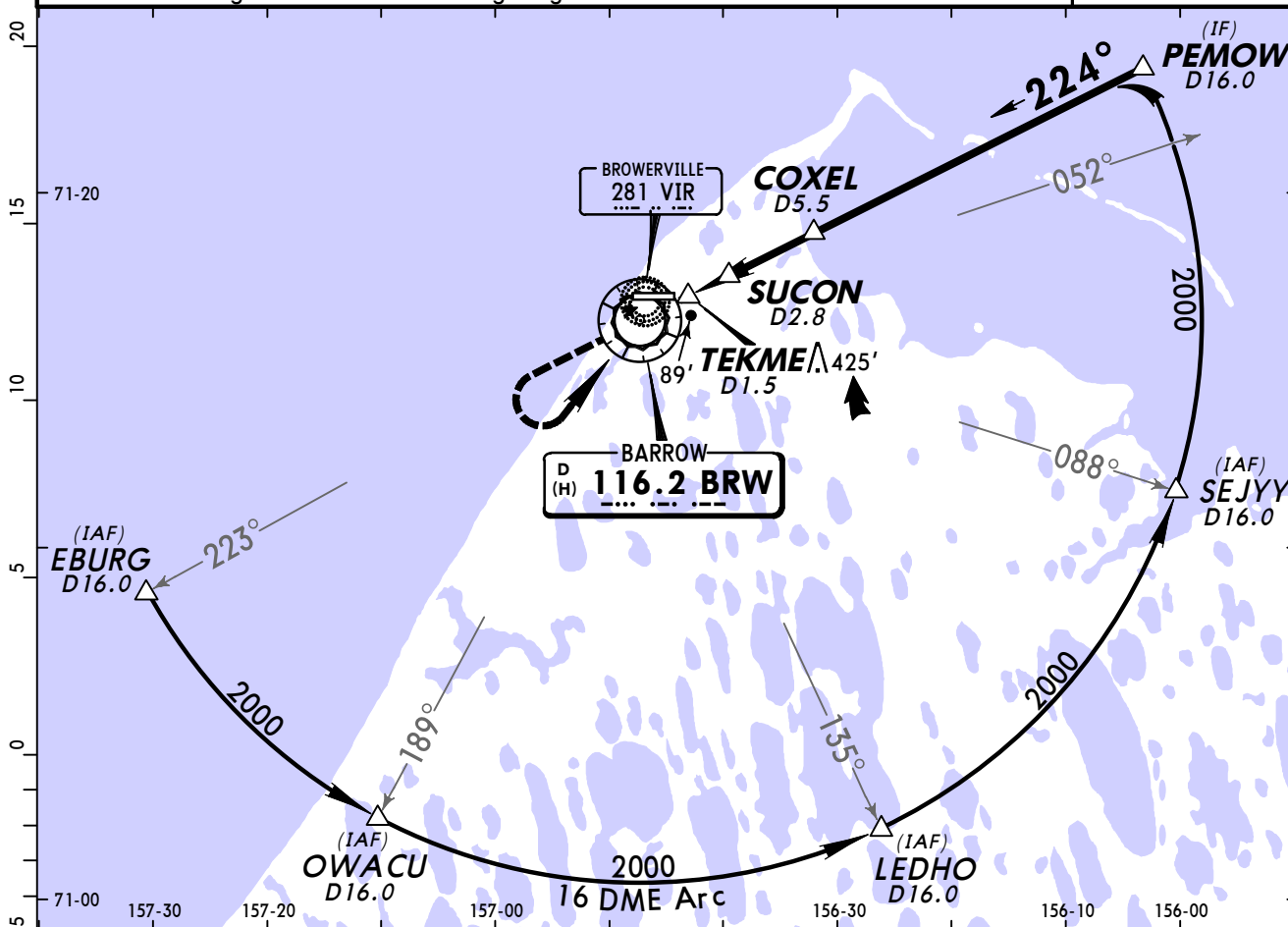
Gnd speed-Kts	70	90	100	120	140	160		REIL VASI-R	2000'	→	OBCIN
Descent angle [3.04°]	376	484	538	645	753	861					
MAP at RW25											

STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND			
LNAV		LNAV		With Local Altimeter Setting		With Atkasuk Altimeter Setting	
MDA(H) 360' (312')		MDA(H) 500' (452')		MDA(H)		MDA(H)	
With Local Altimeter Setting		With Atkasuk Altimeter Setting					
A				90	1 420' (368')-1		1 560' (508')-1
B			1	120	520' (468')-1		660' (608')-1
C	1			140	520' (468')-1½		660' (608')-2
D			1½	165	620' (568')-2		760' (708')-2½

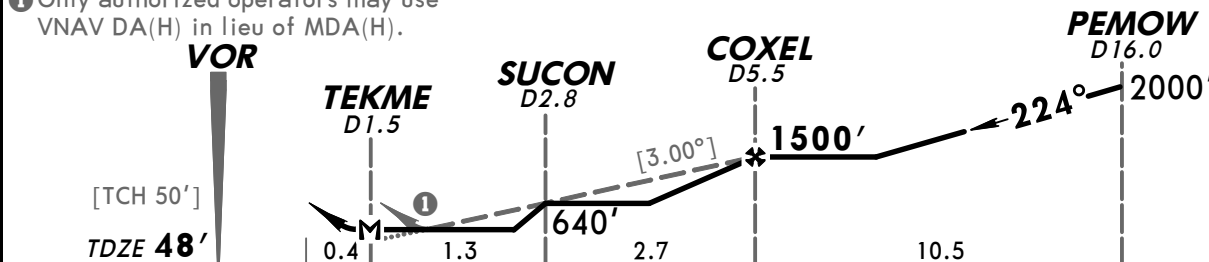
① Not Authorized North of Rwy 7-25.

BRIEFING STRIP™

AFIS 132.15		ANCHORAGE Center 135.3		*BARROW Radio (LAA) 123.6		*FAIRBANKS Radio CTAF 123.6 when BARROW Radio inop.	
VOR BRW 116.2	Final Apch Crs 224°	Minimum Alt COXEL 1500' (1452')	MDA(H) (CONDITIONAL) 340' (292')	Apt Elev 52' TDZE 48'		1400' MSA BRW VOR	
MISSED APCH: Climb to 1600' then climbing LEFT turn to 2000' direct BRW VOR.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Use local altimeter setting; if not received, use Atqasuk altimeter setting. 3. Pilot controlled lighting 123.6.							



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at TEKME						

REIL VASI-R	1600'	2000'	BRW 116.2
----------------	-------	-------	--------------

STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND		
MDA(H) 340' (292')		MDA(H) 480' (432')	With Local Altimeter Setting	With Atqasuk Altimeter Setting	
With Local Altimeter Setting		With Atqasuk Altimeter Setting	Max Kts	MDA(H)	MDA(H)
1	A	1	90	1420' (368')-1	1560' (508')-1
	B		120	520' (468')-1	660' (608')-1
	C	1 1/4	140	520' (468')-1 1/2	660' (608')-1 3/4
	D	1 1/2	165	620' (568')-2	760' (708')-2 1/4

① Not Authorized North of Rwy 7-25.

General Information

Location: Cold Bay AK USA
IATA Code: CDB
Lat/Long: N55° 12.3' W162° 43.5'
Elevation: 102 ft

Airport Use: Public
Magnetic Variation: 12.3°E

Fuel Types: 100-130 Octane, Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1746 Z
Sunset: 0421 Z,

Runway Information

Runway: 08
Length x Width: 6235 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 93 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 1000 ft

Runway: 14
Length x Width: 10420 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 74 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 26
Length x Width: 6235 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 96 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 1000 ft

Runway: 32
Length x Width: 10420 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 89 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ASOS 135.75
Cold Bay Flight Service Station 563.1 RCO
Cold Bay Flight Service Station 286.6 RCO
Cold Bay Flight Service Station 123.6 AAS CTAF PCL
Cold Bay Flight Service Station 122.2 RCO

PACD/CDB

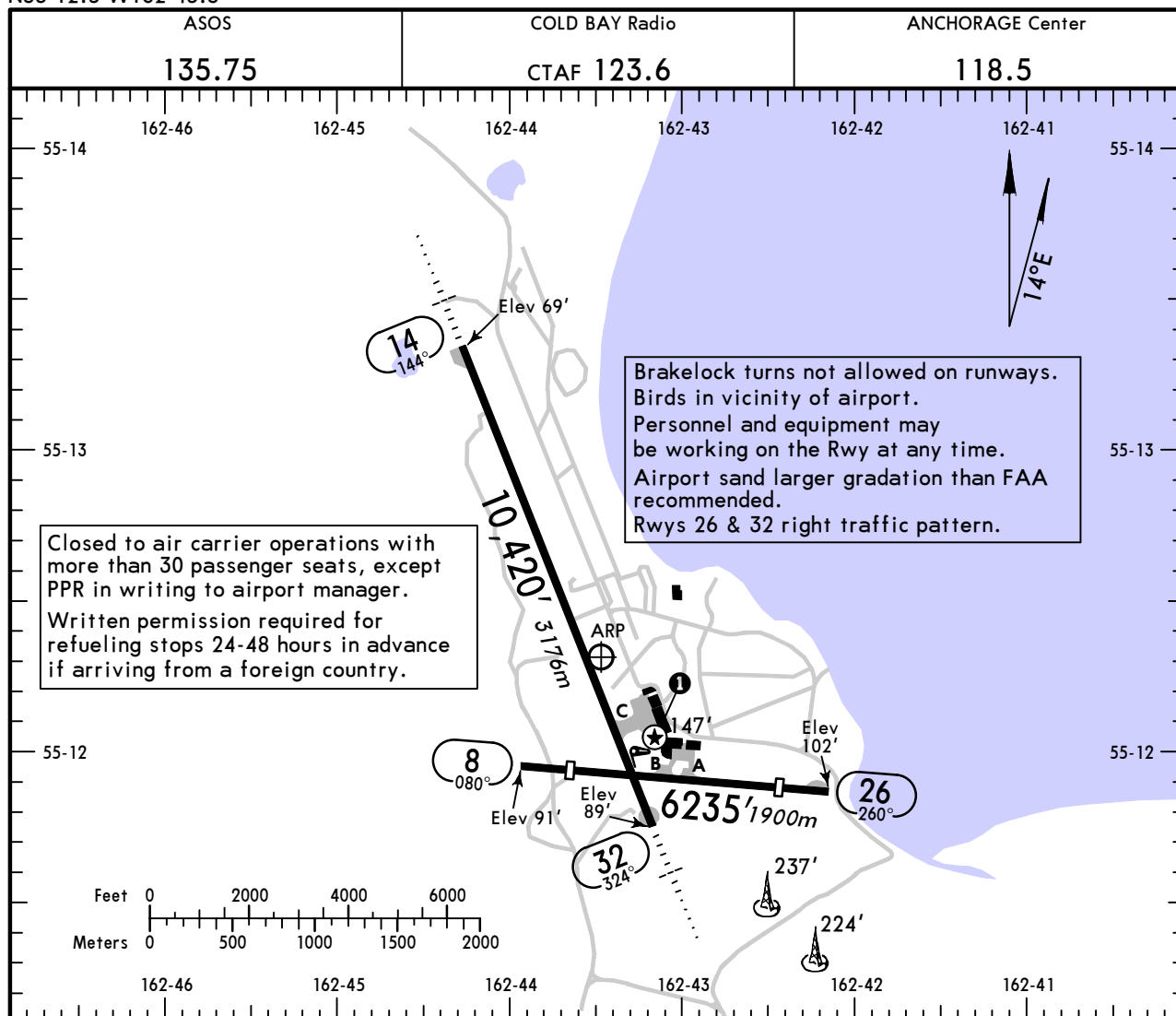
Apt Elev **102'**
N55 12.3 W162 43.5

JEPPesen

8 JAN 10 **(10-9)**

COLD BAY, ALASKA

COLD BAY



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		WIDTH
					LANDING	BEYOND	
	Threshold	Glide Slope	TAKE-OFF				
8	② HIRL ② ③ VASI-L	grooved			4235' 1291m		150' 46m
26	② HIRL ② VASI-L	grooved					
14	② HIRL ② MALSR	grooved RVR			9411' 2868m		150' 46m
32	② HIRL ② MALSR ② VASI-L	grooved					

- ① Rotating beacon operates 1800-0800LT.
- ② Activate on 123.6 when FSS closed.
- ③ Line of sight offset 5° to the north.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

						FOR FILING AS ALTERNATE	
Rwys 8, 14, 32			Rwy 26			Precision	Non-Precision
Adequate Vis Ref	STD	With Min climb of 400'/NM to 1200'		Other			
		Adequate Vis Ref	STD				
1 & 2 Eng	RVR 16	RVR 50 or 1	1/4	1	900-2 1/2	A	600-2
3 & 4 Eng	or 1/4	RVR 24 or 1/2	1/4	1/2		B	800-2
						C	
						D	

OBSTACLE DP: Rwys 8,14, climbing left turn direct ELF NDB or CDB VOR, then climb in ELF NDB holding pattern (northwest, left turns, 144° inbound) or CDB VOR holding pattern (northwest, left turns, 145° inbound) to MEA for direction of flight. Rwy 32, climb direct to ELF NDB or CDB VOR, then climb in ELF NDB holding pattern (northwest, left turns, 144° inbound) or CDB VOR holding pattern (northwest, left turns, 145° inbound) to

MEA for direction of flight. Rwy 26, climbing right turn direct ELF NDB or CDB VOR, then climb in ELF NDB holding pattern (northwest, left turns, 144° inbound) or CDB VOR holding pattern (northwest, left turns, 145° inbound) to MEA for direction of flight.

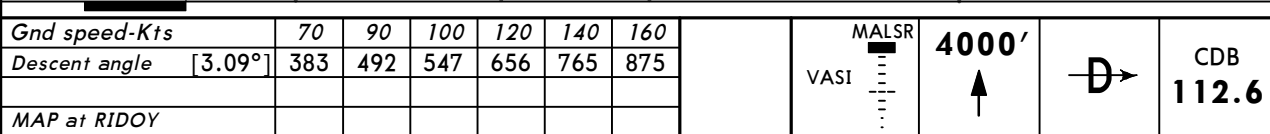
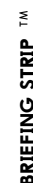
AMEND 6

Rwy 32

Apt Elev **96'**
TDZE **89'**

Trans alt: 18000'

MSA CDB VOR



MDA(H) **540'** (451')

NA to Rwy 26 & 32 at Night When VGSI Inop
CAT A, B: NA Southwest of Rwy 14-32 at Night
CAT C, D: NA Southwest of Rwy 14-32

$$660' (564') - 2$$

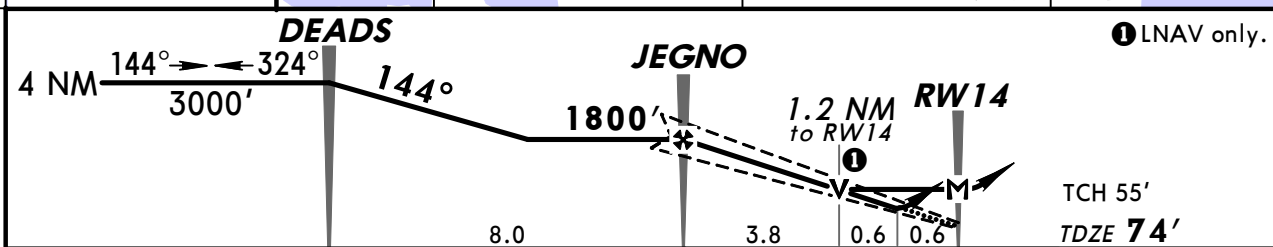
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PACD/CDB COLD BAY

JEPPESSEN
21 AUG 09 **12-1** Eff 27 Aug

COLD BAY, ALASKA RNAV (GPS) Rwy 14

BRIEFING STRIP™	ASOS 135.75		ANCHORAGE Center 118.5		COLD BAY Radio CTAF 123.6	
	WAAS Ch 45612 W-14A	Final Apch Crs 144°	Minimum Alt JEGNO 1800' (1726')	LPV DA(H) 324' (250')	Apt Elev 96' TDZE 74'	7100' MSA RW14
	MISSED APCH: Climb to 4100' direct PABGE and via 132° track to AFVEK and hold, continue climb-in-hold to 4100'.					
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service not provided. 3. Pilot controlled lighting 123.6.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR		4100'	→	PABGE
Glide Path Angle 3.10°	384	494	548	658	768	878					
MAP at RW14											

STRAIGHT-IN LANDING RWY14						CIRCLE-TO-LAND			
LPV			LNAV			NA to Rwy 26 & 32 at Night when VGSI Inop. CAT A, B: NA Southwest of Rwy 14-32 at Night. CAT C, D: NA Southwest of Rwy 14-32.			
DA(H) 324' (250')			MDA(H) 520' (446')						
RAIL or ALS out			RAIL out						
A						Max Kts	MDA(H)		
B						90	540' (444') - 1		
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	560' (464') - 1		
D			RVR 40 or 3/4	RVR 60 or 1/4		140	560' (464') - 1 1/2		
			RVR 50 or 1	1 1/2		165	660' (564') - 2		

CHANGES: Procedure.

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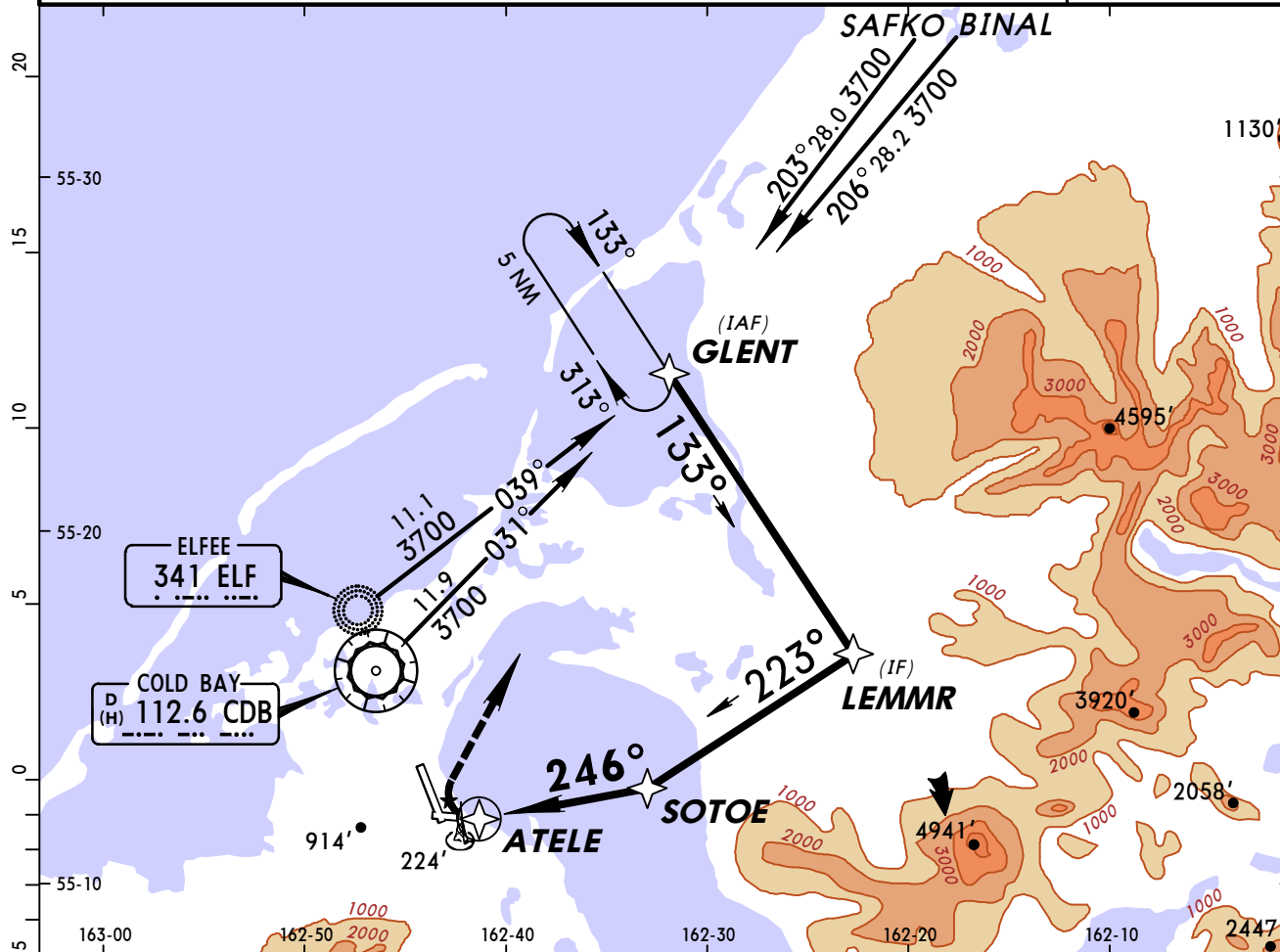
PACD/CDB COLD BAY

JEPPESEN
21 AUG 09 (12-2) Eff 27 Aug

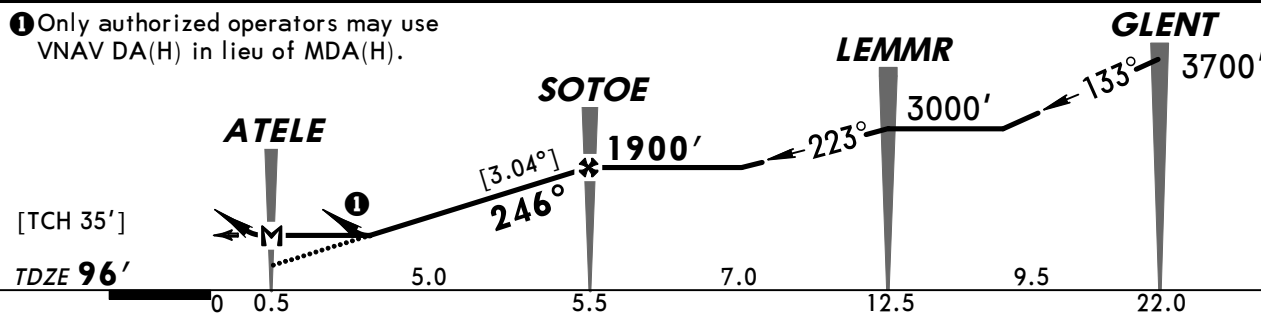
COLD BAY, ALASKA RNAV (GPS) Rwy 26

BRIEFING STRIP TM

ASOS 135.75		ANCHORAGE Center 118.5		COLD BAY Radio CTAF 123.6	
RNAV	Final Apch Crs 246°	Minimum Alt SOTOE 1900' (1804')	LNAV MDA(H) (CONDITIONAL) 540' (444')	Apt Elev 96' TDZE 96'	7100' MSA ATELE
MISSED APCH: Climbing RIGHT turn to 3700' direct GLENT and hold, continue climb-in-hold to 3700'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 123.6.					



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	VASI-L		3700'	→	GLENT
Descent Angle [3.04°]	376	484	538	645	753	861			RT		
MAP at ATELE											

① STRAIGHT-IN LANDING RWY 26

LNAV
MDA(H) **540'** (444')

CIRCLE-TO-LAND
NA to Rwy 26 & 32 at Night when VGSI Inop.
CAT A, B: NA Southwest of Rwy 14-32 at Night.
CAT C, D: NA Southwest of Rwy 14-32.

	Max Kts	MDA(H)
A	90	540' (444') - 1
B	120	560' (464') - 1
C	140	560' (464') - 1½
D	165	660' (564') - 2

① Not authorized at night when VGSI inop.

CHANGES: None.

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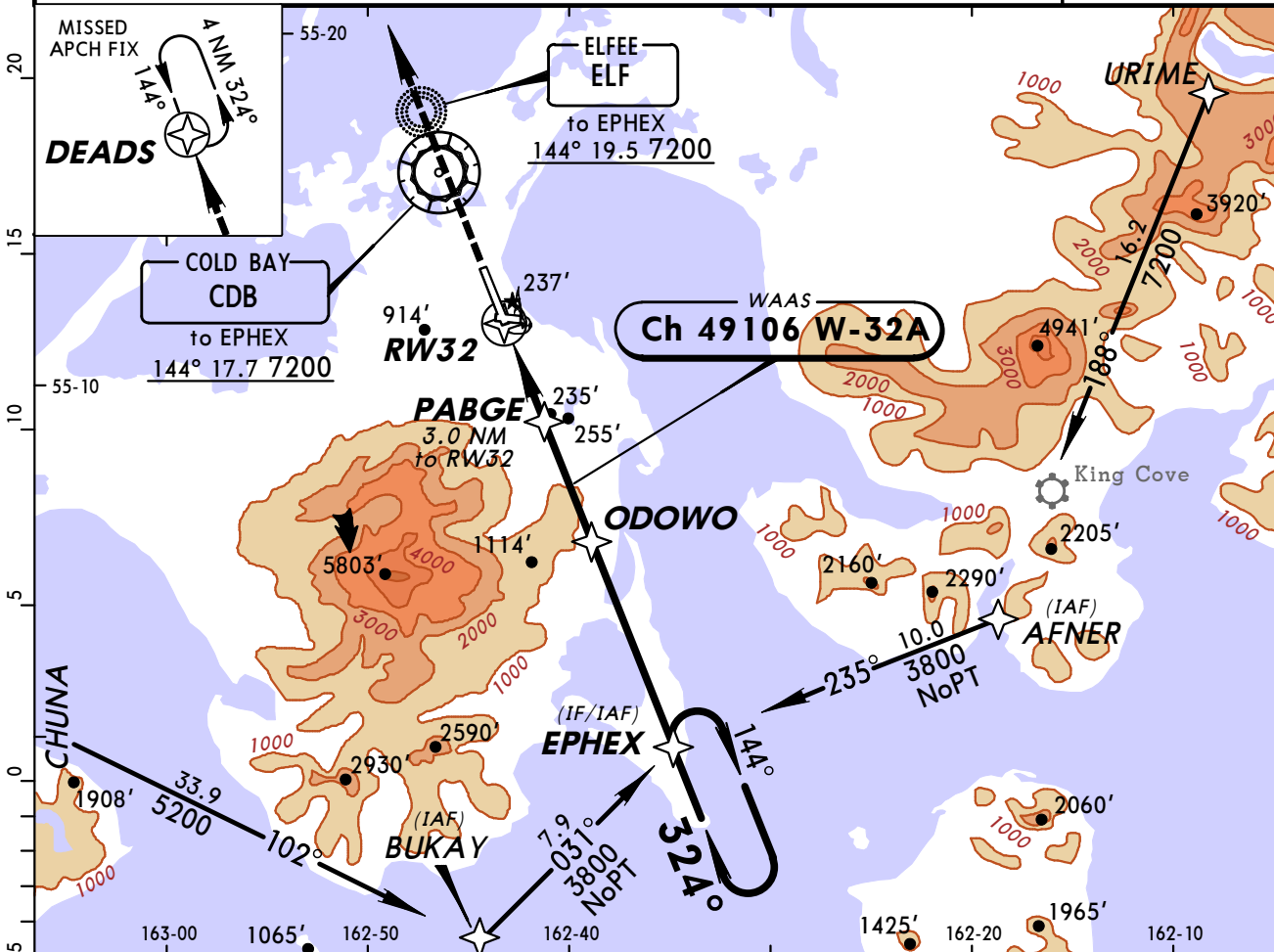
PACD/CDB COLD BAY

JEPPesen
25 JUL 08 (12-3) Eff 31 Jul

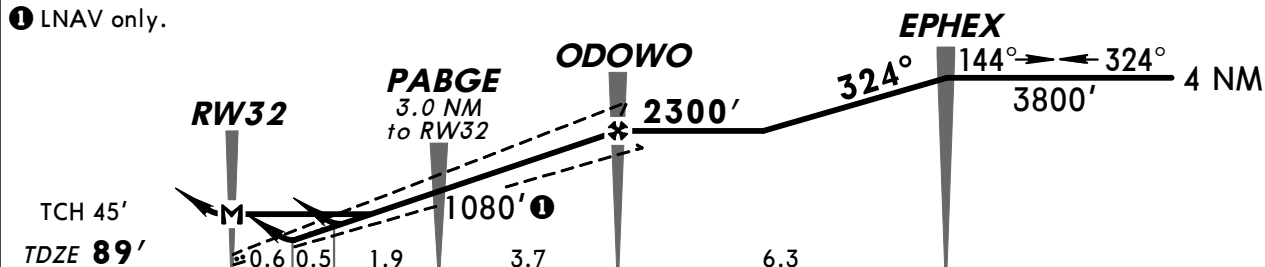
COLD BAY, ALASKA
RNAV (GPS) Rwy 32

BRIEFING STRIP™

ASOS 135.75		ANCHORAGE Center 118.5		COLD BAY Radio CTAF 123.6	
WAAS Ch 49106 W-32A	Final Apch Crs 324°	Minimum Alt ODOWO 2300' (2211')	LPV DA(H) 339' (250')	Apt Elev 96' TDZE 89'	7100' MSA RW32
MISSED APCH: Climb to 3000' direct to DEADS and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. For uncompensated BARO-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 49°C (120°F). 2. DME/DME RNP-0.3 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.6.					



① LNAV only.



Gnd Speed-Kts	70	90	100	120	140	160	MALSR VASI 3000'	DEADS
Descent angle [3.00°]	372	478	531	637	743	849		
MAP at RW32								

STRAIGHT-IN LANDING RWY 32					① ② CIRCLE-TO-LAND	
LPV DA(H) 339' (250')		LNAV/VNAV DA(H) 497' (408')		LNAV MDA(H) 500' (411')	NA to Rwy 26 & 32 at Night When VGSI Inop	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts. MDA(H)
A				1		90 540' (444') -1
B	1	1	1½			120 560' (464') -1
C				1	1¼	140 560' (464') -1½
D						165 660' (564') -2

① CAT A, B: NA Southwest of Rwy 14-32 at Night ② CAT C, D: NA Southwest of Rwy 14-32

CHANGES: Procedure.

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COLD BAY, ALASKA
VOR Rwy 14



MALSR

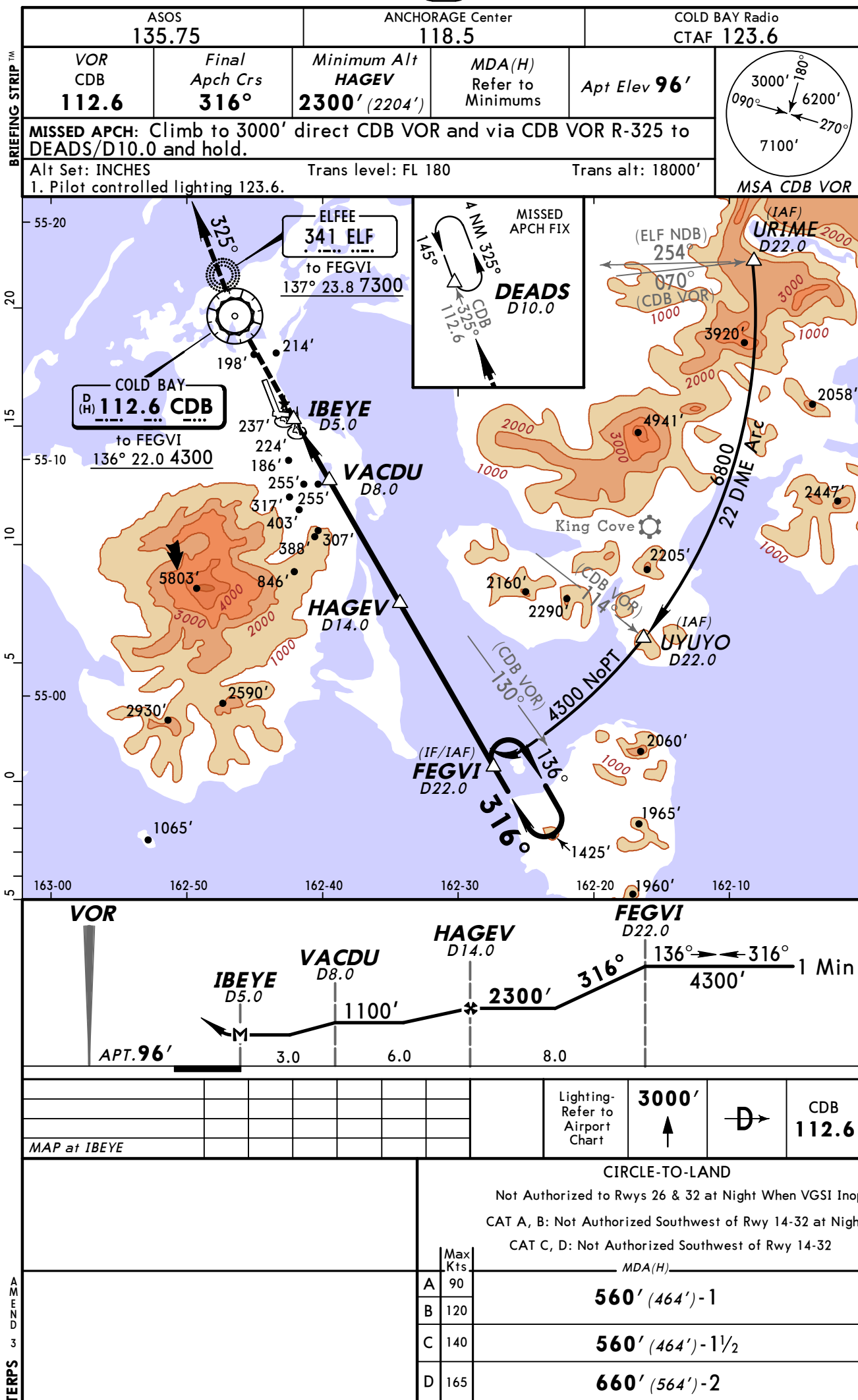
AMEND
14
TERPS

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PACD/CDB COLD BAY

JEPPesen
26 JAN 07 (13-2)

COLD BAY, ALASKA
VOR DME-A



CHANGES: CD NDB changed to ELF NDB.

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General Information

Location: Cordova AK USA
IATA Code: CDV
Lat/Long: N60° 29.5' W145° 28.7'
Elevation: 54 ft

Airport Use: Public
Magnetic Variation: 19.6°E

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1647 Z
Sunset: 0302 Z,

Runway Information

Runway: 09
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 50 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 16
Length x Width: 1899 ft x 30 ft
Surface Type: gravel
TDZ-Elev: 52 ft

Runway: 27
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 53 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 34
Length x Width: 1899 ft x 30 ft
Surface Type: gravel
TDZ-Elev: 41 ft

Communication Information

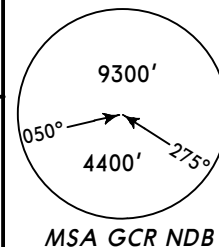
ASOS 134.8
Juneau Flight Service Station 123.6 CTAF PCL

Juneau Flight Service Station 122.2 RCO
Anchorage Center 133.6 Remote Communications Air-Ground
Anchorage Center 119.3 Remote Communications Air-Ground

ANCHORAGE Center
119.3

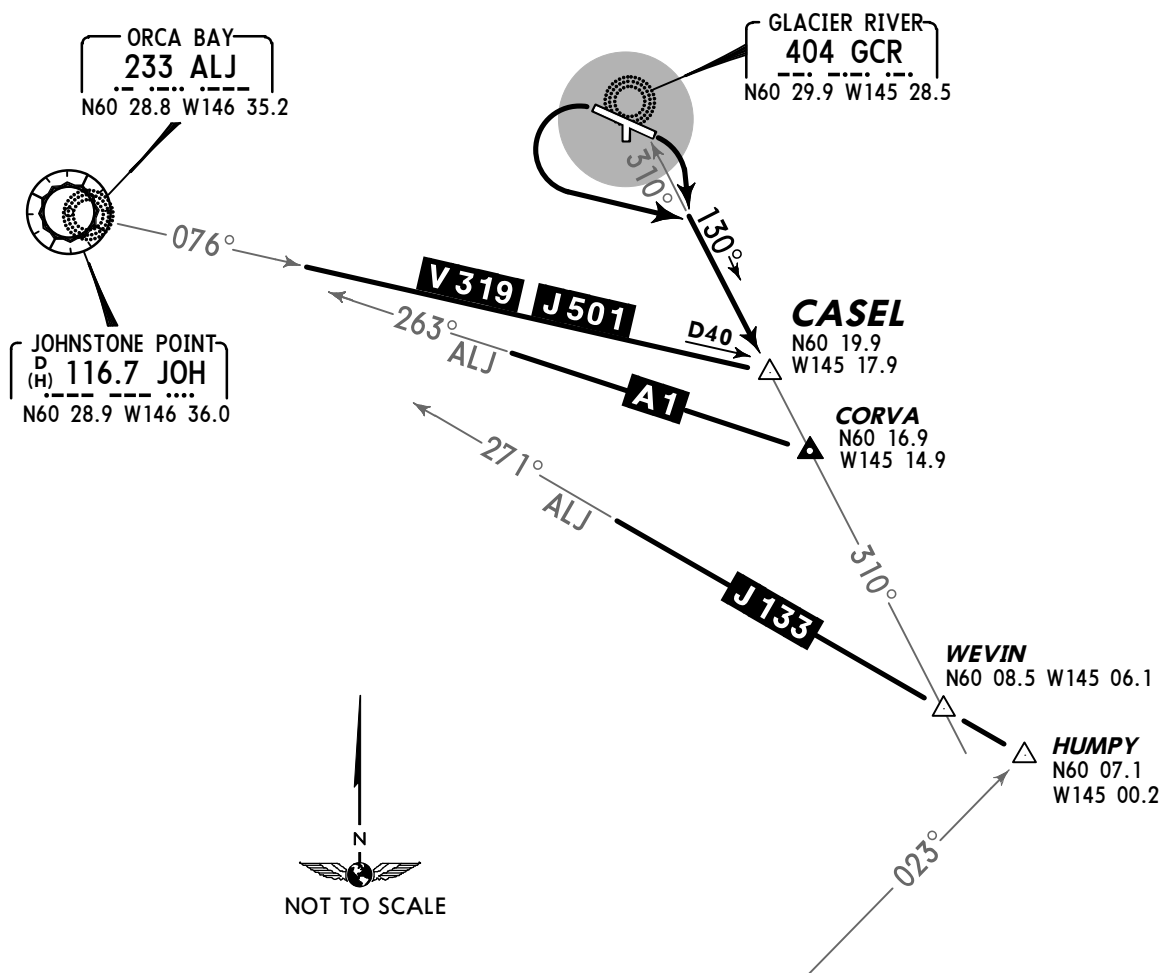
Apt Elev
42'

Trans level: FL180 Trans alt: 18000'
ADF required.



CASEL FOUR DEPARTURE (CASEL4.CASEL)

**SPEED: DO NOT EXCEED 210 KT UNTIL ESTABLISHED
ON THE 130° BEARING FROM GCR**



MIDDLETON I
115.3 MDO
N59 25.3 W146 21.0

Direct distance from -Smith Apt to:
CASEL **11 NM**

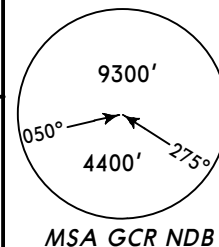
This SID requires take-off minimums
(for standard minimums refer to airport chart):
Rwys 9, 27: Standard (or lower than standard,
if authorized).

OBSTACLES

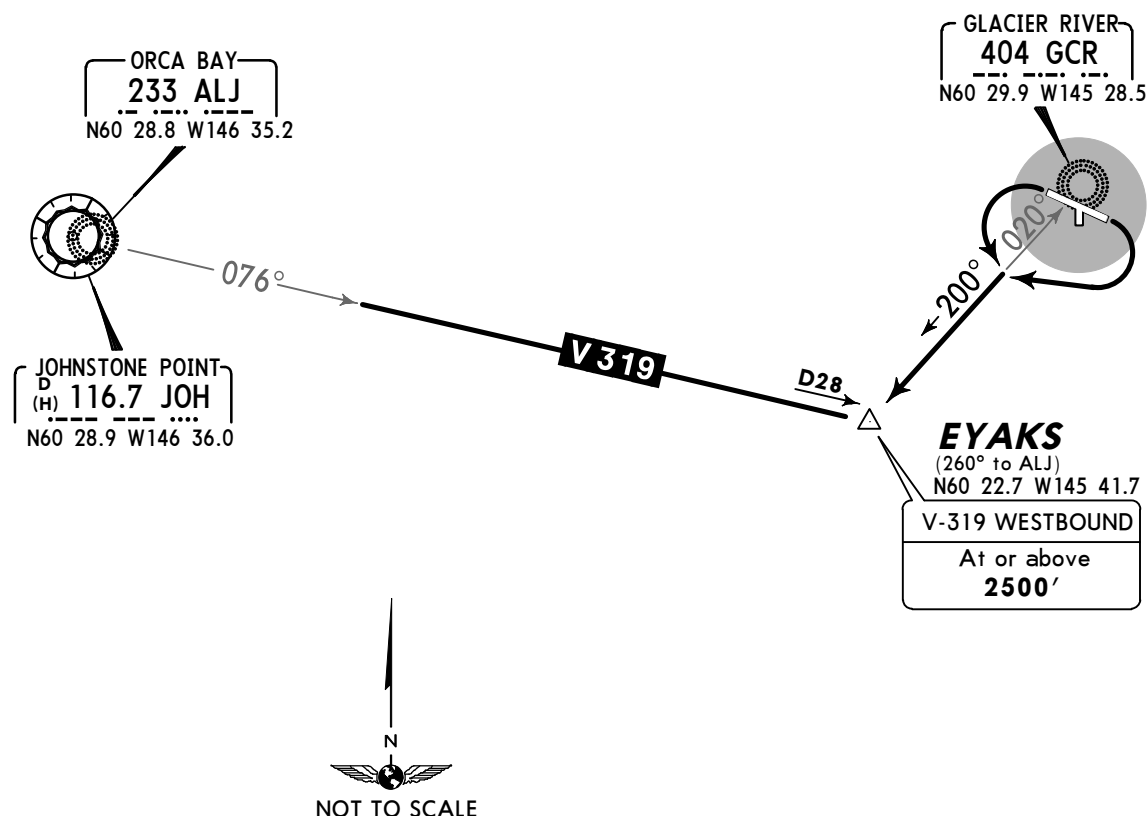
Rwy 9: Multiple trees and bushes
beginning 149' from DER, 150' RIGHT
of centerline, up to 27' AGL/119' MSL.
Multiple trees, bushes and poles
beginning 197' from DER, 106' LEFT
of centerline, up to 27' AGL/130' MSL.

Rwy 27: Multiple poles and bushes
beginning 162' from DER, 261' RIGHT
of centerline, up to 27' AGL/53' MSL.
Multiple trees beginning 69' from DER,
431' LEFT of centerline, up to
27' AGL/48' MSL.

RWY	INITIAL CLIMB
9	Climbing RIGHT turn to intercept the 130° bearing from GCR to CASEL.
27	Climbing LEFT turn to intercept the 130° bearing from GCR to CASEL.
ROUTING	
Via assigned route. EXPECT higher altitude 10 minutes after departure.	
ALTITUDE	
MAINTAIN 5000'	

ANCHORAGE Center
119.3Apt Elev
42'Trans level: FL180 Trans alt: 18000'
ADF required.

EYAKS THREE DEPARTURE (EYAKS3.EYAKS)

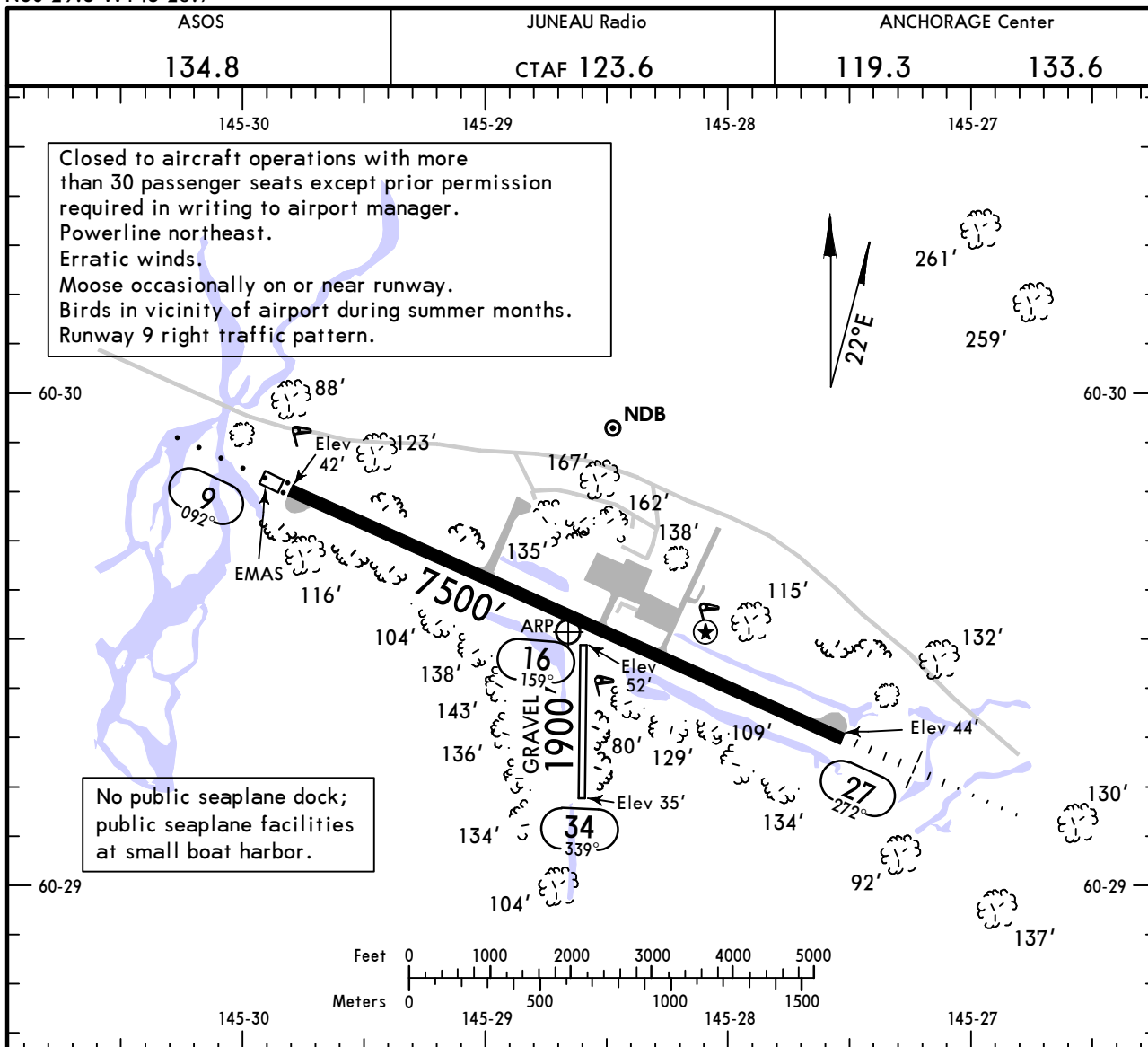
***SPEED: DO NOT EXCEED 210 KT UNTIL ESTABLISHED
ON 200° BEARING FROM GCR***Direct distance from -Smith Apt to:
EYAKS **9 NM**This SID requires take-off minimums
(for standard minimums refer to airport chart):
Rwys 9, 27: Standard (or lower than standard,
if authorized).Rwy 27 WESTBOUND on V-319 requires ATC
climb rate of 219' per NM to **2500'**.

Gnd speed-KT	75	100	150	200	250	300
219' per NM	274	365	548	730	913	1095

OBSTACLES

Rwy 9: Multiple trees and bushes
beginning 149' from DER, 150' RIGHT
of centerline, up to 27' AGL/119' MSL.
Multiple trees, bushes and poles
beginning 197' from DER, 106' LEFT
of centerline, up to 27' AGL/130' MSL.Rwy 27: Multiple poles and bushes
beginning 162' from DER, 261' RIGHT
of centerline, up to 27' AGL/53' MSL.
Multiple trees beginning 69' from DER,
431' LEFT of centerline, up to
27' AGL/48' MSL.

RWY	INITIAL CLIMB
9	Climbing RIGHT turn to intercept the 200° bearing from GCR to EYAKS.
27	Climbing LEFT turn to intercept the 200° bearing from GCR to EYAKS.
ROUTING	
Via assigned route. EXPECT higher altitude 10 minutes after departure.	
ALTITUDE	
MAINTAIN 5000'	



Closed to aircraft operations with more than 30 passenger seats except prior permission required in writing to airport manager.
 Powerline northeast.
 Erratic winds.
 Moose occasionally on or near runway.
 Birds in vicinity of airport during summer months.
 Runway 9 right traffic pattern.

No public seaplane dock;
 public seaplane facilities
 at small boat harbor.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
9	② HIRL ② ODALS REIL ② VASI-L				150'
27	② HIRL ② MALSR ② VASI-L RVR		6500'		
16	③ 34				30'

- ① Grooved.
- ② Activate on 123.6.
- ③ Not maintained winters and early spring.
Runway marked by 36" orange cones.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 9		Rwy 27		Rwys 16, 34
	DME Required		ADF Required Do not exceed 210 Kts until established on 200° bearing from GCR NDB		
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	NA
3 & 4 Eng	1/4	1/2	1/4	1/2	

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available		
ILS Rwy 27	LOC Rwy 27 RNAV (GPS) Rwy 27	Other
A B C D	600-2	800-2
		NA

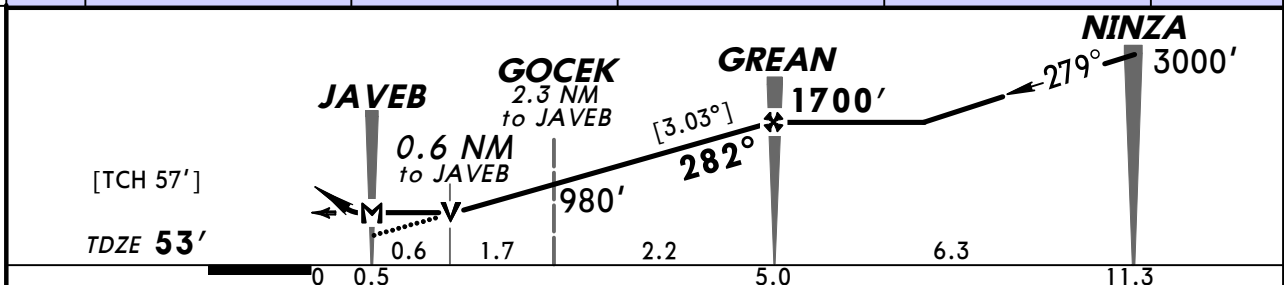
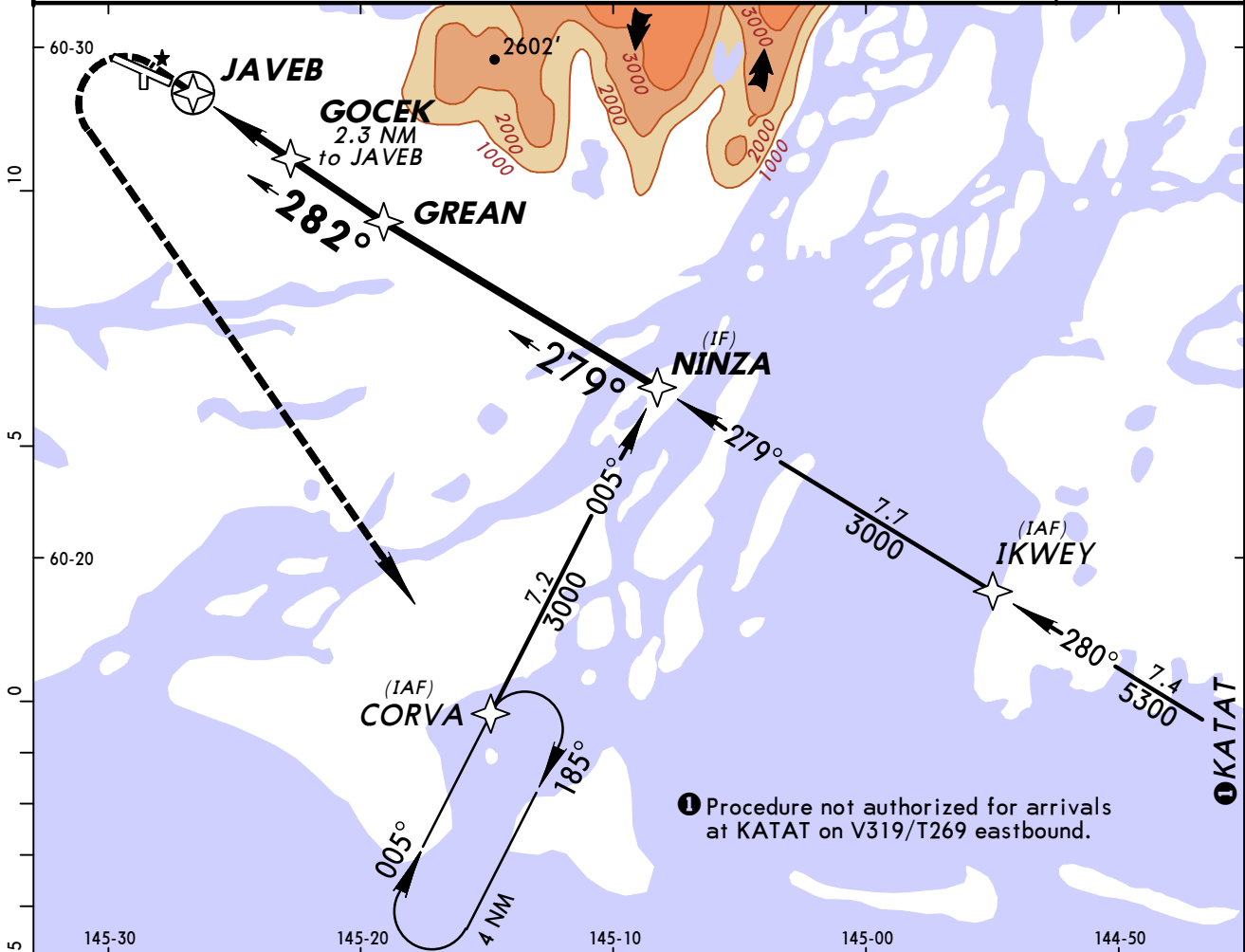
OBSTACLE DP: Rwy 9, climb to assigned altitude east on ICDV course to FORAT/D44.6 ICDV before proceeding on course. Rwy 27, climbing left turn via 200° bearing from GCR NDB to EYAKS Int, then

climb in EYAKS Int holding pattern (hold south, right turns, 020° inbound) to 5000' before proceeding on course.

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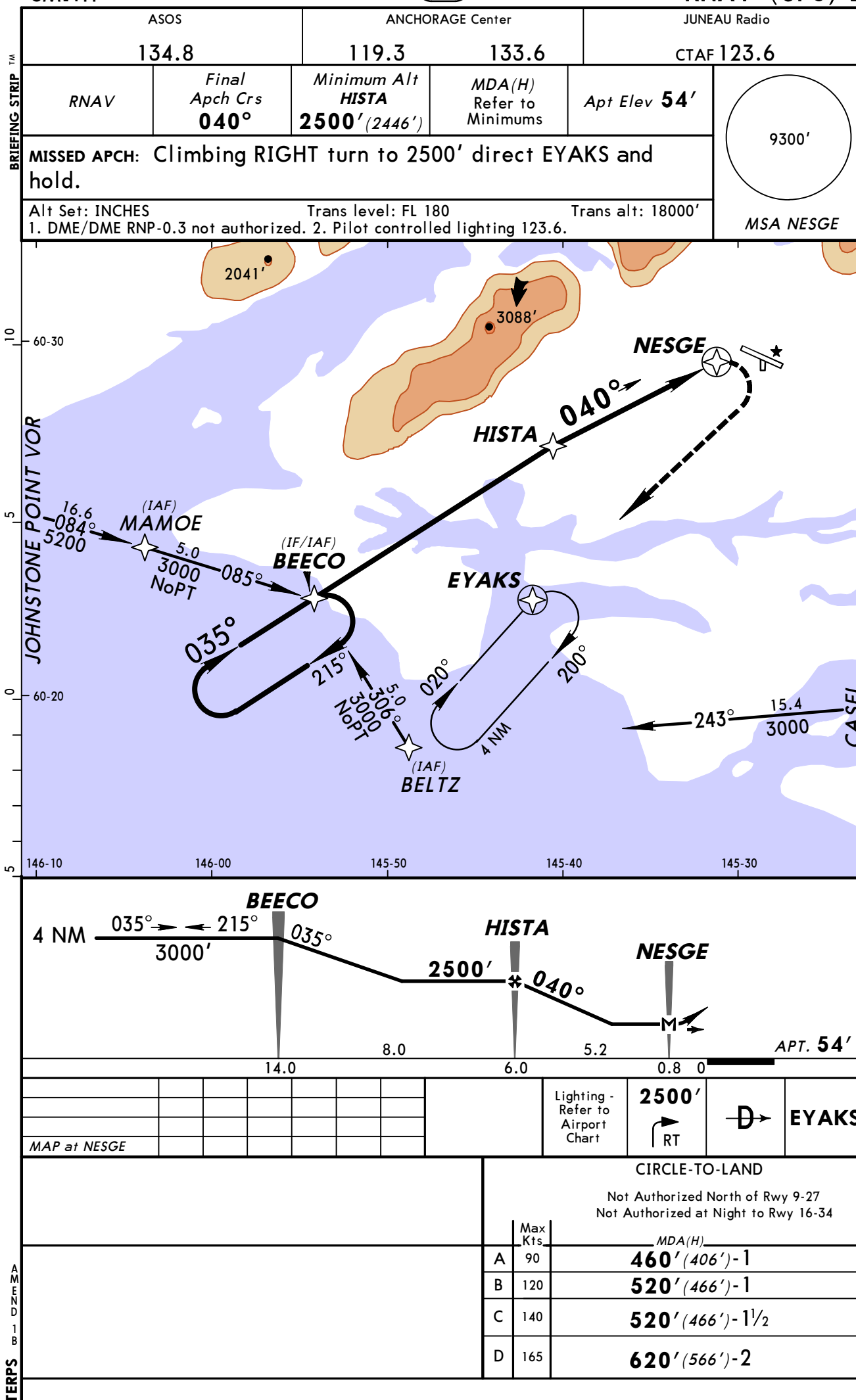
BRIEFING STRIP™

ASOS 134.8		ANCHORAGE Center 119.3 133.6		JUNEAU Radio CTAF 123.6	
RNAV	Final ApcH Crs 282°	Minimum Alt GREEN 1700' (1647')	LNAV MDA(H) 460' (407')	Apt Elev 54' TDZE 53'	9300' MSA JAVEB
MISSED APCH: Climbing LEFT turn to 3000' direct CORVA and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Valdez altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized with Valdez altimeter setting. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 123.6.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'		CORVA	
Descent Angle [3.03°]	375	482	536	643	750	858	VASI		LT			
MAP at JAVEB												

STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND			
LNAV						Not Authorized North of Rwy 9-27 Not Authorized to Rwy 16-34 at Night			
With Local Altimeter Setting MDA(H) 460' (407')			With Valdez Altimeter Setting MDA(H) 580' (527')			With Local Altimeter Setting MDA(H)		With Valdez Altimeter Setting MDA(H)	
	RAIL out	ALS out		RAIL out	ALS out	Max Kts			
A		RVR 50 or 1	RVR 40 or 3/4	RVR 50 or 1		90	460' (406')-1	580' (526')-1	
B	RVR 40 or 3/4					120	520' (466')-1	640' (586')-1	
C		RVR 60 or 1 1/4	RVR 50 or 1	1 1/2		140	520' (466')-1 1/2	640' (586')-1 1/2	
D	RVR 50 or 1		RVR 60 or 1 1/4	1 3/4		165	620' (566')-2	740' (686')-2 1/4	



General Information

Location: Adak I AK USA
IATA Code: ADK
Lat/Long: N51° 52.7' W176° 38.8'
Elevation: 18 ft

Airport Use: Public
Magnetic Variation: 5.8°E

Fuel Types: Jet A-1, Jet 5
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1837 Z
Sunset: 0522 Z,

Runway Information

Runway: 05
Length x Width: 7790 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, Pilot controlled

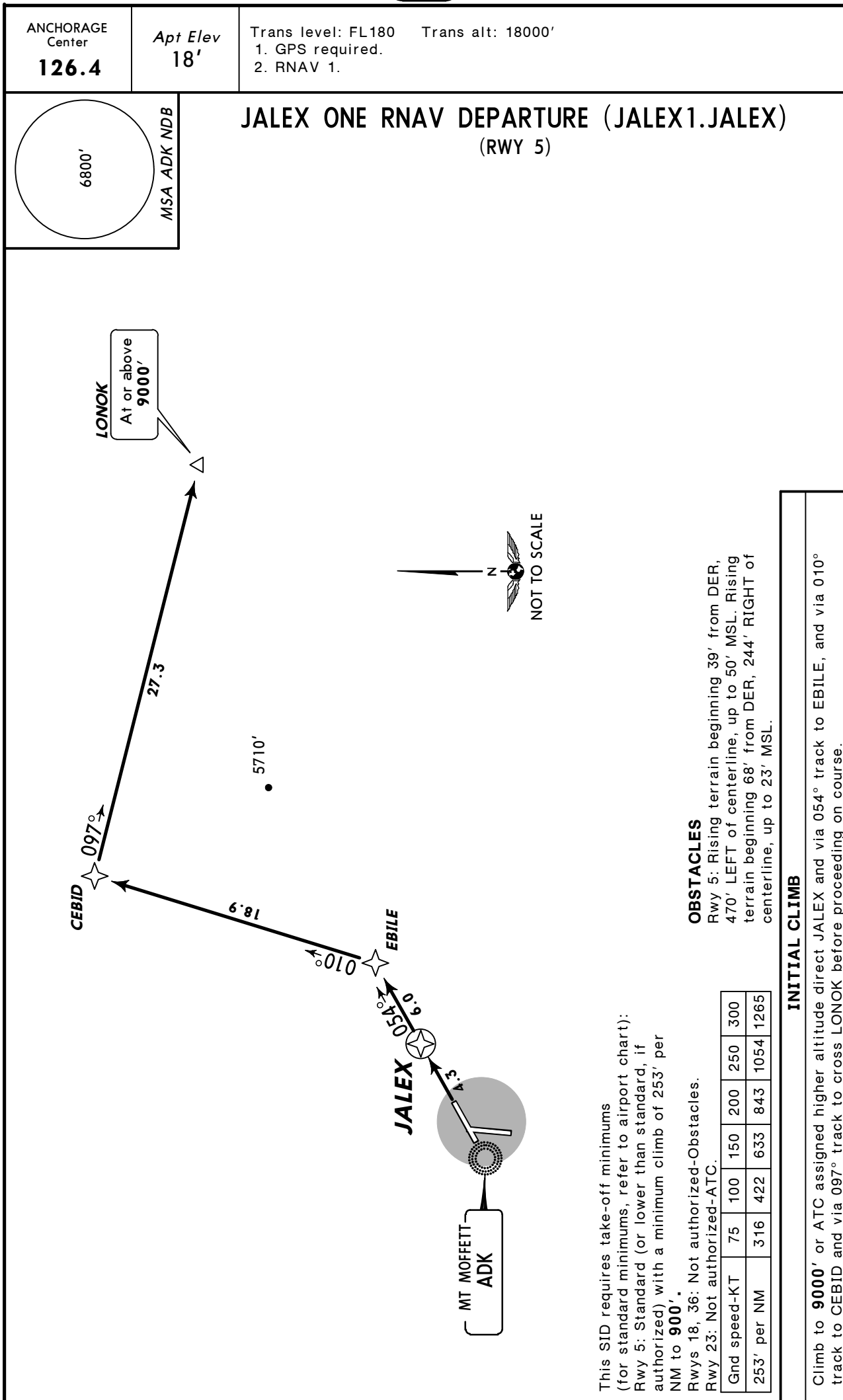
Runway: 18
Length x Width: 7605 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, Pilot controlled

Runway: 23
Length x Width: 7790 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 15 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 36
Length x Width: 7605 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 4 ft
Lighting: Edge, Pilot controlled

Communication Information

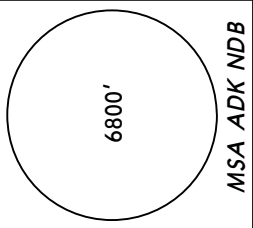
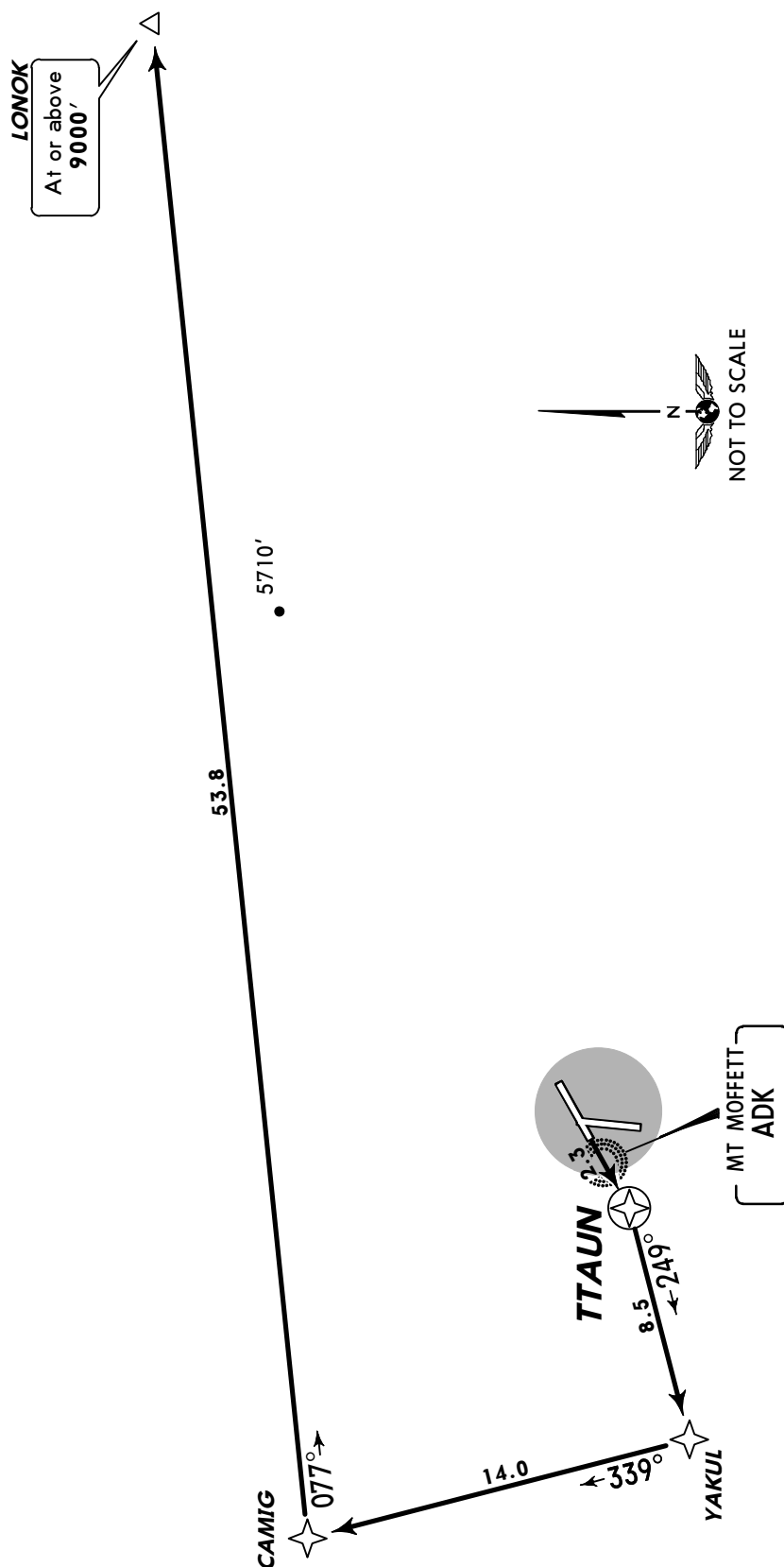
AWOS 134.5
Adak Multicom 122.9 CTAF PCL



ANCHORAGE
Center
126.4Apt Elev
18'

Trans level: FL180 Trans alt: 18000'

1. GPS required.
2. RNAV 1.

**TTAUN TWO RNAV DEPARTURE (TTAUN2.TTAUN)**
(RWY 23)**OBSTACLES**

Rwy 23: Rising terrain beginning 17' from DER, 356' RIGHT of centerline, up to 283' MSL. Rising terrain beginning 316' from DER, 174' LEFT of centerline, up to 260' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 5: Not authorized-ATC.

Rwys 18, 36: Not authorized-Obstacles.

Rwy 23: 300-1 with minimum climb of 400' per NM to **1600'**.

Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000

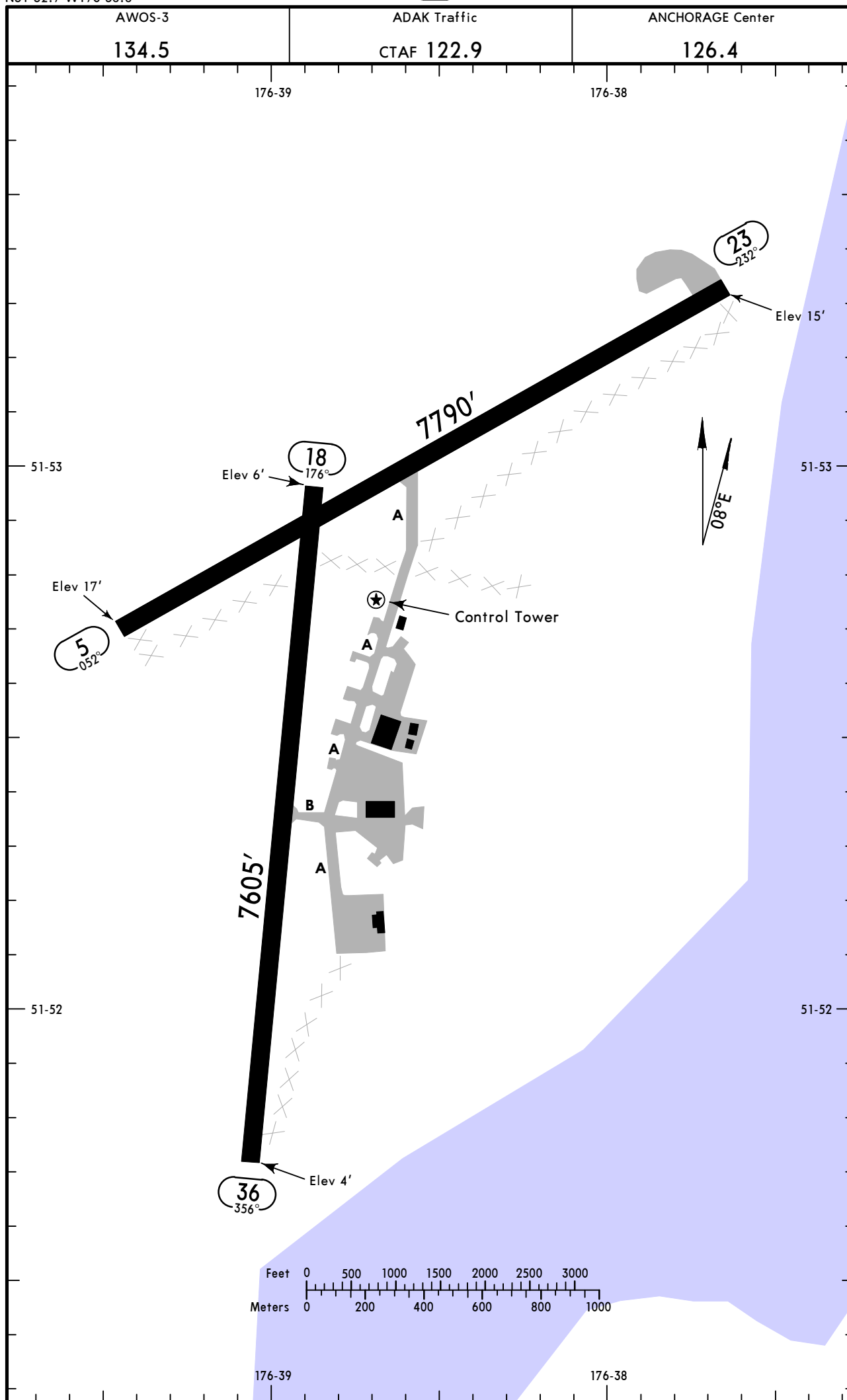
INITIAL CLIMB

Climb to **9000'** or assigned higher altitude direct TTAUN and via 249° track to YAKUL, and RIGHT turn via 339° track to CAMIG and RIGHT turn via 077° track to LONOK before proceeding on course.

PADK/ADK
Apt Elev 18'
N51 52.7 W176 38.8

JEPPESEN
11 NOV 11 (10-9)

ADAK I, ALASKA
ADAK



CHANGES: Runway 23 ALS removed.

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GENERAL

CAUTION: Exercise extreme vigilance during approach to all runways; mountainous terrain all quadrants. Possible wind shear landing/departure all runways.

Snow and ice removal, and airport hazardous reporting only performed during duty hours unless by prior agreement in writing with airport management.

Moderate to extreme concentrations of birds in vicinity of airport.

Recommend visual inspection of runway prior to use.

Rotating beacon operates dusk-dawn.

Aircraft Rescue Fire Fighting equipment staffed only during periods of air carrier operations with more than 30 passenger seats. Aircraft Rescue Fire Fighting Index-Closed to air carrier operations with more than 30 passenger seats except with prior permission in writing from airport manager.

Runways 5 & 36 right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND Threshold	Glide Slope		
5	②③ HIRL	grooved				200'
① 23	②③ HIRL ③ REIL ②③ PAPI-R	grooved RVR				
18	②③ HIRL	grooved				200'
① 36						

① Do not make locked-brake turns. ② Operative 1800-0100Z. ③ Activate on 122.9.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 5			Rwy 23			Rwys 18, 36
	With Min climb of 370'/NM to 4400'		For Climb in Visual Conditions	With Min climb of 622'/NM to 4600'		For Climb in Visual Conditions	
	Adequate Vis Ref	STD		Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	4400-3	RVR 16 or 1/4	RVR 50 or 1	4400-3	NA
3 & 4 Eng		1/2			RVR 24 or 1/2		

OBSTACLE DP: Rwy 5 - Climb via 054° bearing from ADK NDB/DME to 4400', then climbing right turn to 5600' direct ADK NDB/DME. Continue climb in ADK NDB/DME holding pattern (hold, northeast, right turn, 234° inbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight, or for climb in visual conditions: Cross ADK NDB/DME at or above 5600' before proceeding on course.

Rwy 23 - Climb to 4600' direct ADK NDB/DME and via 234° bearing from ADK NDB/DME then climbing left turn to 5600' direct ADK NDB/DME, continue climb in ADK NDB/DME holding pattern (hold, northeast, right turn, 234° inbound) to cross ADK NDB/DME at or above MEA/MCA for route of flight, or for climb in visual conditions: cross ADK NDB/DME at or above 5600' before proceeding on course.

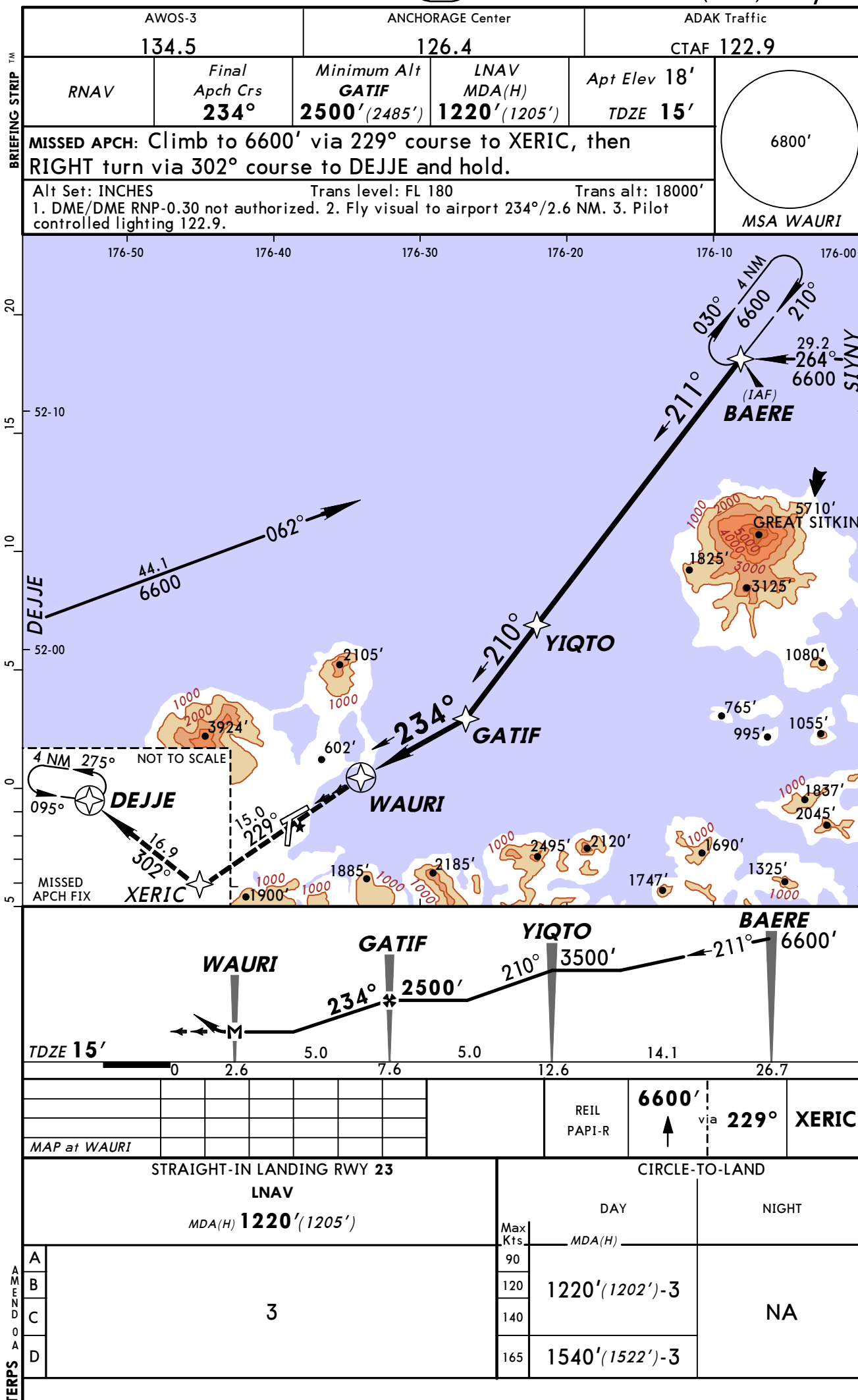
FOR FILING AS ALTERNATE

	RNAV (GPS) Rwy 23	NDB DME Rwy 23
A	1300-3	1600-2
B		1600-3
C		
D	1600-3	

PADK/ADK
ADAK

JEPPESEN
11 NOV 11 **(12-1)**

ADAK I, ALASKA
RNAV (GPS) Rwy 23



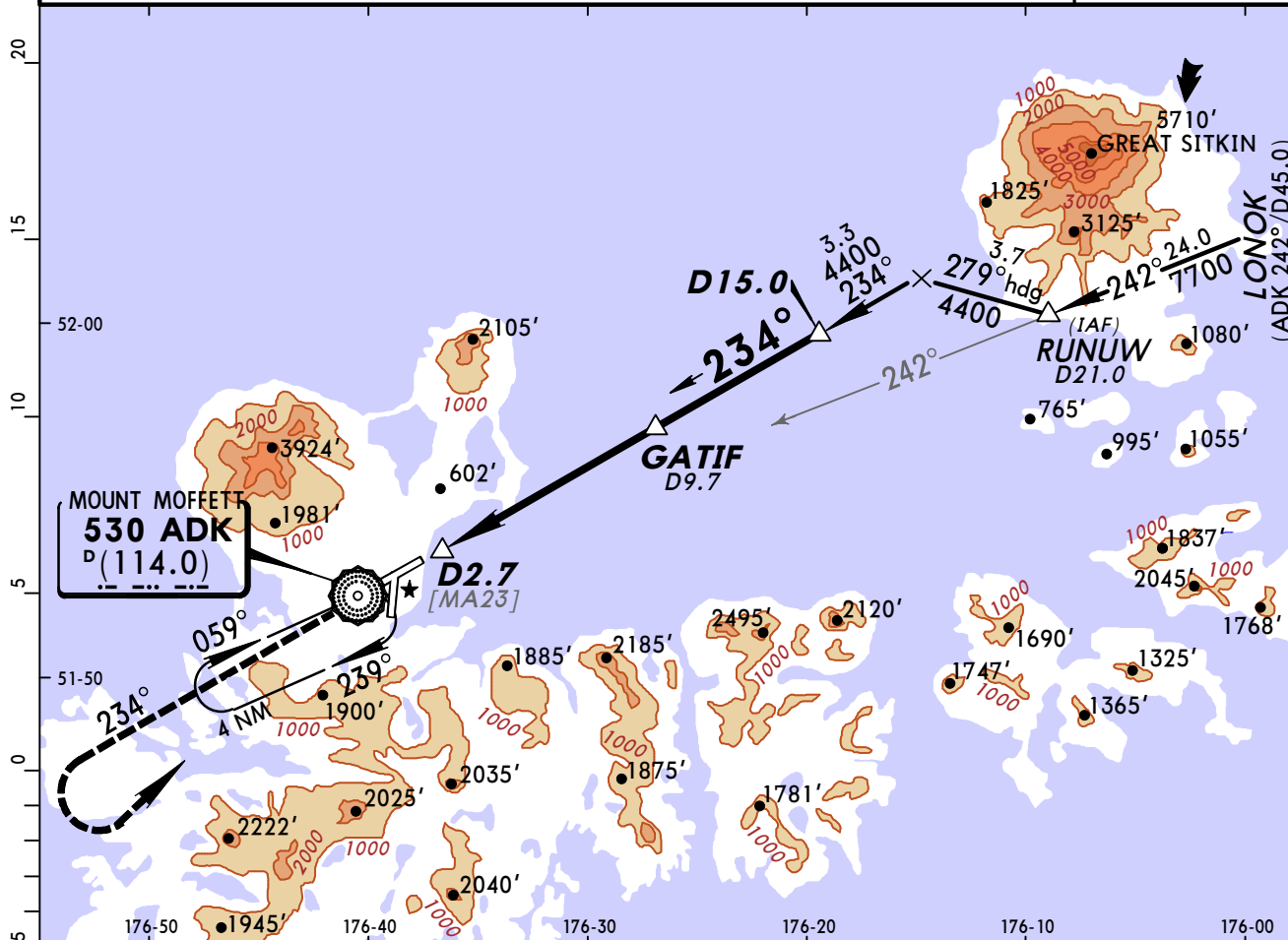
PADK/ADK
ADAK

JEPPESEN
11 NOV 11 **(16-1)**

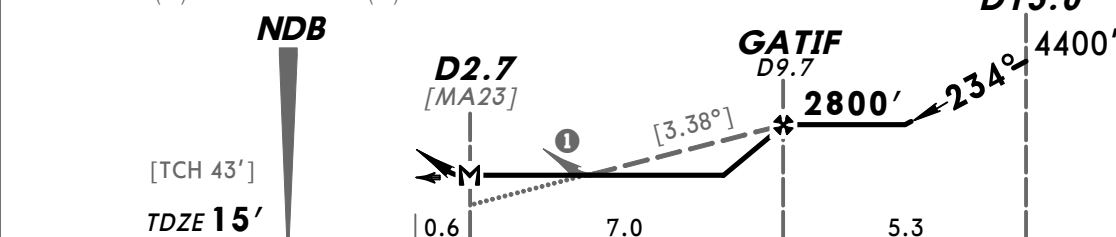
ADAK I, ALASKA
NDB DME Rwy 23

BRIEFING STRIP™

AWOS-3 134.5		ANCHORAGE Center 126.4		ADAK Traffic CTAF 122.9	
NDB ADK 530	Final Apch Crs 234°	Minimum Alt GATIF 2800' (2785')	MDA(H) 1600' (1585')	Apt Elev 18' TDZE 15'	6800' MSA ADK NDB
MISSED APCH: Climb to 5000' via direct ADK NDB and ADK NDB 234° bearing, then climbing LEFT turn to 9000' direct ADK NDB and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. VGSI and descent angle not coincident. 2. Pilot controlled lighting 122.9.					



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.38°]	419	538	598	718	837	957
MAP at D2.7						

REIL PAPI-R	5000' ↑	via →	ADK 530	ADK 530
				234°

STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND	
MDA(H) 1600' (1585')			DAY	NIGHT
A	RVR 60 or 1 1/4	Max Kts	MDA(H)	NA
B	1 1/2	90	1600' (1582') - 1 1/4	
C	3	120	1600' (1582') - 1 1/2	
D		140	1600' (1582') - 3	
		165		

CHANGES: MALS removed.

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General Information

Location: Dillingham AK USA
IATA Code: DLG
Lat/Long: N59° 02.7' W158° 30.3'
Elevation: 81 ft

Airport Use: Public
Magnetic Variation: 14.6°E

Fuel Types: 100 Octane (LL)
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1736 Z
Sunset: 0357 Z,

Runway Information

Runway: 01
Length x Width: 6400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 81 ft
Lighting: Edge, Pilot controlled
Stopway: 201 ft

Runway: 19
Length x Width: 6400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 81 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 288 ft

Communication Information

AWOS 135.55
Dillingham Radio 122.3
Dillingham Radio 123.6 AAS CTAF PCL
Dillingham Information 125.0
Kenai Flight Service Station 122.3 RCO
Kenai Flight Service Station 123.6 CTAF PCL
Anchorage Fir Center 132.75 Remote Communications Air-Ground

PADL/DLG

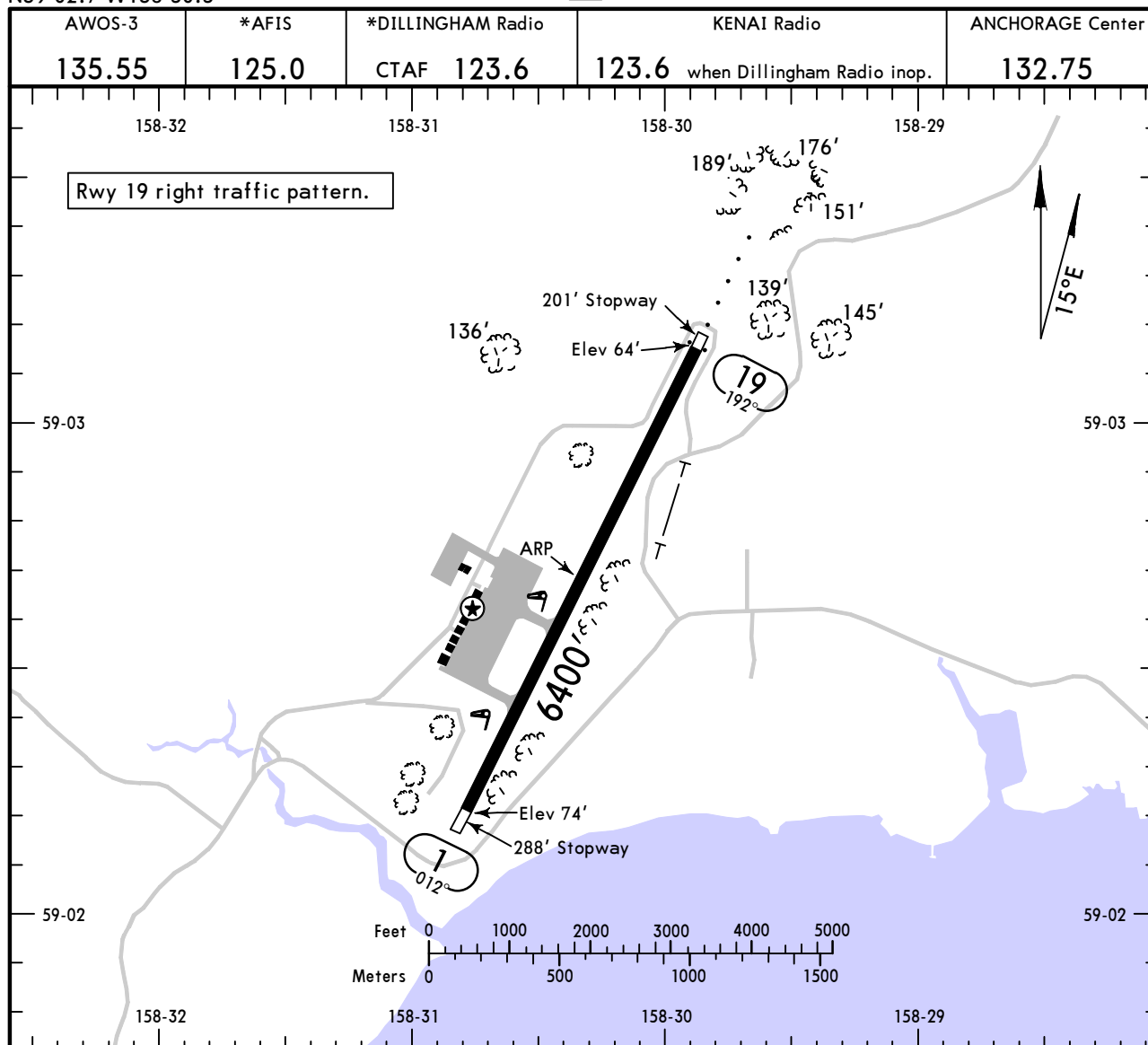
Apt Elev **81'**
N59 02.7 W158 30.3

JEPPESSEN

6 JAN 12 **(11-1)**

DILLINGHAM, ALASKA

DILLINGHAM



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
1 1 2 3 19	1 5 HIRL 4 PAPI-L (angle 3.0°) grooved				150'
	1 5 HIRL 4 ODALS 4 VASI-L grooved				

- 1** Single wheel weight limit 50,000 lbs.
- 2** Dual wheel weight limit 115,000 lbs.
- 3** Dual tandem weight limit 155,000 lbs.
- 4** Activate on 123.6 when FSS inop.
- 5** Runway lights 30" high.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

All Rwys			FOR FILING AS ALTERNATE	
			Authorized Only When Local Weather Available	
			LOC DME Rwy 19	
			VOR DME Rwy 19	
			VOR Rwy 1	
			RNAV (GPS) Rwy 19	
			RNAV (GPS) Rwy 1	
1 & 2 Eng	Adequate Vis Ref 1/4	STD 1	A B C D	800-2
3 & 4 Eng		1/2		

OBSTACLE DP: Rwy 1, climb on heading between 023° clockwise to 191° from departure end of rwy or minimum climb of 265'/NM to 3100' for all other courses. Rwy 19, climb heading 191° to 800' before turning right.

A
M
E
N
D
3

CHANGES: ATIS changed to AFIS, notes.

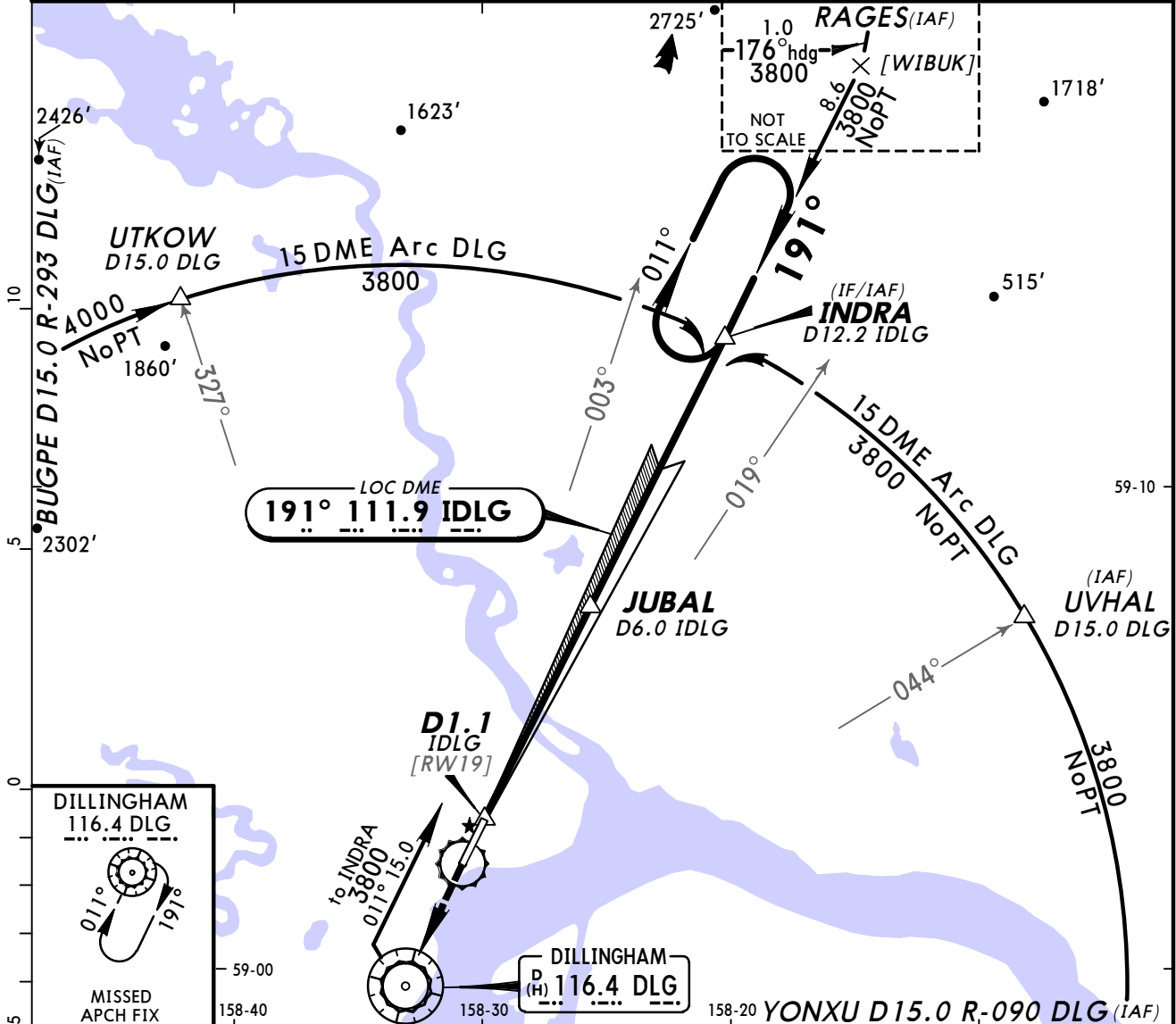
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PADL/DLG DILLINGHAM

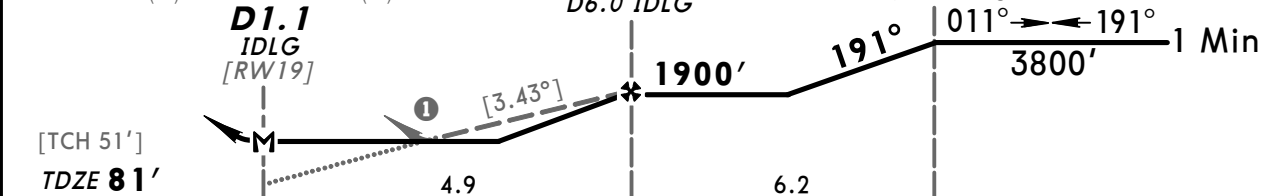
6 JAN 12 (11-1)

DILLINGHAM, ALASKA LOC DME Rwy 19

AWOS-3 135.55	*AFIS 125.0	ANCHORAGE Center 132.75	*DILLINGHAM Radio CTAF 123.6	KENAI Radio when Dillingham Radio inop. 123.6
LOC IDLG 111.9	Final Apch Crs 191°	Minimum Alt JUBAL 1900' (1819')	MDA(H) (CONDITIONAL) 540' (459')	Apt Elev 81' TDZE 81'
MISSED APCH: Climb to 3800' direct DLG VOR and hold, continue climb-in-hold to 3800'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Manokotak altimeter setting. 2. Use IDLG DME when on LOC course. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 123.6.				
				MSA DLG VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	ODALS	3800'	DLG
Descent angle [3.43°]	425	546	607	728	850	971	VASI	↑	116.4
MAP at D1.1 IDLG									

STRAIGHT-IN LANDING RWY19				CIRCLE-TO-LAND			
MDA(H) 540' (459')		MDA(H) 600' (519')		Not Authorized East of Rwy 1-19.			
With Local Altimeter Setting		With Manokotak Altimeter Setting		With Local Altimeter Setting		With Manokotak Altimeter Setting	
ODALS out		ODALS out		MDA(H)		MDA(H)	
A				Max Kts			
B	1	1		90	600' (519') - 1	660' (579') - 1	
C	1 1/4	1 1/2		120	600' (519') - 1 1/2	660' (579') - 1 1/2	
D	1 1/2	1 3/4		140	600' (519') - 2	700' (619') - 2	

CHANGES: ATIS changed to AFIS.

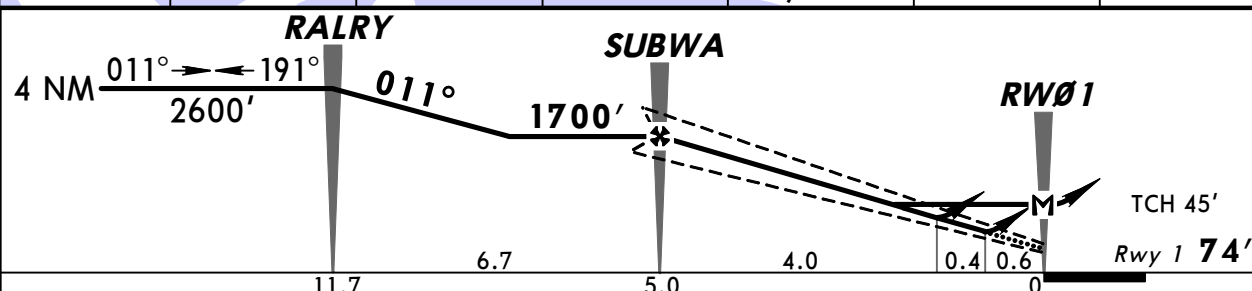
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DILLINGHAM, ALASKA

BRIFFING STRIP TM

TAA
30 NM
IAF

1. Use local altimeter setting; if not received, use Manokotak altimeter setting.
2. Baro-VNAV not authorized when using Manokotak altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 43°C (109°F).
4. DME/DME RNP-0.30 not authorized.
5. Visibility reduction by helicopters not authorized.
6. Pilot controlled lighting 123.6.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	PAPI-L	4300'	D →	ZEDAG
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849				
<i>MAP at RW01</i>										

1 STRAIGHT-IN LANDING RWY 1 With Local Altimeter Setting					1 2 CIRCLE-TO-LAND Not Authorized East of Rwy 1/19 With Local Altimeter Setting	
LPV DA(H) 324' (250')		LNNAV/VNAV DA(H) 451' (377')	LNNAV MDA(H) 640' (566')	Max Kts	MDA(H)	
A	1	1 1/4	1	90	640' (559') - 1	
B			1 5/8	120	640' (559') - 1 5/8	
C				140	640' (559') - 1 5/8	
D				165	640' (559') - 2	
With Manokotak Altimeter Setting					With Manokotak Altimeter Setting	
LPV DA(H) 360' (286')		LNNAV/VNAV DA(H) 487' (413')	LNNAV MDA(H) 680' (606')	Max Kts	MDA(H)	
A	1	1 3/8	1	90	680' (599') - 1	
B			1 3/4	120	680' (599') - 1 3/4	
C				140	680' (599') - 1 3/4	
D				165	680' (599') - 2	

2 When VGSI inop, circling Rwy 19 not authorized at night.

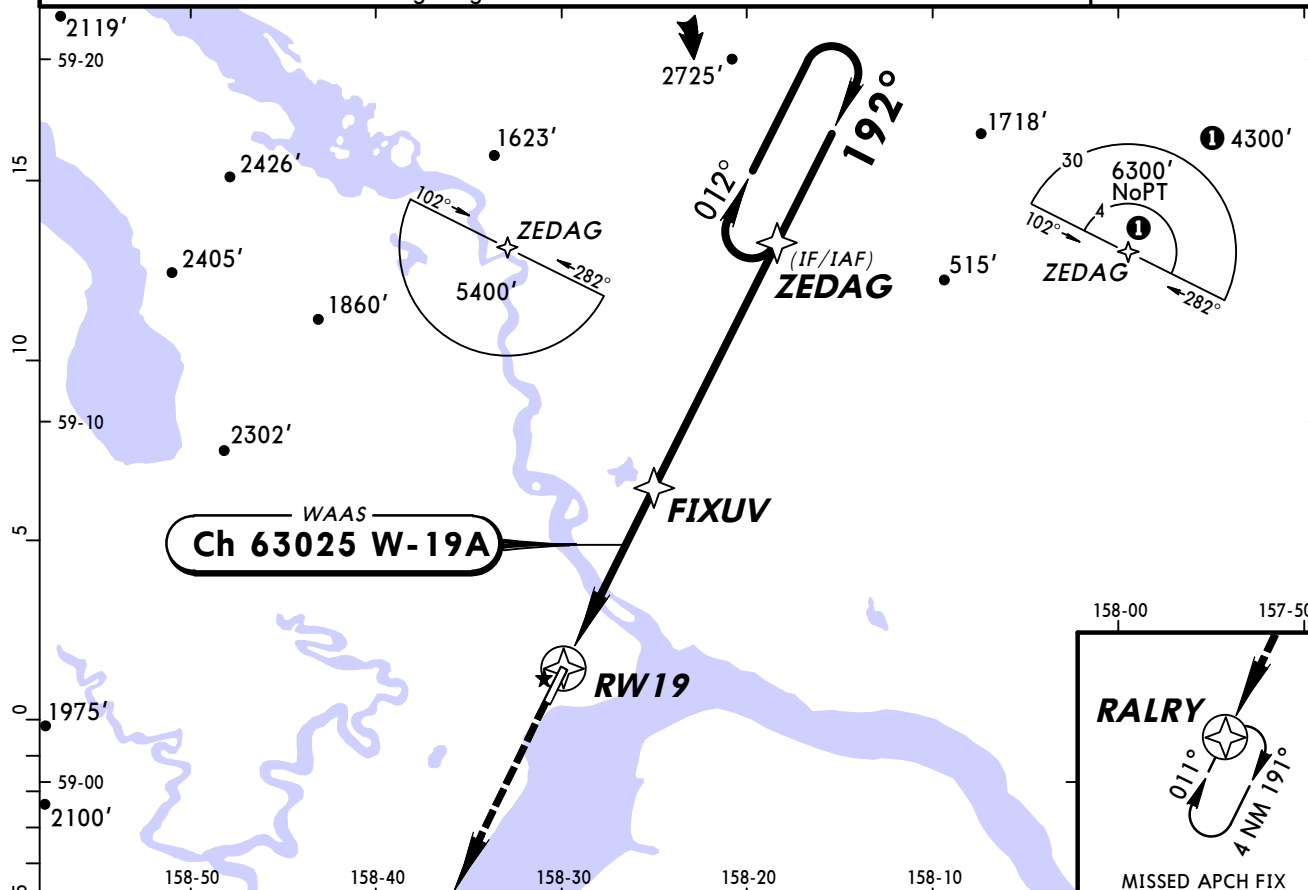
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PADL/DLG DILLINGHAM

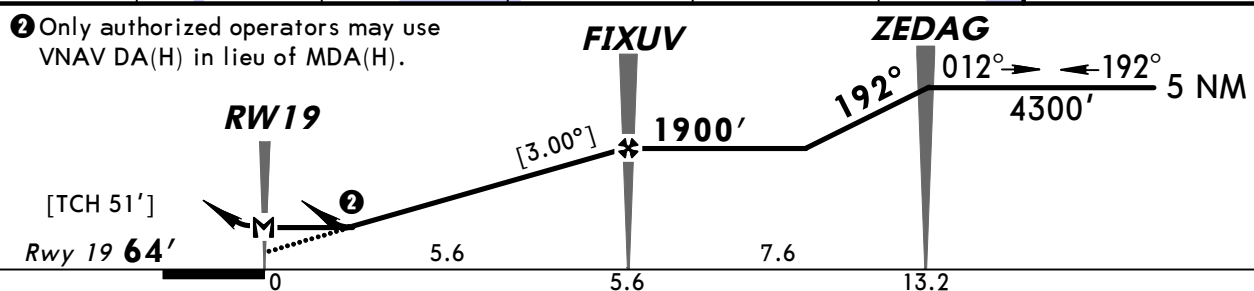
JEPPESEN
19 AUG 11 (12-2) Eff 25 Aug

DILLINGHAM, ALASKA RNAV (GPS) Rwy 19

AWOS-3 135.55	*AFIS 125.0	ANCHORAGE Center 132.75	*DILLINGHAM Radio CTAF 123.6	KENAI Radio 123.6 when Dillingham Radio inop.
WAAS Ch 63025 W-19A	Final Aptch Crs 192°	Minimum Alt FIXUV 1900' (1836')	LP MDA(H) (CONDITIONAL) 540' (476')	Apt Elev 81' Rwy 19 64'
MISSED APCH: Climb to 2600' direct RALRY and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Manokotak altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.6.				
TAA 30 NM IAF				



② Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	ODALS	2600'	→	RALRY
Descent angle [3.00°]	372	478	531	637	743	849	VASI	↑		
MAP at RW19										

② STRAIGHT-IN LANDING RWY 19				② ③ CIRCLE-TO-LAND			
① LP		① LNAV		Not Authorized East of Rwy 1/19			
MDA(H) 540' (476')		MDA(H) 540' (476')		With Local Altimeter Setting MDA(H)		With Manokotak Altimeter Setting MDA(H)	
ODALS out		ODALS out		Max Kts			
1		1		90	600' (519') - 1	640' (559') - 1	
1 3/8		1 3/8		120	600' (519') - 1 1/2	640' (559') - 1 1/2	
				140	600' (519') - 1 1/2	640' (559') - 1 1/2	
				165	640' (559') - 2	680' (599') - 2	

- ① MDA(H) 580' (516') with Manokotak altimeter setting.
 ② Straight-in/circling Rwy 19 procedure not authorized at night.
 ③ When VGSI inop, circling Rwy 1 not authorized at night.

CHANGES: Procedure.

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TERPS AMEND 2 25 AUG 2011

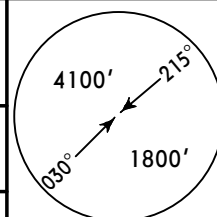
PADL/DLG DILLINGHAM

JEPPESSEN
9 JAN 09 **13-1** Eff 15 Jan

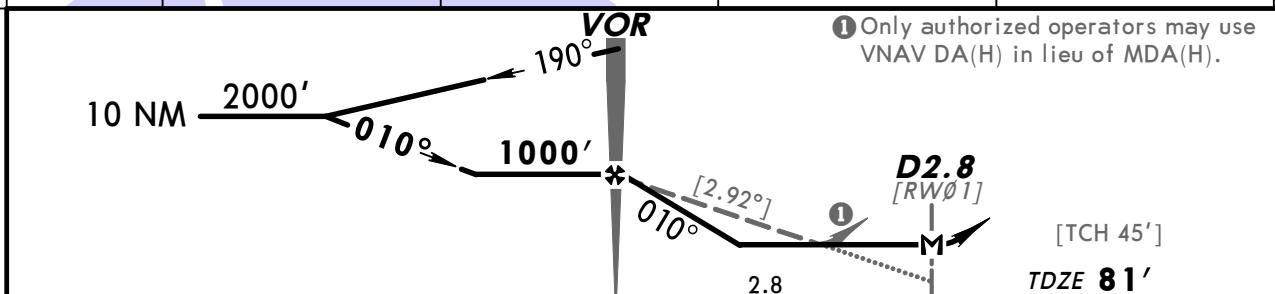
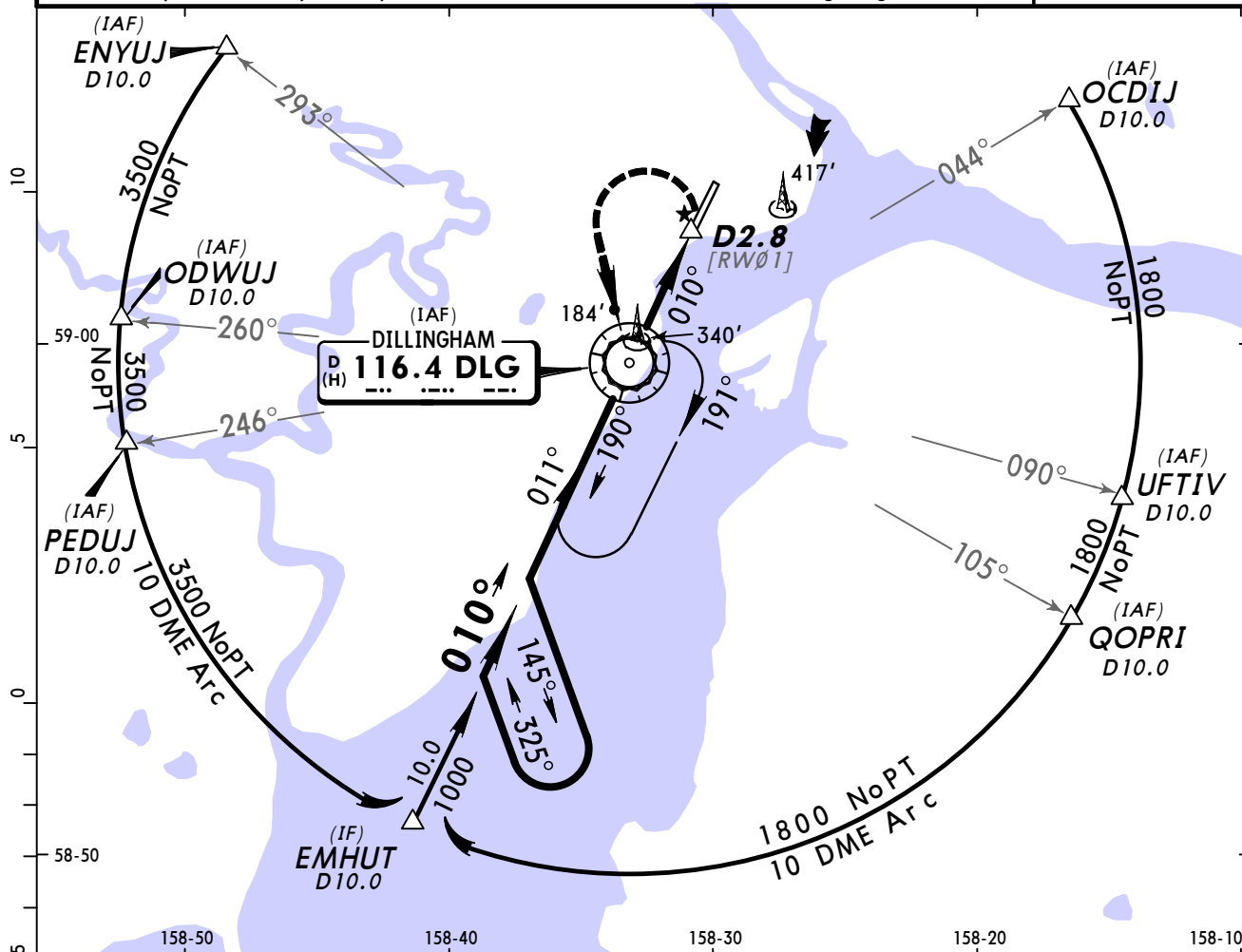
DILLINGHAM, ALASKA VOR Rwy 1

BRIEFING STRIP™

AWOS-3 135.55	*ATIS 125.0	ANCHORAGE Center 132.75	*DILLINGHAM Radio CTAF 123.6	KENAI Radio 123.6 when Dillingham Radio inop.
VOR DLG 116.4	Final Apch Crs 010°	Minimum Alt VOR 1000' (919')	MDA(H) (CONDITIONAL) 500' (419')	Apt Elev 81' TDZE 81'
MISSED APCH: Climbing LEFT turn to 2000' direct DLG VOR and hold, continue climb-in-hold to 2000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Manokotak altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.6.				



MSA DLG VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [2.92°]	362	465	517	620	723	826				
MAP at D2.8 or VOR to MAP	2.8	2:24	1:52	1:41	1:24	1:12	1:03			

PAPI-L

2000'
LT

DLG

116.4

STRAIGHT-IN LANDING RWY 1

MDA(H) **500'** (419')

With Local Altimeter Setting

MDA(H) **560'** (479')

With Manokotak Altimeter Setting

CIRCLE-TO-LAND

Not Authorized East of Rwy 1-19.

With Local Altimeter Setting

With Manokotak Altimeter Setting

Max Kts

MDA(H)

MDA(H)

TERPS

A	1	1	90	600'(519')-1	660'(579')-1
B	1	1	120	600'(519')-1	660'(579')-1
C	1 1/4	1 1/4	140	600'(519')-1 1/2	660'(579')-1 1/2
D	1 1/4	1 1/2	165	640'(559')-2	700'(619')-2

CHANGES: Procedure.

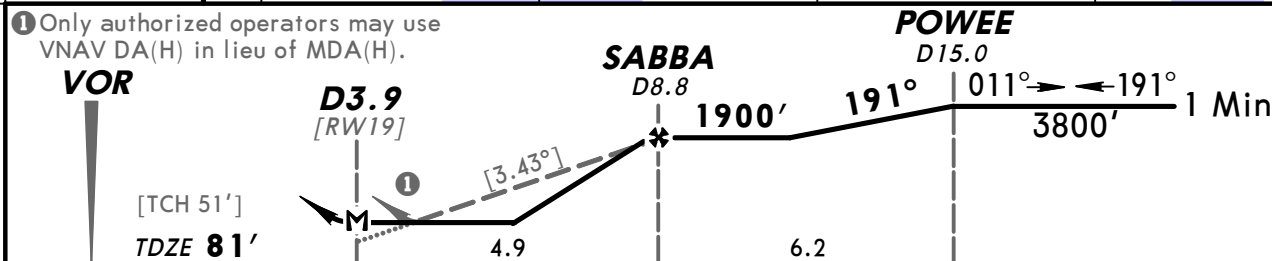
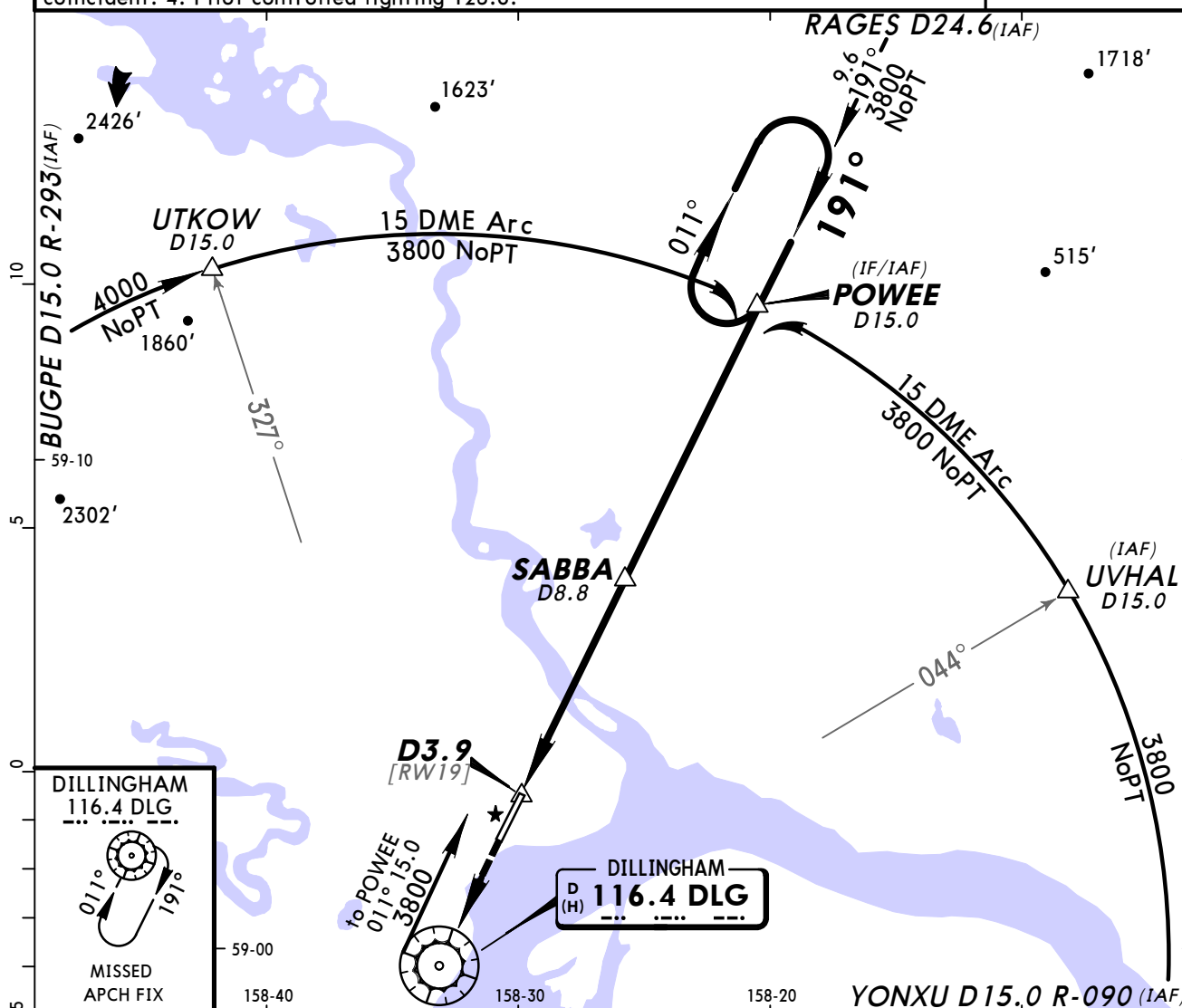
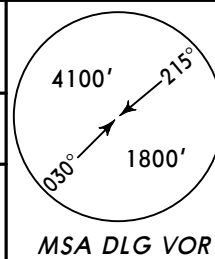
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PADL/DLG DILLINGHAM

JEPPESEN
9 JAN 09 **(13-2)** Eff 15 Jan

DILLINGHAM, ALASKA VOR DME Rwy 19

AWOS-3 135.55	*ATIS 125.0	ANCHORAGE Center 132.75	*DILLINGHAM Radio CTAF 123.6	KENAI Radio 123.6 when Dillingham Radio inop.
VOR DLG 116.4	Final Apch Crs 191°	Minimum Alt SABBA 1900' (1819')	MDA(H) (CONDITIONAL) 540' (459')	Apt Elev 81' TDZE 81'
MISSED APCH: Climb to 3800' direct DLG VOR and hold, continue climb-in-hold to 3800'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Manokotak altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 123.6.				



Gnd speed-Kts	70	90	100	120	140	160	ODALS	3800'	D	DLG
Descent angle [3.43°]	425	546	607	728	850	971	VASI	↑	→	116.4
MAP at D3.9										

STRAIGHT-IN LANDING RWY19				CIRCLE-TO-LAND			
MDA(H) 540' (459')		MDA(H) 600' (519')		Not Authorized East of Rwy 1-19.		With Local	
With Local Altimeter Setting		With Manokotak Altimeter Setting		Altimeter Setting		Altimeter Setting	
ODALS out		ODALS out		MDA(H)		MDA(H)	
A				Max Kts			
B	1	1		90	600'(519')-1	660'(579')-1	
C	1 1/4	1 1/2		120			
D	1 1/2	1 3/4		140	600'(519')-1 1/2	660'(579')-1 1/2	
				165	640'(559')-2	700'(619')-2	

CHANGES: Procedure.

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General Information

Location: Kodiak AK USA
IATA Code: ADQ
Lat/Long: N57° 45.0' W152° 29.6'
Elevation: 78 ft

Airport Use: Public
Magnetic Variation: 16.7°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1710 Z
Sunset: 0336 Z,

Runway Information

Runway: 07
Length x Width: 7542 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 69 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 1129 ft

Runway: 11
Length x Width: 5399 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 34 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 440 ft

Runway: 18
Length x Width: 5013 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge, Pilot controlled

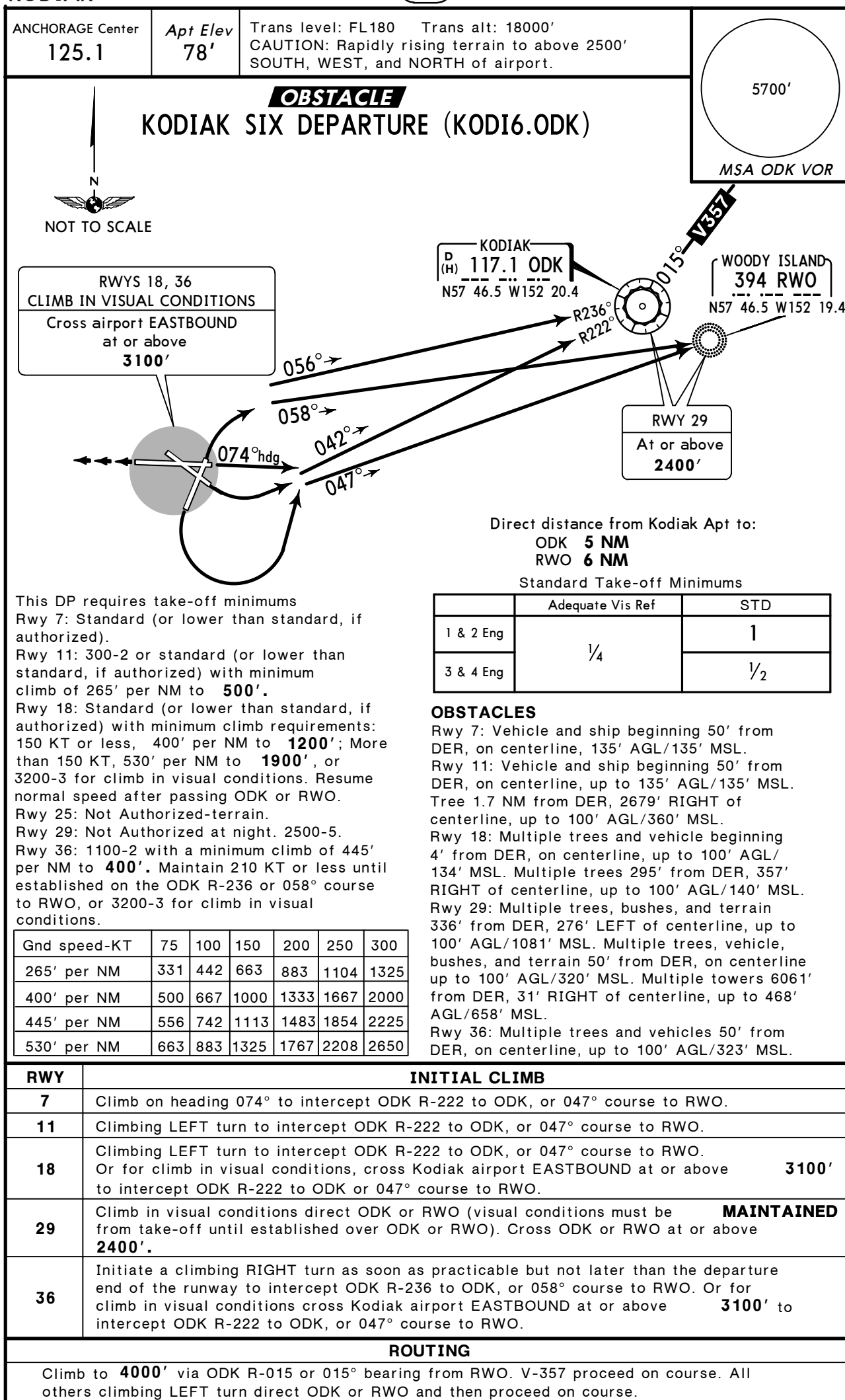
Runway: 25
Length x Width: 7542 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 33 ft
Lighting: Edge, REIL, Pilot controlled

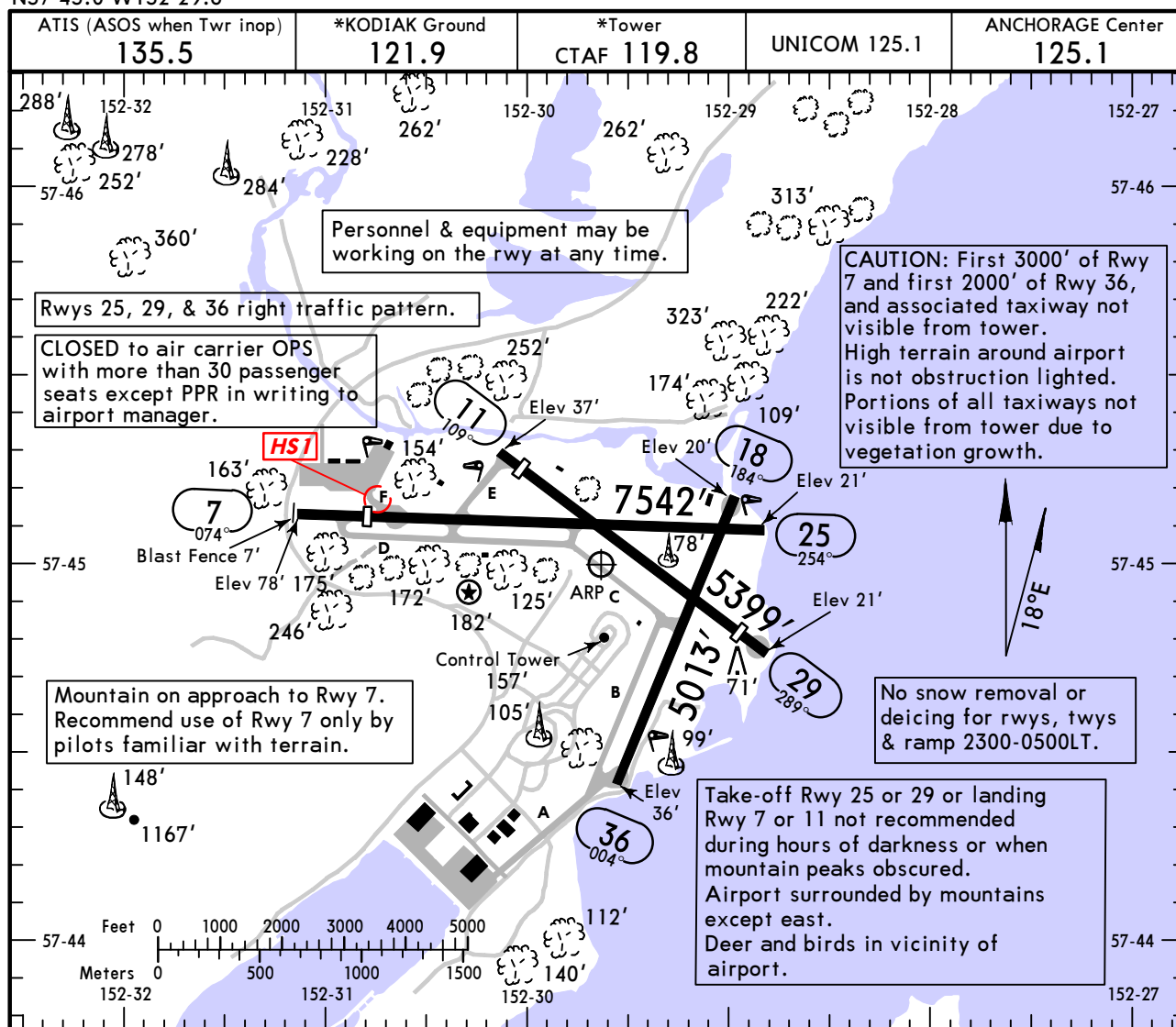
Runway: 29
Length x Width: 5399 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 31 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 556 ft

Runway: 36
Length x Width: 5013 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 36 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 135.5
ASOS 135.5
Kodiak Tower 119.8 CTAF PCL
Kodiak Ground Control 121.9
Kodiak Unicom 122.8
Kodiak AIR Operations 569.6 Military
Kodiak AIR Operations 267.8 Military
Kodiak AIR Operations 218.2 Military
Kodiak AIR Operations 156.8 Military
Kenai Flight Service Station 119.8 CTAF PCL
Kenai Flight Service Station 122.2 RCO
Anchorage Center 125.1 Remote Communications Air-Ground





ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
7	① HIRL	grooved		6413'			150'
25	① HIRL ① REIL ① VASI-L (angle 2.05°)	grooved			6116'		
11	① HIRL	grooved		4959'			150'
29	① HIRL ① VASI-L	grooved		4843'			
18	① HIRL	grooved					150'
36	① HIRL ① ② REIL ① VASI-L (angle 3.75°)	grooved					

① Activate on 119.8.

② Omnidirectional.

RUNWAY INCURSION HOT SPOT **HS1**

For information only, not to be construed as ATC instructions.

HS1 Taxiway F is narrow, do not stop aircraft on or near the taxiway blocking access to the main ramp.

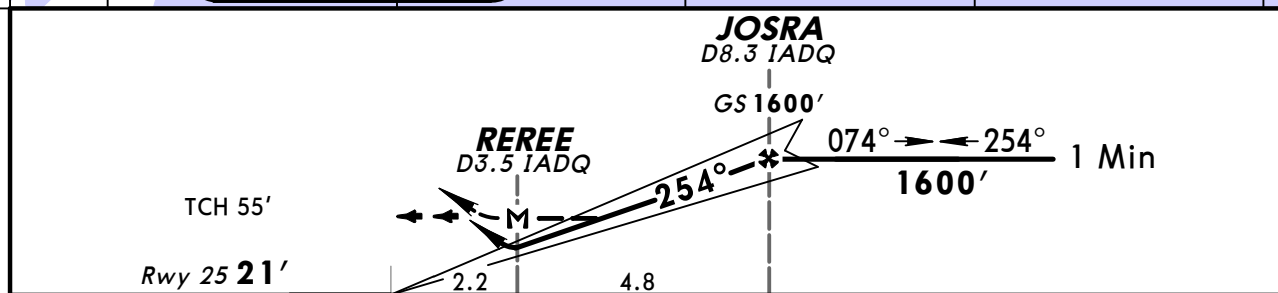
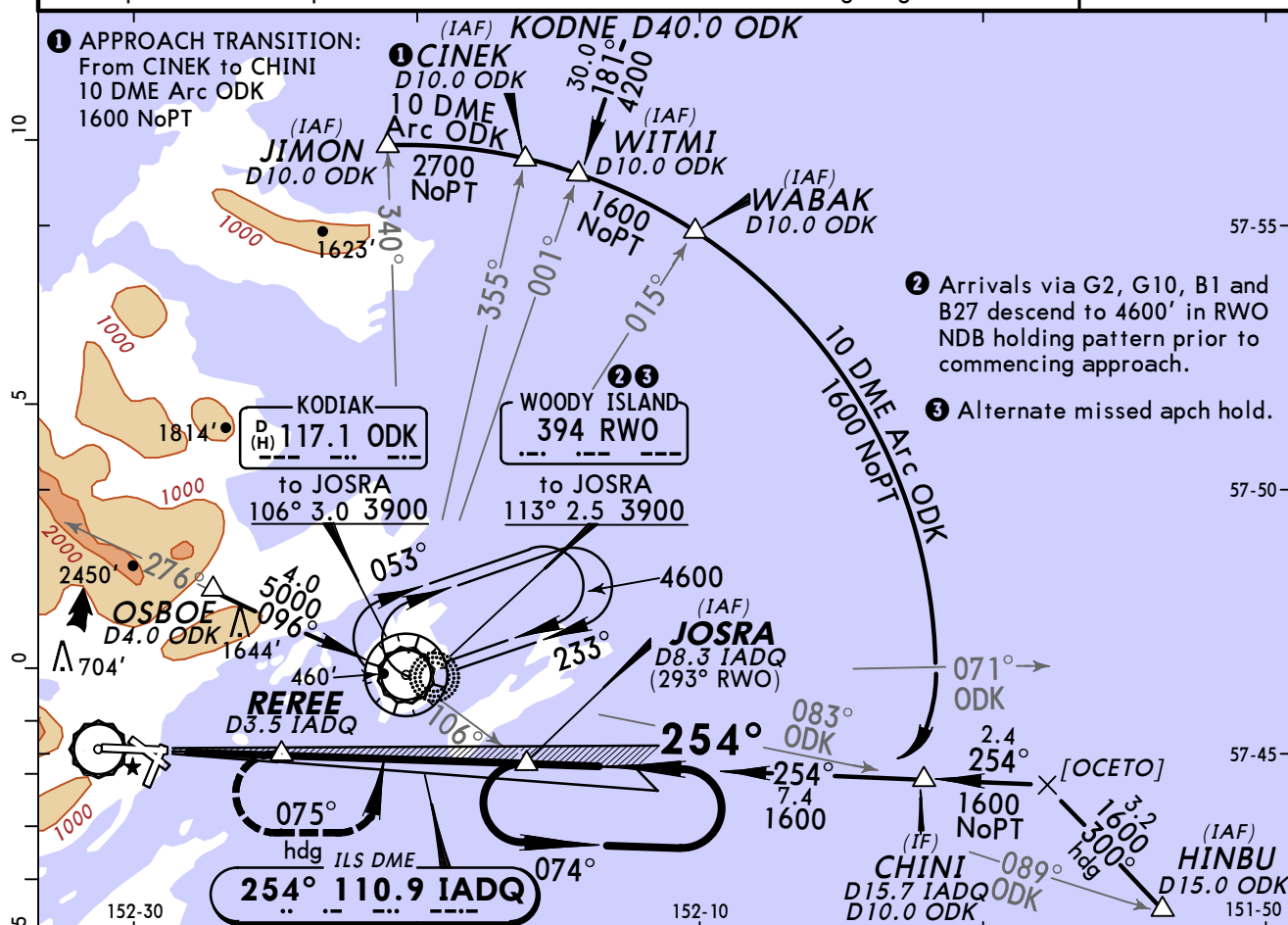
TAKE-OFF

	Rwys 7, 11, 18, 29, 36	Rwy 25
1 & 2 Eng	USE KODIAK DEPARTURE	NA
3 & 4 Eng		

FOR FILING AS ALTERNATE

	ILS Y Rwy 25	VOR Rwy 25	LOC Y Rwy 25	RNAV (GPS) Rwy 25
A	700-3	800-2	700-3	800-2 $\frac{3}{4}$
B	800-3	1000-2	800-3	1000-2 $\frac{3}{4}$
C	800-3	1200-3	800-3	1200-3
D	800-4	1600-3	1100-3	1600-3

KODIAK, ALASKA
ILS or LOC DME Y Rwy 25

BRIEFING STRIP™

<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL VASI-L		ODK 117.1
<i>GS</i> 2.05°	254	326	362	435	507	580			
<i>MAP at RREE</i>									

STRAIGHT-IN LANDING RWY25			CIRCLE-TO-LAND	
ILS		LOC (GS out)	Max Kts	
DA(H) AB: 600' (579')		MDA(H) ABC: 640' (619')		Not Authorized West of Rwy 18-36 Not Authorized at night to Rwy 36 Not Authorized North of Rwy 7-25 Not Authorized to Rwy 7, 11 & 18
C: 624' (603')		D: 1020' (999')		
D: 685' (664')				
A	3	2½	90	MDA(H) 660' (582')-2½
B			120	720' (642')-2½
C			140	740' (662')-2½
D			165	1020' (942')-3

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TERPS AMEND 2 9 FEB 2012

PADQ/ADQ KODIAK

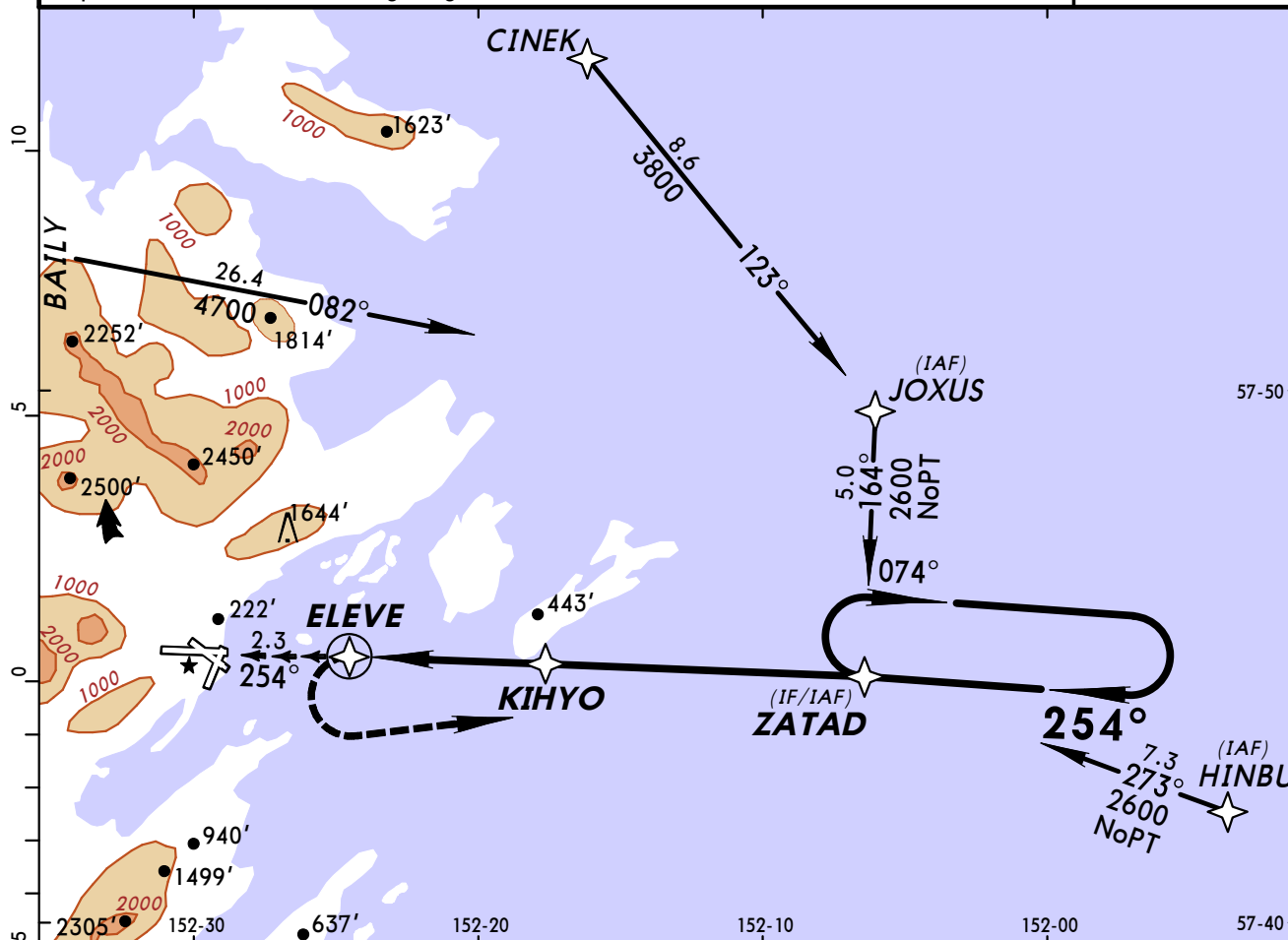
JEPPESEN

3 FEB 12 12-1

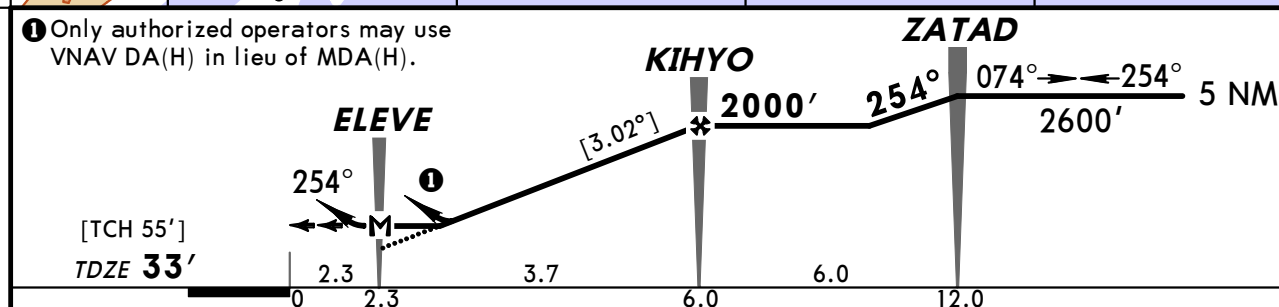
Eff 9 Feb

KODIAK, ALASKA RNAV (GPS) Rwy 25

ATIS (ASOS when Twr inop)		ANCHORAGE Center		*KODIAK Tower		*Ground	
135.5		125.1		CTAF 119.8		121.9	
RNAV	Final Apch Crs 254°	Minimum Alt KIHYO 2000' (1967')	LNAV MDA(H) Refer to Minimums	Apt Elev 78' TDZE 33'		5700' MSA ELEVE	
MISSED APCH: Climbing LEFT turn to 2800' direct ZATAD and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Fly visual to airport, 254°-2.3 NM. 3. VGSI and descent angles not coincident. 4. Rapidly rising terrain North, West, and South of airport. 5. Pilot controlled lighting 119.8.							



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160		REIL VASI-L	2800' LT	D	ZATAD
Descent Angle [3.02°]	374	481	534	641	748	855					
MAP at ELEVE											

STRAIGHT-IN LANDING RWY25			CIRCLE-TO-LAND		
LNAV			Not Authorized West of Rwy 18-36		
MDA(H) AB: 480' (447')			to Rwy 25, 29		1 to Rwy 18
C: 580' (547')			1 to Rwy 36		
D: 1040' (1007')			Not Authorized North of Rwy 7-25		
			Max Kts	MDA(H)	MDA(H)
A	2		90	660' (582') - 2 3/4	660' (582') - 2 3/4
B			120	720' (642') - 2 3/4	1060' (982') - 2 3/4
C			140	740' (662') - 2 3/4	1260' (1182') - 3
D	3		165	1040' (962') - 3	1660' (1582') - 3
1 Not Authorized at night.					

CHANGES: Obstacles.

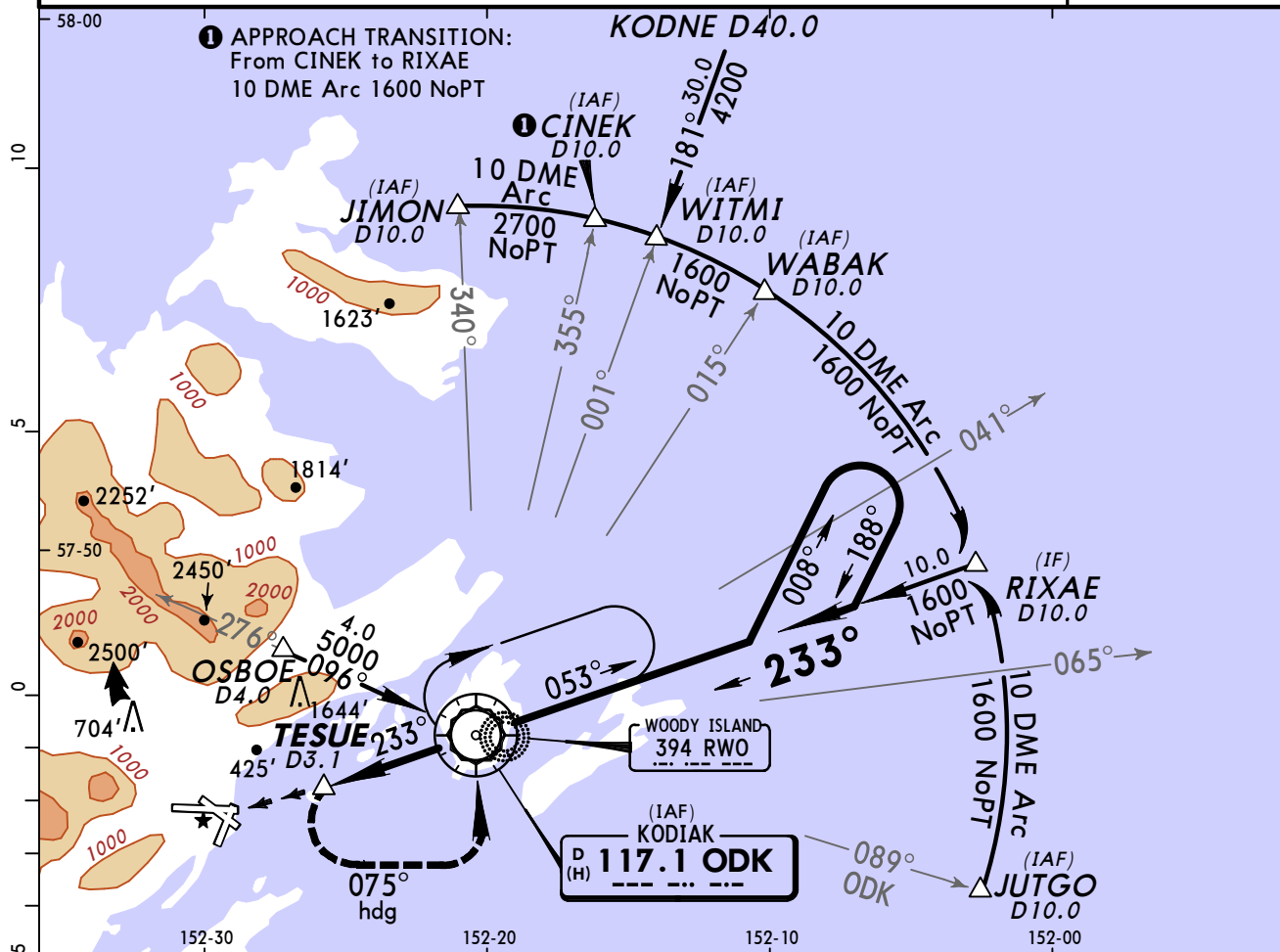
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PADQ/ADQ KODIAK

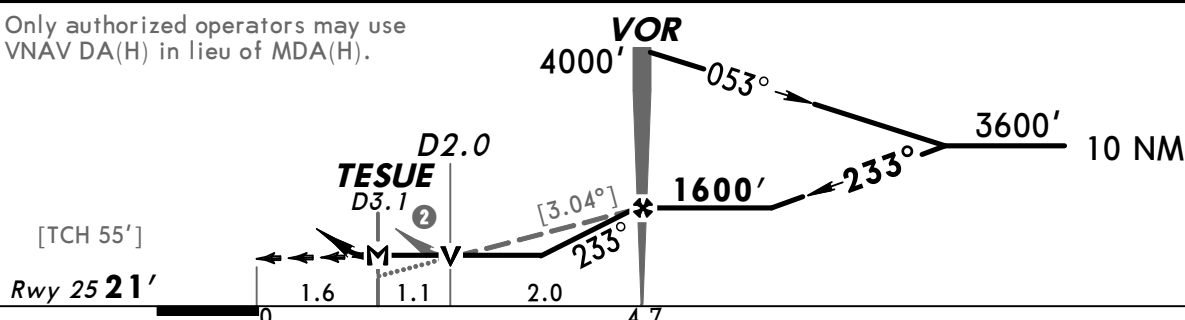
JEPPesen
3 FEB 12 (13-1) Eff 9 Feb

KODIAK, ALASKA
VOR Rwy 25

ATIS (ASOS when Twr inop) 135.5	ANCHORAGE Center 125.1	*KODIAK Tower CTAF 119.8	*Ground 121.9
VOR ODK 117.1	Final Apch Crs 233°	Minimum Alt VOR 1600' (1579')	MDA(H) 680' (659')
Apt Elev 78' Rwy 25 21'			
MISSED APCH: Climbing LEFT turn to 3700' on 075° heading then LEFT turn direct ODK VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. VGSI and descent angles not coincident. 2. Rapidly rising terrain North, West, and South of airport. 3. Pilot controlled lighting 119.8.			
5700' MSA ODK VOR			



② Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L 3700' on 075° then LT ODK 117.1
Descent Angle [3.04°]	376	484	538	645	753	861	
MAP at TESUE or VOR to MAP	3.1	2:39	2:04	1:52	1:33	1:20	

STRAIGHT-IN LANDING RWY 25

MDA(H) **680'** (659')

CIRCLE-TO-LAND

Not Authorized West of Rwy 18-36
Not Authorized at Night to Rwy 36
Not Authorized North of Rwy 7-25
Not Authorized to Rwy 7, 11 & 18

Max Kts	MDA(H)
90	680' (602')-2
120	720' (642')-2
140	740' (662')-2
165	800' (722')-2

CHANGES: Procedure.

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TERPS AMEND 2 9 FEB 2012

General Information

Location: Anchorage AK USA
IATA Code: EDF
Lat/Long: N61° 15.1' W149° 48.4'
Elevation: 212 ft

Airport Use: Military
Magnetic Variation: 18.4 °E

Fuel Types: Jet A-1
Oxygen Types: High Pressure, Low Pressure
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1488 ft AGL

Sunrise: 1706 Z
Sunset: 0318 Z,

Runway Information

Runway: 06
Length x Width: 10001 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 174 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

Runway: 16
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 212 ft
Lighting: Edge, REIL
Stopway: 700 ft

Runway: 24
Length x Width: 10001 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 201 ft
Lighting: Edge, Centerline
Stopway: 1000 ft

Runway: 34
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 185 ft
Lighting: Edge, ALS

Stopway: 1000 ft

Communication Information

ATIS 124.3

Elmendorf Tower 127.2

Elmendorf Ground Control 121.8

Elmendorf Clearance Deliv Clearance Delivery 128.8

Anchorage Approach Control 118.6

Anchorage Departure Control 118.6

Rcc Operations 123.1

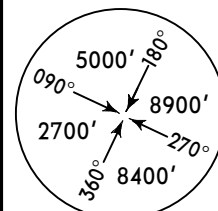
Elmendorf Operations 134.1

Denali Airlift Command Post 134.1

ANCHORAGE
Departure (R)
118.6*Apt Elev*
212'

Trans level: FL180 Trans alt: 18000'

1. WARNING: Mountainous terrain EAST of Elmendorf AFB.
2. Rwy 6, 34 departures not authorized if R-2203 active.



MSA EDF TAC

EEEGL TWO DEPARTURE
(TACAN AZIMUTH REQUIRED)

Approx distance from takeoff area
(Rwy 6) to: FIETR **20 NM**
(Rwy 24) to: FIETR **23 NM**
(Rwy 34) to: FIETR **15 NM**

- 1 Numerous trees to 444' MSL within 7300' of DER and 1850' LEFT and RIGHT of centerline.
- 2 210' terrain 930' from DER, 730' RIGHT of centerline and 281' MSL (21' AGL) trees 4100' from DER, 1230' RIGHT of centerline.

SPAIR
N60 37.2
W154 19.9**SKWEN**
N62 03.1
W151 06.3**EEEGL**
N61 35.2
W149 49.8**HOJOE**
N62 21.4
W147 11.5**AHURI**
N62 15.8
W146 04.4At or above
13000'**FIETR**
N61 30.2
W149 48.9
At or above
10000'**BAXTE**
N61 24.2
W149 47.8
At or above
6000'

PA(R)-2203B

PA(R)-2203C

PA(R)-2203A

TAC-81
ELMENDORF
D (113.4) EDF
N61 15.3 W149 46.1

*Minimum Climb Rate

Rwy	Gnd speed-KT	75	100	150	200	250	300
34	V/V (fpm) to 700'	812	1083	1625	2167	2708	3250

*ATC Climb Rate

Rwy	Gnd speed-KT	75	100	150	200	250	300
6	V/V (fpm) to 13000'	752	1003	1505	2007	2508	3010
24	V/V (fpm) to 13000'	728	970	1455	1940	2425	2910
34	V/V (fpm) to 13000'	848	1130	1695	2260	2825	3390

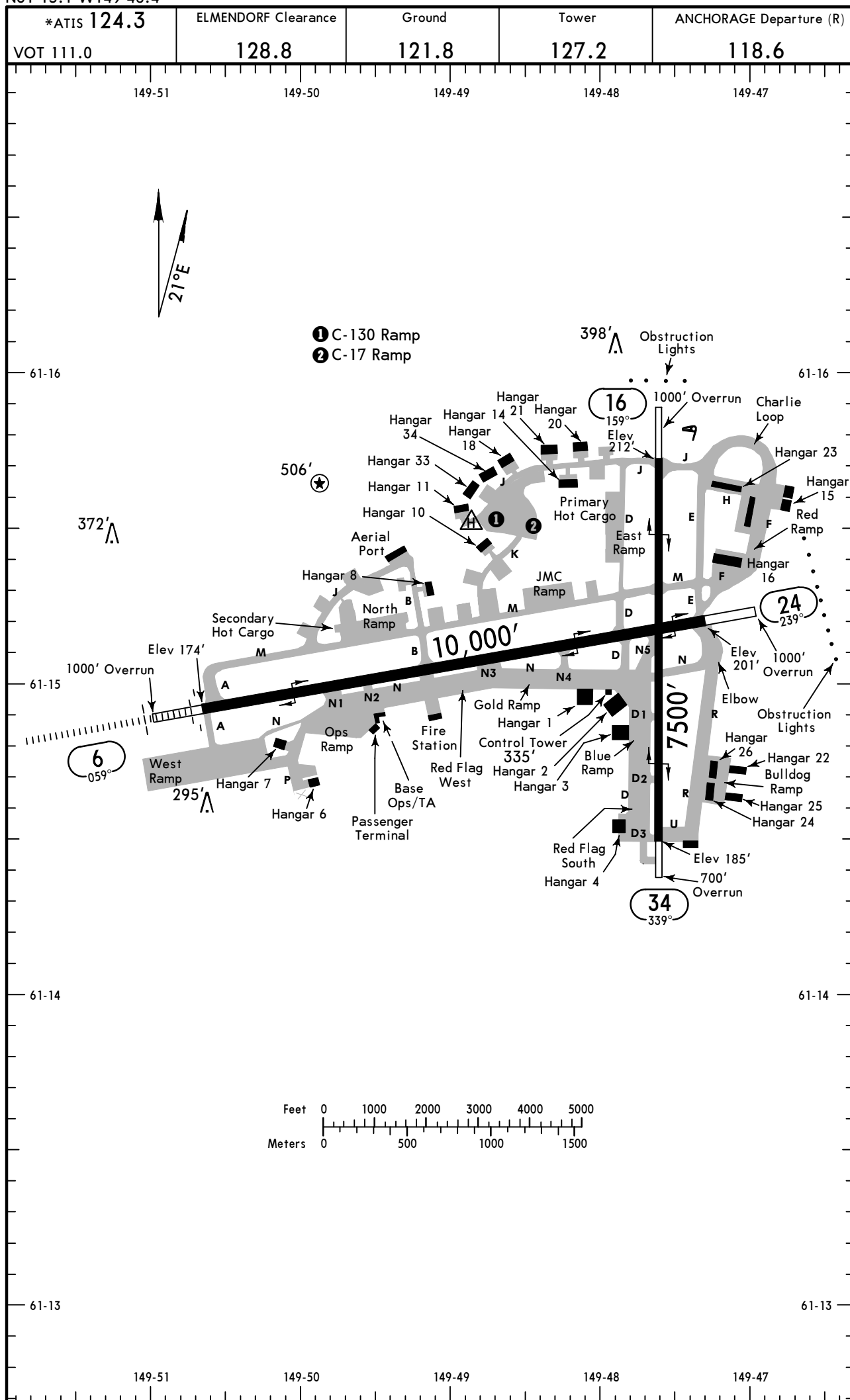
*Minimum climb rates are designed for obstacle clearance. ATC climb rates are designed for airspace utilization. The higher of the two gradients should be used within the altitude range(s) specified.

RWY	INITIAL CLIMB	ALTITUDE
6	Turn LEFT to intercept EDF R-334 outbound.	MAINTAIN FL200 or ATC assigned altitude
24	Turn RIGHT to intercept EDF R-334 outbound.	
34	Cross DER at least 35' AGL/247' MSL. Track heading 339° to intercept EDF R-334 outbound.	
ROUTING		
Upon leaving 13000' , proceed on course.		

PAED/EDF
Apt Elev 212'
N61 15.1 W149 48.4

JEPPESEN
23 DEC 11 (30-9)

ELMENDORF AFB
ANCHORAGE, ALASKA



CHANGES: Notes removed.

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GENERAL

Refer to DOD/NGA supplementary publications for additional information.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
6	HIRL CL ALSF-I TDZ ② PAPI-L (angle 3.0°) RVR		8388'		200'
① 24	HIRL CL ③ PAPI-L (angle 3.0°) RVR				

① First 1000' Rwy 6 and first 1200' Rwy 24 concrete, middle 7800' asphalt.

② Unusable beyond 8° either side of centerline.

③ Unusable beyond 7° right of course.

16	HIRL REIL PAPI-L (angle 4.2°)				150'
④ 34	HIRL PAPI-L (angle 3.0°)				

④ 500' displaced threshold allows 8000' usable for take-off. Contact ATC for approval.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

TAKE OFF & OBSTACLE DEPARTURE PROCEDURE						
		Rwys 6, 24		Rwy 34		Rwy 16
		Adequate Vis Ref	STD	With Min climb of 201' / NM to 700'		Other
				Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	200-1 1/2	NA
3 & 4 Eng		RVR 24 or 1/2		1/2		

TAKE-OFF OBSTACLES: Rwy 6; 210' MSL terrain, 15' to 325' from DER, 83' to 500' left of centerline. 259' MSL road, 1578' to 2215' from DER, 290' to 795' left of centerline. 255' MSL road, 1445' from DER, 383' right of centerline. Rwy 24; 195' MSL terrain, 50' to 260' from DER, 500' to 570' right of centerline. 241' MSL terrain, 2210' to 2240' from DER, 1000' to 1100' right of centerline. Rwy 34; terrain 220' MSL, at DER, 339' right of centerline; terrain 219' MSL, at DER, 287' right of centerline; terrain 216' MSL, at

DER, 11' right of centerline; terrain 223' MSL, 380' from DER, 602' right of centerline; terrain 259' MSL, 1681' from DER, 611' right of centerline; terrain 289' MSL, 1985' from DER, 856' left of centerline; terrain 298' MSL, 2328' from DER, 1124' left of centerline; terrain 298' MSL, 2331' from DER, 1125' left of centerline; terrain 299' MSL, 3282' from DER, 1380' left of centerline; terrain 299' MSL, 3342' from DER, 1396' left of centerline.

OBSTACLE DP

Rwy 6, South through Northbound (239° clockwise 341°) climb on course, maintain FL 200 or ATC assigned altitude. North through Southbound (342° clockwise 238°) departures not authorized.

Rwy 24, South through Northbound (259° clockwise 009°) climb on course, maintain FL 200 or ATC assigned altitude. North through Southbound (010° clockwise 258°) departures not authorized.

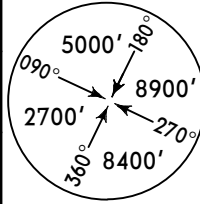
Rwy 34, Diverse departure authorized from 180° clockwise through 319° with minimum climb rate of 201'/NM to 700'. Maintain altitude assigned by ATC.

VCOA (Visual Climb Over Airport) Departure Rwy 6: Climb in visual conditions (minimum ceiling 5700', minimum visibility 3.0 SM) within 6.8 NM PAED airport. Cross PAED airport at or above 5800' MSL before proceeding on course. Max airspeed 250 KIAS. VCOA Departure Rwy 24: Climb in visual conditions (minimum ceiling 5800', minimum visibility 3.0 SM) within 7.4 NM of PAED airport. Cross PAED airport at or above 5900' MSL before proceeding on course. Max airspeed 250 KIAS. VCOA Departure Rwy 34: Climb in visual conditions (minimum ceiling 5700', minimum visibility 3.0 SM) within 7.0 NM of PAED airport. Cross PAED airport at or above 5800' MSL before proceeding on course. Max airspeed 250 KIAS.

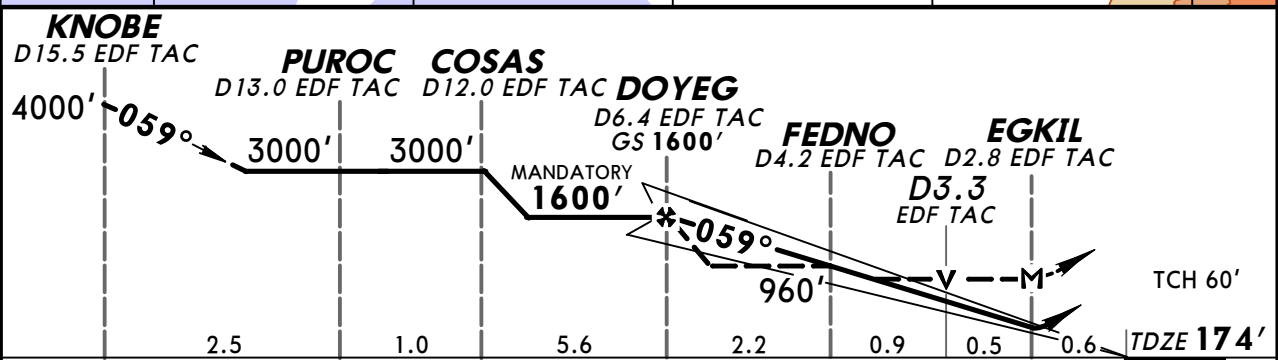
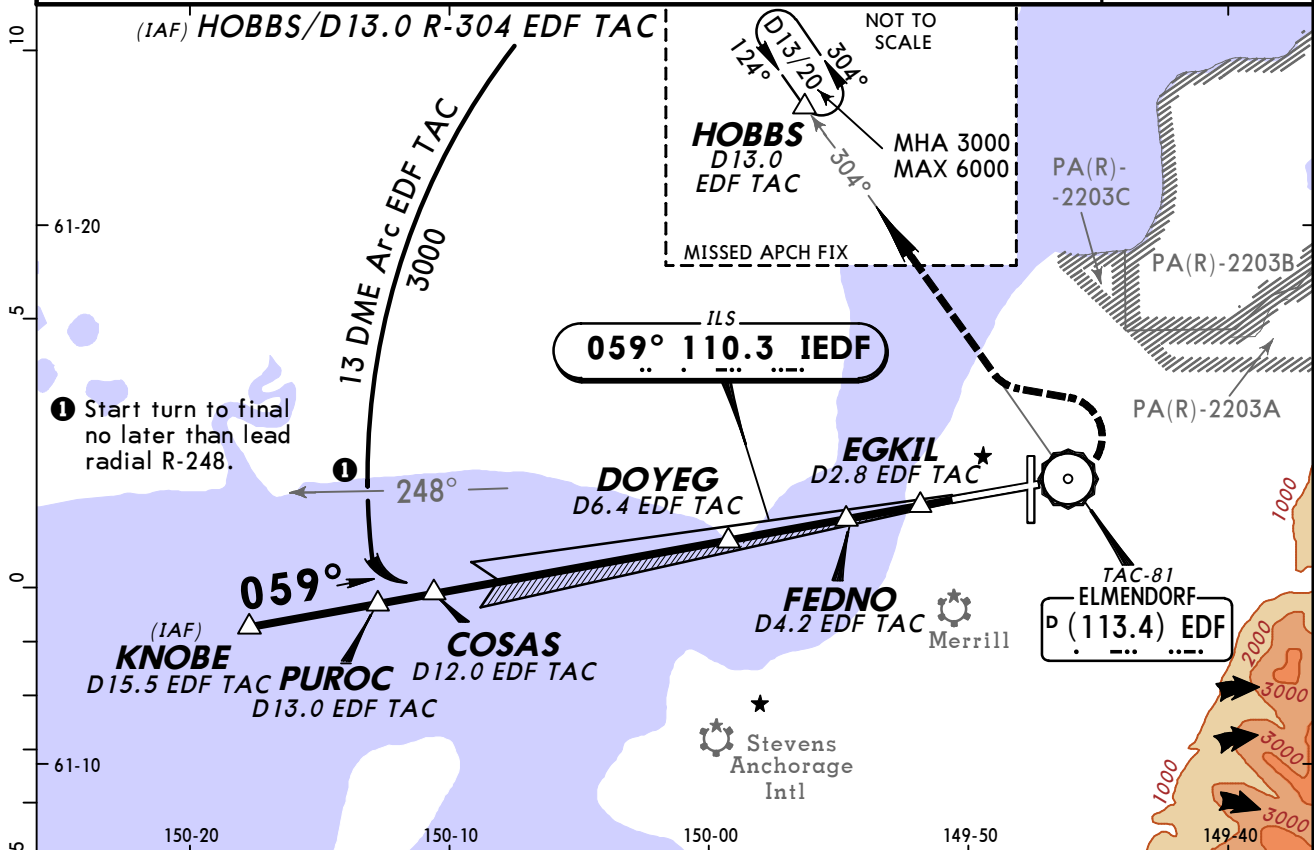
FOR FILING AS ALTERNATE

	Precision	Non-Precision
A	600-2	800-2
B		
C		
D		

BRIEFING STRIP™

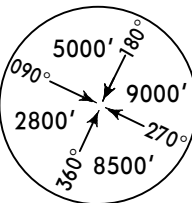
*ATIS	ANCHORAGE Approach (R)		ELMENDORF Tower	Ground	AIRLIFT COMMAND POST
124.3	North 118.6	South 123.8	127.2	121.8	128.0
LOC IEDF 110.3	Final Apch Crs 059°	GS DOYEG 1600' (1426')	ILS DA(H) 374' (200')	Apt Elev 212' TDZE 174'	 MSA EDF TAC
MISSED APCH: Climb to 900' via 059° track, then climbing LEFT turn to 3000' and intercept the EDF R-304 outbound to HOBBS and hold.					
Alt Set: INCHES					

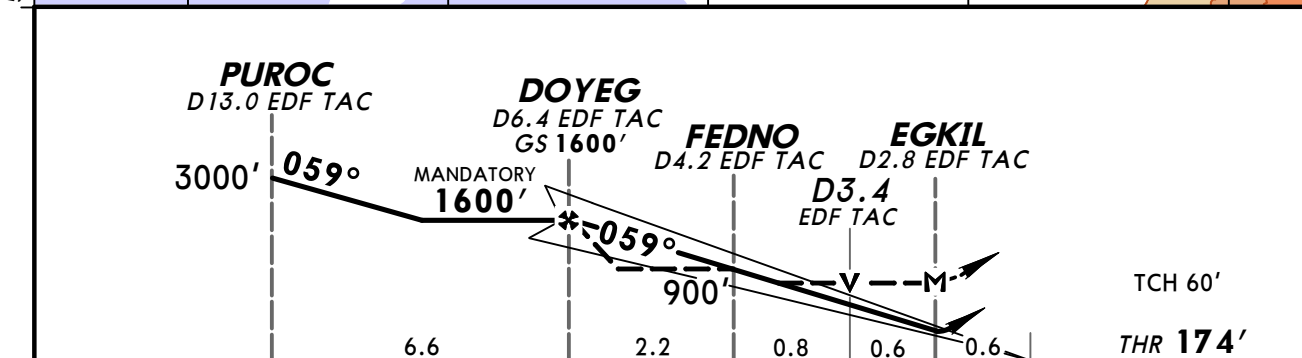
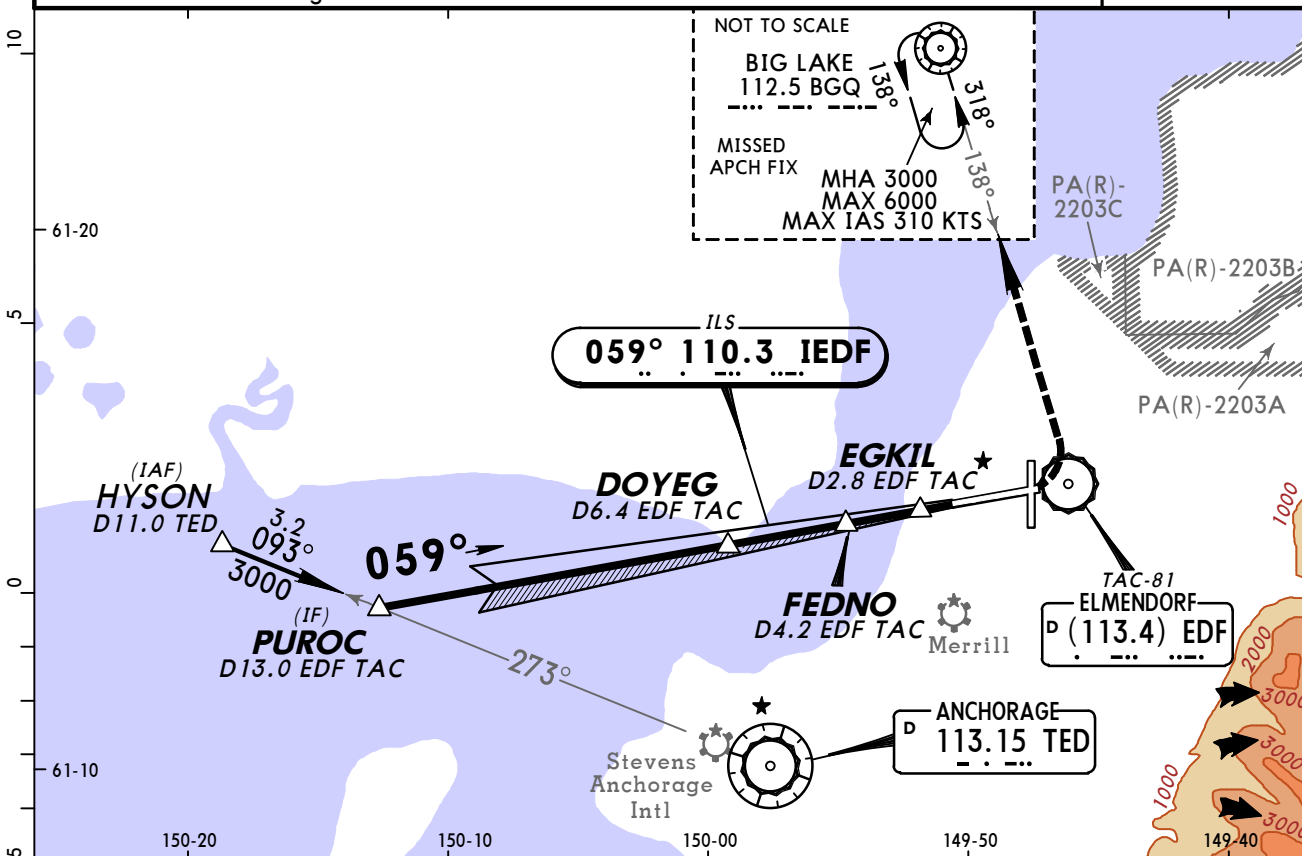
MSA EDF TAC



Gnd speed-Kts	70	90	100	120	140	160	ALS-F-I		PAPI		900'	via 059°	3000'	EDF TAC
GS	3.00°	372	478	531	637	743	849							on (113.4)
MAP at EGKIL or DOYEG to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21						LT	R-304

Military STRAIGHT-IN LANDING RWY6						CIRCLE-TO-LAND		
ILS			LOC (GS out)			Not Authorized Rwy 6 Counterclockwise to Rwy 34		
DA(H) 374' (200')			MDA(H) 640' (466')			MDA(H)		
FULL	TDZ or CL out	ALS out		ALS out	Max Kts			
A	RVR 18 or 1/2	RVR 24 or 1/2		RVR 24 or 1/2	90	780' (568') - 1		
B				RVR 50 or 1	120			
C	RVR 24 or 1/2		RVR 40 or 3/4	RVR 40 or 3/4	140	780' (568') - 1 1/2		
D				RVR 50 or 1	165	820' (608') - 2		

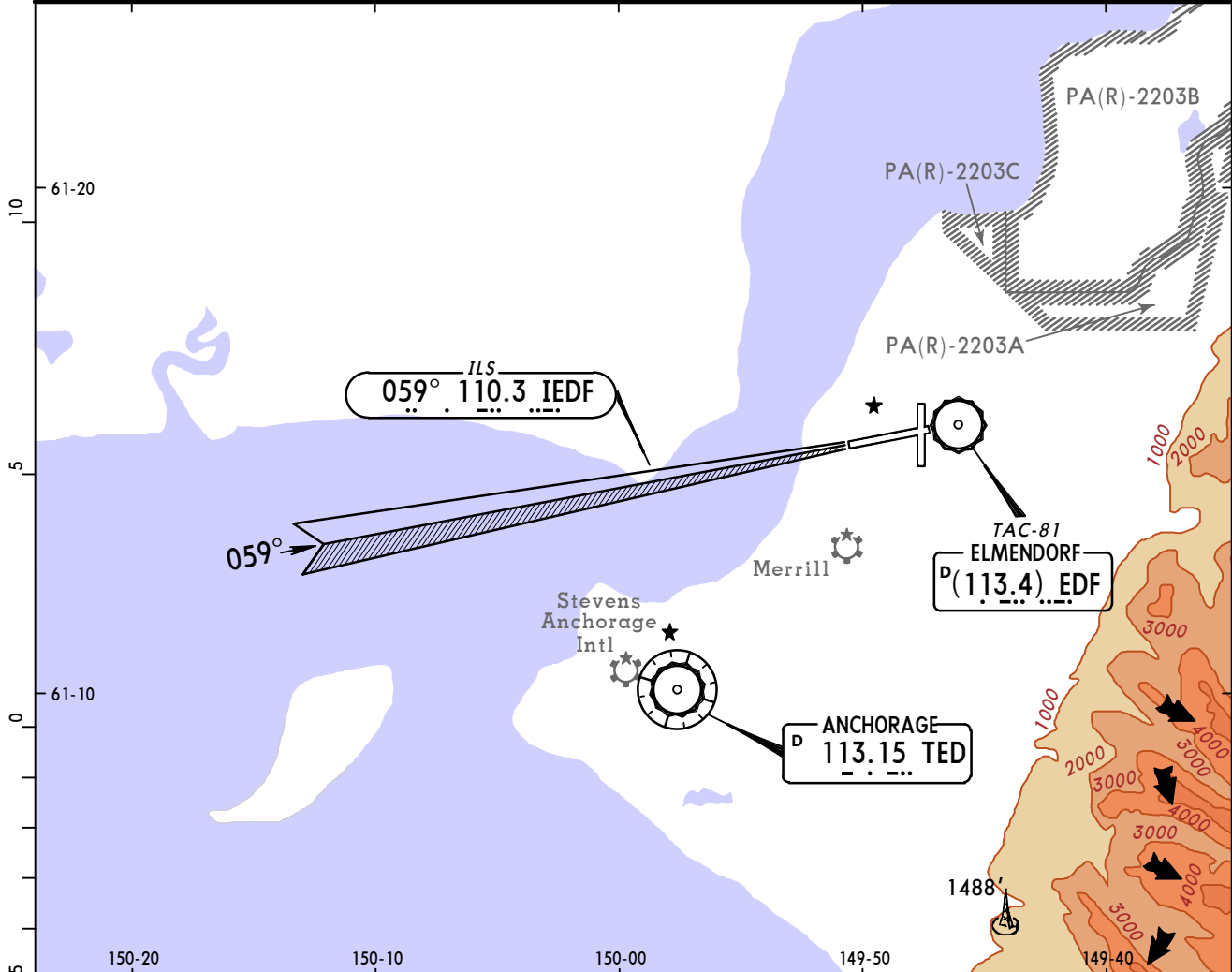
*ATIS	ANCHORAGE Approach (R)		ELMENDORF Tower	Ground	AIRLIFT COMMAND POST
124.3	North 118.6	South 123.8	127.2	121.8	128.0
LOC IEDF 110.3	Final Apch Crs 059°	GS DOYEG 1600' (1426')	ILS DA(H) 374' (200')	Apt Elev 212' THR 174'	
MISSED APCH: Climb to 900', then climbing LEFT turn to 3000' intercept inbound BGQ VOR R-138 direct BGQ and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: Intense VFR aircraft operations in the vicinity of EDF final. 2. CAUTION: Terrain rises rapidly to the South and East. 3. EMERG SAFE ALT within 100 NM 15200'. 4. VGSI and descent angles not coincident.					
					MSA EDF TAC



Gnd speed-Kts	70	90	100	120	140	160	ALSFI PAPI 	900'	3000'	BGQ 112.5 R-138
GS	3.00°	372	478	531	637	743		↑	↶	
MAP at EGKIL										

Military		STRAIGHT-IN LANDING RWY6				CIRCLE-TO-LAND			
		ILS		LOC (GS out)		Not Authorized Rwy 6 Counterclockwise to Rwy 34			
		DA(H) 374' (200')		MDA(H) 620' (446')		MDA(H)			
		FULL	TDZ or CL out	ALS out	ALS out	Max Kts			
TERPS	A					90	840'(628')-1		
	B					120			
	C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4		140	980'(768')-2 1/4		
	D					165	980'(768')-2 1/2		

*ATIS 124.3	ANCHORAGE Approach (R) North 118.6 South 123.8	ELMENDORF Tower 127.2	Ground 121.8	AIRLIFT COMMAND POST 128.0
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	DA(H) 374' (200')	Apt Elev 212' TDZE 174'
MISSED APCH: As directed by RADAR CONTROLLER. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: Intense VFR aircraft operations in the vicinity of final. 2. CAUTION: Terrain rises rapidly to the South and East. 3. PAR available by NOTAM. 4. Maintenance period 1400-1600Z Monday thru Friday.				
No MSA published				



RWY 6
PAR TCH 56'
TDZE 174'

Gnd speed-Kts	70	90	100	120	140	160	ALSFI
Rwy 6 PAR GS 3.00°	372	478	531	637	743	849	PAPI

Military

STRAIGHT-IN LANDING RWY6

PAR 6

DA(H) **374'** (200')

	FULL	TDZ or CL out	ALS out
A	RVR 18 or 1/2		
B			
C	RVR 24 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4
D			

TERPS

General Information

Location: Fairbanks AK USA
IATA Code: EIL
Lat/Long: N64° 39.9' W147° 06.1'
Elevation: 547 ft

Airport Use: Military
Magnetic Variation: 20.3°E

Fuel Types: 115-145 Octane, Jet 4
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1453 ft AGL

Sunrise: 1705 Z
Sunset: 0258 Z,

Runway Information

Runway: 14
Length x Width: 14530 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 536 ft
Lighting: Edge, ALS

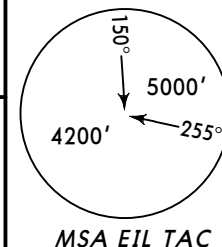
Runway: 32
Length x Width: 14530 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 547 ft
Lighting: Edge, ALS

Communication Information

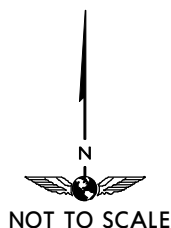
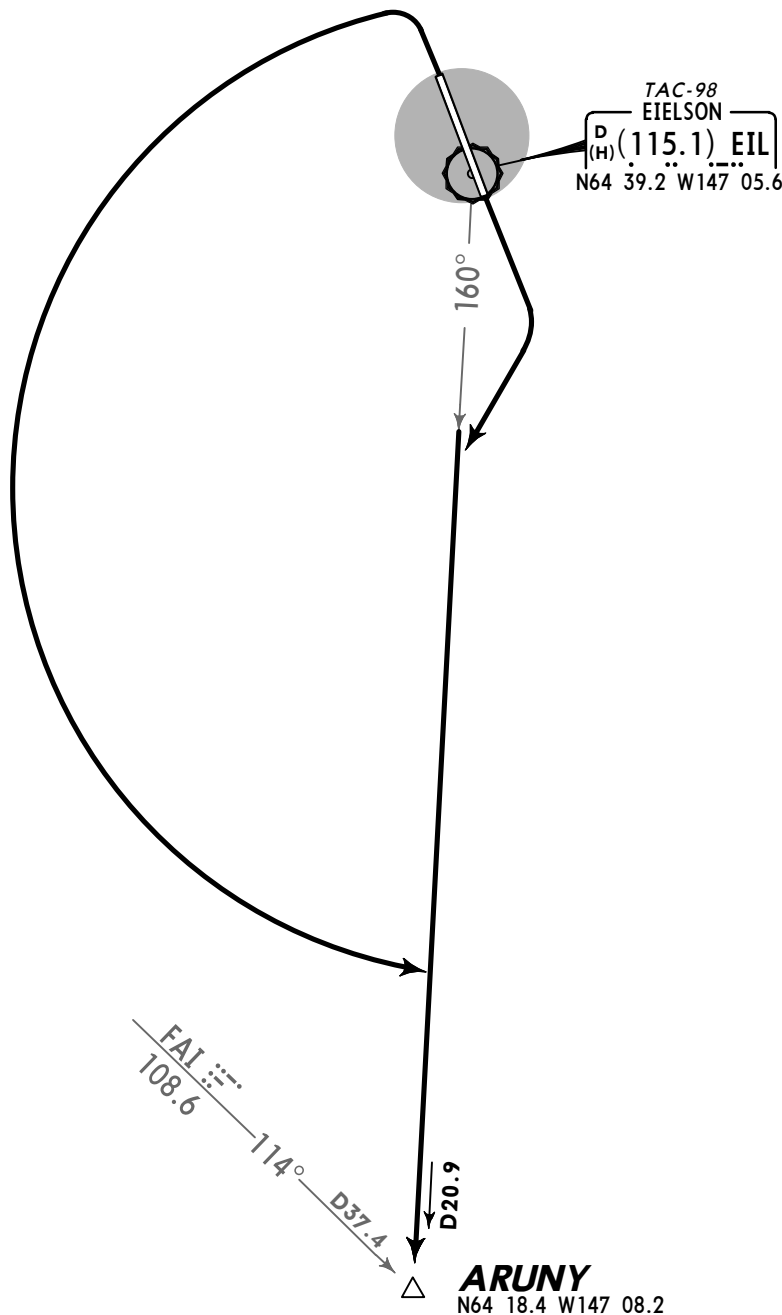
ATIS 119.9
ASOS 118.525
ASOS 119.275
Eielson Tower 127.2
Eielson Ground Control 121.8
Fairbanks Approach Control 126.5 (360°-179°) Initial Contact
Fairbanks Approach Control 125.35 (180°-359°)
Fairbanks TRSA 126.5 (360°-179°)
Fairbanks TRSA 125.35 (180°-359°)
Fairbanks Departure Control 126.5
Sourdough Operations 142.2 Military
Fairbanks Operations 126.5

Eielson Operations 127.2
Eielson Operations 139.3 Military
Eielson Range Control 125.3

FAIRBANKS 360°-179° 126.5	Departure (R) 180°-359° 125.35	Apt Elev 547'	Trans level: FL 180	Trans alt: 18000'
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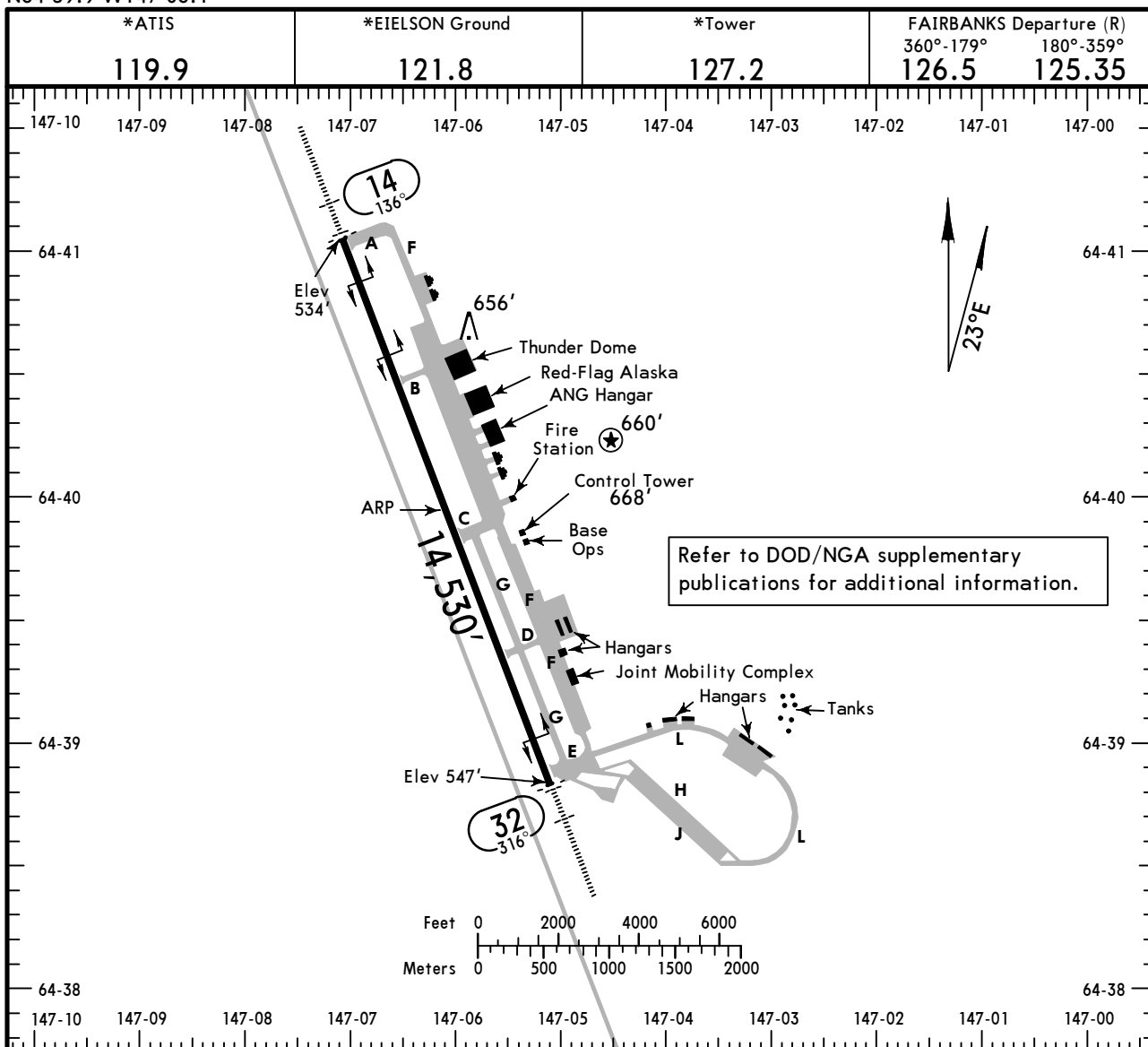
ARUNY ONE DEPARTURE (ARUNY1.ARUNY)
(TACAN AZIMUTH REQUIRED)
SPEED: DO NOT EXCEED 310 KT



OBSTACLES

Rwy 14: Trees 3607' from DER, 1378' LEFT of centerline, 85' AGL/654' MSL.
Rwy 32: Trees 2958' from DER, 1166' RIGHT of centerline, 85' AGL/619' MSL. Trees 2662' from DER, 1234' RIGHT of centerline, 85' AGL/618' MSL. Trees 3316' from DER, 1040' LEFT of centerline, 70' AGL/621' MSL.

RWY	INITIAL CLIMB	ALTITUDE
14	Turn RIGHT to intercept EIL TAC R-160 to ARUNY.	MAINTAIN ATC assigned altitude
32	Turn LEFT to intercept EIL TAC R-160 to ARUNY.	



ADDITIONAL RUNWAY INFORMATION

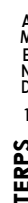
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					— LANDING BEYOND —			
14	① 32	HIRL ALSF-I PAPI-L (angle 2.7°)	grooved	RVR		13,464'		150'
						13,605'		

- ① Runway lights on north 11,314' of runway 300' wide.
Runway lights on south 3200' of runway 150' wide.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE					FOR FILING AS ALTERNATE				
		Rwy 32		Rwy 14					
		With Mim climb of 244'/NM to 3800'		With Mim climb of 272'/NM to 3800'					
		Adequate Vis Ref	STD	Adequate Vis Ref	STD	Precision	Non-Precision		
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	RVR 16 or 1/4	RVR 50 or 1	A	600-2	800-2		
3 & 4 Eng		RVR 24 or 1/2		RVR 24 or 1/2	B				
					C				
					D				

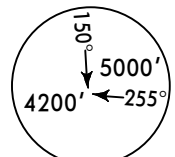
OBSTACLE DP: Comply with assigned SID.
TAKE-OFF OBSTACLES: Rwy 32: Trees 2958' from departure end of runway 1166' right of centerline, 85' AGL/ 619' MSL. Trees 2662' from departure end of runway 1234' right of centerline, 85' AGL/ 618'

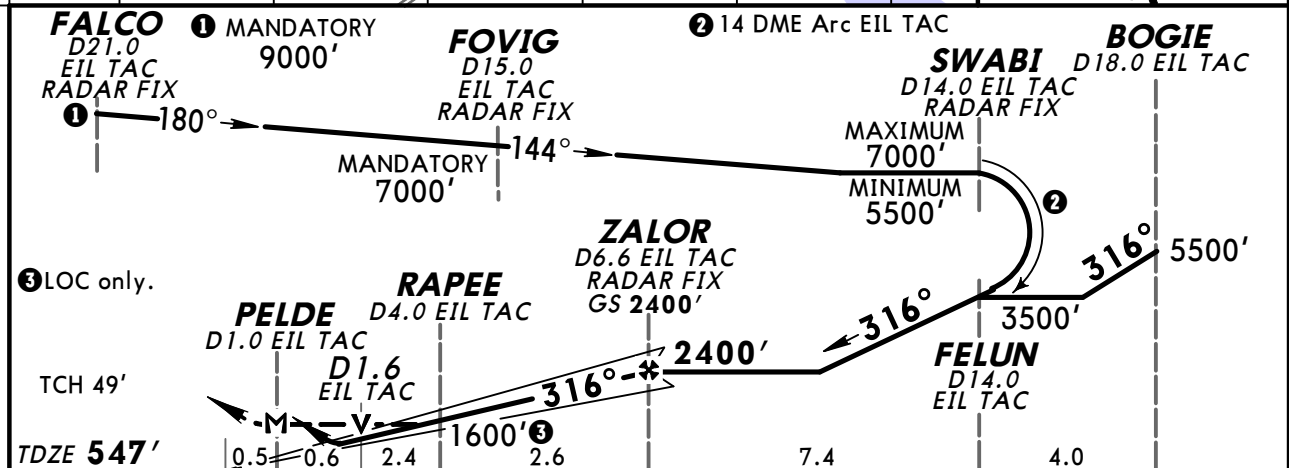
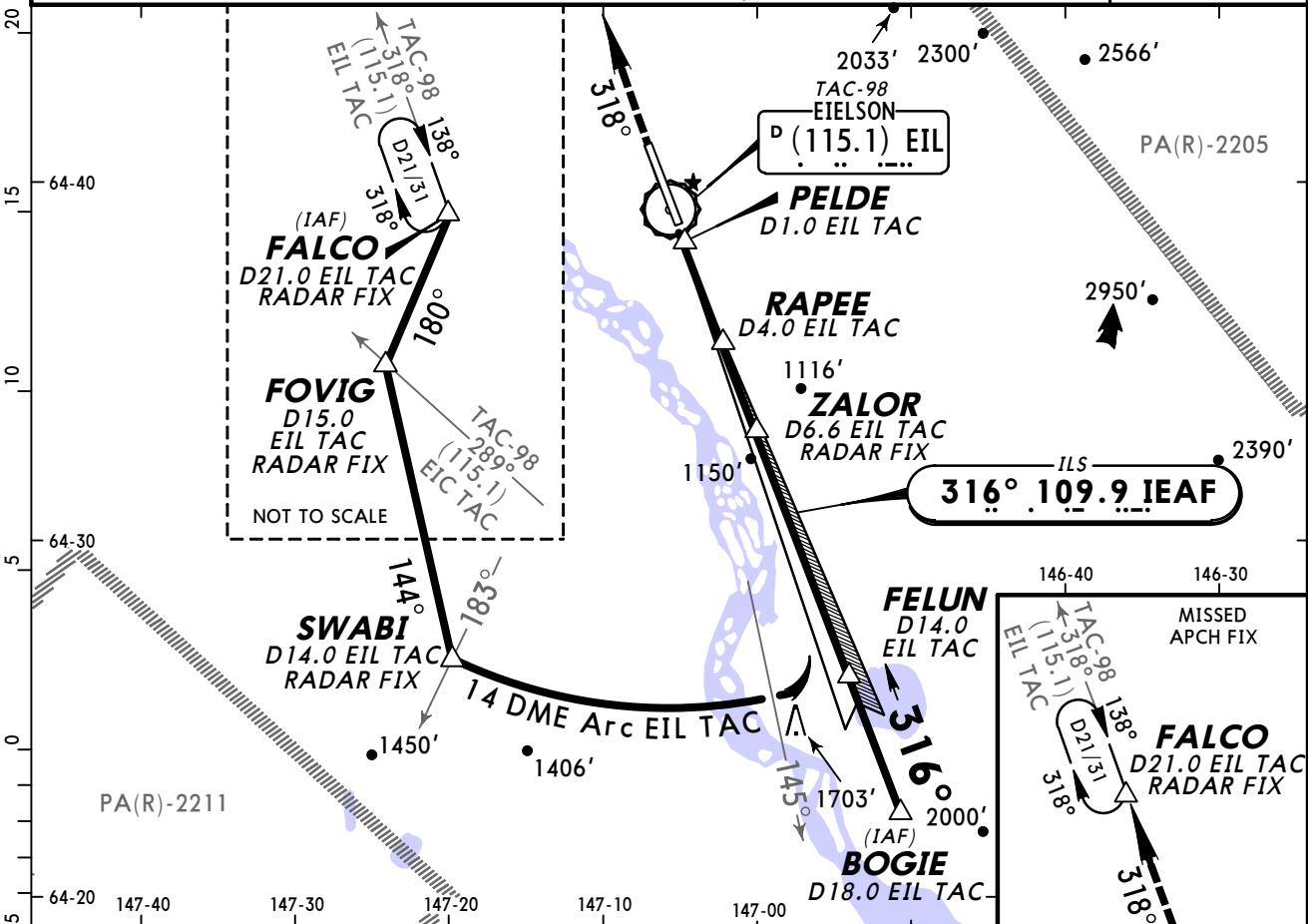
MSL. Trees 3316' from departure end of runway 1040' left of centerline, 70' AGL/ 621' MSL. Rwy 14: Trees 3607' from departure end of runway 1378' left of centerline, 85' AGL/ 654' MSL.



STRAIGHT-IN LANDING RWY 14					CIRCLE-TO-LAND	
ILS DA(H) 736' (200')			LOC (GS out) MDA(H) 900' (364')		Not Authorized Northeast of Rwy 14-32	
FULL		ALS out		ALS out	Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	1000' (453')- 1
B					120	1040' (493')- 1
C			RVR 40 or 3/4	RVR 60 or 1 1/4	140	1040' (493')- 1 1/2
D					165	1100' (553')- 2

BRIEFING STRIP™

*ATIS 119.9		FAIRBANKS Approach (R) 360°-179° 180°-359° 126.5 125.35		*EIELSON Tower 127.2		*Ground 121.8	
LOC IEAF 109.9	Final Apch Crs 316°	GS ZALOR 2400' (1853')	ILS DA(H) 747' (200')	Apt Elev 547' TDZE 547'		 MSA EIL TAC	
MISSED APCH: Climb to 5000' outbound on EIL TAC R-318 to FALCO/D21.0 EIL TAC and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. RADAR required (between FALCO-FOVIG-SWABI). 2. CAUTION: Rwy 32 ILS and PAPI not coincidental. 3. SAFE ALTITUDE WITHIN 100 NM 16,000'.							



Gnd speed-Kts	70	90	100	120	140	160	ALSFI	5000'	EIL TAC-98 (115.1) FALCO
GS	2.70°	339	436	485	582	679	PAPI	↑	R-318
MAP at PELDE									

STRAIGHT-IN LANDING RWY32				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized	
DA(H) 747' (200')		MDA(H) 920' (373')		Northeast of Rwy 14-32	
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)
A				90	1000' (453') - 1
B				120	1040' (493') - 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	140	1040' (493') - 1 1/2
D			RVR 40 or 3/4	165	1100' (553') - 2

General Information

Location: Kenai AK USA
IATA Code: ENA
Lat/Long: N60° 34.4' W151° 14.7'
Elevation: 99 ft

Airport Use: Public
Magnetic Variation: 17.8°E

Fuel Types: 100-130 Octane, Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1711 Z
Sunset: 0325 Z,

Runway Information

Runway: 01
Length x Width: 4600 ft x 252 ft
Surface Type: unknown
TDZ-Elev: 97 ft

Runway: 01L
Length x Width: 7830 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 94 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 255 ft

Runway: 01R
Length x Width: 2000 ft x 60 ft
Surface Type: gravel
TDZ-Elev: 97 ft

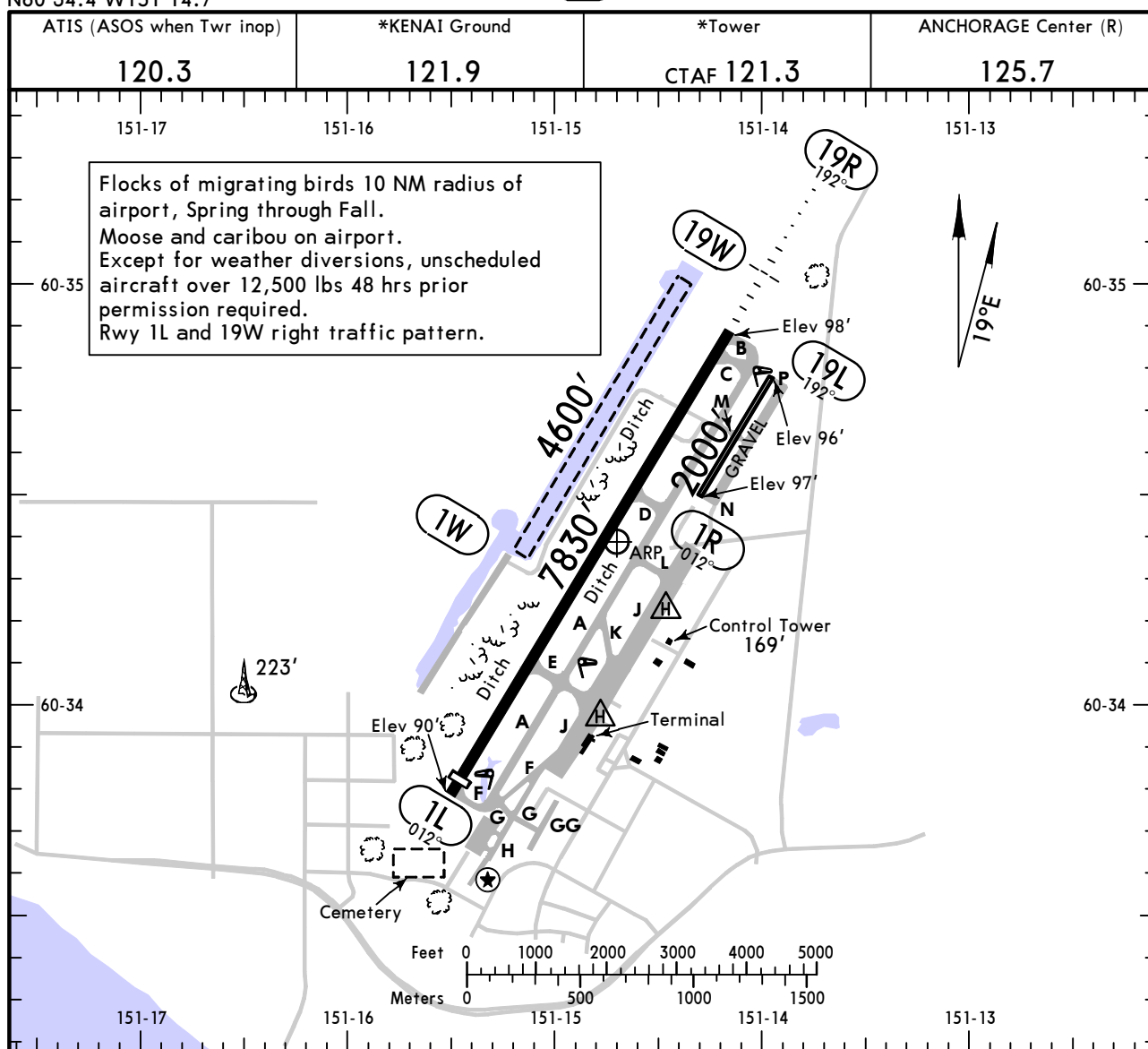
Runway: 19
Length x Width: 4600 ft x 252 ft
Surface Type: unknown
TDZ-Elev: 97 ft

Runway: 19L
Length x Width: 2000 ft x 60 ft
Surface Type: gravel
TDZ-Elev: 96 ft

Runway: 19R
Length x Width: 7830 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 99 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ATIS 120.3
ASOS 120.3
Kenai Tower 121.3 CTAF PCL
Kenai Ground Control 121.9
Kenai Flight Service Station 121.3 AAS
Kenai Flight Service Station 122.65
Kenai Flight Service Station 122.6 RCO
Kenai Flight Service Station 122.55 RCO
Anchorage Center 125.7 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
1L	HIRL ① REIL	① VASI-L	grooved	7575'			150'
19R	HIRL ① MALSR	① VASI-L	grooved ② RVR	③ 7575'	6606'		
1R							60'
19L							
1W							252'
19W							

- ① Activate on 121.3 when Twr inop.
 ② Available during tower operation hours only.
 ③ Last 255' is unavailable for landing distance computations.

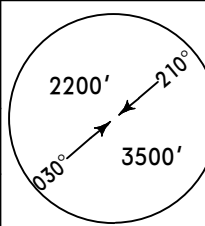
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE	
Rwys 1L/R, 19L/R			Authorized Only When Local Weather Available	
Adequate Vis Ref		STD	ILS Rwy 19R	VOR DME Rwy 1L RNAV (GPS) Rwy 1L LOC Rwy 19R RNAV (GPS) Rwy 19R VOR Rwy 19R
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1		
3 & 4 Eng		RVR 24 or 1/2	600-2	800-2

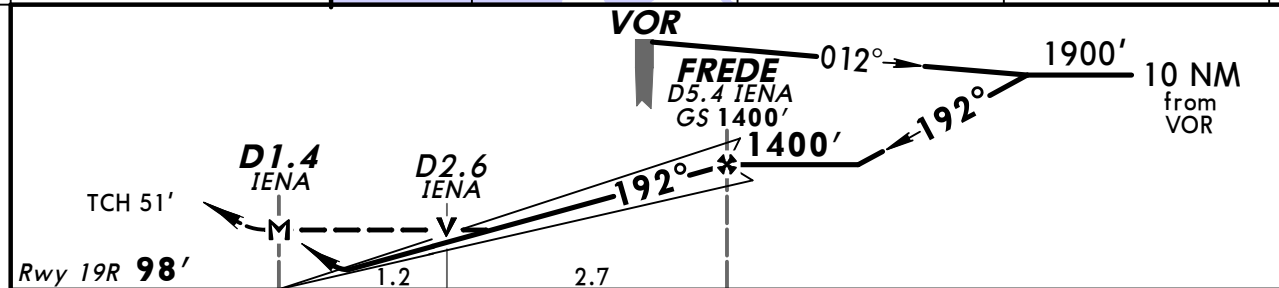
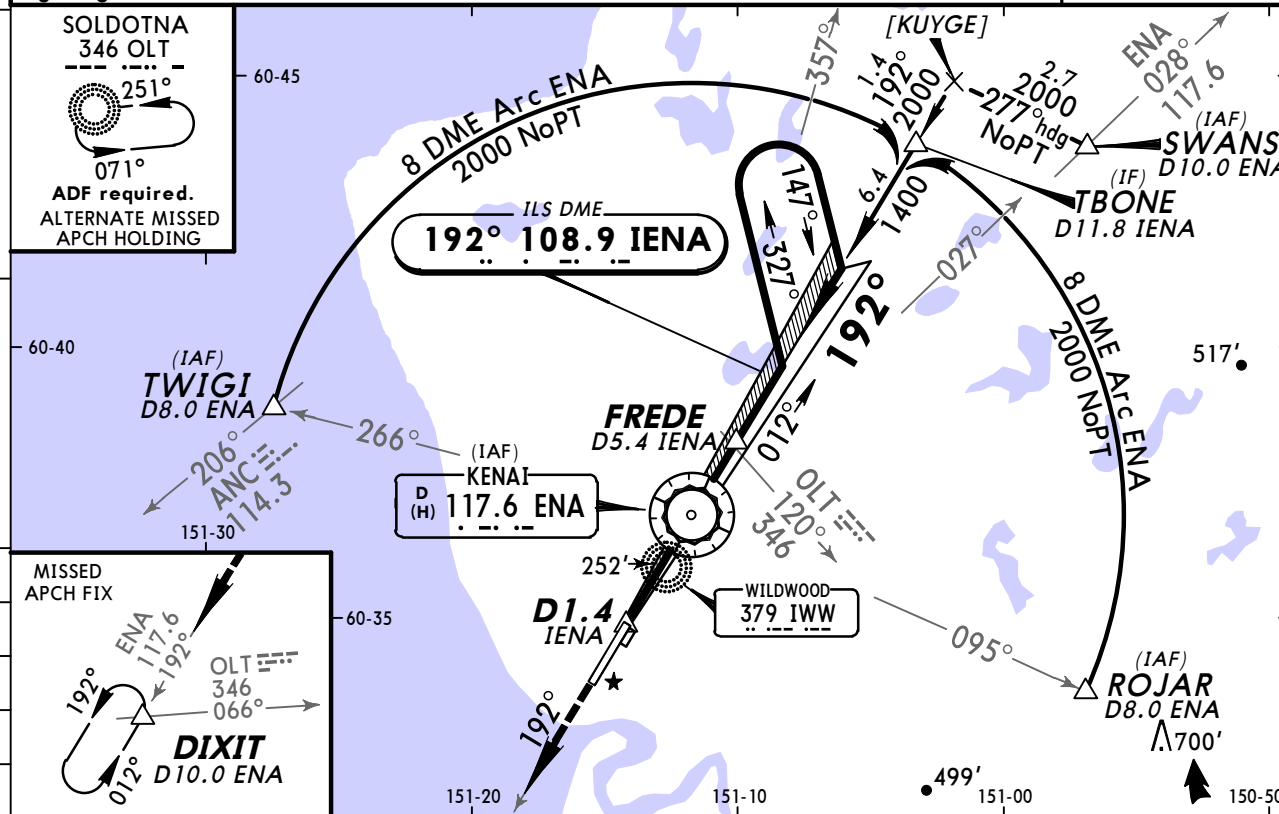
OBSTACLE DP: Rwy 1L/R, climb on a heading between 300° clockwise to 190° from departure end of runway.
 Rwy 19L/R, climb heading 192° to 1100' then climb on a heading between 222° counter clockwise to 010° from departure end of runway.

PAEN/ENA KENAI MUN

JEPPesen
3 FEB 12 11-1 Eff 9 Feb

KENAI, ALASKA
ILS or LOC Rwy 19R

ATIS (ASOS when Twr inop) 120.3		ANCHORAGE Center (R) 125.7		*KENAI Tower CTAF 121.3		*Ground 121.9	
LOC IENA 108.9	Final Aptch Crs 192°	GS FREDE 1400' (1302')	ILS DA(H) (CONDITIONAL) 298' (200')	Apt Elev 99' Rwy 19R 98'			
MISSED APCH: Climb to 2200' outbound on ENA VOR R-192 to DIXIT INT/D10.0 ENA and hold, or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. ADF or DME required. 2. Use local altimeter setting; if not received, use Soldotna altimeter setting. 3. Use IENA DME when on localizer course. 4. Pilot controlled lighting 121.3.							
MSA ENA VOR							



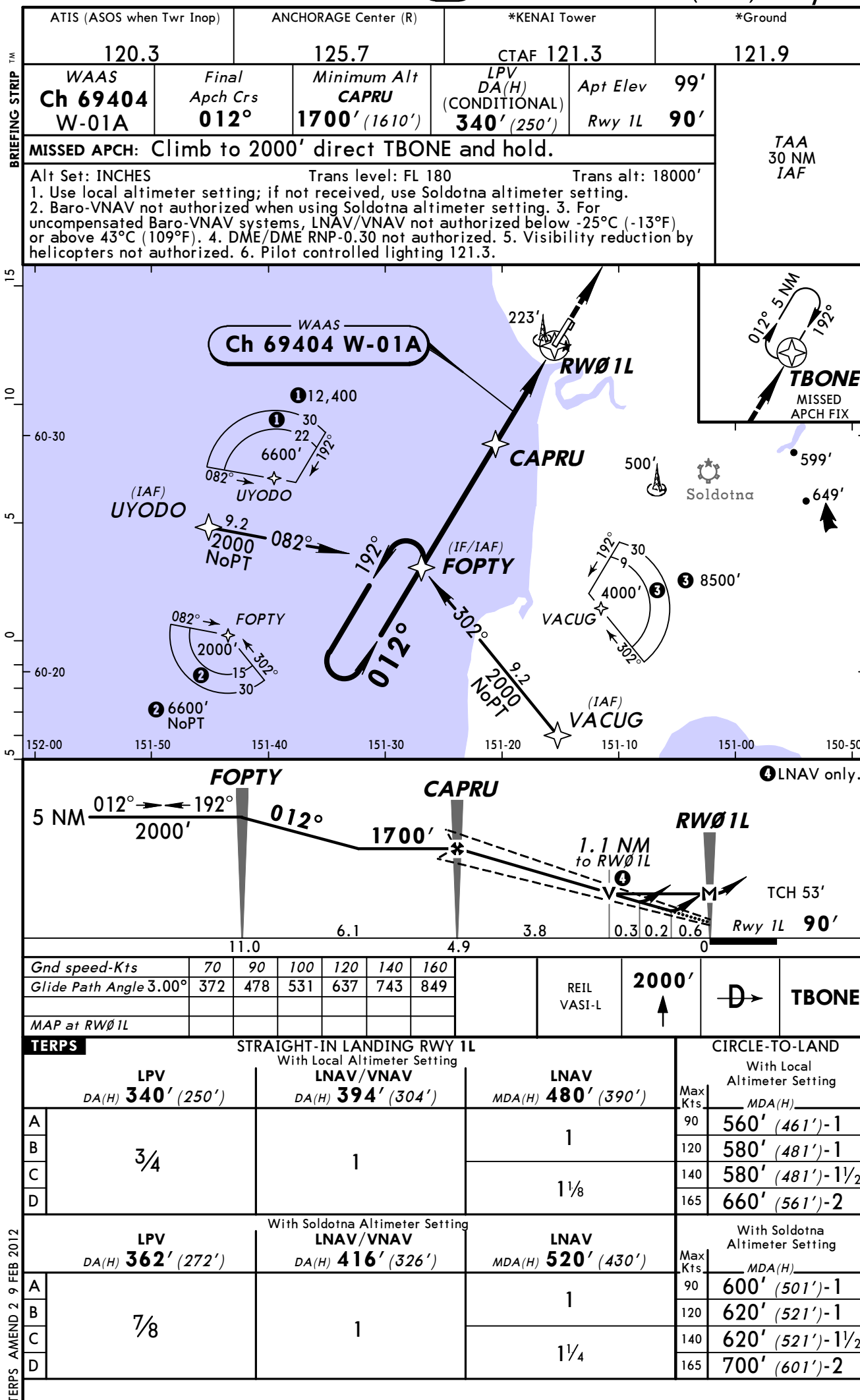
Gnd speed-Kts	70	90	100	120	140	160	MALSR		2200'	ENA	DIXIT
GS	3.00°	372	478	531	637	743	VASI		↑	117.6	R-192
MAP at D1.4 IENA or FREDE to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28					

TERPS STRAIGHT-IN LANDING RWY 19R						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
ILS			LOC (GS out)				
DA(H) 298' (200')			MDA(H) 520' (422')				
FULL	RAIL out	ALS out	RAIL out	ALS out		Max Kts	MDA(H)
A						90	560' (461')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	120	580' (481')-1
C			RVR 40 or 3/4	RVR 50 or 1	1 1/4	140	580' (481')-1 1/2
D						165	660' (561')-2
With Soldotna Altimeter Setting						With Soldotna Altimeter Setting	
ILS			LOC (GS out)				
DA(H) 320' (222')			MDA(H) 560' (462')				
FULL	RAIL out	ALS out	RAIL out	ALS out		Max Kts	MDA(H)
A						90	600' (501')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	120	620' (521')-1
C			RVR 50 or 1	RVR 60 or 1 1/8	1 3/8	140	620' (521')-1 3/4
D						165	700' (601')-2 1/4

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure.

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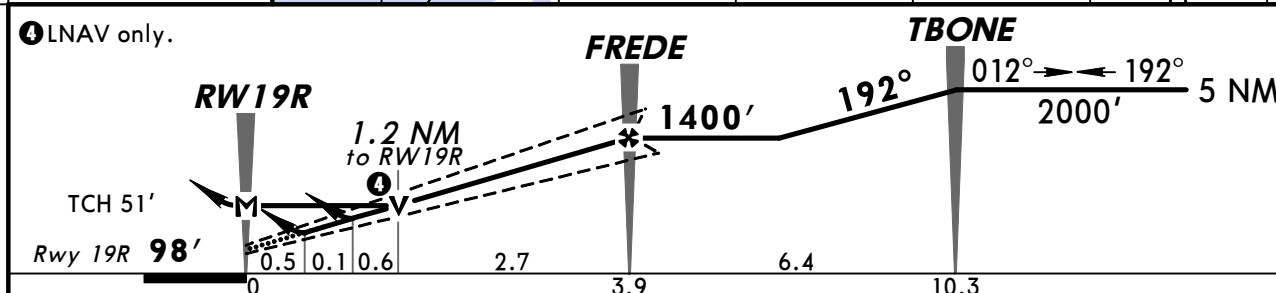
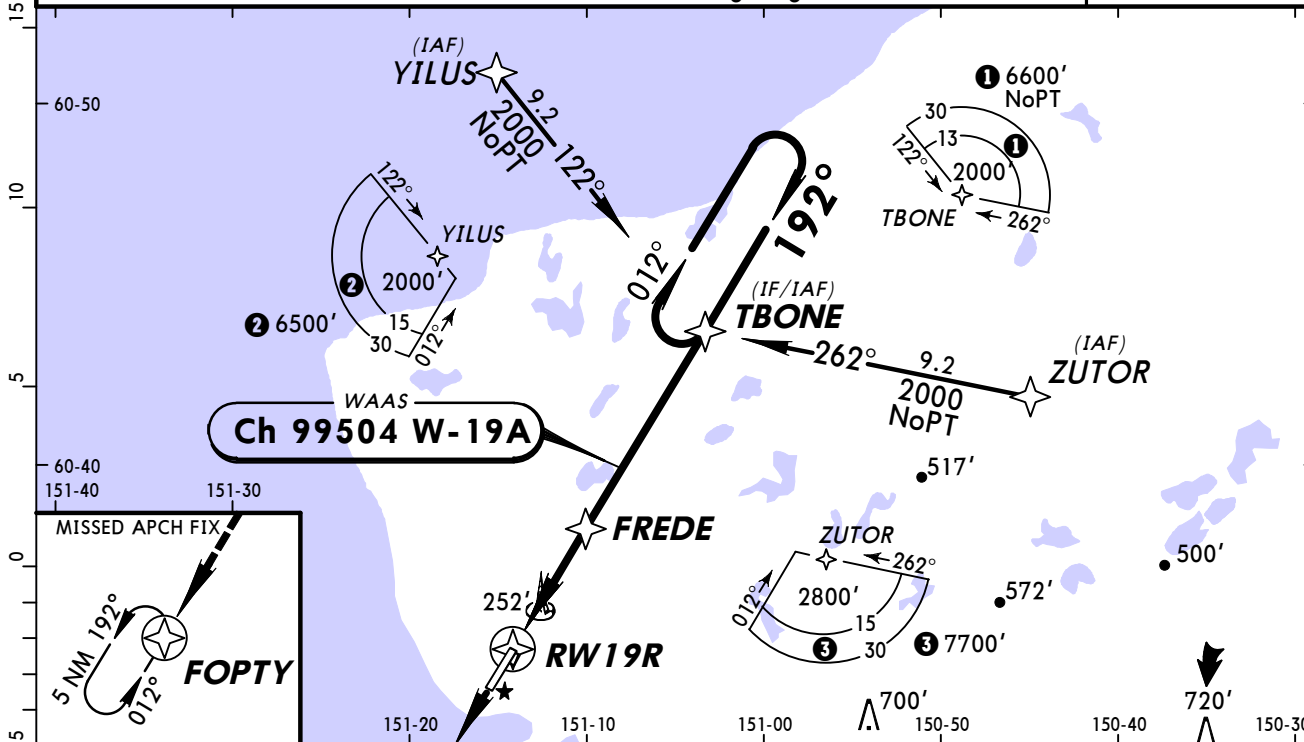


PAEN/ENA KENAI MUN

JEPPesen
3 FEB 12 (12-2) Eff 9 Feb

KENAI, ALASKA RNAV (GPS) Rwy 19R

ATIS (ASOS when Twr Inop)		ANCHORAGE Center (R)		*KENAI Tower		*Ground	
120.3		125.7		CTAF 121.3		121.9	
WAAS Ch 99504 W-19A	Final Apch Crs 192°	Minimum Alt FREDE 1400' (1302')	LPV DA(H) (CONDITIONAL) 298' (200')	Apt Elev 99'	Rwy 19R 98'	TAA 30 NM IAF	
MISSED APCH: Climb to 2000' direct FOPTY and hold.							
Alt Set: INCHES							



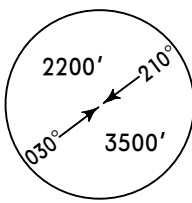
Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI	2000'		FOPTY
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW19R										

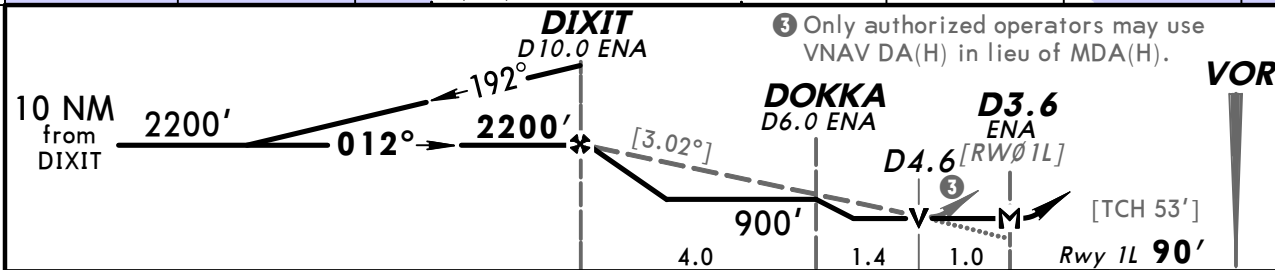
TERPS										CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 19R										With Local Altimeter Setting	
LPV		LNAV/VNAV				LNAV				With Local Altimeter Setting	
DA(H) 298' (200')		DA(H) 348' (250')				MDA(H) 520' (422')				MDA(H)	
RAIL or ALS out		RAIL out ALS out				RAIL out ALS out				Max Kts	
A										90	560' (461')-1
B	RVR 24	RVR 40	RVR 24	RVR 40		RVR 24	RVR 40	RVR 55		120	580' (481')-1
C	or 1/2	or 3/4	or 1/2	or 3/4		RVR 40	RVR 50	1 1/4		140	580' (481')-1 1/2
D						or 3/4	or 1			165	660' (561')-2
With Soldotna Altimeter Setting										With Soldotna Altimeter Setting	
LPV		LNAV/VNAV				LNAV				MDA(H)	
DA(H) 320' (222')		DA(H) 370' (272')				MDA(H) 560' (462')				Max Kts	
RAIL or ALS out		RAIL out ALS out				RAIL out ALS out				Max Kts	
A										90	600' (501')-1
B	RVR 24	RVR 40	RVR 24	RVR 40	RVR 40	RVR 24	RVR 40	RVR 55		120	620' (521')-1
C	or 1/2	or 3/4	or 1/2	or 3/4	1 1/2	RVR 50	RVR 60	1 3/8		140	620' (521')-1 1/2
D					2	or 1	or 1 1/8			165	700' (601')-2

CHANGES: Procedure.

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TERPS AMEND 2 9 FEB 2012

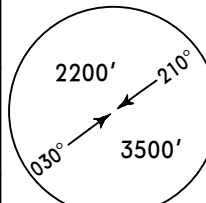
ATIS (ASOS when Twr inop) 120.3		ANCHORAGE Center (R) 125.7		*KENAI Tower CTAF 121.3		*Ground 121.9
VOR ENA 117.6	Final Apch Crs 012°	Minimum Alt DIXIT 2200' (2110')	MDA(H) (CONDITIONAL) 480' (390')	Apt Elev 99'	Rwy 1L 90'	
MISSED APCH: Climb to 2000' direct ENA VOR then outbound on ENA VOR R-028 to SWANS/D10.0 ENA and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Soldotna altimeter setting. 2. VDP not authorized with Soldotna altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 121.3.						MSA ENA VOR



Gnd speed-Kts	70	90	100	120	140	160		REIL VASI-L	2000' ↑	D→	ENA 117.6
Descent angle [3.02°]	374	481	534	641	748	855					
MAP at D3.6 ENA											

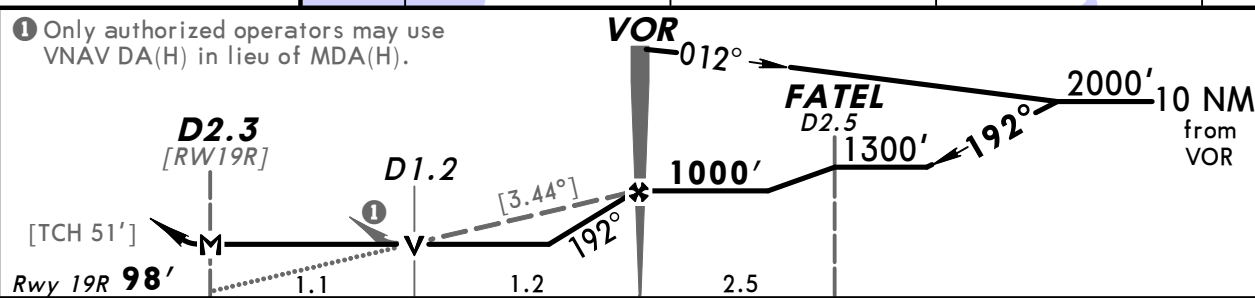
TERPS				STRAIGHT-IN LANDING RWY 1L				CIRCLE-TO-LAND			
		MDA(H) 480' (390')		MDA(H) 520' (430')		With Local Altimeter Setting		With Soldotna Altimeter Setting			
		With Local Altimeter Setting		With Soldotna Altimeter Setting							
A	1					Max Kts	MDA(H)	MDA(H)			
B	1					90	560' (461')-1	600' (501')-1			
C	1 1/8					120	580' (481')-1	620' (521')-1			
D	1 1/8					140	580' (481')-1 1/2	620' (521')-1 1/2			
						165	660' (561')-2	700' (601')-2			

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 120.3		ANCHORAGE Center (R) 125.7		*KENAI Tower CTAF 121.3		*Ground 121.9				
VOR ENA 117.6		Final Apch Crs 192°		Minimum Alt VOR 1000' (902')		MDA(H) (CONDITIONAL) 520' (422')		Apt Elev 99' Rwy 19R 98'		
MISSED APCH: Climb to 2200' outbound on ENA VOR R-192 to DIXIT INT/D10.0 and hold.										
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			MSA ENA VOR	
1. ADF or DME required. 2. Use local altimeter setting; if not received, use Soldotna altimeter setting. 3. VDP not authorized when using Soldotna altimeter setting.										
4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 121.3.										



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.44°]	426	548	609	730	852	974
MAP at D2.3 or VOR to MAP	2.3	1:58	1:32	1:23	1:09	0:52

MALSR	2200'	ENA	DIXIT
VASI	↑	on 117.6 R-192	

TERPS							STRAIGHT-IN LANDING RWY 19R						CIRCLE-TO-LAND			
MDA(H) 520' (422')							MDA(H) 560' (462')						With Local Altimeter Setting		With Soldotna Altimeter Setting	
With Local Altimeter Setting							With Soldotna Altimeter Setting									
		RAIL out		ALS out				RAIL out		ALS out		Max Kts.	MDA(H)		MDA(H)	
A	RVR 24	RVR 40	RVR 55	RVR 24	RVR 40	RVR 55						90	560' (461')-1		600' (501')-1	
B	or 1/2	or 3/4	or 1	or 1/2	or 3/4	or 1						120	580' (481')-1		620' (521')-1	
C	RVR 40	RVR 50	1 1/4	RVR 50	RVR 60	1 3/8						140	580' (481')-1 1/2		620' (521')-1 1/2	
D	or 3/4	or 1		or 1	or 1 1/8							165	660' (561')-2		700' (601')-2	

General Information

Location: Fairbanks AK USA
IATA Code: FAI
Lat/Long: N64° 48.9' W147° 51.4'
Elevation: 439 ft

Airport Use: Public
Magnetic Variation: 20.1 °E

Fuel Types: 100 Octane (LL), Jet A-1
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1708 Z
Sunset: 0300 Z,

Runway Information

Runway: 02
Length x Width: 2900 ft x 75 ft
Surface Type: gravel
TDZ-Elev: 433 ft

Runway: 02L
Length x Width: 11800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 439 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 750 ft

Runway: 02R
Length x Width: 6501 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 433 ft
Lighting: Edge

Runway: 20
Length x Width: 2900 ft x 75 ft
Surface Type: gravel
TDZ-Elev: 434 ft

Runway: 20L
Length x Width: 6501 ft x 100 ft

Surface Type: asphalt
TDZ-Elev: 434 ft
Lighting: Edge, REIL

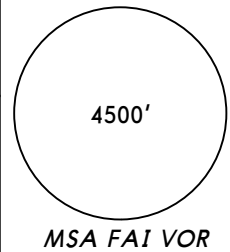
Runway: 20R
Length x Width: 11800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 439 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 750 ft

Communication Information

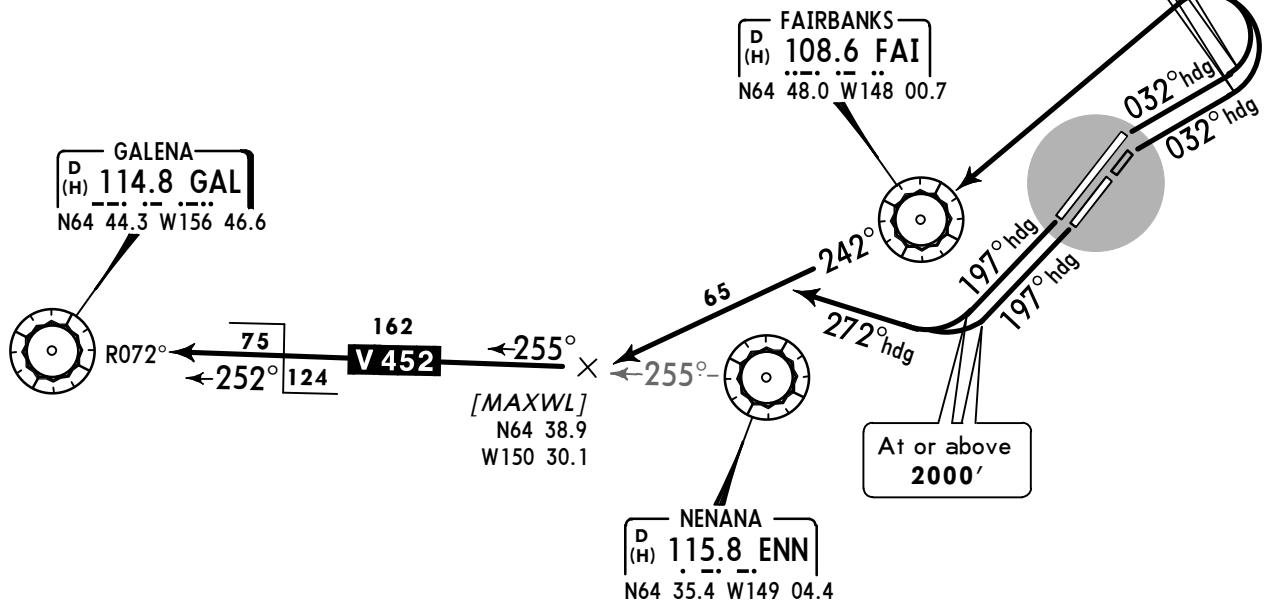
ATIS 124.4
Fairbanks Tower 118.3
Fairbanks Ground Control 121.9
Fairbanks Clearance Delivery 127.6
Fairbanks Approach Control 126.5 (360°-179°)
Fairbanks Approach Control 125.35 (180°-359°) Initial Contact
Fairbanks Approach Control 118.6 Secondary
Fairbanks TRSA 126.5 (360°-179°)
Fairbanks TRSA 125.35 (180°-359°)
Fairbanks Departure Control 126.5 (360°-179°)
Fairbanks Departure Control 125.35 (180°-359°)
Fairbanks Flight Service Station 122.6
Fairbanks Flight Service Station 122.45
Fairbanks Flight Service Station 122.2
Eielson Range Control 125.3

FAIRBANKS Departure (R)
360°-179° | 180°-359°
126.5 | 125.35Apt Elev
439'

Trans level: FL 180 Trans alt: 18000'



GALENA FOUR DEPARTURE (GLEEN4.GAL)

Direct distance from Fairbanks Intl
(Rwys 2L/R) to: FAI **4 NM**
(Rwys 20L/R) to: MAXWL **69 NM**

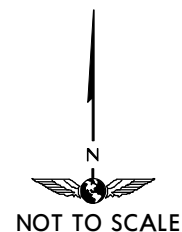
OBSTACLES

Rwy 2L: Terrain 11' from DER, 166' LEFT of centerline, 440' MSL. Building 331' from DER, 252' LEFT of centerline, 13' AGL/448' MSL.

Rwy 2R: Tank 32' from DER, 359' LEFT of centerline, 6' AGL/439' MSL. Terrain 52' from DER, 389' LEFT of centerline, 440' MSL. Building 188' from DER, 450' LEFT of centerline, 9' AGL/442' MSL. Aircraft 211' from DER, 456' RIGHT of centerline, 8' AGL/441' MSL. Terrain beginning 132' from DER, 208' RIGHT of centerline, up to 447' MSL. Tree 502' from DER, 369' LEFT of centerline, 15' AGL/448' MSL.

Rwy 20L: Terrain 9' from DER, 130' LEFT of centerline, 437' MSL. Terrain 89' from DER, 467' RIGHT of centerline, 443' MSL. Multiple trees beginning 335' from DER, 459' RIGHT of centerline, up to 68' AGL/521' MSL. Multiple trees beginning 870' from DER, 188' LEFT of centerline, up to 60' AGL/491' MSL.

Rwy 20R: Building 7' from DER, 425' RIGHT of centerline, 22' AGL/447' MSL. Terrain beginning 194' from DER, 122' LEFT of centerline, up to 453' MSL. Terrain beginning 34' from DER, 66' RIGHT of centerline, up to 457' MSL.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 2L/R: Standard (or lower than standard, if authorized) with a minimum climb of 230' per NM to **2200'**.
Rwys 20L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
230' per NM	288	383	575	767	958	1150

RWY

INITIAL CLIMB

2L/R Climb heading 032° to **2200'**, then LEFT turn direct FAI.**20L/R** Climb heading 197° to **2000'**, then RIGHT turn heading 272°.

ROUTING

Intercept FAI R-242 to ENN R-255/V-452 to GAL, then continue climb via assigned route and altitude.

FAIRBANKS Departure (R)

360°-179° | 180°-359°

126.5 | 125.35

Apt Elev

439'

Trans level: FL 180

Trans alt: 18000'

McKINLEY EIGHT DEPARTURE (MKNLY8.TKA)

4500'

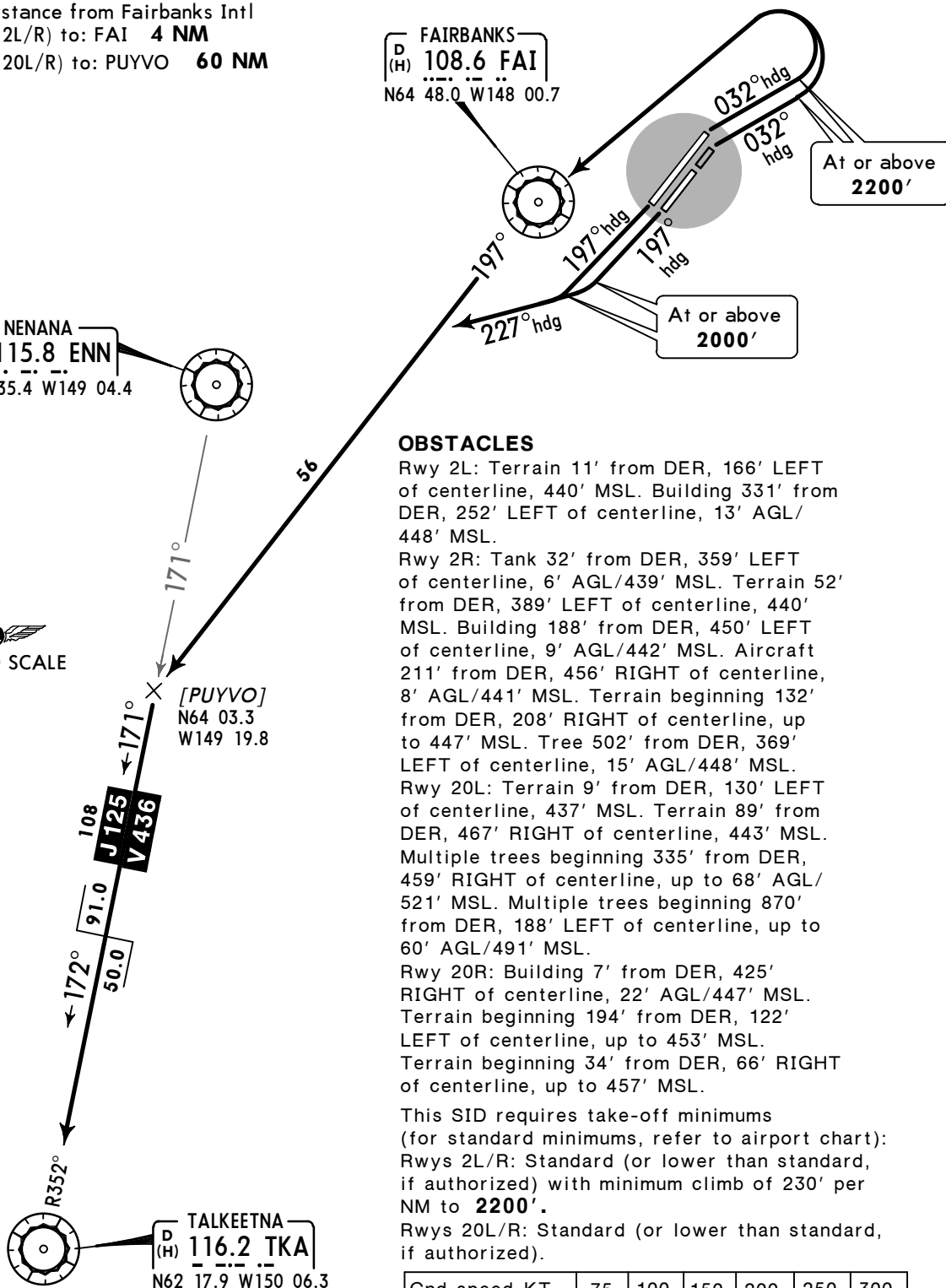
MSA FAI VOR

Direct distance from Fairbanks Intl

(Rwys 2L/R) to: FAI 4 NM

(Rwys 20L/R) to: PUYVO 60 NM

NENANA
D (H) 115.8 ENN
N64 35.4 W149 04.4



OBSTACLES

Rwy 2L: Terrain 11' from DER, 166' LEFT of centerline, 440' MSL. Building 331' from DER, 252' LEFT of centerline, 13' AGL/448' MSL.

Rwy 2R: Tank 32' from DER, 359' LEFT of centerline, 6' AGL/439' MSL. Terrain 52' from DER, 389' LEFT of centerline, 440' MSL. Building 188' from DER, 450' LEFT of centerline, 9' AGL/442' MSL. Aircraft 211' from DER, 456' RIGHT of centerline, 8' AGL/441' MSL. Terrain beginning 132' from DER, 208' RIGHT of centerline, up to 447' MSL. Tree 502' from DER, 369' LEFT of centerline, 15' AGL/448' MSL.

Rwy 20L: Terrain 9' from DER, 130' LEFT of centerline, 437' MSL. Terrain 89' from DER, 467' RIGHT of centerline, 443' MSL. Multiple trees beginning 335' from DER, 459' RIGHT of centerline, up to 68' AGL/521' MSL. Multiple trees beginning 870' from DER, 188' LEFT of centerline, up to 60' AGL/491' MSL.

Rwy 20R: Building 7' from DER, 425' RIGHT of centerline, 22' AGL/447' MSL. Terrain beginning 194' from DER, 122' LEFT of centerline, up to 453' MSL.

Terrain beginning 34' from DER, 66' RIGHT of centerline, up to 457' MSL.

This SID requires take-off minimums

(for standard minimums, refer to airport chart):

Rwys 2L/R: Standard (or lower than standard, if authorized) with minimum climb of 230' per NM to **2200'**.

Rwys 20L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
230' per NM	288	383	575	767	958	1150

RWY

INITIAL CLIMB

2L/R Climb heading 032° to **2200'**, then LEFT turn direct FAI.

20L/R Climb heading 197° to **2000'**, then RIGHT turn heading 227°.

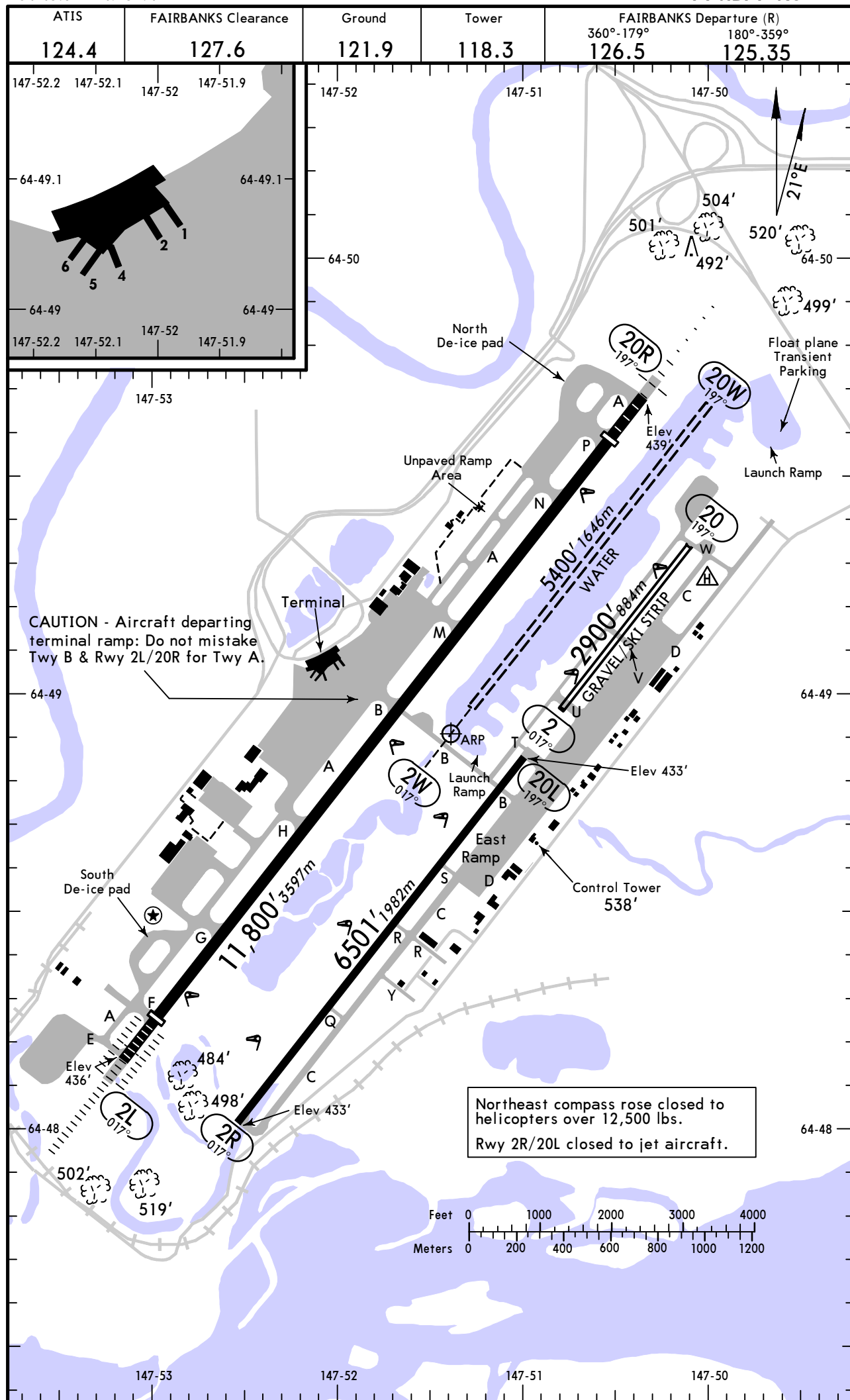
ROUTING

Intercept FAI R-197 to ENN R-171 and TKA R-352 to TKA, then continue climb via assigned route and altitude.

PAFA/FAI
Apt Elev 439'
N64 48.9 W147 51.4

JEPPesen
1 APR 11 (10-9)

FAIRBANKS, ALASKA
FAIRBANKS INTL



CHANGES: Twys R and Y added, notes.

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GENERAL

Birds in vicinity of airport.

Noise abatement procedures in effect from 2200-0800. All large aircraft, turbine engine, and heavy aircraft utilize Rwy 2L for arrivals and Rwy 20R for departures when wind is not an operating factor. Be alert for snow removal equipment operations from Oct to May.

For flights in MOA's East of Fairbanks recommend contacting Eielson Ranger Control on 125.3.

For availability of Summer gravel strip, and Winter ski strip, Rwy 2-20, contact tower prior to arrival/departure.

Helicopter arrivals and departures from Northwest compass rose operate to/from the east.

Frost heaves south 2600' of Rwy 2R/20L, contact airport ops with safety concerns.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND —		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
2L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR	11,050' 3368m	10,000' 3048m		150'
20R	HIRL CL MALSR SFL PAPI-L (angle 3.0°) RVR		9983' 3043m		46m
2R	HIRL PAPI-L (angle 3.0°)				100'
20L	HIRL REIL PAPI-L (angle 3.0°)				30m
2	gravel				75'
20					23m
2W					100'
20W					30m

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwy 20R**

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwy 2L

With Min climb of 230'/NM to 2600'

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwy 20L**Rwy 2R**

Adequate Vis Ref	STD		With Min climb of 230'/NM to 2600'		
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	STD	
				3 & 4 Eng	1 & 2 Eng
1/4	1/2	1	1/4	1/2	1

OBSTACLE DP

Rwy 20R, 20L, climb heading 197° to 2600' before proceeding on course.

Rwy 2L, 2R, climb heading 032° to 2600' before proceeding on course.

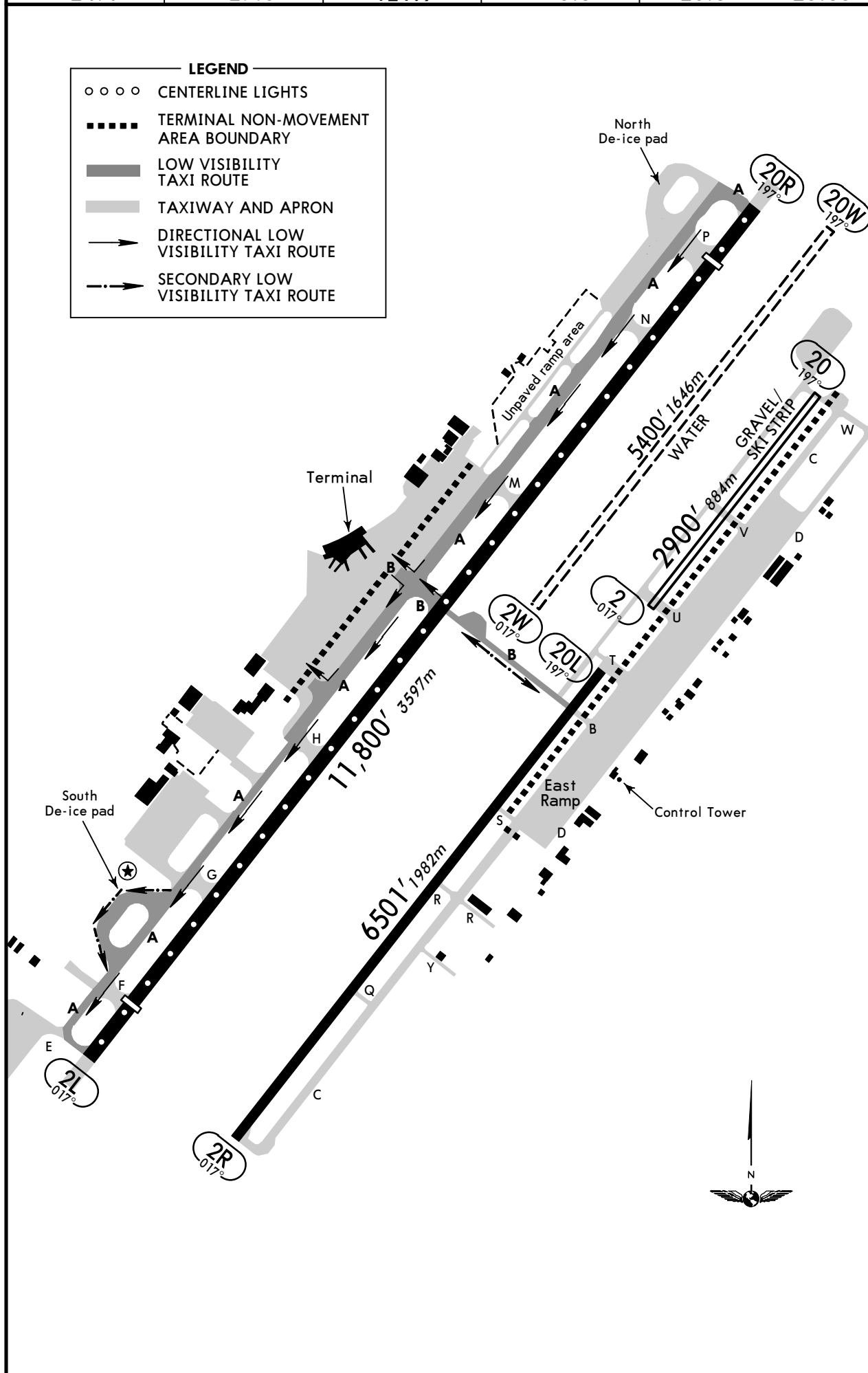
FOR FILING AS ALTERNATE

ILS Rwy 2L ILS Rwy 20R		LOC Rwy 2L LOC Rwy 20R RNAV (GPS) Rwy 2L	RNAV (GPS) Rwy 2R RNAV (GPS) Rwy 20L RNAV (GPS) Rwy 20R	VOR Rwy 20R
A B C D	600-2	800-2		900-2
				900-2 1/2
				900-2 3/4

10-9B

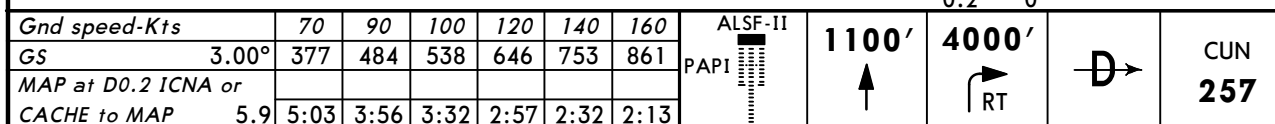
LESS THAN RVR 1200 to 600

ATIS	FAIRBANKS Clearance	Ground	Tower	FAIRBANKS Departure (R)
124.4	127.6	121.9	118.3	360°-179° 180°-359° 126.5 125.35



FAIRBANKS, ALASKA
ILS or LOC Rwy 2L

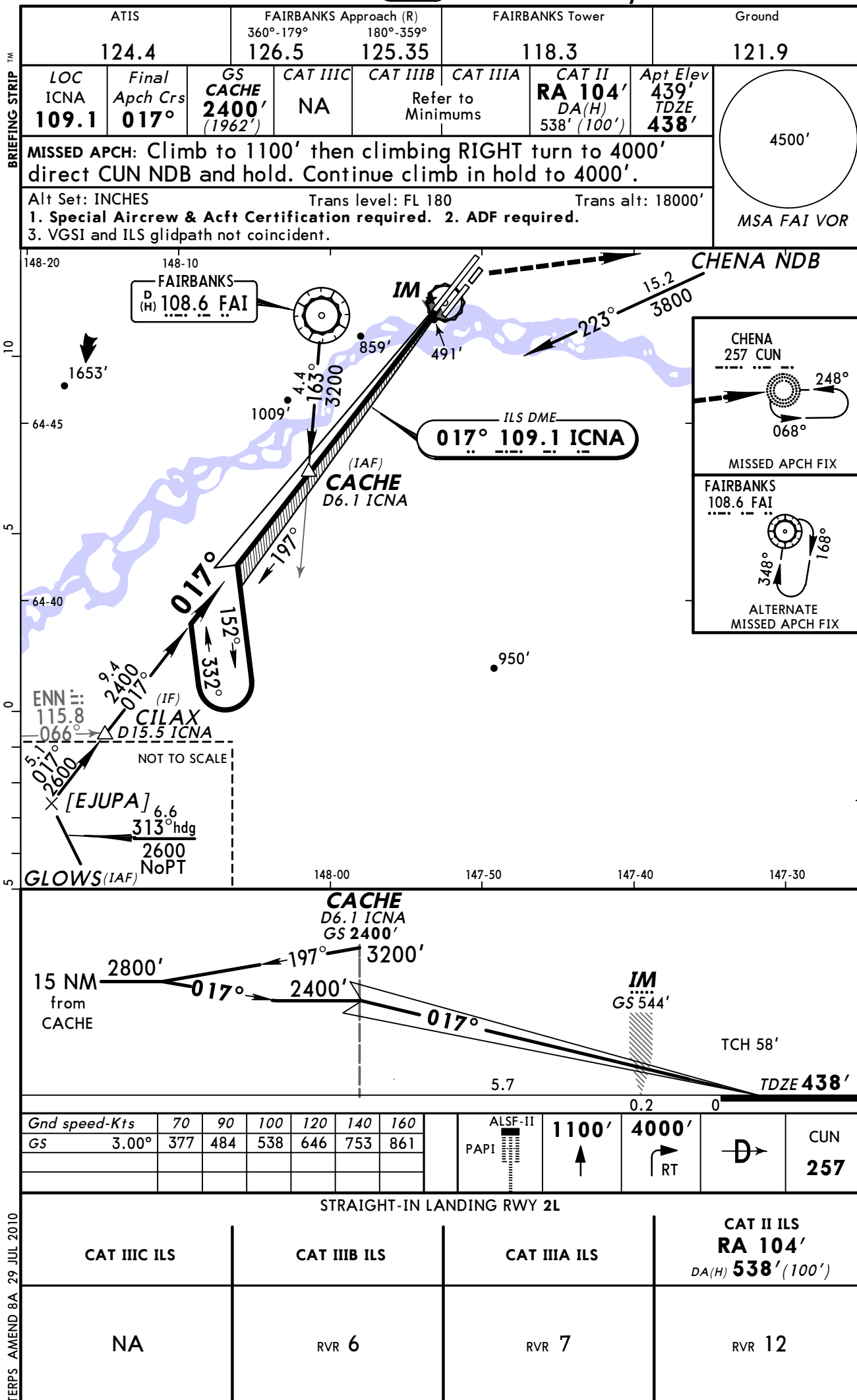
BRIDGING STRIP™



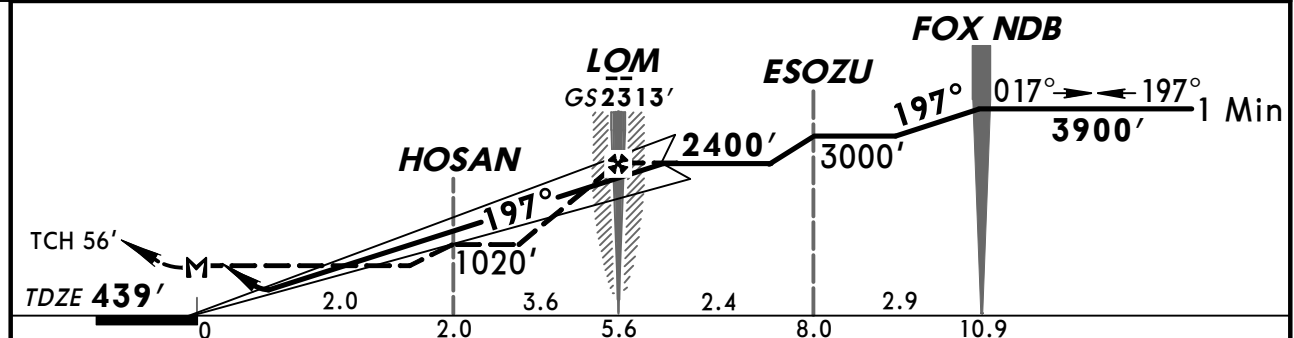
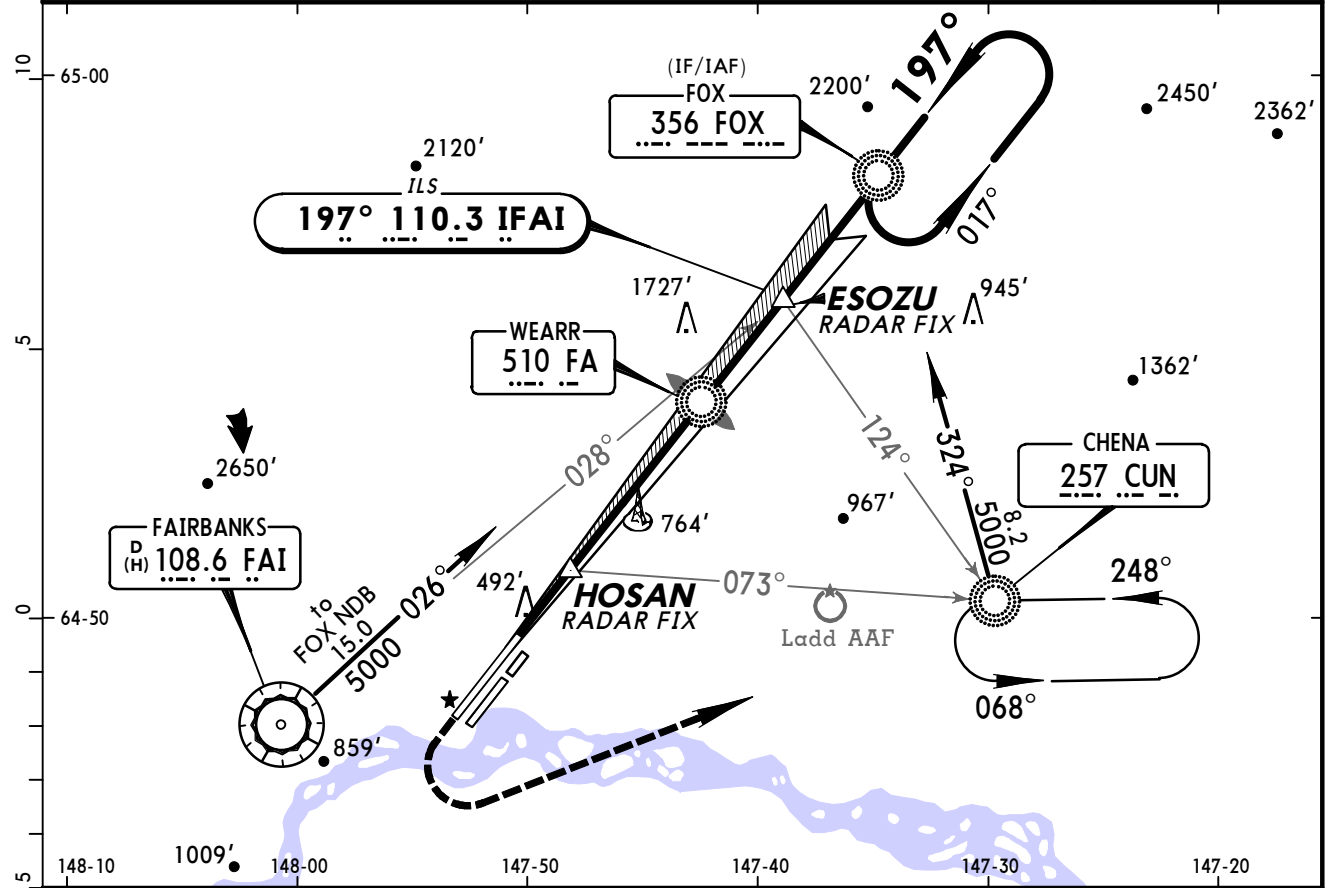
STRAIGHT-IN LANDING RWY2L							CIRCLE-TO-LAND	
ILS				LOC (GS out)			Not Authorized West of Rwy 2L-20R	
DA(H) 638'(200')				MDA(H) 760'(322')			Max Kts	MDA(H)
FULL		TDZ or CL out	ALS out	ALS out				
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	840'(401')-1	
B						120	900'(461')-1	
C				140		900'(461')-1 1/2		
D				RVR 40 or 3/4		165	1000'(561')-2	

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TERPS AMEND 8A 29 JUL 2010



ATIS 124.4		FAIRBANKS Approach (R) 360°-179° 180°-359° 126.5 125.35		FAIRBANKS Tower 118.3	Ground 121.9
LOC IFAI 110.3	Final Apch Crs 197°	GS LOM 2313' (1874')	ILS DA(H) 639' (200')	Apt Elev 439' TDZE 439'	4500' MSA FAI VOR
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct CUN NDB and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or Radar required. 2. Special Aircrew & Acft Certification Required for Special Auth CAT I ILS. 3. VGSI and ILS glidepath not coincident.					



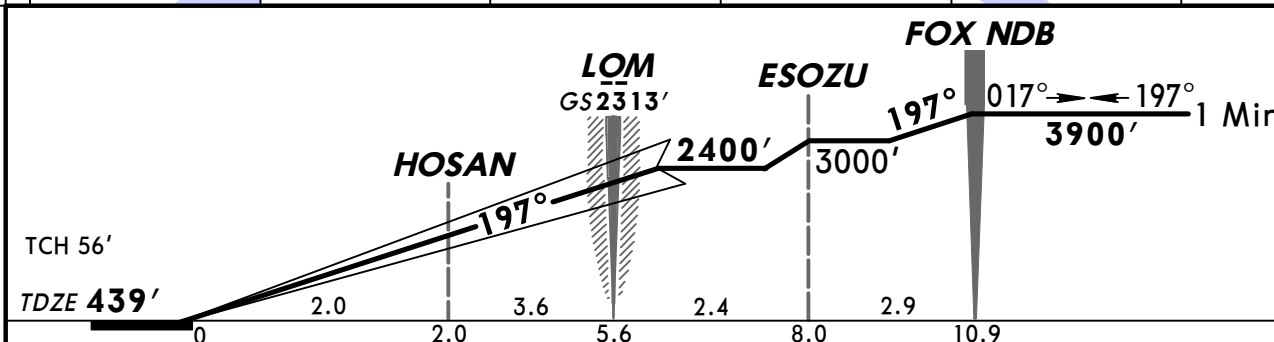
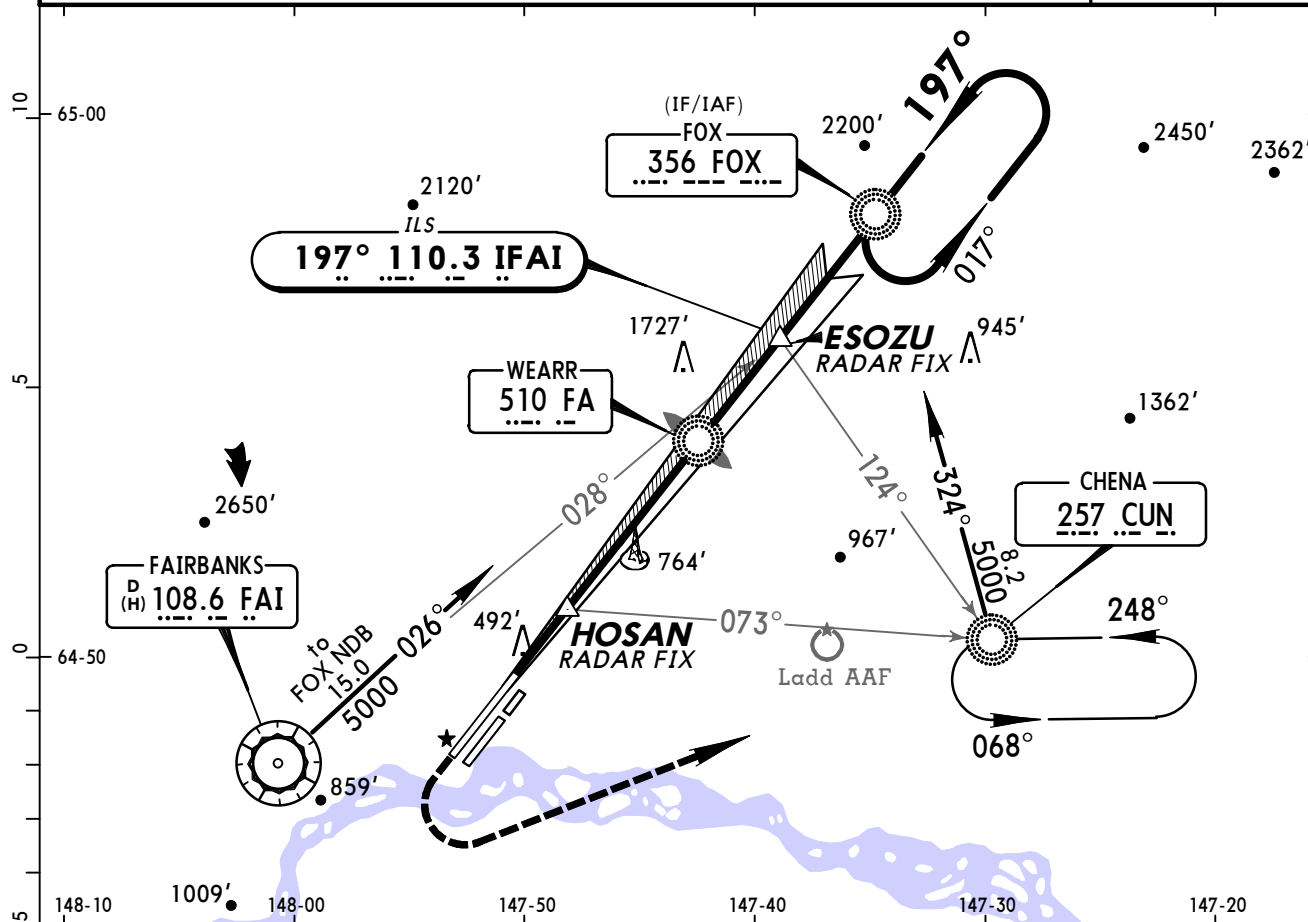
Gnd speed-Kts	70	90	100	120	140	160	MALSR		1100'	4000'	→	CUN
GS	3.00°	377	484	538	646	753	PAPI		↑	LT	→	257
LOM to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06					

STRAIGHT-IN LANDING RWY20R								CIRCLE-TO-LAND			
1 ILS				LOC (GS out)				Not Authorized West of Rwy 2L-20R			
639' (200')				760' (321') With HOSAN				With HOSAN			
FULL				RAIL or ALS out				Without HOSAN			
A	B	C	D	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	Max Kts	MDA(H)
										90	840' (401')-1
										120	900' (461')-1
										140	900' (461')-1 1/2
										165	1000' (561')-2

1 SA CAT I ILS: RA 149', DA(H) 586' (150'), VIS: RVR 14. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA(H). 2 RVR 18 with Flight Director or Autopilot or HUD to DA.

BRIEFING STRIP™

ATIS 124.4		FAIRBANKS Approach (R) 360°-179° 180°-359° 126.5 125.35		FAIRBANKS Tower 118.3	Ground 121.9
LOC IFAI 110.3	Final Apch Crs 197°	GS LOM 2313' (1874')	CAT II ILS RA 99' DA(H) 539'(100')		Apt Elev 439' TDZE 439'
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct CUN NDB and hold.					4500' MSA FAI VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. ADF or Radar required. 2. Special Aircrew & Acft Certification Required for Special Auth CAT II ILS. 3. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1100'	4000'	D →	CUN 257
GS	3.00°	377	484	538	646	753	PAPI		↑	LT		

STRAIGHT-IN LANDING RWY 20R

CAT II ILS

RA 99'

DA(H) 539' (100')

RVR 12

Reduced lighting requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

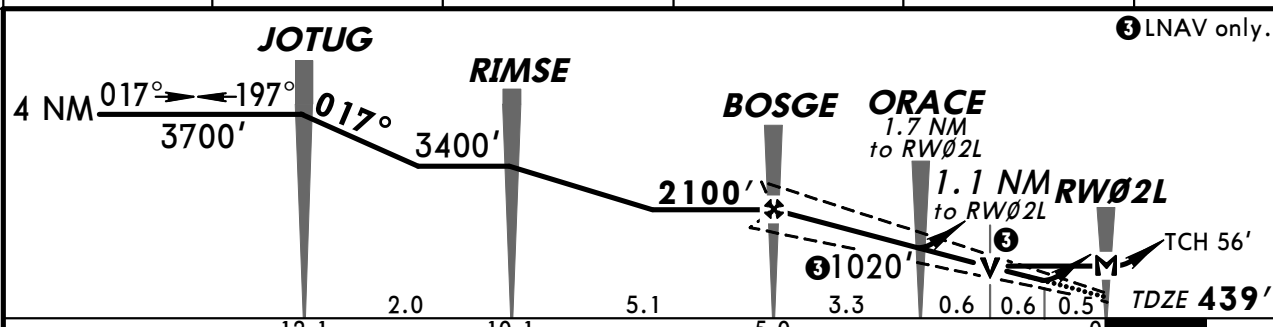
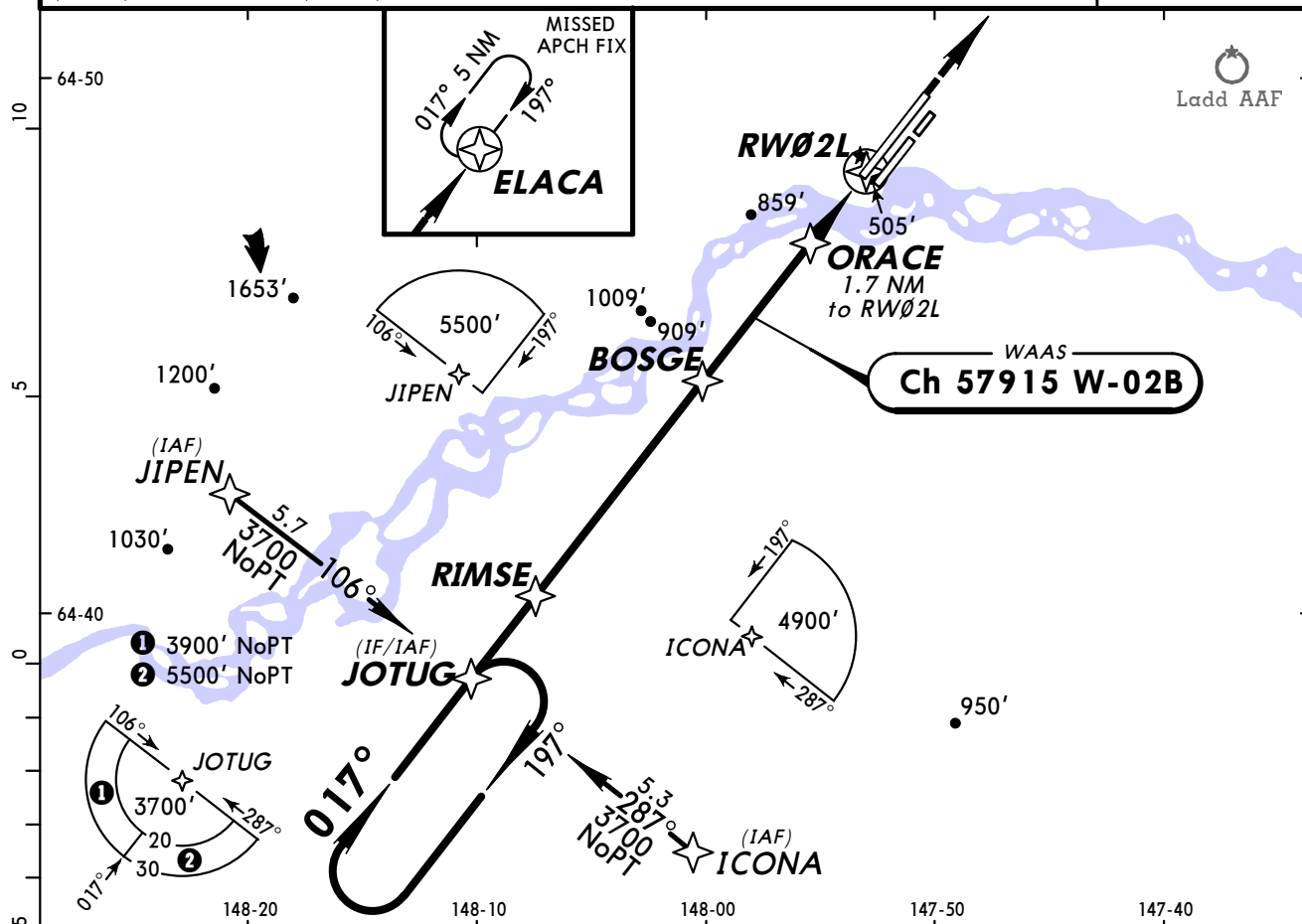
CHANGES: New chart.

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TERPS AMEND 23 13 JAN 2011

BRIEFING STRIP

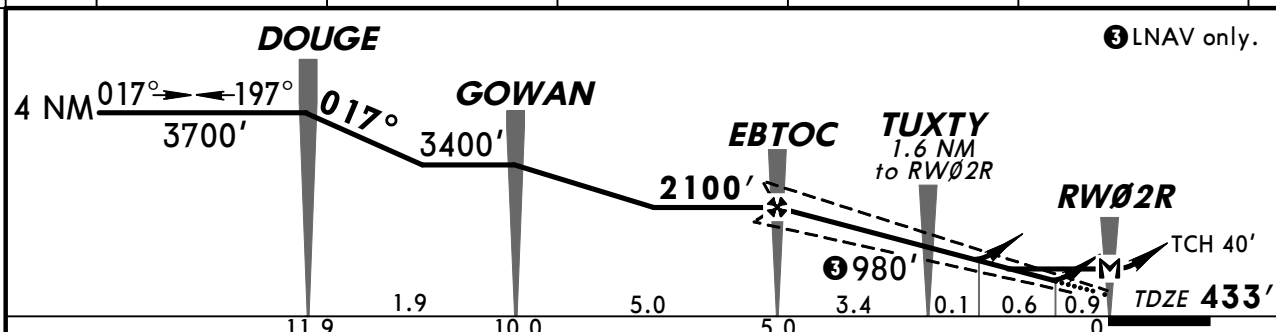
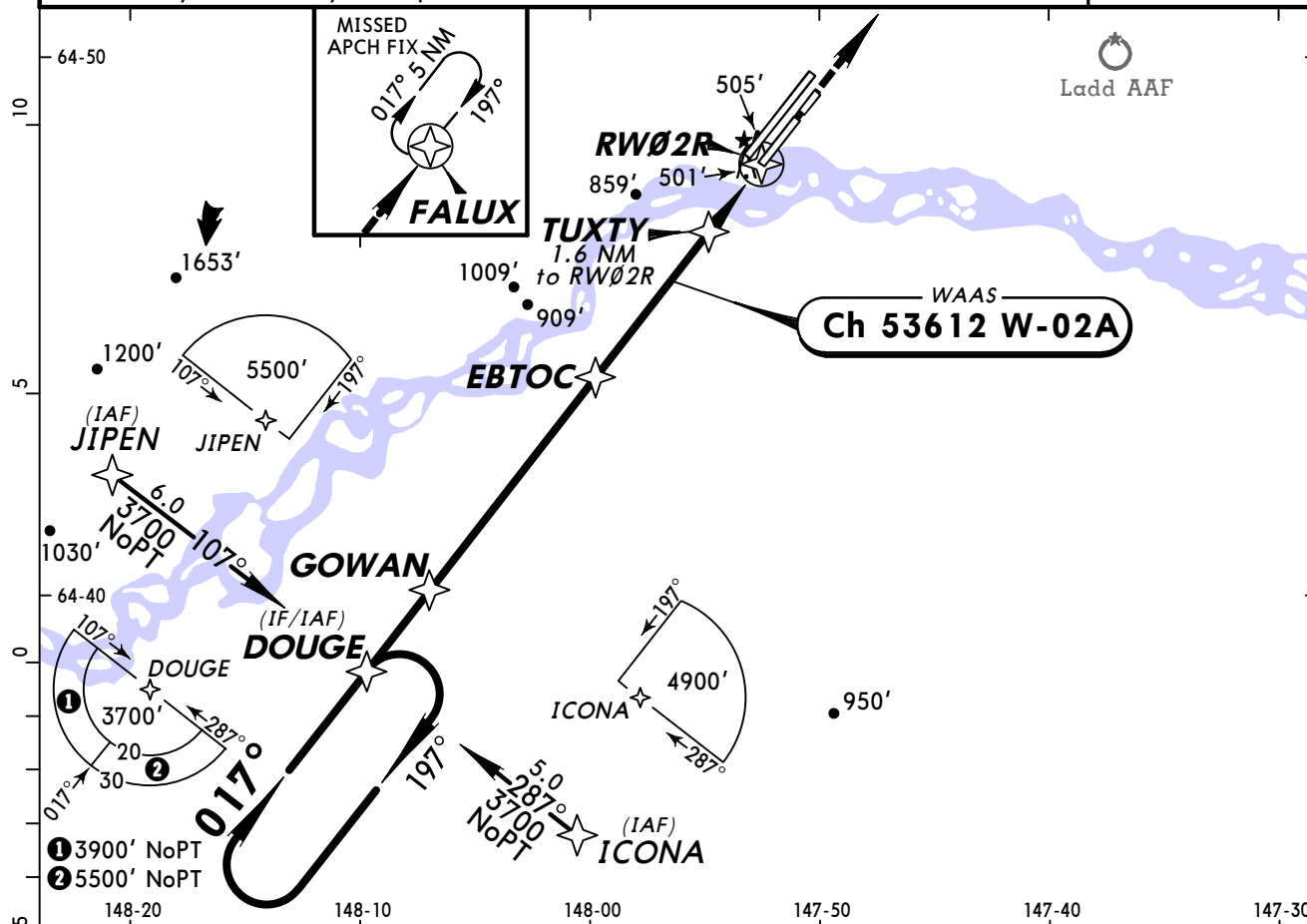
ATIS 124.4		FAIRBANKS Approach (R) 360°-179° 180°-359° 126.5 125.35		FAIRBANKS Tower 118.3		Ground 121.9				
WAAS Ch 57915 W-02B		Final Apch Crs 017°		Minimum Alt BOSGE 2100' (1661')		LPV DA(H) 639' (200')		Apt Elev 439' TDZE 439'		TAA 30 NM IAF
MISSED APCH: Climb to 4900' direct ELACA and hold, continue climb-in-hold to 4900'.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C(118°F).										



	12.1			10.1			5.0		0		
Gnd speed-Kts	70	90	100	120	140	160		ALSIF-II	4900'		
Glide Path Angle 3.00°	372	478	531	637	743	849		PAPI	↑	→	ELACA
MAP at RW02L											

STRAIGHT-IN LANDING RWY 2L						CIRCLE-TO-LAND	
LPV DA(H) 639' (200')		LNAV/VNAV DA(H) 1019' (580')		LNAV MDA(H) 820' (381')		Not Authorized West of Rwy 2L-20R	
ALS out		ALS out		ALS out		Max Kts	MDA(H)
RVR 24 or 1/2		1 1/2		RVR 24 or 1/2		90	840' (401') -1
RVR 40 or 3/4		2		RVR 50 or 1		120	900' (461') -1
				RVR 50 or 1		140	900' (461') -1 1/2
				RVR 60 or 1 1/4		165	1000' (561') -2

ATIS 124.4	FAIRBANKS Approach (R) 360°-179° 126.5	180°-359° 125.35	FAIRBANKS Tower 118.3	Ground 121.9
WAAS Ch 53612 W-02A	Final Aptch Crs 017°	Minimum Alt EBTOC 2100' (1667')	LPV DA(H) 743' (310')	Apt Elev 439' TDZE 433'
MISSED APCH: Climb to 4900' direct FALUX and hold, continue climb-in-hold to 4900'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 48°C (118°F). 3. Visibility reduction by helicopters not authorized.				
TAA 30 NM IAF				



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW02R										

STRAIGHT-IN LANDING RWY 2R					CIRCLE-TO-LAND	
LPV <i>DA(H)</i> 743' (310')		LNAV/VNAV <i>DA(H)</i> 937' (504')		LNAV <i>MDA(H)</i> 860' (427')		Not Authorized West of Rwy 2L-20R
A	1	1¾	1	Max Kts	<i>MDA(H)</i>	
B				90	860' (421') - 1	
C				120	900' (461') - 1	
D				140	900' (461') - 1½	
			1½	165	1000' (561') - 2	

TERPS AMEND 0A 22 OCT 2009

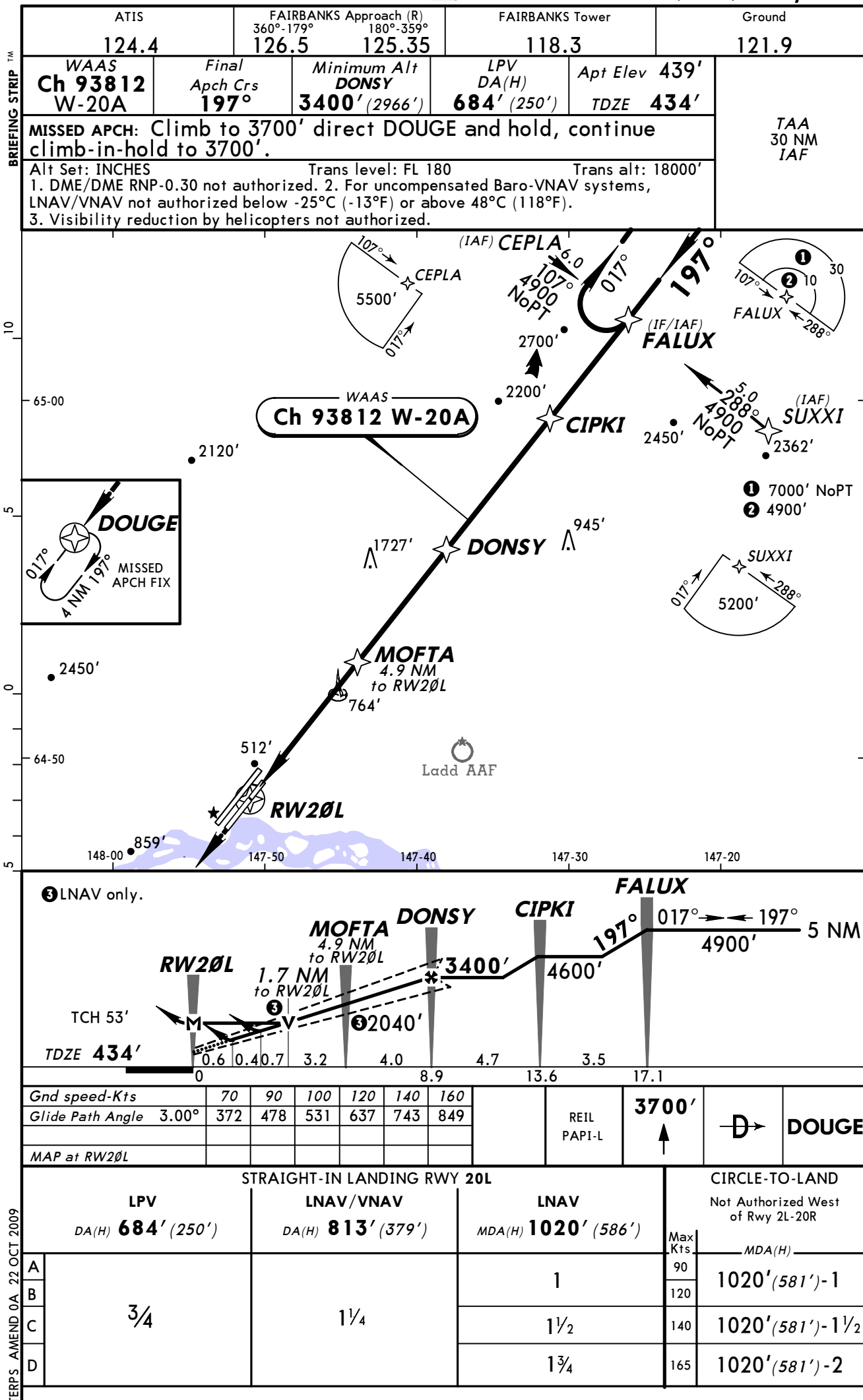
CHANGES: None.

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PAFA/FAI FAIRBANKS INTL

JEPPesen
11 DEC 09 **12-3**

Eff 17 Dec
FAIRBANKS, ALASKA
RNAV (GPS) Rwy 20L



BRIEFING STRIP™

ATIS 124.4	FAIRBANKS Approach (R) 360°-179° 180°-359° 126.5 125.35	FAIRBANKS Tower 118.3	Ground 121.9
WAAS Ch 99315 W-20B	Final Apch Crs 197°	Minimum Alt CIGNI 3400' (2961')	LPV DA(H) 639' (200')
Apt Elev 439' TDZE 439'			TAA 30 NM IAF

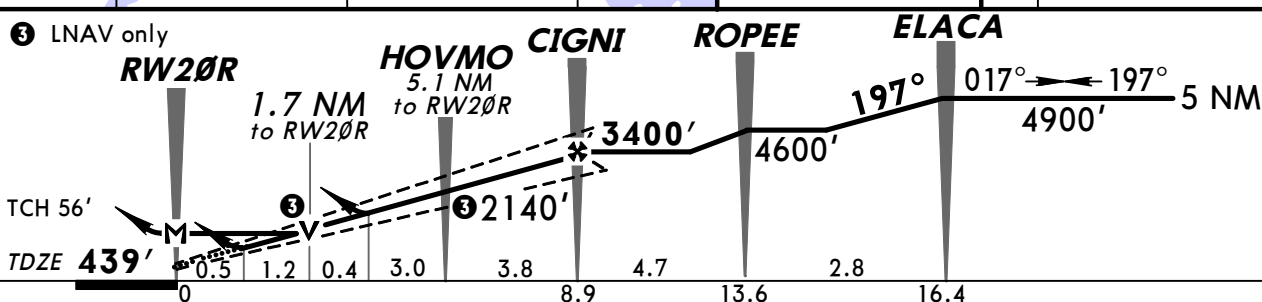
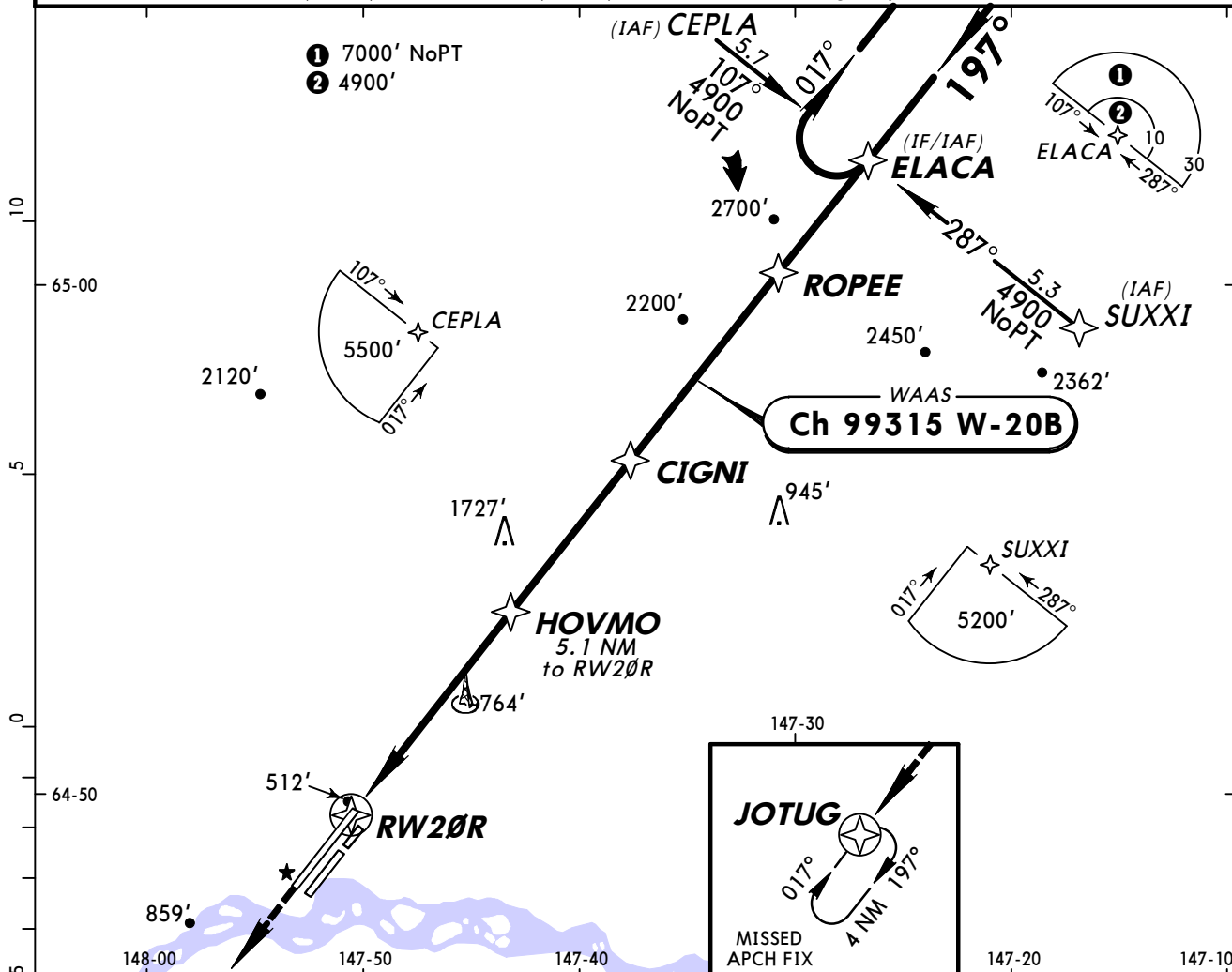
MISSED APCH: Climb to 3700' direct JOTUG and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F). 3. VGSI and RNAV glidepath not coincident.

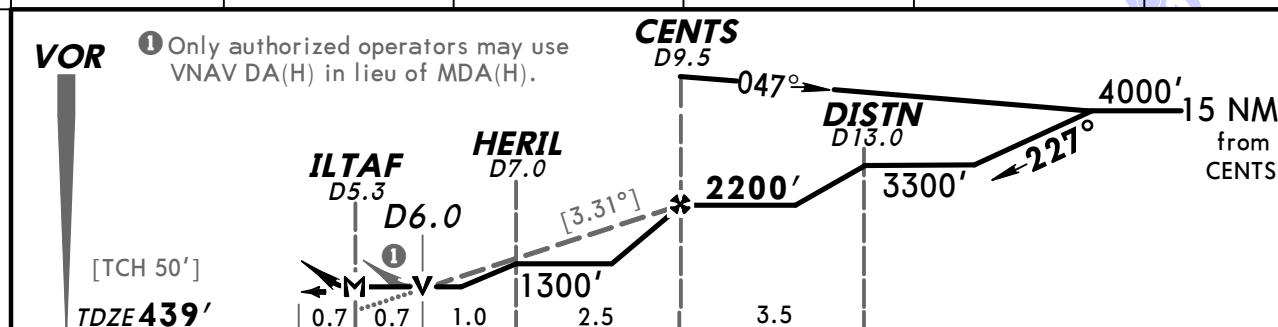
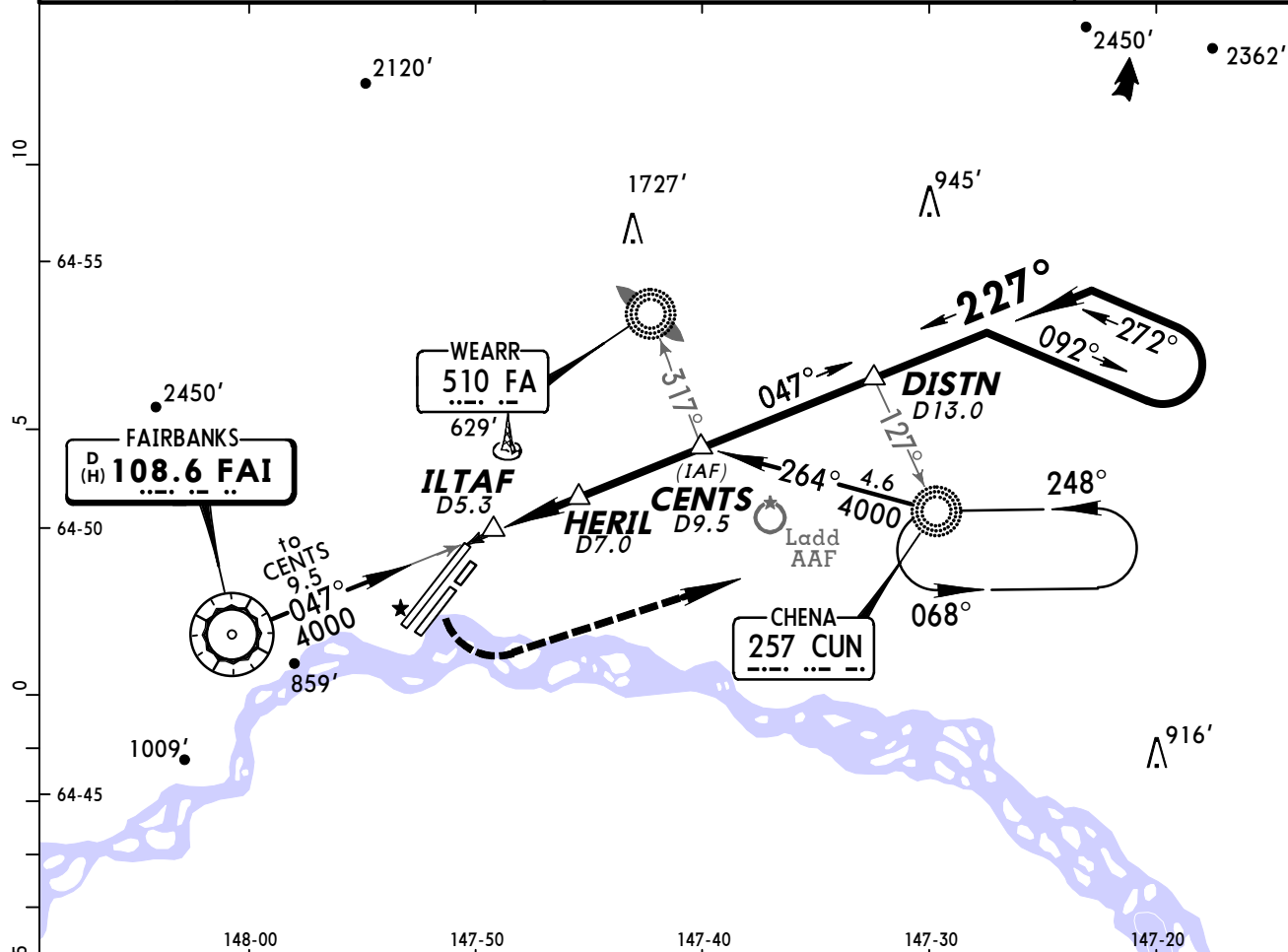


Gnd speed-Kts	70	90	100	120	140	160	MALSR	3700'	JOTUG
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW20R									

STRAIGHT-IN LANDING RWY 20R						CIRCLE-TO-LAND		
LPV DA(H) 639' (200')		LNAV/VNAV DA(H) 1148' (709')		LNAV MDA(H) 1020' (581')		Not Authorized West of Rwy 2L-20R		
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		Max Kts	MDA(H)	
A				RVR 24 or 1/2	RVR 40 or 3/4	90	1020' (581')-1	
B				RVR 50 or 1	1 1/2	120	1020' (581')-1 1/2	
C	RVR 24 or 1/2	RVR 40 or 3/4	2	2 1/2	1 3/4	140	1020' (581')-2	
D						165		

BRIEFING STRIP

ATIS 124.4		FAIRBANKS Approach (R) 360°-179° 180°-359° 126.5 125.35		FAIRBANKS Tower 118.3		Ground 121.9	
VOR FAI 108.6	Final Apch Crs 227°	Minimum Alt CENTS 2200' (1761')	MDA(H) (CONDITIONAL) 940' (501')	Apt Elev 439' TDZE 439'		4500' MSA FAI VOR	
MISSED APCH: Climbing LEFT turn to 4000' direct CUN NDB and hold. Continue climb-in-hold to 4000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. ADF required. 2. VGSI and descent angles not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	4000' LT	CUN 257
Descent angle [3.31°]	410	527	586	703	820	937			
MAP at ILTAF or CENTS to MAP	4.2	3:36	2:48	2:31	2:06	1:48			

STRAIGHT-IN LANDING RWY 20R					CIRCLE-TO-LAND			
MDA(H) 940'(501') With HERIL					Not Authorized West of Rwy 2L-20R			
RAIL out					With HERIL			
ALS out					Without HERIL			
RAIL out					RAIL out			
ALS out					ALS out			
Max Kts					Max Kts			
A	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 50 or 1	90	940'(501')-1	1300'(861')-1	
B			RVR 60 or 1 1/4		120		1300'(861')-1 1/4	
C			2 1/2		140	940'(501')-1 1/2	1300'(861')-2 1/2	
D			2 3/4		165	1000'(561')-2	1300'(861')-2 3/4	

General Information

Location: FT Wainwright AK USA
IATA Code:
Lat/Long: N64° 50.2' W147° 37.0'
Elevation: 460 ft

Airport Use: Military
Magnetic Variation: 20.2°E

Fuel Types: Jet 4
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1552 ft AGL

Sunrise: 1707 Z
Sunset: 0259 Z,

Runway Information

Runway: 07L
Length x Width: 8575 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 451 ft
Lighting: Edge

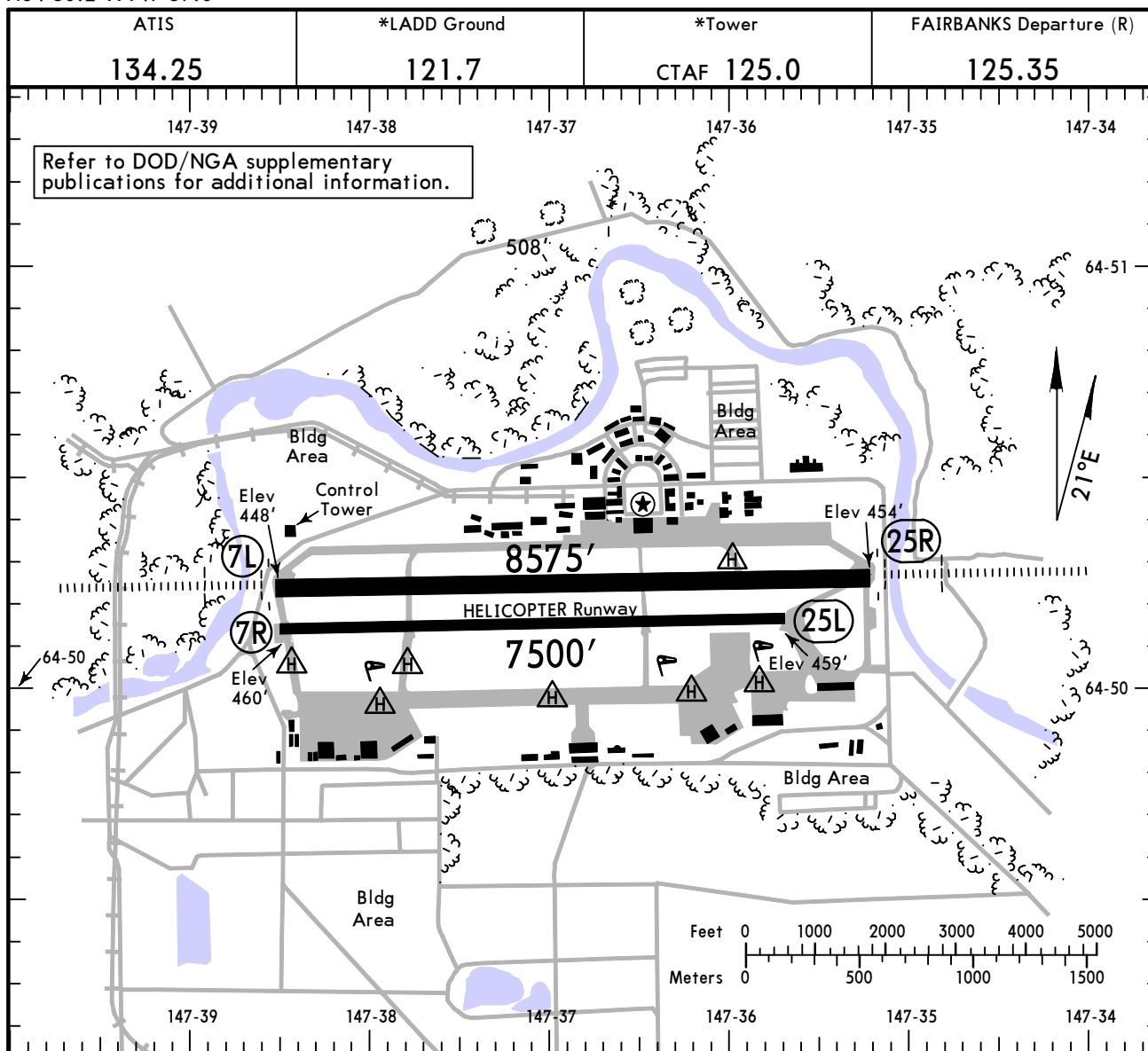
Runway: 07R
Length x Width: 7500 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 460 ft
Lighting: Edge

Runway: 25L
Length x Width: 7500 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 459 ft
Lighting: Edge

Runway: 25R
Length x Width: 8575 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 454 ft
Lighting: Edge, ALS, REIL

Communication Information

ATIS 134.25
Ladd AAF Tower 125.0 CTAF
Ladd AAF Ground Control 121.7
Fairbanks Approach Control 126.5 (360°-179°)
Fairbanks Approach Control 125.35 (180°-359°) Initial Contact
Fairbanks Departure Control 125.35
Ladd AAF Radar 126.5
Fairbanks Radio 122.6
Fairbanks Radio 122.2
Medevac Operations 142.35
Base Ops Operations 118.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
7L	① HIRL ① ALSF-I ① PAPI-L				150'
25R	① HIRL ① ALSF-I ① REIL ① PAPI-L				
7R	MIRL (Helicopter runway)				75'
25L					

① Activate on 125.0 when tower inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE				FOR FILING AS ALTERNATE	
All Rwys					
Adequate Vis Ref		STD			
1 & 2 Eng	1/4	1	A	NA	
					B
3 & 4 Eng		1/2	C		
			D		

OBSTACLE DP: Rwy 7L: Climbing right turn via heading 180° and FAI VOR R-090 to 5000' direct FAI VOR (hold south, right turns, 348° inbound) continue climb in hold to 5000' before proceeding on course.

Rwy 25R: Climbing left turn via heading 180° and FAI VOR R-090 to 5000' direct FAI VOR (hold south, right turns, 348° inbound) continue climb in hold to 5000' before proceeding on course.

PAFB

LADD AAF

4 MAR 11

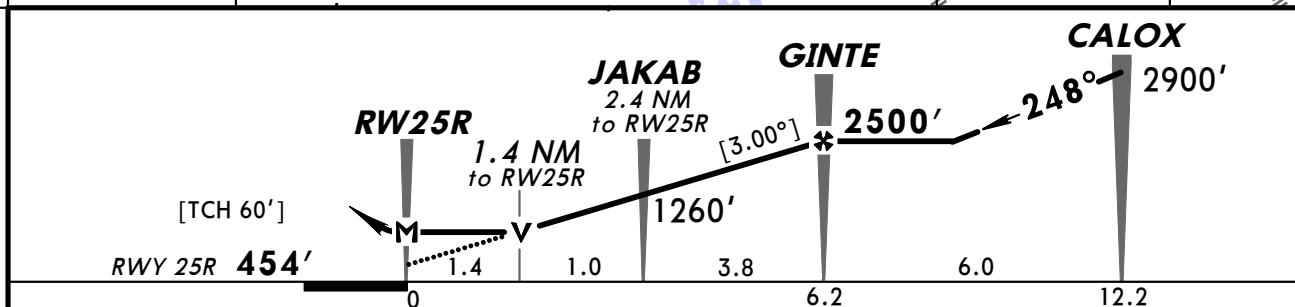
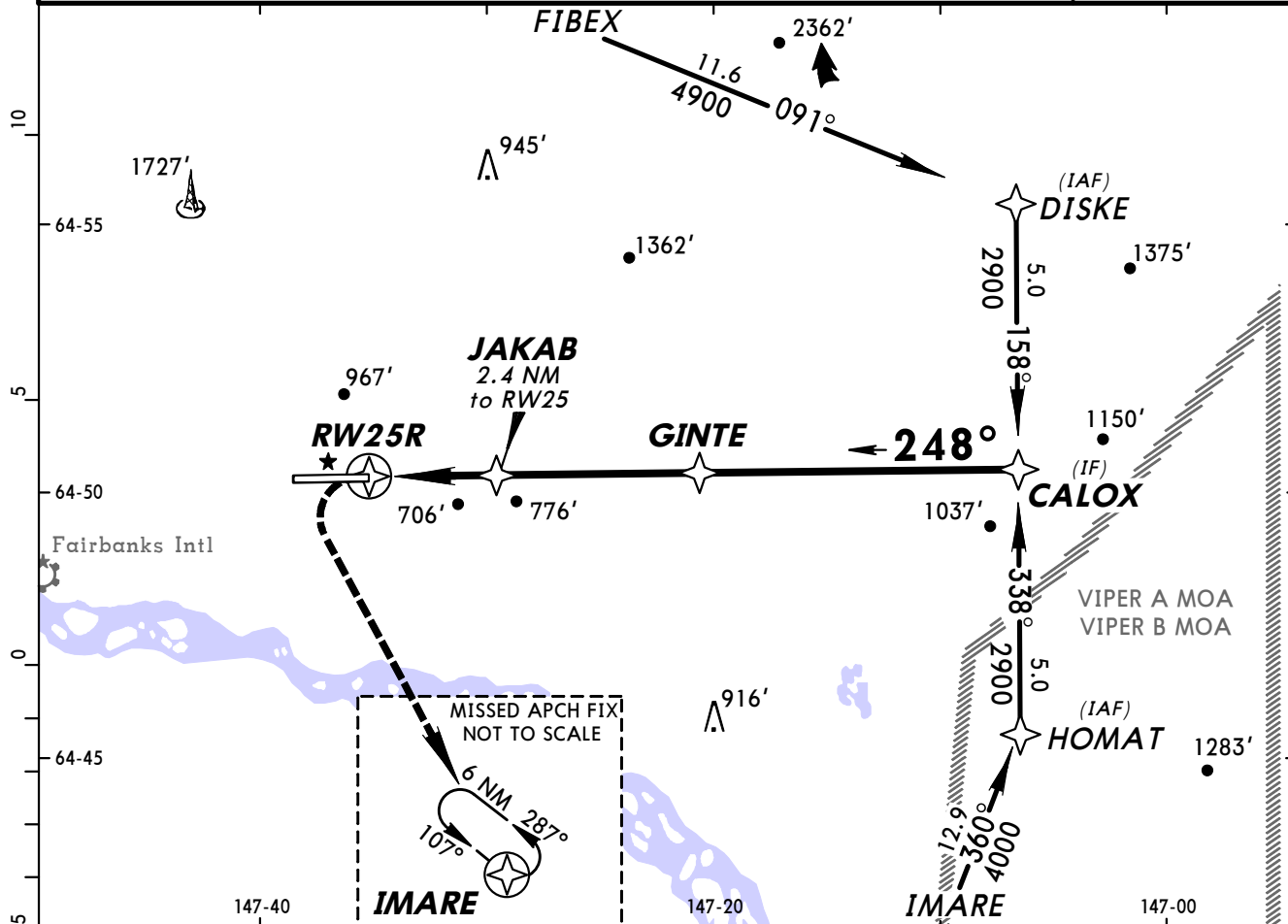
(42-1)

Eff 10 Mar

FT WAINWRIGHT, ALASKA
RNAV (GPS) Rwy 25R

BRIEFING STRIP™

ATIS 134.25		FAIRBANKS Approach (R) (360°-179°) (180°-359°) 126.5 125.35		*LADD Tower CTAF 125.0		*Ground 121.7	
RNAV	Final Apch Crs 248°	Minimum Alt GINTE 2500' (2046')	LNAB MDA(H) 960' (506')	Apt Elev 460' Rwy 25R 454'		4900' MSA RW25R	
MISSED APCH: Climbing LEFT turn to 4200' direct IMARE and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 125.0.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI 4200' LT IMARE
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at RW25R							

STRAIGHT-IN LANDING RWY 25R				CIRCLE-TO-LAND			
LNAB				Not Authorized North of Rwy 7L-25R Not Authorized to Rwy 25L/7L at Night.			
MDA(H) 960' (506')				Max Kts			
ALS out				MDA(H)			
A	1/2	1		90	960' (500') - 1		
B				120			
C	1	1 1/2		140	1000' (540') - 1 1/2		
D				165	1020' (560') - 2		

CHANGES: Airport elevation, descent angle, notes.

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TERPS AMEND 3 10 MAR 2011

PAFB

JEPPesen

FT WAINWRIGHT, ALASKA

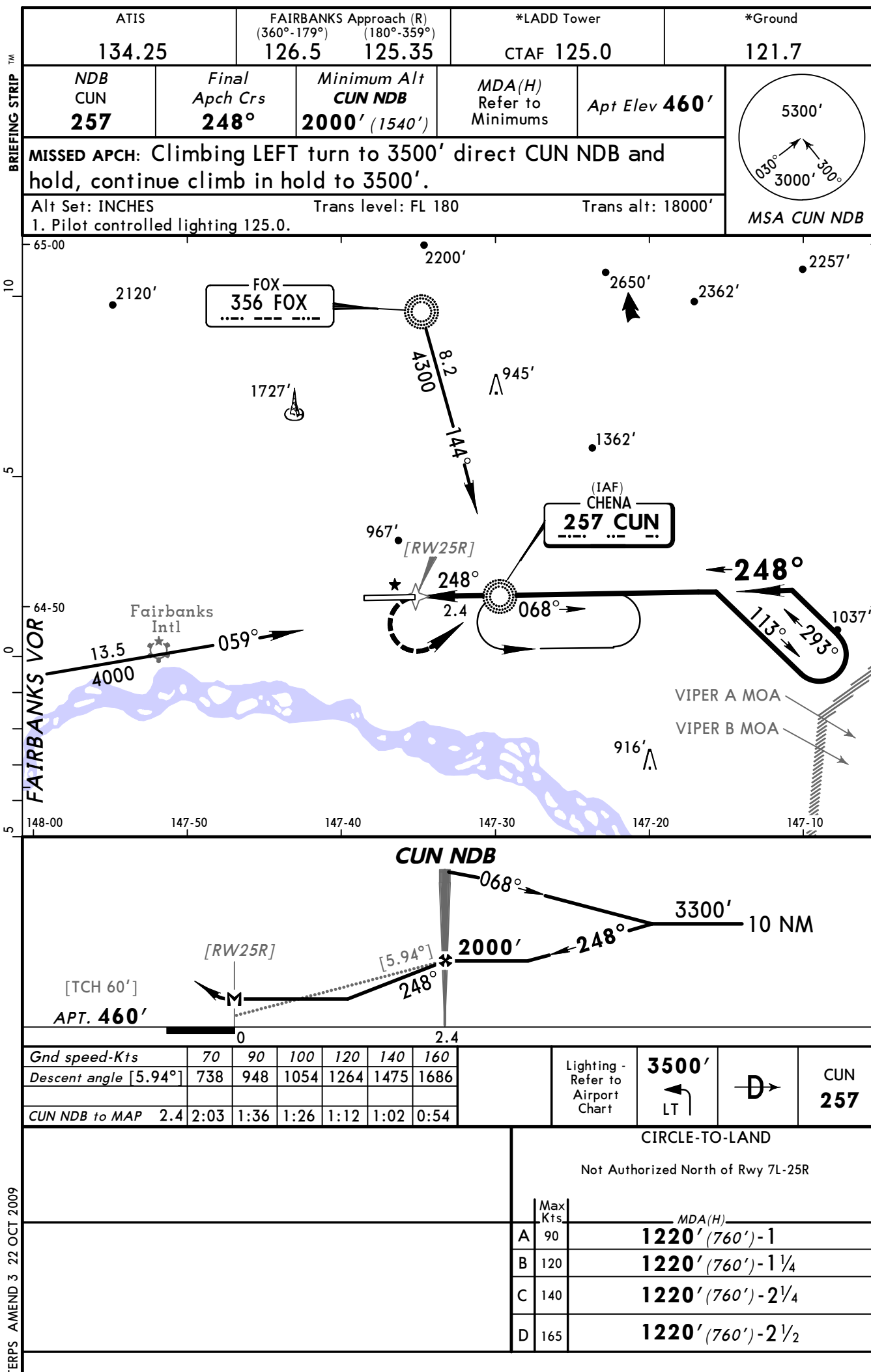
LADD AAF

4 MAR 11

(46-1)

Eff 10 Mar

NDB-A



PAFB

LADD AAF

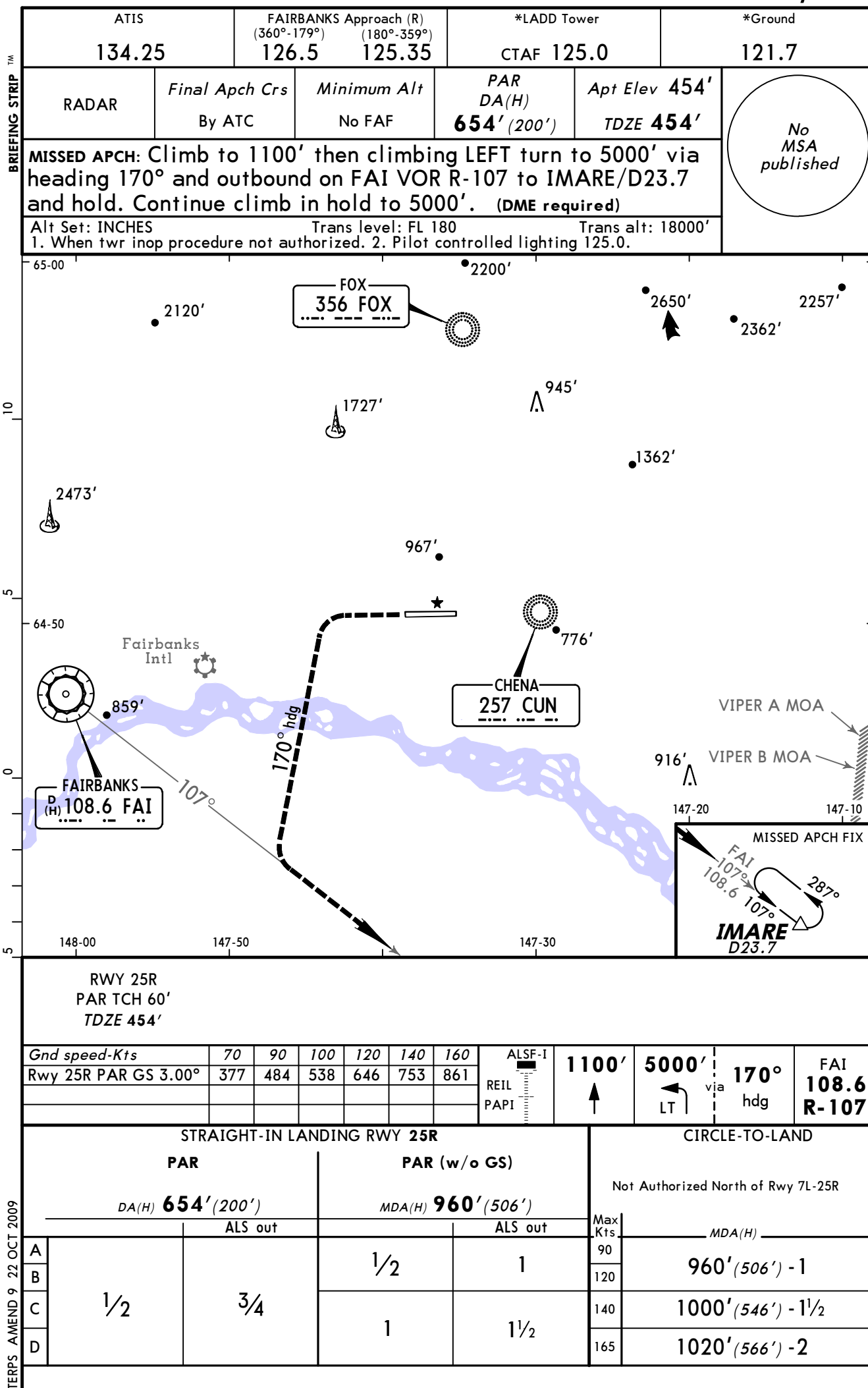
2 APR 10

(48-1)

Eff 8 Apr

FT WAINWRIGHT, ALASKA

RADAR-1 PAR Rwy 25R



PAFB

LADD AAF

2 APR 10

Eff 8 Apr

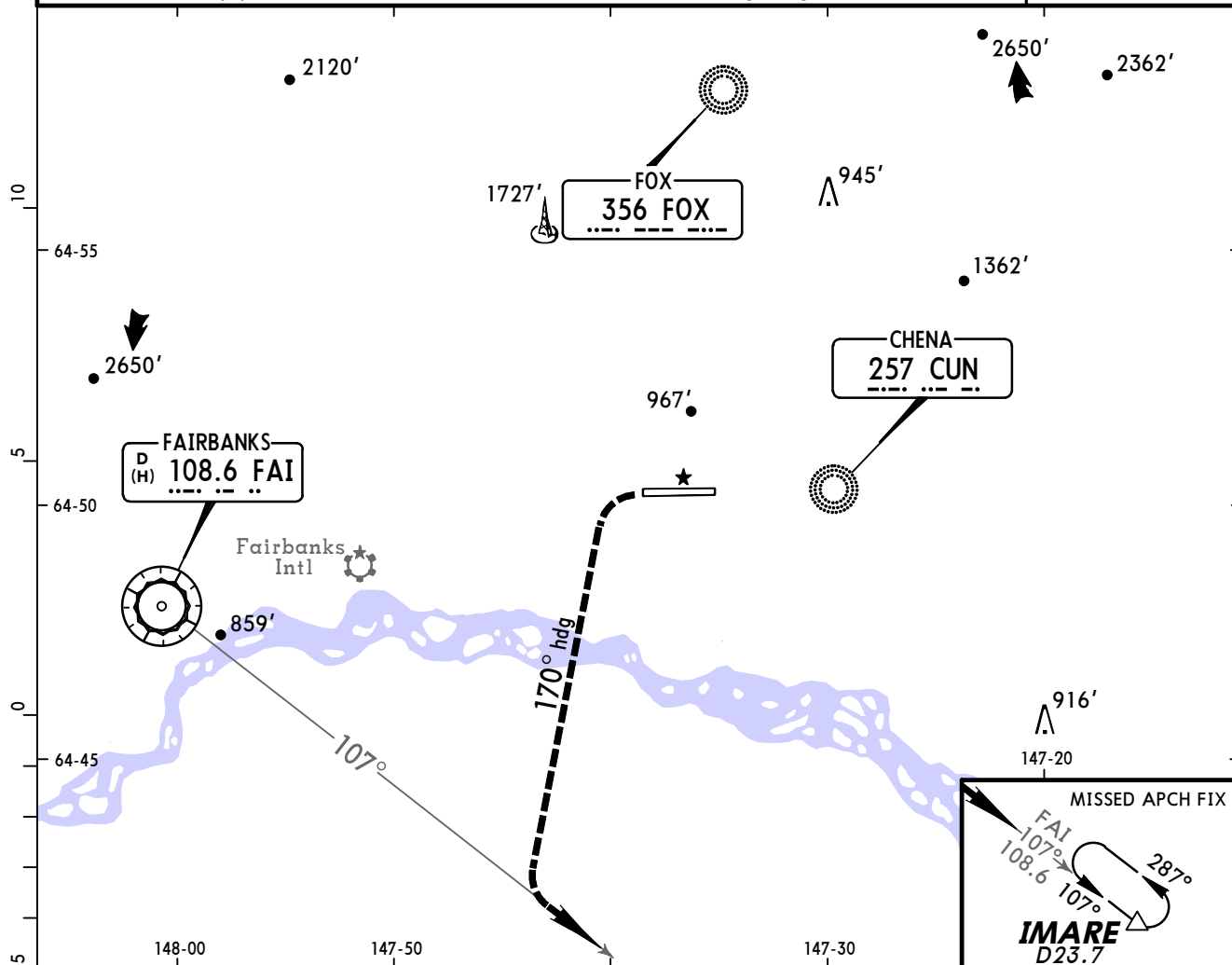
(48-2)

FT WAINWRIGHT, ALASKA

RADAR-2 ASR Rwy 25R

BRIEFING STRIP™

ATIS 134.25		FAIRBANKS Approach (R) (360°-179°) 126.5 (180°-359°) 125.35		*LADD Tower CTAF 125.0		*Ground 121.7		
RADAR	<i>Final Apch Crs</i> By ATC	<i>Minimum Alt</i> No FAF	<i>ASR MDA(H)</i> 1120' (666')		<i>Apt Elev</i> 454' <i>TDZE</i> 454'		No MSA published	
MISSED APCH: Climbing LEFT turn to 5000' via heading 170° and outbound on FAI VOR R-107 to IMARE/D23.7 and hold. Continue climb in hold to 5000'. (DME required)								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
1. When twr inop procedure not authorized. 2. Pilot controlled lighting 125.0.								


 RWY 25R
 TDZE 454'

MAP at Rwy Thr

ALSF-I

REIL
PAPI

5000'

LT

170°
via
hdgFAI
108.6
R-107

IMARE

STRAIGHT-IN LANDING RWY 25R

ASR

MDA(H) **1120' (666')**

ALS out

Max
Kts

CIRCLE-TO-LAND

Not Authorized North of Rwy 7L-25R

MDA(H)

A

1/2

1

90

1120' (666') - 1

B

1 1/4

1 3/4

120

1120' (666') - 1 3/4

C

1 1/2

2

140

1120' (666') - 2

D

165

TERPS AMEND 1 22 OCT 2009

CHANGES: Runway designators.

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General Information

Location: Galena AK USA
IATA Code: GAL
Lat/Long: N64° 44.2' W156° 56.2'
Elevation: 153 ft

Airport Use: Public
Magnetic Variation: 16.4 °E

Fuel Types: 100 Octane (LL), Jet, Jet A, Jet 4
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1744 Z
Sunset: 0337 Z,

Runway Information

Runway: 06
Length x Width: 2786 ft x 80 ft
Surface Type: gravel
TDZ-Elev: 146 ft

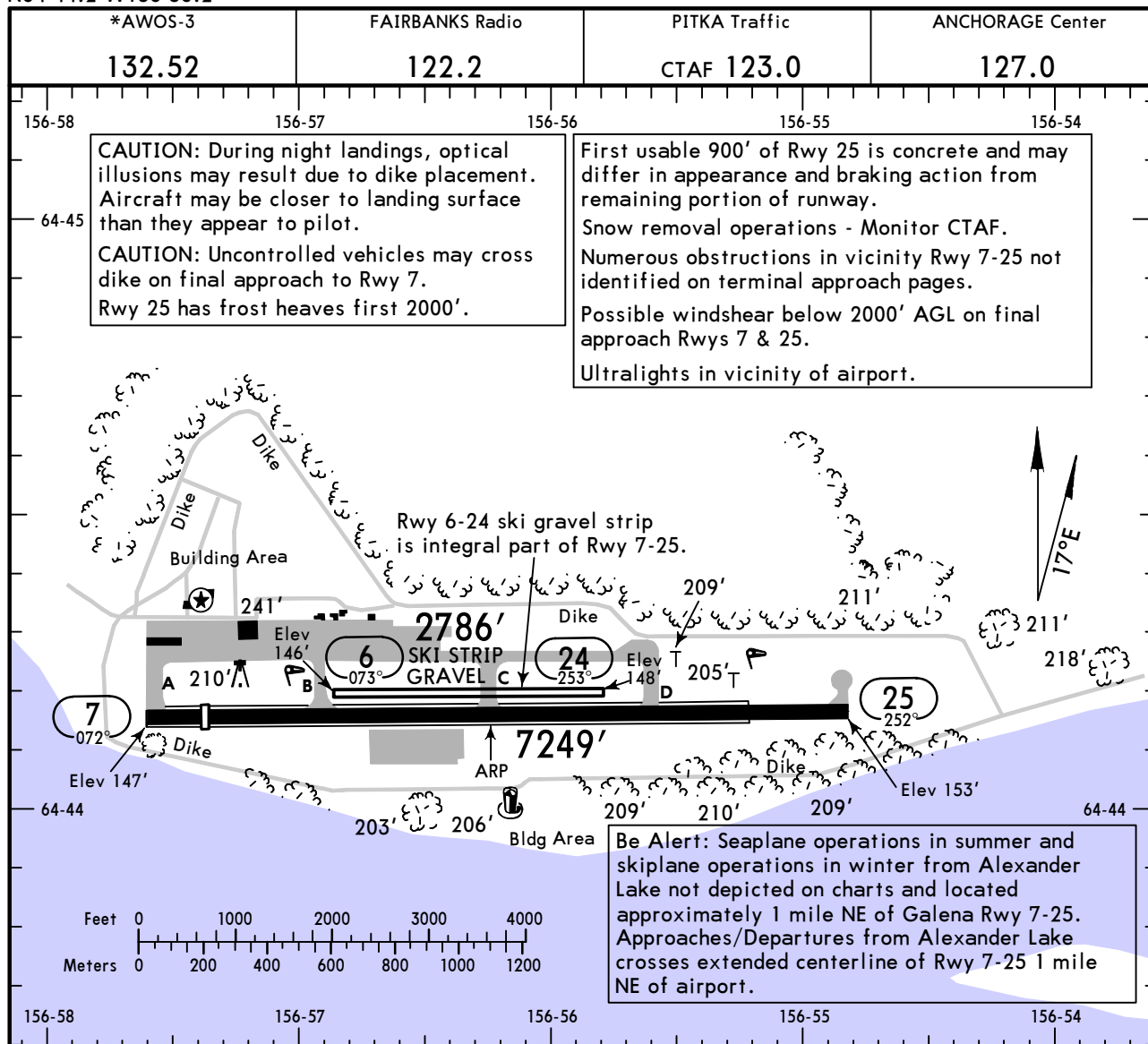
Runway: 07
Length x Width: 7249 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 150 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 601 ft

Runway: 24
Length x Width: 2786 ft x 80 ft
Surface Type: gravel
TDZ-Elev: 148 ft

Runway: 25
Length x Width: 7249 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 153 ft
Lighting: Edge, Pilot controlled

Communication Information

AWOS 132.525
Galena Multicom 123.0 CTAF PCL
Fairbanks Flight Service Station 122.2 RCO
Anchorage Center 127.0 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

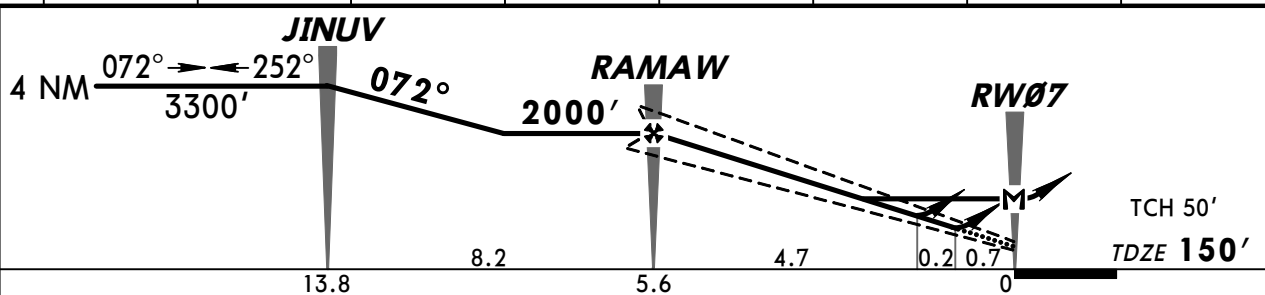
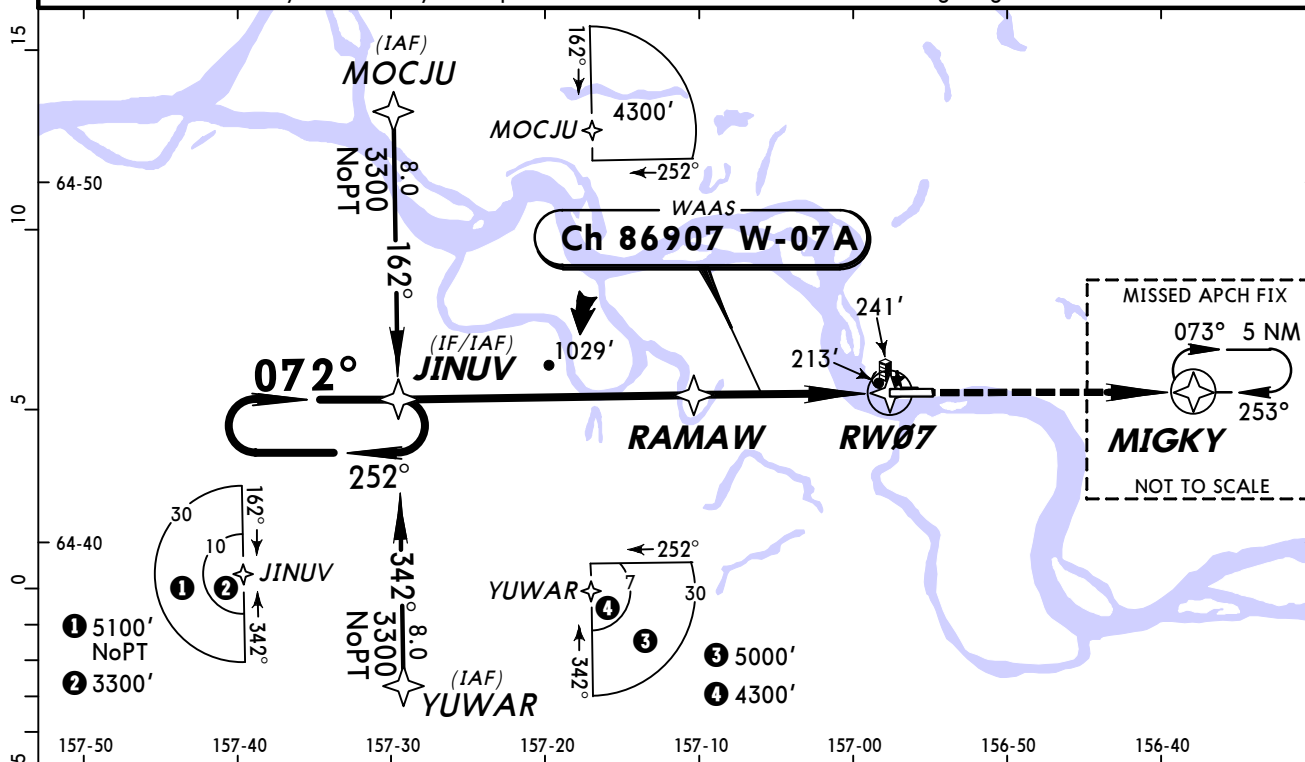
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
6	24			Threshold	Glide Slope		80'
7	25	① HIRL ① REIL ① VASI-L	grooved	6648'			150'
		① HIRL ① VASI-L	grooved				

① Activate on 123.0.

TAKE-OFF			FOR FILING AS ALTERNATE	
			Authorized Only When Local Weather Available	
			VOR DME Rwy 7	RNAV (GPS) Rwy 7
			VOR DME Rwy 25	RNAV (GPS) Rwy 25
1 & 2 Eng	Adequate Vis Ref	STD	A	800-2
3 & 4 Eng			B	
			C	
			D	

*AWOS-3 132.52	ANCHORAGE Center 127.0		FAIRBANKS Radio 122.2		PITKA Traffic CTAF 123.0
WAAS Ch 86907 W-07A	Final Apch Crs 072°	Minimum Alt RAMAW 2000' (1850')	LPV DA(H) (CONDITIONAL) 403' (253')	Apt Elev 153' TDZE 150'	TAA 30 NM IAF
MISSED APCH: Climb to 4200' direct MIGKY and hold, continue climb-in-hold to 4200'.					

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Use local altimeter setting; if not received, use Ruby altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F). 3. Baro-VNAV not authorized when using Ruby altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 123.0.

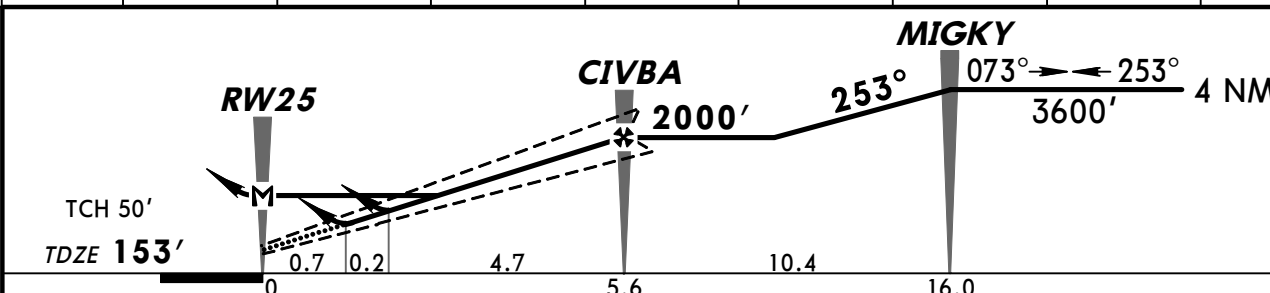
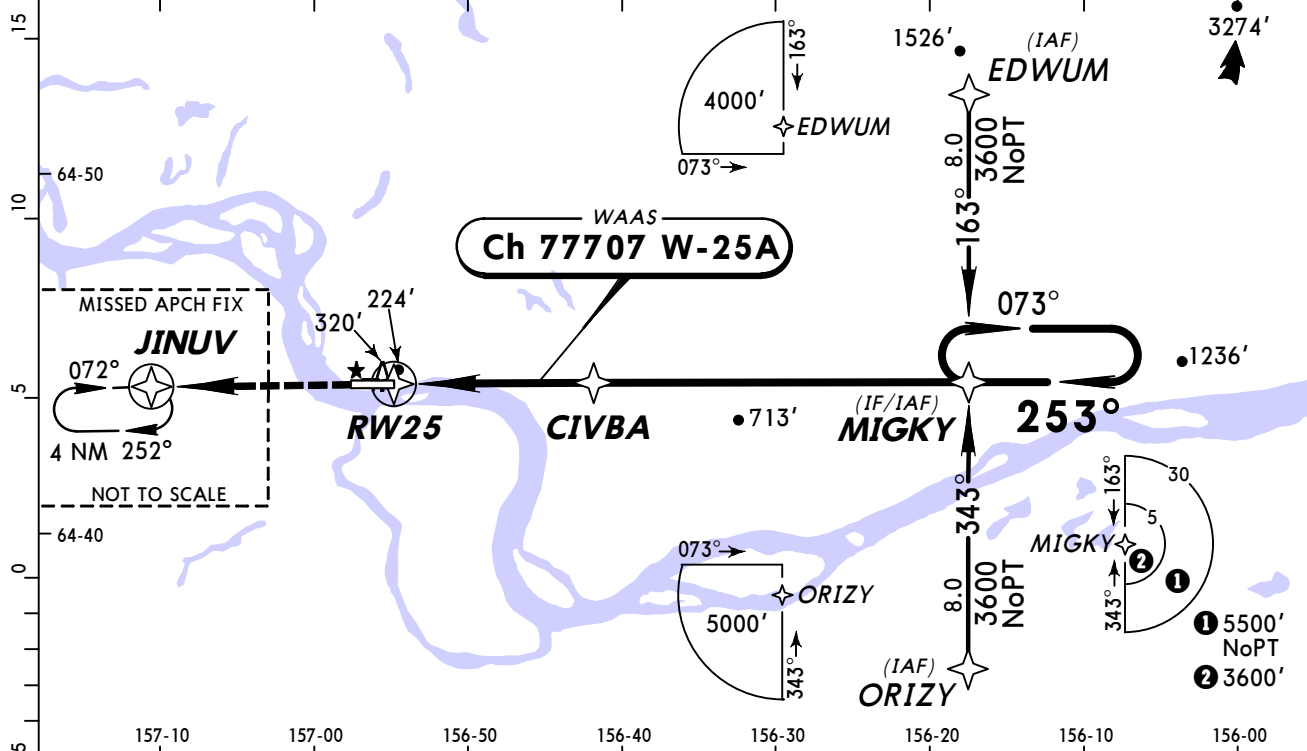


Gnd speed-Kts	70	90	100	120	140	160		REIL	4200'	→	MIGKY
Glide Path Angle 3.00°	372	478	531	637	743	849		VASI-L	↑		
MAP at RW07											

STRAIGHT-IN LANDING RWY 7						CIRCLE-TO-LAND			
With Local Altimeter Setting						With Local Altimeter Setting			
LPV		LNAV/VNAV		LNAV		Max Kts	____ MDA(H) ____		
DA(H) 403' (253')		DA(H) 473' (323')		MDA(H) 500' (350')					
A	1	1	1	1 1/4	90			620' (467')-1	
B					120				620' (467')-1 1/2
C					140				
D			165		720' (567')-2				
With Ruby Altimeter Setting						With Ruby Altimeter Setting			
LPV		LNAV/VNAV		LNAV		Max Kts	____ MDA(H) ____		
DA(H) 563' (413')		DA(H) 633' (483')		MDA(H) 660' (510')					
A	1 1/2	1 3/4	1	1 1/2	90			780' (627')-1	
B					120				780' (627')-2
C					140				
D			165		880' (727')-2 1/2				

*AWOS-3 132.52	ANCHORAGE Center 127.0	FAIRBANKS Radio 122.2	PITKA Traffic CTAF 123.0
WAAS Ch 77707 W-25A	Final Apch Crs 253°	Minimum Alt CIVBA 2000' (1847')	LPV DA(H) (CONDITIONAL) 424' (271')
MISSED APCH: Climb to 4000' direct JINUV and hold, continue climb-in-hold to 4000'.			Apt Elev 153' TDZE 153'
			TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Ruby altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F). 3. Baro-VNAV not authorized when using Ruby altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 123.0.



Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW25											

STRAIGHT-IN LANDING RWY 25 With Local Altimeter Setting					CIRCLE-TO-LAND With Local Altimeter Setting		
LPV DA(H) 424' (271')		LNAV/VNAV DA(H) 502' (349')		LNAV MDA(H) 580' (427')		Max Kts	MDA(H)
A	1	1¼	1	90	620' (467')-1		
B				120			
C				140			
D				165			
With Ruby Altimeter Setting					With Ruby Altimeter Setting		
LPV DA(H) 582' (429')		LNAV/VNAV DA(H) 660' (507')		LNAV MDA(H) 740' (587')		Max Kts	MDA(H)
A	1½	1¾	1	90	780' (627')-1		
B				120			
C				140			
D				165			

BRIEFING STRIP

*AWOS-3
132.52

ANCHORAGE Center
127.0

FAIRBANKS Radio
122.2

PITKA Traffic
CTAF 123.0

VOR
GAL
114.8

Final
Apch Crs
071°

Minimum Alt
MAVIW
2100' (1952')

MDA(H)
(CONDITIONAL)
480' (332')

Apt Elev 153'
Rwy 7 148'

MISSED APCH: Climb to 3000' direct GAL VOR and hold, continue climb-in-hold to 3000'.

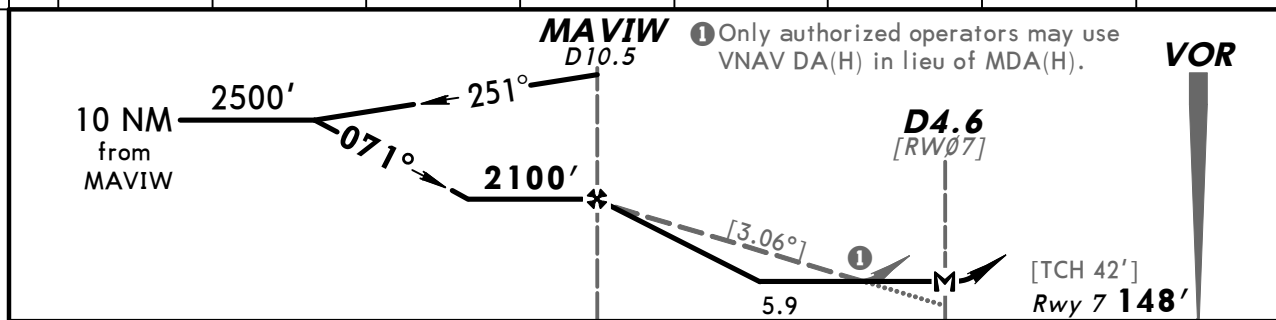
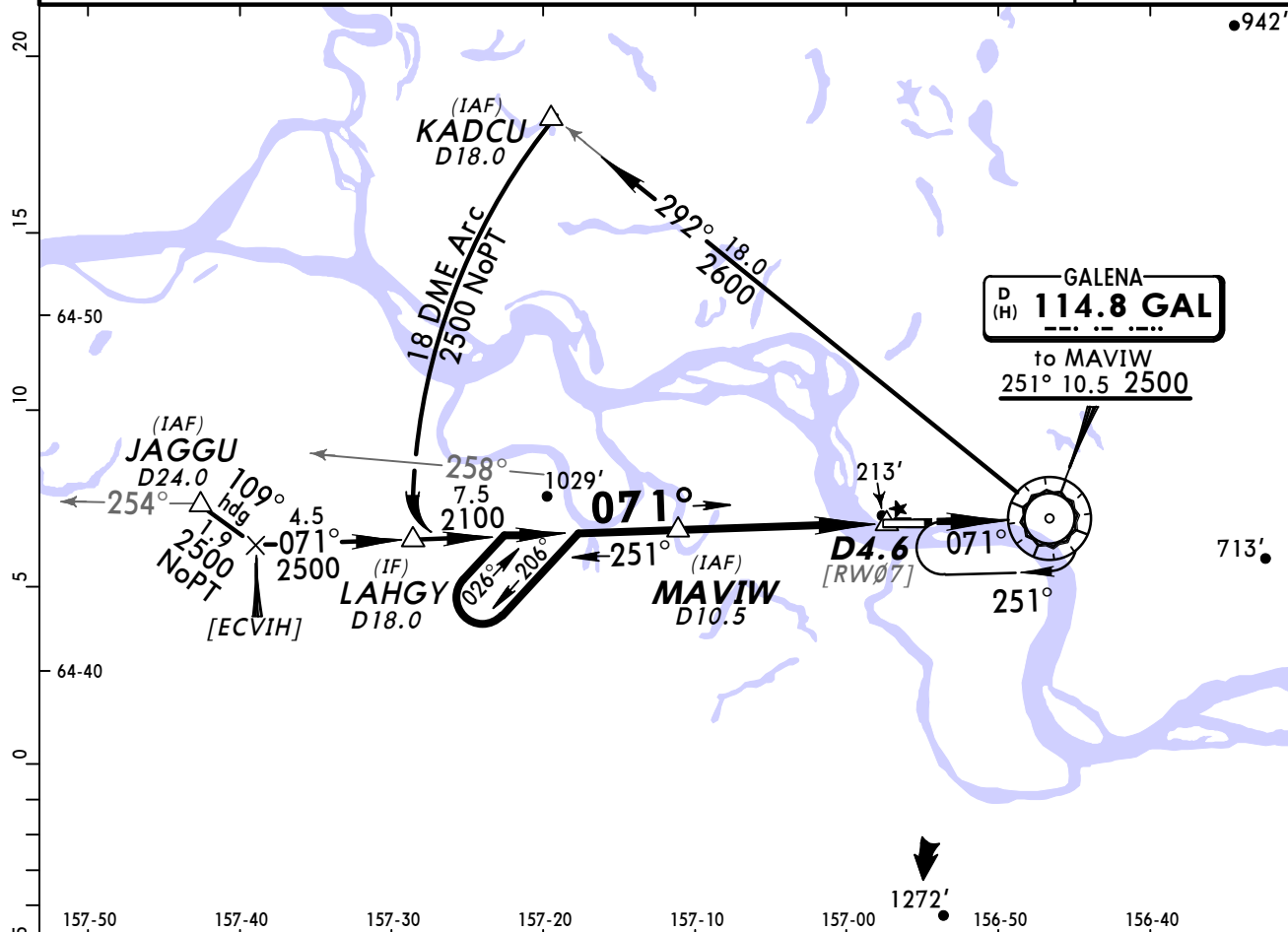
Alt Set: INCHES
1. Use local altimeter setting; if not received, use Ruby altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.0.

Trans level: FL 180
Trans alt: 18000'

3000'
4500'
4000'

180°
270°
035°

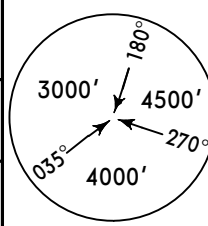
MSA GAL VOR

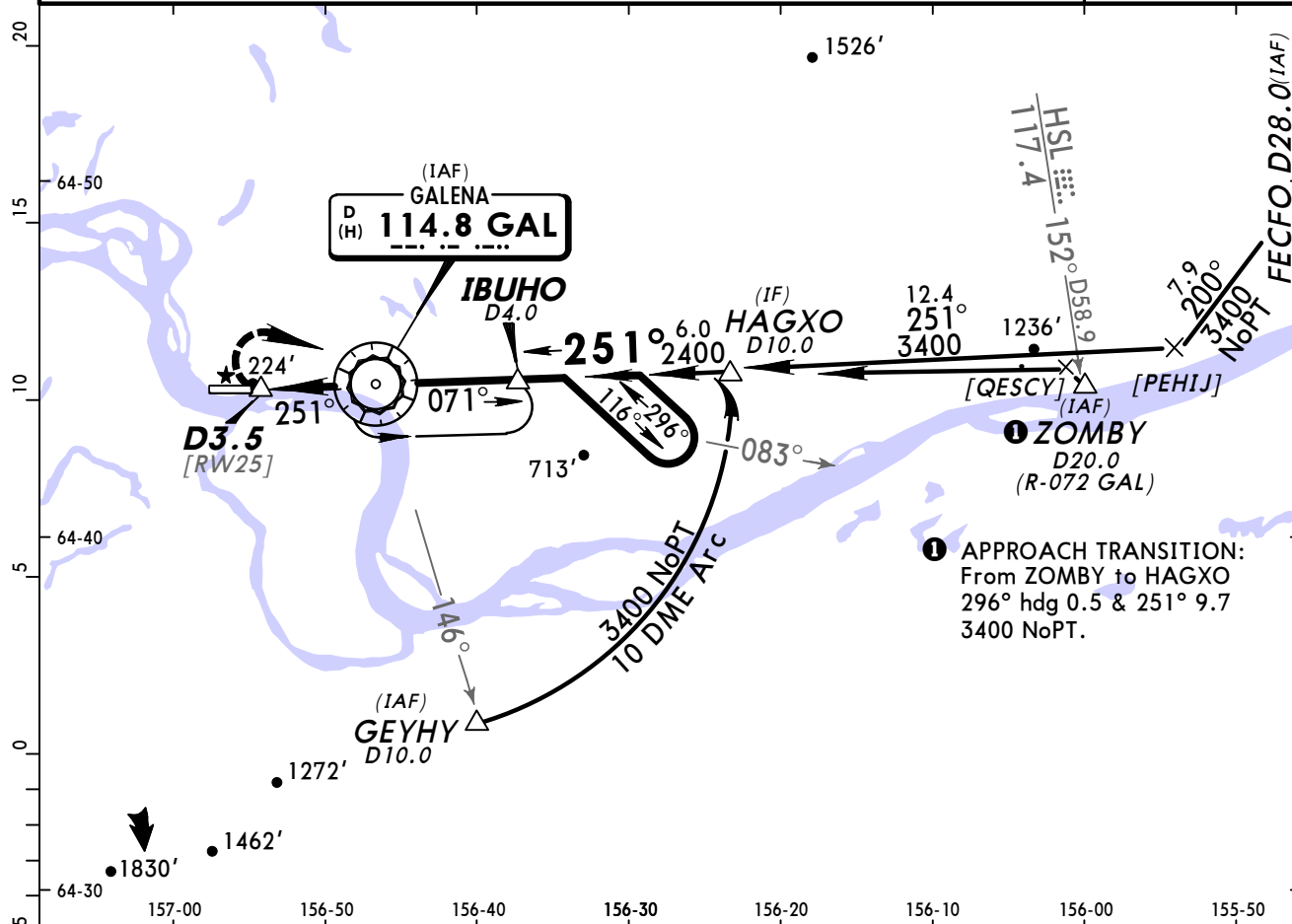


Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	3000' ↑	D→	GAL 114.8
Descent angle [3.06°]	379	487	541	650	758	866				
MAP at D4.6										

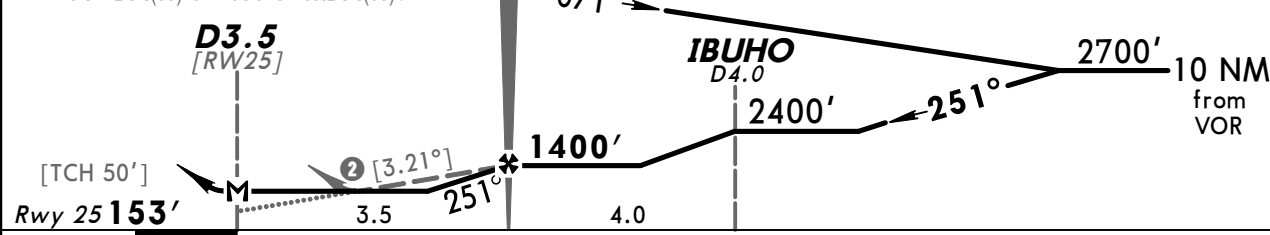
TERPS		STRAIGHT-IN LANDING RWY 7		CIRCLE-TO-LAND		
		MDA(H) 480' (332') With Local Altimeter Setting	MDA(H) 640' (492') With Ruby Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Ruby Altimeter Setting MDA(H)
A	1	1	1	90	620' (467')- 1	780' (627')- 1
B				120		
C				140	620' (467')- 1½	780' (627')- 2
D				165	720' (567')- 2	880' (727')- 2½

BRIEFING STRIP™

*AWOS-3 132.52		ANCHORAGE Center 127.0		FAIRBANKS Radio 122.2		PITKA Traffic CTAF 123.0	
VOR GAL 114.8	Final Apch Crs 251°	Minimum Alt VOR 1400' (1247')	MDA(H) (CONDITIONAL) 560' (407')	Apt Elev 153' Rwy 25 153'			
MISSED APCH: Climbing RIGHT turn to 3000' direct GAL VOR and hold, continue climb-in-hold to 3000'.							
Alt Set: INCHES							



② Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle	[3.21°]	398	511	568	682	795	909			
MAP at D3.5										

TERPS				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 25							
MDA(H) 560' (407')		MDA(H) 720' (567')		With Local Altimeter Setting		With Ruby Altimeter Setting	
With Local Altimeter Setting		With Ruby Altimeter Setting		Max Kts		MDA(H)	
A		1		90		620' (467')-1	
B		1		120		780' (627')-1	
C		1 1/8		140		620' (467')-1 1/2	
D		1 5/8		165		720' (567')-2	

General Information

Location: Gustavus AK USA
IATA Code: GST
Lat/Long: N58° 25.5' W135° 42.4'
Elevation: 35 ft

Airport Use: Public
Magnetic Variation: 20.9°E

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1604 Z
Sunset: 0227 Z,

Runway Information

Runway: 02
Length x Width: 3146 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 31 ft

Runway: 11
Length x Width: 6721 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 35 ft
Lighting: Edge, REIL

Runway: 20
Length x Width: 3146 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 31 ft
Displaced Threshold: 136 ft

Runway: 29
Length x Width: 6721 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 31 ft
Lighting: Edge, REIL

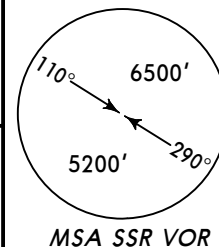
Communication Information

AWOS 125.9
Gustavus Multicom 122.5 CTAF
Juneau Flight Service Station 122.65 RCO
Anchorage Center 133.2 Remote Communications Air-Ground

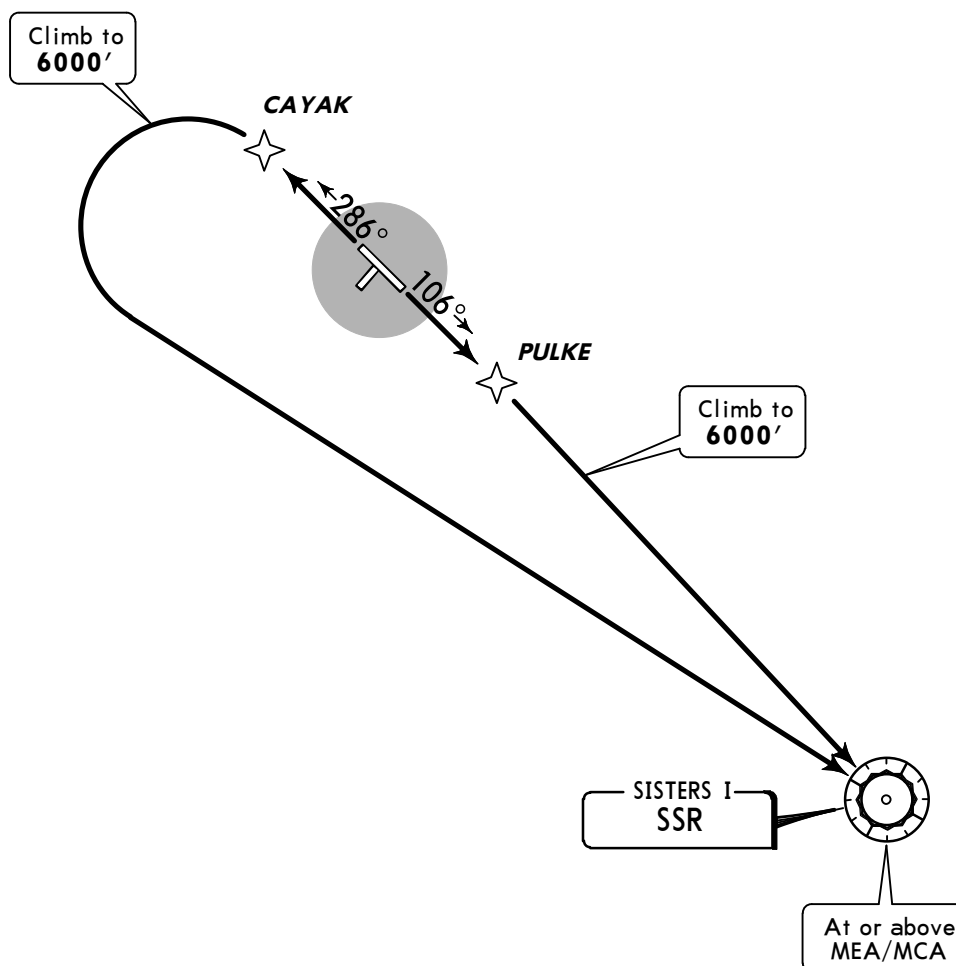
ANCHORAGE
Center
133.2Apt Elev
34'

Trans level: FL180 Trans alt: 18000'

1. GPS required.
2. RNAV 1.



SISTERS ONE RNAV DEPARTURE (SSR1.SSR)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 11: Standard (or lower than standard,
if authorized) with minimum climb of 270'
per NM to **5400'**.
Rwys 2 and 20: Not authorized - runway limitations.
Rwy 29: Standard (or lower than standard,
if authorized) with minimum climb of 220'
per NM to **5400'**.

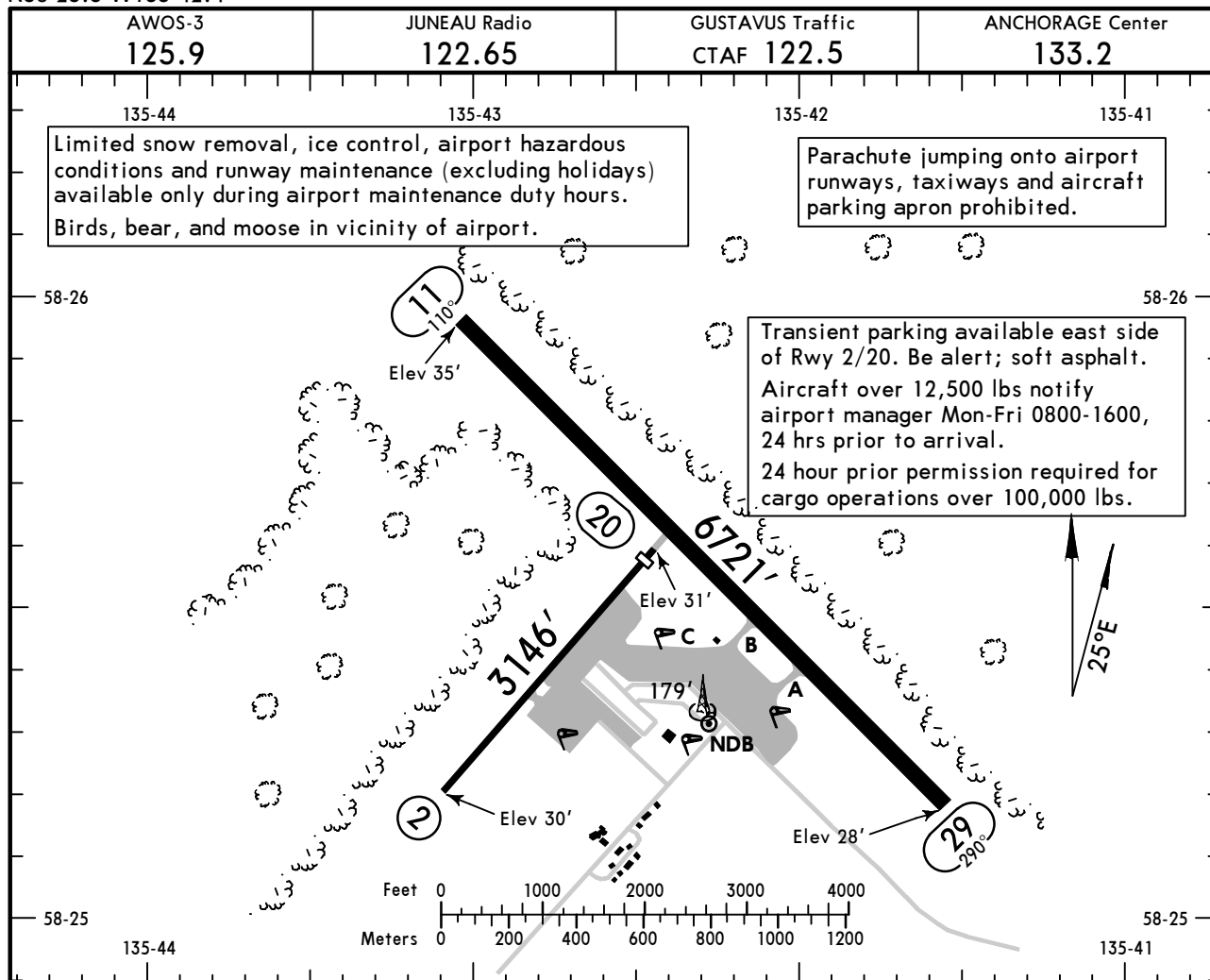
Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
270' per NM	338	450	675	900	1125	1350



RWY	INITIAL CLIMB
11	Climb via 106° course to PULKE, then climbing RIGHT turn to 6000' or assigned altitude direct SSR.
29	Climb via 286° course to CAYAK, then climbing LEFT turn to 6000' or assigned altitude direct SSR.

ROUTING

Cross SSR for direction of flight thence further clearance.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
2 1 2 20		3010'			60'
11 3 4 29	5 MIRL 5 REIL 5 6 VASI-R 5 MIRL 5 REIL 5 VASI-L				7 150'

- 1 Not maintained or monitored Oct 15-Apr 30 annually. Recommend daylight operations only.
2 Single wheel weight limit 40,000 lbs.
3 Single wheel weight limit 60,000 lbs.

- 4 Dual wheel weight limit 100,000 lbs.
5 Activate on 122.5.
6 Available May 1 to Oct 15.
7 Width 100' Oct 15-Apr 30.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 29		Rwy 11		For Climb in Visual Conditions	Rwy 20		For Climb in Visual Conditions	For Climb in Visual Conditions
	Adequate Vis Ref	STD	With Min Climb of 260'/NM to 1200'	Adequate Vis Ref		With Min Climb of 290'/NM to 1400'	Adequate Vis Ref		
1 & 2 Eng	1/4	1	1/4	1	1500-2 1/2	1/4	1	1500-2 1/2	1500-2 1/2
3 & 4 Eng		1/2		1/2			1/2		

FOR FILING AS ALTERNATE

VOR DME Rwy 29		Authorized only when local weather available RNAV (GPS) Y Rwy 29
A & B	1100-2	800-2
C & D	1100-3	

OBSTACLE DP: Rwy 2, Climb in visual conditions to cross departure end Rwy 11 eastbound at or above 1500', then climb to 5500' via SSR VOR R-288 (287° bearing from EEF NDB) to SSR VOR/EEF NDB. Rwy 11, Climb via SSR VOR R-288 to SSR VOR, or via 287° bearing from EEF NDB to EEF NDB, or climb in visual conditions to cross departure end of Rwy 11 eastbound at or above 1500', then climb to 5500' via SSR VOR R-288 (287° bearing from

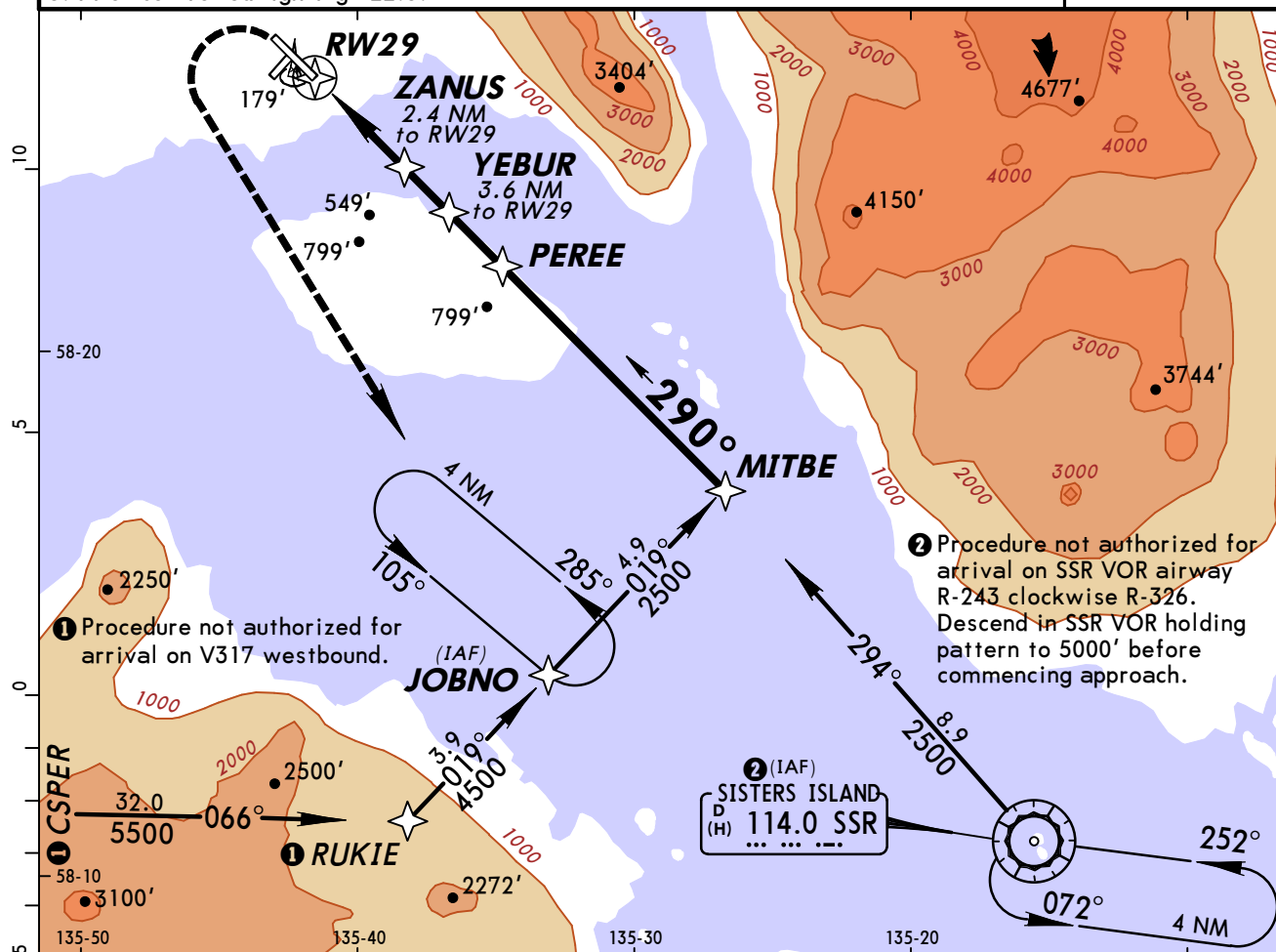
EEF NDB) to SSR VOR/EEF NDB. Rwy 20, Left turn via 155° hdg & SSR VOR R-280 (282° bearing from EEF NDB) inbound to SSR VOR/EEF NDB, or climb in visual conditions to cross departure end of Rwy 11 eastbound at or above 1500', then climb to 5500' via SSR VOR R-288 (287° bearing from EEF NDB) to SSR VOR/EEF NDB. Rwy 29, Left turn via 195° hdg & SSR VOR R-280 (282° bearing from EEF NDB) inbound to SSR VOR/EEF NDB. All aircraft maintain 5500'.

PAGS/GST GUSTAVUS

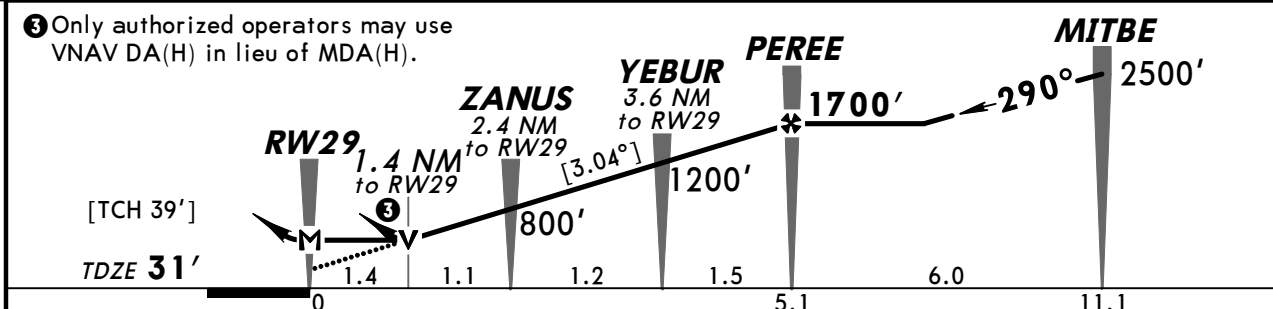
JEPPesen
15 MAY 09 (12-1)

GUSTAVUS, ALASKA
RNAV (GPS) Y Rwy 29

AWOS-3 125.9	ANCHORAGE Center 133.2	JUNEAU Radio 122.65	GUSTAVUS Traffic CTAF 122.5
RNAV	Final Apch Crs 290°	Minimum Alt PEREE 1700' (1669')	LNAV MDA(H) (CONDITIONAL) 500' (469')
		Apt Elev 35'	TDZE 31'
MISSED APCH: Climb to 800', then climbing LEFT turn to 4000' direct JOBNO and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Procedure not authorized at night. 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 122.5.			
7100' MSA RW29			



③ Only authorized operators may use
VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL	800'	4000'	→	JOBNO
Descent angle [3.04°]	376	484	538	645	753	861	VASI-L	↑	LT		
MAP at RW29											

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
DAY		NIGHT		Not Authorized Northeast of Rwy 11-29 DAY		NIGHT	
MDA(H) 500' (469')				Max Kts	MDA(H)		
A	1	NA		90	560' (525') - 1	NA	
B				120			
C	1 1/4			140	560' (525') - 1 1/2		
D	1 1/2			165	600' (565') - 2		

CHANGES: Note removed, LNAV MDA revised.

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PAGS/GST GUSTAVUS

15 MAY 09

(13-1)

GUSTAVUS, ALASKA VOR DMÉ Rwy 29

AWOS-3

125.9

ANCHORAGE Center

133.2

JUNEAU Radio

122.65

GUSTAVUS Traffic

CTAF 122.5

VOR
SSR
114.0

Final
Apch Crs
288°

Minimum Alt
AGIGE
2600'(2569')

MDA(H)
(CONDITIONAL)
1100'(1069')

Apt Elev 35'
TDZE 31'

110°

6500'

5200'

290°

MSA SSR VOR

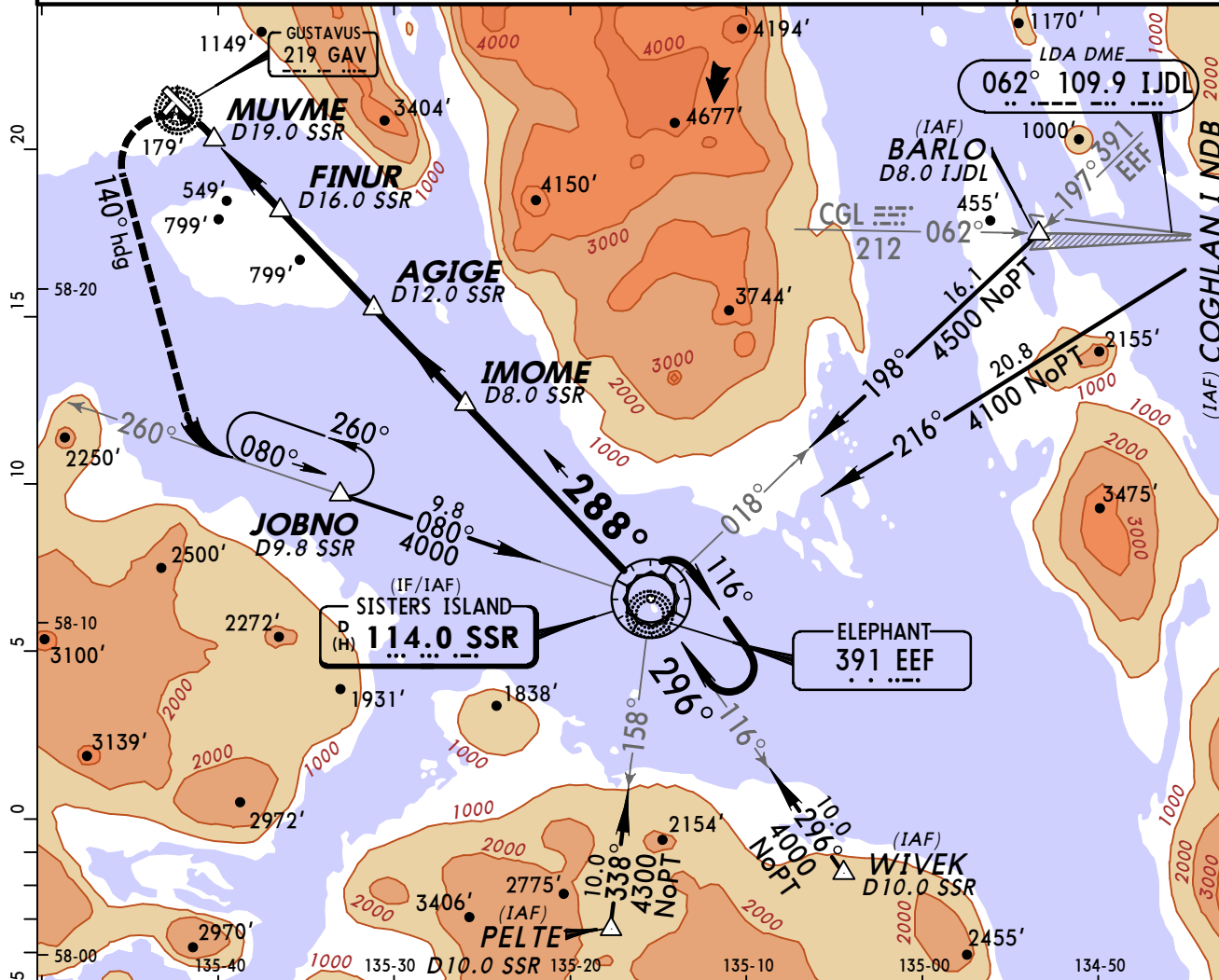
MISSED APCH: Climbing LEFT turn to 4000' via 140° heading and inbound on SSR VOR R-260 to JOBNO/D9.8 SSR and hold.

Alt Set: INCHES

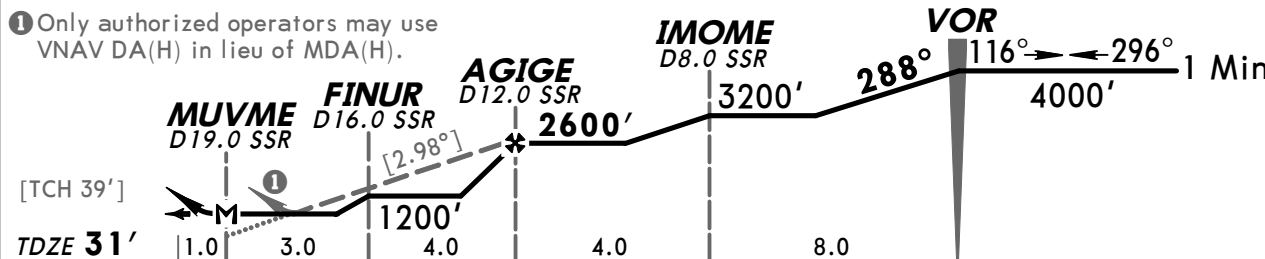
Trans level: FL 180

Trans alt: 18000'

1. Procedure not authorized at night. 2. Pilot controlled lighting 122.5.



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.98°]	369	474	527	633	738	843
MAP at MUVME						

REIL	4000'	via 140° hdg
VASI-L	LT	

STRAIGHT-IN LANDING RWY 29			CIRCLE-TO-LAND			
DAY		NIGHT	Not Authorized Northeast of Rwy 11-29 DAY		NIGHT	
MDA(H) 1100' (1069')			MDA(H)			
A	1¼	NA	Max Kts	90	1100' (1065') - 1¼	NA
B	1½		120	1100' (1065') - 1½		
C	3		140	1100' (1065') - 3		
D			165			

CHANGES: High points revised.

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General Information

Location: Homer AK USA
IATA Code: HOM
Lat/Long: N59° 38.7' W151° 28.6'
Elevation: 84 ft

Airport Use: Public
Magnetic Variation: 17.5°E

Fuel Types: 80-87 Octane, 100 Octane (LL), Jet A, Jet B
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1709 Z
Sunset: 0328 Z,

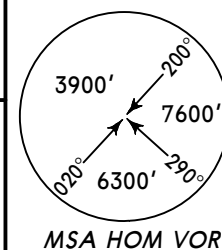
Runway Information

Runway: 03
Length x Width: 6701 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 78 ft
Lighting: Edge, ALS

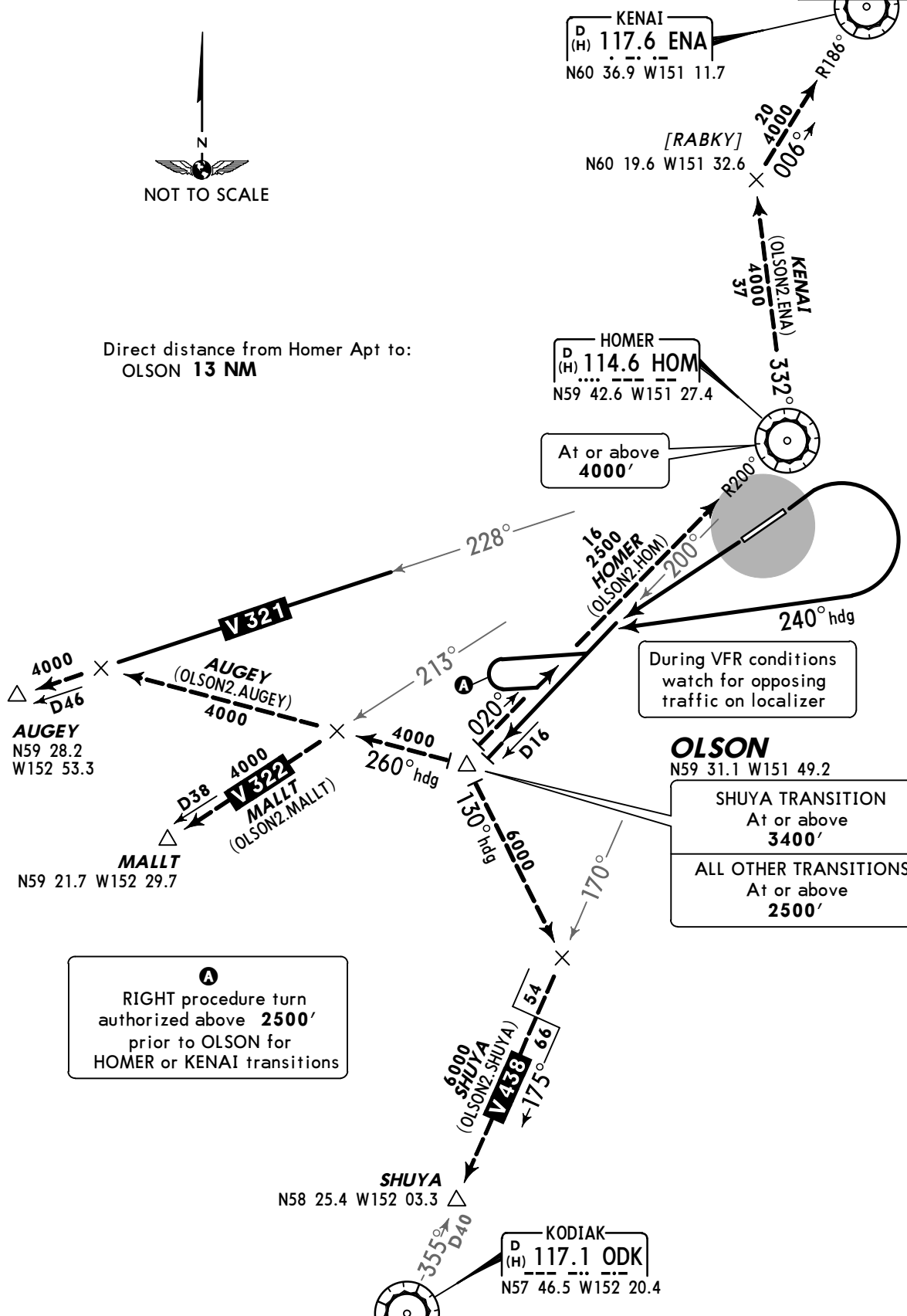
Runway: 21
Length x Width: 6701 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 84 ft
Lighting: Edge, ALS

Communication Information

ASOS 135.65
Homer Unicom 123.05
Homer Unicom 123.0
Homer Unicom 122.7
Homer Information 135.65
Bell Svc Center Helicopter frequency 123.05
Homer Flight Service Station 123.6 CTAF
Homer Flight Service Station 122.2 AAS RCO
Anchorage Center 125.9 Remote Communications Air-Ground

ANCHORAGE
Center
125.9Apt Elev
84'Trans level: FL180 Trans alt: 18000'
CAUTION: Terrain within 1 NM NORTH and WEST rising
to 1000' and continuing to rise to 1500' within 4 NM.

OLSON TWO DEPARTURE (OLSON2.OLSON)

Direct distance from Homer Apt to:
OLSON 13 NM

RWY

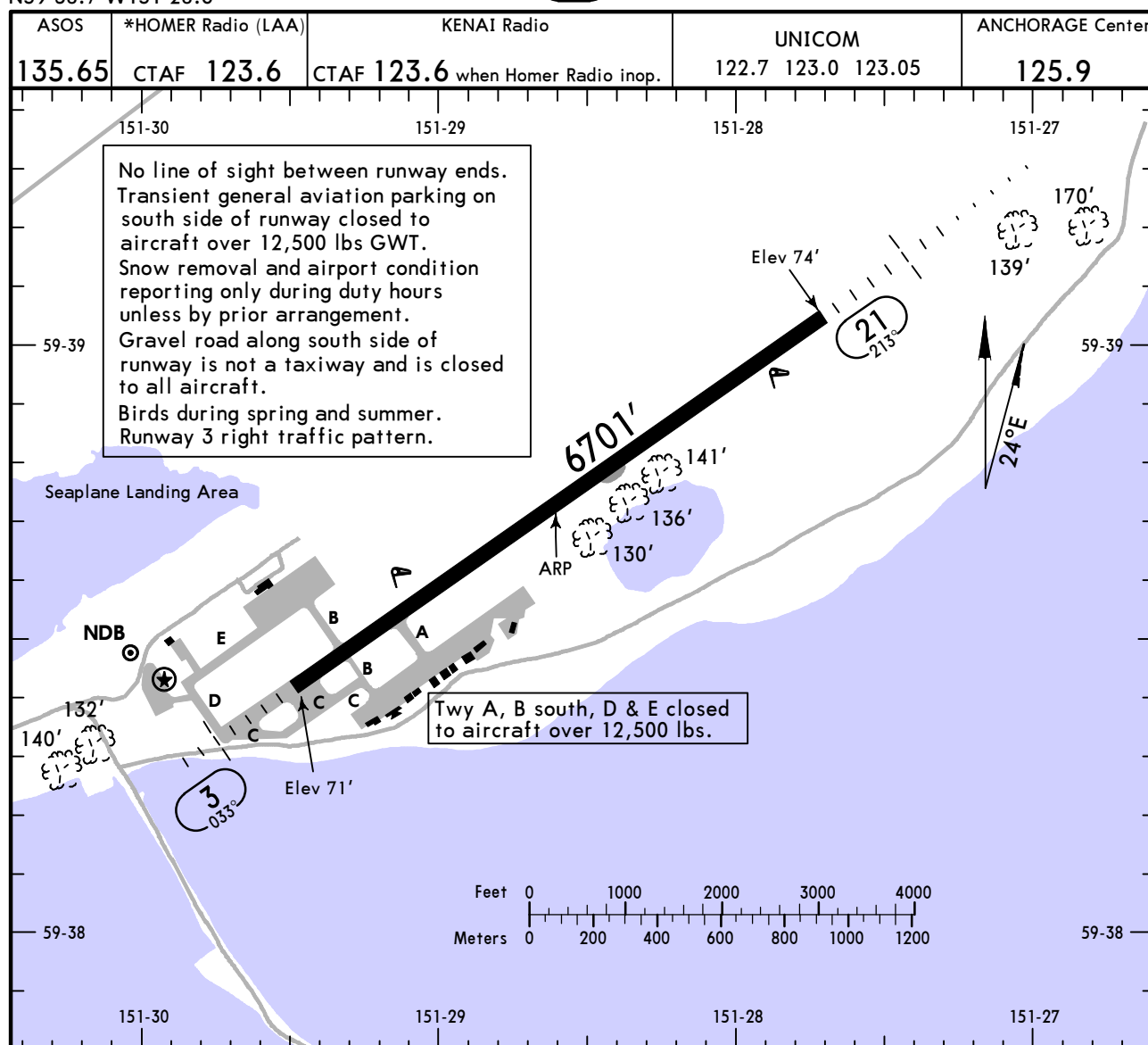
INITIAL CLIMB

3

Climbing RIGHT turn to a 240° heading to intercept and track outbound on HOM R-200 to OLSON.

21

Climb on runway heading to intercept and track outbound on HOM R-200 to OLSON.



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			WIDTH
	Threshold	Landing Beyond	TAKE-OFF	
3	① HIRL ① MALSF ① VASI-L			150'
21	① HIRL ① MALSR ① VASI-L			

① Activate on 123.6.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys		FOR FILING AS ALTERNATE		
	Adequate Vis Ref	STD	RNAV (GPS) Y Rwy 21	Other	
1 & 2 Eng	1/4	1	800-2	1200-2	NA
3 & 4 Eng		1/2		1200-3	

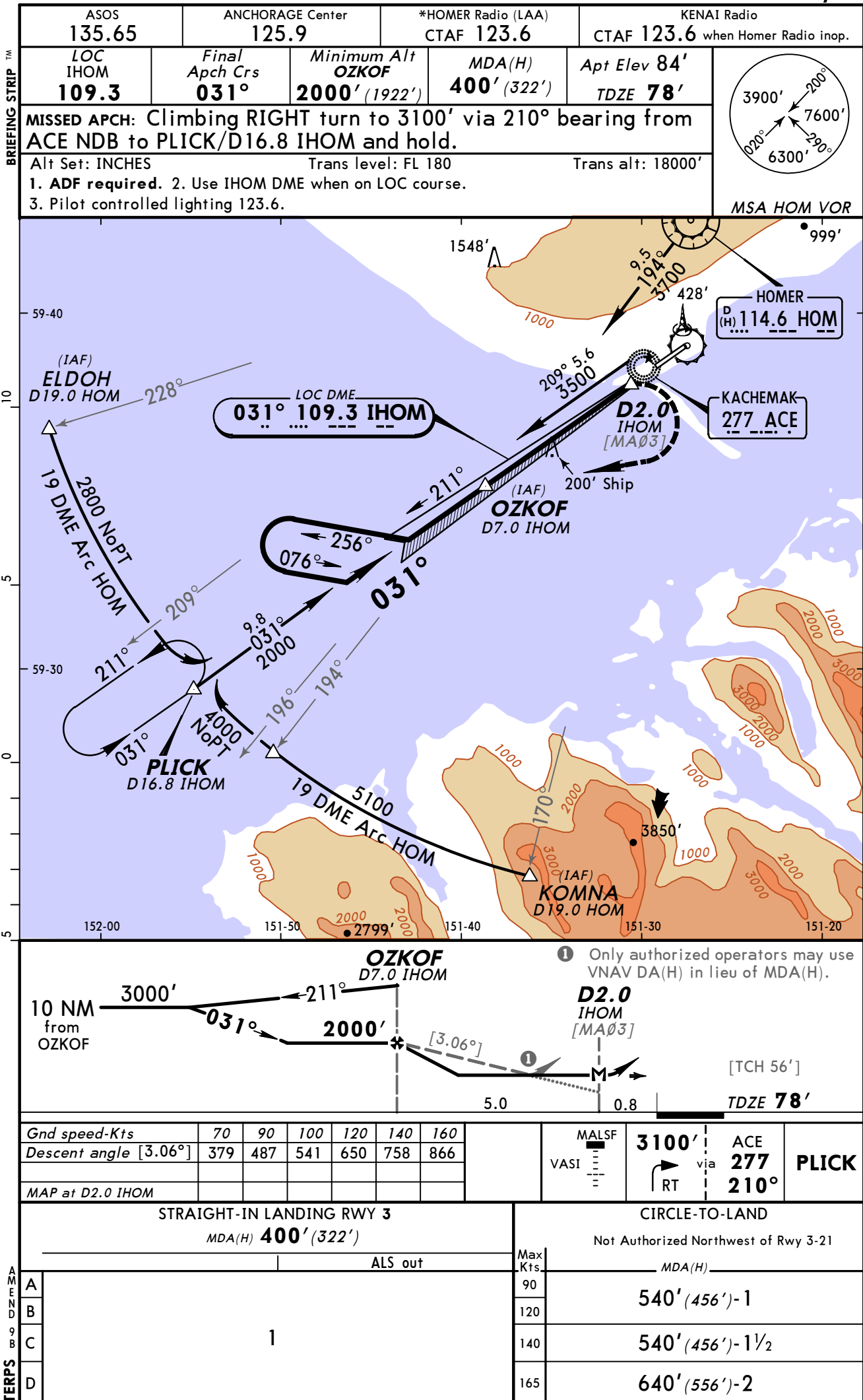
OBSTACLE DP: Rwy 3, climbing right turn to heading 240° to intercept and track outbound on HOM VOR R-200 or the 210° bearing from ACE NDB. Rwy 21, climb runway heading to intercept HOM VOR R-200 or the 210° bearing from ACE NDB. Northwest bound through northeast bound (321° clockwise through 030°), climb to 2500' via HOM VOR R-200 or the 210° bearing from ACE NDB, then direct HOM VOR or ACE NDB. Cross HOM VOR or ACE NDB at or above 4000', then climb on course. Northeast bound through southeast bound (031° clockwise through 150°), climb to

2500' via HOM VOR R-200 or the 210° bearing from ACE NDB, then direct HOM VOR or ACE NDB. Cross HOM VOR or ACE NDB at or above 5000', then climb on course. Southeast bound through southwest bound (151° clockwise through 199°), climb to 3400' via HOM VOR R-200 or the 210° bearing from ACE NDB, then climb on course. Southwest bound through northwest bound (200° clockwise through 320°), climb to 2500' via HOM VOR R-200 or the 210° bearing from ACE NDB, then climb on course. Or comply with published Homer SID.

PAHO/HOM HOMER

29 JUN 07 **11-1** Eff 5 Jul

HOMER, ALASKA LOC DME Rwy 3



PAHO/HOM HOMER

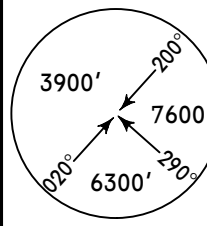
29 JUN 07
Eff 5 Jul

11-2

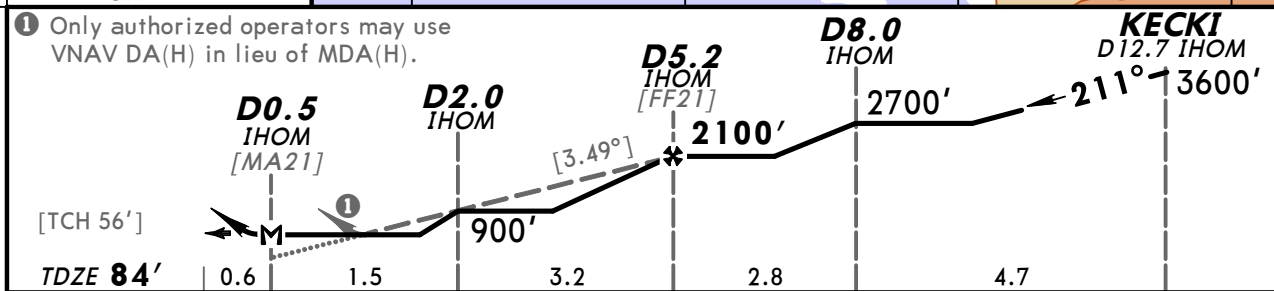
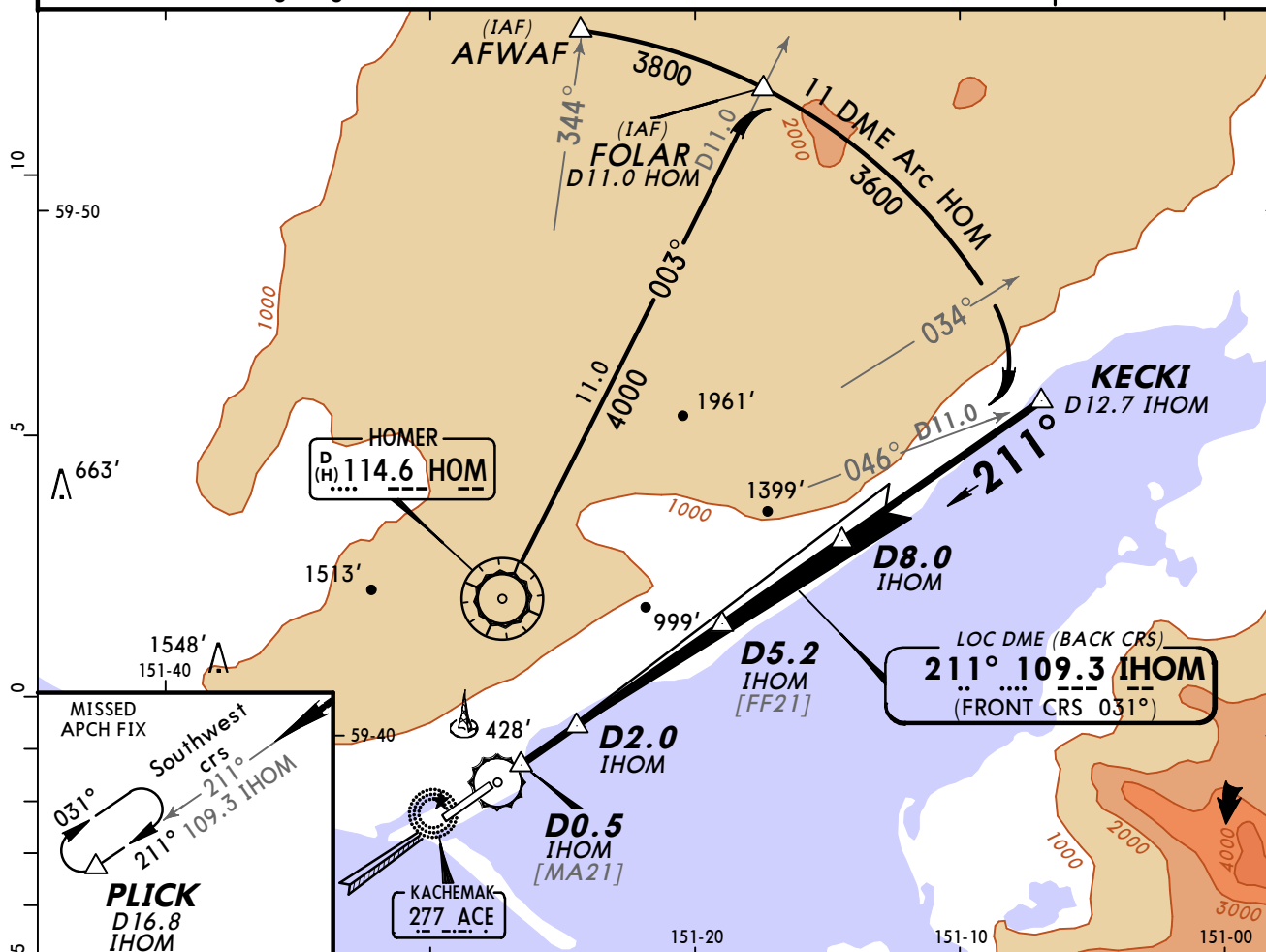
HOMER, ALASKA
LOC DME(BACK CRS)Rwy 21

BRIEFING STRIP™

ASOS 135.65		ANCHORAGE Center 125.9		*HOMER Radio (LAA) CTAF 123.6		KENAI Radio CTAF 123.6 when Homer Radio inop			
LOC IHOM 109.3		Final Apch Crs 211° (Front Crs 031°)		Minimum Alt D5.2 IHOM 2100' (2016')		MDA(H) 420' (336')		Apt Elev 84' TDZE 84'	
MISSED APCH: Climb to 2800' via SOUTHWEST course IHOM LOC to PLICK/D16.8 IHOM and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. LOC BACK CRS unusable beyond 10° west side of course. 2. Use IHOM LOC DME when on LOC course. 3. VGS and descent angles not coincident.									
4. Pilot controlled lighting 123.6.									



MSA HOM VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.49°]	432	556	618	741	865	988
MAP at D0.5 IHOM						

STRAIGHT-IN LANDING RWY 21			CIRCLE-TO-LAND		
MDA(H) 420' (336')			Not Authorized Northwest of Rwy 3-21		
RAIL out			Max Kts		
ALS out			MDA(H)		
1			90	540' (456')-1	
			120		
			140	540' (456')-1½	
			165	640' (556')-2	

CHANGES: Charted obstructions.

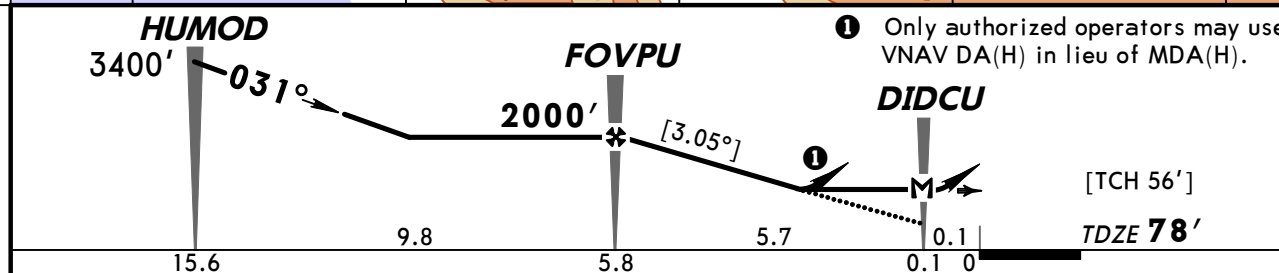
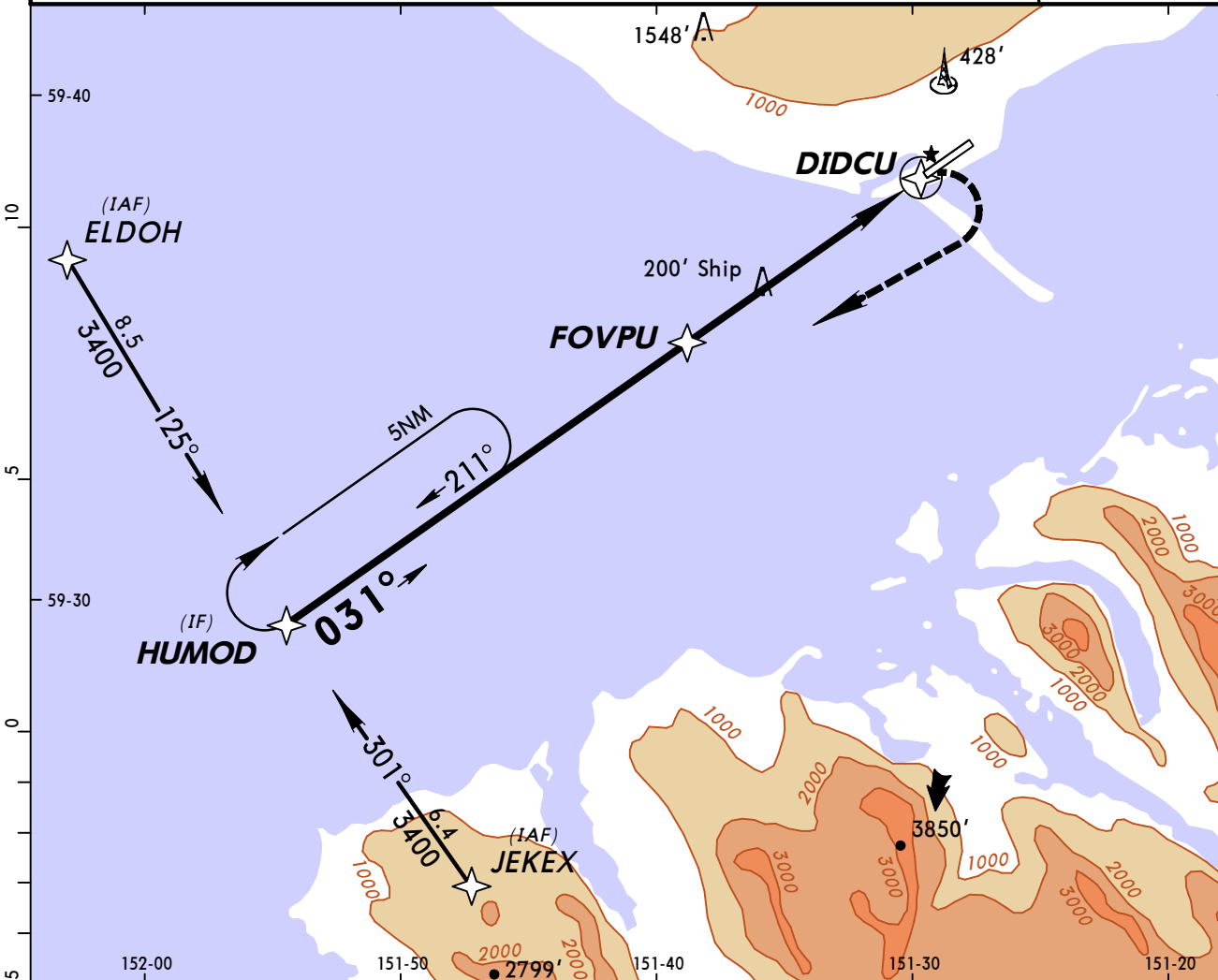
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PAHO/HOM HOMER

29 JUN 07 (12-1) Eff 5 Jul

HOMER, ALASKA RNAV (GPS) Y Rwy 3

ASOS 135.65	ANCHORAGE Center 125.9	*HOMER Radio (LAA) CTAF 123.6	KENAI Radio CTAF 123.6 when Homer Radio inop.
RNAV	Final Apch Crs 031°	Minimum Alt FOVPU 2000' (1922')	LN AV MDA(H) 540' (462')
		Apt Elev 84'	TDZE 78'
MISSED APCH: Climbing RIGHT turn to 3500' direct HUMOD and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. DME/DME RNP-0.3 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.6.			
MSA RW03			



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at DIDCU						

STRAIGHT-IN LANDING RWY 3			CIRCLE-TO-LAND		
LN AV MDA(H) 540' (462')			Not Authorized Northwest of Rwy 3-21		
ALS out			Max Kts		
A	1		90	540' (456')-1	
B			120		
C	1½		140	540' (456')-1½	
D			165	640' (556')-2	

CHANGES: New procedure.

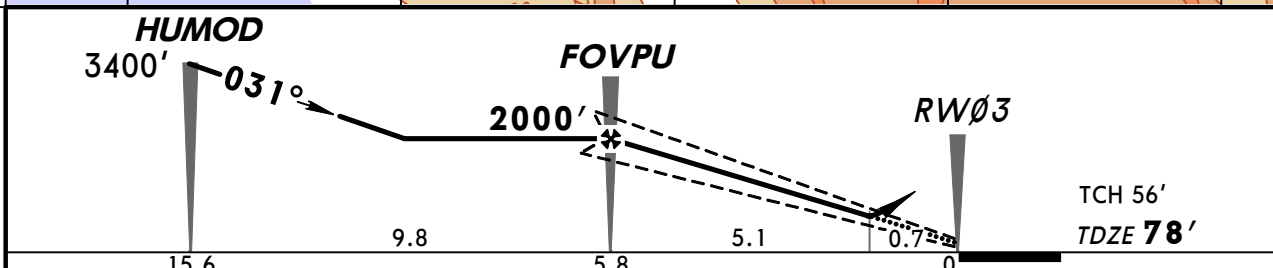
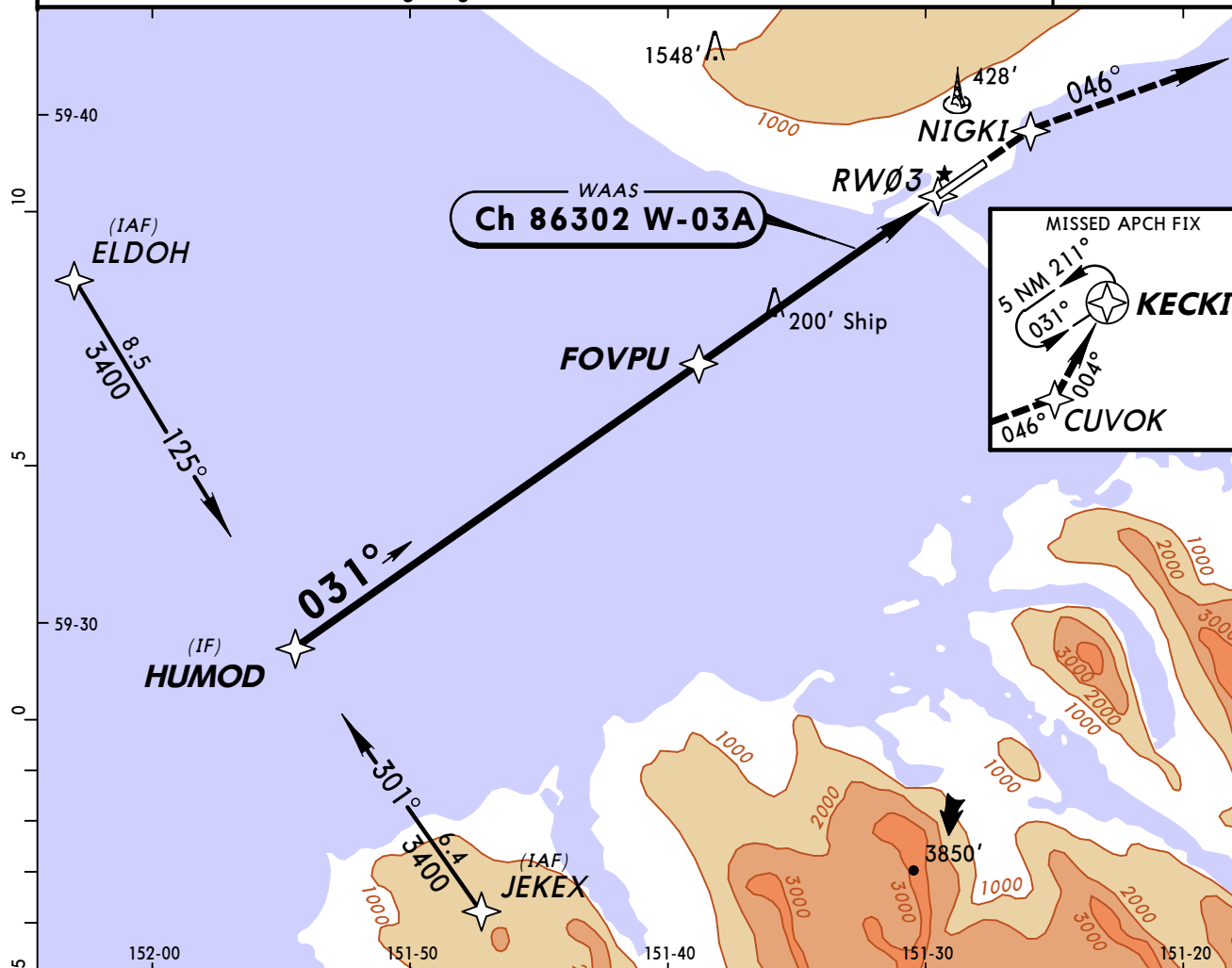
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PAHO/HOM
HOMER

JEPPESEN
29 JUN 07 (12-2) Eff 5 Jul

HOMER, ALASKA
RNAV (GPS) Z Rwy 3

ASOS 135.65	ANCHORAGE Center 125.9	*HOMER Radio (LAA) CTAF 123.6	KENAI Radio CTAF 123.6 when Homer Radio inop.
WAAS Ch 86302 W-03A	Final Apch Crs 031°	Minimum Alt FOVPU 2000' (1922')	LPV DA(H) 333' (255')
Apt Elev 84' TDZE 78'			
MISSED APCH: Climb to 3400' direct NIGKI and via 046° track to CUVOK and 004° track to KECKI and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.3 not authorized. 2. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.6.			
			7100' MSA RW03



Gnd speed-Kts	70	90	100	120	140	160	MALSF	3400'	D	NIGKI
Glide Path Angle	3.00°	372	478	531	637	743	849	VASI		

STRAIGHT-IN LANDING RWY 3										
LPV										
DA(H) 333' (255')										
ALS out										

TERPS
A
B
C
D

1										
---	--	--	--	--	--	--	--	--	--	--

CHANGES: New procedure.

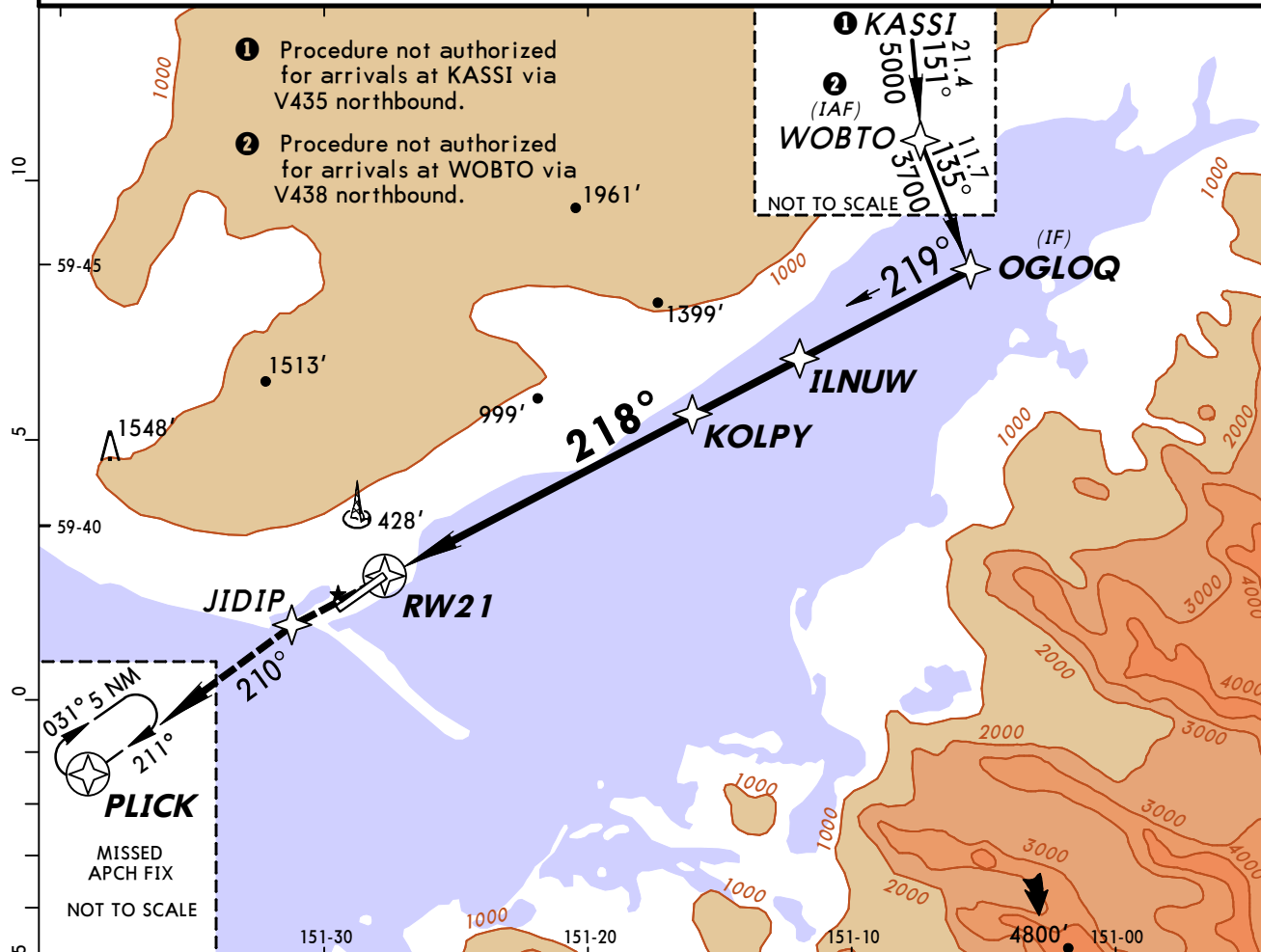
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PAHO/HOM HOMER

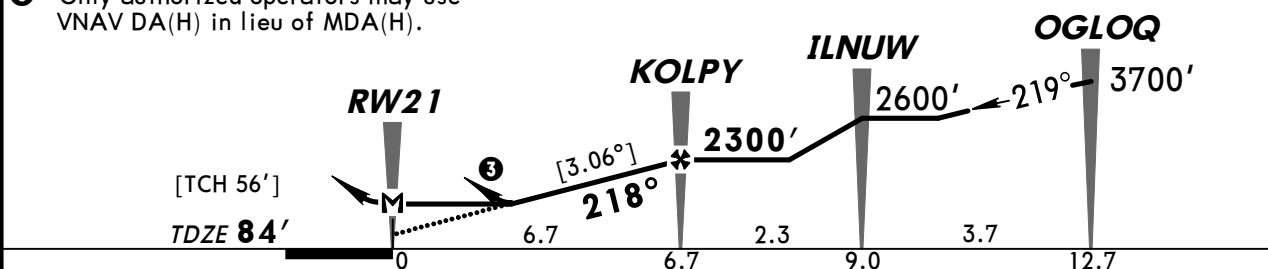
JEPPESEN
29 JUN 07 (12-3) Eff 5 Jul

HOMER, ALASKA
RNAV (GPS) Y Rwy 21

ASOS 135.65	ANCHORAGE Center 125.9	*HOMER Radio (LAA) CTAF 123.6	KENAI Radio CTAF 123.6 when Homer Radio inop.
RNAV	Final Apch Crs 218°	Minimum Alt KOLPY 2300' (2216')	LNAV MDA(H) 1200' (1116')
		Apt Elev 84'	TDZE 84'
MISSED APCH: Climb to 2600' direct JIDIP and via 210° track to PLICK and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.3 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.6.			
			7100'
			MSA RW21



③ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

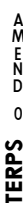


Gnd speed-Kts	70	90	100	120	140	160		MALSR	2600'	→	JIDIP
Descent angle [3.06°]	379	487	541	650	758	866		VASI			
MAP at RW21											

STRAIGHT-IN LANDING RWY 21						CIRCLE-TO-LAND					
LNAV						Not Authorized Northwest of Rwy 3-21					
MDA(H) 1200' (1116')											
RAIL out			ALS out			Max Kts	MDA(H)				
A	1¼		1¼			90	1200' (1116') - 1¼				
B			1½			120	1200' (1116') - 1½				
C						140					
D	2½		3			165	1200' (1116') - 3				

HOMER, ALASKA

BRIEFING STRIP TM



STRAIGHT-IN LANDING RWY 21		
LPV		
DA(H) 386' (302')		
	RAIL out	ALS out

A	
B	
C	1
D	

General Information

Location: Juneau AK USA
IATA Code: JNU
Lat/Long: N58° 21.3' W134° 34.6'
Elevation: 21 ft

Airport Use: Public
Magnetic Variation: 21.0°E

Fuel Types: 80-87 Octane, 100 Octane (LL), Jet A-1
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: Yes
Beacon: Yes
Pattern Altitude: 1500 ft AGL

Sunrise: 1559 Z
Sunset: 0223 Z,

Runway Information

Runway: 08
Length x Width: 8456 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline, Part time

Runway: 26
Length x Width: 8456 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge, Centerline, REIL, Part time

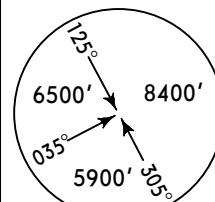
Communication Information

ATIS 135.2
ASOS 135.2
Juneau Tower 120.7
Juneau Tower 118.7
Juneau Ground Control 121.9
Juneau Intl Unicom 122.95
Army Guard Operations 124.65
Juneau Flight Service Station 118.7 AAS
Juneau Flight Service Station 122.2
Juneau Flight Service Station 122.15 RCO

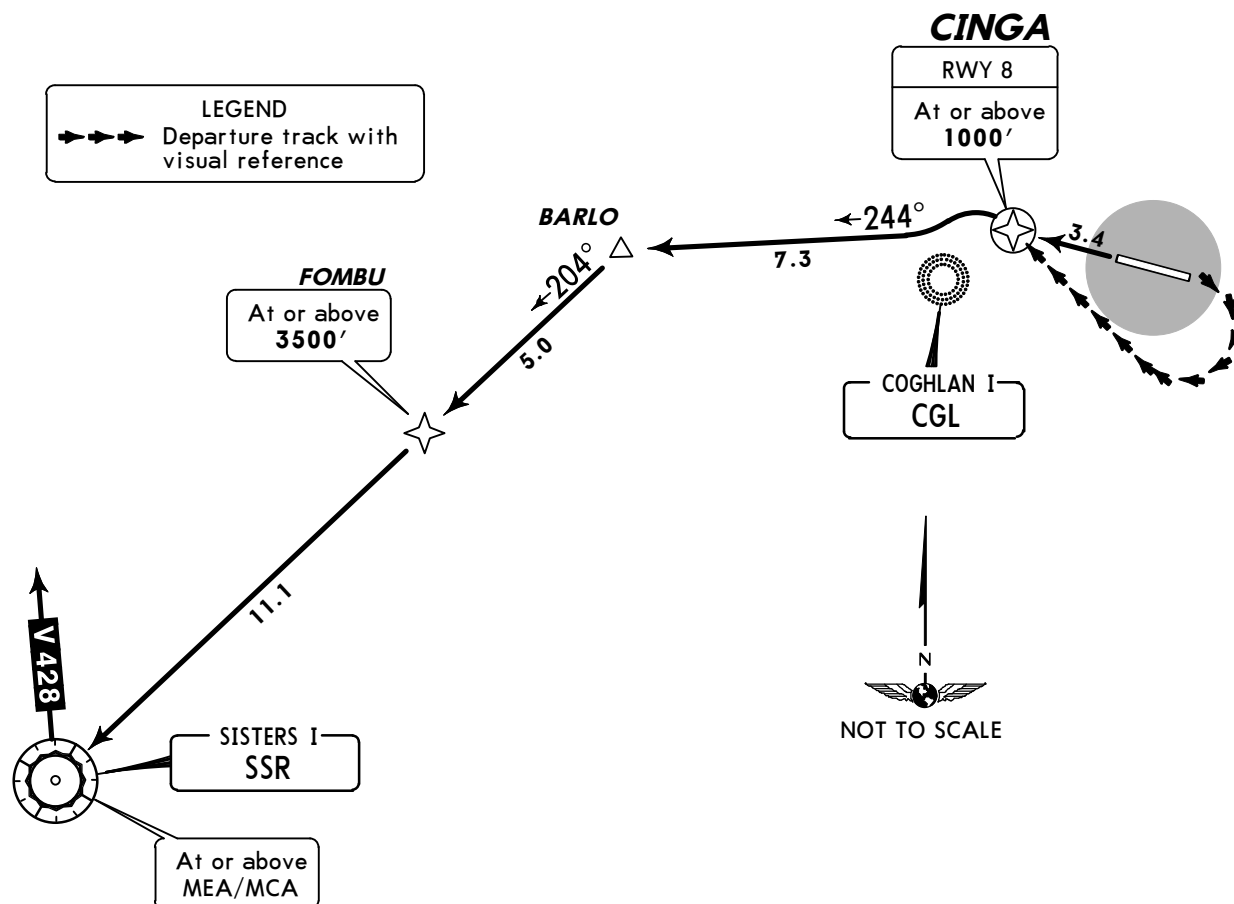
Anchorage Center 133.9 Remote Communications Air-Ground

ANCHORAGE Center
133.9Apt Elev
21'

- Trans level: FL180 Trans alt: 18000'
1. GPS required.
 2. RNAV 1.
 3. Aircraft departing SSR NORTHWEST bound on V-428 require a minimum climb of 340' per NM to 8500'.
 4. CAUTION: Rapidly rising terrain to 3000', NORTH, EAST and SOUTH of airport.



MSA CGL NDB

OBSTACLE**CINGA THREE RNAV DEPARTURE (CINGA3.CINGA)**

This DP requires take-off minimums:

Rwy 8: 1000-3 with a minimum climb of 280' per NM from **1000'** to **7000'**.Rwy 26: 600-2 with a minimum climb of 280' per NM to **7000'**, or standard (or lower than standard, if authorized) with a minimum climb of 595' per NM to **7000'**.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
280' per NM	350	467	700	933	1167	1400
340' per NM	425	567	850	1133	1417	1700
595' per NM	744	992	1488	1983	2479	2975

OBSTACLES

Rwy 8: Multiple trees beginning 1470' from DER 367' RIGHT of centerline, up to 50' MSL/66' AGL.

Rwy 26: Multiple trees beginning 1041' from DER, 285' RIGHT of centerline, up to 100' AGL/534' MSL. Multiple trees beginning 1.0 NM from DER, 216' LEFT of centerline, up to 100' AGL/435' MSL. Antenna on obstacle light tower 1.2 NM from DER, 881' RIGHT of centerline, 85' AGL/585' MSL. Tower 1.2 NM from DER, 877' RIGHT of centerline, 73' AGL/573' MSL. Obstacle light AMOM 20' from DER, 466' RIGHT of centerline, 10' AGL/40' MSL. Multiple obstacle light poles, beginning 1.2 NM from DER, 1128' LEFT of centerline, up to 100' AGL/222' MSL. Bush 321' from DER, 544' RIGHT of centerline, 8' AGL/33' MSL. Fence 85' from DER, 374' RIGHT of centerline, 5' AGL/25' MSL. AWYBN 1.2 NM from DER, 1516' LEFT of centerline, 100' AGL/200' MSL.

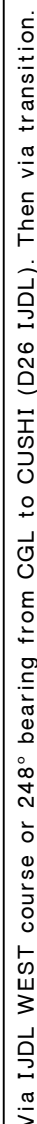
RWY**INITIAL CLIMB****8**Turn RIGHT as soon as practical. Climb in visual conditions direct to CINGA (visual conditions must be maintained from takeoff until established over CINGA at or above **1000'**).**26**

Climb direct to CINGA.

ROUTING

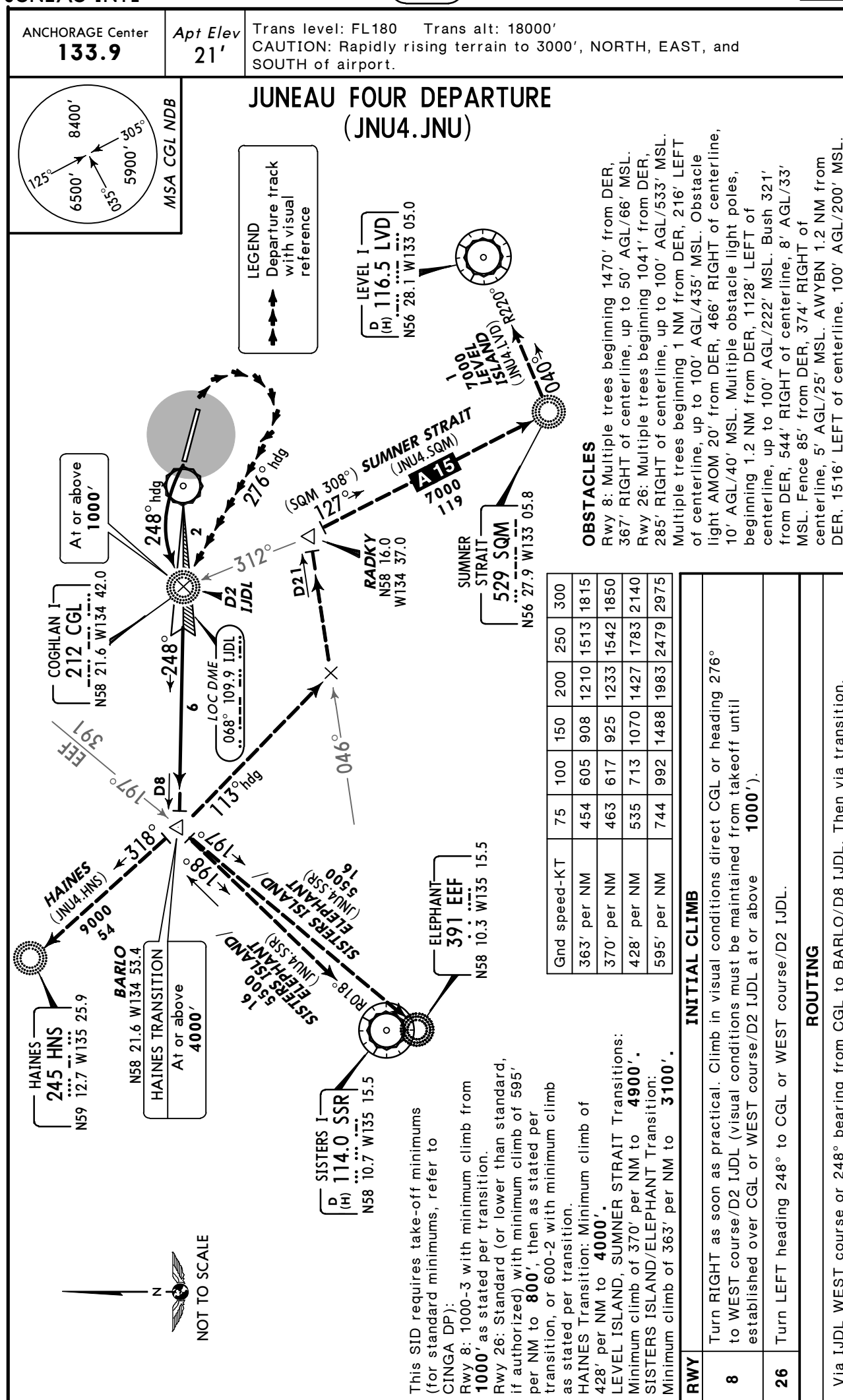
Via 244° track to BARLO, then via 204° track to cross FOMBU, then via 204° track to cross SSR for direction of flight.

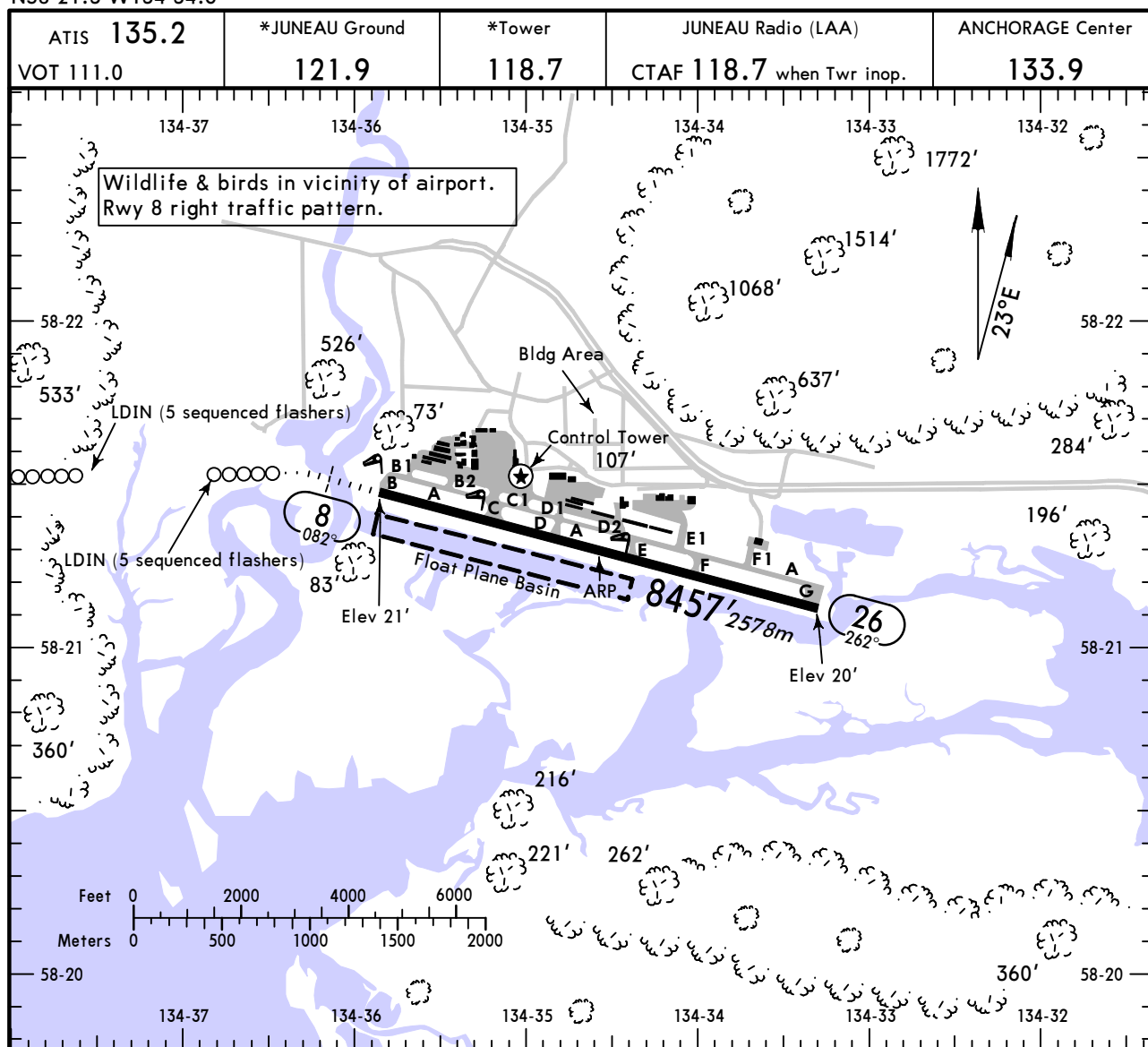
1. CAUTION: Rapidly rising terrain to 3000' , NORTH, EAST and SOUTH of airport.
2. If shuttle climb anticipated at CUSHI, advise ATC prior to departure. climb in one minute pattern. LEFT turns.



RWY	INITIAL CLIMB
8	Turn RIGHT as soon as practical. Climb in visual conditions direct CGL or heading 276° to WEST course/D2 IJDL (visual conditions must be maintained from takeoff until established over CGL or WEST course/D2 IJDL at or above 1000').
26	Turn LEFT heading 248° to CGL or WEST course/D2 IJDL.
ROUTING	
Via IJDL WEST course or 248° bearing from CGL to CUSHI (D26 IJDL). Then via transition.	

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ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH	
RWY						— LANDING BEYOND — Threshold	Glide Slope			
8 ① 26	HIRL	CL	MALSR	LDIN	② VASI-L	grooved				150' 46m
	HIRL	CL	REIL	③ VASI-R		grooved				

- ① Contact Tower or FSS (when tower inop) to activate lights.
- ② Angle 3.50°. VASI aligned approximately 13° right of runway centerline and is not visible on runway centerline. VASI unusable beyond 6° left of course.
- ③ Usable only within 2.0 NM.

TAKE-OFF

Rwys 8, 26

1 & 2
Eng

3 & 4
Eng

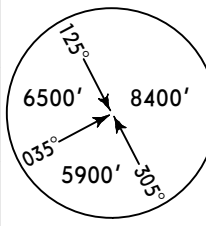
USE CINGA DEPARTURE

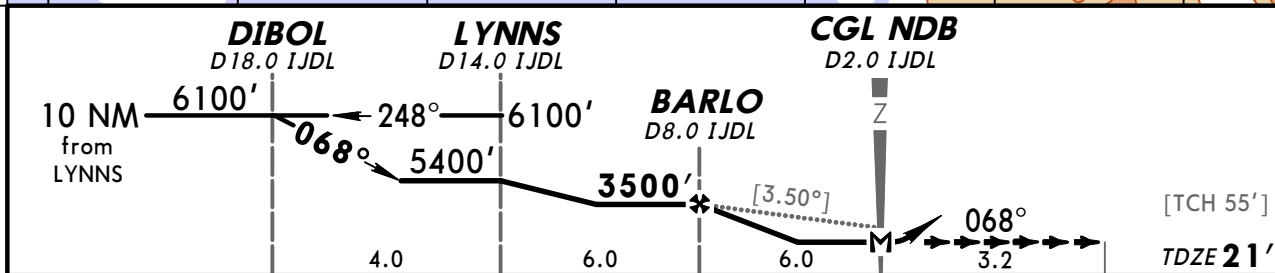
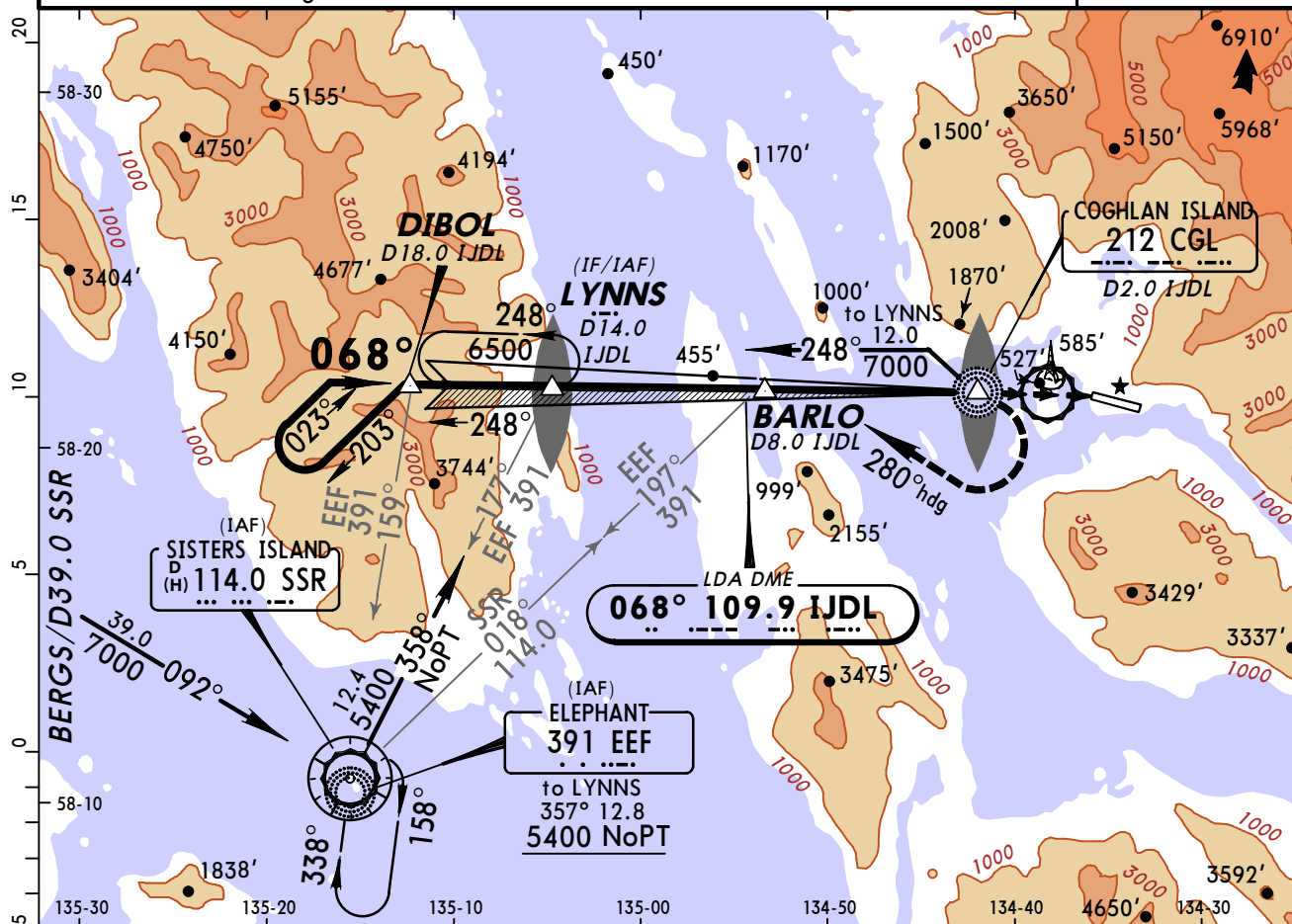
FOR FILING AS ALTERNATE

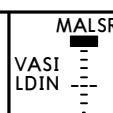
LDA X Rwy 8			RNAV (GPS) V Rwy 8
DAY		NIGHT	1900-2½
A	3000-5	3000-5	
B	3000-5	3000-10	NA
C	3200-5	3200-10	
D	3500-5	3500-10	

BRIEFING STRIP

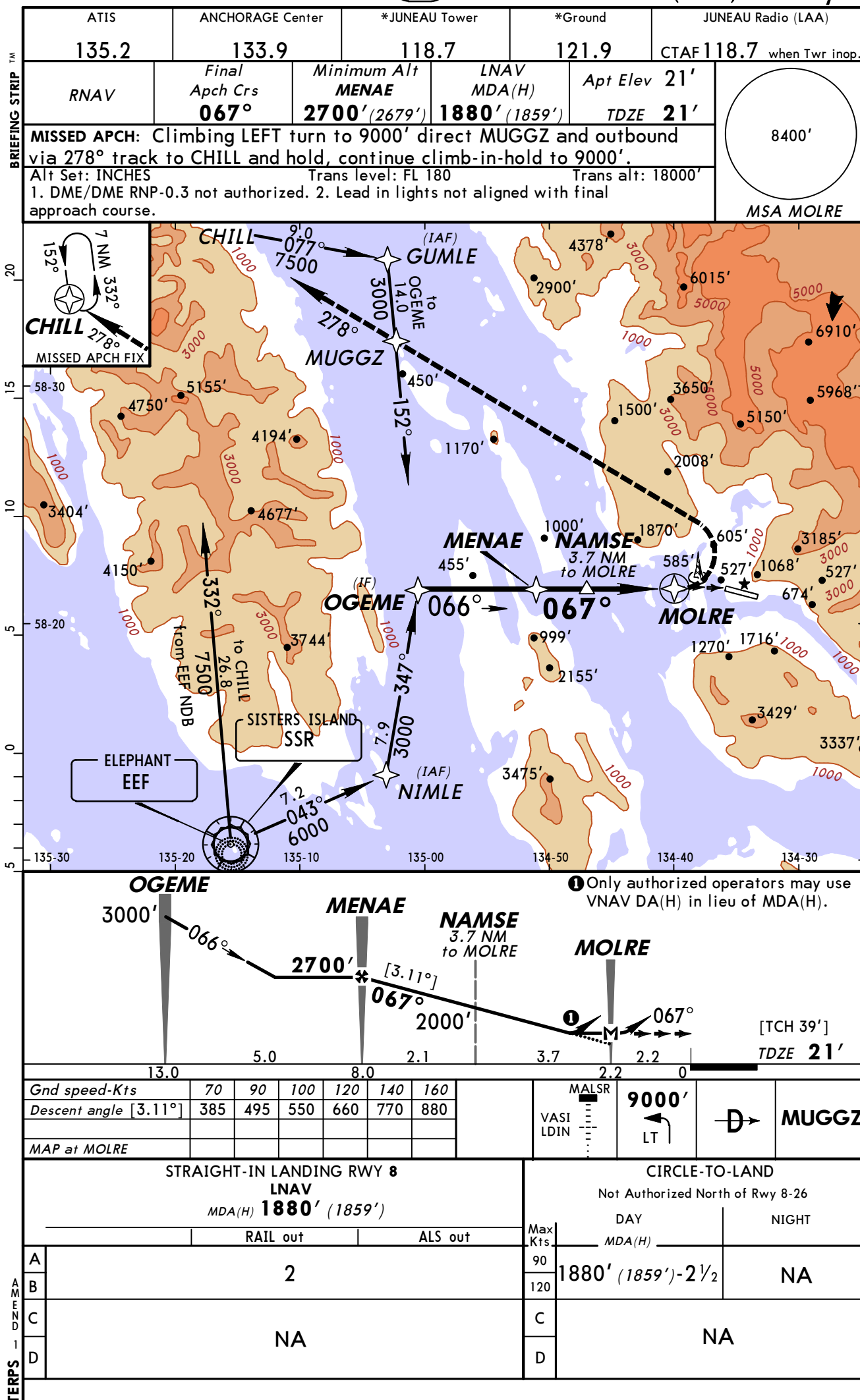
TM

ATIS		ANCHORAGE Center		*JUNEAU Tower		*Ground		JUNEAU Radio (LAA)	
135.2		133.9		118.7		121.9		CTAF 118.7 when Twr inop.	
LDA IJDL 109.9		Final Aptch Crs 068°		Minimum Alt BARLO 3500' (3479')		MDA(H) Refer to Minimums		Apt Elev 21' TDZE 21'	
MISSED APCH: Immediate climbing RIGHT turn via 280° heading and IJDL WEST course to cross BARLO INT/D8.0 IJDL at or above 3000'. Continue climb to 5400' direct SSR VOR or EEF NDB and hold.									
Alt Set: INCHES									



Gnd speed-Kts	70	90	100	120	140	160		3000' via RT	280° hdg
Descent angle [3.50°]	434	557	619	743	867	991			
MAP at CGL NDB									

STRAIGHT-IN LANDING RWY 8				CIRCLE-TO-LAND			
MDA(H) A: 2120' (2099') C: 3200' (3179') B: 2700' (2679') D: 3440' (3419')				Not Authorized North of Rwy 8-26			
				DAY	NIGHT		
				Max Kts	MDA(H)	MDA(H)	
				90	2120' (2099') -4	3000' (2979') -5	
				120	2700' (2679') -4	3000' (2979') -10	
				140	3200' (3179') -4	3200' (3179') -10	
				165	3440' (3419') -4	3440' (3419') -10	



General Information

Location: King Salmon AK USA
IATA Code: AKN
Lat/Long: N58° 40.6' W156° 38.9'
Elevation: 73 ft

Airport Use: Public
Magnetic Variation: 15.3°E

Fuel Types: 100-130 Octane, Jet A, Jet B
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1728 Z
Sunset: 0351 Z,

Runway Information

Runway: 12
Length x Width: 8901 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 62 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 18
Length x Width: 4018 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 66 ft
Lighting: Edge, Pilot controlled

Runway: 30
Length x Width: 8901 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 73 ft
Lighting: Edge, Pilot controlled

Runway: 36
Length x Width: 4018 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 65 ft
Lighting: Edge, Pilot controlled

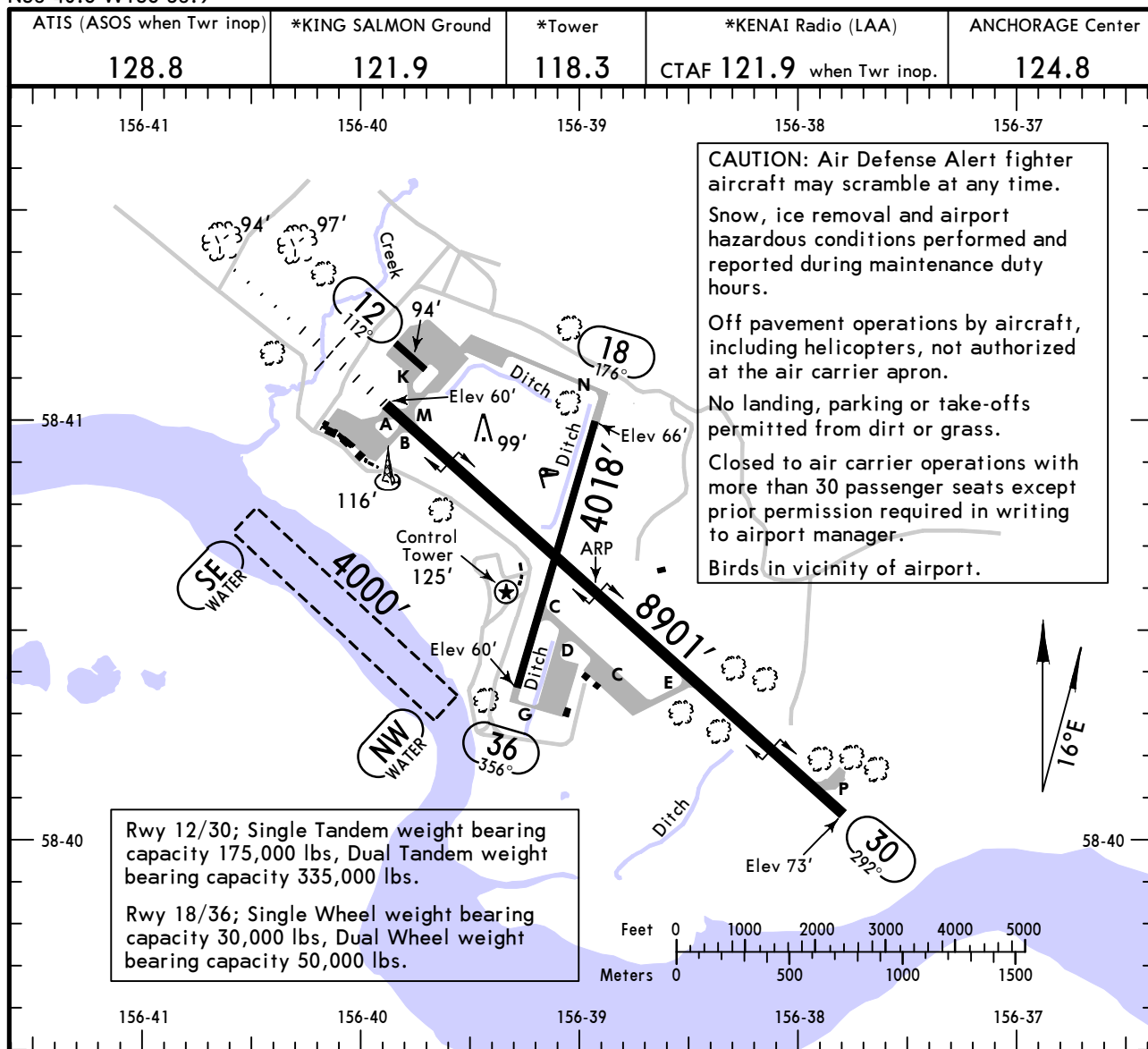
Communication Information

ATIS 128.8
King Salmon Tower 118.3
King Salmon Ground Control 121.9 PCL
King Salmon Multicom 121.9 CTAF PCL
Kenai Flight Service Station 121.9 AAS CTAF PCL
Kenai Flight Service Station 122.2 RCO
Anchorage Center 124.8 Remote Communications Air-Ground

PAKN/AKN
Apt Elev 73'
N58 40.6 W156 38.9

JEPPESSEN
25 NOV 11 (11-1)

KING SALMON, ALASKA
KING SALMON



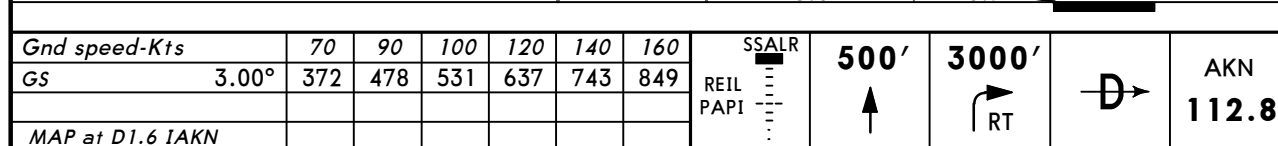
ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF		WIDTH
		Threshold	Glide Slope			
12	① HIRL ① SSALR ① REIL ①② PAPI-L grooved RVR		7662'			150'
30	① HIRL ① PAPI-L (angle 3.0°) grooved					
18	③ 36 ① MIRL grooved					100'
SE	④ NW					500'

- ① Activate on 121.9 when Twr inop.
② Angle 3.0°.
③ 1" dip on centerline 1850' from AER 36 extends to 3" dip 25' wide on west edge.
④ Water runway. Landing area SE/NW also used by boats.

TAKE-OFF			FOR FILING AS ALTERNATE		
Rwys 12, 30, 18, 36			Authorized only when Tower Operating		VOR Rwy 12 VOR DME Rwy 30 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 RADAR-1
			ILS Rwy 12	LOC DME BC Rwy 30 LOC DME Rwy 12	
1 & 2 Eng	Adequate Vis Ref	STD	600-2	800-2	800-2
3 & 4 Eng	RVR 16 or 1/4	RVR 50 or 1			
		RVR 24 or 1/2			

KING SALMON, ALASKA
ILS or LOC DME Rwy 12

BRIEFING STRIP TM



TERPS
AMEND
17

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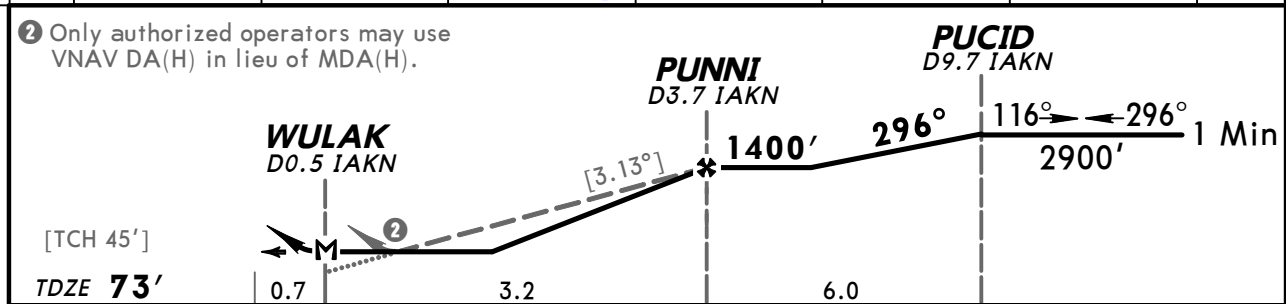
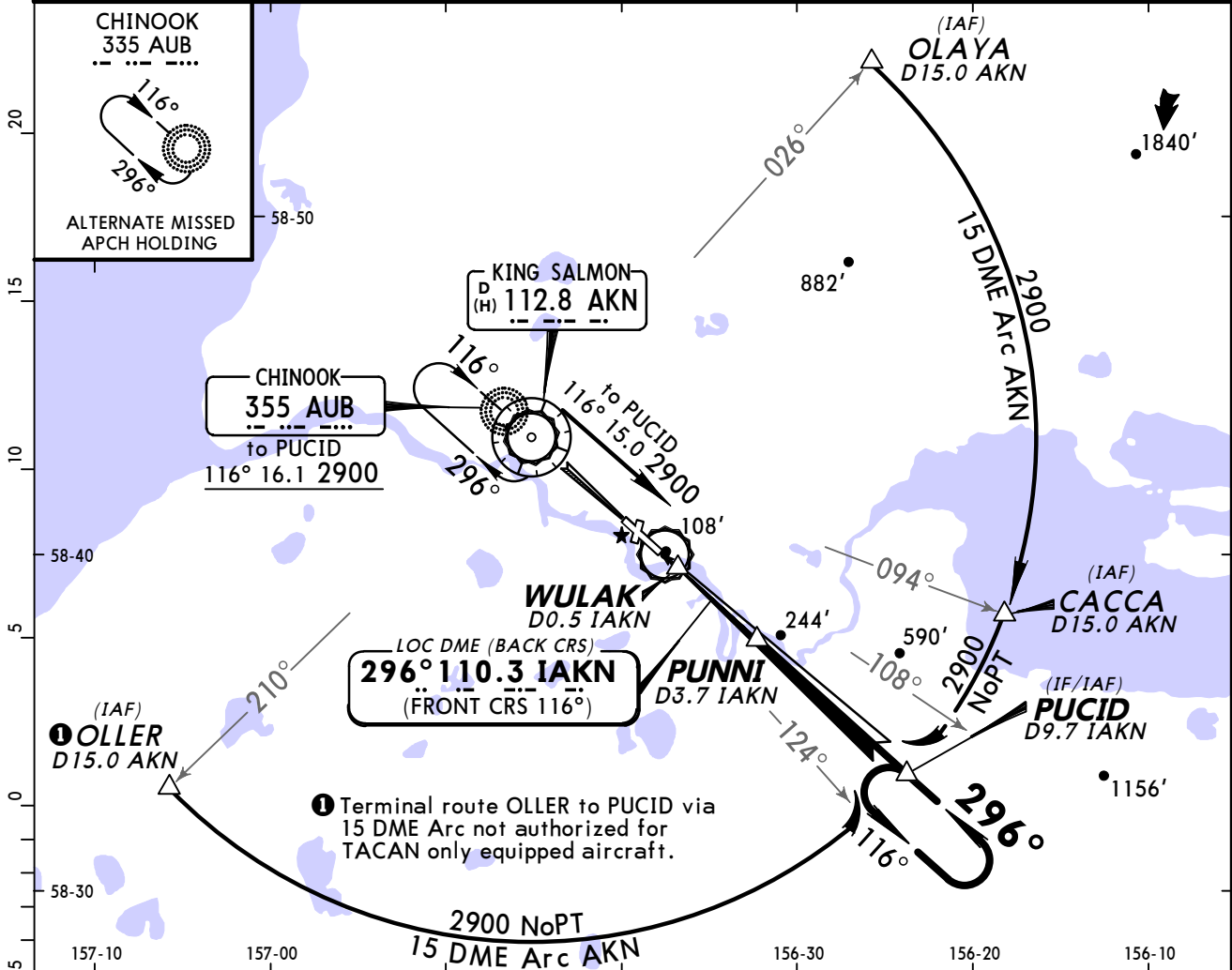
PAKN/AKN KING SALMON

5 FEB 10

(11-2)

KING SALMON, ALASKA LOC DME (BACK CRS) Rwy 30

ATIS (ASOS when Twr inop)	ANCHORAGE Center	*KING SALMON Tower	*KENAI Radio (LAA)	*Ground
128.8	124.8	118.3	CTAF 121.9 when Twr inop.	121.9
LOC IAKN 110.3	Final Apch Crs 296° (Front Crs 116°)	Minimum Alt PUNNI 1400' (1327')	MDA(H) 360' (287')	Apt Elev 73' TDZE 73'
MISSED APCH: Climb to 3000' direct AKN VOR and hold, continue climb-in-hold to 3000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use IAKN DME when on the localizer course. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 121.9.				
3900' MSA AKN VOR				



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle	[3.13°]	388	498	554	665	775	886			
MAP at WULAK										

STRAIGHT-IN LANDING RWY 30					CIRCLE-TO-LAND				
MDA(H) 360' (287')					Max Kts	MDA(H)			
A	1				90	580' (507') -1			
B					120				
C					140	580' (507') -1½			
D					165	640' (567') -2			

CHANGES: Planview note.

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TERPS AMEND 4A 11 FEB 2010

KING SALMON, ALASKA
RNAV (GPS) Rwy 12

BRIEFING STRIP™



Gnd Speed-Kts
Glide Path Angle 3.00°
MAP at RW12

TERPS AMEND 1

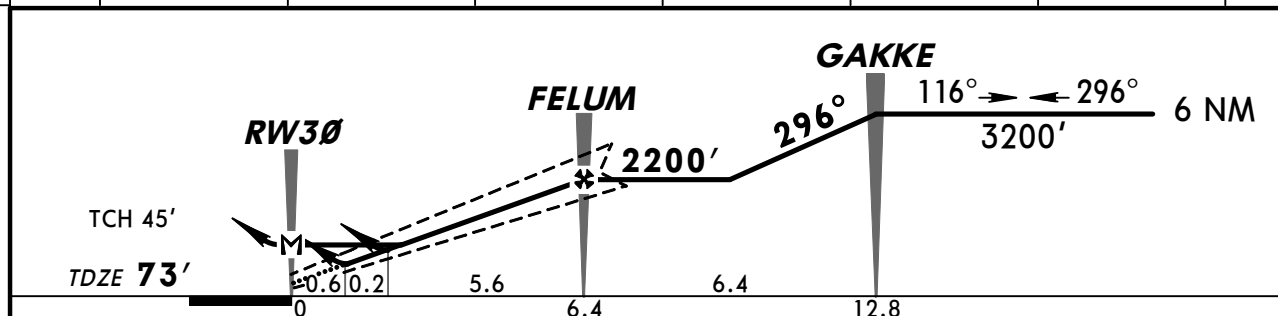
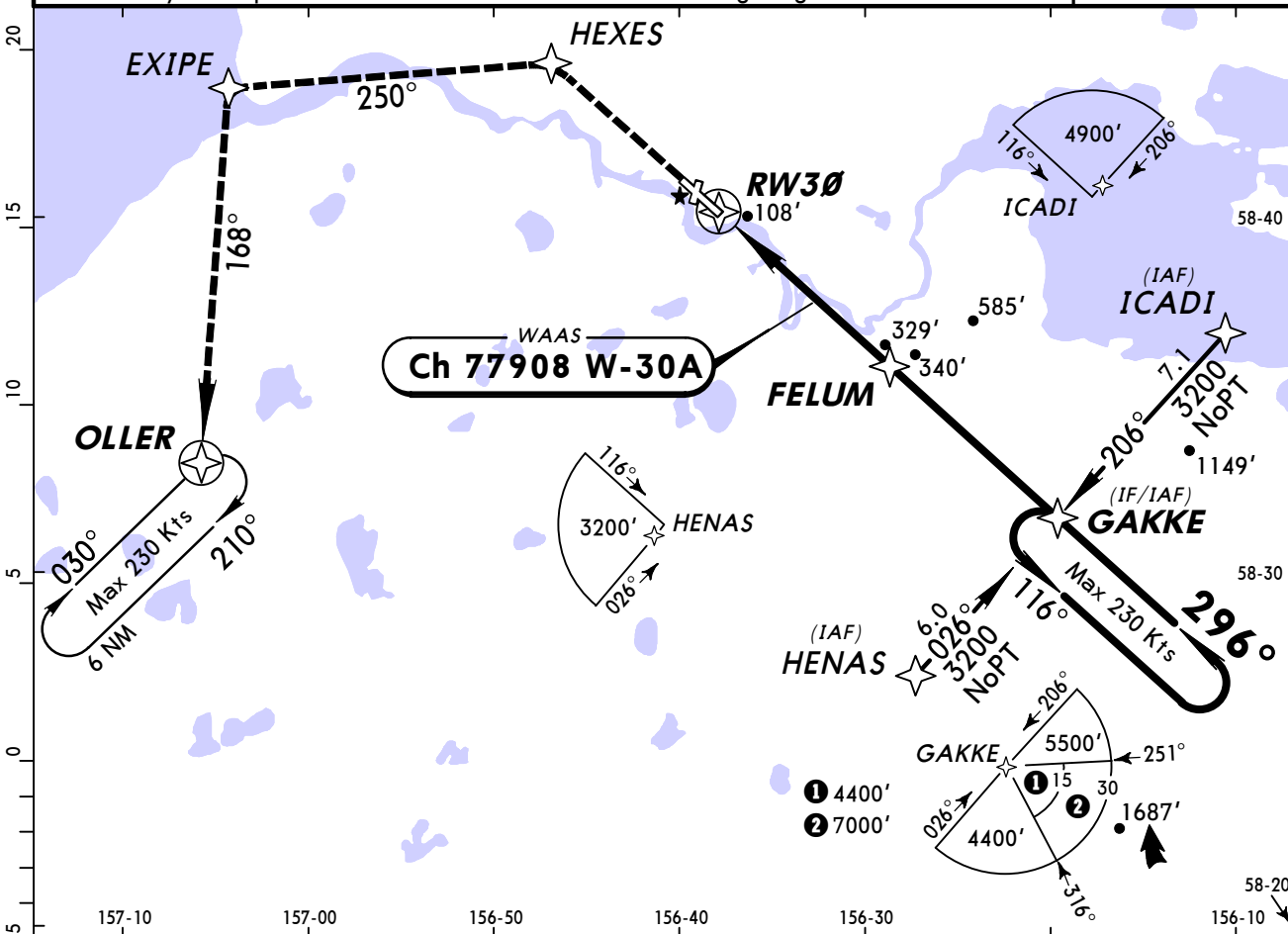
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PAKN/AKN KING SALMON

25 NOV 11 (12-2)

KING SALMON, ALASKA RNAV (GPS) Rwy 30

ATIS (ASOS when Twr inop) 128.8	ANCHORAGE Center 124.8	*KING SALMON Tower 118.3	*KENAI Radio (LAA) CTAF 121.9 when Twr inop.	*Ground 121.9
WAAS Ch 77908 W-30A	Final Apch Crs 296°	Minimum Alt FELUM 2200' (2127')	LPV DA(H) 323' (250')	Apt Elev 73' TDZE 73'
MISSED APCH: Climb to 3000' direct HEXES and via 250° track to EXIPE and via 168° track to OLLER and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 121.9.				



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW30										

STRAIGHT-IN LANDING RWY 30						CIRCLE-TO-LAND			
LPV DA(H) 323' (250')		LNAV/VNAV DA(H) 358' (285')		LNAV MDA(H) 600' (527')		Max Kts	MDA(H)		
A B C D	1	1	1	1	1	90	600' (527') - 1		
						120			
						140	600' (527') - 1½		
						165	640' (567') - 2		

KING SALMON, ALASKA
VOR Rwy 12

BRIEFING STRIP™



AMEND
TERPS 13

AMEND
TERPS 13

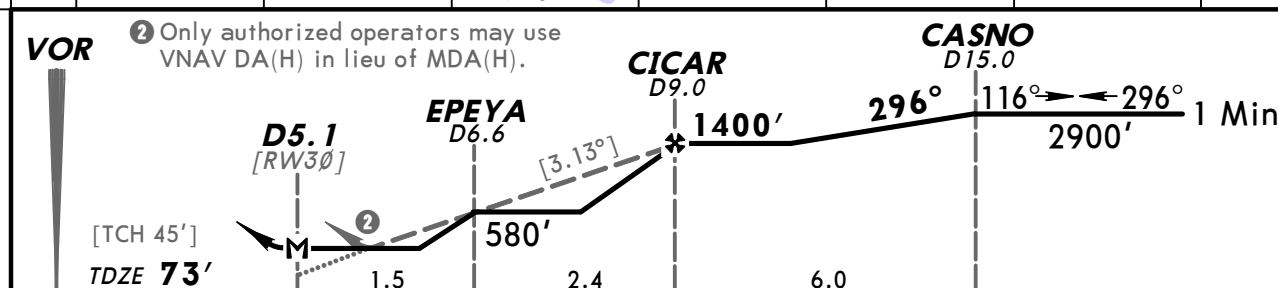
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PAKN/AKN KING SALMON

JEPPesen
25 NOV 11 (13-2)

KING SALMON, ALASKA
VOR DME Rwy 30

BRIEFING STRIP TM	ATIS (ASOS when Twr Inop)		ANCHORAGE Center		*KING SALMON Tower		*KENAI Radio (LAA)		*Ground		
	128.8		124.8		118.3		CTAF 121.9 when Twr inop.		121.9		
	VOR AKN 112.8	Final Apch Crs 296°	Minimum Alt CICAR 1400' (1327')	MDA(H) 420' (347')		Apt Elev 73' TDZE 73'		3900' MSA AKN VOR			
	MISSED APCH: Climb to 3000' direct AKN VOR and hold, continue climb-in-hold to 3000'.										
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'						
	1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 121.9.										



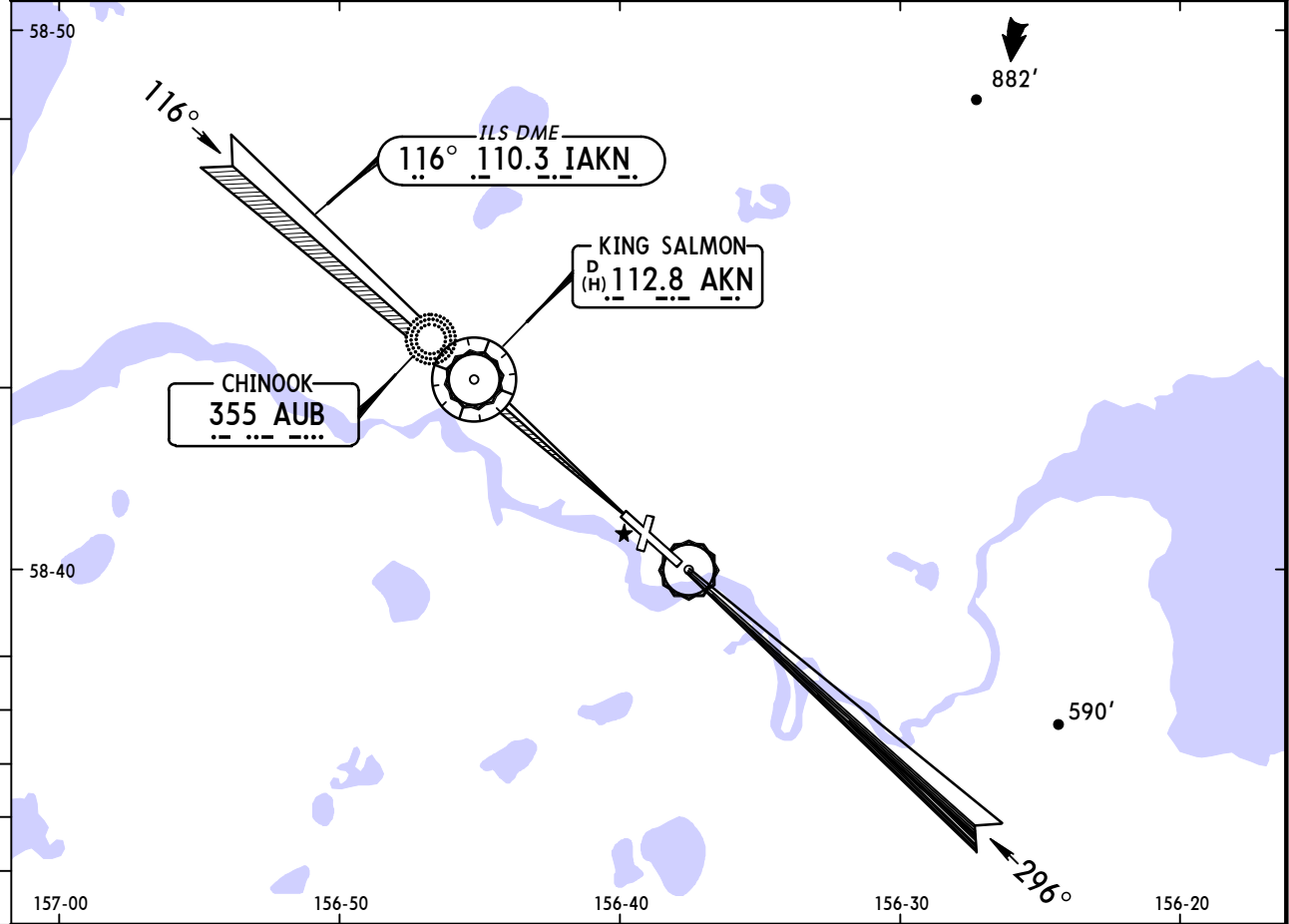
Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.13°]	388	498	554	665	775	886				
MAP at D5.1										

STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
MDA(H) 420' (347')				MDA(H)			
A				Max Kts			
B	1			90	580' (507') - 1		
C				120			
D	1 1/4			140	580' (507') - 1 1/2		
				165	640' (567') - 2		

CHANGES: Obstructions.

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ATIS (ASOS when Twr inop)		ANCHORAGE Center		*KING SALMON Tower		*KENAI Radio (LAA)		*Ground	
128.8		124.8		118.3		CTAF 121.9 when Twr inop.		121.9	
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF		MDA(H) Refer to Minimums		Apt Elev 73' TDZE - See below		No MSA published	
MISSED APCH: Climb to 600' then climb to 3000' direct AKN VOR/AUB NDB.									
Alt Set: INCHES 1. Pilot controlled lighting 121.9.			Trans level: FL 180		Trans alt: 18000'				



RWY 12 TDZE 62'										RWY 30 TDZE 73'																			
ASR Rwy's 12, 30: MAP at Rwy Thr												Lighting- Refer to Airport Chart		600' ↑		then		3000' ↑				AKN 112.8		or		AUB 355			
STRAIGHT-IN LANDING															CIRCLE-TO-LAND														
ASR 12 MDA(H) 540' (478')										ASR 30 MDA(H) 380' (307')										Max Kts									
					ALS out					1																			
A	RVR 24 or 1/2				RVR 50 or 1				580' (507') - 1																				
B	RVR 40 or 3/4				RVR 60 or 1 1/4				580' (507') - 1 1/2																				
C	RVR 50 or 1				1 1/2				620' (547') - 2																				
D																													

General Information

Location: Ketchikan AK USA
IATA Code: KTN
Lat/Long: N55° 21.2' W131° 42.7'
Elevation: 89 ft

Airport Use: Public
Magnetic Variation: 20.0 °E

Fuel Types: 80-87 Octane, 100-130 Octane, Jet A
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1542 Z
Sunset: 0217 Z,

Runway Information

Runway: 11
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 88 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 200 ft

Runway: 29
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 89 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 750 ft

Communication Information

ASOS 134.45
Ketchikan Intl Unicom 122.95
Ketchikan Radio Information 134.45
Ketchikan Flight Service Station 123.6 AAS CTAF PCL
Ketchikan Flight Service Station 122.2
Anchorage Center 118.5 Remote Communications Air-Ground

ANCHORAGE Center
118.5

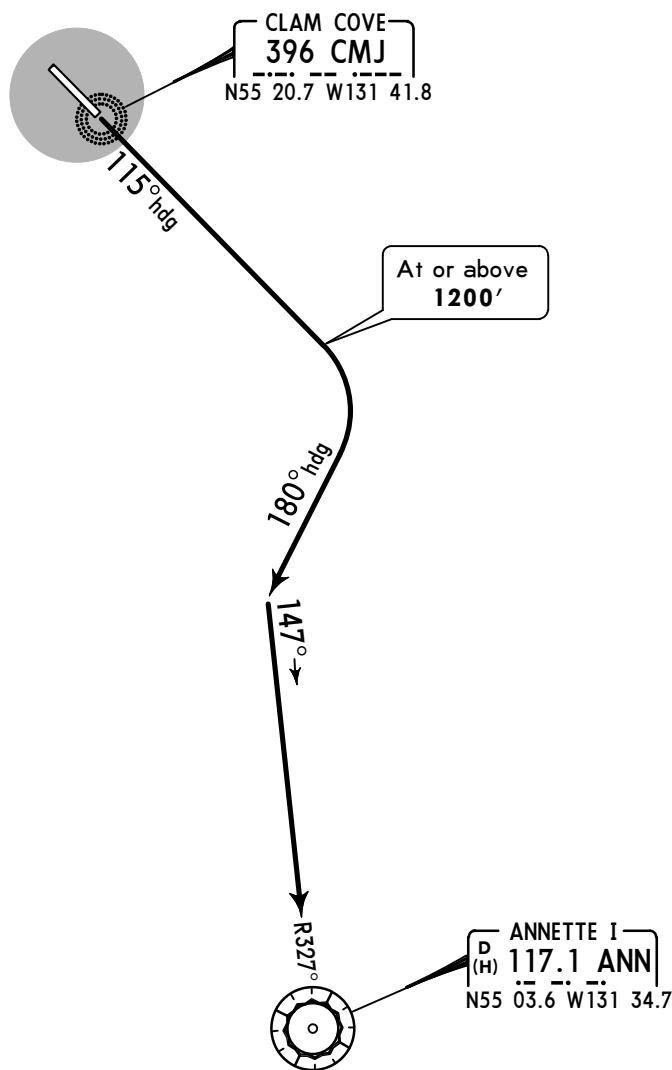
Apt Elev
89'

Trans level: FL180 Trans alt: 18000'



OBSTACLE

KETCHIKAN FIVE DEPARTURE (CETK5.ANN)
(RWY 11)



Direct distance from Ketchikan Intl to:
ANN 18 NM

This DP requires take-off minimums of:
Rwy 11: 300-1 with minimum climb of 340' per NM to **3400'**.
Rwy 29: Not authorized - ATC.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	850	1133	1417	1700

OBSTACLES

Rwy 11: Multiple trees beginning 678' from DER, 13' RIGHT of centerline, up to 148' AGL/344' MSL. Multiple trees and obstacle light on tower beginning 691' from DER, 210' LEFT of centerline, up to 148' AGL/547' MSL.

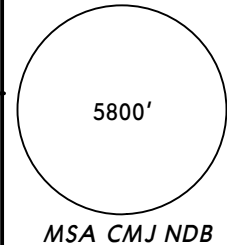
INITIAL CLIMB

Climb heading 115° to **1200'**, then climbing RIGHT turn to **5000'** via heading 180° to intercept ANN R-327 to ANN before proceeding on course.

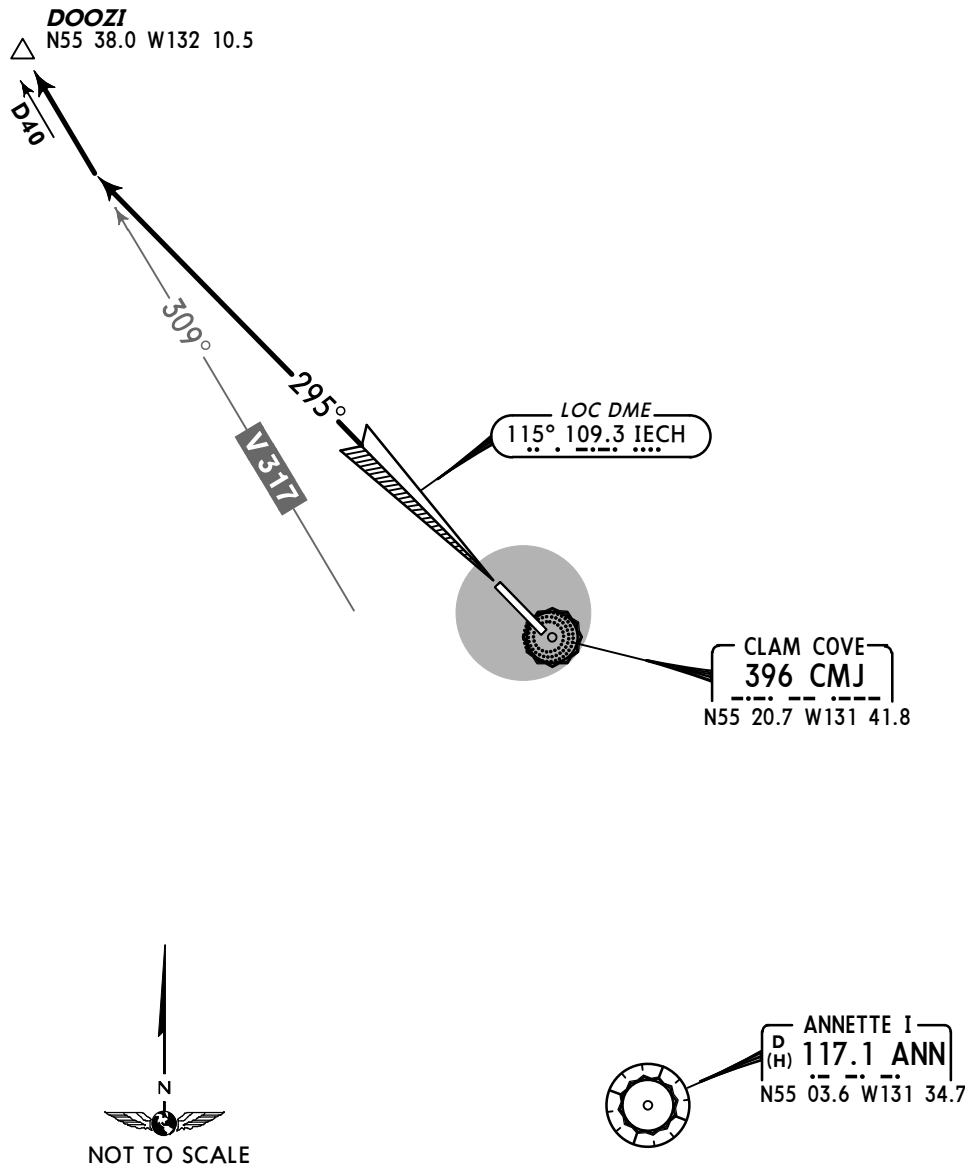
ANCHORAGE Center
118.5

Apt Elev
89'

Trans level: FL180 Trans alt: 18000'
DME required.



OBSTACLE
SKOWL ONE DEPARTURE (SKOWL1.DOOZI)
(RWY 29)



Direct distance from Ketchikan Intl to:
DOOZI 23 NM

This DP requires take-off minimums of:
Rwy 11: Not authorized - ATC.
Rwy 29: 400-1 1/4 with minimum climb of 380'
per NM to **5300'**.

Gnd speed-KT	75	100	150	200	250	300
380' per NM	475	633	950	1267	1583	1900

OBSTACLES

Rwy 29: Ships beginning 1933' from DER, 1004' RIGHT of centerline, up to 150' AGL/ 150' MSL. Multiple trees beginning 206' from DER, 513' LEFT of centerline, up to 148' AGL/410' MSL.

INITIAL CLIMB

Climb to assigned altitude via IECH localizer NORTHWEST course (295°) to intercept/join ANN R-309/V-317 to DOOZI before proceeding on course.

PAKT/KTN

Apt Elev 88'
N55 21.2 W131 42.7

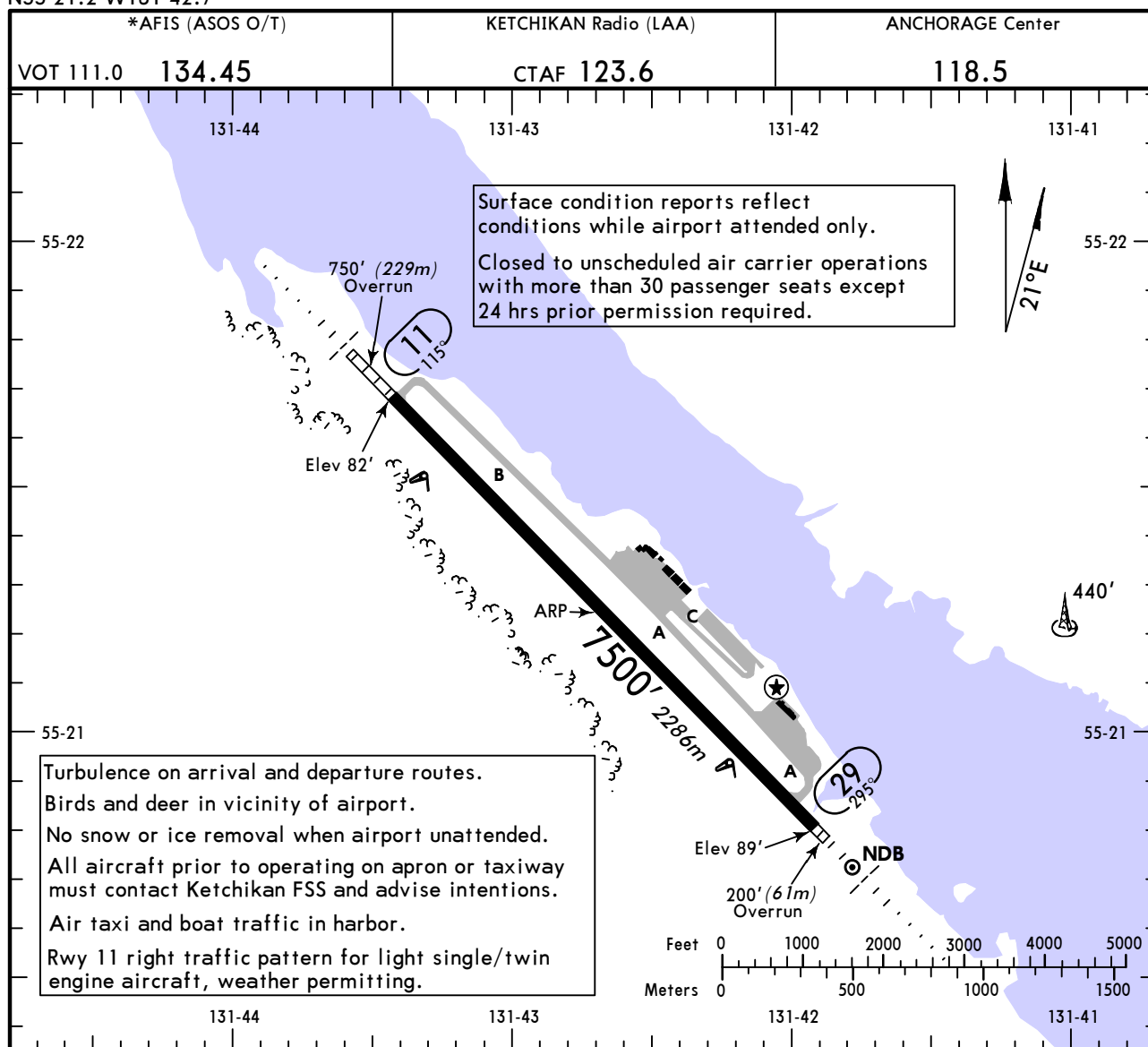
JEPPESSEN

18 MAR 11

11-1

KETCHIKAN, ALASKA

KETCHIKAN INTL



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
	Threshold	Glide Slope						
11	① HIRL ① MALSR ② PAPI-L	grooved	RVR		6585'	2007m		150'
29	① HIRL ① MALSR ③ PAPI-L	grooved	RVR					46m

- ① Activate on 123.6 when FSS inop.
- ② PAPI unusable beyond 5 degrees right of course. Angle 3.00°.
- ③ Angle 3.00°.

	TAKE-OFF		FOR FILING AS ALTERNATE		
	Rwy 11	Rwy 29	ILS DME Y Rwy 11 LOC DME Y Rwy 11 ILS DME Z Rwy 11 LOC DME Z Rwy 11	LOC DME X Rwy 11	Other
1 & 2 Eng	USE KETCHIKAN DEPARTURE	USE SKOWL DEPARTURE	A	2400-2	NA
			B	900-2	
			C	2700-2	
			D	2900-3	
3 & 4 Eng				900-2 1/4	3200-3

CHANGES: Taxiways, ramps, Rwy 11 PAPI angle.

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AMEND 8

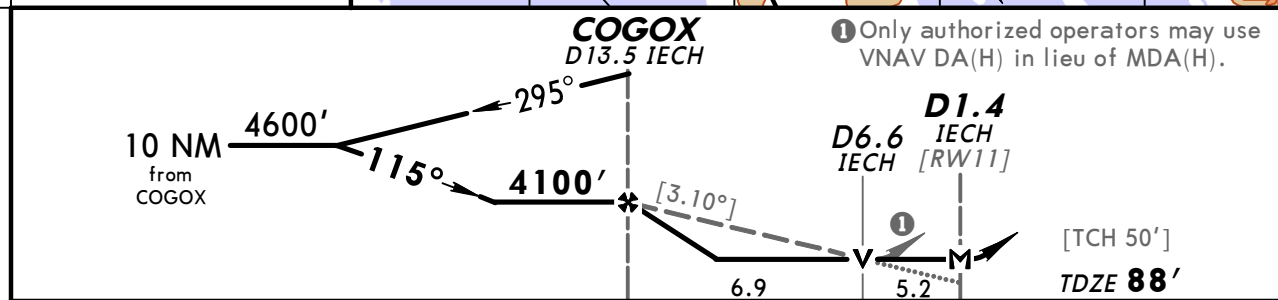
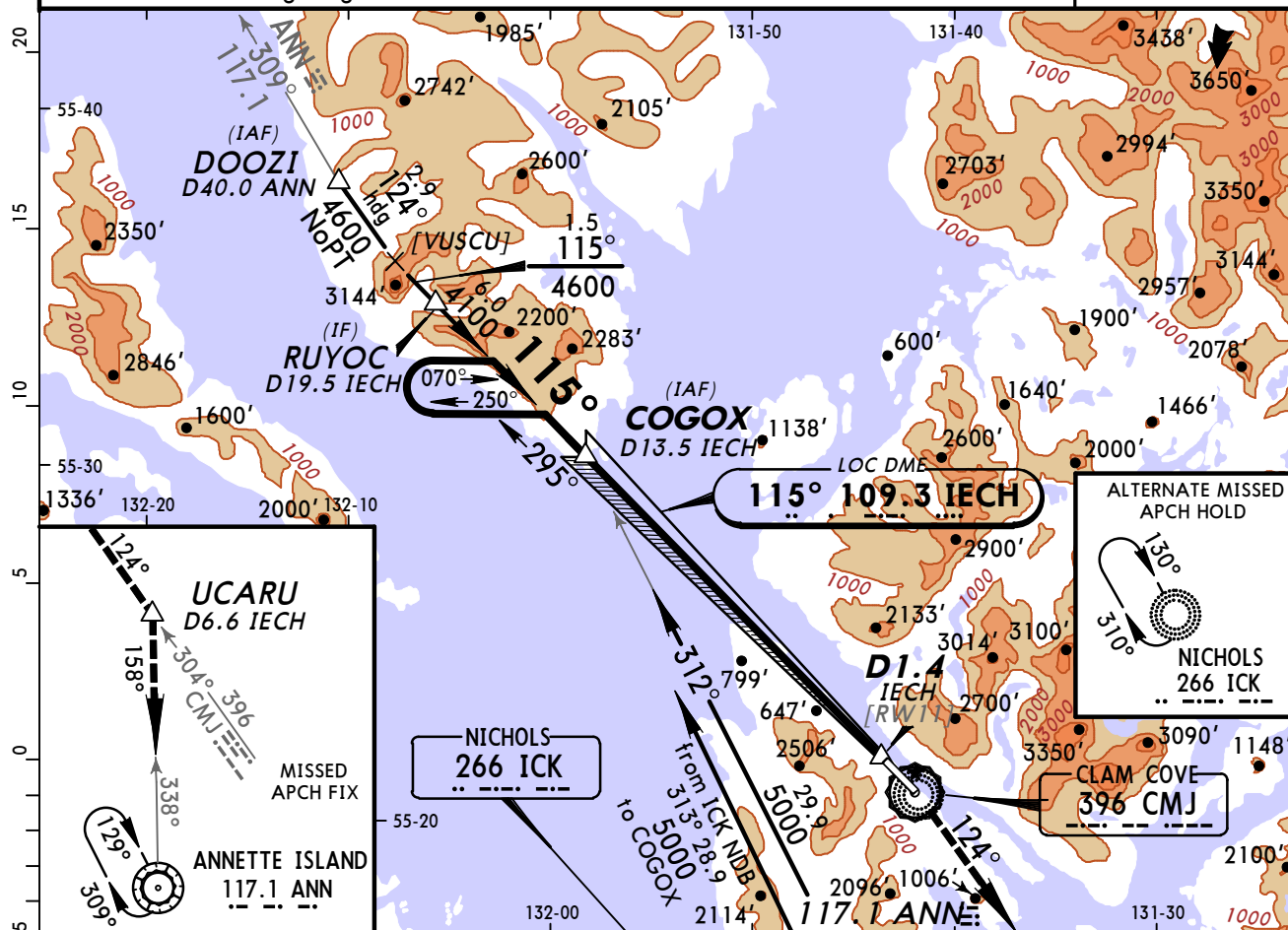
PAKT/KTN KETCHIKAN INTL

JEPPESSEN
18 MAR 11 (11-1)

KETCHIKAN, ALASKA
LOC DME X Rwy 11

BRIEFING STRIP™

*AFIS (ASOS O/T)		ANCHORAGE Center		KETCHIKAN Radio (LAA)	
134.45		118.5		CTAF 123.6	
LOC IECH 109.3	Final Apch Crs 115°	Minimum Alt COGOX 4100' (4012')	MDA(H) 1780' (1692')	Apt Elev 88' TDZE 88'	5800' MSA CMJ NDB
MISSED APCH: Climb to 5000' direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/D6.6 IECH and via ANN VOR R-338 to ANN VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF required. 2. Use IECH DME when on LOC course. 3. Pilot controlled lighting 123.6.					



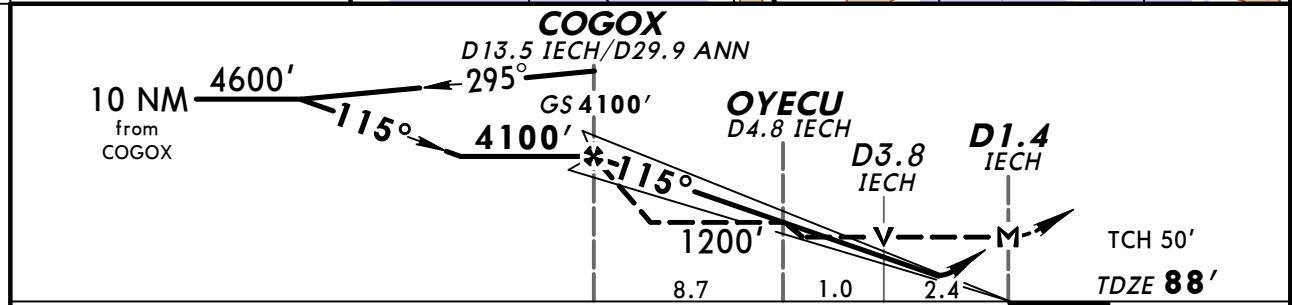
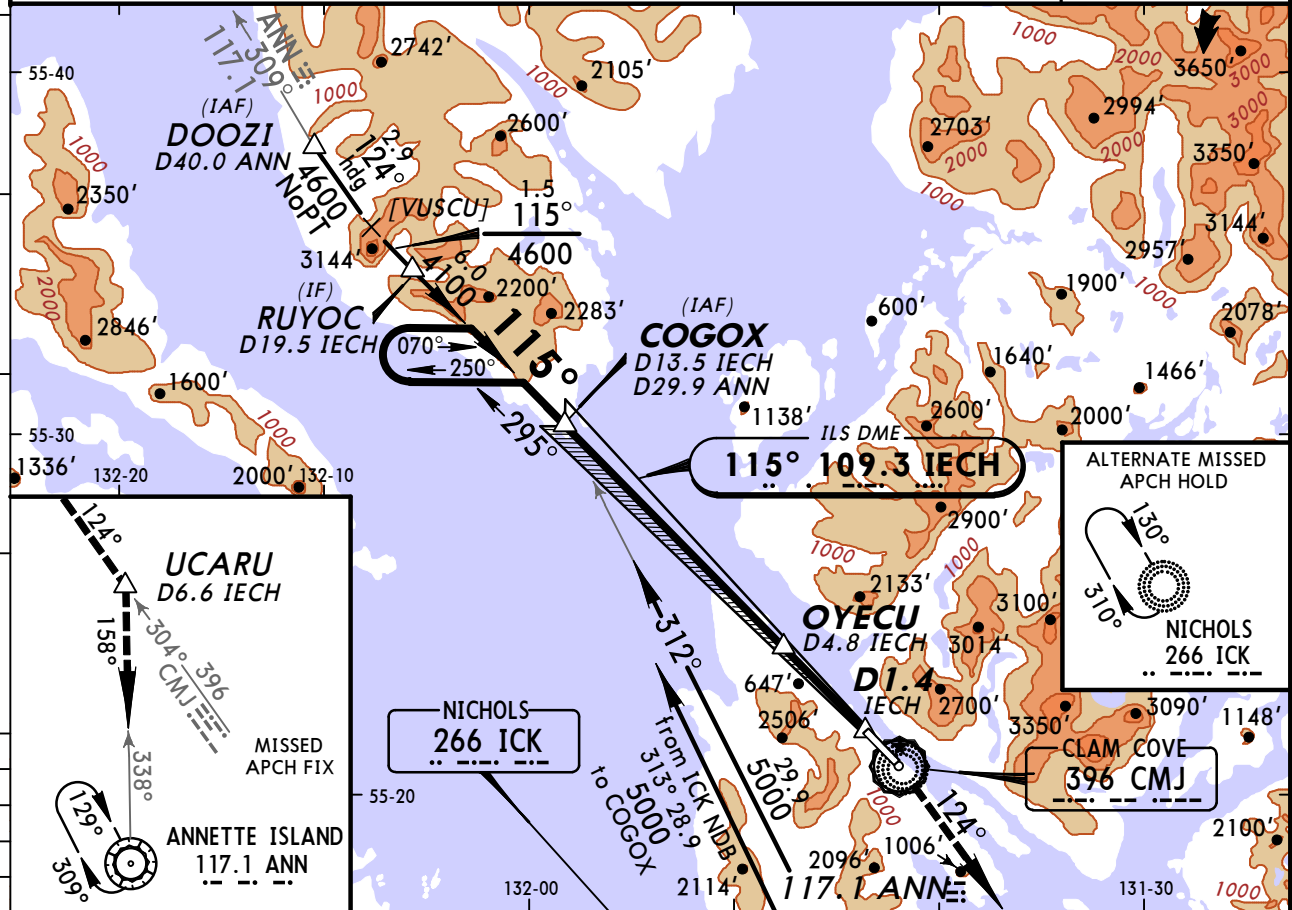
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 5000' D CMJ 396
Descent Angle [3.10°]	384	494	548	658	768	878	
MAP at D1.4 IECH							

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
MDA(H) 1780' (1692')				DAY	NIGHT
RAIL out				Max Kts	
ALS out					
A	RVR 60 or 1/4			90	2440' (2352')-1 1/4
B	1 1/2			120	2700' (2612')-1 1/2
C	3			140	2900' (2812')-3
D				165	3280' (3192')-3

CHANGES: None.

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*AFIS (ASOS O/T) 134.45		ANCHORAGE Center 118.5		KETCHIKAN Radio (LAA) CTAF 123.6	
LOC IECH 109.3	Final Apch Crs 115°	GS COGOX 4100' (4012')	ILS DA(H) (CONDITIONAL) 288' (200')	Apt Elev 88' TDZE 88'	5800' MSA CMJ NDB
MISSED APCH: Climb to 5000' direct CMJ NDB and via 124° bearing from CMJ NDB to UCARU/D6.6 IECH and via ANN VOR R-338 to ANN VOR and hold.					
Alt Set: INCHES					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 5000' ↑ D→ CMJ 396
Gs 3.00°	377	484	538	646	753	861	
MAP at D1.4 IECH							

STRAIGHT-IN LANDING RWY 11							
1 ILS		3 ILS		4 LOC (GS out)			
DA(H) 288' (200')		DA(H) 477' (389')		MDA(H) 900' (812')			
FULL	RAIL or ALS out	FULL	RAIL or ALS out	RAIL out		ALS out	
A				RVR 40 or 3/4		RVR 50 or 1	
B	2 RVR 24	RVR 40	RVR 40	RVR 40 or 3/4		RVR 60 or 1 1/4	
C	or 1/2	or 3/4	or 3/4	2		2 1/2	
D				2 1/4		2 3/4	

- Missed approach obstructions require a minimum climb gradient of 305'/NM to 4000'.
- RVR 18 with Flight Director or Autopilot or HUD to DA.
- Missed approach obstructions require a minimum climb gradient of 270'/NM to 4000'.
- Missed approach obstructions require a minimum climb gradient of 235'/NM to 4000'.

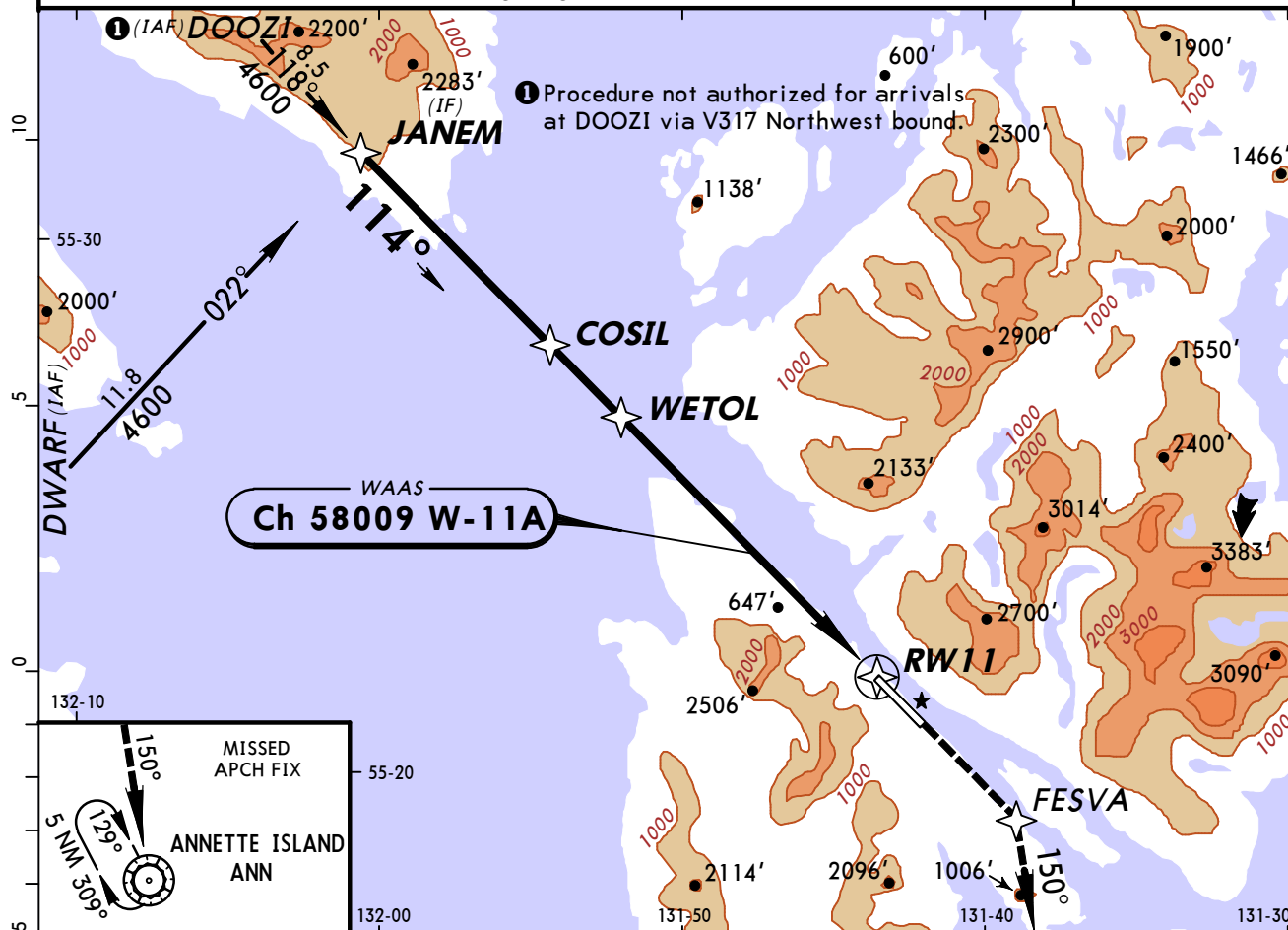
PAKT/KTN KETCHIKAN INTL

JEPPESSEN
19 SEP 08 **(12-1)** Eff 25 Sep

KETCHIKAN, ALASKA
RNAV (GPS) Rwy 11

BRIEFING STRIP™

*ATIS (ASOS O/T) 134.45		ANCHORAGE Center 118.5		KETCHIKAN Radio (LAA) CTAF 123.6	
WAAS Ch 58009 W-11A	Final Apch Crs 114°	Minimum Alt WETOL 2400' (2312')	LPV DA(H) 438' (350')	Apt Elev 88' TDZE 88'	5800' MSA RW11
MISSED APCH: Climb to 5000' direct FESVA and via 150° track to ANN VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. If unable to comply with climb gradient, use RNAV (GPS)-B approach (12-2). 2. DME/DME RNP-0.3 not authorized. 3. Strong winds on final approach may cause severe turbulence. 4. Pilot controlled lighting 123.6.					



JANEM 4600'		COSIL 3000'		WETOL 2400'		RW 11 TCH 50' TDZE 88'	
14.1		5.1		1.9		6.1	
14.1		9.0		7.1		0	
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 5000' FESVA
Glide Path Angle	3.00°	372	478	531	637	849	
MAP at DA							

STRAIGHT-IN LANDING RWY 11

LPV

DA(H) **438'** (350')

RAIL or ALS out

TERPS	A	RVR 40 or 3/4		RVR 60 or 1/4	
	B				
	C				
	D				

Missed approach requires minimum climb of 260'/NM to 4000'.

CHANGES: New procedure.

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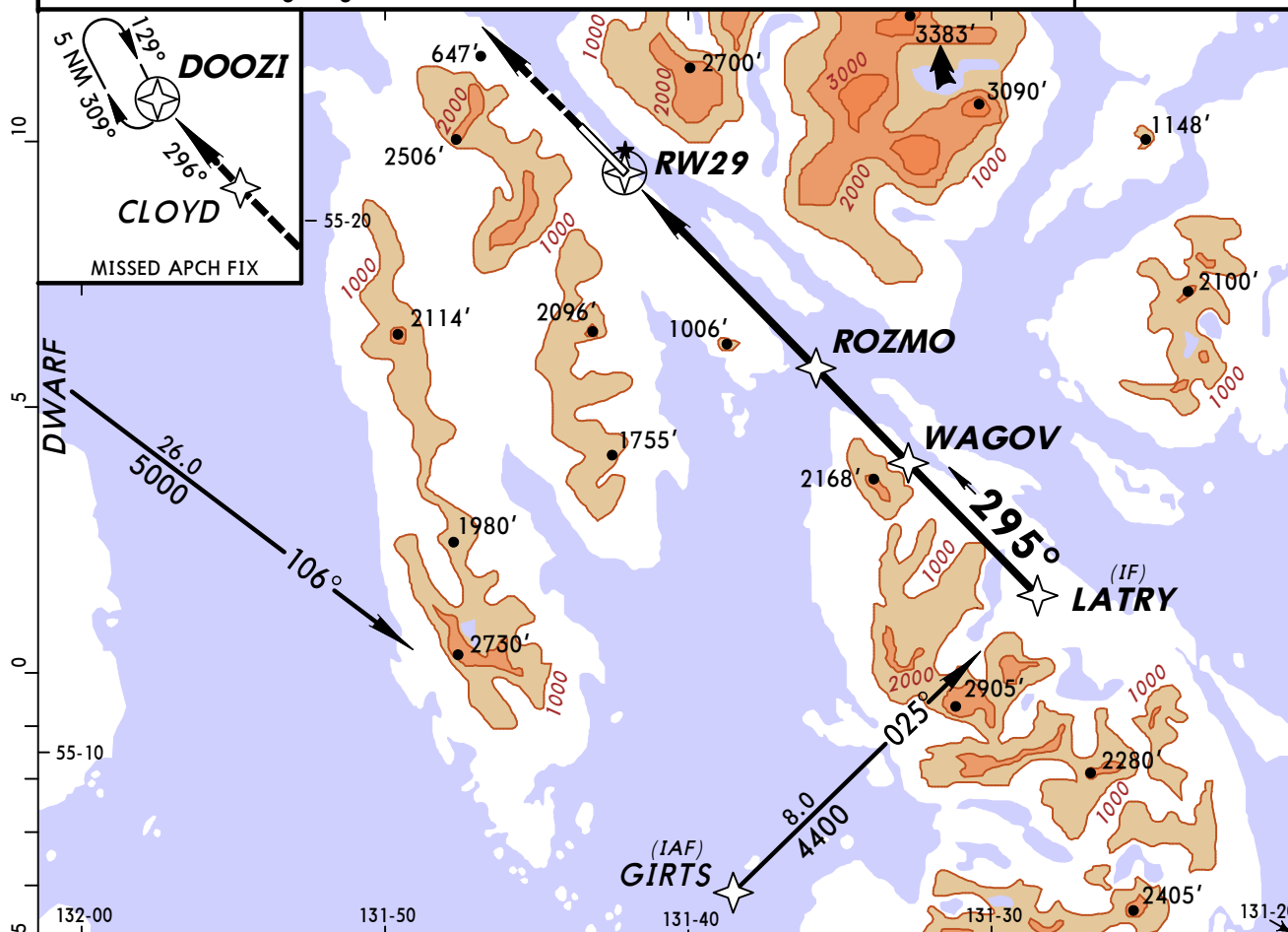
PAKT/KTN KETCHIKAN INTL

JEPPesen
19 SEP 08 (12-2) Eff 25 Sep

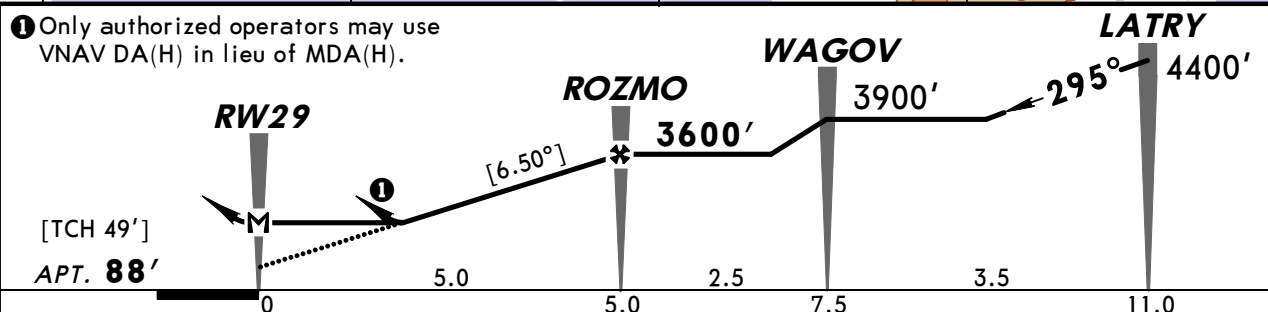
KETCHIKAN, ALASKA RNAV (GPS)-B

BRIEFING STRIP™

*ATIS (ASOS O/T)		ANCHORAGE Center		KETCHIKAN Radio (LAA)	
134.45		118.5		CTAF 123.6	
RNAV	Final Apch Crs 295°	Minimum Alt ROZMO 3600' (3512')	MDA(H) Refer to Minimums	Apt Elev 88'	5800' MSA RW29
MISSED APCH: Climb to 5000' direct CLOYD and via 296° track to DOOZI and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Procedure not authorized at night. 2. DME/DME RNP-0.3 not authorized. 3. Pilot controlled lighting 123.6.					



① Only authorized operators may use
VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	5000'	D	CLOYD
Descent angle	[6.50°]	808	1038	1154	1385	1846				
MAP at RW29										

CIRCLE-TO-LAND			DAY	NIGHT
Max Kts	MDA(H)			
A 90	2440' (2352') - 1¼			NA
B 120	2700' (2612') - 1½			
C 140	2900' (2812') - 3			
D 165	3280' (3192') - 3			

CHANGES: New procedure.

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General Information

Location: Anchorage AK USA
IATA Code: ANC
Lat/Long: N61° 10.4' W149° 59.9'
Elevation: 151 ft

Airport Use: Public
Magnetic Variation: 18.3°E

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A, Jet A-1
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1707 Z
Sunset: 0319 Z,

Runway Information

Runway: 07L
Length x Width: 10600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 128 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 07R
Length x Width: 12400 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 132 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 15
Length x Width: 11584 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 151 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 200 ft

Runway: 25L
Length x Width: 12400 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 115 ft
Lighting: Edge, Centerline

Runway: 25R
Length x Width: 10600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 92 ft
Lighting: Edge, Centerline

Runway: 33
Length x Width: 11584 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 121 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 889 ft

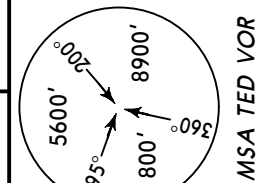
Communication Information

ATIS 118.4
Anchorage Tower 118.3
Anchorage Ground Control 121.9
Anchorage Clearance Delivery 128.65
Anchorage Clearance Delivery 119.4
Anchorage Approach Control 119.1
Anchorage Approach Control 118.6 Initial Contact
Anchorage Approach Control 123.8 (206°-249°)
Anchorage Approach Control 126.4 (46°-205°)
Anchorage Approach Control 134.1 Secondary
Anchorage App ARSA 119.1
Anchorage App ARSA 118.6
Anchorage App ARSA 123.8 (206°-249°)
Anchorage App ARSA 126.4 (46°-205°)
Anchorage Departure Control 119.1
Anchorage Departure Control 118.6
Anchorage Departure Control 123.8 (206°-249°)
Anchorage Departure Control 126.4 (46°-205°)
Anchorage Intl Unicom 122.95
San Francisco Arinc Radio 1327.3 Air-Ground
San Francisco Arinc Radio 1133.0 Air-Ground
San Francisco Arinc Radio 1004.8 Air-Ground
San Francisco Arinc Radio 895.1 Air-Ground
San Francisco Arinc Radio 665.5 Air-Ground
San Francisco Arinc Radio 562.8 Air-Ground
San Francisco Arinc Radio 293.2 Air-Ground
Camper Operations 489.75 Military
Camper Operations 148.675 Military
Kenai Flight Service Station 122.55 RCO
Kenai Flight Service Station 122.3 RCO
Kenai Flight Service Station 122.2 RCO

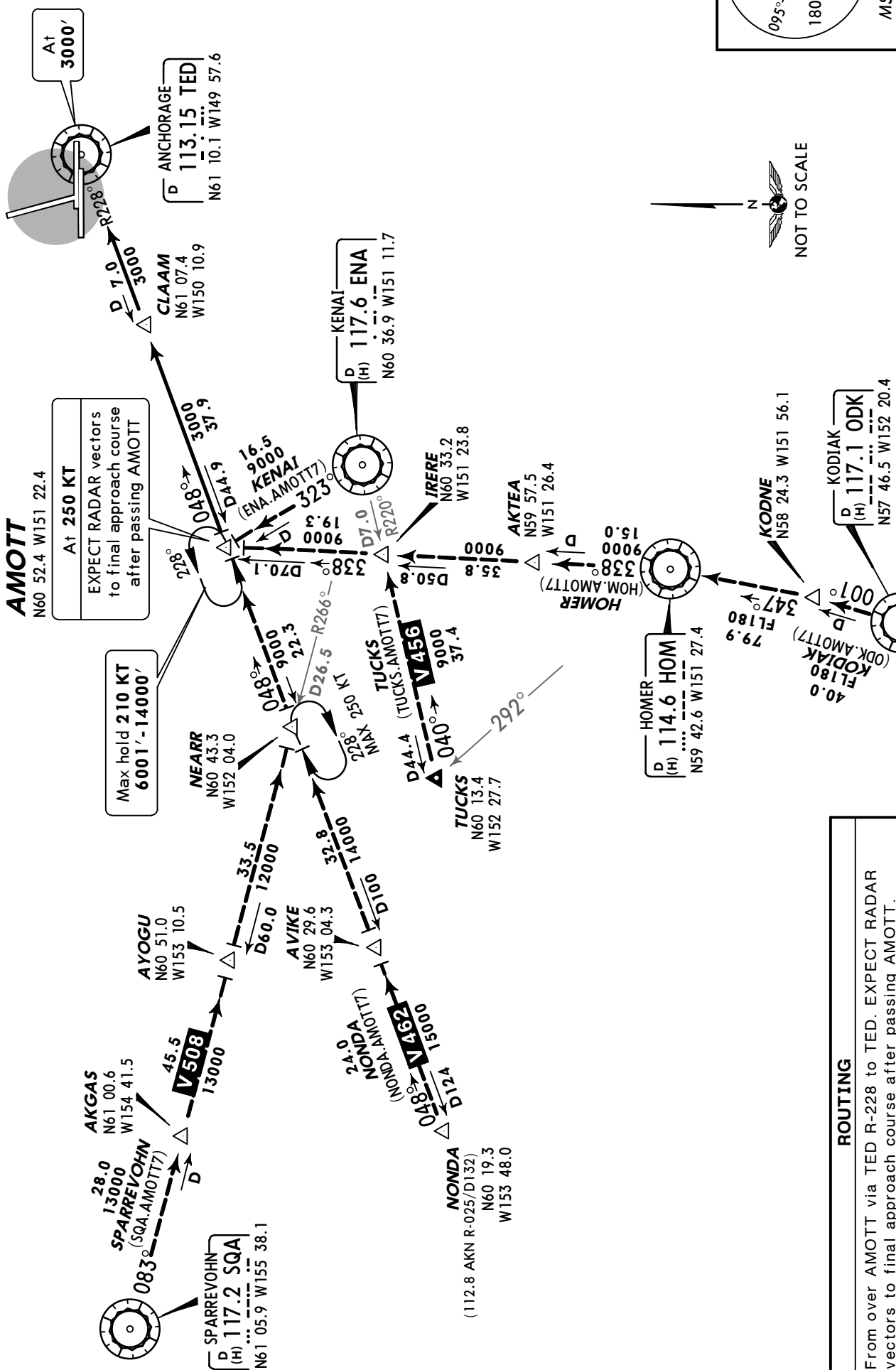
D-ATIS
118.4

Apt Elev
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
DME required.



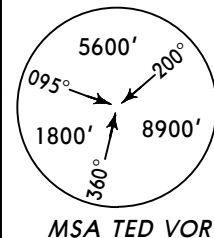
AMOTT SEVEN ARRIVAL (AMOTT.AMOTT7)



D-ATIS
118.4

Apt Elev
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
DME required.



ELLAM THREE ARRIVAL (ELLAM.ELLAM3)

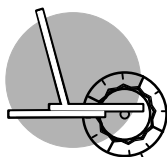
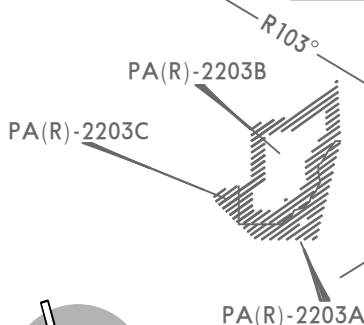
BIG LAKE
D (H) 112.5 BGQ
N61 34.2 W149 58.0



ELLAM
N61 22.7 W149 20.3

At 250 KT

EXPECT RADAR vectors to
final approach course



ANCHORAGE
D 113.15 TED
N61 10.1 W149 57.6

TAZLI
N61 13.7 W148 51.5

D38.0

D28.0

D16.6

D11.0

D4.3

D7.5

D12.0

D80.1

D278°

D12000

D80.1

D116.7

D116.7

D116.7

D116.7

D116.7

D116.7

D116.7

D116.7

D116.7

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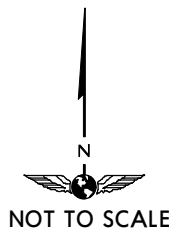
D116.7

D116.7

D116.7

D116.7

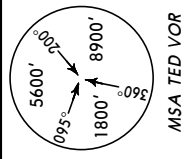
D116.7



Direct distance from ELLAM to:
Stevens Anchorage Intl 25 NM

ROUTING

From over ELLAM EXPECT RADAR vectors to final approach course.



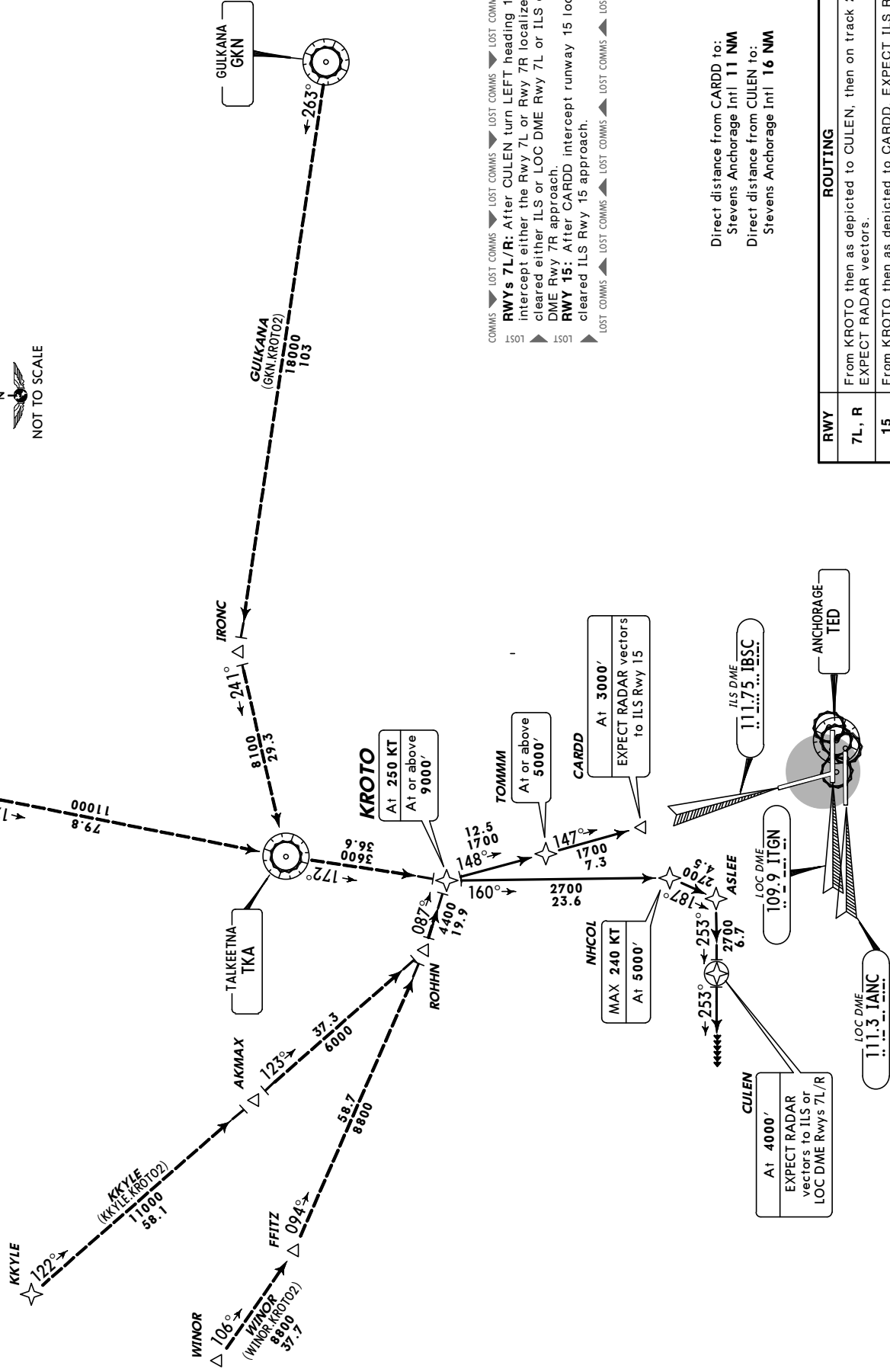
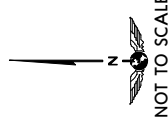
MSA TED VOR

1. GPS required.
2. RADAR required.
3. RNAV 1.

Alt Set: INCHES Trans level: FL180 Trans alt: 18000

Apt Elev

**KROTO TWO RNAV ARRIVAL
(KROTO.KROTO2)**



RWY	ROUTING
7L, R	From KROTO then as depicted to CULEN, then on track 253°. EXPECT RADAR vectors.
15	From KROTO then as depicted to CARD. EXPECT ILS Rwy 15.

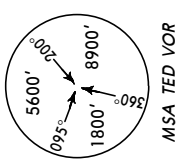
CHANGES: Procedure renumbered revised, reindexed (GASTO STAR cancelled).

1. GPS required.
2. RADAR required.
3. RNAV 1.

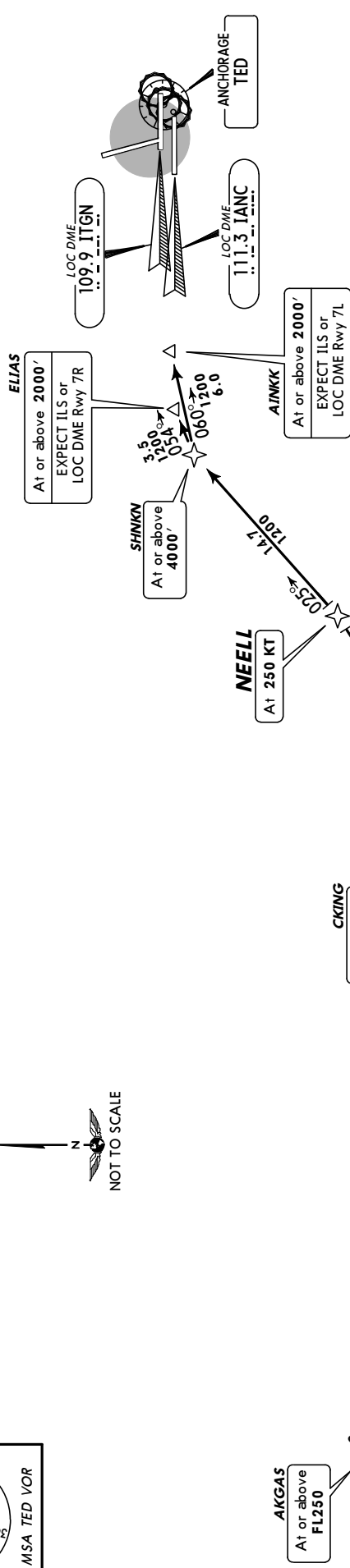
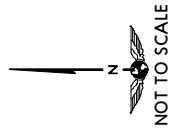
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

Apt Elev
151'

D-ATIS
118.4



NEELL TWO RNAV ARRIVAL
(NEELL.NEELL2)

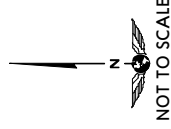


COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
RWYs 7L/R: After passing AINKK or ELIAS intercept
RWys 7L/R localizer, cleared ILS or LOC DME Rwy
7L/R approach as applicable.
▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Direct distance from AINKK to:
Stevens Anchorage Intl (Rwy 7L) 15 NM
Direct distance from ELIAS to:
Stevens Anchorage Intl (Rwy 7R) 18 NM

ROUTING	
RWY	
7L	From NEELL on track 025° to SHNKN, then on track 080° to AINKK. EXPECT ILS or LOC DME Rwy 7L.
7R	From NEELL on track 025° to SHNKN, then on track 054° to ELIAS. EXPECT ILS or LOC DME Rwy 7R.

1. GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojets ONLY

[illegible]

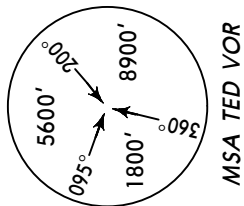
From over PORTJ on track 281° to POTTA, then on track 279° to MUDDD, then on track 280° to cross SCALK at 210 KT, then on track 252° to ANDDI, then on track 253°. EXPECT RADAR vector to final approach course.

RWYS 7L/R: After ANDDI turn RIGHT heading 024° to intercept Rwy's 7L/R localizer, cleared ILS or LOC DME Rwy's 7L/R approach.

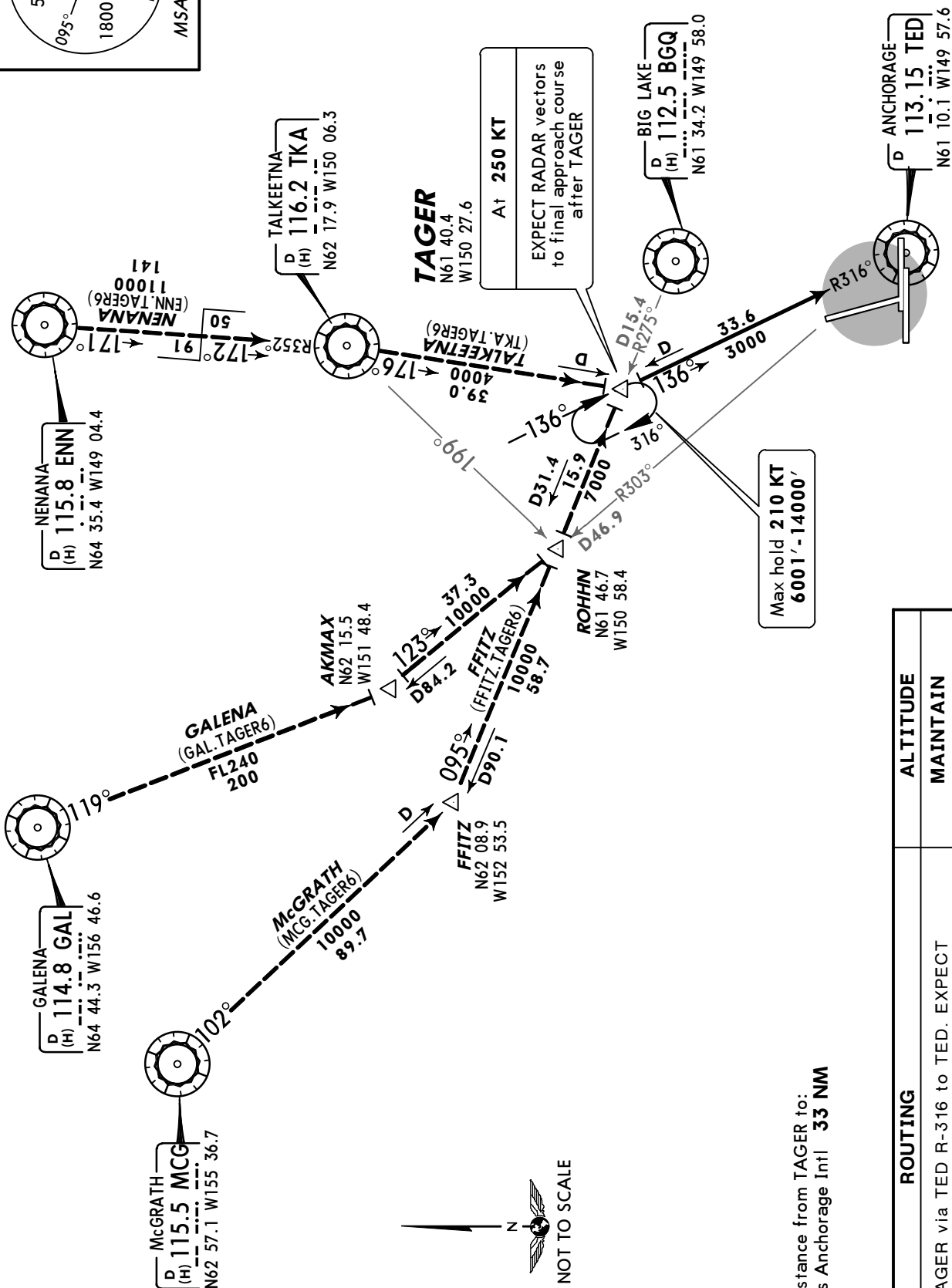
D-ATIS
118.4

Apt Elev
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
DME required.



TAGER SIX ARRIVAL (TAGER.TAGER6)

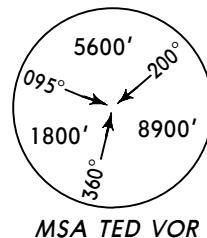


ROUTING	ALTITUDE
From over TAGER via TED R-316 to TED. EXPECT RADAR vectors to final approach course after TAGER.	MAINTAIN ATC assigned altitude

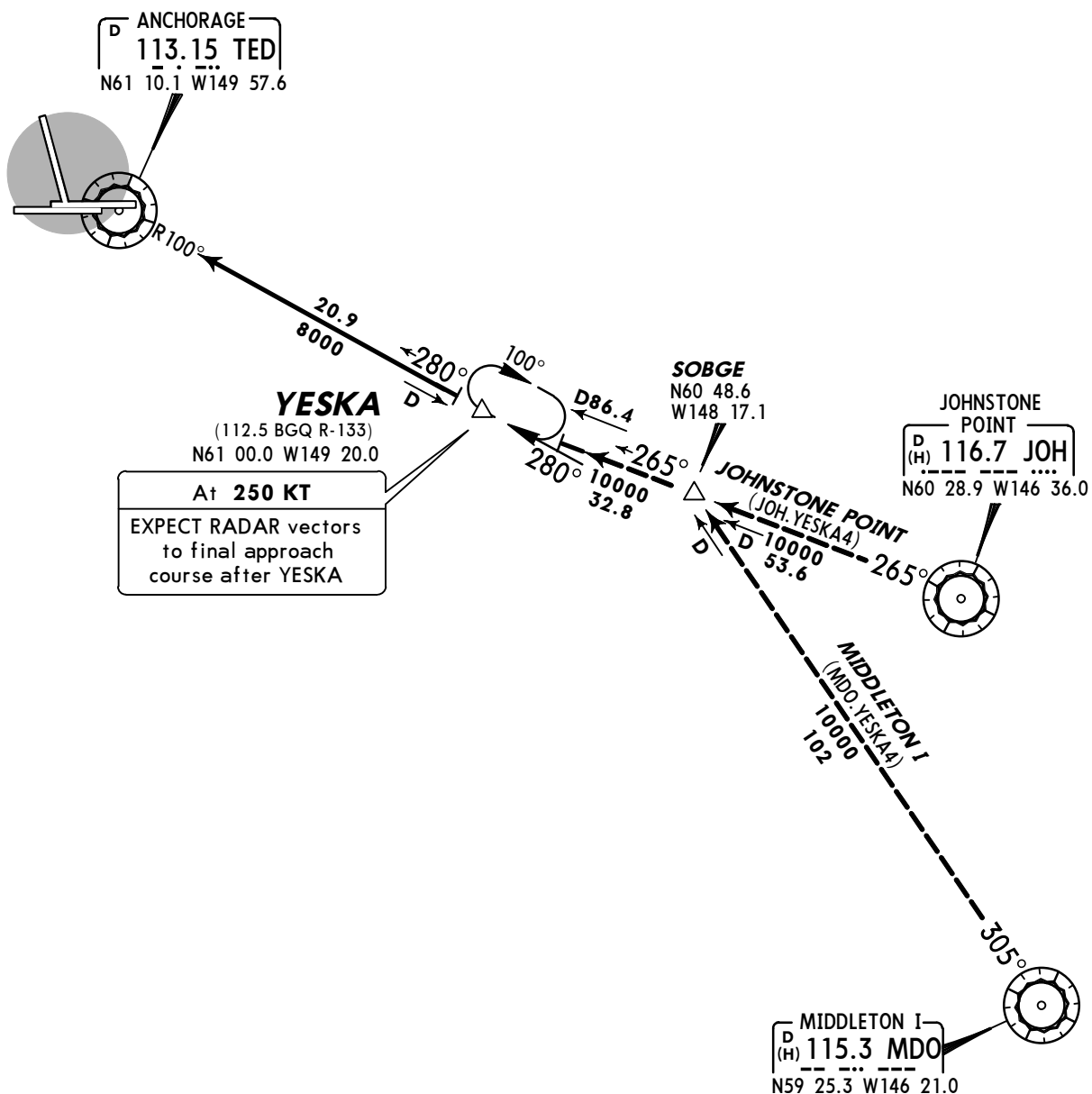
D-ATIS
118.4

Apt Elev
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
DME required.



YESKA FOUR ARRIVAL (YESKA.YESKA4)



ROUTING

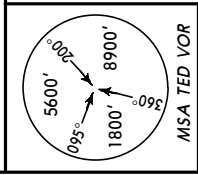
From over YESKA, then via TED R-100 to TED. EXPECT RADAR vectors to final approach course after YESKA.

ANCHORAGE Departure (R)			
331°-045° above 2500'	331°-045° 2500' and below	206°-249°	046°-205°
250°-330° above 1500'	250°-330° 1500' and below	all altitudes	
118.6	119.1	123.8	126.4

Apt Elev
151'

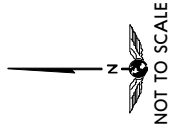
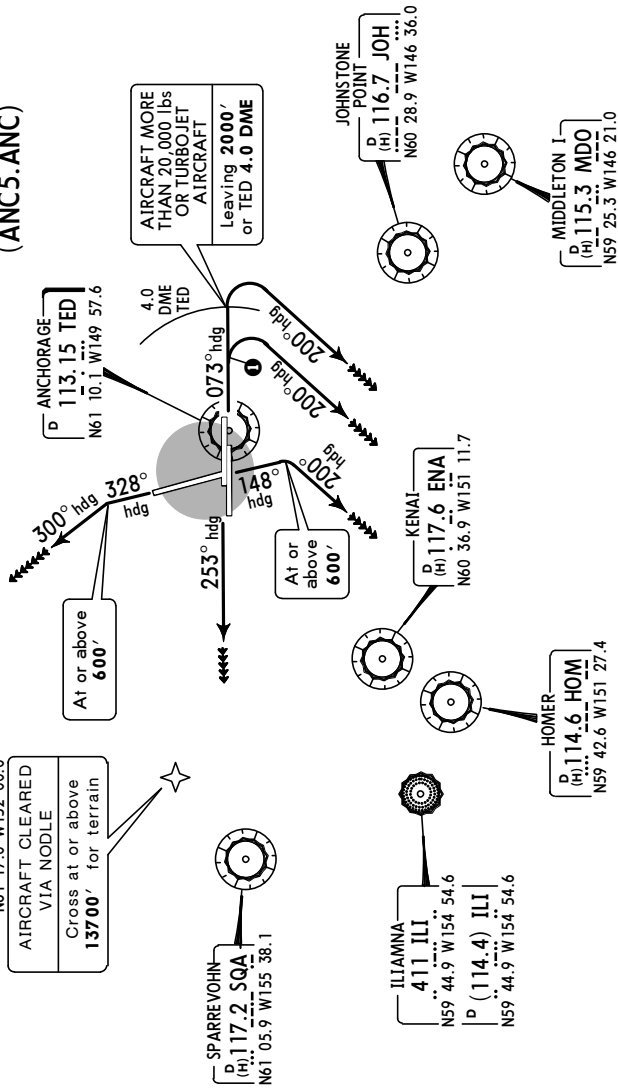
Trans level: FL180	Trans alt: 18000'
--------------------	-------------------

RADAR required.



N61 17.0 W152 00.0
AIRCRAFT CLEARED VIA NODLE
Cross at or above 13700' for terrain

ANCHORAGE FIVE DEPARTURE
(ANC5.ANC)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 7L: Standard (or lower than standard, if authorized) with minimum climb of 390' per NM to **3500'**.
Rwy 7R: Standard (or lower than standard, if authorized) with minimum climb of 365' per NM to **3500'**.
Rwys 15, 25L/R: Standard (or lower than standard, if authorized).
Rwy 33: Standard (or lower than standard, if authorized). ATC climb of 400' per NM to **3000'**.

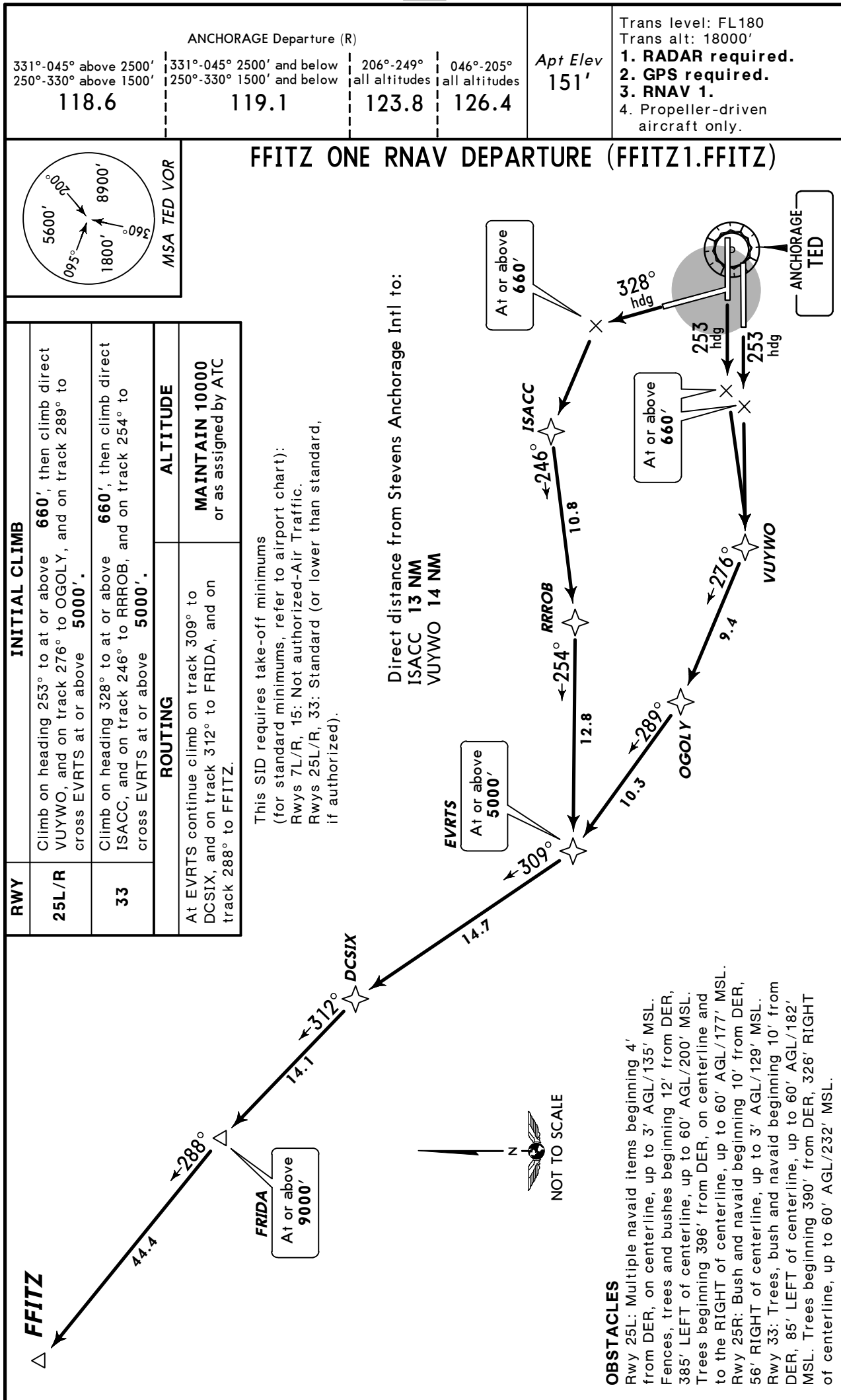
Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	913	1217	1521	1825
390' per NM	488	650	975	1300	1625	1950
400' per NM	500	667	1000	1333	1667	2000

OBSTACLES

Rwy 7L: Navaid 10' from DER, 56' LEFT of centerline, 2' AGL/92' MSL. Multiple poles beginning 1407' from DER, 608' LEFT of centerline, up to 186' AGL/272' MSL. Trees beginning 787' from DER, 31' LEFT of centerline, up to 60' AGL/162' MSL. Bush 10' from DER, 493' RIGHT of centerline, 4' AGL/95' MSL. Trees and poles beginning 1172' from DER, 10' RIGHT of centerline, up to 60' AGL/158' MSL.
Rwy 7R: Terrain beginning 3' from DER, 168' RIGHT of centerline, up to 112' MSL. Sign, post, bush, and poles, beginning 107' from DER, 462' RIGHT of centerline, up to 20' AGL/132' MSL. Trees beginning 1044' from DER, 575' RIGHT of centerline, up to 60' AGL/249' MSL.
Rwy 15: Terrain, bushes and navaid beginning 10' from DER, 64' RIGHT of centerline, up to 5' AGL/125' MSL. Antenna, antenna on OL tower and navaid beginning 2212' from DER, 1020' LEFT of centerline, up to 103' AGL/227' MSL. Trees beginning 1166' from DER, LEFT and RIGHT of centerline, up to 60' AGL/269'.
Rwy 25L: Multiple navaid items beginning 4' from DER, on centerline, up to 3' AGL/135' MSL. Fences, trees and bushes beginning 12' from DER, 385' LEFT of centerline, up to 60' AGL/200' MSL. Trees beginning 396' from DER, on centerline and to the RIGHT of centerline, up to 60' AGL/177' MSL.
Rwy 25R: Bush and navaid 10' from DER, 56' RIGHT of centerline, up to 3' AGL/129' MSL.
Rwy 33: Trees, bush and navaid beginning 10' from DER, 85' LEFT of centerline, up to 60' AGL/182' MSL. Trees beginning 390' from DER, 326' RIGHT of centerline, up to 60' AGL/232' MSL.

Direct distance from Stevens
Anchorage Intl to: NODLE **58 NM**

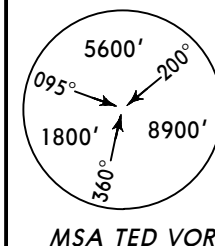
RWY	INITIAL CLIMB
7L/R	Aircraft more than 20000 lbs or turbojet aircraft: Climb heading 073° until leaving 2000', or TED 4.0 DME, whichever comes first, turn RIGHT heading 200°. Advise ATC prior to departure if unable to be established on heading 200° by 4.0 DME EAST of TED. All other aircraft: Climb heading 073°, upon passing 600' or reaching TED 4.0 DME, climbing RIGHT turn to heading 200°. Advise ATC prior to departure if unable to be established on heading 200° by 4.0 DME EAST of TED.
15	Climb heading 148° to 600', then climbing RIGHT turn heading 200°.
25L/R	Climb heading 253°.
33	Climb heading 328° to 600', then climbing LEFT turn heading 300°.
ROUTING	
EXPECT RADAR vectors to assigned route or depicted fix. EXPECT further clearance to filed altitude within 10 minutes after departure.	
ALTITUDE	
MAINTAIN FL200 or assigned altitude	



ANCHORAGE Departure (R)				Apt Elev	Trans level: FL 180 Trans alt: 18000' RADAR required.
331°-045° above 2500'	331°-045° 2500' and below	206°-249° all altitudes	046°-205° all altitudes	151'	
250°-330° above 1500'	250°-330° 1500' and below				
118.6	119.1	123.8	126.4		

KNIK EIGHT DEPARTURE (KNIK8.KNIK) (RWYS 7L/R)

TALKEETNA
D (H) 116.2 TKA
N62 17.9 W150 06.3



AIRCRAFT CLEARED
VIA NODLE

Cross at or above
13700' for terrain



NODLE
N61 17.0 W152 00.0

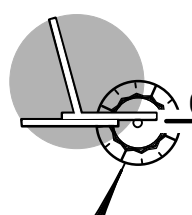
Direct distance from Stevens
Anchorage Intl to: NODLE **58 NM**



NOT TO SCALE



BIG LAKE
D (H) 112.5 BGQ
N61 34.2 W149 58.0



ANCHORAGE
D 113.15 TED
N61 10.1 W149 57.6

330° hdg
4.0 DME TED

At **2000'** or
TED 4.0 DME
whichever comes
first

This SID requires take-off minimums
(for standard minimums, refer to airport
chart):
Rwy 7L: Standard (or lower than standard,
if authorized) with minimum climb of 252'
per NM to **400'**. Minimum ATC climb of
560' per NM to **3000'**.
Rwy 7R: Standard (or lower than standard,
if authorized) with minimum ATC climb of
460' per NM to **3000'**.
Rwys 15, 25L/R, 33: Not authorized-ATC.

Gnd speed-KT	75	100	150	200	250	300
252' per NM	315	420	630	840	1050	1260
460' per NM	575	767	1150	1533	1917	2300
560' per NM	700	933	1400	1867	2333	2800

OBSTACLES

Rwy 7L: Navaid 10' from DER, 56' LEFT of
centerline, 2' AGL/92' MSL. Multiple poles
beginning 1407' from DER, 608' LEFT of
centerline, up to 186' AGL/272' MSL. Trees
beginning 787' from DER, 31' LEFT of
centerline, up to 60' AGL/162' MSL. Bush 10'
from DER, 493' RIGHT of centerline, 4' AGL/95'
MSL. Trees and poles beginning 1172' from DER,
10' RIGHT of centerline, up to 60' AGL/158'
MSL.
Rwy 7R: Terrain beginning 3' from DER, 168'
RIGHT of centerline, up to 112' MSL. Sign, post,
bush, and poles, beginning 107' from DER, 462'
RIGHT of centerline, up to 20' AGL/132' MSL.
Trees beginning 1044' from DER, 575' RIGHT
of centerline, up to 60' AGL/249' MSL.

INITIAL CLIMB

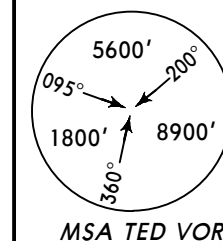
Climb heading 073° to **2000'** or TED 4.0 DME, whichever comes first, then
climbing LEFT turn heading 330° for vectors to assigned route or fix.
EXPECT filed altitude ten minutes after departure.
All aircraft, climb as rapidly as practical through **3000'**, if unable to
reach **2000'** by TED 4.0 DME advise ATC prior to departure.

ALTITUDE

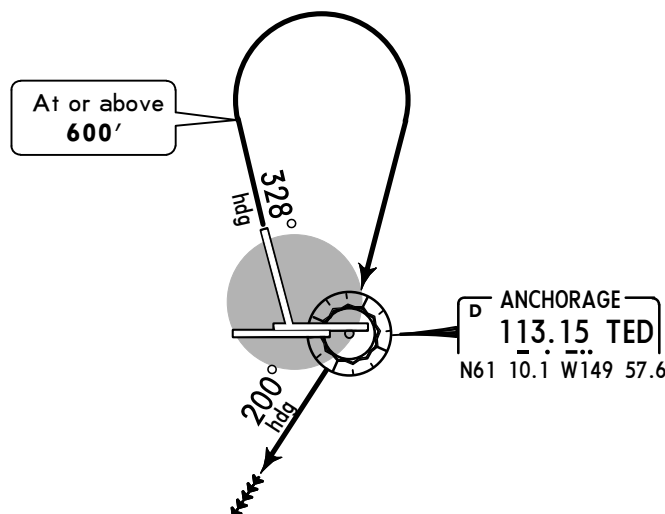
MAINTAIN FL200
or assigned altitude

ANCHORAGE Departure (R)				Apt Elev 151'	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. Category A and B aircraft weighing 17,500 lbs or less only.
331°-045° above 2500' 250°-330° above 1500'	331°-045° 2500' and below 250°-330° 1500' and below	206°-249° all altitudes	046°-205° all altitudes		
118.6	119.1	123.8	126.4		

TURNAGAIN FOUR DEPARTURE (TURN4.TURN) (RWY 33)



BIG LAKE
D (H) 112.5 BGQ
N61 34.2 W149 58.0



KENAI
D (H) 117.6 ENA
N60 36.9 W151 11.7



JOHNSTONE
POINT
D (H) 116.7 JOH
N60 28.9 W146 36.0



HOMER
D (H) 114.6 HOM
N59 42.6 W151 27.4



OBSTACLES

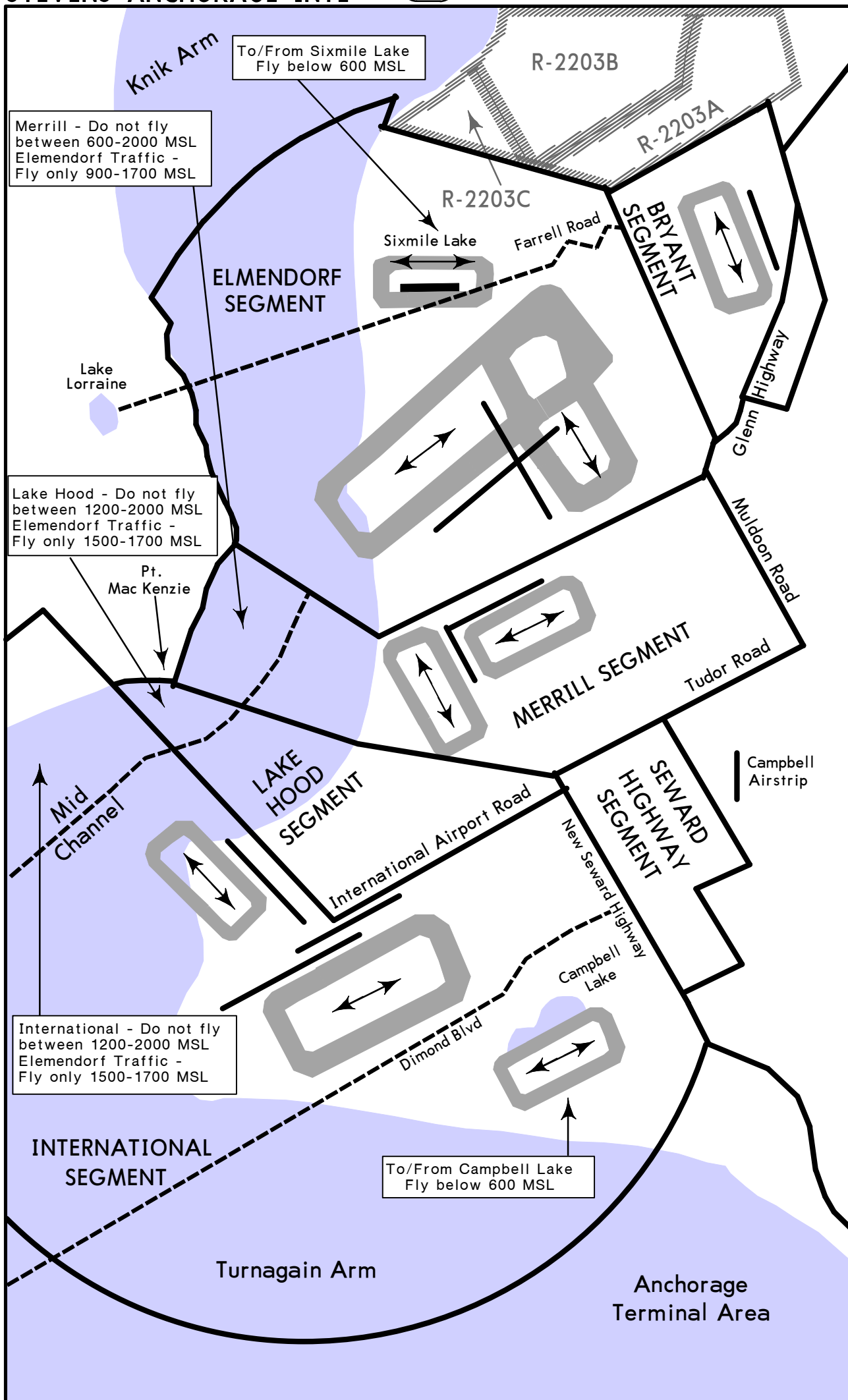
Rwy 33: Trees, bush and navaid beginning 10' from DER, 85' LEFT of centerline, up to 60' AGL/182' MSL. Trees beginning 390' from DER, 326' RIGHT of centerline, up to 60' AGL/232' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 15, 25L/R: Not Authorized - ATC.
Rwy 33: Standard (or lower than standard, if authorized).



INITIAL CLIMB

Climb heading 328° until leaving 600', then climbing RIGHT turn to 2000' direct TED, after passing TED, climb to **FL200** or assigned altitude on heading 200°. EXPECT RADAR vectors to assigned route. EXPECT further clearance to filed altitude within 10 minutes after departure.



TERMINAL AREA RULES**I. General rule: All segments.**

- (a) Each person operating an aircraft to within the Anchorage, Alaska, Terminal Area shall operate that aircraft according to the rules set forth in this section and the International, Lake Hood, Merrill, Elmendorf, Bryant or Seward segments unless otherwise authorized or required by ATC.
- (b) Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.
- (c) Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.
- (d) Except as provided in Elmendorf segment (d) and (e), Bryant segment (b), and Seward segment (a), (b) and (c), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.
- (e) Except as provided in Merrill segment (d) and Bryant segment (b), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.

II. General rules: International segment.

- (a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,600 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.

III. General rules: Lake Hood segment.

- (a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 600 feet MSL until maneuvering for a safe landing requires further descent.

IV. General rules: Merrill segment.

- (a) No person may operate an aircraft at an altitude between 600 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane at a speed of more than 105 knots within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.
- (d) Whenever the Merrill ATCT is not operating, each person operating an aircraft either in that portion of the Merrill segment north of midchannel of Knik Arm, or in the Seward Highway segment at or below 1,200 feet MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.

V. General rules: Elmendorf segment.

- (a) Each person operating a turbine-powered aircraft within this segment shall operate that aircraft at an altitude of at least 1,700 feet MSL until maneuvering for a safe landing requires further descent.
- (b) Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within the segment shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane (other than turbine-powered aircraft) at a speed of 105 knots or less within the segment shall operate that airplane at an altitude of at least 800 feet MSL until maneuvering for a safe landing requires further descent.
- (d) A person landing or departing from Elmendorf AFB; may operate that aircraft at an altitude between 1,500 feet MSL and 1,700 feet MSL within that portion of the International and Lake Hood segments lying north of the midchannel of Knik Arm.
- (e) A person landing or departing from Elmendorf AFB, may operate that aircraft at an altitude between 900 feet MSL and 1,700 feet MSL within that portion of the Merrill segment lying north of the midchannel of Knik Arm.

TERMINAL AREA RULES

- (f) A person operating in VFR conditions, at or below 600 feet MSL, north of a line beginning at the intersection of Farrell Road and the long. $149^{\circ} 43' 08''$ W.; thence west along Farrell Road to the east end of Sixmile Lake; thence west along a line bearing on the middle of Lake Lorraine to the northwest bank of Knik Arm; is not required to establish two-way radio communications with ATC.

VI. General rules: Bryant segment.

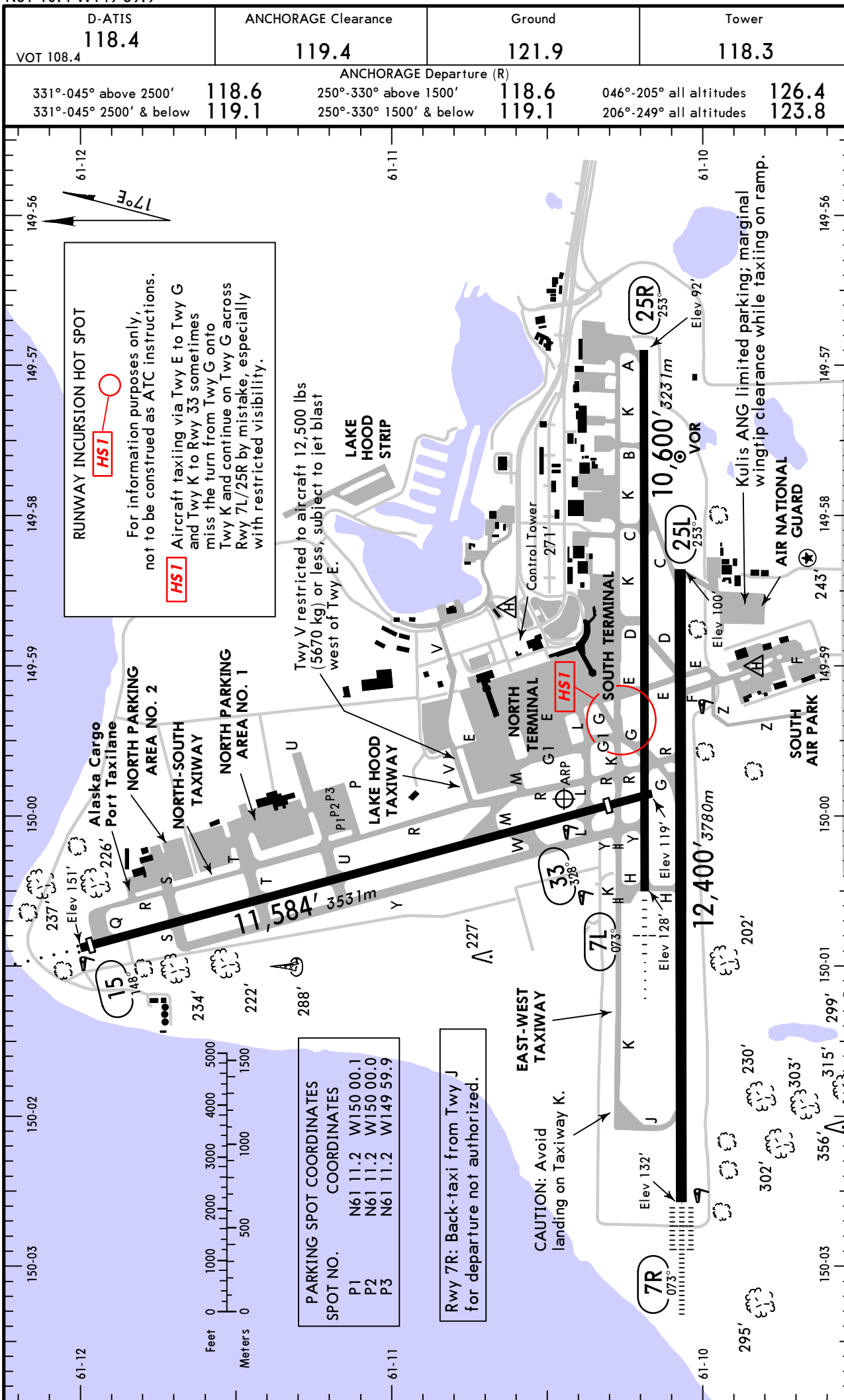
- (a) Each person operating an airplane to or from the Bryant Airport shall conform to the flow of traffic shown on the appropriate aeronautical charts, and while in the traffic pattern, shall operate that airplane at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.
- (b) Each person operating an aircraft within the Bryant segment should self-announce intentions on the Bryant Airport CTAF.

VII. General rules: Seward Highway segment.

- (a) Each person operating an airplane in the Seward Highway segment shall operate the airplane at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.
- (b) Each person operating an aircraft at or below 1,200 feet MSL that will transition to or from the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward Highway segment. All other persons operating an airplane at or below 1,200 feet MSL in this segment shall contact Anchorage approach Control.
- (c) At all times, each person operating an aircraft above 1,200 MSL shall contact Anchorage Approach Control prior to entering the Seward Highway segment.

VIII. Special requirements, Lake Campbell and Sixmile Lake Airports.

- (a) Each person operating an aircraft to or from Lake Campbell or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.



GENERAL

CAUTION: Noise sensitive area in effect, contact Airport Director's office for further information. One hour prior permission required for non-transponder acft operations. Non-radio night operations not permitted. To coordinate non-transponder or non-radio operations, contact Anchorage Tower weekdays or other FAA other times.
Pilots must provide an ETA & remain within ± 15 min of ETA.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		—LANDING BEYOND— Threshold	Glide Slope	TAKE-OFF	
7R ①	② HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) RVR		11,327' 3452m	10,900' 3322m	200'
25L ②	HIRL CL PAPI-L (angle 3.0°) RVR	③ 12,000' 3658m			61m
① Grooved. ② Non-Std. ③ Last 400' (122m) unavailable for landing distance computations.					
7L ④	HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR		9628' 2935m		150'
25R ④	HIRL CL VASI-L				46m
④ Grooved.					
15 33	HIRL CL ODALS PAPI-L (angle 3.2°) grooved RVR	⑤ 10,493' 3198m	10,336' 3150m	10,493' 3198m	150'
	HIRL CL REIL PAPI-L (angle 3.0°) grooved RVR	⑥ 10,493' 3198m		⑦	46m

- ⑤ Last 891' (272m) unavailable for landing distance computations.
⑥ Last 202' (62m) unavailable for landing distance computations.
⑦ Rwy 33 10,693' (3259m). Rwy 33 Extension 11,582' (3530m) available.
See 10-9B page for details on Extension Procedures.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 7R, 15, 25L, 33

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwy 25R

Rwy 7L

Adequate Vis Ref	STD		With Min climb of 255'/NM to 1600'			With Min climb of 230'/NM to 1600'
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1/4

OBSTACLE DP

Rwys 7L, 7R, 15, climbing right turn heading 250°, then intercept TED VOR R-211 and ENA R-028 to ENA VOR before proceeding on course.
Rwys 25L, 25R, climbing left turn heading 180°, then intercept TED VOR R-211 and ENA R-028 to ENA VOR before proceeding on course.
Rwy 33, climbing left turn heading 160°, then intercept TED VOR R-211 and ENA R-028 to ENA VOR before proceeding on course.

FOR FILING AS ALTERNATE

ILS Rwy 15		ILS Rwy 7L ILS Rwy 7R	LOC Rwy 7L LOC Rwy 7R RNAV (GPS) Rwy 7L RNAV (GPS) Rwy 7R RNAV (GPS) Rwy 15
A	600-2	600-2	800-2
B			
C			
D		700-2	

RUNWAY 33 EXTENSION FOR DEPARTURE PROCEDURES**GENERAL**

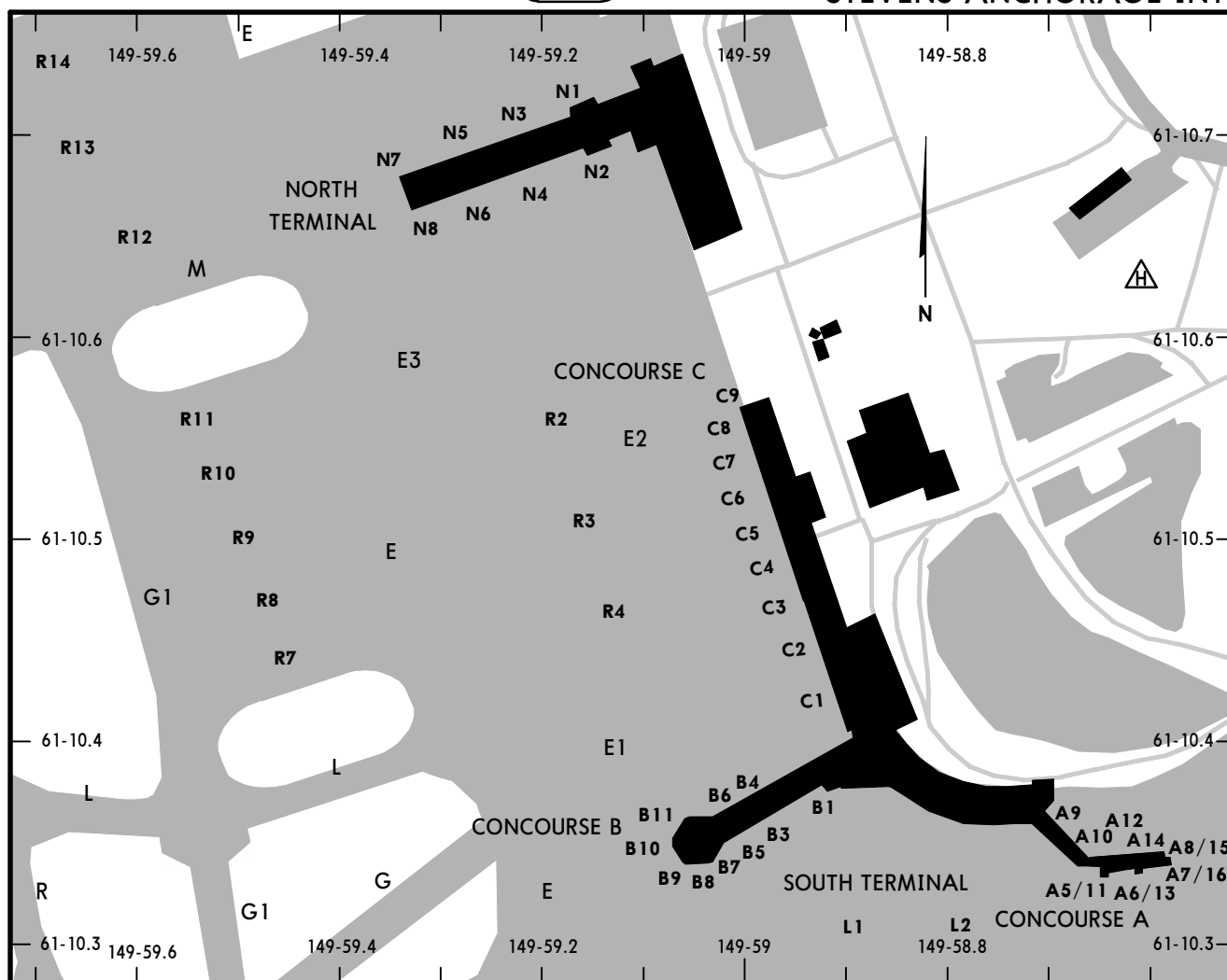
- a. This information defines the use of the extension on Runway 33 to minimize the noise impact on Runways 7L/25R and 7R/25L.
- b. An 889' (271m) extension has been constructed on the south end and 200' (61m) extension has been constructed on the north end of Runway 33. These extensions provide a TORA of 11,582' (3530m) on Runway 33.
- c. An additional 1000' (305m) clearway is designated at the north end of Runway 33 which provides a TODA of 12,582' (3835m) for carriers whose policies allow clearways to be utilized in departure length calculations.
- d. The Runway 33 threshold for arrivals remains the same and *does not change*.
- e. The Runway 15 threshold for arrivals and departure end remains the same and *does not change*. The 889' (271m) extension to the south of Runway 33 is not available for Runway 15 departures. The TORA and TODA on Runway 15 remain 10,493' (3198m).

DECLARED RUNWAY DISTANCES

Declared Runway Distances		TORA	TODA	ASDA	LDA
Rwy 33	(measured at the Runway 33 arrival threshold, north of Kilo Taxiway)	10,693' 3259m	11,693' 3564m	10,693' 3259m	10,493' 3198m
Rwy 33 Extension	(measured at the Runway 7L intersection for departures.)	11,582' 3530m	12,582' 3835m	11,582' 3530m	10,493' 3198m
Rwy 15		10,493' 3198m	10,493' 3198m	10,493' 3198m	10,493' 3198m
Rwy 7R		10,900' 3322m	10,900' 3322m	10,900' 3322m	12,400' 3780m
Rwy 25L		12,400' 3780m	12,400' 3780m	12,000' 3658m	12,000' 3658m

RUNWAY 33 EXTENSION DEPARTURE POLICIES AND PROCEDURES

- a. Consistent with Airport Noise Abatement Procedures (NAP), Runway 33 is the preferred departure runway. All aircraft will depart Runway 33 from Taxiway Kilo or Lima unless a longer takeoff surface is required. To meet this requirement, Runway 33 can be accessed from Rwy 7L/25R and this runway extension may be used to increase takeoff distance. The Runway 33 extension (TORA 11,582' (3530m)) is procedurally closed but can be opened on request. Contact ANC operations, (907) 266-2600, or ANC ATCT Clearance Delivery prior to engine start.
- b. Aircraft requiring a Runway 33 Extension departure during peak operating hours may experience delays due to Runway 7L/25R traffic.
Note: Delay alone does not constitute a reason for requesting a Runway 7R departure.



Right turns out of Romeo 2 through 4 parking are prohibited. These restrictions are to prevent jet blast damage.

Ramps R7-R11 are one way parking facing east. See page 10-9D for aircraft size limitations. For R12, R13, and R14 the traffic is one way, entering from Twy M and parking with the nose pointed east. To pull out, head east then join Twy E. The only turn allowed is to the right/south.

Twy E, north of R14, is for Group 3 [aircraft with a wingspan of 118' (36m)] or smaller aircraft. Spots R12 and R13 are Group 6 [aircraft with a wing span of 262' (80m)] capable and R14 is Group 5 [aircraft with a wingspan of 214' (65m)] capable. Wide body aircraft should exercise extreme caution when transiting taxiway K between D and E taxiway. Other wide body aircraft pushing back from the A and B terminal gates may create a ground collision hazard.

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
North Terminal		South Terminal	
N1	N61 10.7 W149 59.3	A5 thru A7	N61 10.3 W149 58.6
N2	N61 10.7 W149 59.2	A8 thru A10	N61 10.4 W149 58.6
N3, N4	N61 10.7 W149 59.3	A11	N61 10.3 W149 58.6
N5	N61 10.7 W149 59.4	A12	N61 10.4 W149 58.6
N6	N61 10.7 W149 59.3	A13	N61 10.3 W149 58.6
N7, N8	N61 10.7 W149 59.4	A14, A15	N61 10.4 W149 58.6
R2	N61 10.6 W149 59.3	A16	N61 10.3 W149 58.6
R3	N61 10.5 W149 59.3	B1	N61 10.4 W149 58.9
R4	N61 10.5 W149 59.2	B3 thru B6	N61 10.4 W149 59.0
R7	N61 10.4 W149 59.4	B7, B8	N61 10.3 W149 59.0
R8	N61 10.5 W149 59.4	B9	N61 10.3 W149 59.1
R9	N61 10.5 W149 59.5	B10, B11	N61 10.4 W149 59.1
R10, R11	N61 10.6 W149 59.5	C1	N61 10.4 W149 59.0
R12	N61 10.7 W149 59.6	C2, C3	N61 10.5 W149 59.0
R13	N61 10.7 W149 59.7	C4 thru C6	N61 10.5 W149 59.1
R14	N61 10.8 W149 59.7	C7 thru C9	N61 10.6 W149 59.1
		L1	N61 10.3 W149 58.9
		L2	N61 10.3 W149 58.8

AIRCRAFT PARKING

These are the parking procedures for Ted Stevens Anchorage International Airport **International (North) Terminal** (designated as "N" gates), **Remote Refueling Locations** (designated by the R prefix) and **satellite parking ramps** (Kilo and Papa ramps). The design aircraft for the North Terminal gates is the B-747-300. The Design Group for the Romeo parking location R-7 is Group V (B-747-400, 214' wingspan or less). R-8 through R-11 are B-747-8 (225'). R-12 and R-13 are Design Group VI (less than 262' wingspan). Papa 1 is Design Group V (less than 214' wingspan). Papa 2/3 are Design Group VI (less than 262' wingspan). Kilo 1/3 are MD-11 (less than 171' wingspan). Kilo 2/5 are B-747-200 (less than 200' wingspan) and Kilo 4 is B-747-400 (less than 214' wingspan). If an aircraft exceeds the design aircraft/group size (length or width) for their parking location, contact Airport Operations, 266-2600 and follow the special procedures. Further restrictions listed below.

Parking Area	Design Aircraft	Restrictions for Larger Design Aircraft
North Terminal		
N-1/2/3/4/5/6/7	B-747-300	1, 2, 3
N-8	B-747-300	1
Remote Parking Locations		
R-2/3/4/7/14	B-747-400 (Group V)	1, 4
R-8/9/10/11	B-747-8 (225' and smaller)	1
R-12/13	Group VI	1
Satellite Parking Ramps		
P-1	B-747-400 (Group V)	1
P-2/3	Group VI	1
K-1/3	MD-11 (less than 171')	1, 5
K-2/5	B-747-200 (less than 200')	1, 5
K-4	B-747-400 (Group V)	1, 5

RESTRICTIONS

General

1. Aircraft larger than the design aircraft or group may be parked adjacent only if the special procedures below are used.

North Terminal Gate Parking

2. B-747-400 or A-330/340 may be parked adjacent only if towed in and pushed back in addition to the special procedures below.
3. B-747-400 or A330/340 may be parked adjacent on Gates N-2 and N-4 only if the aircraft on N-2 is "last in, first out".

Remote Refueling Ramps

4. Exiting R-2/3/4, aircraft may only turn left out of parking.

Satellite Ramps

5. During pushback, aircraft will ensure jet blast is directed in a safe direction, will not blow foreign objects on the ramp/taxiway and will not block the tug road.

SPECIAL PROCEDURES

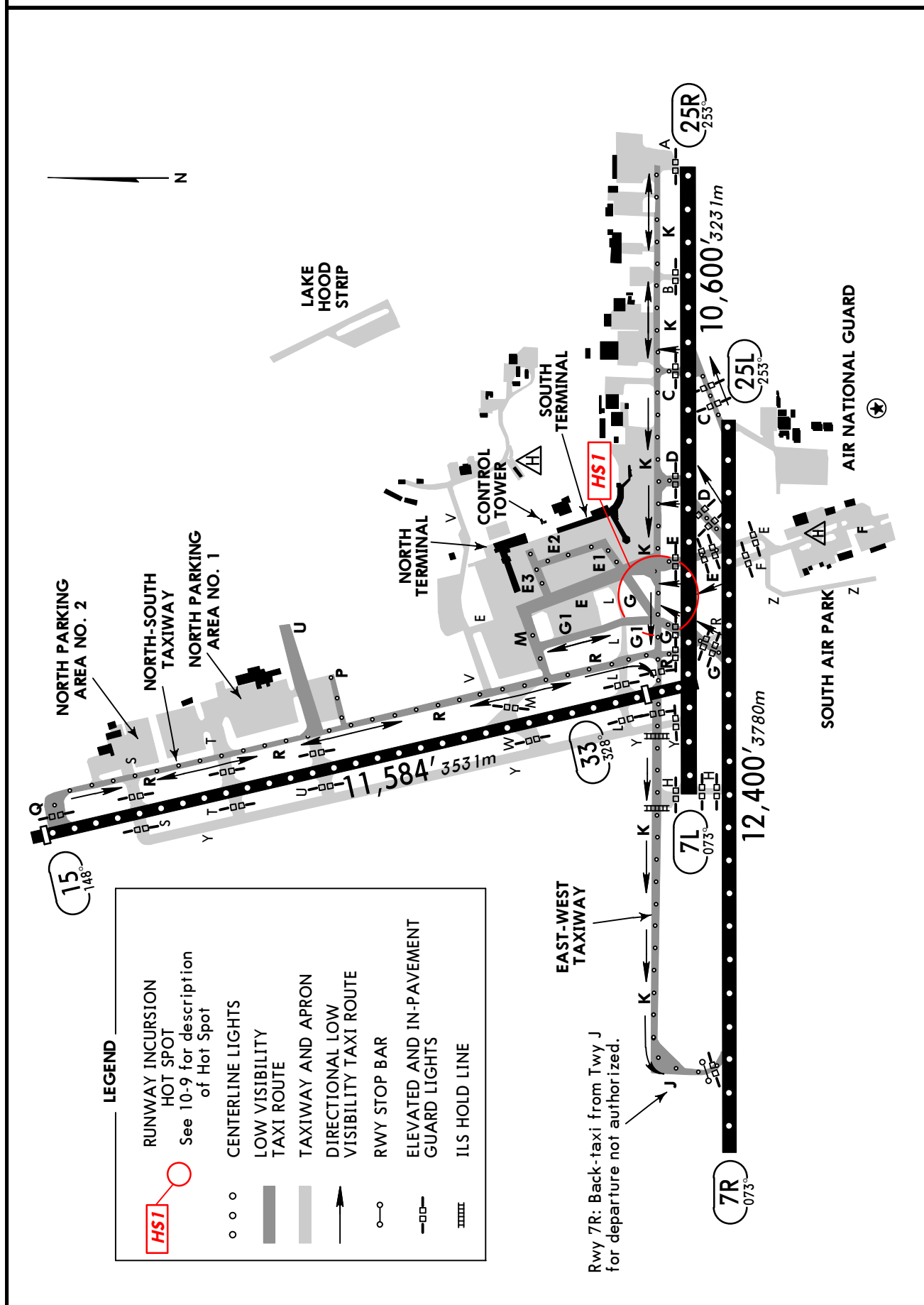
These procedures shall be used any time wingtip clearances of 25' cannot be maintained between adjacent aircraft. Before using these procedures, ensure no reasonable alternative is available.

1. Wing walkers with a signaling device are required.
2. For aircraft under tow, a safety observer (separate from the tow vehicle driver) will direct movement and be positioned to stop the aircraft movement, if required.
3. Company/Pilot in Command concurrence is required if 25' wingtip clearance cannot be maintained.
4. Companies making parking assignments will notify Airport Operations, 266-2600, when 25' wingtip clearance cannot be maintained.

NOTE: *Airline and ground support companies use these procedures at their own risk. They accept responsibility and liability for maintaining wingtip clearance and shall hold the airport harmless when these special procedures are utilized.*

LESS THAN RVR 1200 to 600

D-ATIS 118.4 VOT 108.4	ANCHORAGE Clearance 119.4	Ground 121.9	Tower 118.3
ANCHORAGE Departure (R)			
331°-045° above 2500'	118.6	250°-330° above 1500'	118.6
331°-045° 2500' & below	119.1	250°-330° 1500' & below	119.1
		046°-205° all altitudes	126.4
		206°-249° all altitudes	123.8



PANC/ANC

JEPPESEN

ANCHORAGE, ALASKA

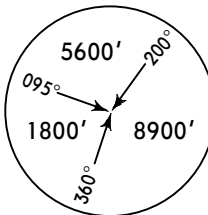
STEVENS ANCHORAGE INTL

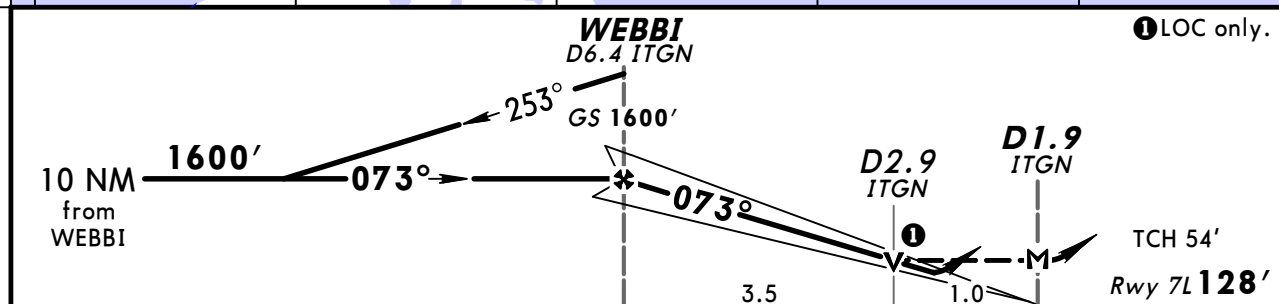
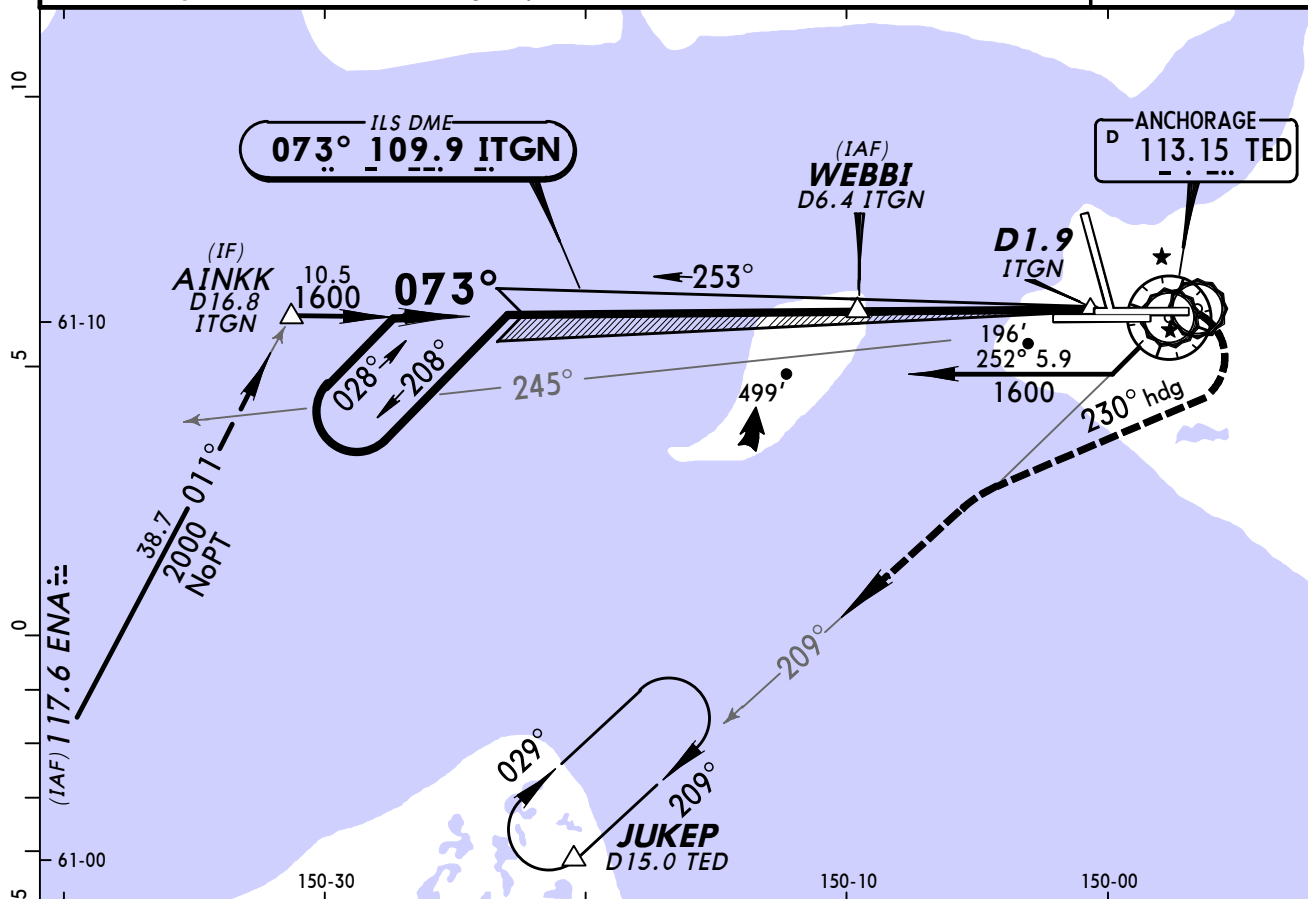
3 FEB 12
Eff 9 Feb

(11-1)

ILS or LOC DME Rwy 7L

BRIEFING STRIP™

D-ATIS		ANCHORAGE Approach (R)		ANCHORAGE Tower		Ground	
118.4		118.6		118.3		121.9	
LOC ITGN 109.9	Final Apch Crs 073°	GS WEBBI 1600' (1472')	ILS DA(H) 328' (200')	Apt Elev 151' Rwy 7L 128'		 MSA TED VOR	
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' via heading 230° and outbound TED VOR R-209 to JUKEP INT/D15.0 TED and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME Required. 2. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	600' ↑	2500' ↷ RT	230° via hdg
GS 3.00°	372	478	531	637	743	849				
MAP at D1.9 ITGN										

TERPS			STRAIGHT-IN LANDING RWY 7L				CIRCLE-TO-LAND			
			ILS		LOC (GS out)					
			DA(H) 328' (200')		MDA(H) 500' (372')					
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out	Max Kts		MDA(H)	
A							90		700' (549') - 1	
B							120			
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4		RVR 40 or 3/4		140		700' (549') - 1 1/2	
D							165		800' (649') - 2	

CHANGES: Procedure.

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BRIEFING STRIP™



TERPS

CAT II ILS

RA 108'

 $DA_{(H)} \mathbf{228'} (100')$

RVR 12

PANC/ANC

STEVENS ANCHORAGE INTL

3 FEB 12

Eff 9 Feb

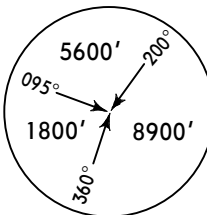
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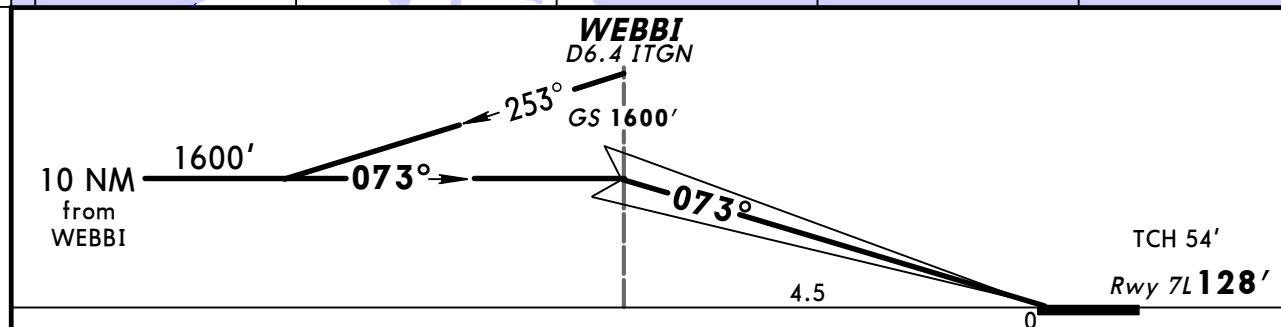
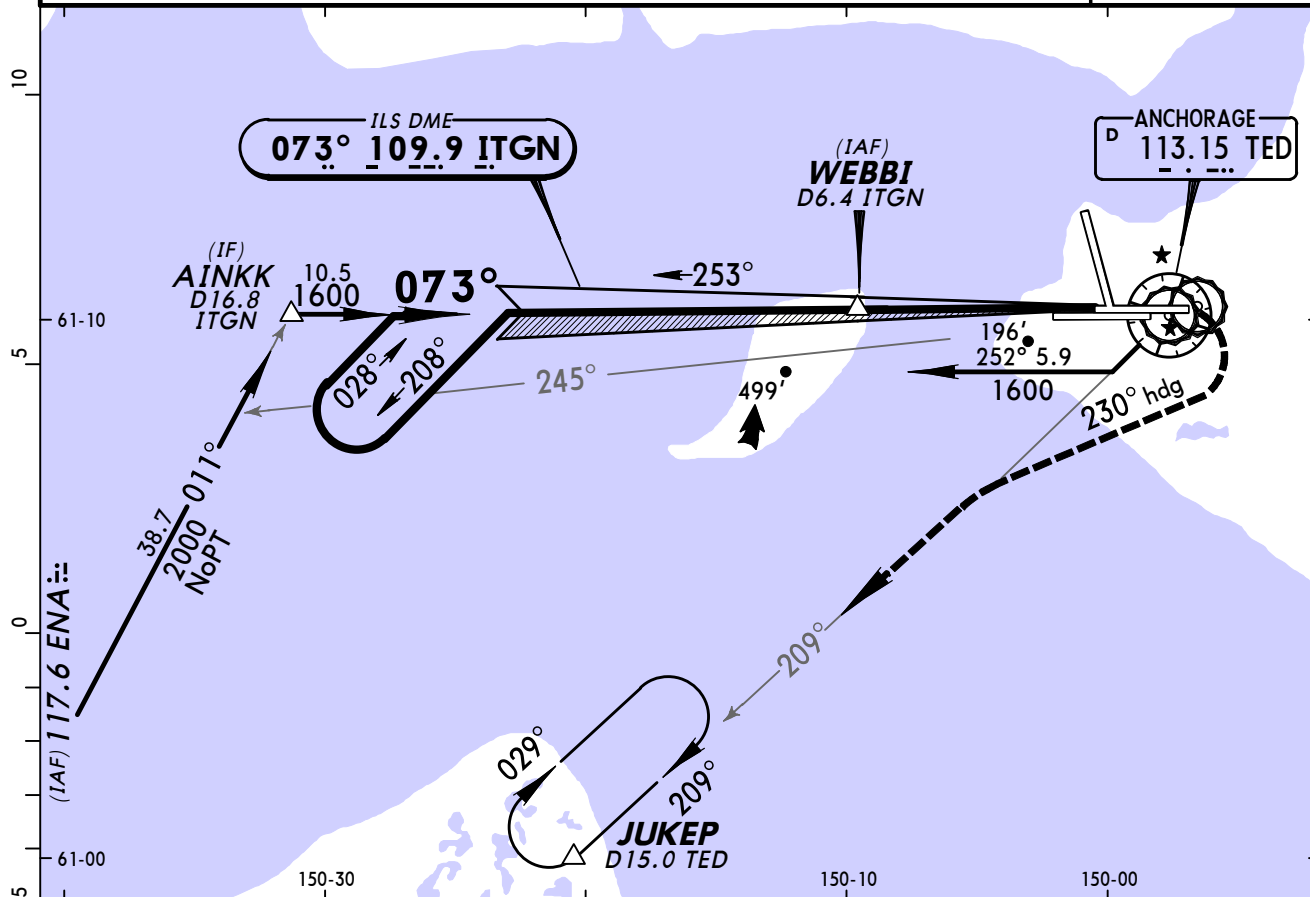
JEPPESSEN

ANCHORAGE, ALASKA

ILS Rwy 7L SA CAT I

BRIEFING STRIP™

D-ATIS		ANCHORAGE Approach (R)		ANCHORAGE Tower		Ground	
118.4		118.6		118.3		121.9	
LOC ITGN 109.9	Final Apch Crs 073°	GS WEBBI 1600' (1472')	SA CAT I ILS RA 158' DA(H)278' (150')	Apt Elev 151'	Rwy 7L 128'	 MSA TED VOR	
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' via heading 230° and outbound TED VOR R-209 to JUKEP INT/D15.0 TED and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Aircraft Certification Required. 2. DME Required. 3. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		600'	2500'	230°
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	via hdg

TERPS

STRAIGHT-IN LANDING RWY 7L

SA CAT I ILS

RA 158'

DA(H) 278' (150')

A
B
C
D

RVR 14

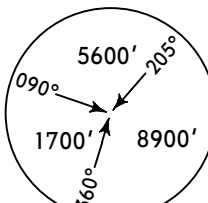
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

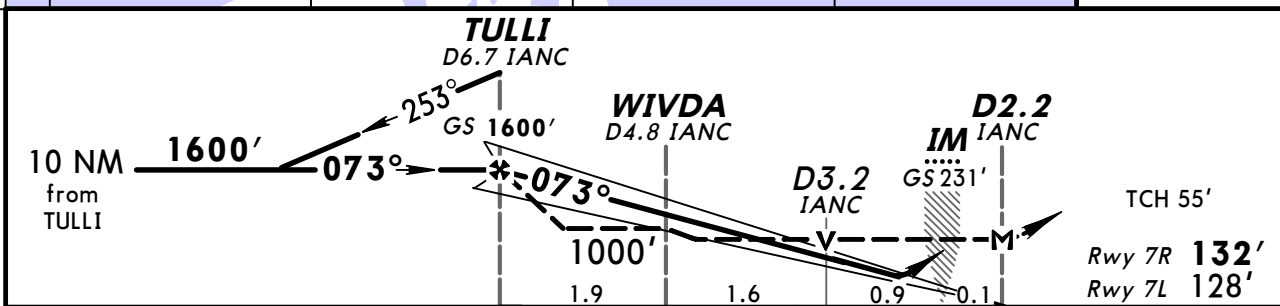
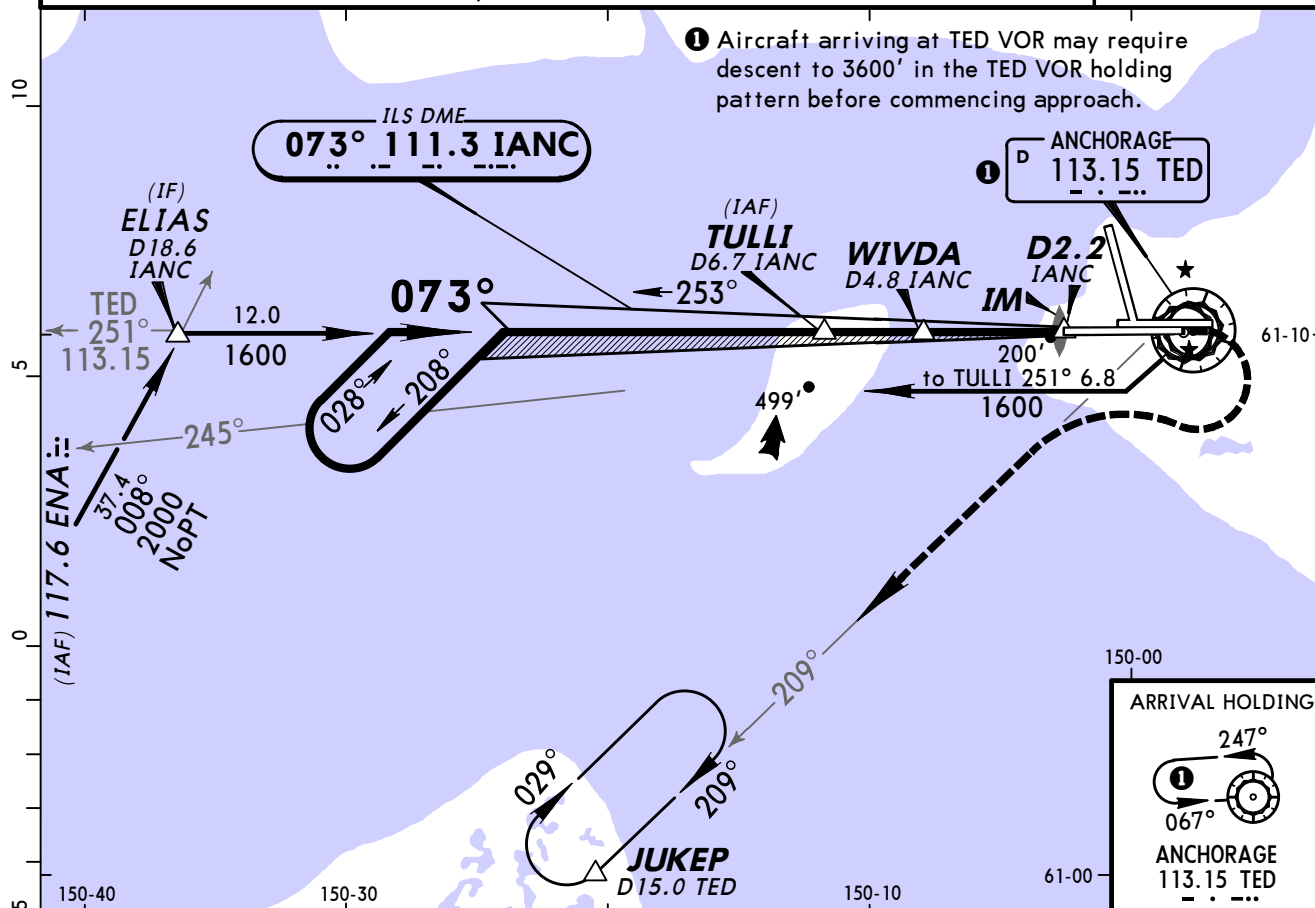
CHANGES: New procedure.

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TERPS AMEND 2 9 FEB 2012

BRIEFING STRIP™

D-ATIS 118.4		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
LOC IANC 111.3	Final Apch Crs 073°	GS TULLI 1600' (1468')	ILS DA(H) 332' (200')	Apt Elev 151' Rwy 7R 132' Rwy 7L 128'	 MSA TED VOR		
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' outbound on TED VOR R-209 to JUKEP INT/D15.0 TED and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. VGSI and ILS glidepath not coincident. 2. Rwy 7L threshold 6140' E of Rwy 7R threshold. 3. MALSR & PAPI-R on Rwy 7L.							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	600'	2500'	TED
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on 113.15 R-209
MAP at D2.2 IANC										

TERPS		STRAIGHT-IN LANDING RWY 7R				SIDESTEP LANDING RWY 7L		1 CIRCLE-TO-LAND	
ILS		LOC (GS out)		MDA(H) 520' (388')		MDA(H) 520' (392')			
DA(H) 332' (200')									
FULL		TDZ or CL out	ALS out	ALS out		RAIL or ALS out		Max Kts	MDA(H)
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 50 or 1		90	740' (589') - 1
B				RVR 35 or 5/8	RVR 60 or 1 1/8	RVR 50 or 1	1 1/2	120	
C						1 1/2	2	140	
D						1 1/2	2	165	

① When VGSI inop, circling Rwy 25L not authorized at night.

PANC/ANC

JEPPESSEN ANCHORAGE, ALASKA

STEVENS ANCHORAGE INTL

3 FEB 12
Eff 9 Feb

11-2A ILS Rwy 7R CAT II & III

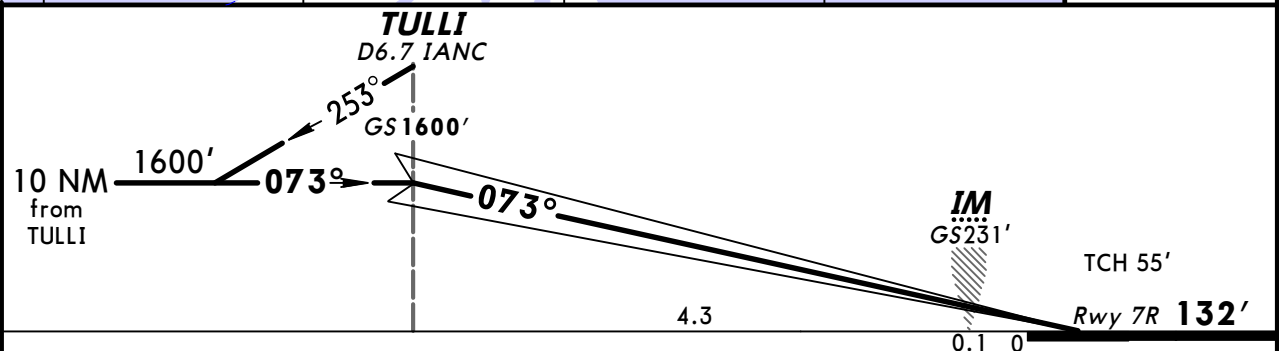
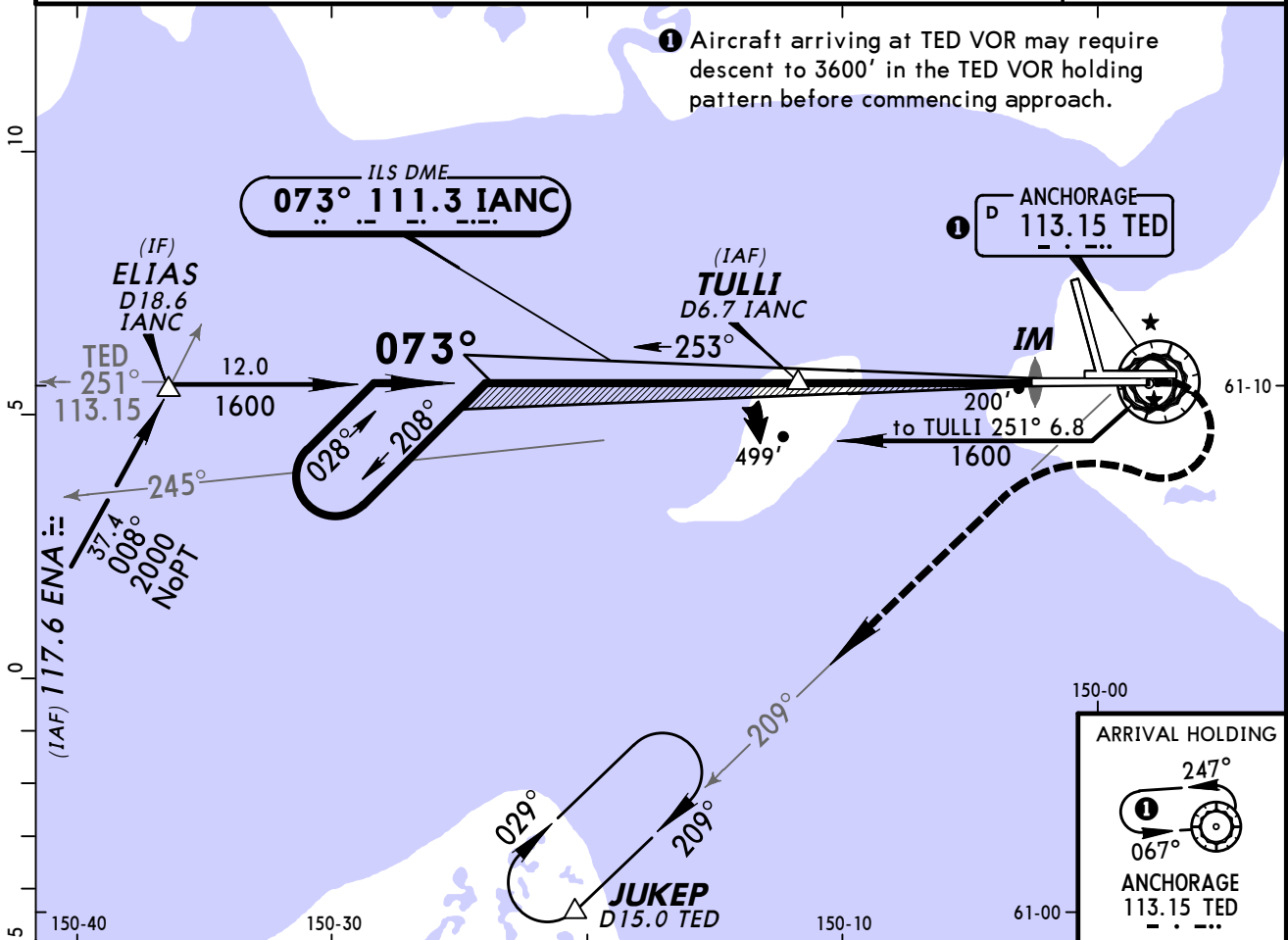
D-ATIS 118.4		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
LOC IANC	Final Apch Crs	GS TULLI	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS RA 115' DA(H) 232'(100')	Apt Elev 151' Rwy 7R 132'
111.3	073°	1600'(1468')	NA		Refer to Minimums		

MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' outbound on TED VOR R-209 to JUKEP INT/D15.0 TED and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification Required.
2. VGSI and ILS glideslope not coincident.

MSA TED VOR

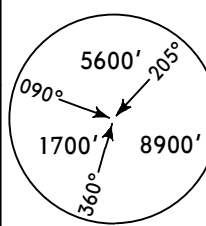


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	600'	2500'	TED
GS	3.00°	372	478	531	637	743	849	↑	RT	113.15 R-209

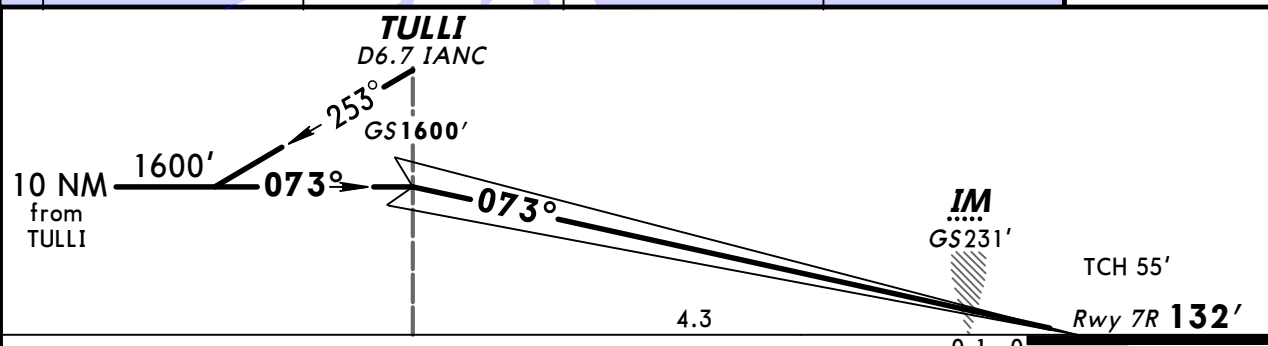
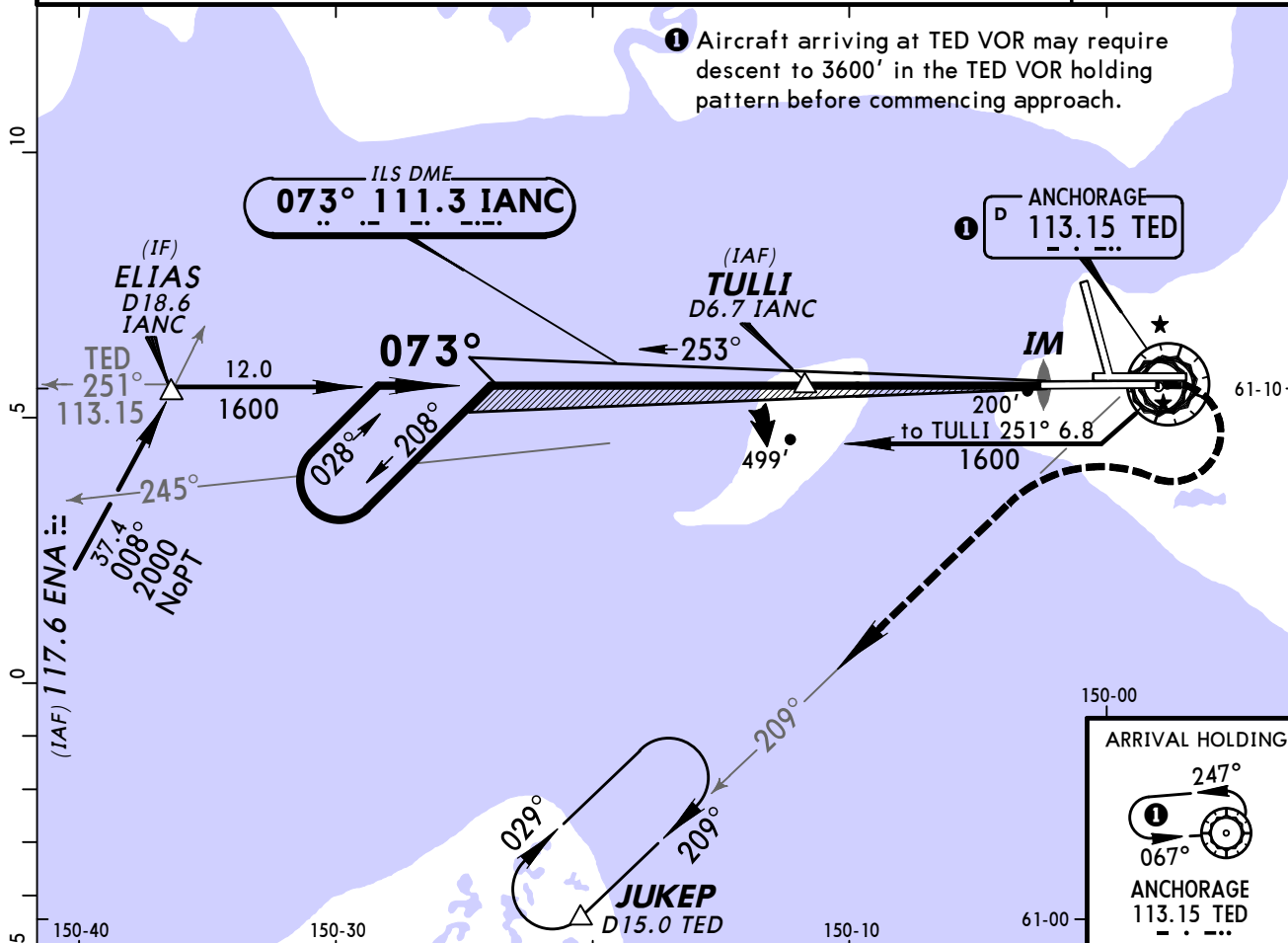
TERPS STRAIGHT-IN LANDING RWY 7R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	1 CAT II ILS RA 115' DA(H) 232'(100')
NA	RVR 6	RVR 7	RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

BRIEFING STRIP™

D-ATIS 118.4		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9			
LOC IANC 111.3		Final Apch Crs 073°		GS TULLI 1600' (1468')		SA CAT I ILS RA 245' DA(H) 282' (150')		Apt Elev 151' Rwy 7R 132'	
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' outbound on TED VOR R-209 to JUKEP INT/D15.0 TED and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. VGSI and ILS glideslope not coincident.									

MSA TED VOR

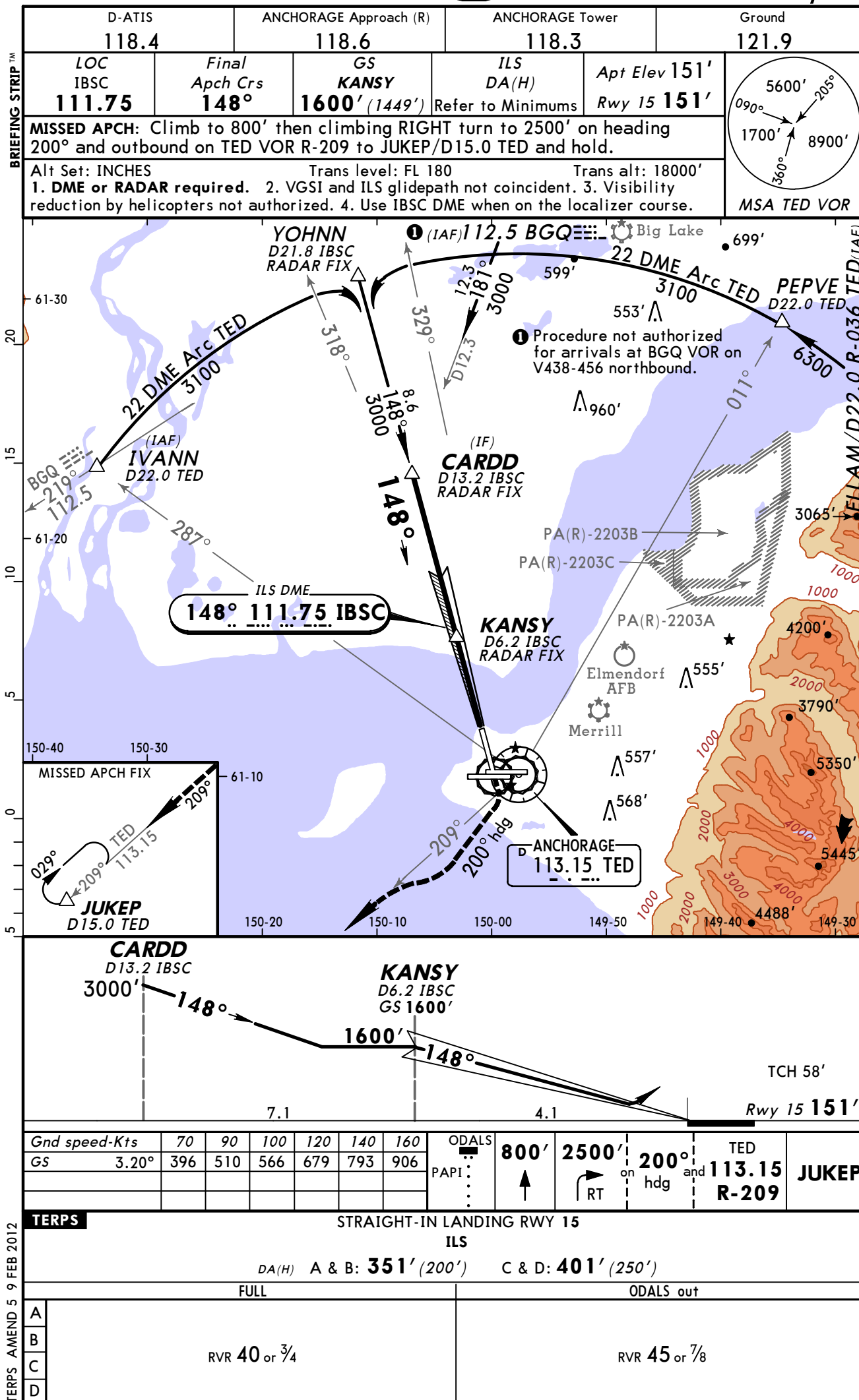


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	600'	2500'	TED
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on 113.15 R-209

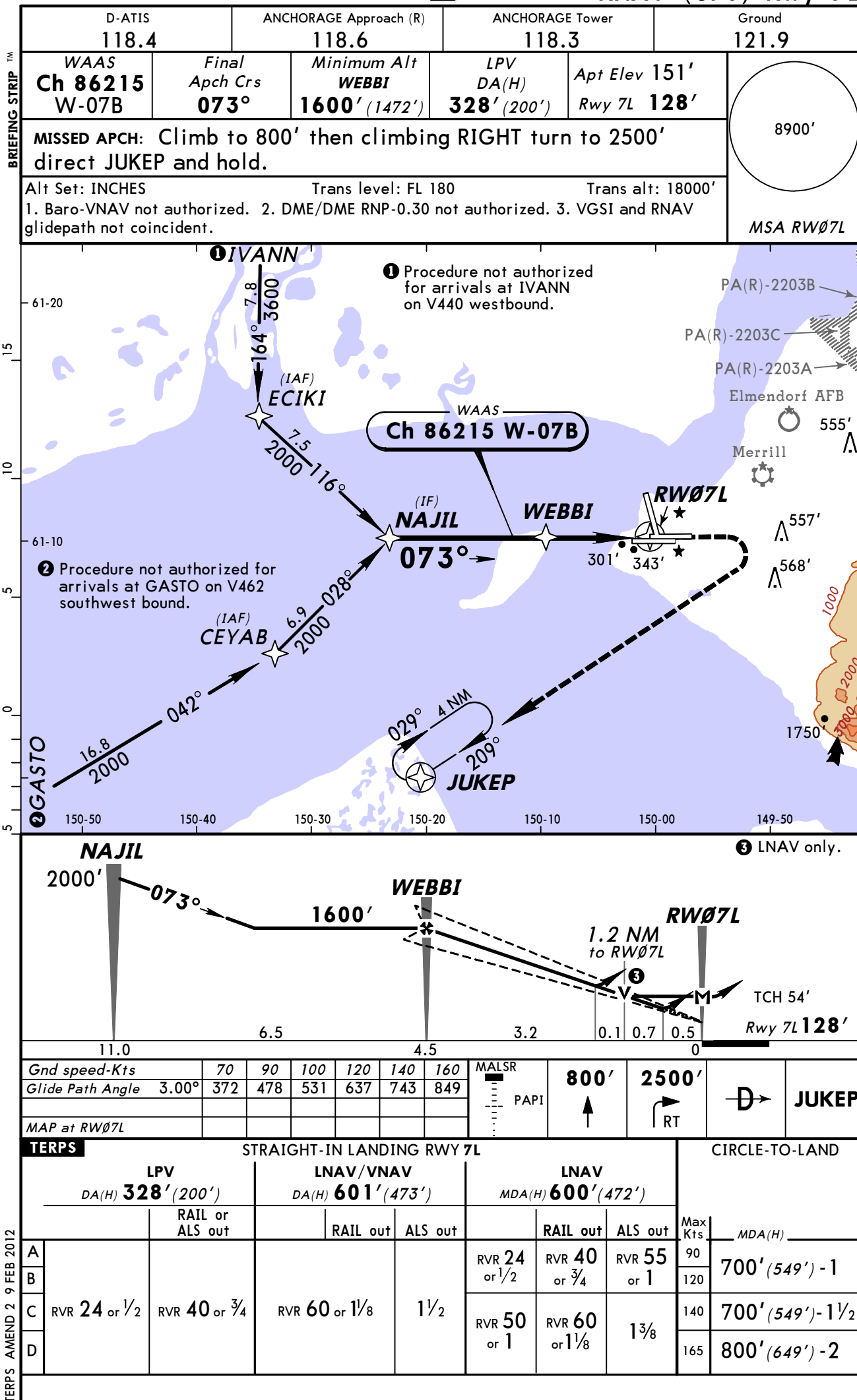
TERPS STRAIGHT-IN LANDING RWY 7R
1 SA CAT I ILS
RA 245'
 DA(H) 282' (150')

A	
B	
C	
D	RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

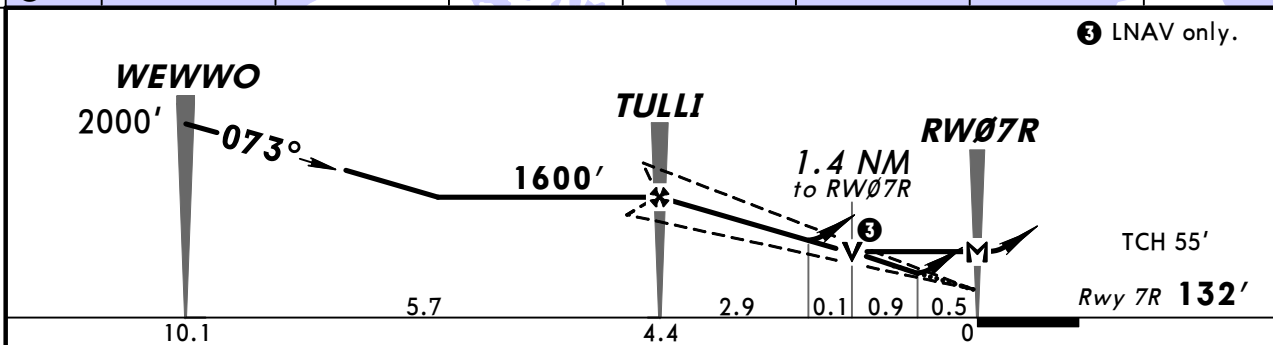
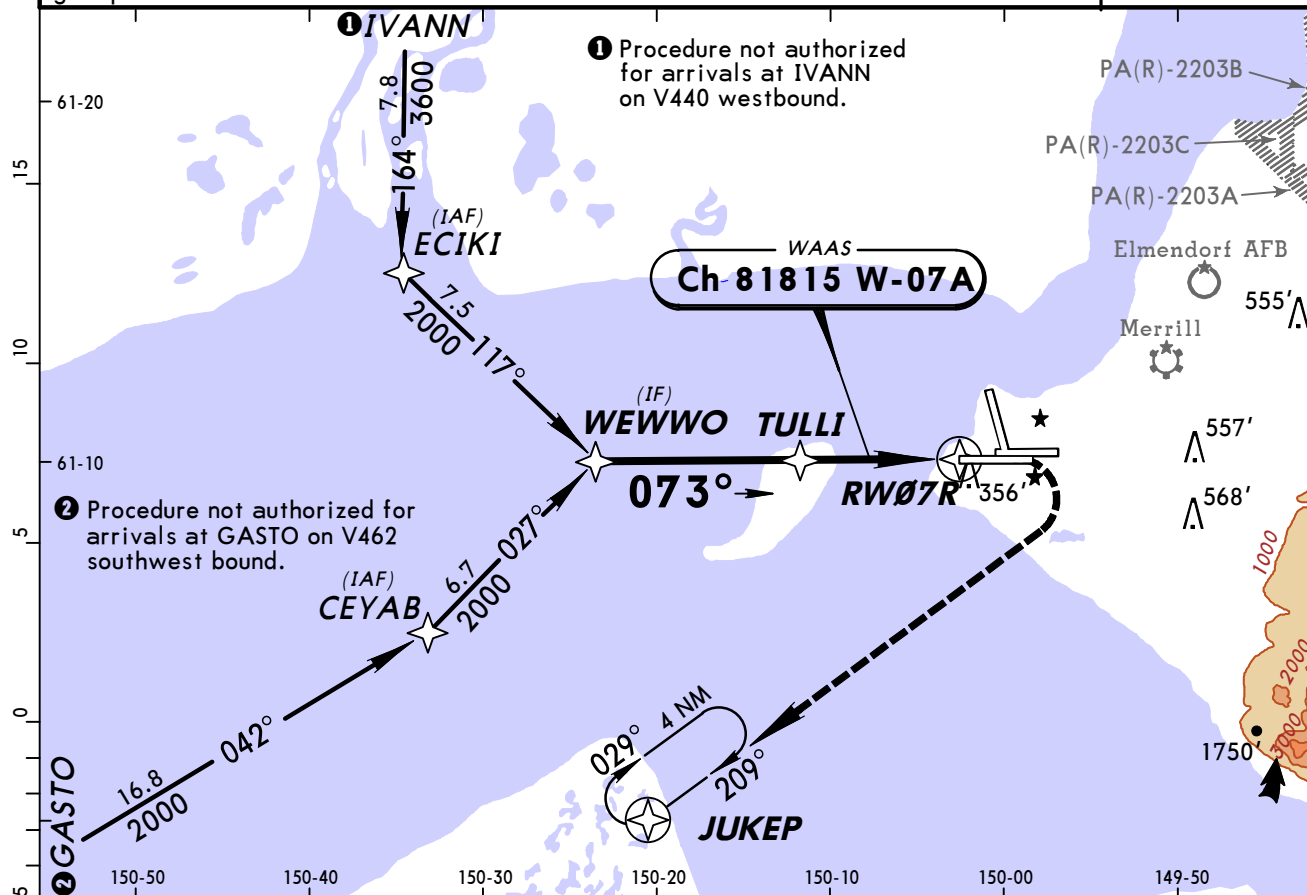


TERPS AMEND 5 9 FEB 2012



BRIEFING STRIP

D-ATIS		ANCHORAGE Approach (R)		ANCHORAGE Tower		Ground	
118.4		118.6		118.3		121.9	
WAAS Ch 81815 W-07A		Final Apch Crs 073°	Minimum Alt TULLI 1600' (1468')	LPV DA(H) 332' (200')	Apt Elev 151' Rwy 7R 132'		8800' MSA RW07R
MISSED APCH: Climb to 900' then climbing RIGHT turn to 3000' direct JUKEP and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C (-11°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	900'	3000'	RT	JUKEP
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	RT		
MAP at RW07R											

TERPS STRAIGHT-IN LANDING RWY 7R						CIRCLE-TO-LAND	
LPV DA(H) 332' (200')		LNAV/VNAV DA(H) 660' (528')		LNAV MDA(H) 640' (508')		Max Kts	MDA(H)
ALS out		ALS out		ALS out		90	740' (589') - 1
A						120	
B						140	740' (589') - 1 1/2
C	RVR 24 or 1/2	RVR 40 or 3/4	1 3/8	1 3/4	RVR 55 or 1	165	800' (649') - 2
D							

1 When VGSI inop, circling Rwy 25L not authorized at night.

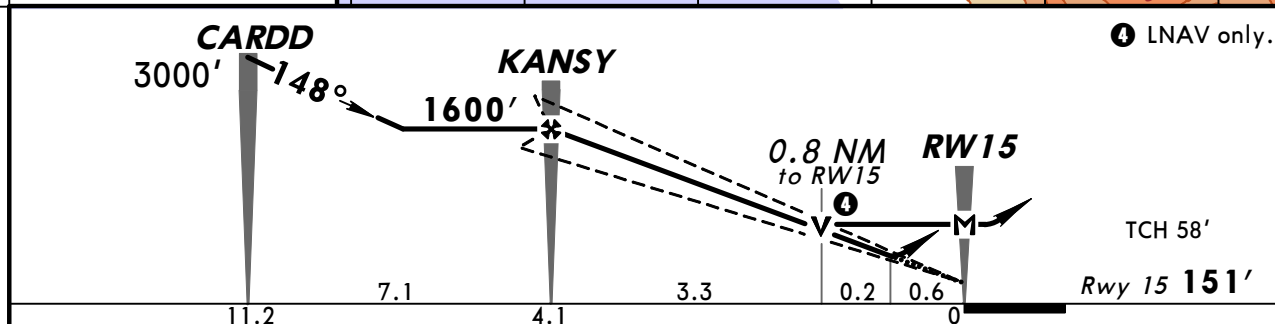
CHANGES: Procedure.

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TERPS AMEND 4 9 FEB 2012

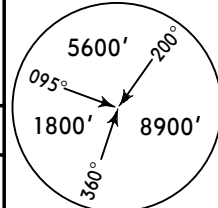
BRIEFING STRIP

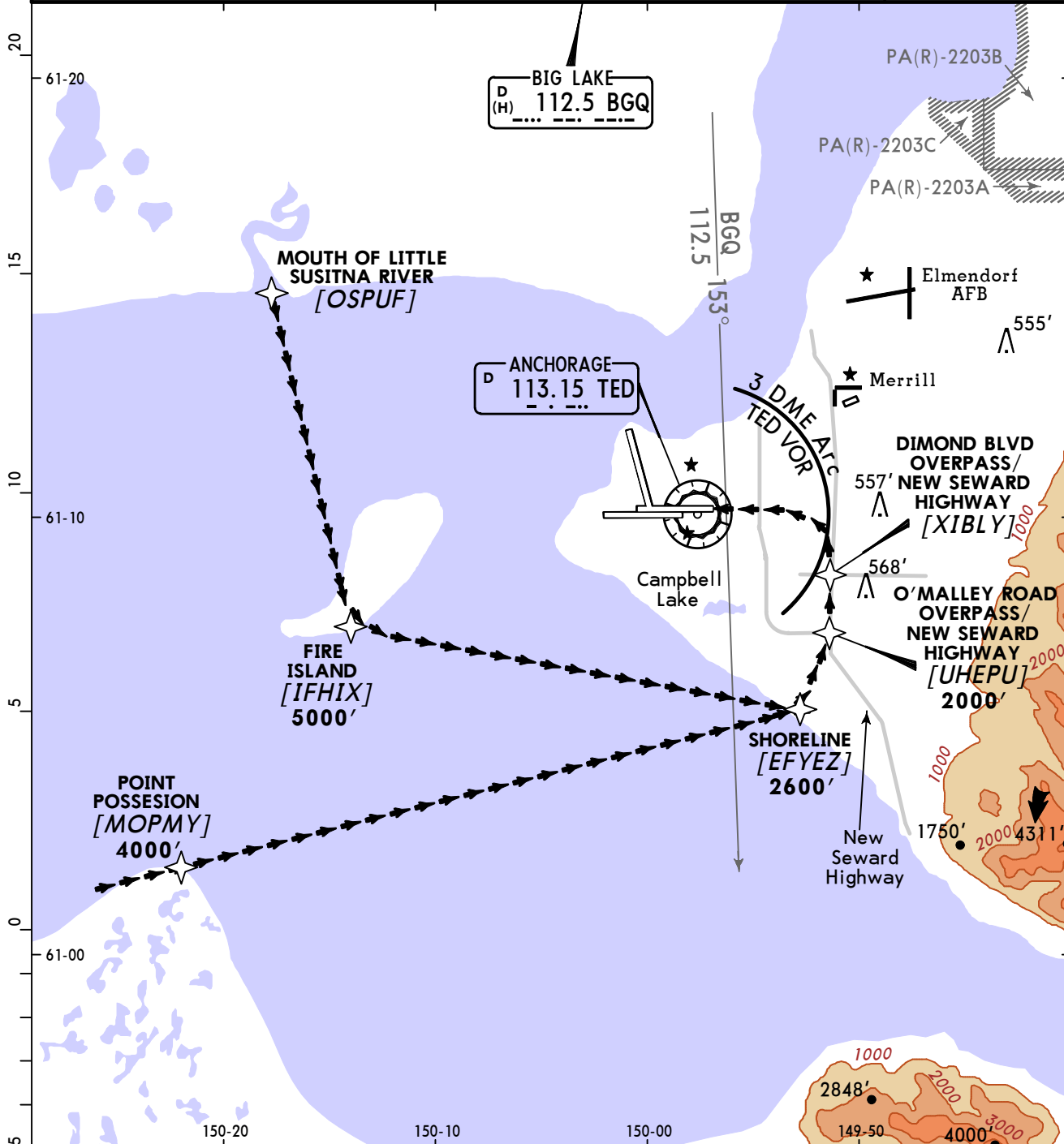
D-ATIS 118.4	ANCHORAGE Approach (R) 118.6	ANCHORAGE Tower 118.3	Ground 121.9
WAAS Ch 90115 W-15A	Final Aptch Crs 148°	Minimum Alt KANSY 1600' (1449')	LNAV/VNAV DA(H) 401' (250')
Apt Elev 151' Rwy 15 151'			
MISSED APCH: Climb to 2500' direct ZUXAN and on track 228° to JUKEP and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath angles not coincident. 4. Visibility reduction by helicopters not authorized.			
8900' MSA RW15			



Gnd speed-Kts	70	90	100	120	140	160	ODALS	2500'	PAPI	ZUXAN
Glide Path Angle	3.20°	396	510	566	679	793	906			
MAP at RW15										

TERPS				STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV					
DA(H) 418' (267')		DA(H) 401' (250')		MDA(H) 500' (349')					
ODALS out		ODALS out		ODALS out					
A								Max Kts	MDA(H)
B								90	700' (549') - 1
C	RVR 40 or 3/4	RVR 45 or 7/8		RVR 40 or 3/4		RVR 40 or 3/4	RVR 55 or 1	120	700' (549') - 1 1/2
D						RVR 45 or 7/8		140	700' (549') - 1 1/2
								165	800' (649') - 2

ATIS 118.4		ANCHORAGE Approach (R) 118.6 123.8		ANCHORAGE Tower 118.3		Ground 121.9	
NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF		CEIL-VIS 3000' - 3	Apt Elev 151'		
MISSED APCH: No Missed Approach procedure.						 MSA TED VOR	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. RADAR required. 2. Procedure not authorized at night. 3. Vertical Guidance Navaid and Angle: VASI-L (Upper GS-3.25° Lower GS-3.0°).							



HIGHWAY VISUAL RWY 25R

From O'Malley Road Overpass/New Seward Highway Intersection to Dimond Blvd Overpass/New Seward Highway Intersection, follow New Seward Highway. Remain within D3.0 TED or west of BGQ R-153.

VASI-L No Missed Approach Procedure

WEATHER MINIMUMS

Ceiling **3000'** - VIS **3**

General Information

Location: Aniak AK USA
IATA Code: ANI
Lat/Long: N61° 34.9' W159° 32.6'
Elevation: 89 ft

Airport Use: Public
Magnetic Variation: 14.6°E

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1746 Z
Sunset: 0356 Z,

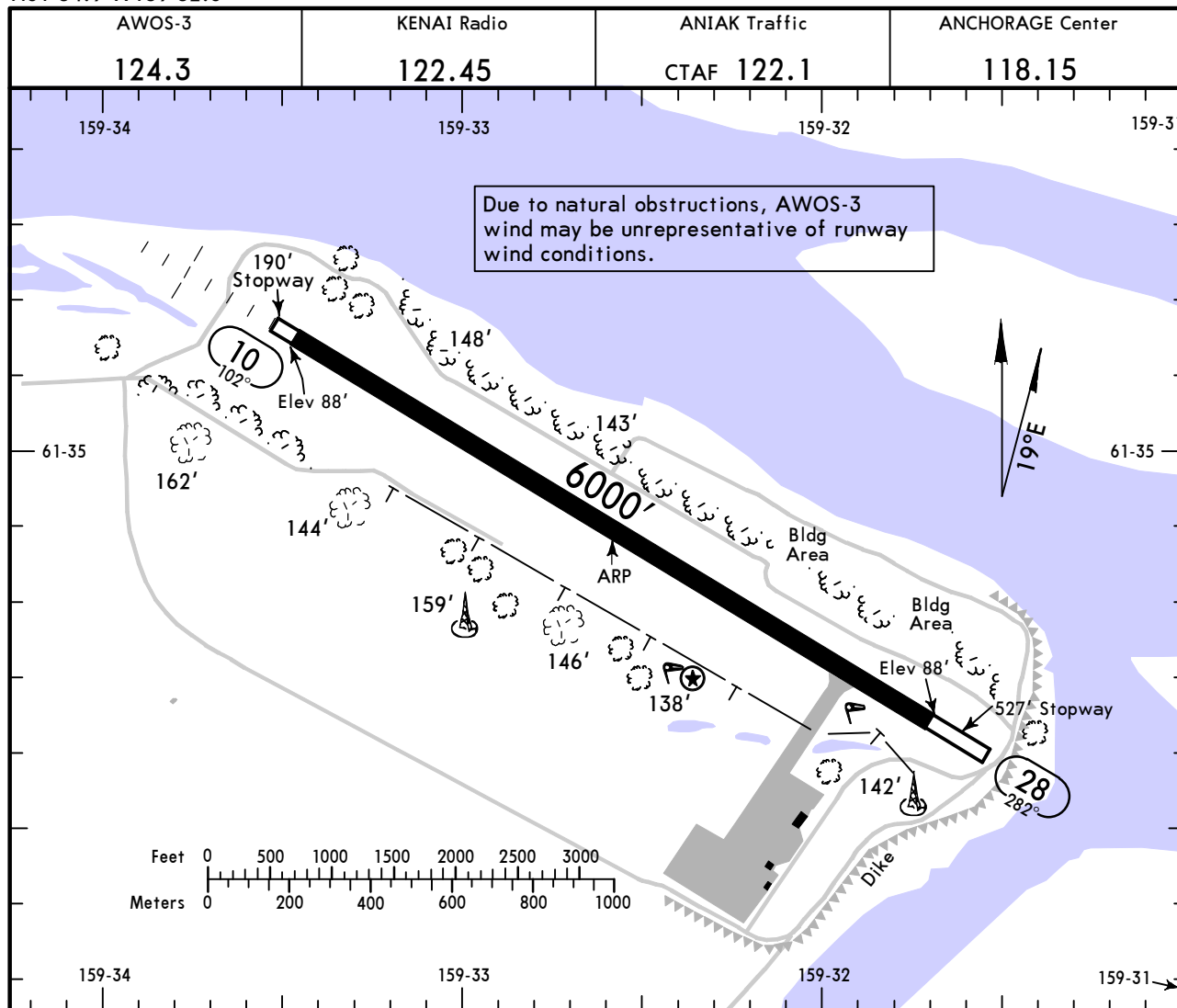
Runway Information

Runway: 10
Length x Width: 6000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 89 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 28
Length x Width: 6000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 89 ft
Lighting: Edge, Pilot controlled

Communication Information

AWOS 124.3
Anchorage Center Clearance Delivery 122.45
Anchorage Center Clearance Delivery 118.15
Aniak Multicom 122.1 CTAF PCL
Kenai Flight Service Station 122.45 RCO
Anchorage Center 118.15 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
RWY		Threshold	Glide Slope		
10	① HIRL ① MALSF		5001'		150'
28	① HIRL ① VASI-L				

① Activate on 122.1.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

All Rwy's		
Adequate Vis Ref		STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

		ILS DME Rwy 10	NDB DME Rwy 28	Authorized When Local Weather Available RNAV (GPS) Rwy 28	LOC DME Rwy 10	RNAV (GPS) Rwy 10
A	600-2	800-2	800-2	800-2	NA	
B				800-2 1/4		
C						
D						

OBSTACLE DP: Runway 10, climb runway heading to 1800' before turning on course. Runway 28, climb runway heading to 1300' before turning on course.

PANI/ANI
ANIAK

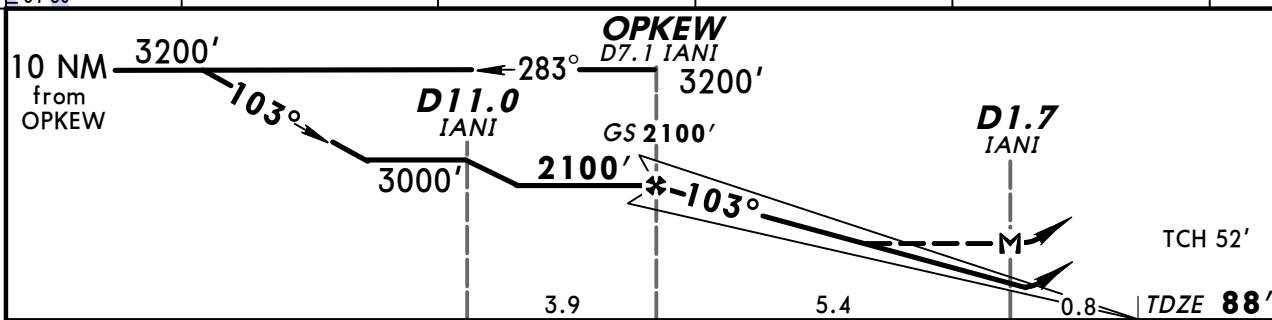
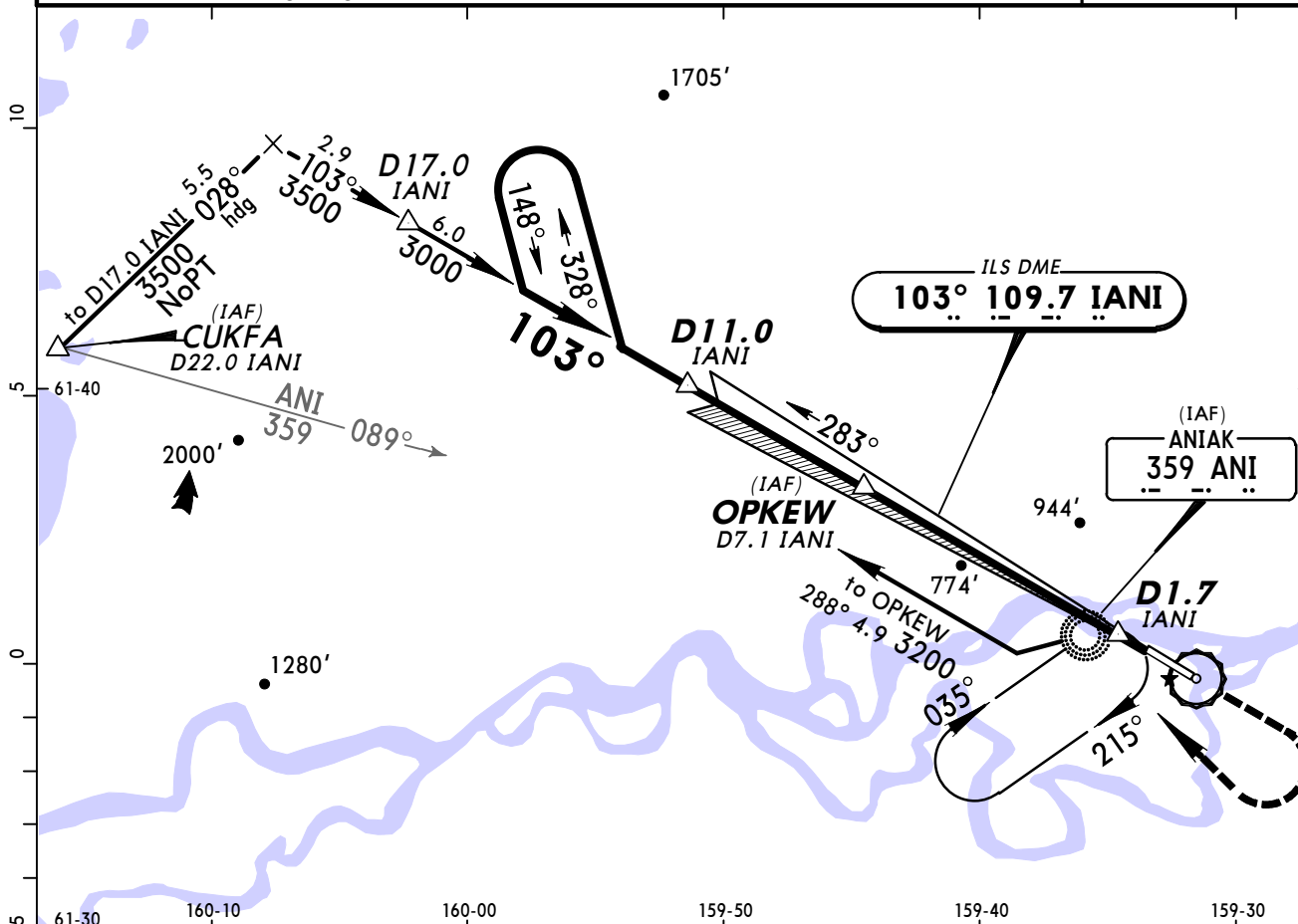
JEPPESSEN

23 SEP 05 (11-1)

ANIAK, ALASKA
ILS DME Rwy 10

BRIEFING STRIP™

AWOS-3 124.3		ANCHORAGE Center 118.15		KENAI Radio 122.45		ANIAK Traffic CTAF 122.1	
LOC IANI 109.7	Final Apch Crs 103°	GS OPKEW 2100' (2012')	ILS DA(H) 338' (250')	Apt Elev 88' TDZE 88'		4700' MSA ANI NDB	
MISSED APCH: Climb to 1300' and then climbing RIGHT turn to 3200' direct ANI NDB and hold.							
Alt Set: INCHES 1. ADF and DME required. 2. Localizer unusable from D1.7 IANI inbound. 3. Pilot controlled lighting 122.1.							
Trans level: FL 180 Trans alt: 18000'							



Gnd speed-Kts	70	90	100	120	140	160	MALSF	1300'	3200'	D→	ANI 359
GS	3.00°	377	484	538	646	753		↑	RT		
MAP at D1.7 IANI											

STRAIGHT-IN LANDING RWY10						CIRCLE-TO-LAND					
ILS			LOC (GS out)			Not Authorized			North of Rwy 10-28		
DA(H) 338' (250')						Max			MDA(H)		
ALS out						90			580' (492') -1		
3/4			NA			120			580' (492') -1 1/2		
						140			640' (552') -2		
						165					

1 Circling requires descent on glide slope to MDA(H).

CHANGES: None.

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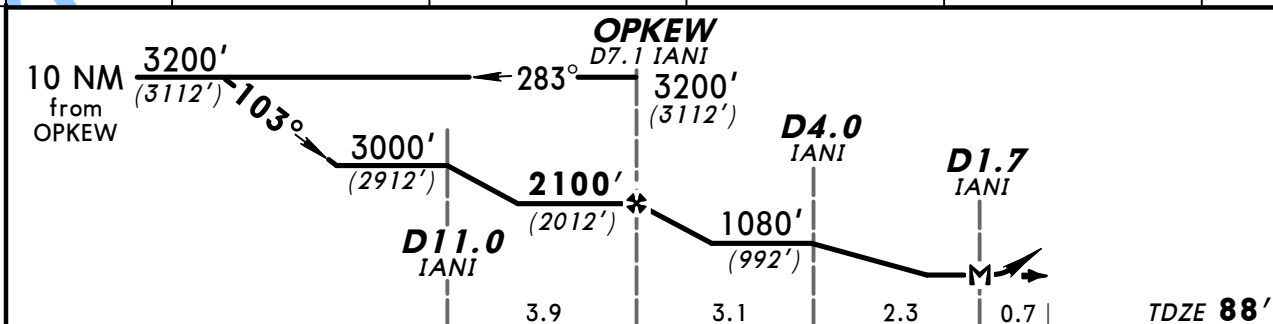
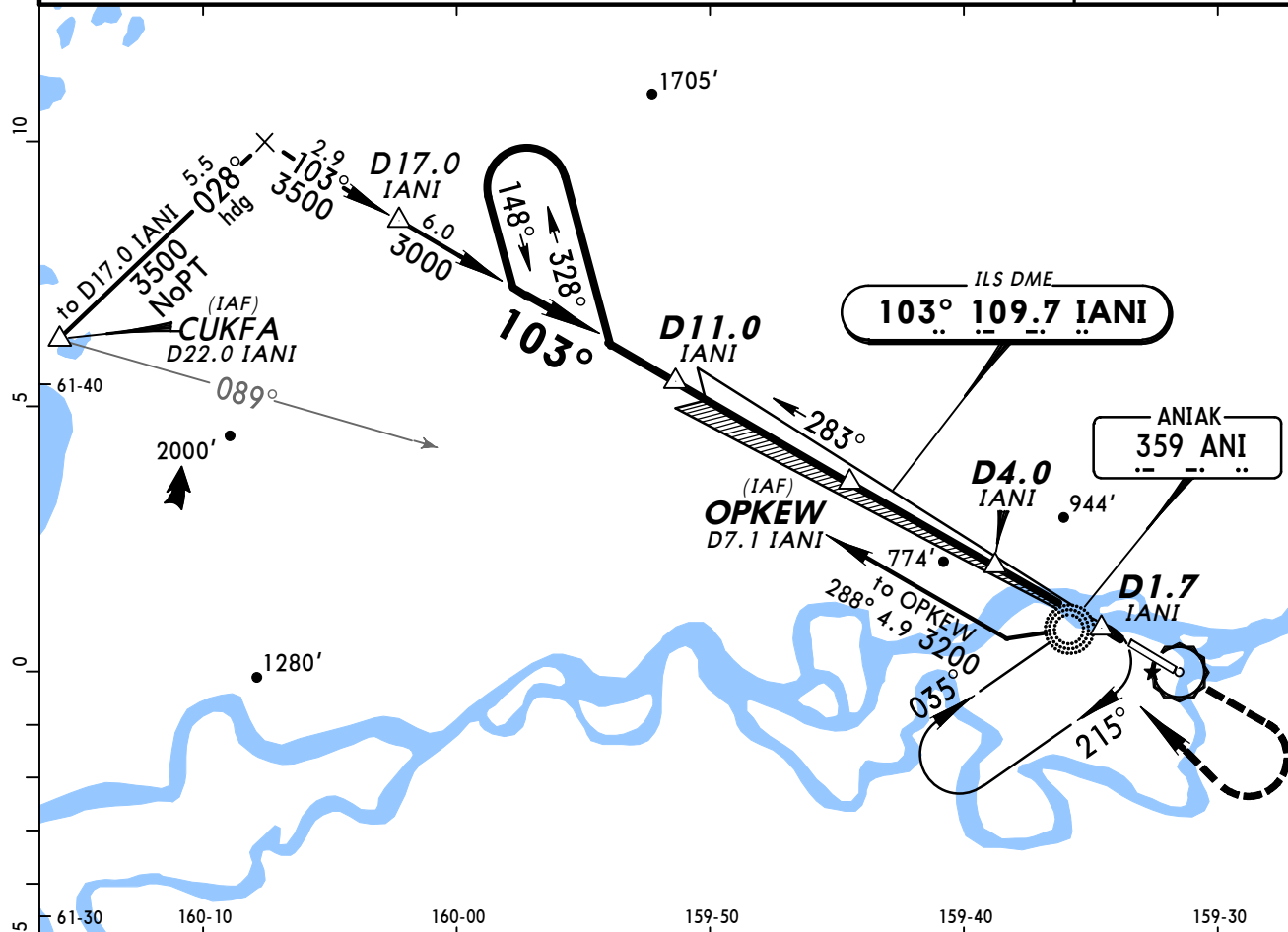
PANI ANIAK

8 JUN 01 **11-2**

ANIAK, ALASKA
LOC DMÉ Rwy 10

BRIEFING STRIP™

AWOS-3 124.3		ANCHORAGE Center 118.15		KENAI Radio 122.45		ANIAK Traffic CTAF 122.1	
LOC IANI 109.7	Final Apch Crs 103°	Minimum Alt OPKEW 2100' (2012')	MDA(H) 800' (712')	Apt Elev 88' TDZE 88'		4700' MSA ANI NDB	
MISSED APCH: Climb to 1300' and then climbing RIGHT turn to 3200' direct ANI NDB and hold.							
Alt Set: INCHES 1. ADF required. 2. Localizer unusable from D1.7 IANI inbound. 3. Pilot controlled lighting 122.1.							



MAP at D1.7 IANI					MALSF	1300'	3200'	RT	ANI 359
------------------	--	--	--	--	-------	-------	-------	----	---------

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
MDA(H) 800' (712')				Not Authorized North of Rwy 10-28			
ALS out				MDA(H)			
A	3/4		1	Max Kts.	800' (712')-1		
B				90			
C	2			120	800' (712')-2		
D	2 1/4			140	800' (712')-2		
				165	800' (712')-2 1/4		

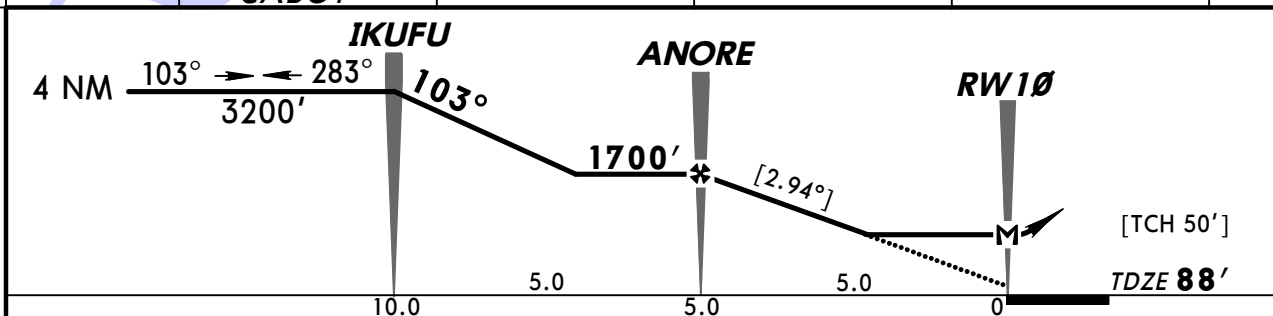
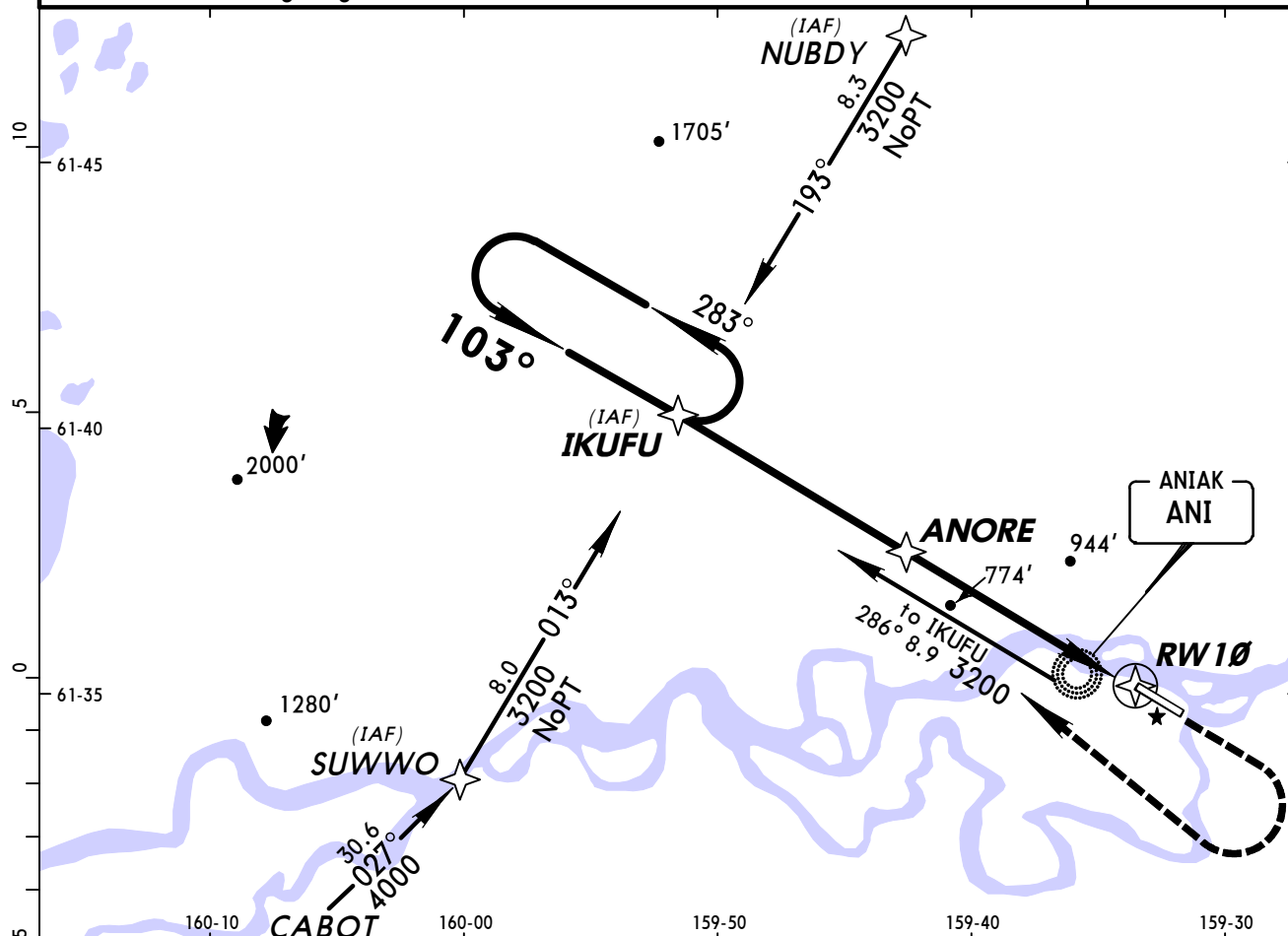
PANI/ANI ANIAK

JEPPESEN
1 JUL 05 (12-1) Eff 7 Jul

ANIAK, ALASKA RNAV (GPS) Rwy 10

BRIEFING STRIP™

AWOS-3 124.3		ANCHORAGE Center 118.15		KENAI Radio 122.45		ANIAK Traffic CTAF 122.1	
RNAV	Final Apch Crs 103°	Minimum Alt ANORE 1700' (1612')	LNAV MDA(H) 1080' (992')	Apt Elev 88' TDZE 88'		4700' MSA RW10	
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3200' direct IKUFU and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. GPS or DME RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. Pilot controlled lighting 122.1.							



Gnd speed-Kts	70	90	100	120	140	160	MALSF	1500'	3200'	IKUFU
Descent angle [2.94°]	364	468	520	624	728	832				
MAP at RW10										

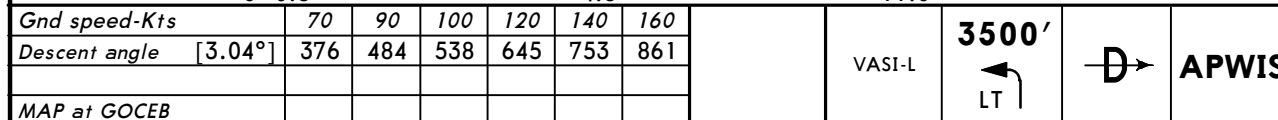
STRAIGHT-IN LANDING RWY10				CIRCLE-TO-LAND			
LNAV				Not Authorized			
MDA(H) 1080' (992')				North of Rwy 10-28			
ALS out				Max Kts	MDA(H)		
A	1¼			90	1080' (992') - 1¼		
B	1½			120	1080' (992') - 1½		
C	3			140	1080' (992') - 3		
D				165			

CHANGES: None.

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Rwy 28

BRIEFING STRIP TM



TERPS
AMEND
1

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PANI/ANI
ANIAK

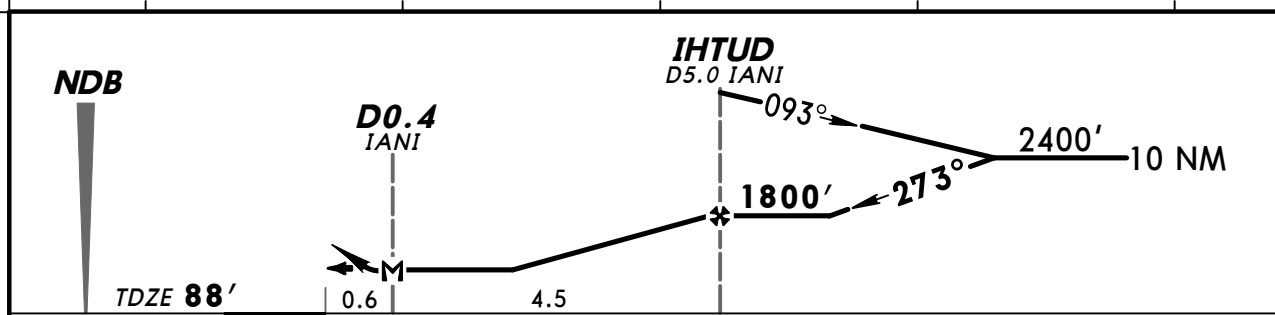
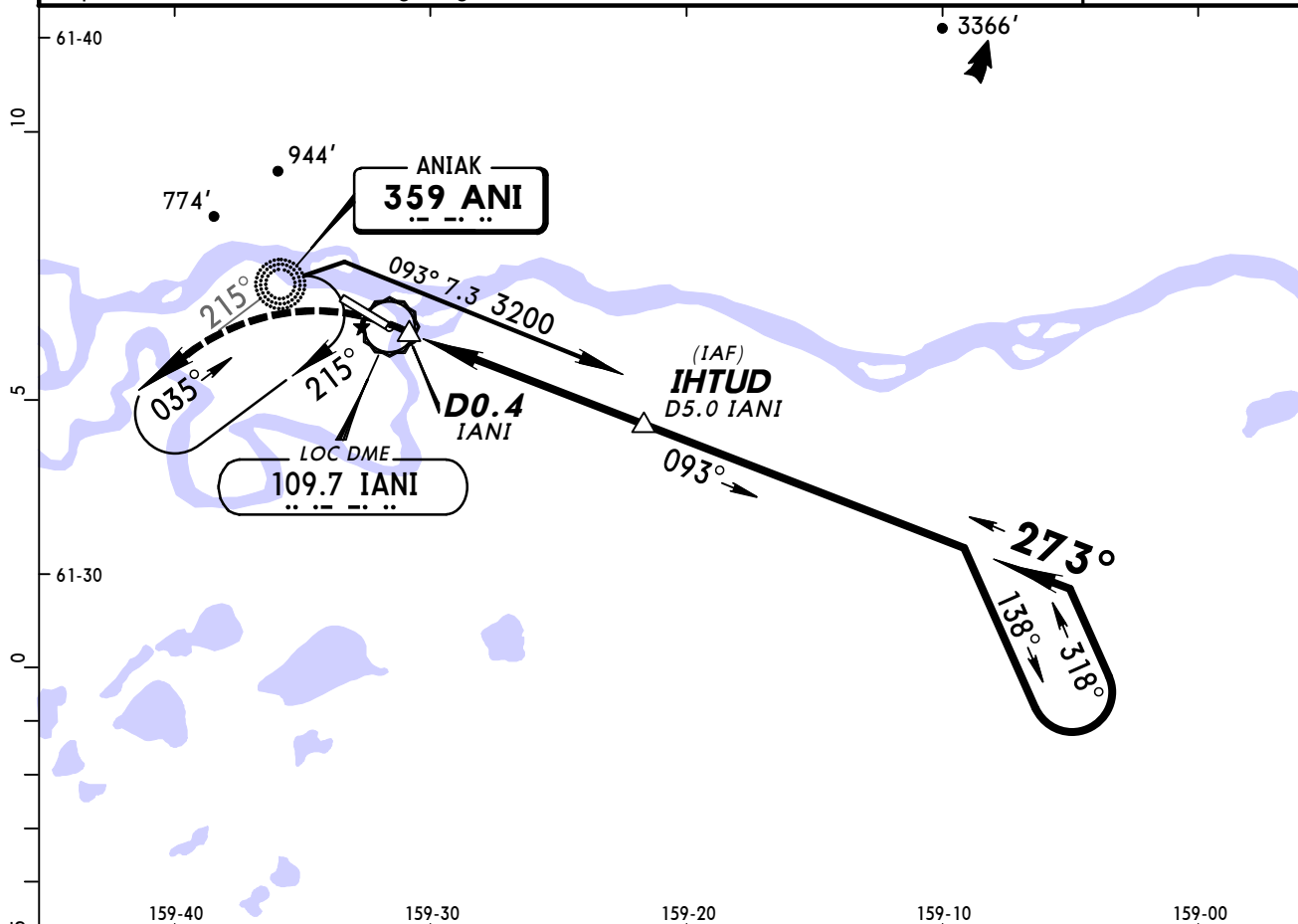
JEPPESSEN
23 SEP 05 (16-1)

ANIAK, ALASKA
NDB DME Rwy 28

TM

BRIEFING STRIP

AWOS-3 124.3		ANCHORAGE Center 118.15		KENAI Radio 122.45		ANIAK Traffic CTAF 122.1	
NDB ANI 359	Final Apch Crs 273°	Minimum Alt IHTUD 1800' (1712')	MDA(H) 620' (532')	Apt Elev 88' TDZE' 88'	4700' MSA ANI NDB		
MISSED APCH: Climbing LEFT turn to 2300' on 215° bearing from ANI NDB then direct ANI NDB climbing to 3000' and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME from IANI LOC DME. 2. Simultaneous reception of ANI NDB and IANI DME required. 3. Pilot controlled lighting 122.1.							



MAP at D0.4 IANI						VASI-L		2300'	ANI
								LT	359
									215°

STRAIGHT-IN LANDING RWY 28					CIRCLE-TO-LAND	
MDA(H) 620' (532')					Not Authorized North of Rwy 10-28	
A	1		Max Kts	MDA(H)		
90			620' (532') - 1			
B			120			
C	1½		140	620' (532') - 1½		
D	1¾		165	640' (552') - 2		

CHANGES: Reverse side NDB-A cancelled.

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General Information

Location: Nome AK USA
IATA Code: OME
Lat/Long: N64° 30.7' W165° 26.7'
Elevation: 37 ft

Airport Use: Public
Magnetic Variation: 12.1 °E

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1100 ft AGL

Sunrise: 1817 Z
Sunset: 0412 Z,

Runway Information

Runway: 03
Length x Width: 5576 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, REIL

Runway: 10
Length x Width: 6001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, REIL

Runway: 21
Length x Width: 5576 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 37 ft
Lighting: Edge

Runway: 28
Length x Width: 6001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, ALS

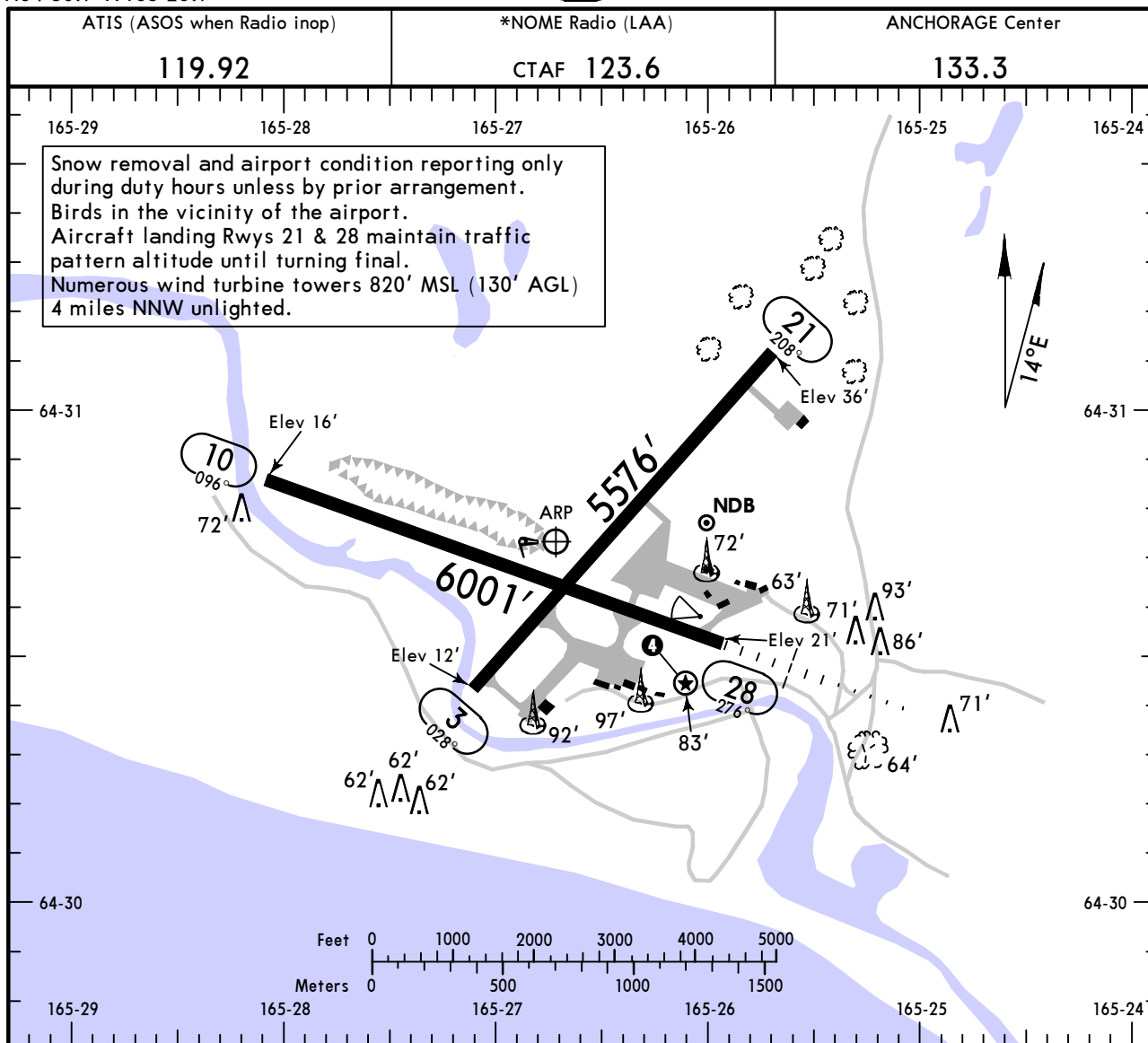
Communication Information

ASOS 119.925
Nome Multicom 123.6 CTAF
Nome Information 119.925
Nome Flight Service Station 123.6 AAS CTAF
Nome Flight Service Station 122.45
Nome Flight Service Station 122.2
Anchorage Center 133.3 Remote Communications Air-Ground

PAOM/OME
Apt Elev 37'
N64 30.7 W165 26.7

JEPPesen
10 JUL 09 (11-1)

NOME, ALASKA
NOME



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
3	MIRL REIL ②③ VASI-L				150'
21	MIRL ③ VASI-L				
10	HIRL REIL VASI-L				150'
28	HIRL ④ MALSR PAPI-L (angle 3.0°) grooved RVR		4912'		

① Runway lights height 30 inches above ground.

② Angle 4.0°.

③ Unusable beyond 2.5 NM.

④ Activate on 123.6.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 10, 21, 28		Rwy 3			FOR FILING AS ALTERNATE		
	Adequate Vis Ref	STD	With Min climb of 467'/NM to 1800'		For Climb In Visual Conditions	RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 28 VOR DME Rwy 10 VOR Rwy 28 NDB DME Rwy 3 NDB-A	Other	
			Adequate Vis Ref	STD				
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	1300-3	A	800-2	NA
3 & 4 Eng		RVR 24 or 1/2		1/2		B		
						C		
						D	800-2 1/2	

OBSTACLE DP: Rwy 3: climbing right turn direct OME VOR at or above 1200' before proceeding on course or climb in visual conditions to cross Nome Airport at or above 1200' before proceeding on course.
Rwy 10: climb via heading 096° to 1200'. Departures northeast clockwise through west bound (040° clockwise 260°), climb on course. Departures west through northeast bound (260° clockwise 040°), climb southbound on OME VOR R-138 or 145° bearing from FDV NDB to 2200' then turn right via direct

OME VOR/FDV NDB. Continue climb on course.
Rwys 21, 28: turn left direct OME VOR/FDV NDB. Departures northeast clockwise through west bound (040° clockwise 260°), climb on course. Departures west through northeast bound (260° clockwise 040°), climb southbound on OME VOR R-138 or 145° bearing from FDV NDB to 2200' then turn right via direct OME VOR/FDV NDB. Continue climb on course.

CHANGES: None.

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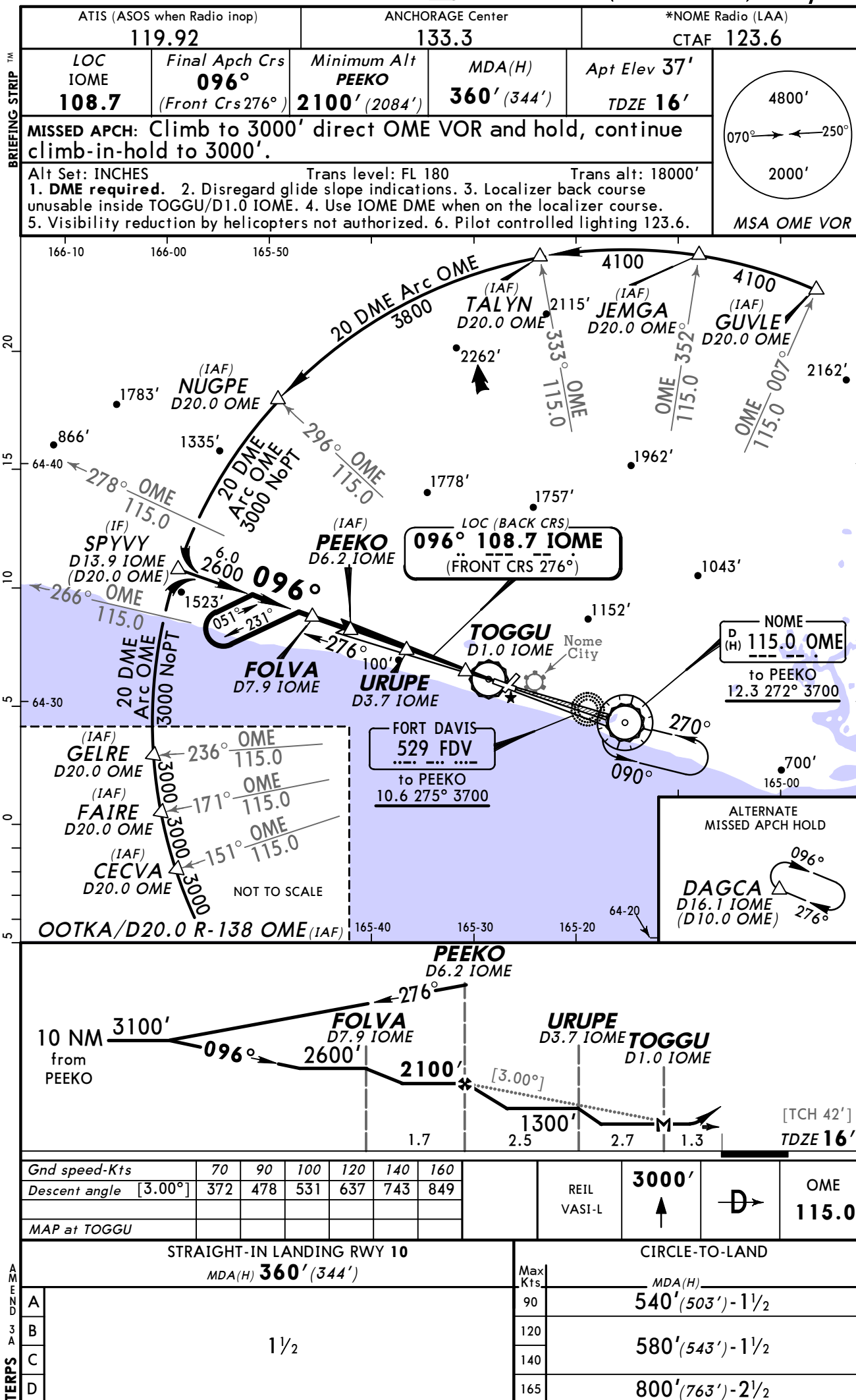
PAOM/OME NOME

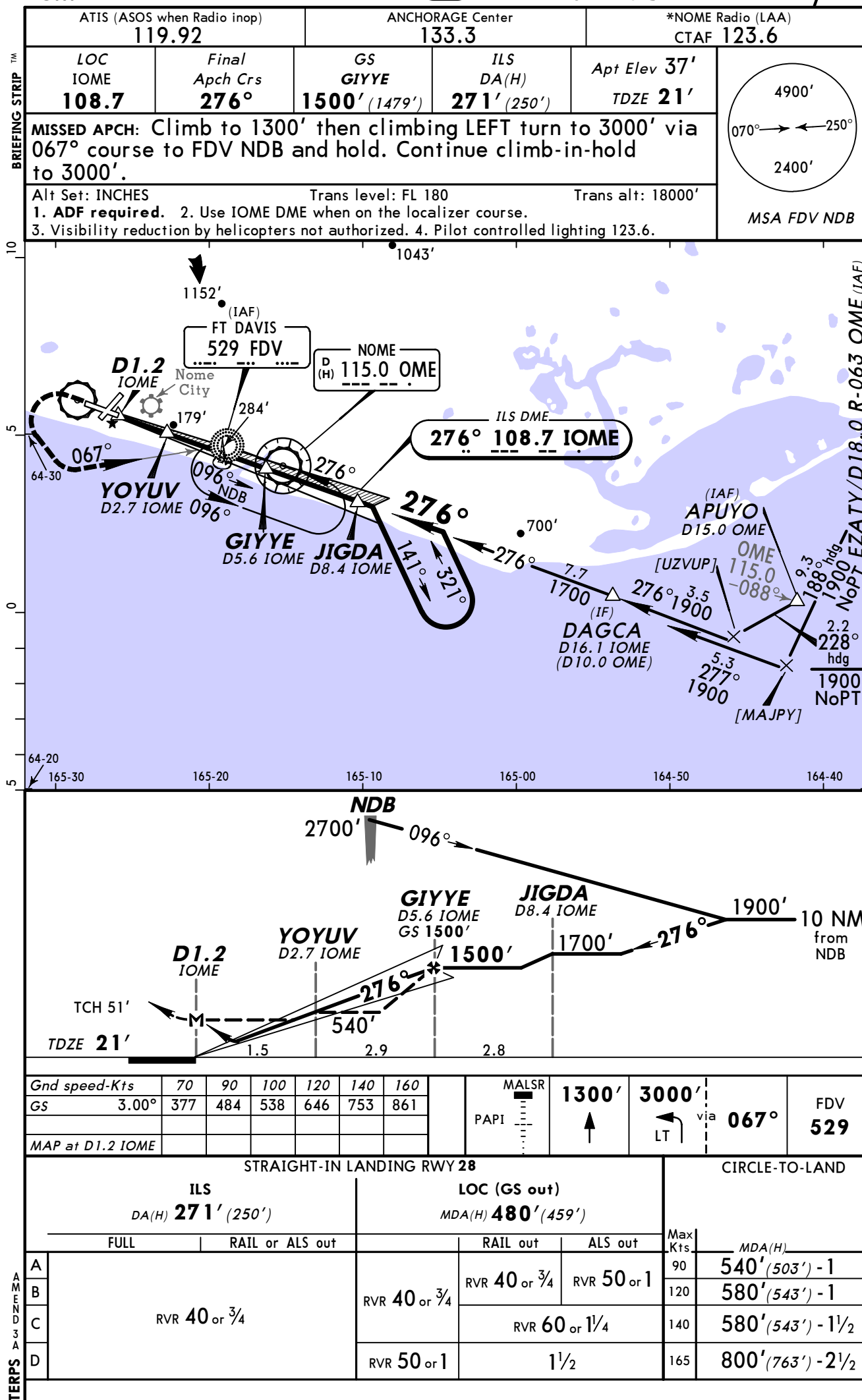
JEPPesen

10 JUL 09

11-1

NOME, ALASKA
LOC DME (BACK CRS) Rwy 10



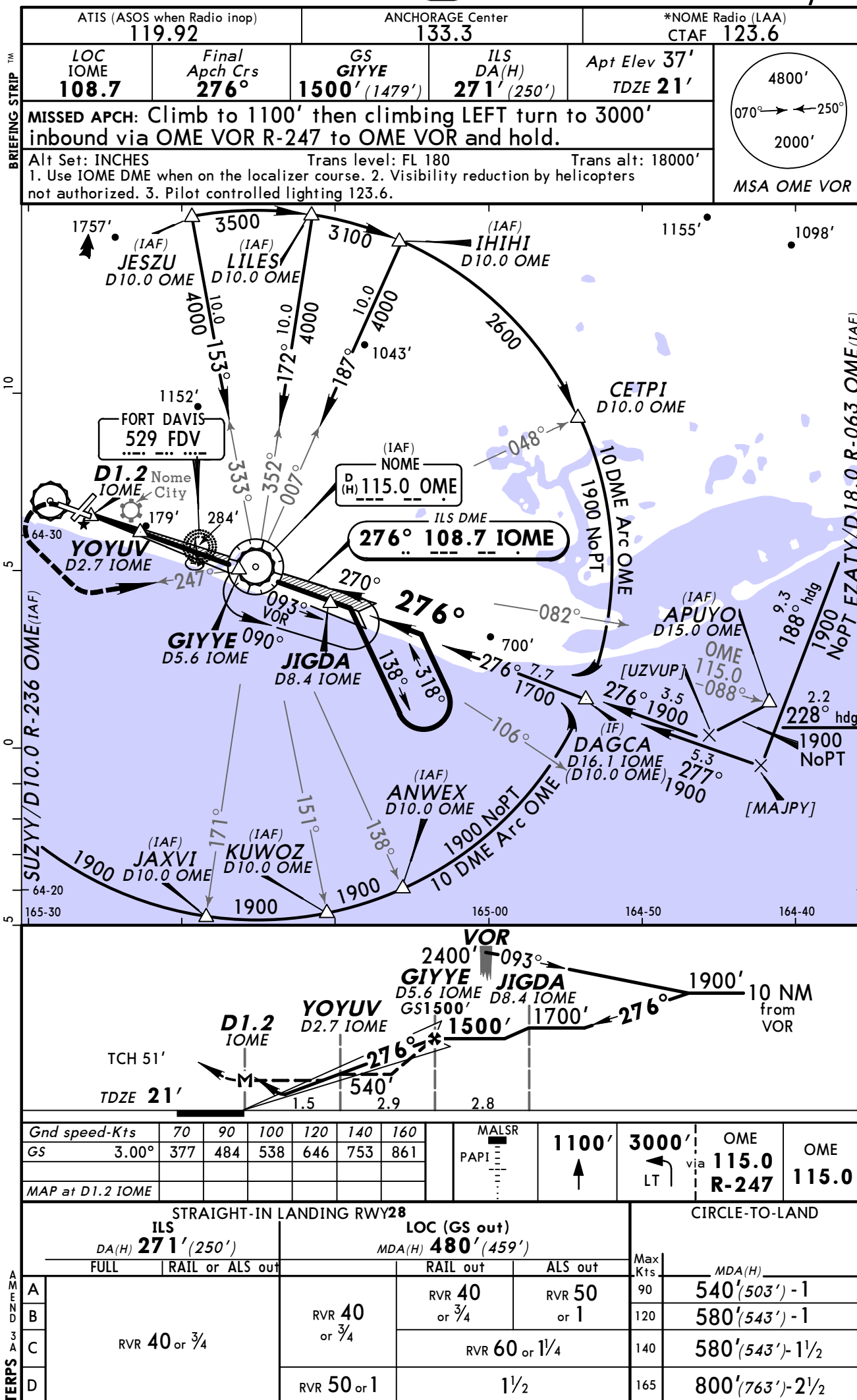


PAOM/OME NOME

10 JUL 09 **11-3**

ILS or LOC DME Z Rwy 28

NOME, ALASKA



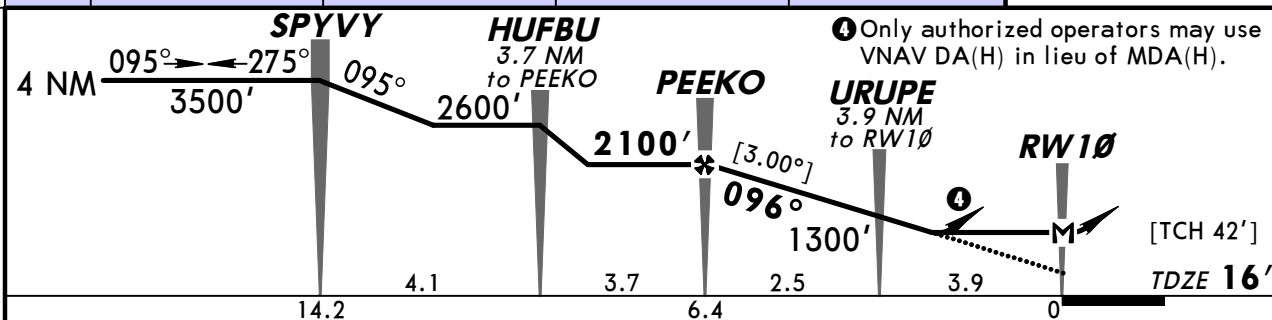
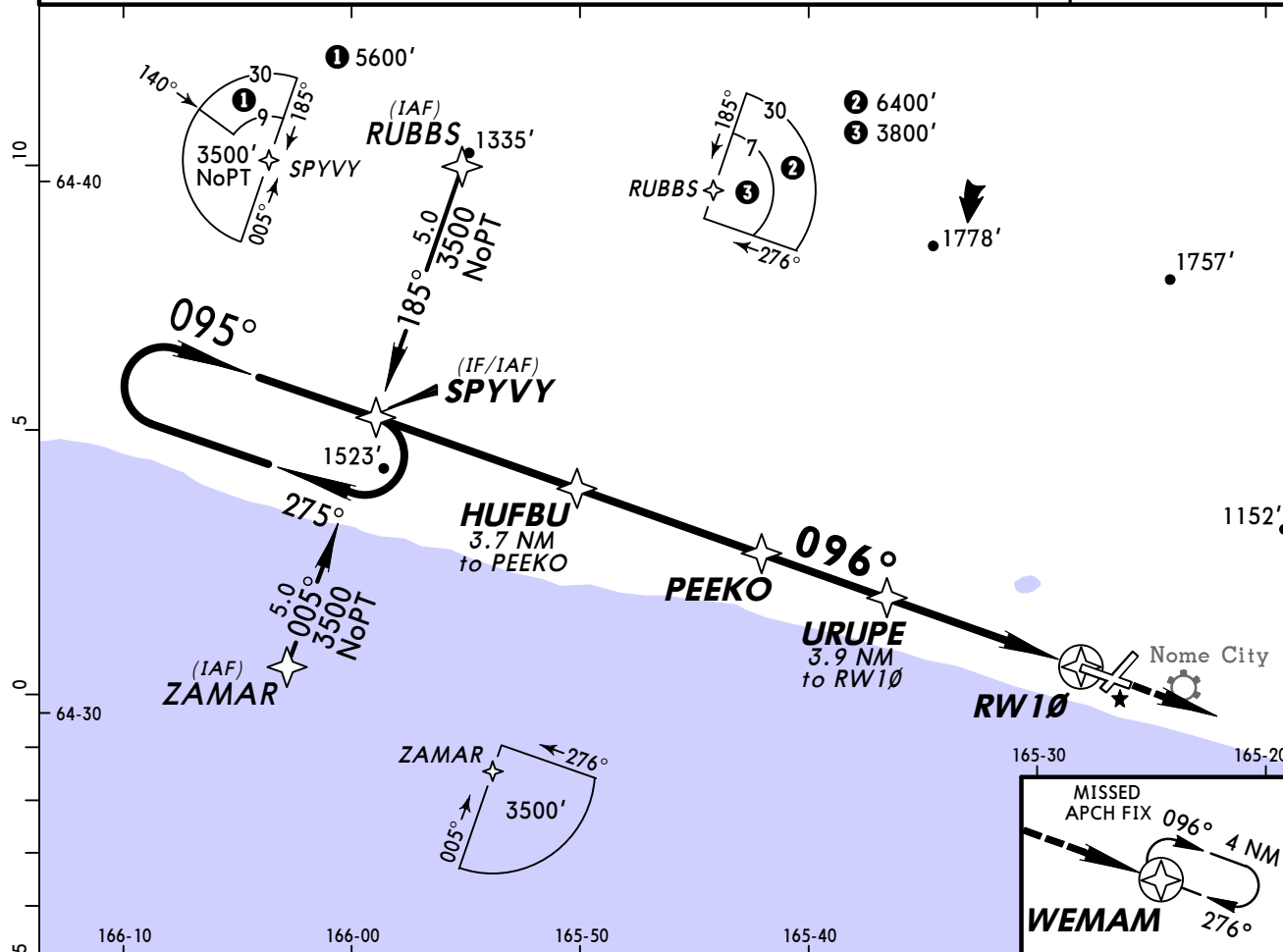
PAOM/OME NOME

JEPPESSEN
17 SEP 10 (12-2)

NOME, ALASKA
RNAV (GPS) Rwy 10

BRIEFING STRIP™

ATIS (ASOS when Radio inop)		ANCHORAGE Center		*NOME Radio (LAA)	
119.92		133.3		CTAF 123.6	
RNAV	Final Apch Crs 096°	Minimum Alt PEEKO 2100' (2084')	LNAV MDA(H) 340' (324')	Apt Elev 37' TDZE 16'	TAA 30 NM IAF
MISSED APCH: Climb to 3000' direct WEMAM and hold, continue climb-in-hold to 3000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 123.6.					



Gnd speed-Kts	70	90	100	120	140	160	REIL		3000'	D→	WEMAM
Descent angle [3.00°]	372	478	531	637	743	849	VASI-L				
MAP at RW10											

STRAIGHT-IN LANDING RWY 10						CIRCLE-TO-LAND			
RNAV						Max Kts	MDA(H)		
MDA(H) 340' (324')						90	540' (503') - 1		
						120	580' (543') - 1		
						140	580' (543') - 1½		
						165	800' (763') - 2½		

CHANGES: Circling minimums.

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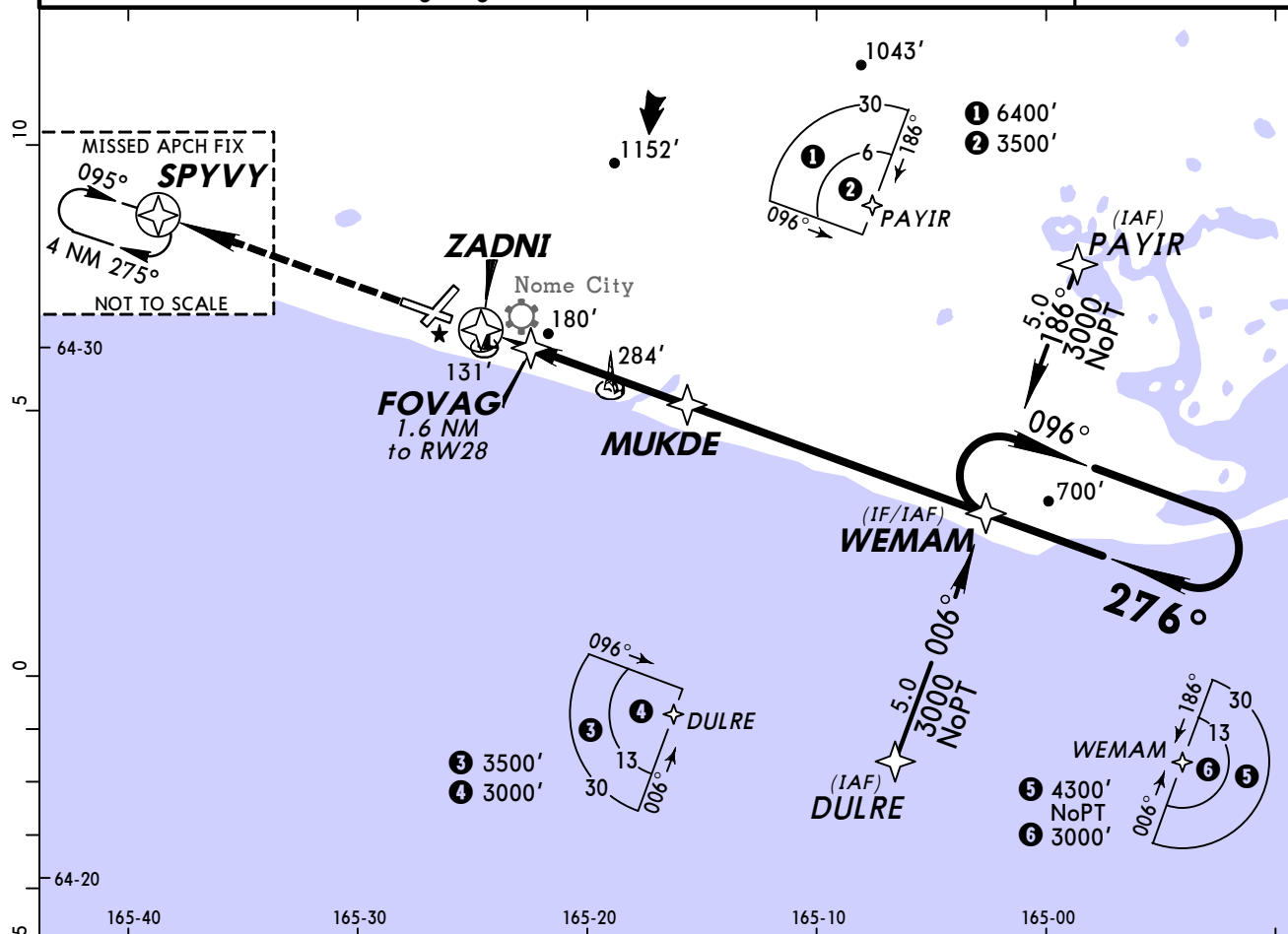
PAOM/OME NOME

JEPPESSEN
12 NOV 10 (12-3)

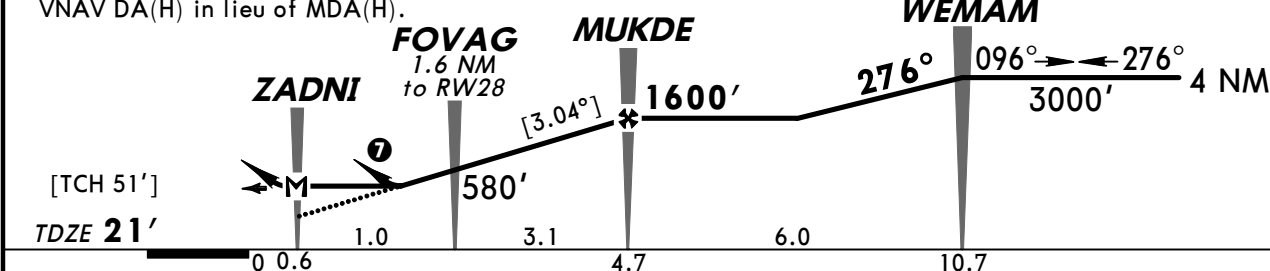
Eff 18 Nov RNAV (GPS) Rwy 28
NOME, ALASKA

BRIEFING STRIP™

ATIS (ASOS when Radio inop) 119.92		ANCHORAGE Center 133.3		*NOME Radio (LAA) CTAF 123.6	
RNAV	Final Apch Crs 276°	Minimum Alt MUKDE 1600' (1579')	LNAV MDA(H) 420' (399')	Apt Elev 37' TDZE 21'	TAA 30 NM IAF
MISSED APCH: Climb to 3500' direct SPYVY and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.6.					



⑦ Only authorized operators may use
VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3500'	D	SPYVY
Descent angle [3.04°]	376	484	538	645	753	861				
MAP at ZADNI										

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
LNAV				MDA(H)			
RAIL out				ALS out			
MDA(H) 420' (399')				Max Kts			
A				90			
B				120			
C				140			
D				165			
RVR 40 or 3/4				RVR 50 or 1			
RVR 50 or 1				RVR 60 or 1/4			
				540' (503') - 1			
				580' (543') - 1			
				580' (543') - 1 1/2			
				800' (763') - 2 1/2			

CHANGES: Notes, charted obstructions, minimums.

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TERPS AMEND OA 18 NOV 2010

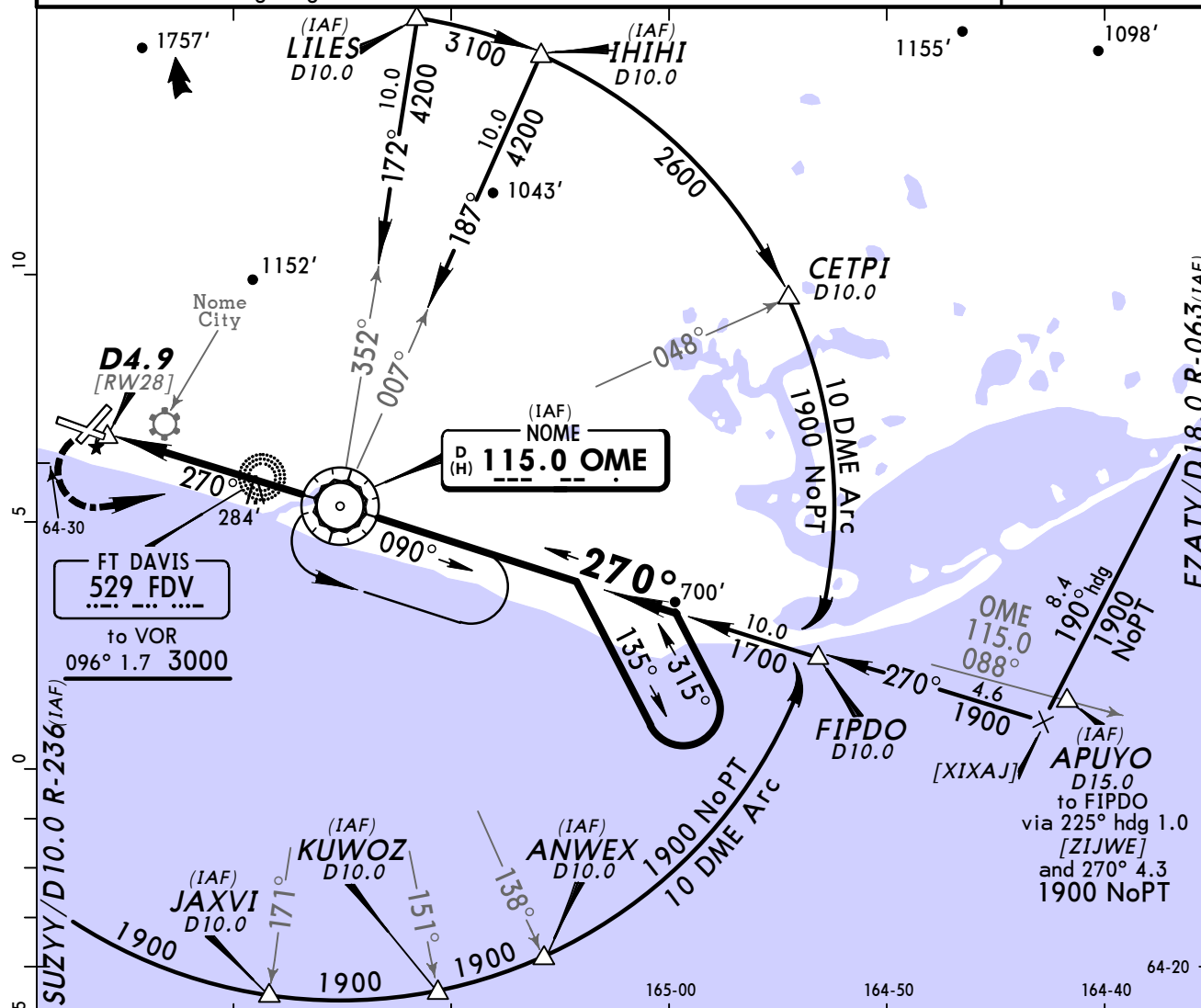
PAOM/OME NOME

JEPPESSEN
17 SEP 10 (13-2)

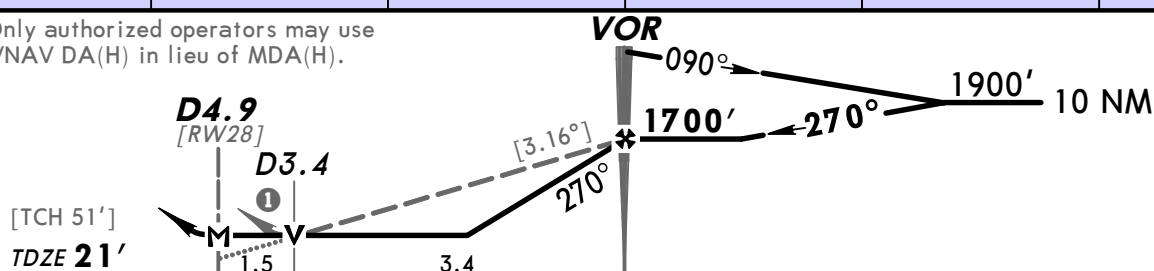
NOME, ALASKA
VOR Rwy 28

BRIEFING STRIP™

ATIS (ASOS when Radio inop) 119.92		ANCHORAGE Center 133.3		*NOME Radio (LAA) CTAF 123.6	
VOR OME 115.0	Final Apch Crs 270°	Minimum Alt VOR 1700' (1679')	MDA(H) 540' (519')	Apt Elev 37' TDZE 21'	4800' 070° → ← 250° 2000' MSA OME VOR
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' inbound via OME VOR R-270 to OME VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Pilot controlled lighting 123.6.					



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	800'	3000'	OME 115.0	OME 115.0
Descent angle [3.16°]	391	503	559	671	783	895		↑	←	via 115.0 R-270	
MAP at D4.9 or VOR to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50				

STRAIGHT-IN LANDING RWY 28

MDA(H) **540'** (519')

CIRCLE-TO-LAND

	RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 40 or 3/4		90	540' (503') - 1
B			120	580' (543') - 1
C	RVR 50 or 1	1 1/2	140	580' (543') - 1 1/2
D	RVR 60 or 1 1/4	1 3/4	165	800' (763') - 2 1/2

CHANGES: Profile, minimums.

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TERPS AMEND 2A 23 SEP 2010

NOME, ALASKA
NDB DME Rwy 3

BRIEFING STRIP TM

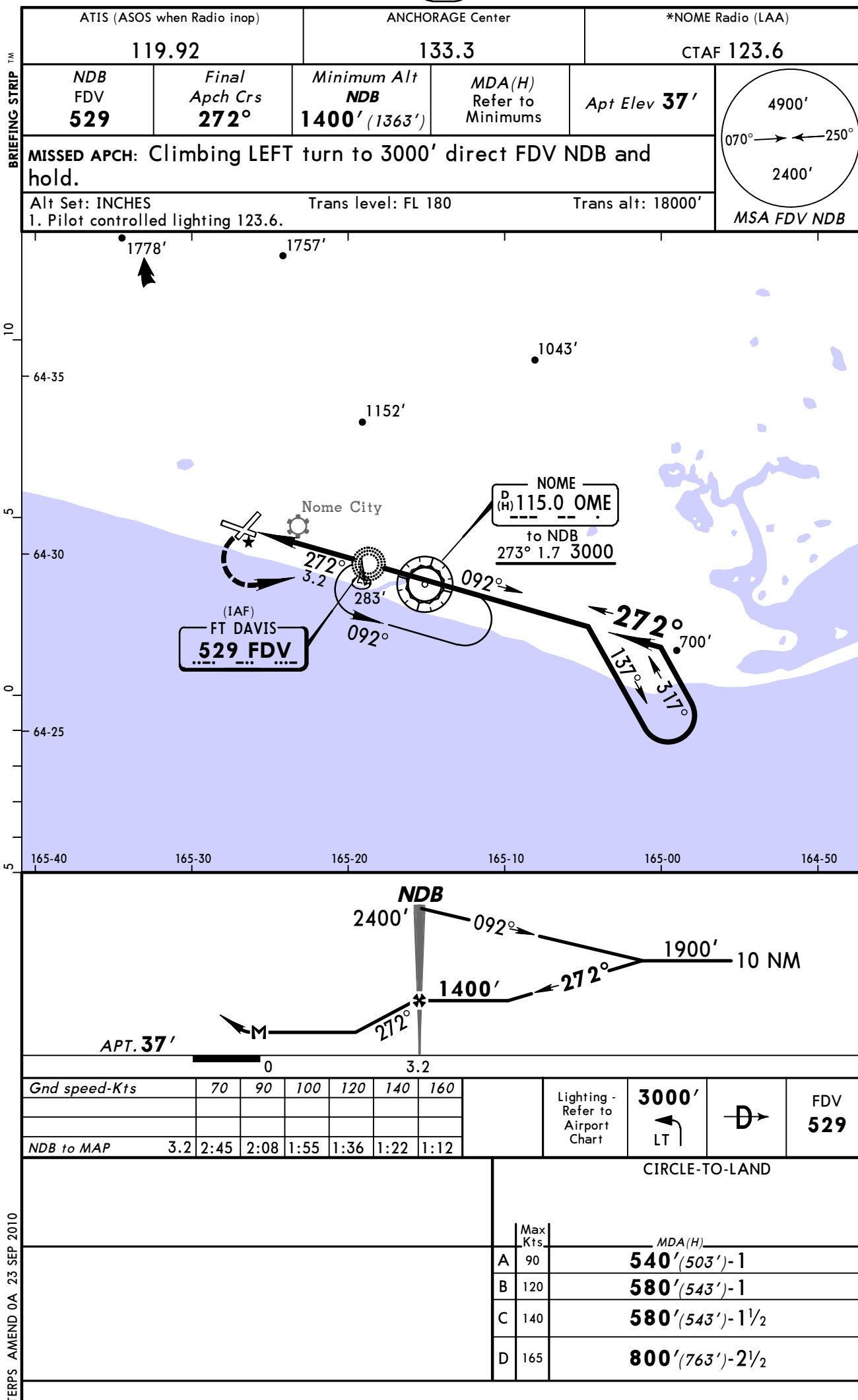


CHANGES: Circling minimums.

PAOM/OME NOME

JEPPESEN
17 SEP 10 (16-2)

NOME, ALASKA
NDB-A



General Information

Location: Petersburg AK USA
IATA Code: PSG
Lat/Long: N56° 48.1' W132° 56.8'
Elevation: 113 ft

Airport Use: Public
Magnetic Variation: 20.5°E

Fuel Types: 100-130 Octane, Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1550 Z
Sunset: 0219 Z,

Runway Information

Runway: 05
Length x Width: 6400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 113 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 23
Length x Width: 6400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 107 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 400 ft

Communication Information

AWOS 125.8
Petersburg Traffic Multicom 122.5 CTAF PCL
Sitka Flight Service Station 122.35 RCO
Anchorage Center 118.0 Remote Communications Air-Ground

ANCHORAGE
Center
118.0Apt Elev
113'

Trans level: FL180 Trans alt: 18000'

1. GPS required.

2. RNAV 1.

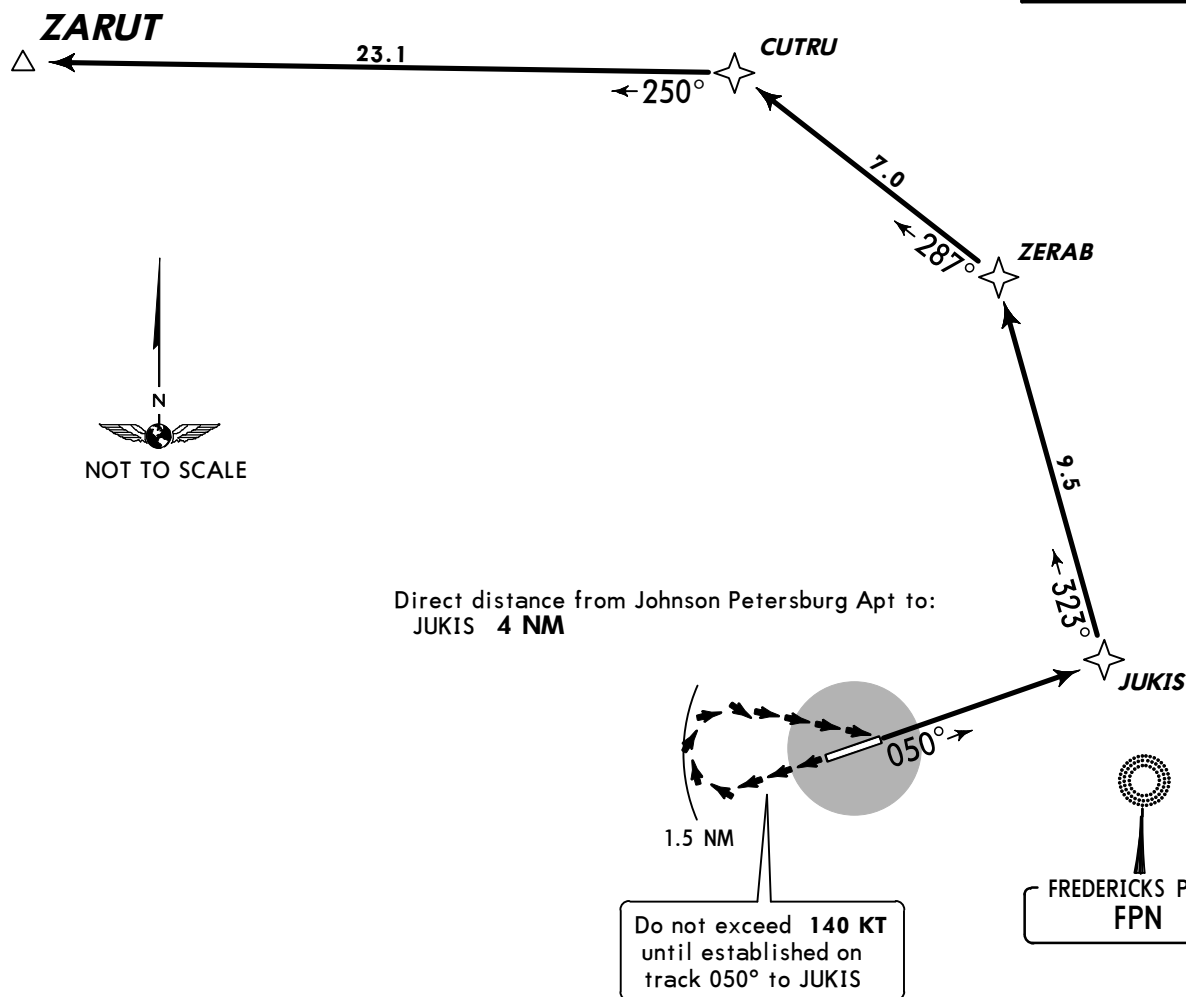
3. RADAR required for non-GPS equipped aircraft.

4. Rapidly rising terrain EAST and WEST of tracks to ZERAB and CUTRU.

5. Rapidly rising terrain beginning 1.6 NM from runway 23 DER, SOUTH-
WEST, WEST, NORTHWEST and NORTH of DER.**OBSTACLE****ZARUT ONE RNAV DEPARTURE
(ZARUT1.ZARUT)**

11,000'

MSA FPN NDB



This DP requires take-off minimums:
Rwy 5: Standard (or lower than standard, if authorized).
Rwy 23: 1000-3. Not authorized at night.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

OBSTACLES

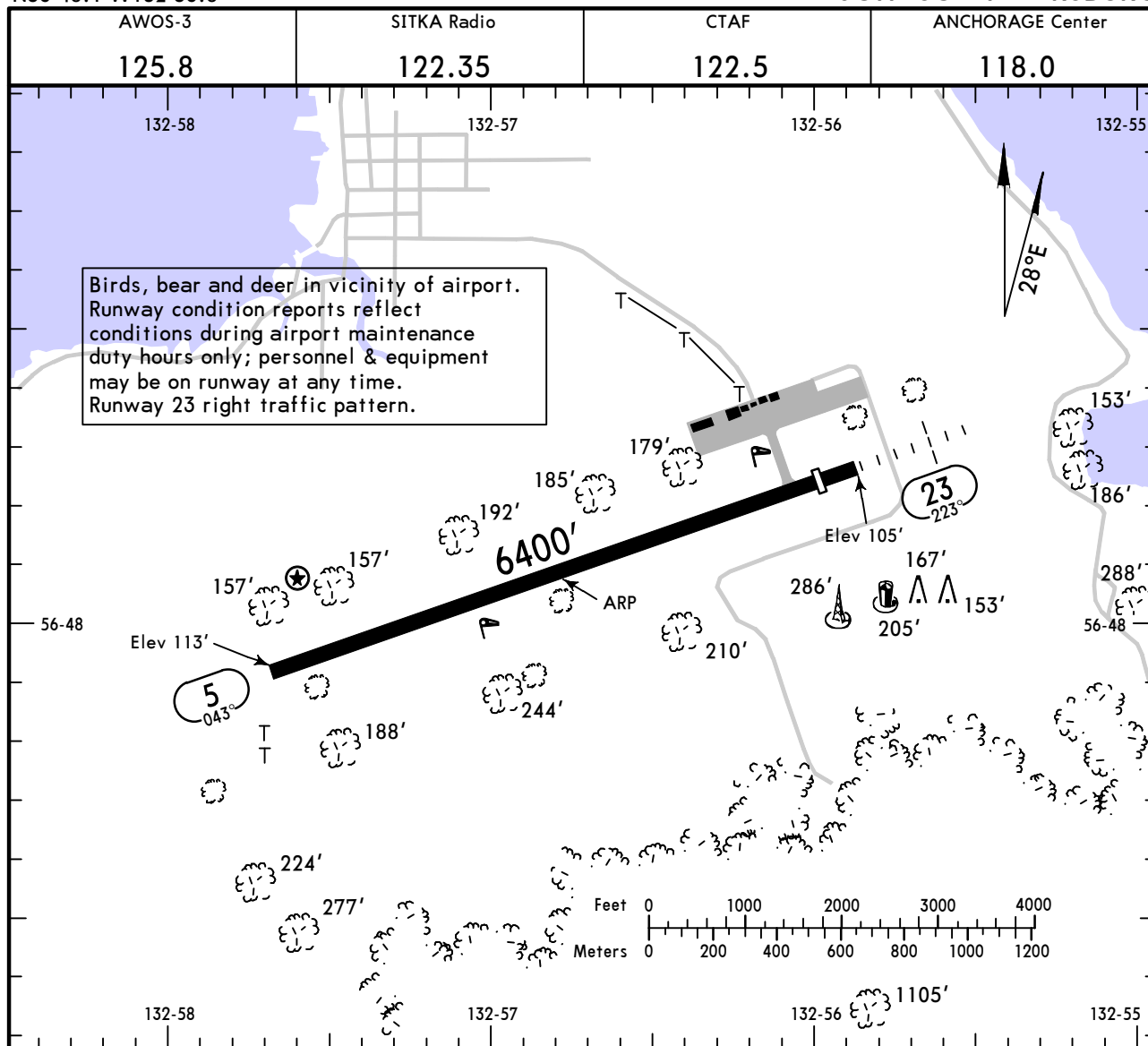
Rwy 5: Trees beginning 883' from DER, 560' LEFT of centerline, up to 42' AGL/141' MSL.
Trees beginning 2116' from DER, 353' RIGHT of centerline, up to 100' AGL/193' MSL.
Rwy 23: Trees and terrain beginning 260' from DER, 365' LEFT of centerline, up to 100' AGL/151' MSL. Trees beginning 1651' from DER, 633' RIGHT of centerline, up to 100' AGL/246' MSL.

RWY	INITIAL CLIMB
5	Climb to 9000' direct JUKIS and turn LEFT on track 323° to ZERAB.
23	Turn RIGHT as soon as practicable for climb in visual conditions to cross departure end of runway 5. (Do not exceed 140 KT, remain within 1.5 NM of airport, and visual conditions must be maintained from take-off until established on track 050° over departure end of runway 5), then climb to 9000' on track 050° to JUKIS and turn LEFT on track 323° to ZERAB.
ROUTING	
From ZERAB, on track 287° to CUTRU, and on track 250° to ZARUT.	

PAPG/PSG
 Apt Elev **113'**
 N56 48.1 W132 56.8

JEPPESEN
 3 FEB 12 **(11-1)** Eff 9 Feb

PETERSBURG, ALASKA
JOHNSON PETERSBURG



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
5	① HIRL ① REIL ①② VASI-L	6000'			150'
23	① HIRL ① MALSF ①③ PAPI-L				

- ① Activate on 122.5.
- ② Unusable beyond 3.0 NM.
- ③ Angle 3.00°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

All Rwys

USE ZARUT (RNAV) DEPARTURE

FOR FILING AS ALTERNATE

Authorized Only When
Local Weather Available

LDA DME-D

RNAV (GPS)-B

1 & 2
Eng

A

1700-4½

2200-2

3 & 4
Eng

C

NA

2200-3

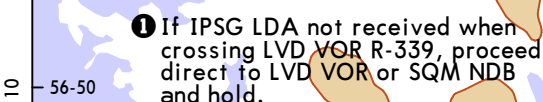
D

NA

NA

PETERSBURG, ALASKA
CAT A, B & C **LDA DME-D**

BRIEFING STRIP TM



CAUTION: At MAP, MALSF or Rwy must be visible to continue for landing.

WEBUP
D4.0 IPSP

TUCOD
D10.2 IPSP

ZABLO
D14.0 IPSP

SANDI
D16.7 IPSP

JERDU
D21.7 IPSP

6000'

164°

8000'

4100'

5200'

6.2

3.8

2.7

5.0

Apt 113'

TERPS AMEND 6 9 FEB 2012

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General Information

Location: Deadhorse AK USA
IATA Code: SCC
Lat/Long: N70° 11.7' W148° 27.9'
Elevation: 65 ft

Airport Use: Public
Magnetic Variation: 21.5°E

Fuel Types: 100-130 Octane, Mogas, Jet B
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1731 Z
Sunset: 0242 Z,

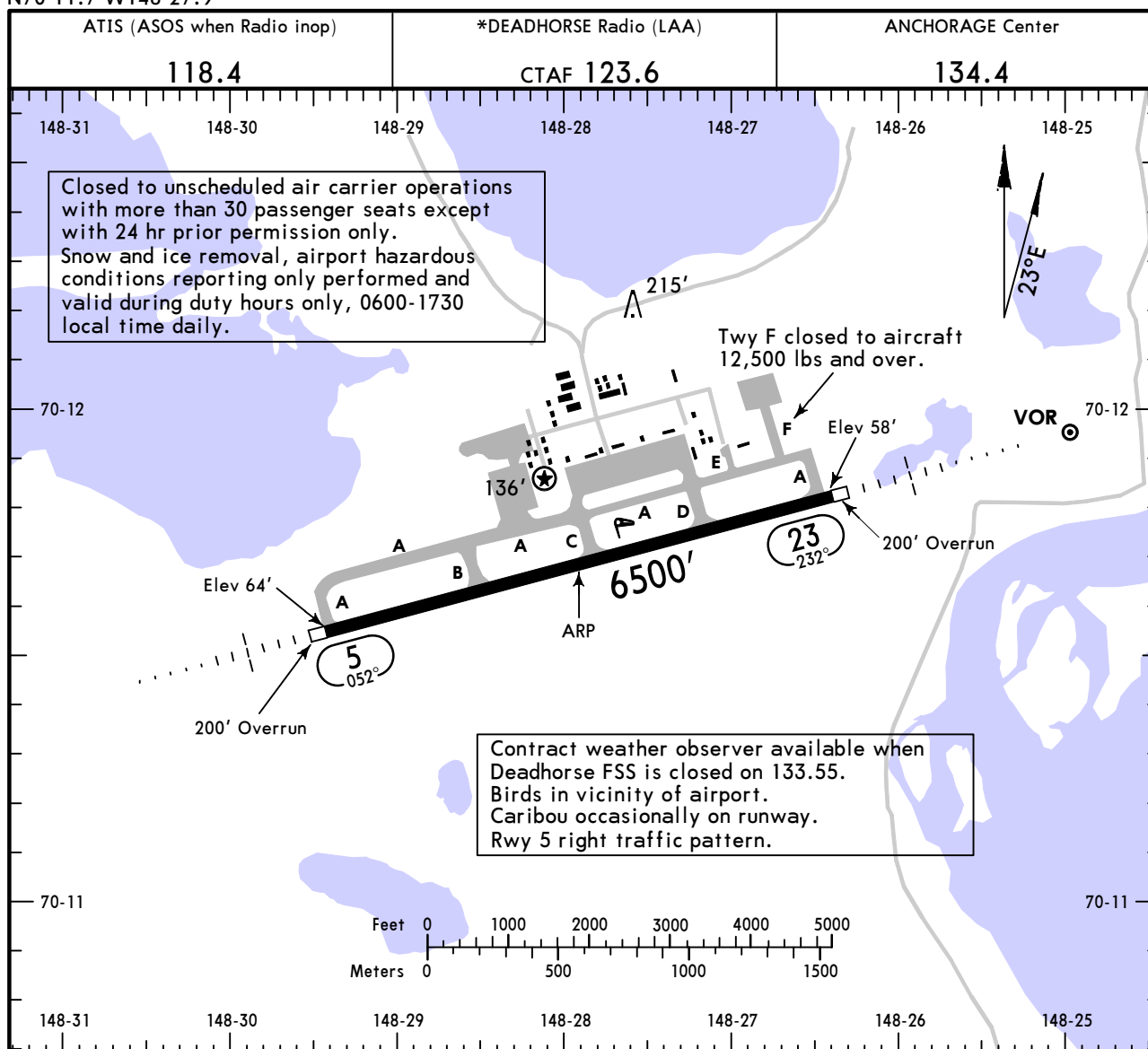
Runway Information

Runway: 05
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 65 ft
Lighting: Edge, ALS, Centerline, Pilot controlled
Stopway: 200 ft

Runway: 23
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 63 ft
Lighting: Edge, ALS, Centerline, Pilot controlled
Stopway: 200 ft

Communication Information

ASOS 118.4
Dedhorse Unicom 123.0
Dedhorse Information 118.4
Dedhorse Flight Service Station 123.6 AAS CTAF PCL
Dedhorse Flight Service Station 122.2
Anchorage Center 134.4 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						Threshold	Landing Beyond		
5	① 23	② HIRL CL ② MALSR VASI-L	grooved	RVR			5409'		150'

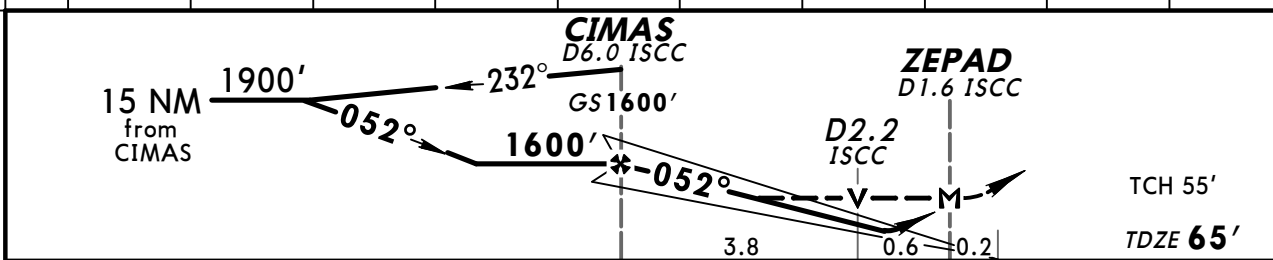
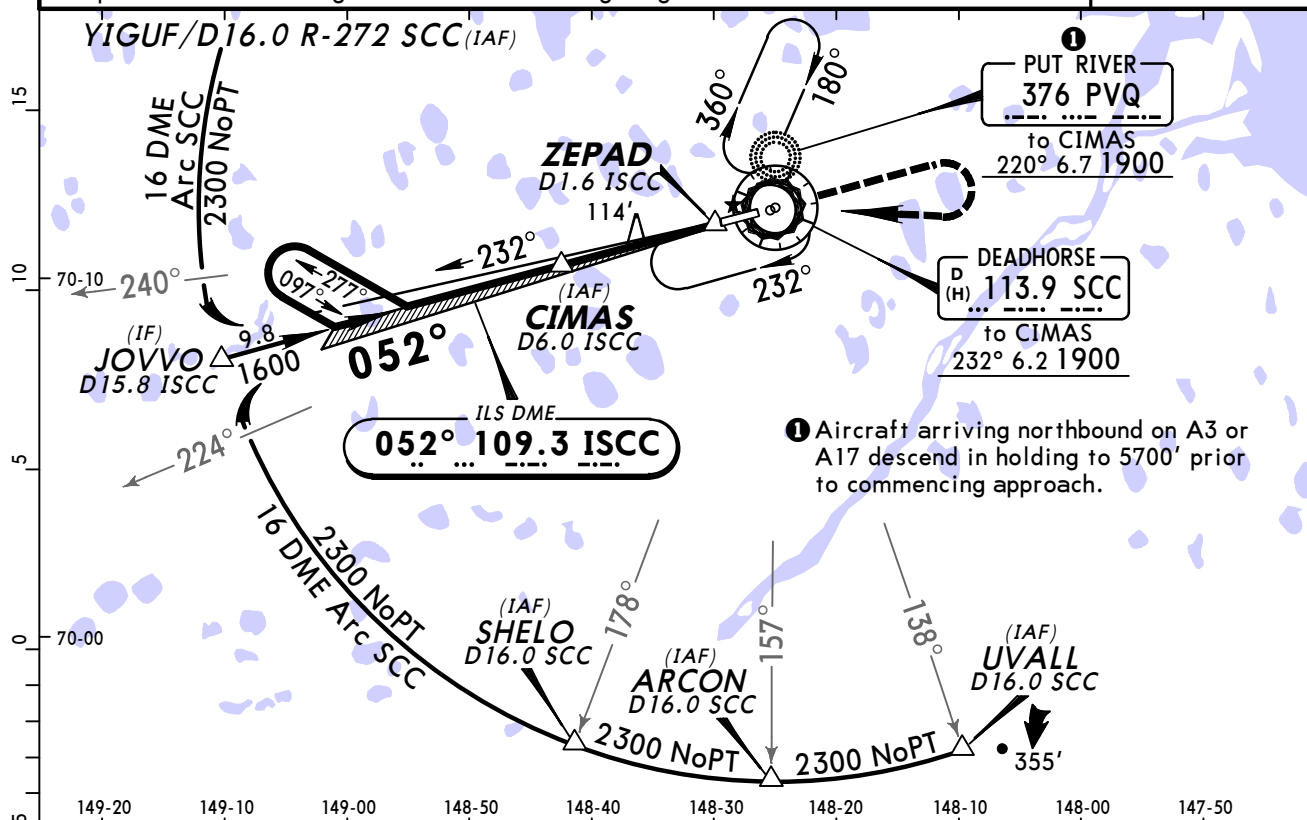
① Dips in asphalt due to frost action.

② Activate on 123.6.

TAKE-OFF			FOR FILING AS ALTERNATE		
All Rwys			Authorized Only When Local Weather Available		
			LOC DME Rwy 5 LOC DME (BACK CRS) Rwy 23 RNAV (GPS) Y Rwy 5 RNAV (RNP) Z Rwy 5 RNAV (GPS) Y Rwy 23		
Adequate Vis Ref			STD		
RVR 16 or 1/4			RVR 50 or 1		
RVR 24 or 1/2			RVR 24 or 1/2		
RVR 16 or 1/4			RVR 24 or 1/2		
RVR 24 or 1/2			RVR 24 or 1/2		
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RVR 2					

BRIEFING STRIP™

ATIS (ASOS when Radio inop) 118.4		ANCHORAGE Center 134.4		*DEADHORSE Radio (LAA) CTAF 123.6	
LOC ISCC 109.3	Final Apch Crs 052°	GS CIMAS 1600' (1535')	ILS DA(H) (CONDITIONAL) 265' (200')	Apt Elev 65' TDZE 65'	2200' MSA SCC VOR
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 2000' direct SCC VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Use local altimeter setting; if not received, use Nuiqsut altimeter setting. 3. Use ISCC DME when on localizer course. 4. VDP not authorized when using Nuiqsut altimeter setting. 5. Pilot controlled lighting 123.6.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	2000'	SCC	113.9
GS	3.00°	377	484	538	646	753	VASI	↑	RT	→	
MAP at ZEPAD											

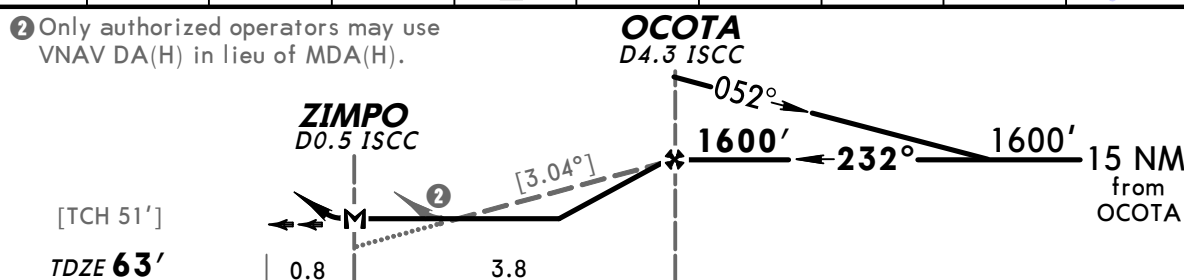
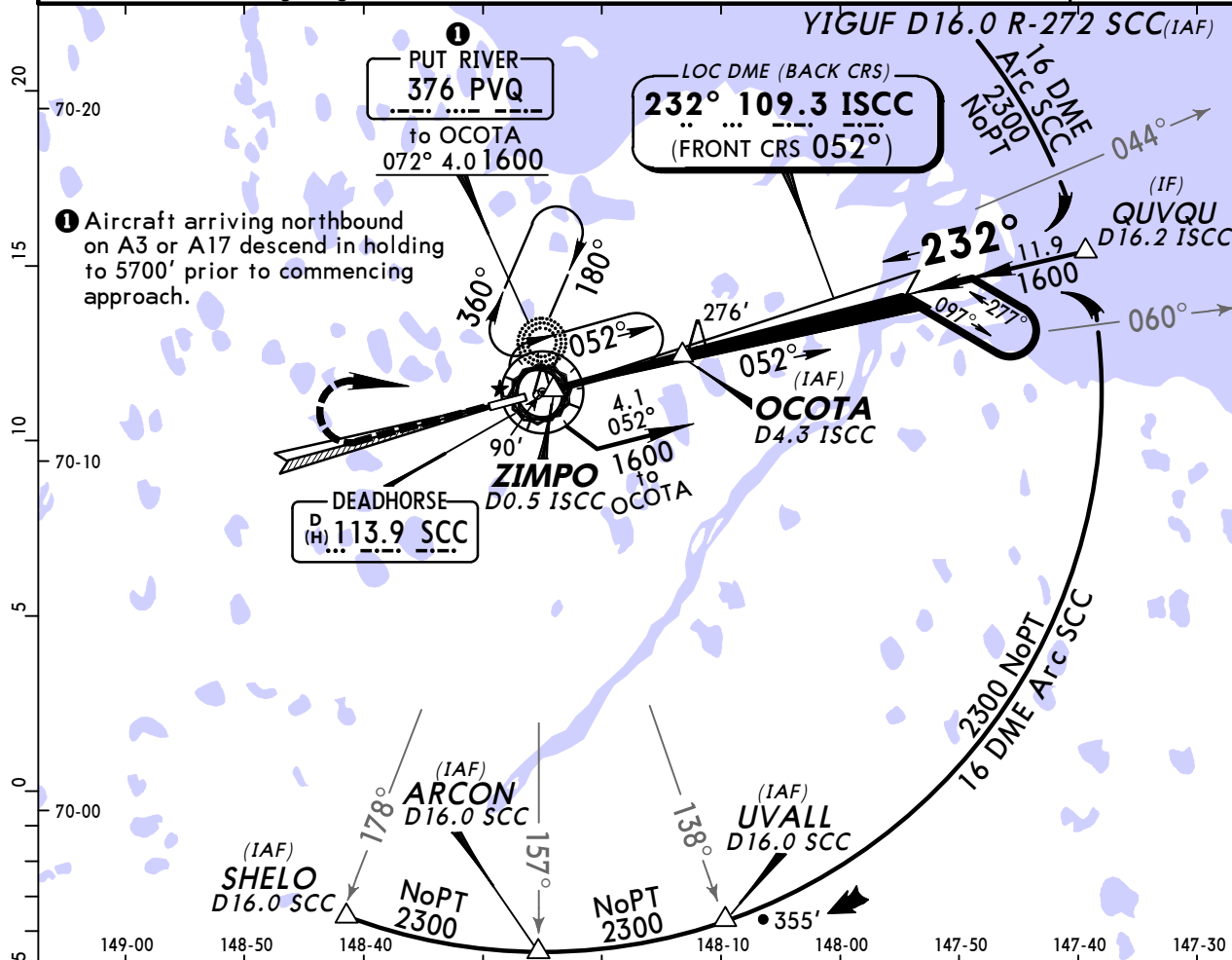
STRAIGHT-IN LANDING RWY 5						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
ILS			LOC (GS out)			Max Kts	
DA(H) 265' (200')			MDA(H) 380' (315')			MDA(H)	
FULL		RAIL or ALS out		RAIL out	ALS out	90	
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	540' (475')- 1
B						140	540' (475')- 1 1/2
C			RVR 40 or 3/4	RVR 50 or 1	165	620' (555')- 2	
D							
With Nuiqsut Altimeter Setting						With Nuiqsut Altimeter Setting	
ILS			LOC (GS out)			Max Kts	
DA(H) 405' (340')			MDA(H) 520' (455')			MDA(H)	
FULL		RAIL or ALS out		RAIL out	ALS out	90	
A	RVR 60 or 1 1/4		RVR 60 or 1 1/4			120	680' (615')- 1 3/4
B						140	680' (615')- 2 1/4
C			1 1/2		165	760' (695')- 2 3/4	
D							

1 RVR 1800 with Flight Director or Autopilot or HUD to DA.

CHANGES: Minimums note added.

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ATIS (ASOS when Radio Inop) 118.4		ANCHORAGE Center 134.4		*DEADHORSE Radio (LAA) CTAF 123.6	
LOC ISCC 109.3	Final Apch Crs 232° <i>(Front Crs052°)</i>	Minimum Alt OCOTA 1600' <i>(1537')</i>	MDA(H) (CONDITIONAL) 340' <i>(277')</i>	Apt Elev 65' TDZE 63'	2200' MSA SCC VOR
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 2000' direct SCC VOR and hold.					
Alt Set: INCHES					

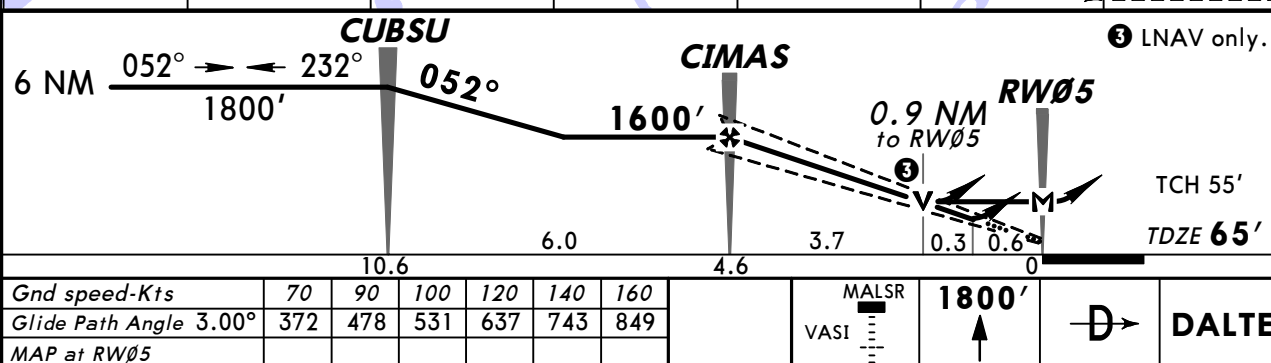
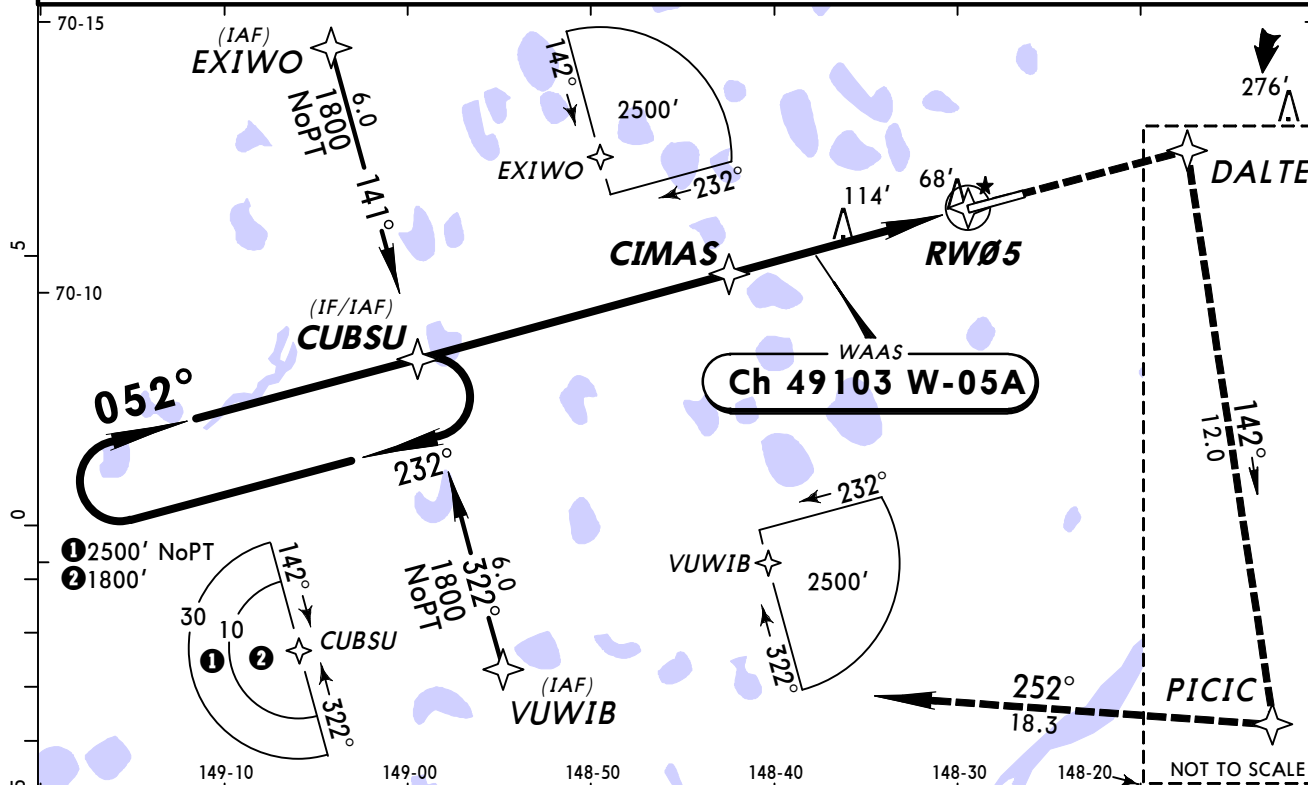


Gnd Speed-Kts	70	90	100	120	140	160	MALSR VASI	1500'	2000'	→	SCC 113.9
Descent angle [3.04°]	376	484	538	645	753	861		↑	→ RT		
MAP at ZIMPO											

STRAIGHT-IN LANDING RWY 23						CIRCLE-TO-LAND			
MDA(H) 340' (277') With Local Altimeter Setting			MDA(H) 480' (417') With Nuiqsut Altimeter Setting			With Local Altimeter Setting		With Nuiqsut Altimeter Setting	
RAIL out		ALS out	RAIL out		ALS out	Max Kts	MDA(H)	MDA(H)	
A						90			
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/4		120	540' (475') - 1	680' (615') - 1 3/4	
C						140	540' (475') - 1 1/2	680' (615') - 2 1/4	
D	RVR 40 or 3/4	RVR 50 or 1		1 1/2		165	620' (555') - 2	760' (695') - 2 3/4	

ATIS (ASOS when Radio Inop) 118.4		ANCHORAGE Center 134.4		*DEADHORSE Radio (LAA) CTAF 123.6	
WAAS Ch 49103 W-05A	Final Aptch Crs 052°	Minimum Alt CIMAS 1600' (1535')	LPV DA(H) (CONDITIONAL) 315' (250')	Apt Elev 65' TDZE 65'	TAA 30 NM IAF
MISSED APCH: Climb to 1800' direct DALTE and RIGHT turn on 142° track to PICIC and RIGHT turn on 252° track to VUWIB and on 322° track to CUBSU and hold.					

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Use local altimeter setting; if not received, use Nuiqsut altimeter setting. 2. VDP and Baro-VNAV not authorized when using Nuiqsut altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 123.6.



STRAIGHT-IN LANDING RWY 5								CIRCLE-TO-LAND	
With Local Altimeter Setting								With Local Altimeter Setting	
LPV DA(H) 315' (250')		LNAV/VNAV DA(H) 394' (329')		LNAV MDA(H) 400' (335')				Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out		90	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	540' (475') - 1
B								140	540' (475') - 1 1/2
C									
D			RVR 40 or 3/4		RVR 50 or 1			165	620' (555') - 2
With Nuiqsut Altimeter Setting								With Nuiqsut Altimeter Setting	
LPV DA(H) 439' (374')		LNAV/VNAV DA(H) 518' (453')		LNAV MDA(H) 540' (475')				Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out		90	
A	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	680' (615') - 1
B								140	680' (615') - 1 3/4
C									
D					RVR 40 or 3/4	RVR 60 or 1 1/4		165	760' (695') - 2 1/4

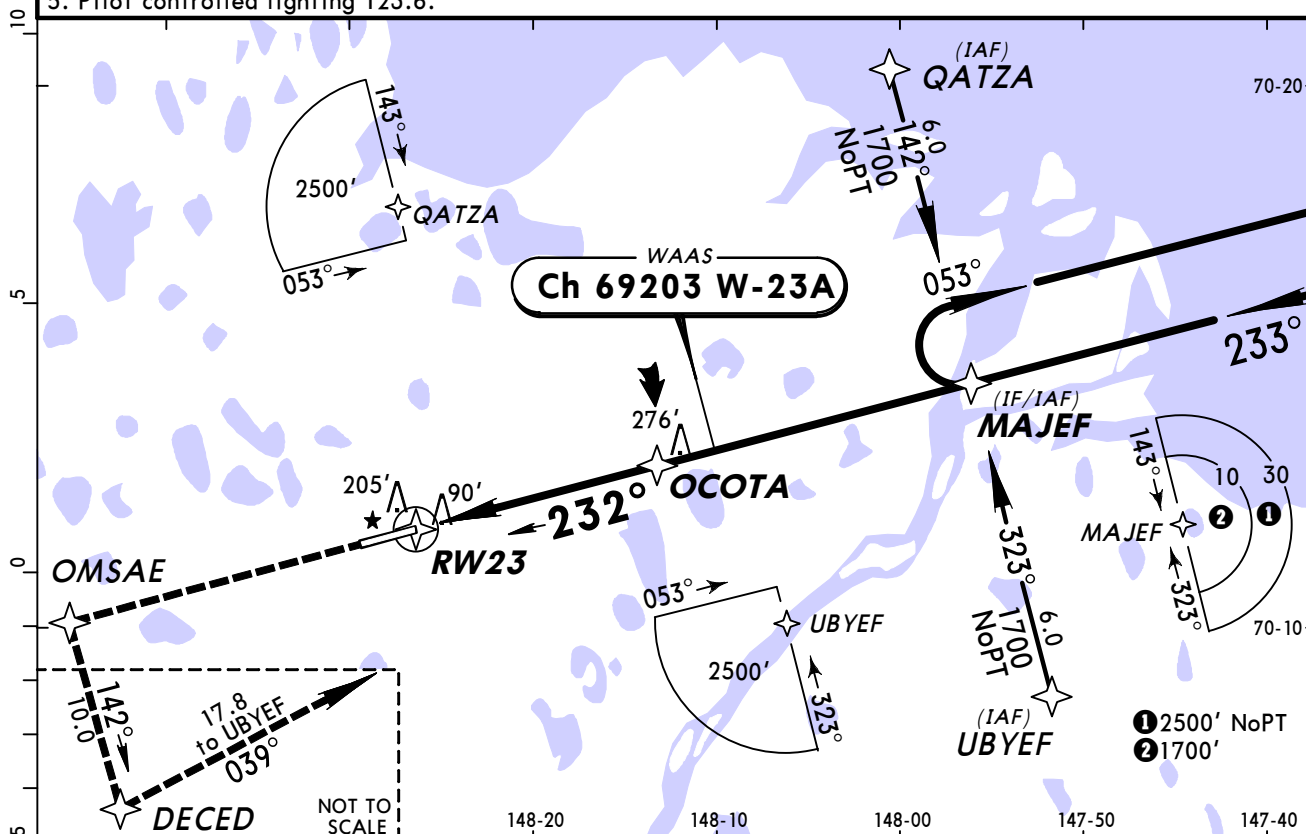
PASC/SCC DEADHORSE

JEPPesen
29 APR 11 **12-2** Eff 5 May

DEADHORSE, ALASKA
RNAV (GPS) Y Rwy 23

ATIS (ASOS when Radio Inop) 118.4		ANCHORAGE Center 134.4		*DEADHORSE Radio (LAA) CTAF 123.6	
WAAS Ch 69203 W-23A	Final Apch Crs 232°	Minimum Alt OCOTA 1600' (1537')	LPV DA(H) (CONDITIONAL) 313' (250')	Apt Elev 65' TDZE 63'	TAA 30 NM IAF
MISSED APCH: Climb to 1700' direct OMSAE and LEFT turn on 142° track to DECED and LEFT turn on 039° track to UBYEF and on 323° track to MAJEF and hold.					

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Nuiqsut altimeter setting. 2. VDP and Baro-VNAV not authorized when using Nuiqsut altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 123.6.



③ LNAV only.		OCOTA		MAJEF	
RW23		1.1 NM to RW23		8 NM	
TCH 51'		1600'		1700'	
TDZE 63'		232°		233°	
0.6 0.5 0.2 3.3 6.0 10.6		MALSR		1700'	
Gnd speed-Kts		70 90 100 120 140 160		VASI	
Glide Path Angle 3.00°		372 478 531 637 743 849		D	
MAP at RW23				OMSAE	

STRAIGHT-IN LANDING RWY 23							CIRCLE-TO-LAND		
With Local Altimeter Setting							With Local Altimeter Setting		
LPV DA(H) 313' (250')		LNAV/VNAV DA(H) 524' (461')		LNAV MDA(H) 460' (397')			Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out	90	540' (475') - 1	
A	RVR 40 or 3/4		RVR 50 or 1		RVR 24 or 1/2		RVR 40 or 3/4	RVR 50 or 1	120
140									
165									
D					RVR 50 or 1		RVR 60 or 1 1/4	620' (555') - 2	
With Nuiqsut Altimeter Setting							With Nuiqsut Altimeter Setting		
LPV DA(H) 437' (374')		LNAV/VNAV DA(H) 648' (585')		LNAV MDA(H) 600' (537')			Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out	90	680' (615') - 1	
A	RVR 40 or 3/4		RVR 60 or 1 1/4		RVR 40 or 3/4		RVR 50 or 1	120	
140									
165									
D					RVR 50 or 1		1 1/2	680' (615') - 1 3/4	
					RVR 60 or 1 1/4		1 3/4	760' (695') - 2 1/4	

CHANGES: Procedure name, missed approach.

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TERPS AMEND 1B 5 MAY 2011

PASC/SCC DEADHORSE

29 APR 11
Eff 5 May

12-20

DEADHORSE, ALASKA RNAV (RNP) Z Rwy 5

ATIS (ASOS when Radio Inop)
118.4

ANCHORAGE Center
134.4

*DEADHORSE Radio (LAA)
CTAF 123.6

RNAV

Final
Apch Crs
052°

Minimum Alt
BOLDT
1000' (935')

RNP 0.15
DA(H)
367' (302')

Apt Elev **65'**
TDZE **65'**

MISSED APCH: Climb to 4000' on track 052° to HITRA, RIGHT turn to JONTA, then track 232° to WOKET and hold.

Alt Set: INCHES

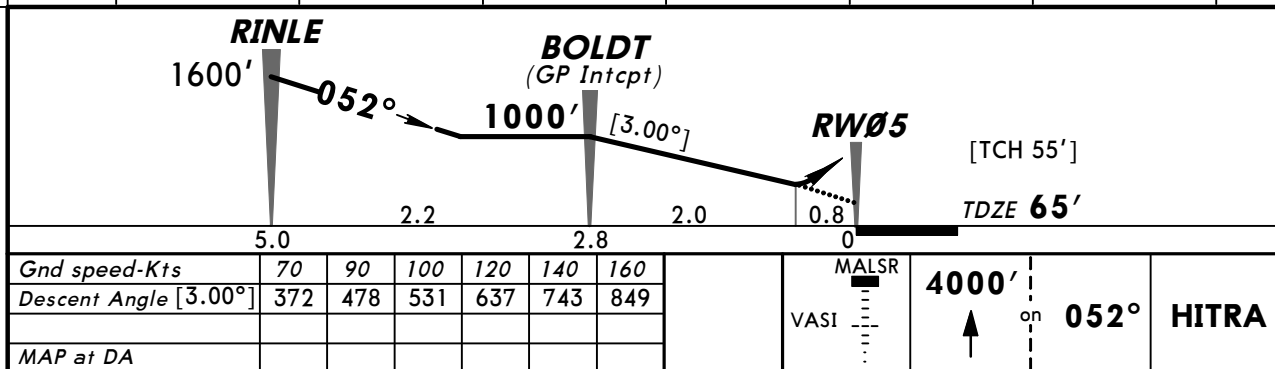
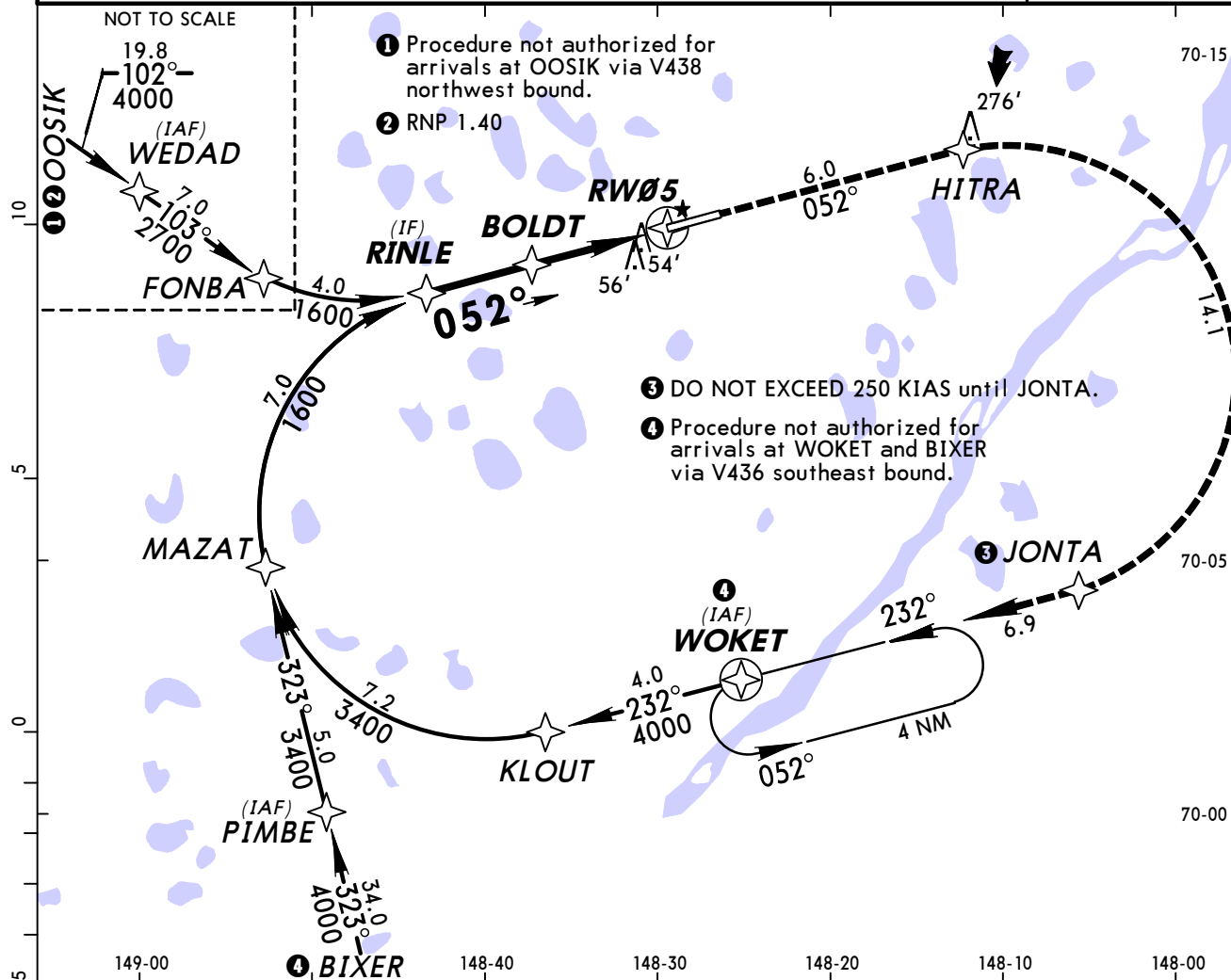
Trans level: FL 180

Trans alt: 18000'

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. Obtain local altimeter setting on CTAF; if not received, procedure not authorized. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -23°C (-11°F) or above 32°C (90°F). 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 123.6.

MSA RW05

2300'



STRAIGHT-IN LANDING RWY 5			
RNP 0.15 DA(H) 367' (302')		RNP 0.30 DA(H) 431' (366')	
RAIL or ALS out		RAIL or ALS out	
A			
B			
C	RVR 24 or 1/2	RVR 45 or 7/8	RVR 35 or 5/8
D			RVR 55 or 1

CHANGES: New procedure.

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TERPS AMEND 0 5 MAY 2011

PASC/SCC DEADHORSE

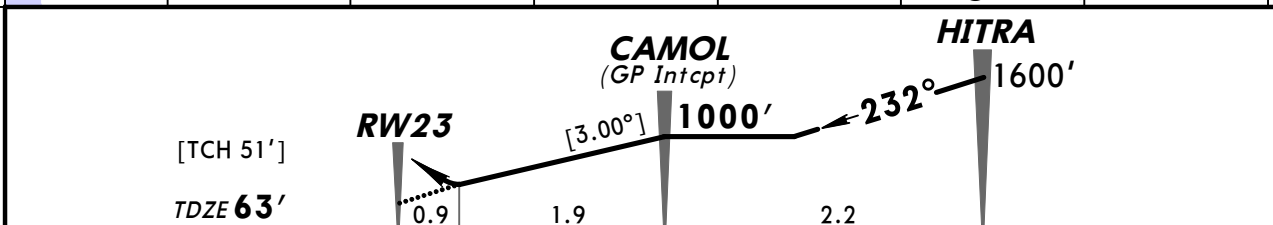
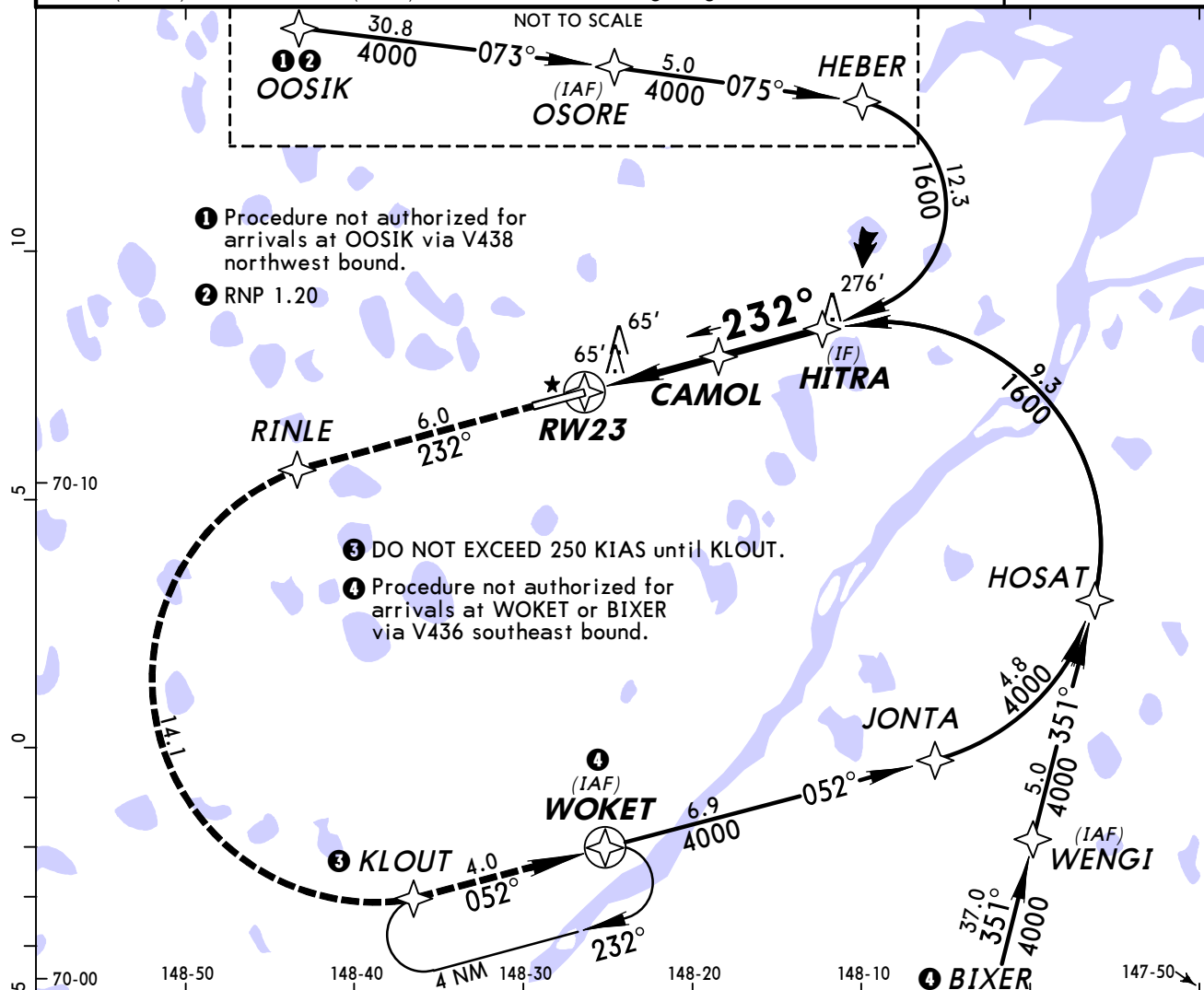
29 APR 11
Eff 5 May

12-21

DEADHORSE, ALASKA RNAV (RNP) Z Rwy 23

BRIEFING STRIP™

ATIS (ASOS when Radio Inop) 118.4		ANCHORAGE Center 134.4		*DEADHORSE Radio (LAA) CTAF 123.6	
RNAV	Final Apch Crs 232°	Minimum Alt CAMOL 1000' (937')	RNP 0.15 DA(H) 381' (318')	Apt Elev 65' TDZE 63'	2300' MSA RW23
MISSED APCH: Climb to 4000' on track 232° to RINLE, LEFT turn to KLOUT, then track 052° to WOKET and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. Obtain local altimeter setting on CTAF; if not received, procedure not authorized. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -24°C (-12°F) or above 32°C (90°F). 5. Pilot controlled lighting 123.6.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR		4000'		232°		RINLE	
Descent Angle [3.00°]	372	478	531	637	743	849	VASI		↑		on			
MAP at DA														

STRAIGHT-IN LANDING RWY 23							
RNP 0.15		RNP 0.30					
DA(H) 381' (318')		DA(H) 444' (381')					
RAIL or ALS out		RAIL or ALS out					
A							
B							
C	RVR 24 or 1/2	RVR 45 or 7/8	RVR 35 or 5/8	RVR 60 or 1 1/4			
D							

CHANGES: New procedure.

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TERPS AMEND 0 5 MAY 2011

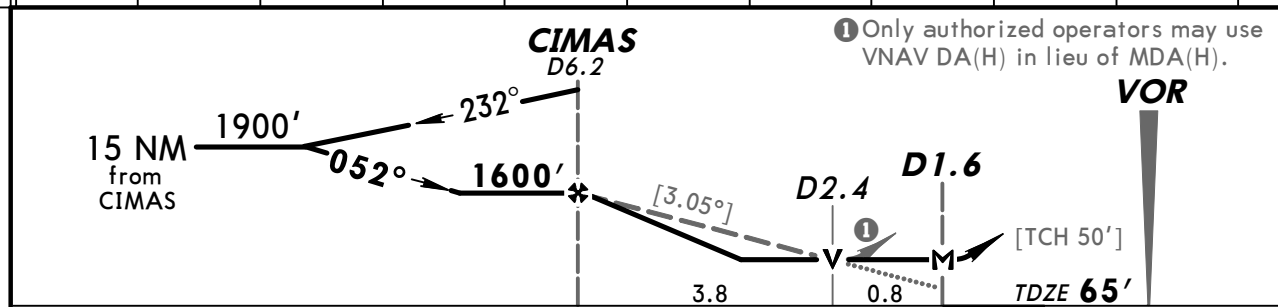
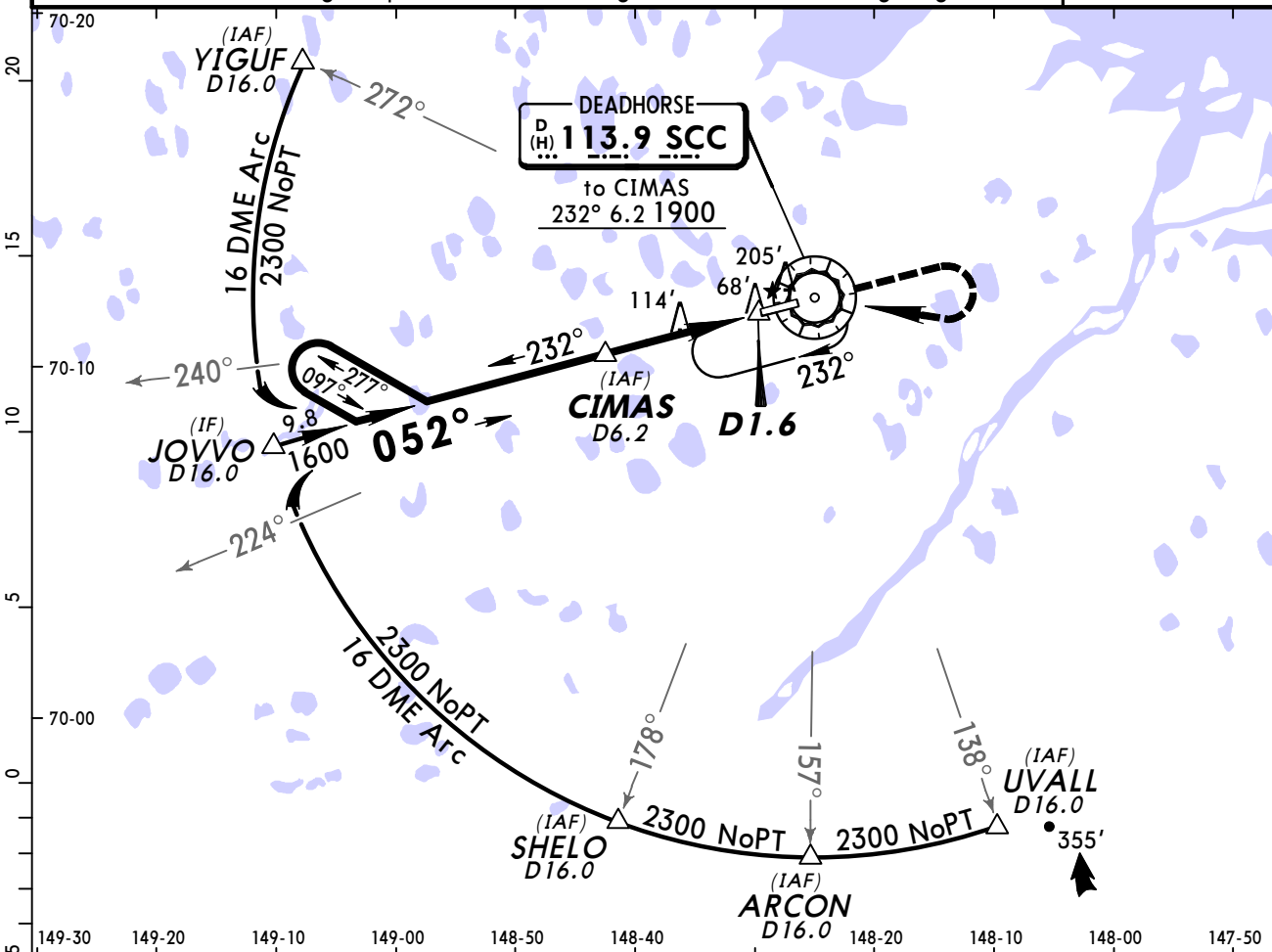
PASC/SCC DEADHORSE

JEPPESSEN
19 OCT 07 (13-1) Eff 25 Oct

DEADHORSE, ALASKA VOR DME Rwy 5

BRIEFING STRIP™

ATIS (ASOS when Radio inop)		ANCHORAGE Center		*DEADHORSE Radio (LAA)	
118.4		134.4		CTAF 123.6	
VOR SCC 113.9	Final Apch Crs 052°	Minimum Alt CIMAS 1600' (1535')	MDA(H) (CONDITIONAL) 380' (315')	Apt Elev 65' TDZE 65'	2200' MSA SCC VOR
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 2000' direct SCC VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Nuiqsut altimeter setting. 2. VDP not authorized when using Nuiqsut altimeter setting. 3. Pilot controlled lighting 123.6.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI	1500'	2000'	RT	SCC 113.9
Descent angle [3.05°]	378	486	540	648	755	863		↑			
MAP at D1.6											

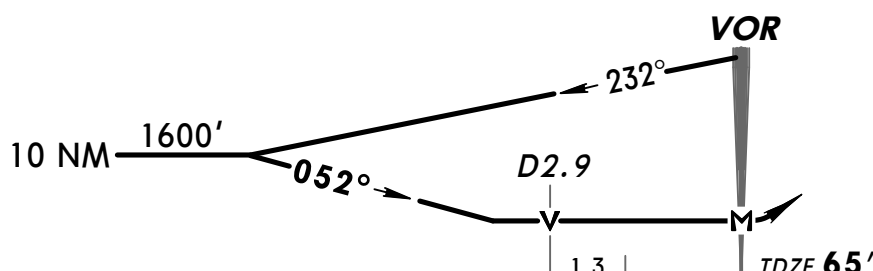
STRAIGHT-IN LANDING RWY 5							CIRCLE-TO-LAND			
With Local Altimeter Setting MDA(H) 380' (315')				With Nuiqsut Altimeter Setting MDA(H) 520' (455')			With Local Altimeter Setting MDA(H) _____		With Nuiqsut Altimeter Setting MDA(H) _____	
		RAIL out	ALS out			RAIL out	ALS out	Max Kts		
A				RVR 60 or 1¼			90		540' (475')-1	680' (615')-1¾
B	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1				120		540' (475')-1½	680' (615')-2¼
C							140		620' (555')-2	760' (695')-2¾
D	RVR 50 or 1		1¾							

CHANGES: Chart reindexed, procedure.

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DEADHORSE, ALASKA

BRIEFING STRIP™

MAP at VOR

TERPS
4
A
M
E
N
D

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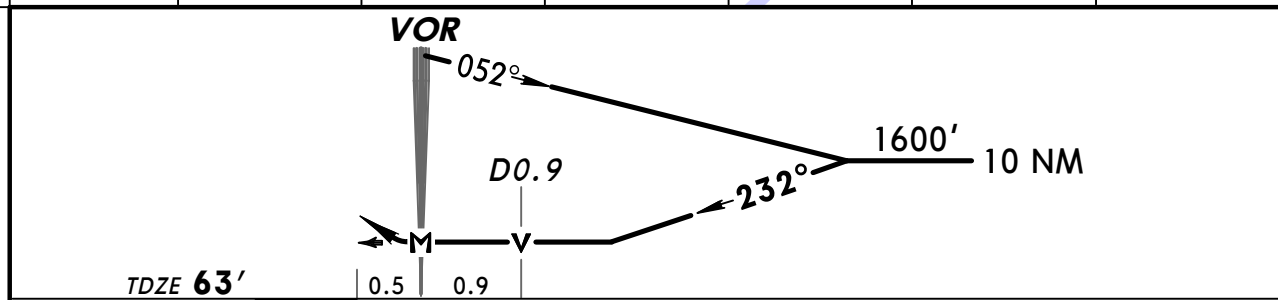
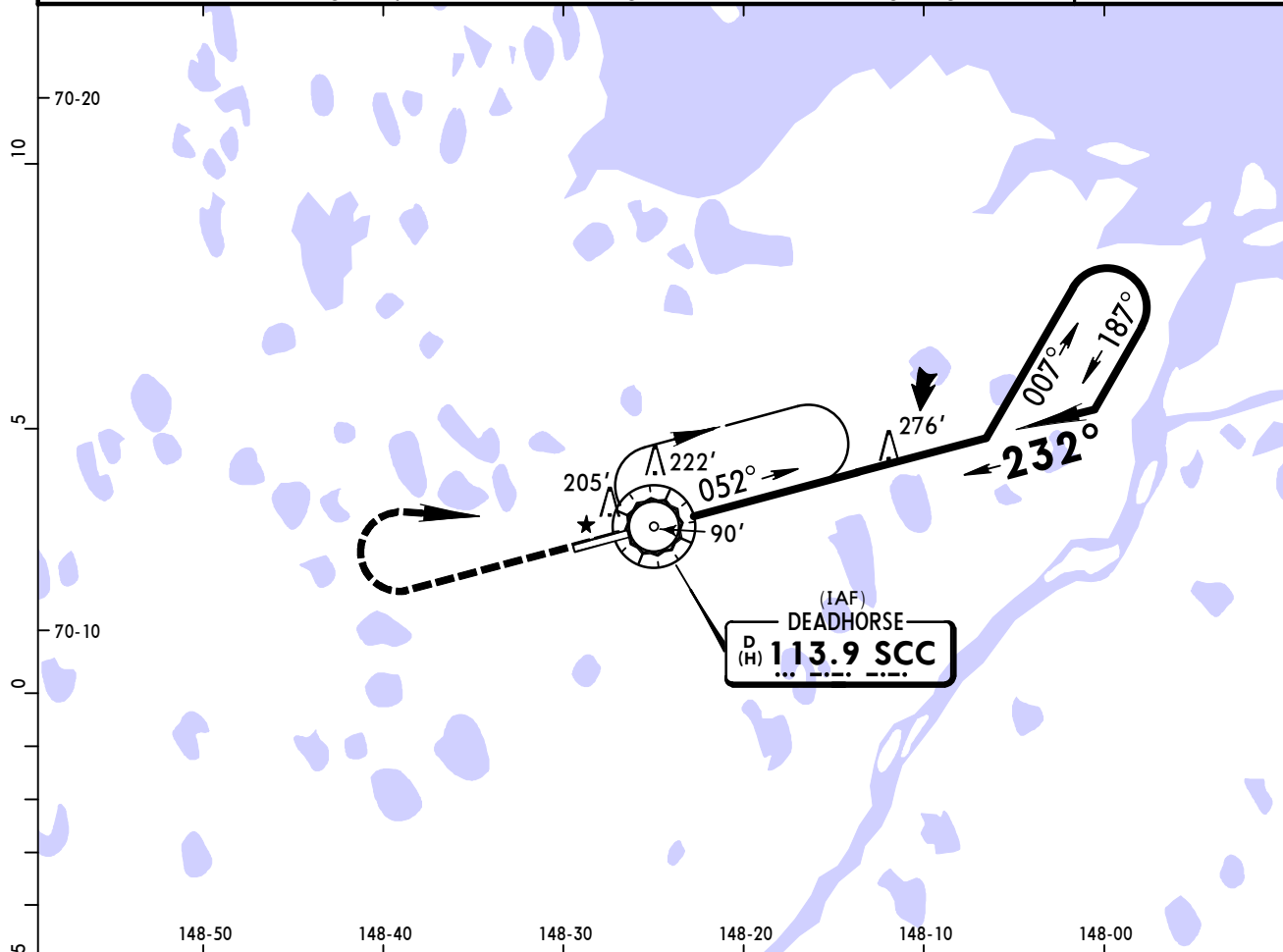
PASC/SCC DEADHORSE

JEPPesen
19 OCT 07 (13-3) Eff 25 Oct

DEADHORSE, ALASKA
VOR Rwy 23

BRIEFING STRIP

ATIS (ASOS when Radio inop)		ANCHORAGE Center		*DEADHORSE Radio (LAA)	
118.4		134.4		CTAF 123.6	
VOR SCC 113.9	Final Apch Crs 232°	No FAF	MDA(H) (CONDITIONAL) 540' (477')	Apt Elev 65' TDZE 63'	2200' MSA SCC VOR
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 2000' direct SCC VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Nuiqsut altimeter setting. 2. VDP not authorized when using Nuiqsut altimeter setting. 3. Pilot controlled lighting 123.6.					



				MALSR		1500'	2000'	D→	SCC 113.9
				VASI		↑	RT		
MAP at VOR									

STRAIGHT-IN LANDING RWY 23						CIRCLE-TO-LAND			
With Local Altimeter Setting			With Nuiqsut Altimeter Setting			With Local Altimeter Setting		With Nuiqsut Altimeter Setting	
MDA(H) 540' (477')			MDA(H) 680' (617')			MDA(H)		MDA(H)	
	RAIL out	ALS out		RAIL out	ALS out	Max Kts			
A	RVR 24	RVR 40	RVR 50	1½		90	540' (475')-1	680' (615')-2	
B	or 1/2	or 3/4	or 1			120			
C	RVR 40	RVR 60 or 1¼		1¾		140	540' (475')-1½	680' (615')-2½	
D	RVR 50	1½		2		165	620' (555')-2	760' (695')-3	
	or 1								

CHANGES: Procedure.

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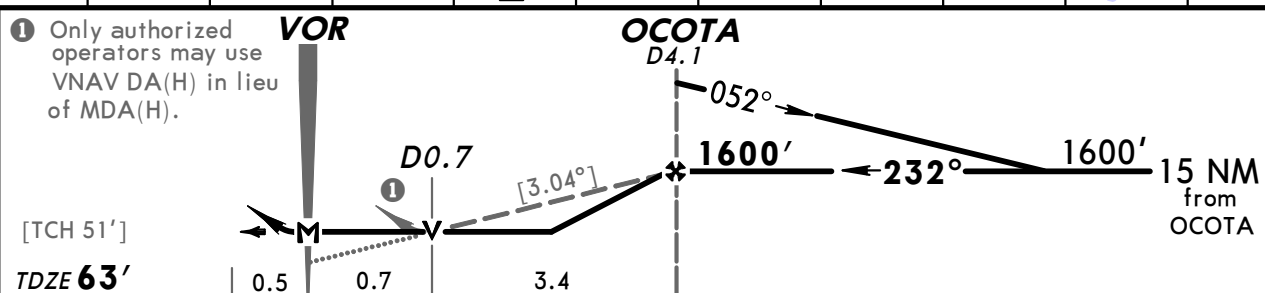
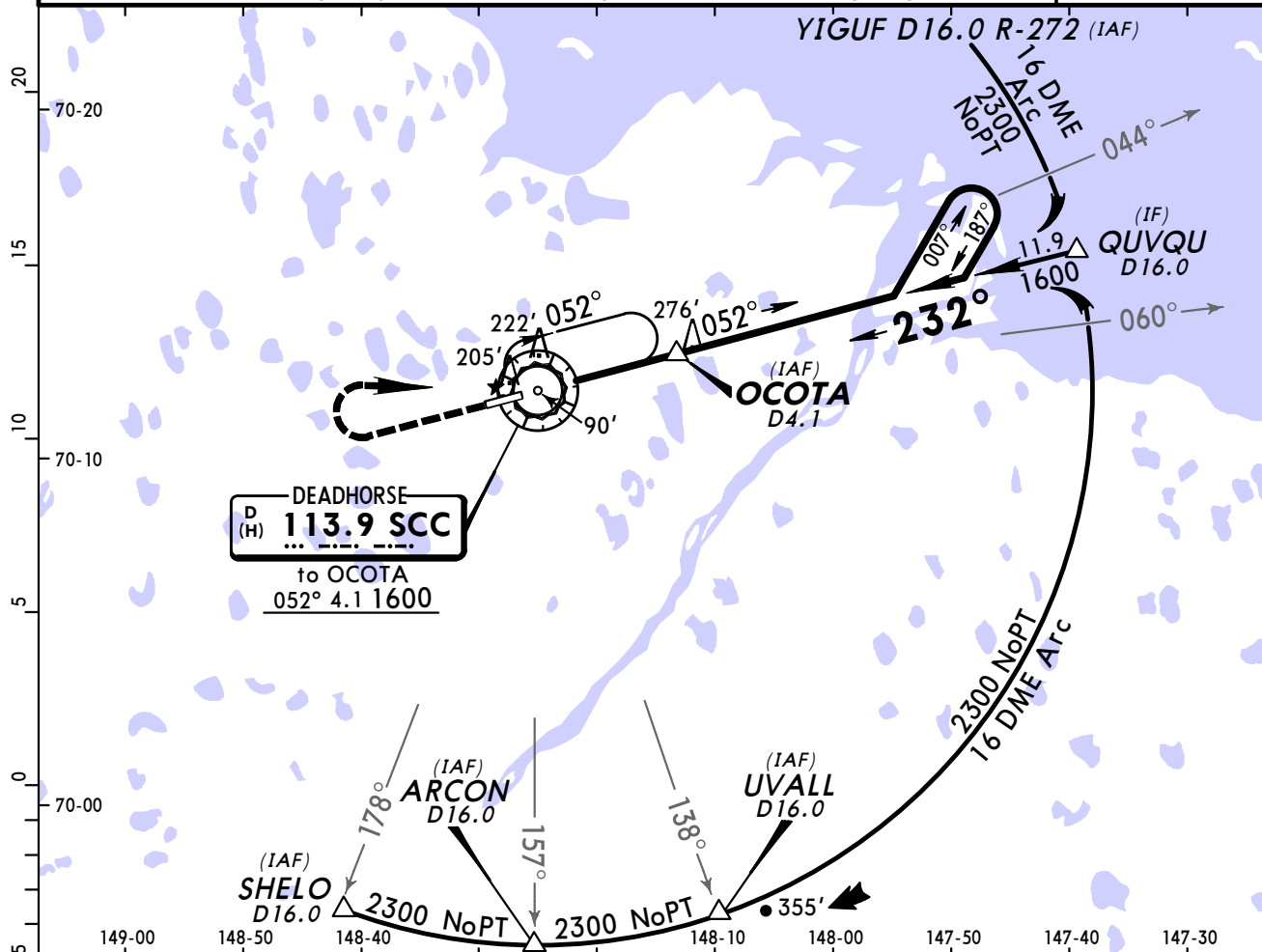
PASC/SCC DEADHORSE

JEPPESEN
19 OCT 07 (13-4) Eff 25 Oct

DEADHORSE, ALASKA VOR DME Rwy 23

BRIEFING STRIP™

ATIS (ASOS when Radio inop)		ANCHORAGE Center		*DEADHORSE Radio (LAA)	
118.4		134.4		CTAF 123.6	
VOR SCC 113.9	Final Apch Crs 232°	Minimum Alt OCOTA 1600' (1537')	MDA(H) (CONDITIONAL) 480' (417')	Apt Elev 65' TDZE 63'	2200' MSA SCC VOR
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 2000' direct SCC VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Nuiqsut altimeter setting. 2. VDP not authorized when using Nuiqsut altimeter setting. 3. Pilot controlled lighting 123.6.					



Gnd Speed-Kts		70	90	100	120	140	160	MALSR VASI	1500'	2000'	D→	SCC 113.9
Descent angle [3.04°]		376	484	538	645	753	861					
MAP at VOR												

STRAIGHT-IN LANDING RWY 23						CIRCLE-TO-LAND			
With Local Altimeter Setting MDA(H) 480' (417')			With Nuiqsut Altimeter Setting MDA(H) 620' (557')			With Local Altimeter Setting		With Nuiqsut Altimeter Setting	
	RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)		MDA(H)
A	RVR 24	RVR 40	RVR 50	1½		90	540' (475')-1		680' (615')-2
B	or 1/2	or 3/4	or 1			120			
C	RVR 40	RVR 60 or 1¼		1¾		140	540' (475')-1½		680' (615')-2½
D	or 3/4			2		165	620' (555')-2		760' (695')-3
	RVR 50								
	or 1								

General Information

Location: Sitka AK USA
IATA Code: SIT
Lat/Long: N57° 02.8' W135° 21.7'
Elevation: 21 ft

Airport Use: Public
Magnetic Variation: 20.4 °E

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1600 Z
Sunset: 0229 Z,

Runway Information

Runway: 11
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 29
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, REIL, Pilot controlled

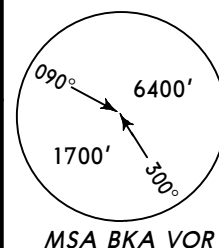
Communication Information

ASOS 135.9
Sitka Unicom 122.95
Sitka AIR Operations 898.0 Military
Sitka AIR Operations 569.2 Military
Sitka AIR Operations 218.2 Military
Sitka Information 135.9
Sitka Flight Service Station 123.6 AAS CTAF PCL
Sitka Flight Service Station 122.2
Anchorage Center 126.1 Remote Communications Air-Ground

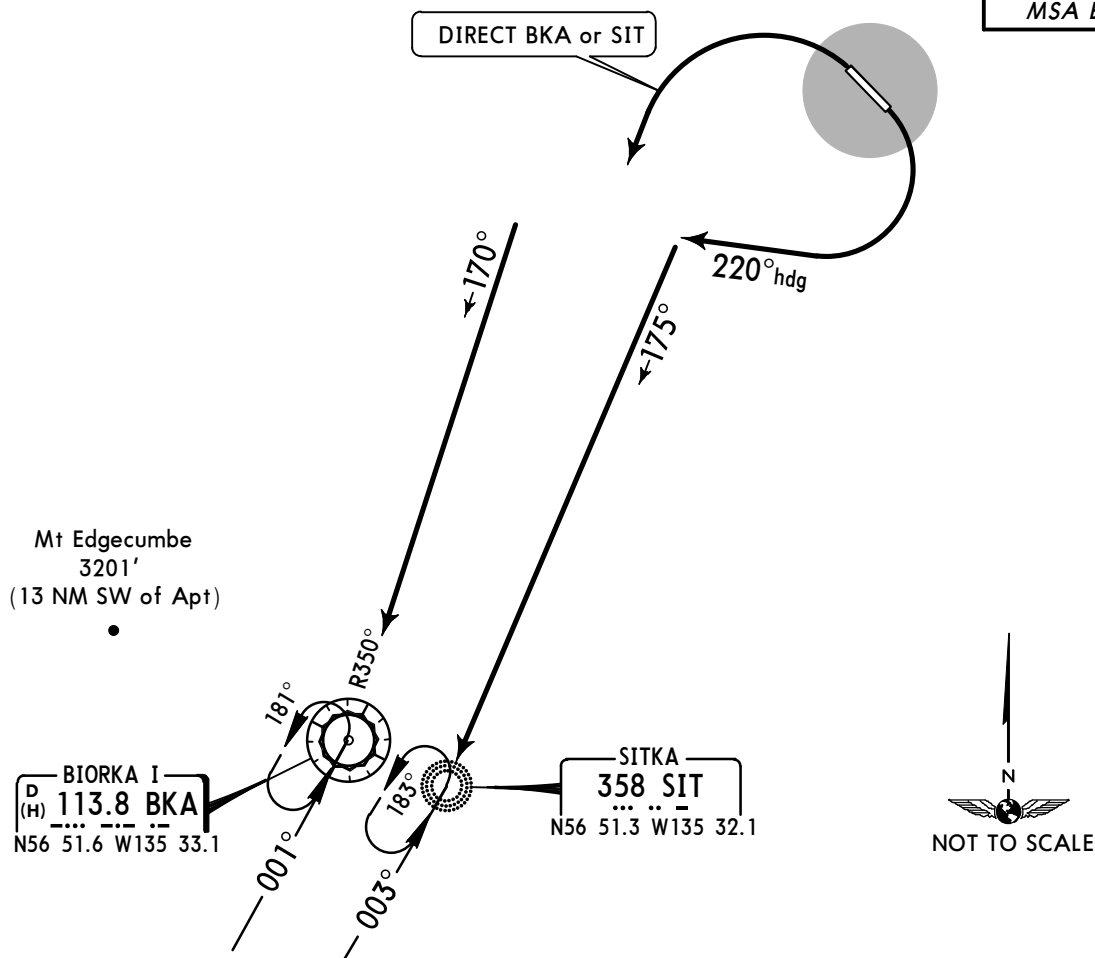
ANCHORAGE
Center (R)
126.1

Apt Elev
21'

Trans level: FL 180 Trans alt: 18000'
WARNING: High terrain all quadrants, Mt
Edgecumbe 3201' 13 NM SOUTHWEST of Sitka.



OBSTACLE
BIORKA ONE DEPARTURE (BKA1.BKA)



This DP requires take-off minimums
Rwy 11: Standard (or lower than standard, if
authorized) with minimum climb requirements of
180 KT or less: 390' per NM to **1600'**;
more than 180 KT: 640' per NM to **3400'**;
or 3800-3 for climb in visual conditions.
Rwy 29: Standard (or lower than standard, if
authorized) with a minimum climb of 221' per
NM to **900'** ; or 3800-3 for climb in visual
conditions.

Direct distance from Sitka
Gutierrez Apt to:
BKA 13 NM
SIT 13 NM

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	$\frac{1}{4}$	1
3 & 4 Eng		$\frac{1}{2}$

Gnd speed-KT	75	100	150	200	250	300
221' per NM	276	368	553	737	921	1105
390' per NM	488	650	975	1300	1625	1950
640' per NM	800	1067	1600	2133	2667	3200

OBSTACLES

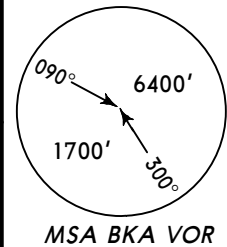
Rwy 11: Multiple trees beginning 2611' from
DER, 753' LEFT of centerline, up to 100'
AGL/198' MSL. Multiple trees beginning 1942'
from DER, 569' RIGHT of centerline, up to
100' AGL/136' MSL.
Rwy 29: Tree 401' from DER, 579' RIGHT
of centerline, 41' AGL/55' MSL. Obstacle
lighting on windsock 81' from DER, 415'
RIGHT of centerline, 28' AGL/38' MSL.
Multiple bushes beginning 157' from DER,
457' RIGHT of centerline, up to 24' AGL/34'
MSL. Bush 168' from DER, 457' RIGHT of
centerline, 10' AGL/31' MSL.

RWY	INITIAL CLIMB
11	Climbing RIGHT turn heading 220° to intercept BKA R-350 to BKA or 175° course to SIT. Or for climb in visual conditions: cross airport at or above 3700' , then proceed direct BKA or SIT.
29	Climbing LEFT turn, direct BKA or SIT. Or for climb in visual conditions: cross airport at or above 3700' , then proceed direct BKA or SIT.
ROUTING	
Climb in BKA holding pattern or SIT holding pattern to MEA for route of flight.	

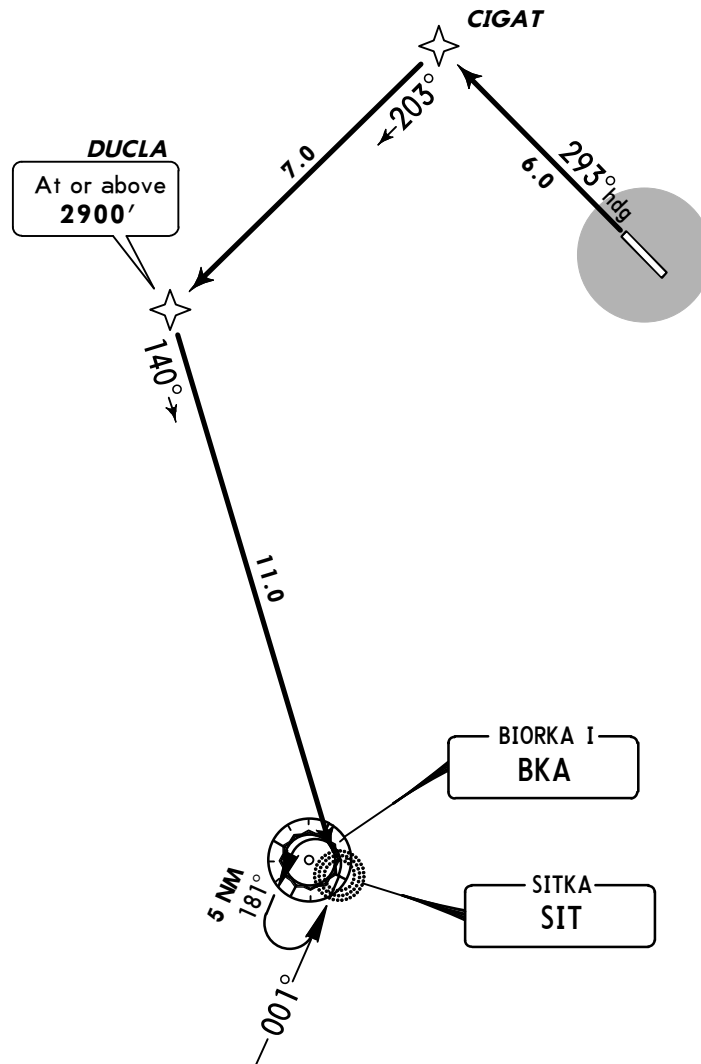
ANCHORAGE
Center (R)
126.1

Apt Elev
21'

Trans level: FL 180 Trans alt: 18000'
1. RNAV 1.
2. GPS required.



ROCKI ONE RNAV DEPARTURE (ROCKI1.SIT) (RWY 29)



This SID requires take-off minimums
(for standard minimums, refer to BIORKA DP):
Rwy 11: Not Authorized - Obstacles.
Rwy 29: Standard (or lower than standard, if
authorized) with a minimum climb of 324' per
NM to **1400'**.

Gnd speed-KT	75	100	150	200	250	300
324' per NM	405	540	810	1080	1350	1620

OBSTACLES

Rwy 29: Tree 401' from DER, 579' RIGHT
of centerline, 41' AGL/55' MSL. Obstacle
lighting on windsock 81' from DER, 415'
RIGHT of centerline, 28' AGL/38' MSL.
Multiple bushes beginning 157' from DER,
457' RIGHT of centerline, up to 24' AGL/34'
MSL.

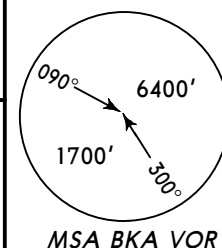
INITIAL CLIMB

Climb via 293° heading to **4000'** or ATC assigned altitude direct CIGAT, and via 203° track
to DUCLA then via 140° track to SIT.

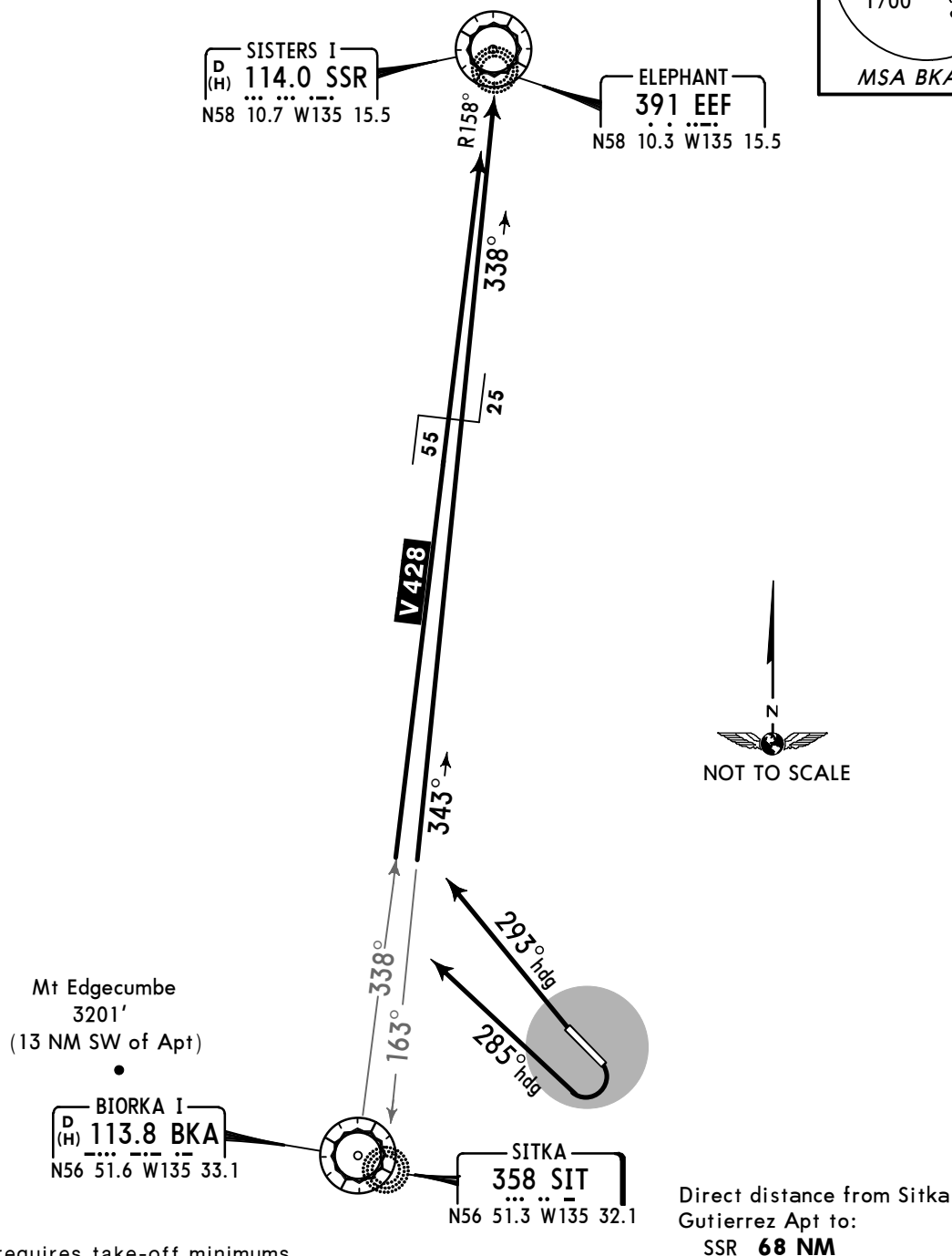
ANCHORAGE
Center (R)
126.1

Apt Elev
21'

Trans level: FL 180 Trans alt: 18000'
WARNING: High terrain all quadrants, Mt
Edgecumbe 3201' 13 NM SOUTHWEST of Sitka.



SITKA SEVEN DEPARTURE (STKA7.SSR)



This SID requires take-off minimums
(for standard minimums, refer to BIORKA DP):
Rwy 11: Standard (or lower than standard, if
authorized) with minimum climb requirements of
180 KT or less: 390' per NM to **4500'**;
more than 180 KT: 640' per NM to **3400'**.
Rwy 29: Standard (or lower than standard, if
authorized) with a minimum climb of 357' per
NM to **5400'**.

Gnd speed-KT	75	100	150	200	250	300
357' per NM	446	595	893	1190	1488	1785
390' per NM	488	650	975	1300	1625	1950
640' per NM	800	1067	1600	2133	2667	3200

OBSTACLE

Rwy 11: Multiple trees beginning 2611' from
DER, 753' LEFT of centerline, up to 100'
AGL/198' MSL. Multiple trees beginning 1942'
from DER, 569' RIGHT of centerline, up to
100' AGL/136' MSL.
Rwy 29: Tree 401' from DER, 579' RIGHT
of centerline, 41' AGL/55' MSL. Obstacle
lighting on windsock 81' from DER, 415'
RIGHT of centerline, 28' AGL/38' MSL.
Multiple bushes beginning 157' from DER,
457' RIGHT of centerline, up to 24' AGL/34'
MSL. Bush 168' from DER, 457' RIGHT of
centerline, 10' AGL/31' MSL.

RWY

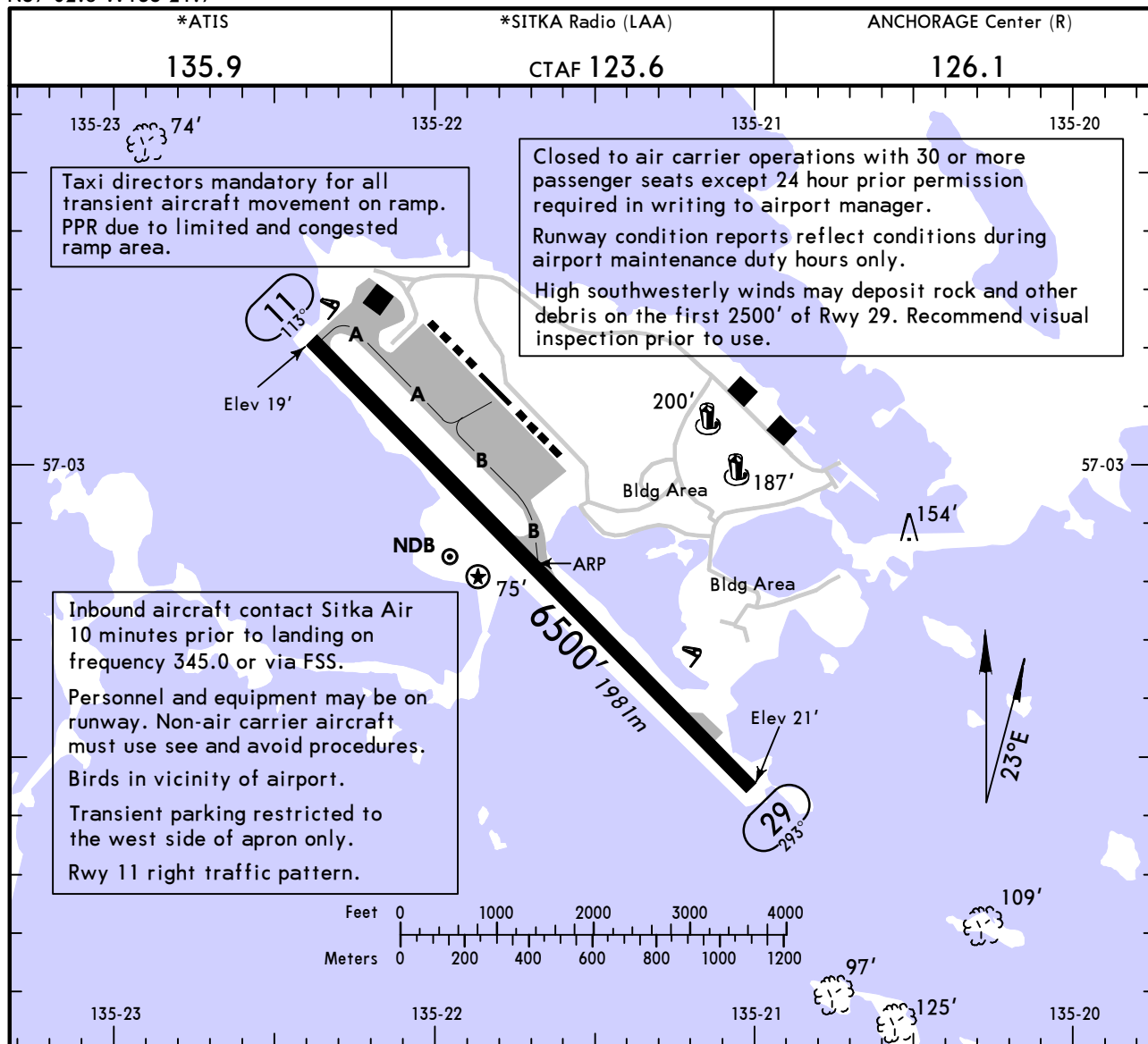
INITIAL CLIMB

11

Climbing RIGHT turn heading 285° to join V-428 to SSR or SIT 343° bearing from SIT
and 338° course to EEF.

29

Climb heading 293° to join V-428 to SSR or SIT 343° bearing from SIT and 338°
course to EEF.



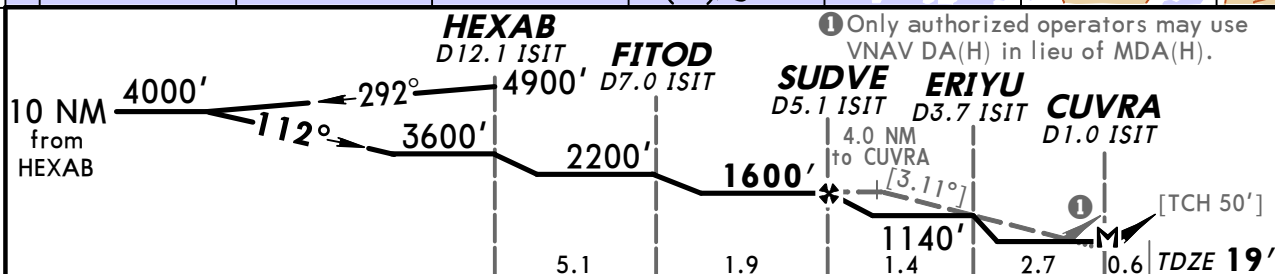
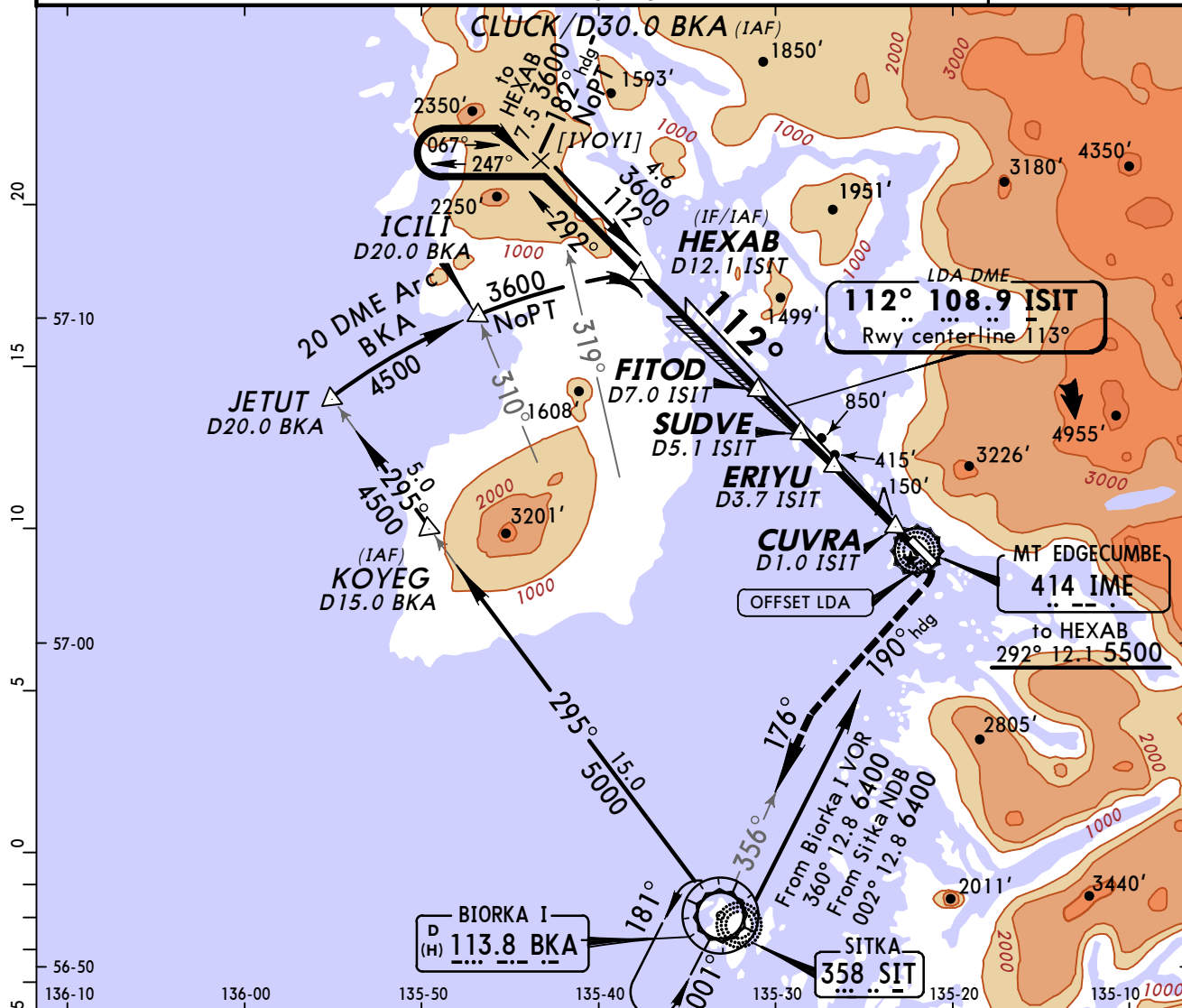
ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS			WIDTH
RWY					LANDING BEYOND		TAKE-OFF	
					Threshold	Glide Slope		
11	① HIRL	① REIL	VASI-L	grooved				150'
29	① HIRL	① REIL	VASI-R	grooved				46m

- ① Activate on 123.6 when Sitka FSS closed.
② Shallow depressions 25' in diameter 1770' from approach end of Rwy 11 south side. Standing water after rain.

TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwys		RNAV (GPS) Rwy 11 LDA DME Rwy 11	VOR DME-A
1 & 2 Eng	USE BIORKA DEPARTURE	A	
3 & 4 Eng		B	800-2
		C	800-2¼
		D	

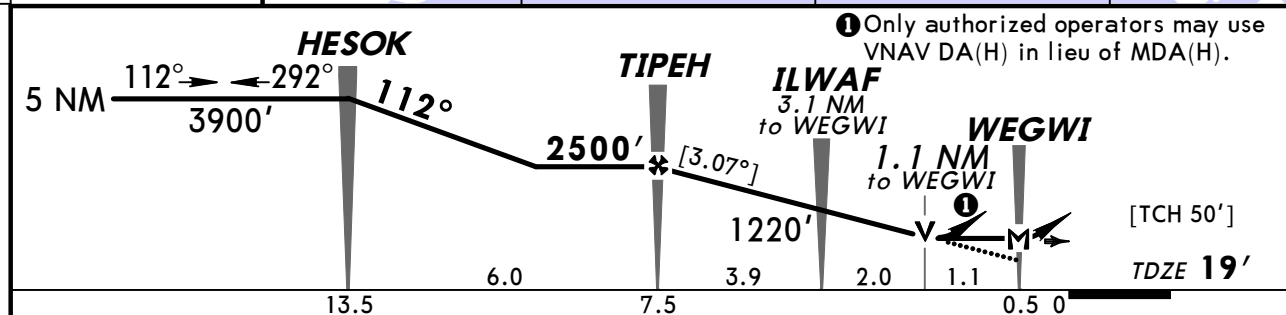
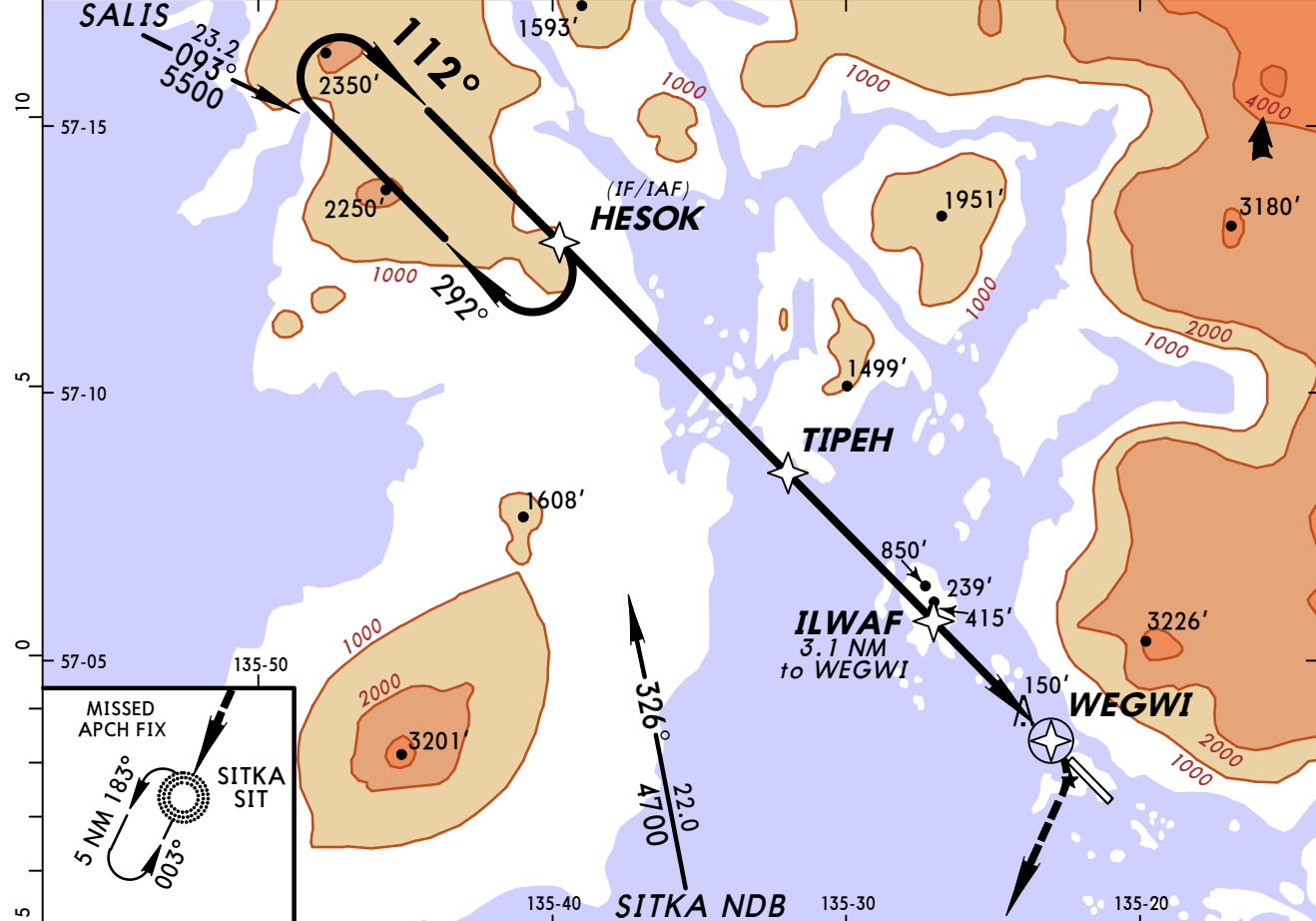
*ATIS 135.9		ANCHORAGE Center (R) 126.1		*SITKA Radio (LAA) CTAF 123.6	
LDA ISIT 108.9	Final Apch Crs 112°	Minimum Alt SUDVE 1600' (1581')	MDA(H) 400' (381')	Apt Elev 21' TDZE 19'	
MISSED APCH: Climb to 500' then climbing RIGHT turn to 5000' via 190° heading and BKA VOR R-356 inbound to BKA VOR and hold, continue climb-in-hold to 5000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, procedure not authorized. 2. Use ISIT DME when on LDA course. 3. Final approach course 413' right of runway centerline extended 3000' from threshold. 4. Pilot controlled lighting 123.6.					MSA BKA VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL	500'	5000'	190°	BKA
Descent angle [3.11°]	385	495	550	660	770	880	VASI-L	↑	RT	hdg	113.8
MAP at CUVRA											R-356

STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND		
MDA(H) 400' (381')			Not Authorized North of Rwy 11-29		
A			Max Kts	MDA(H)	
B	1		90	480' (459') -1	
C			120		
D	1 1/4		140	480' (459') -1 1/2	
			165	580' (559') -2	

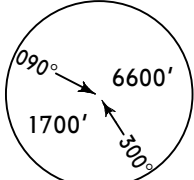
*ATIS 135.9		ANCHORAGE Center (R) 126.1		*SITKA Radio (LAA) CTAF 123.6	
RNAV	Final Apch Crs 112°	Minimum Alt TIPEH 2500' (2481')	LNAV MDA(H) 580' (561')	Apt Elev 21' TDZE 19'	6400' MSA WEGWI
MISSED APCH: Climbing RIGHT turn to 5000' direct SIT NDB and hold, continue climb-in-hold to 5000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, procedure not authorized. 2. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 123.6.					

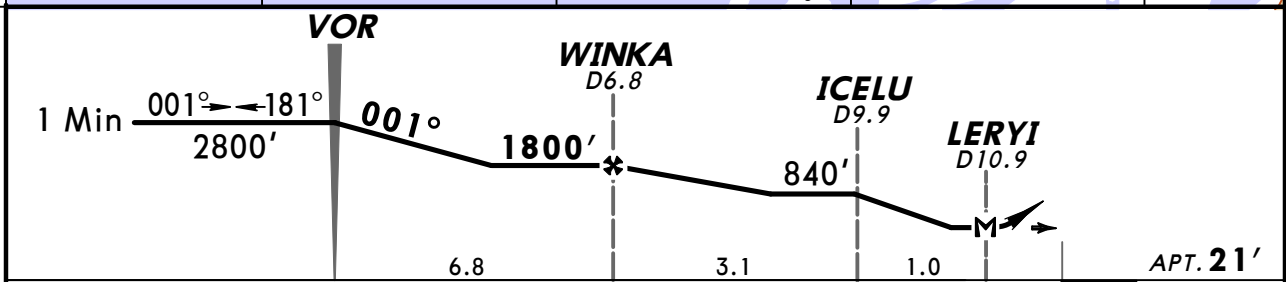
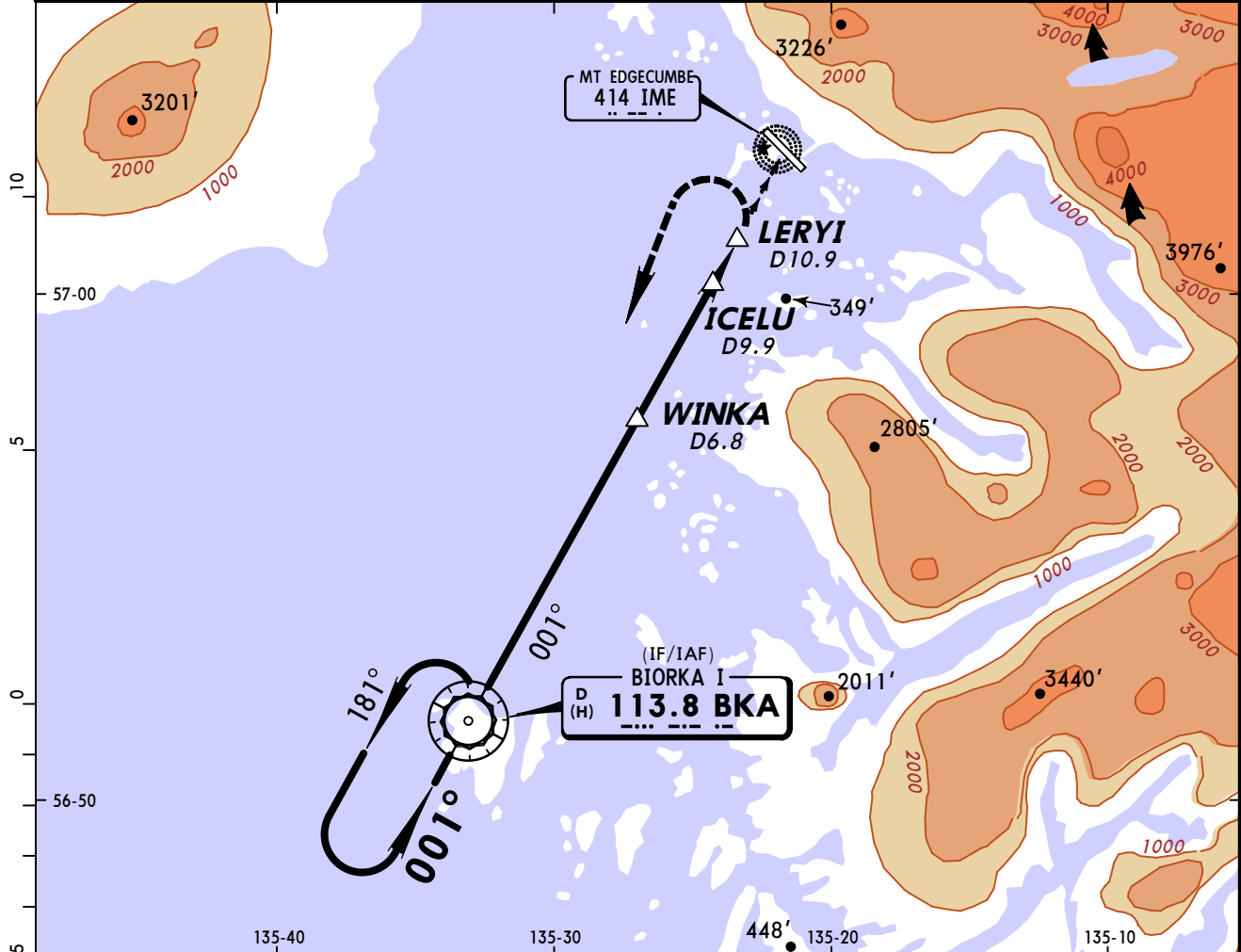


Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L		5000'	RT	SIT NDB
Descent angle [3.07°]	380	489	543	652	760	869					
MAP at WEGWI											

STRAIGHT-IN LANDING RWY 11						CIRCLE-TO-LAND			
LNAV MDA(H) 580' (561')						Not Authorized North of Rwy 11-29			
A						Max Kts	MDA(H)		
B	1					90	580' (559')-1		
C	1½					120			
D	1¾					140	580' (559')-1½		
						165	580' (559')-2		

BRIEFING STRIP™

*ATIS 135.9		ANCHORAGE Center (R) 126.1		*SITKA Radio (LAA) CTAF 123.6	
VOR BKA 113.8	Final Apch Crs 001°	Minimum Alt WINKA 1800' (1779')	MDA(H) Refer to Minimums	Apt Elev 21'	
MISSED APCH: Climbing LEFT turn to 5000' direct BKA VOR and hold, continue climb-in-hold to 5000'. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, procedure not authorized. 2. Pilot controlled lighting 123.6.					 MSA BKA VOR



					Lighting - Refer to Airport Chart	5000' LT	BKA 113.8
MAP at LERYI							

TERPS

					CIRCLE-TO-LAND Not Authorized North of Rwy 11-29	
					MDA(H)	
					660' (639') - 2 1/4	

General Information

Location: St Mary's AK USA
IATA Code: KSM
Lat/Long: N62° 03.6' W163° 18.1'
Elevation: 312 ft

Airport Use: Public
Magnetic Variation: 12.9°E

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1802 Z
Sunset: 0410 Z,

Runway Information

Runway: 06
Length x Width: 1520 ft x 60 ft
Surface Type: gravel
TDZ-Elev: 312 ft
Lighting: Edge, Pilot controlled
Stopway: 132 ft

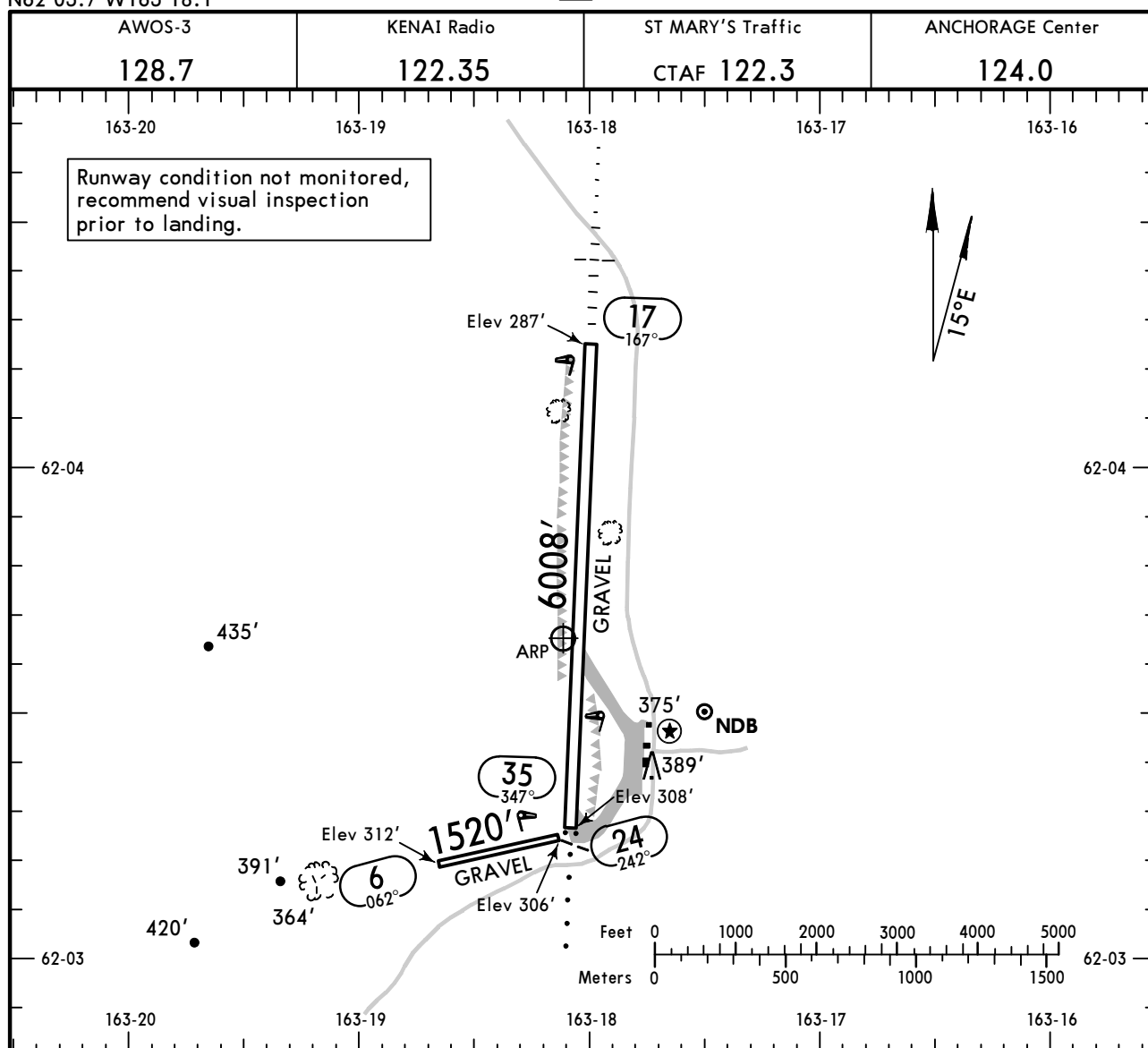
Runway: 17
Length x Width: 6008 ft x 150 ft
Surface Type: gravel
TDZ-Elev: 302 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 24
Length x Width: 1520 ft x 60 ft
Surface Type: gravel
TDZ-Elev: 306 ft
Lighting: Edge, Pilot controlled

Runway: 35
Length x Width: 6008 ft x 150 ft
Surface Type: gravel
TDZ-Elev: 308 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

AWOS 128.7
St Mary's Multicom 122.3 CTAF PCL
Kenai Flight Service Station 122.35 RCO
Anchorage Center 124.0 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING Threshold	BEYOND Glide Slope	TAKE-OFF	
6	24 ① MIRL				60'
17	① HIRL ① MALSR ① VASI-L				150'
35	① HIRL ODALS ① VASI-L				

① Activate on 122.3.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

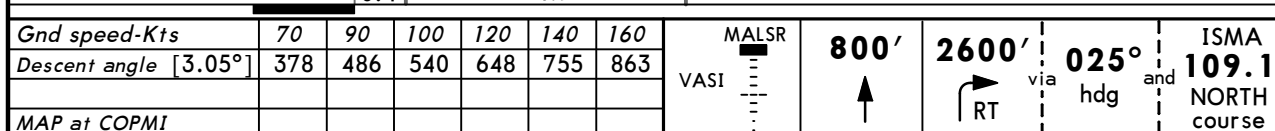
				FOR FILING AS ALTERNATE Authorized Only When Local Weather Available		
		Rwy 35	Rwys 6, 17, 24	LOC DME Rwy 17 RNAV (GPS) Y Rwy 17 RNAV (GPS) Z Rwy 17	RNAV (GPS) Y Rwy 35 RNAV (GPS) Z Rwy 35	NDB Rwy 35
		Adequate Vis Ref	STD			
1 & 2 Eng	1/4	1	200-1	A	800-2	800-2
3 & 4 Eng				B		
				C	800-2 1/4	800-2 1/4
				D		

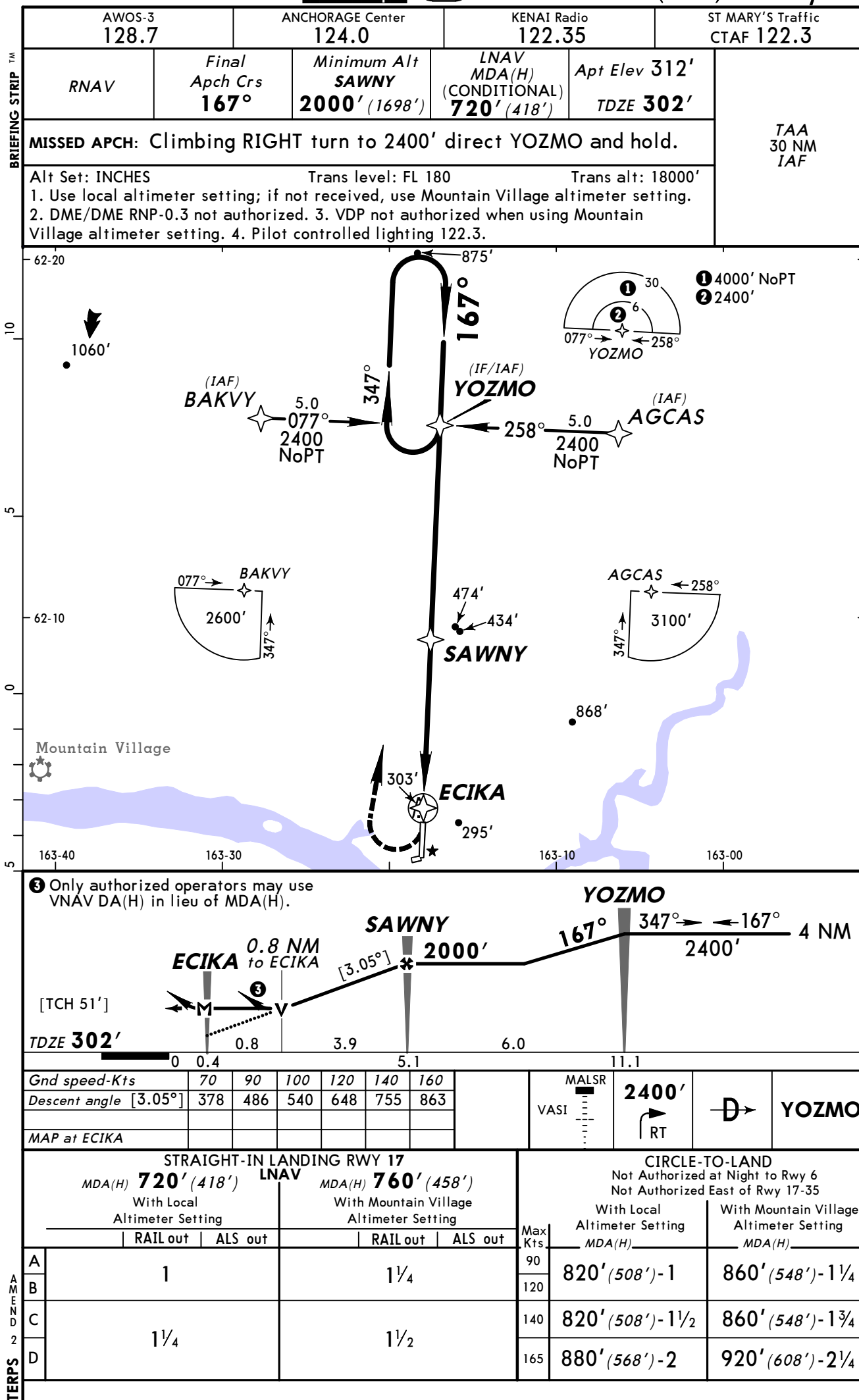
OBSTACLE DP: All Rwys: Climb straight ahead to 1000', continue climb on course.

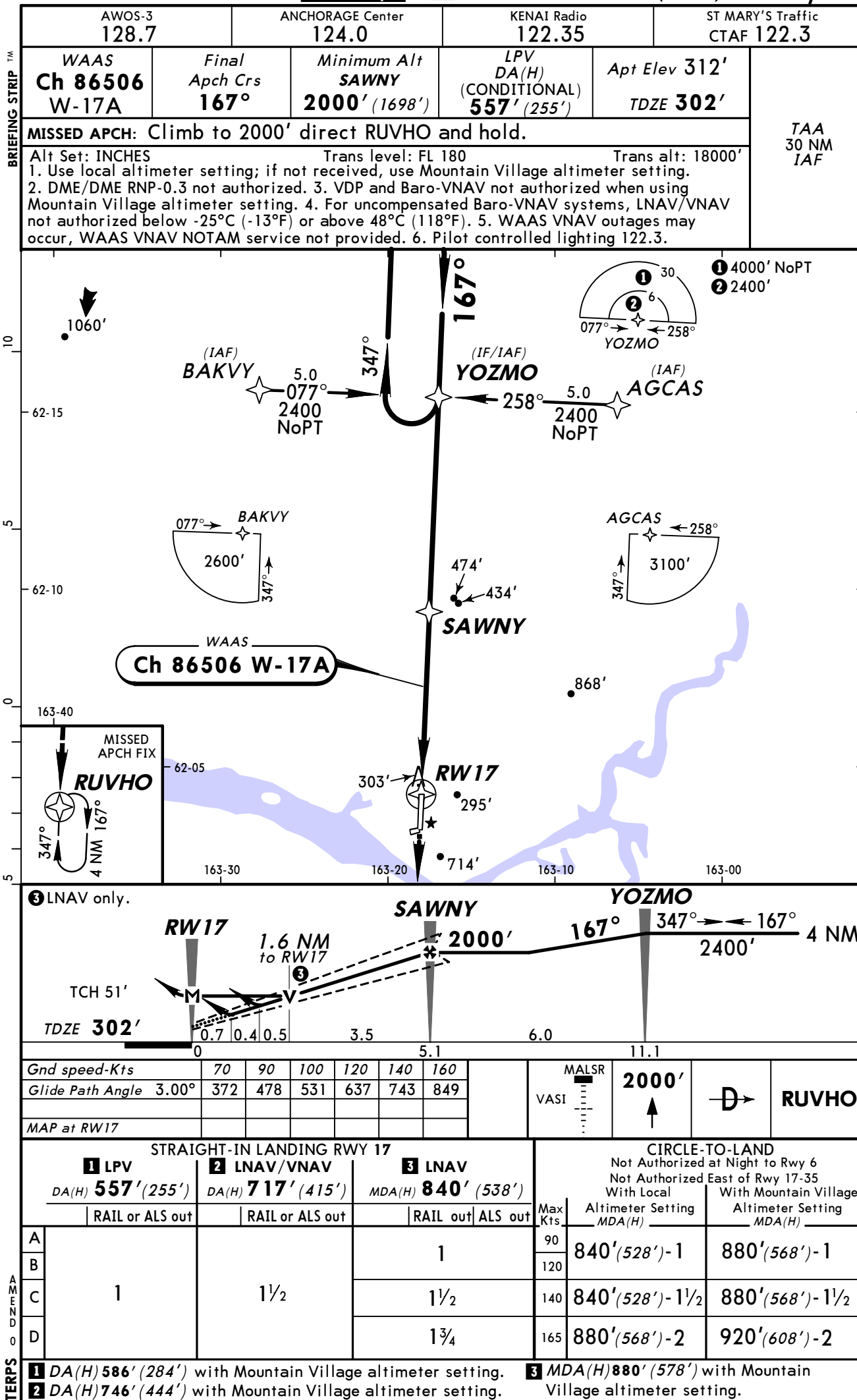
BRIEFING STRIP™

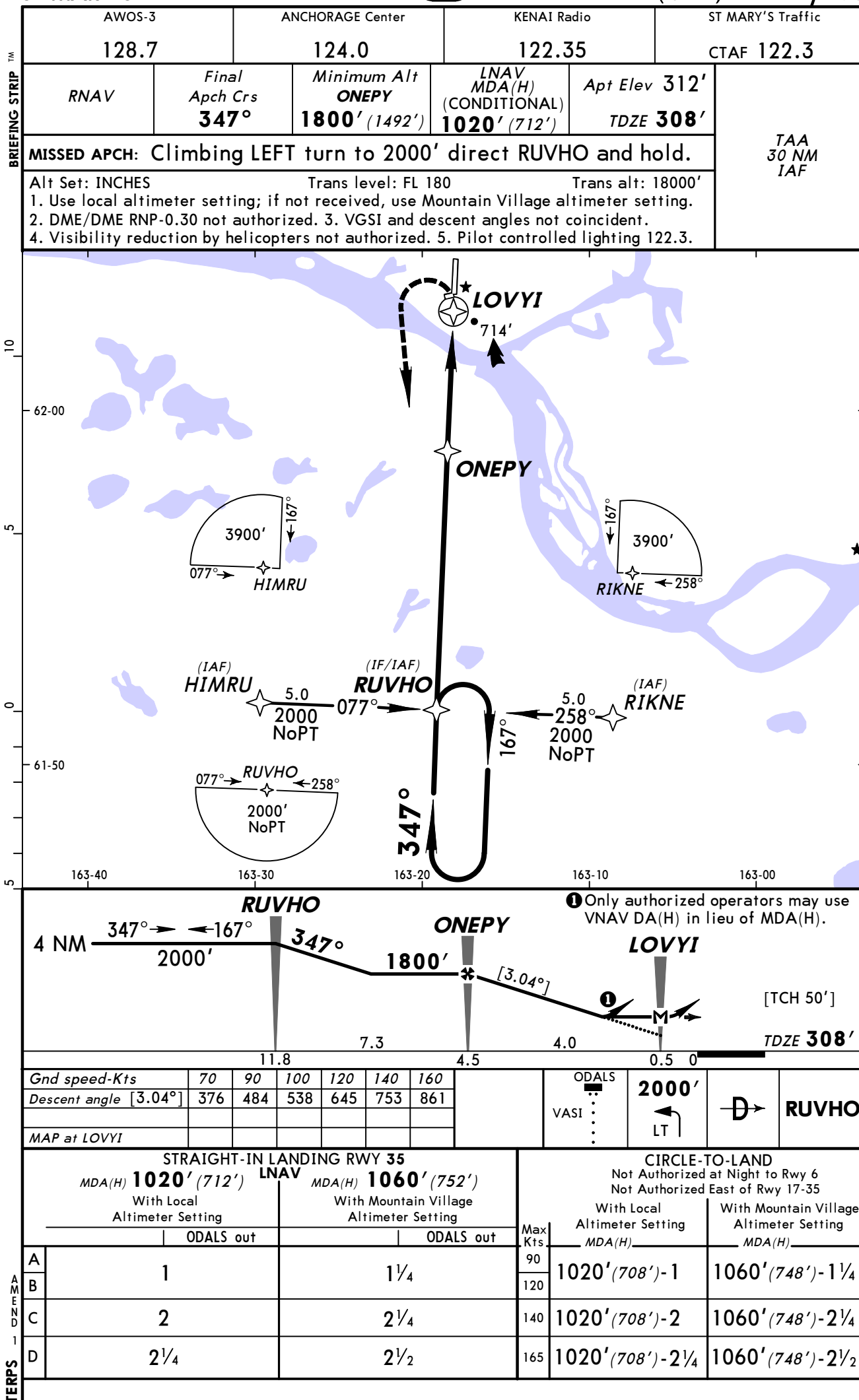


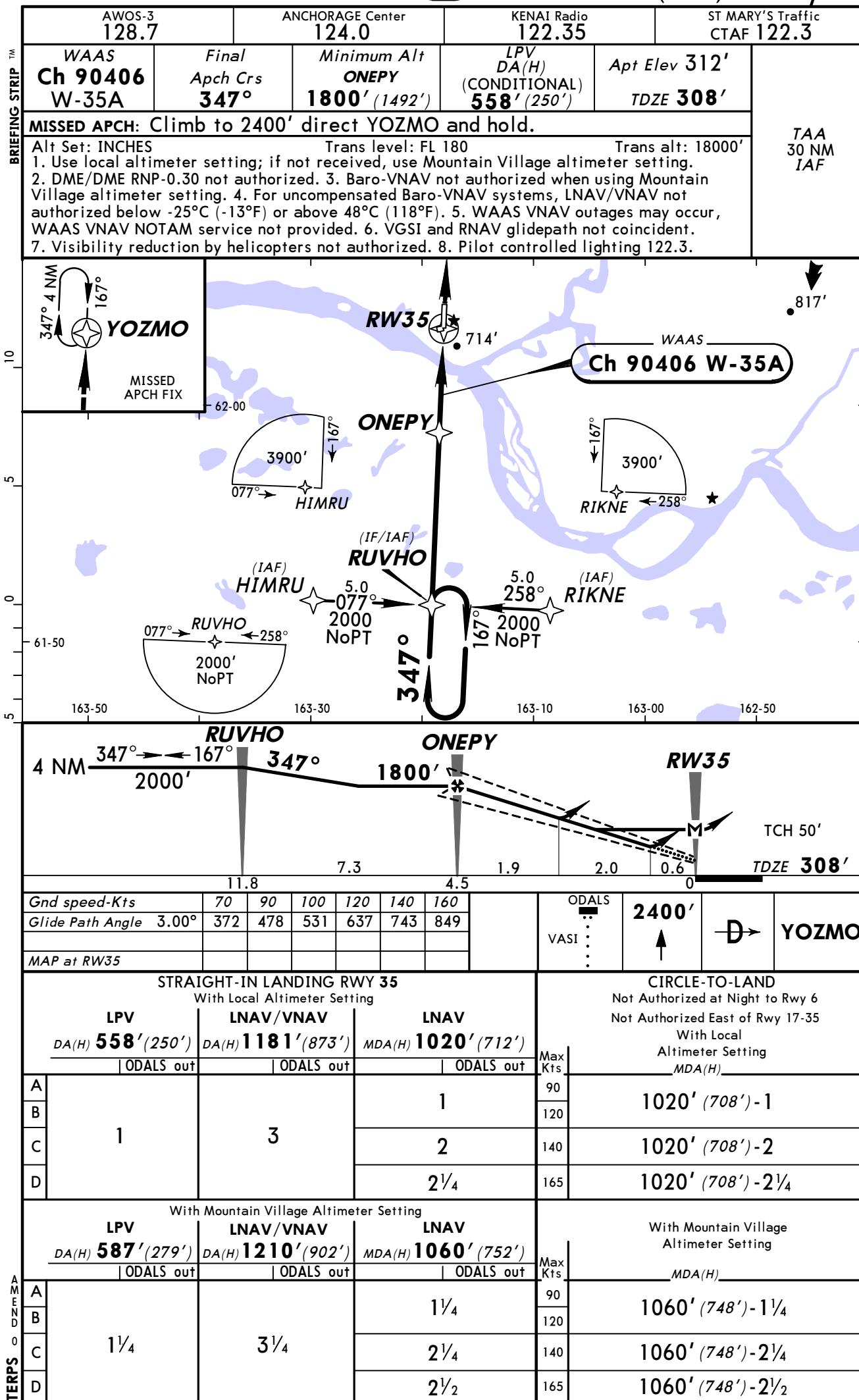
SAWNY
D6.2 ISMA

TERPS
AMEND
4









General Information

Location: St Paul I AK USA
IATA Code: SNP
Lat/Long: N57° 10.0' W170° 13.4'
Elevation: 70 ft

Airport Use: Public
Magnetic Variation: 9.0°E

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1819 Z
Sunset: 0448 Z,

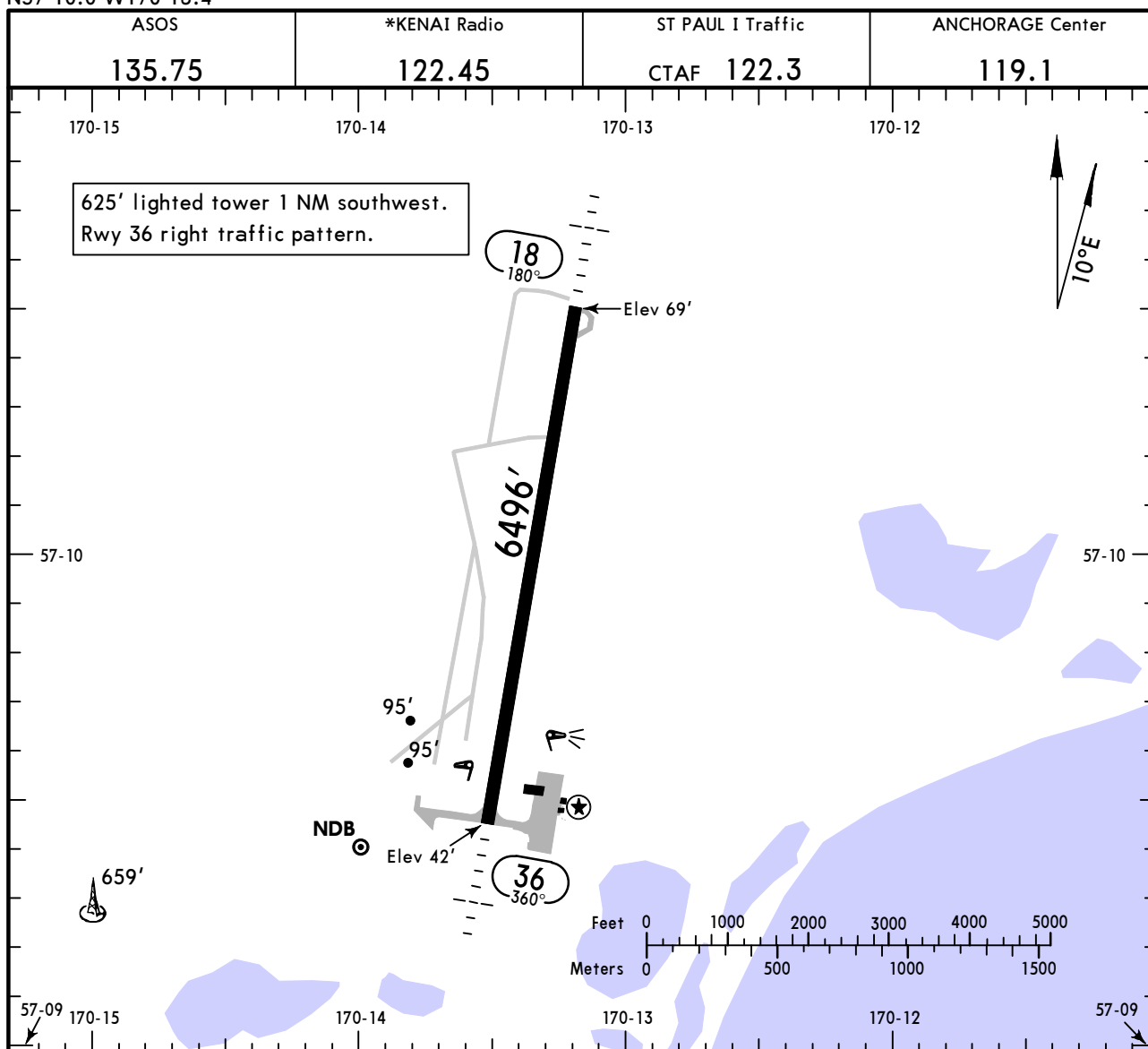
Runway Information

Runway: 18
Length x Width: 6496 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 70 ft
Lighting: Edge, ALS, Part time, Pilot controlled

Runway: 36
Length x Width: 6496 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 44 ft
Lighting: Edge, ALS, Part time, Pilot controlled

Communication Information

ASOS 135.75
St Paul I Multicom 122.3 CTAF PCL
Kenai Flight Service Station 122.45 RCO
Anchorage Center 119.1 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS			WIDTH
				Threshold	Landing Beyond Glide Slope	Take-off	
18	② HIRL	② MALSF	② VASI-R (angle 3.00°)				150'
36	② HIRL	② MALSF	② VASI-L (angle 3.00°)		5542'		

- ① Grooved.
- ② Activate on 122.3.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

All Rwys		
Adequate Vis Ref		STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

OBSTACLE DP: Rwy 18, climb heading 180° to 800' before proceeding on course. Rwy 36, climb heading 360° to 600' before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available			
ILS or LOC DME Rwy 36		RNAV (GPS) Rwy 18 LOC DME (BC) Rwy 18	RNAV (GPS) Rwy 36
A	800-2	800-2	800-2
B			800-2 1/4
C	800-2 1/4	800-2 1/4	800-2 1/2
D			800-2 1/2

PASN/SNP
ST PAUL I

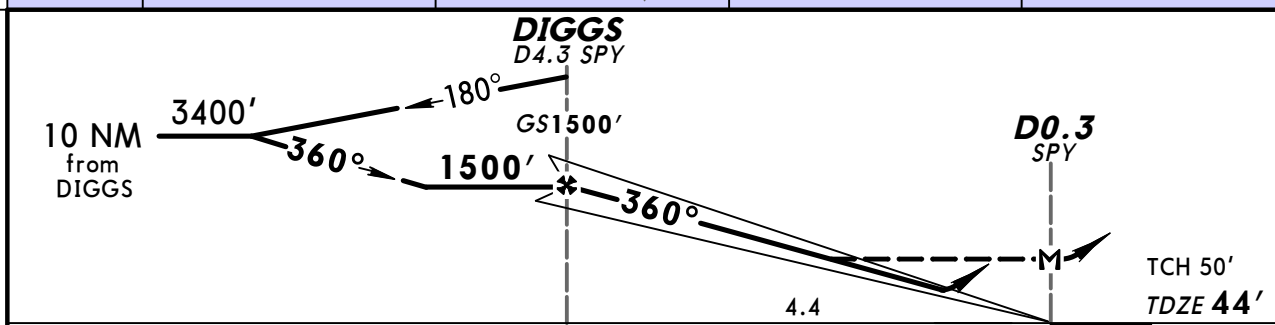
24 JUN 11
Eff 30 Jun

11-1

ST PAUL I, ALASKA
ILS or LOC DMÉ Rwy 36

BRIEFING STRIP™

ASOS 135.75		ANCHORAGE Center 119.1		*KENAI Radio 122.45		ST PAUL I Traffic CTAF 122.3	
LOC IPAU 109.9	Final Apch Crs 360°	GS DIGGS 1500' (1456')	ILS DA(H) 244' (200')	Apt Elev 70' TDZE 44'		1900' MSA SPY NDB	
MISSED APCH: Climb to 2700' via IPAU LOC NORTH course to EVANN/D5.2 SPY and hold, continue climb-in-hold to 2700'.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	MALSF VASI	2700' ↑ via	IPAU 109.9 NORTH course	EVANN
GS	3.00°	372	478	531	637	743				
MAP at D0.3 SPY										

STRAIGHT-IN LANDING RWY36					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not Authorized West of Rwy 18-36	
DA(H) 244' (200')			MDA(H) 360' (316')			
FULL		ALS out		ALS out	Max Kts	MDA(H)
A	3/4		1		90	800' (730') -1
120						
140					800' (730') -2	
165					800' (730') -2 1/4	

CHANGES: Minimums, lighting, EVANN holding length.

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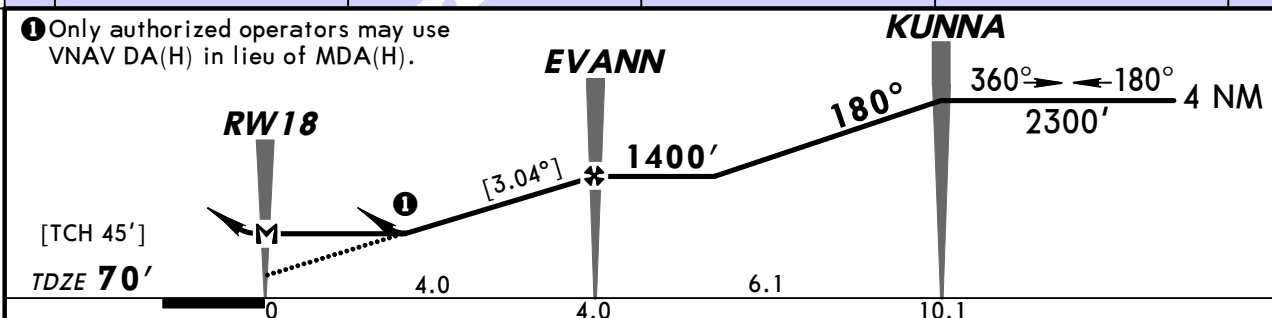
TERPS AMEND 3A 30 JUN 2011

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BRIEFING STRIP TM	ASOS 135.75		ANCHORAGE Center 119.1		*KENAI Radio 122.45		ST PAUL I Traffic CTAF 122.3	
	RNAV	Final Apch Crs 180°	Minimum Alt EVANN 1400' (1330')	LNAV MDA(H) 740' (670')	Apt Elev 70'	TDZE 70'	TAA 30 NM IAF	
	MISSED APCH: Climbing LEFT turn to 2300' direct KUNNA and hold.							
	Alt Set: INCHES							



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



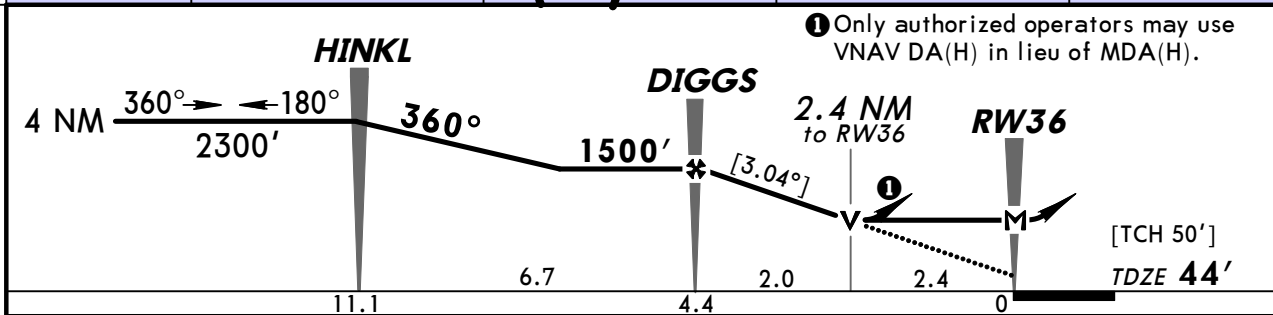
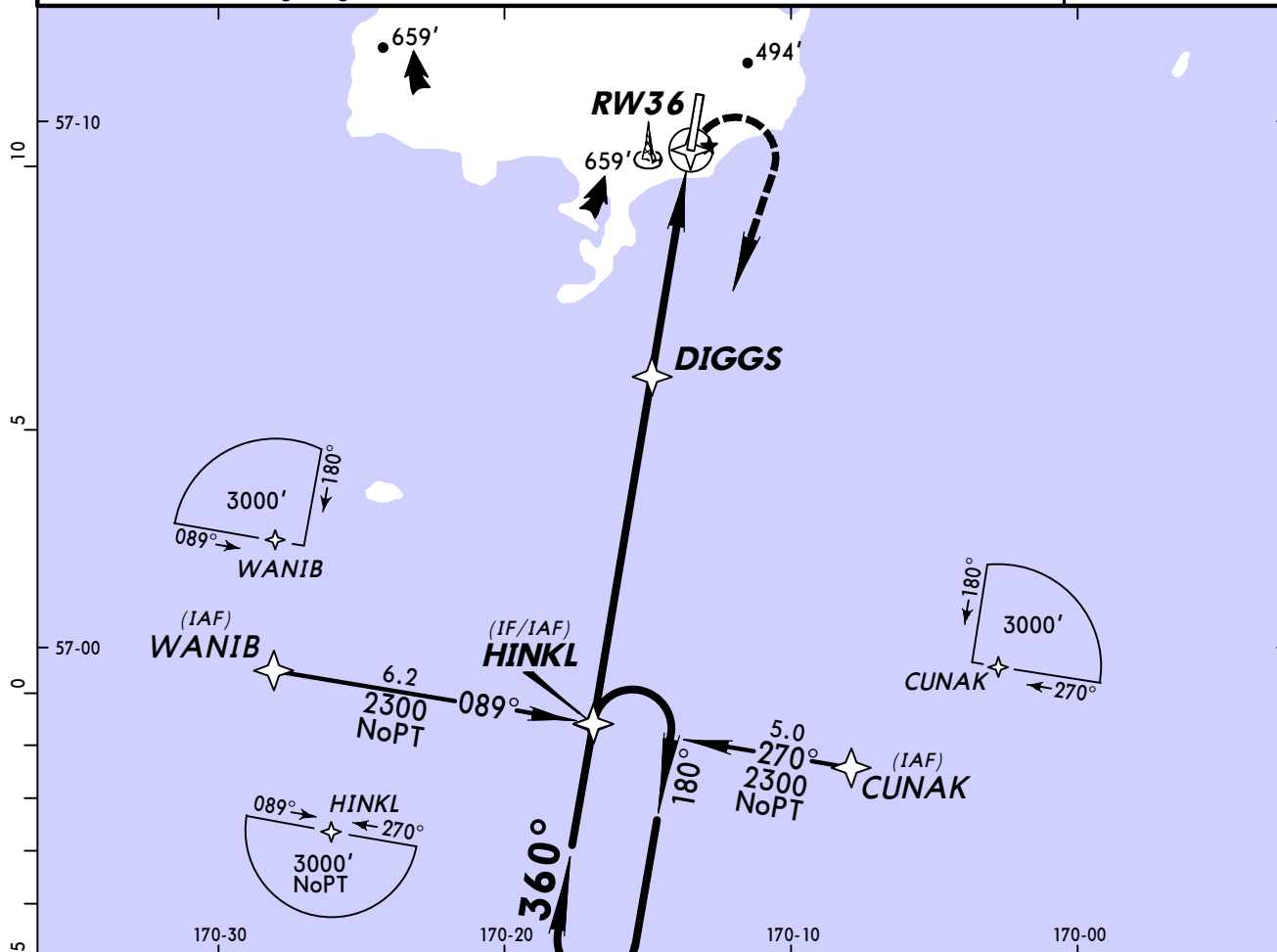
Gnd speed-Kts	70	90	100	120	140	160	MALSF VASI	2300'	LT	KUNNA
Descent angle [3.04°]	376	484	538	645	753	861				
MAP at RWY 18										

STRAIGHT-IN LANDING RWY 18						CIRCLE-TO-LAND			
LNAV						Not Authorized			
MDA(H) 740' (670')						West of Rwy 18-36			
ALS out						Max Kts	MDA(H)		
A	1					90	800' (730') - 1		
B						120			
C	1 3/4					140	800' (730') - 2		
D	2					165	800' (730') - 2 1/4		

TERPS AMEND 28 20 OCT 2011

BRIEFING STRIP™

ASOS 135.75		ANCHORAGE Center 119.1		*KENAI Radio 122.45		ST PAUL I Traffic CTAF 122.3	
RNAV	Final Apch Crs 360°	Minimum Alt DIGGS 1500' (1456')	LNAV MDA(H) 840' (796')	Apt Elev 70' TDZE 44'		TAA 30 NM IAF	
MISSED APCH: Climbing RIGHT turn to 2300' direct HINKL and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 122.3.							



Gnd speed-Kts	70	90	100	120	140	160	MALSF VASI 2300' RT HINKL
Descent angle [3.04°]	376	484	538	645	753	861	
MAP at RW36							

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
LNAV				Not Authorized West of Rwy 18-36			
MDA(H) 840' (796')				MDA(H)			
ALS out				Max Kts			
A	1			90	840' (770') - 1		
B	1 1/4			120	840' (770') - 1 1/4		
C	2 1/4			140	840' (770') - 2 1/4		
D	2 1/2			165	840' (770') - 2 1/2		

TERPS AMEND 1 18 NOV 2010

General Information

Location: Shemya AK USA
IATA Code: SYA
Lat/Long: N52° 42.7' E174° 06.8'
Elevation: 95 ft

Airport Use: Military
Magnetic Variation: 1.2°E

Fuel Types: Jet 4
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1917 Z
Sunset: 0556 Z,

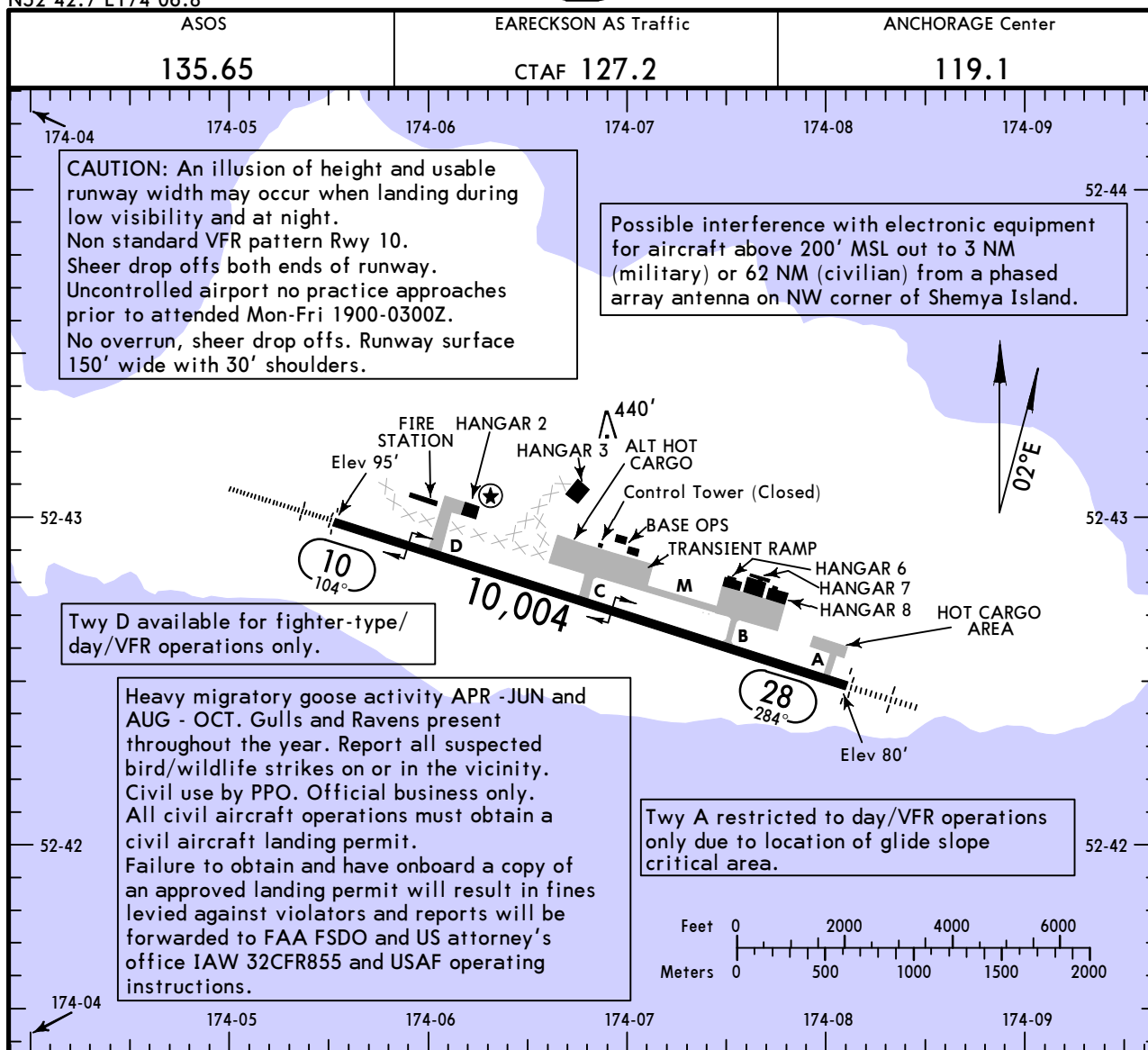
Runway Information

Runway: 10
Length x Width: 10004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 95 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 28
Length x Width: 10004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 88 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ASOS 135.65
Shemya Multicom 127.2 CTAF PCL
Anchorage Center 119.1 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND		TAKE-OFF	
		Threshold	Glide Slope		
10	①②HIRL ②③ALSF-1 REIL ②VASI-L (non-std)				150'
28	①②HIRL ②③SALSF REIL ②VASI-L (non-std)		8937'		

- ① Lights 25' from runway edge.
- ② Activate on 127.2.
- ③ (non-std)

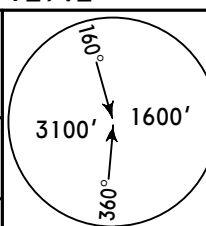
TAKE-OFF			
All Rwys			
Adequate Vis Ref		STD	
1 & 2 Eng	1/4	1	
3 & 4 Eng		1/2	

PASY/SYA SHEMYA I, ALASKA

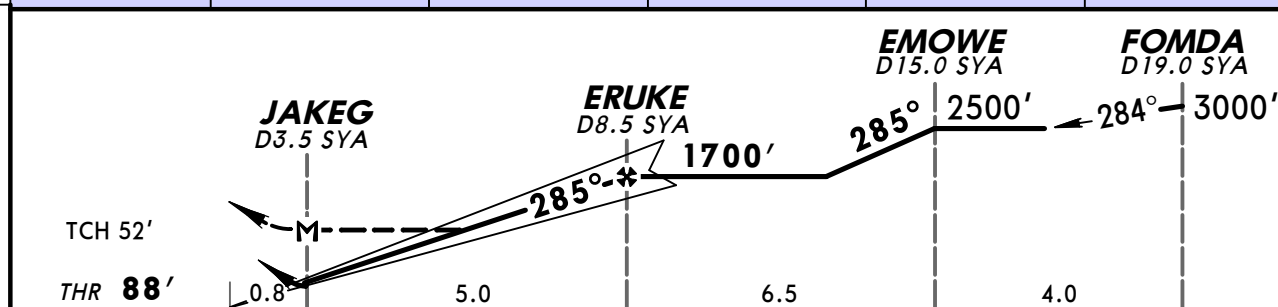
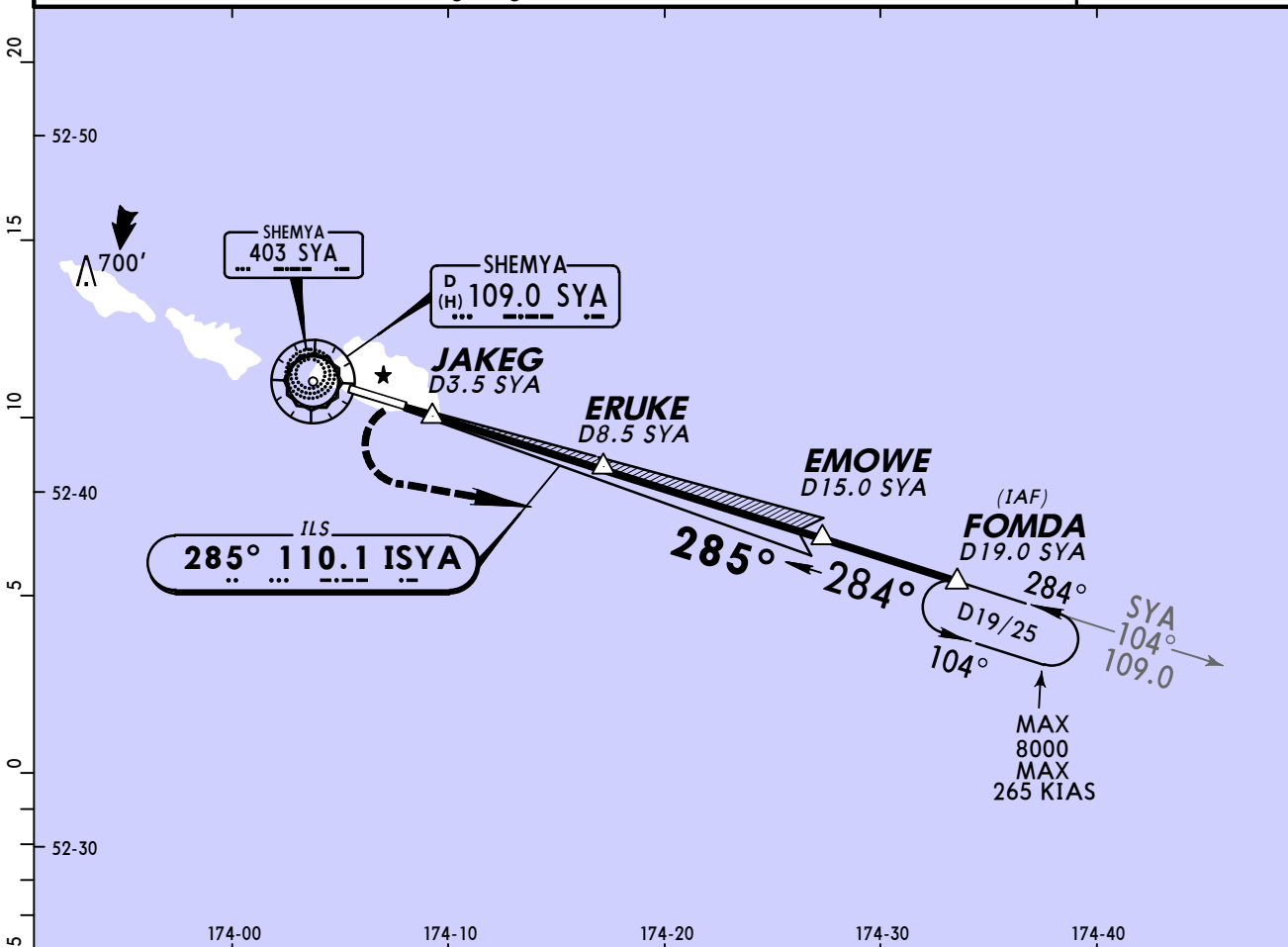
JEPPesen
3 FEB 12
Eff 9 Feb 11-1

EARECKSON AS
ILS or LOC DME Rwy 28

BRIEFING STRIP™

ASOS 135.65		ANCHORAGE Center 119.1		EARECKSON AS Traffic CTAF 127.2	
LOC ISYA 110.1	Final Apch Crs 285°	Minimum Alt ERUKE 1700' (1612')	ILS DA(H) 288' (200')	Apt Elev 95' THR 88'	
MISSED APCH: Climbing LEFT turn direct FOMDA/SYA D19.0 R-104 to 3000' and hold, or higher as may be assigned by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: Numerous obstructions in area north of Rwy 10-28. 2. EMERG SAFE ALT 100 NM 5200'. 3. Pilot controlled lighting 127.2.					

MSA SYA VOR



Gnd speed-Kts	70	90	100	120	140	160	SALSF REIL VASI 3000' LT FOMDA
GS	2.50°	310	398	442	531	619	
MAP at JAKEG or ERUKE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	

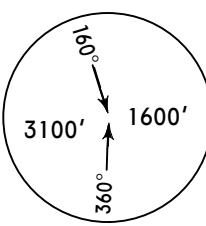
STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not Authorized North of Rwy 10-28			
DA(H) 288' (200')		MDA(H) 340' (252')					
FULL	ALS out		ALS out	Max Kts	MDA(H)		
A	1/2	3/4		90	460' (365') - 1		
B				120	560' (465') - 1		
C	3/4		3/4	140	560' (465') - 1 1/2		
D				165	660' (565') - 2		

PASY/SYA SHEMYA I, ALASKA

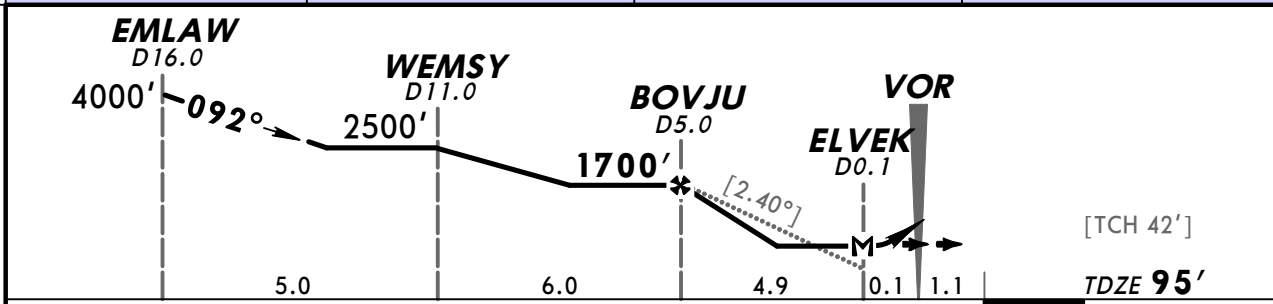
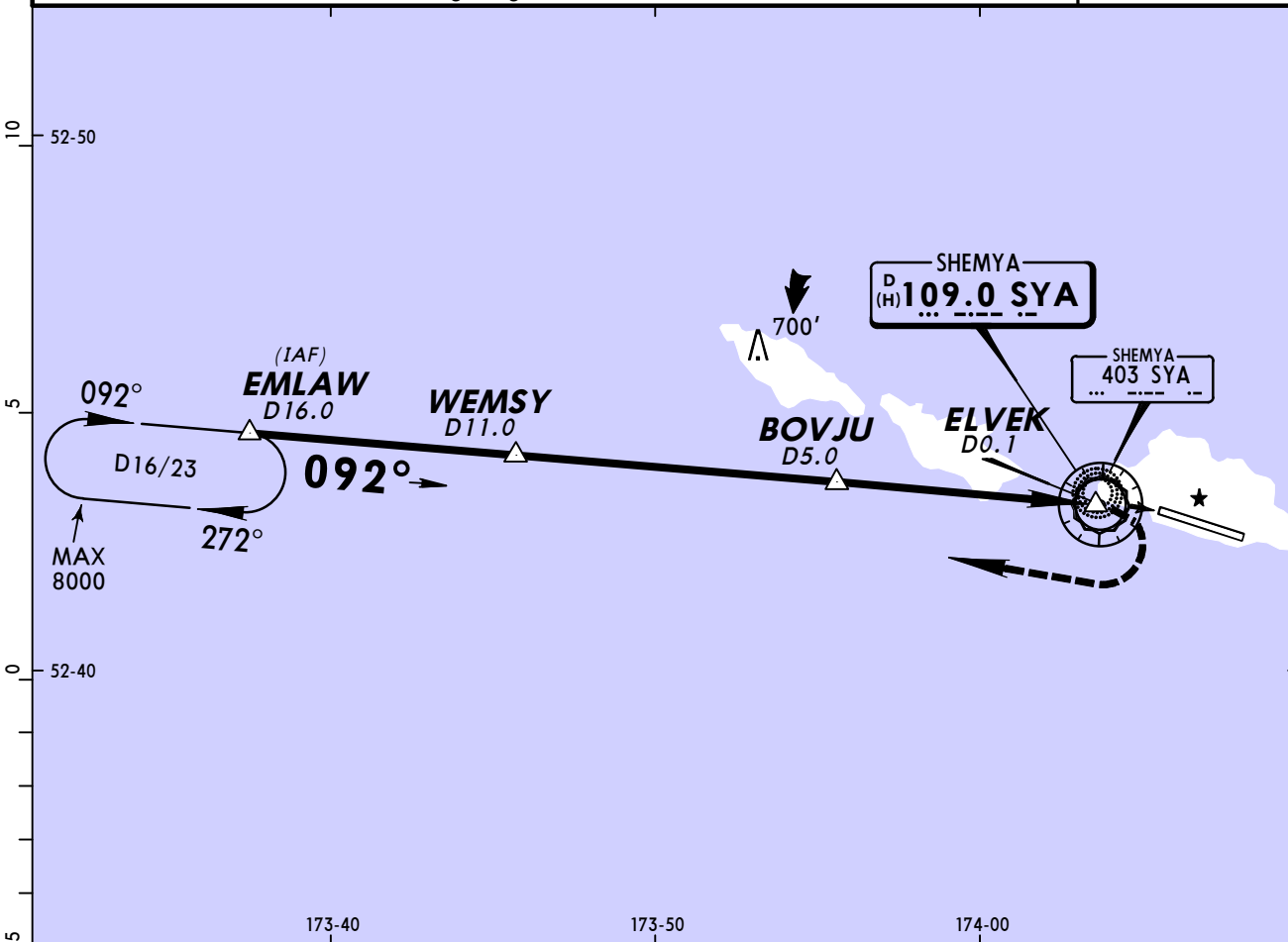
JEPPESEN
3 FEB 12 (13-1) Eff 9 Feb

EARECKSON AS VOR DME Rwy 10

BRIEFING STRIP

ASOS 135.65		ANCHORAGE Center 119.1		EARECKSON AS Traffic CTAF 127.2	
VOR SYA 109.0	Final Apch Crs 092°	Minimum Alt BOVJU 1700' (1605')	MDA(H) 500' (405')	Apt Elev 95' TDZE 95'	
MISSED APCH: Climbing RIGHT turn direct EMLAW/SYA D16.0 R-272 to 4000' and hold, or higher as may be assigned by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: Numerous obstructions in area north of Rwy 10-28. 2. EMERG SAFE ALT 100 NM 5200'. 3. Pilot controlled lighting 127.2.					

MSA SYA VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL VASI	4000'	→	EMLAW
Descent angle [2.40°]	297	382	424	509	594	679		RT		
MAP at ELVEK/D0.1										

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
MDA(H) 500' (405')				Not Authorized North of Rwy 10-28			
		ALS out		Max Kts	MDA(H)		
A				90	500'(405')-1 1/2		
B				120			
C	1		1 1/2	140	560'(465')-1 1/2		
D				165	660'(565')-2		

CHANGES: Chart reindexed, apt elev.

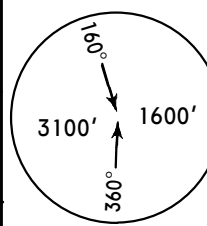
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PASY/SYA SHEMYA I, ALASKA

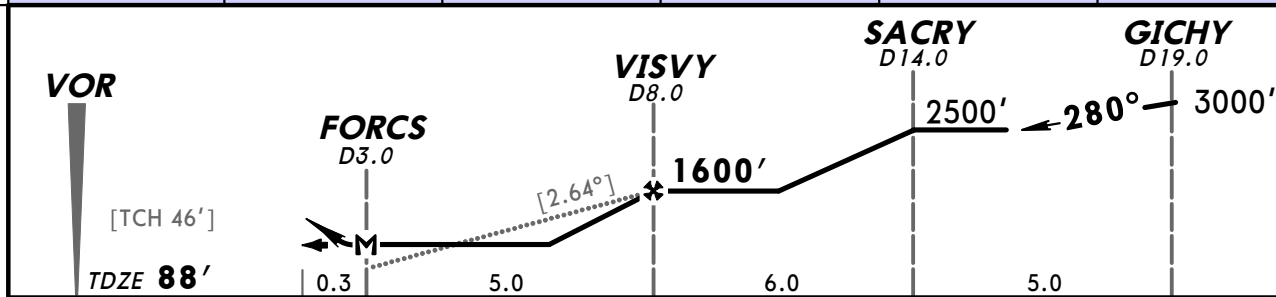
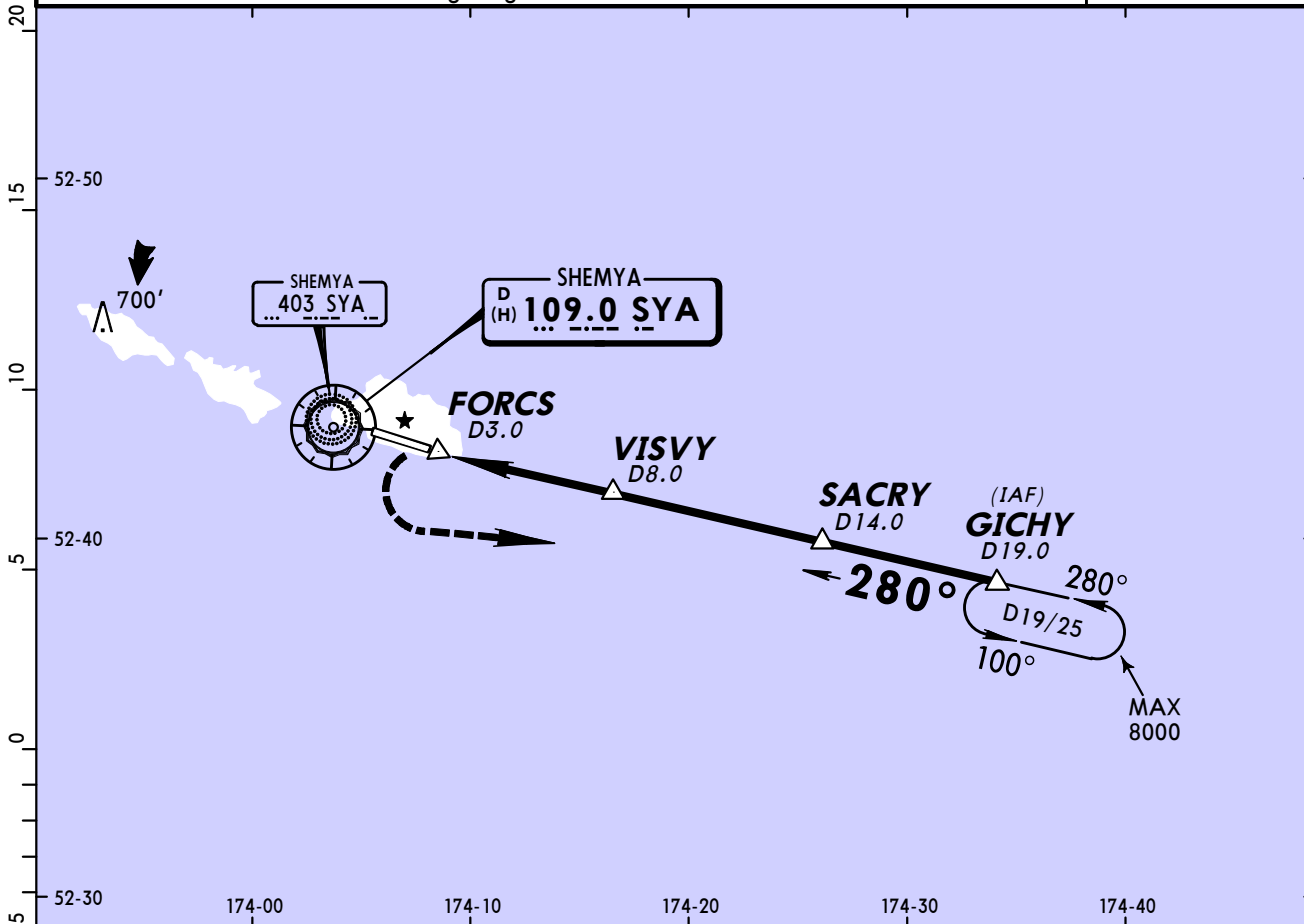
JEPPESSEN
3 FEB 12 **(13-2)** Eff 9 Feb

EARECKSON AS
VOR DME Rwy 28

BRIEFING STRIP™

ASOS 135.65		ANCHORAGE Center 119.1		EARECKSON AS Traffic CTAF 127.2	
VOR SYA 109.0	Final Apch Crs 280°	Minimum Alt VISVY 1600' (1512')	MDA(H) 660' (572')	Apt Elev 95' TDZE 88'	
MISSED APCH: Climbing LEFT turn direct GICHY/SYA D19.0 R-100 and hold at 3000', or higher as may be directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: Numerous obstructions in area north of Rwy 10-28. 2. EMERG SAFE ALT 100 NM 5200'. 3. Pilot controlled lighting 127.2.					

MSA SYA VOR



Gnd speed-Kts	70	90	100	120	140	160	SALSF REIL VASI 3000' LT D GICHY	
Descent angle [2.64°]	327	420	467	560	654	747		
MAP at FORCS/D3.0 or VISVY to MAP	5.0	4:17	3:20	3:00	2:30	2:09		

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
MDA(H) 660' (572')				Not Authorized North of Rwy 10-28			
			ALS out	Max Kts	MDA(H)		
A	3/4		1	90	660' (565') - 1		
B				120			
C	1 1/4		1 1/2	140	660' (565') - 1 1/2		
D	1 1/2		1 3/4	165	660' (565') - 2		

General Information

Location: Valdez AK USA
IATA Code: VZD
Lat/Long: N61° 08.1' W146° 14.7'
Elevation: 121 ft

Airport Use: Public
Magnetic Variation: 19.6°E

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1652 Z
Sunset: 0304 Z,

Runway Information

Runway: 06
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 68 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 24
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 121 ft
Lighting: Edge, REIL, Pilot controlled

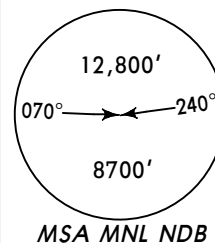
Communication Information

AWOS 118.8
Valdez Multicom 122.9 CTAF PCL
Juneau Flight Service Station 122.2 RCO
Anchorage Center 119.3 Remote Communications Air-Ground

ANCHORAGE Center
119.3Apt Elev
121'

Trans level: FL 180 Trans alt: 18000'

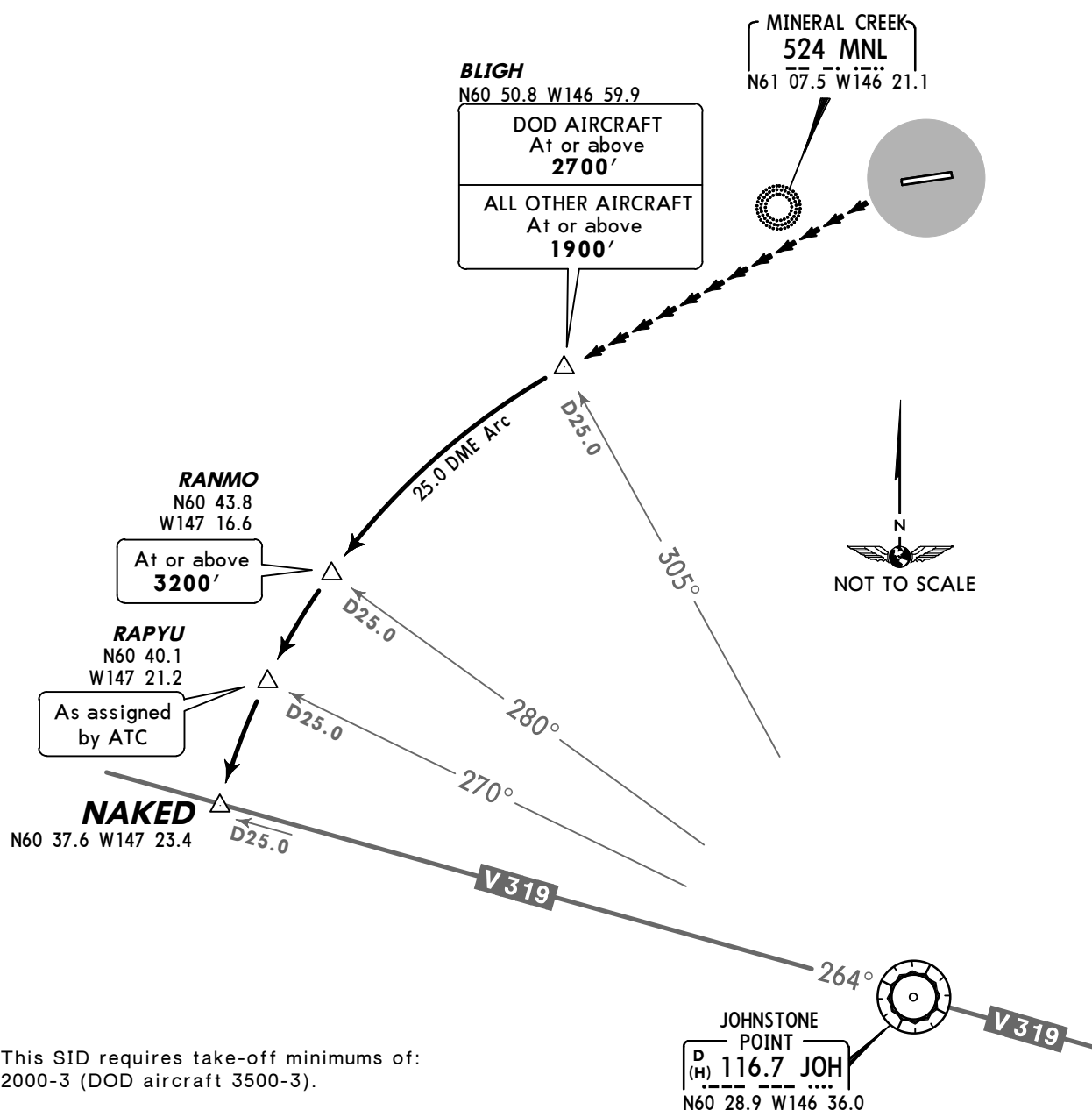
1. DME required.
2. SID not authorized at night.
3. Do not proceed SOUTHBOUND beyond BLIGH without ATC clearance.



NAKED FOUR DEPARTURE (NAKED4.NAKED)

Direct distance from Valdez Pioneer Apt to:
BLIGH 28 NM

LEGEND
→ → → Departure track with visual reference



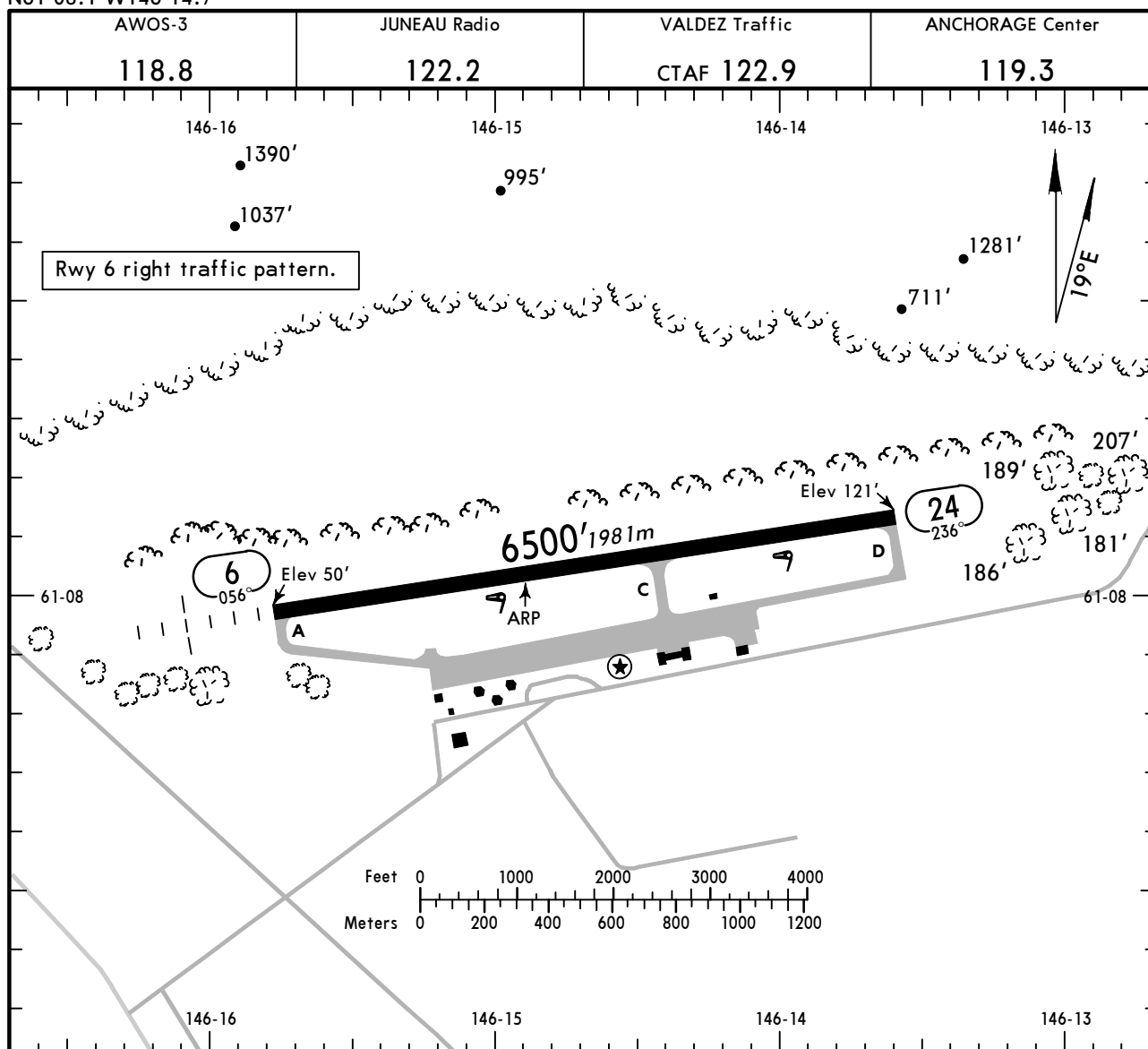
INITIAL CLIMB

Proceed in visual conditions from Valdez airport to cross BLIGH at or above 1900'. (Visual conditions must be maintained from take-off until established over BLIGH at or above 1900') (DOD Aircraft: Cross at or above 2700'. Then proceed SOUTHBOUND on JOH 25.0 Dme Arc to NAKED. Cross RANMO at or above 3200'. Cross RAPYU as assigned by ATC. Then via assigned route.

PAVD/VDZ
Apt Elev 121'
N61 08.1 W146 14.7

JEPPESSEN
3 FEB 12 11-1 Eff 9 Feb

VALDEZ, ALASKA
VALDEZ PIONEER



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
6	① HIRL ① MALSF ① PAPI-L (angle 3.0°) grooved				150'
② 24	① HIRL ① REIL grooved				46m

① Activate on 122.9.

② East 1000' of Rwy 24 safety area rough surface.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

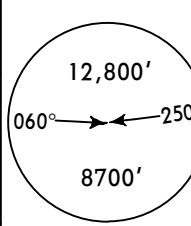
FOR FILING AS ALTERNATE

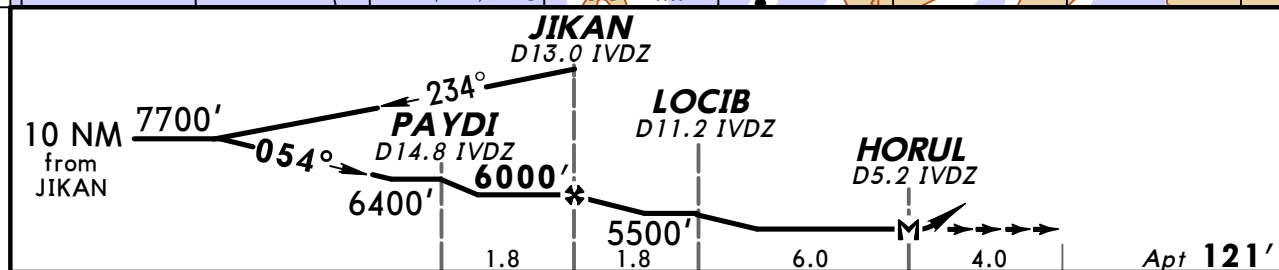
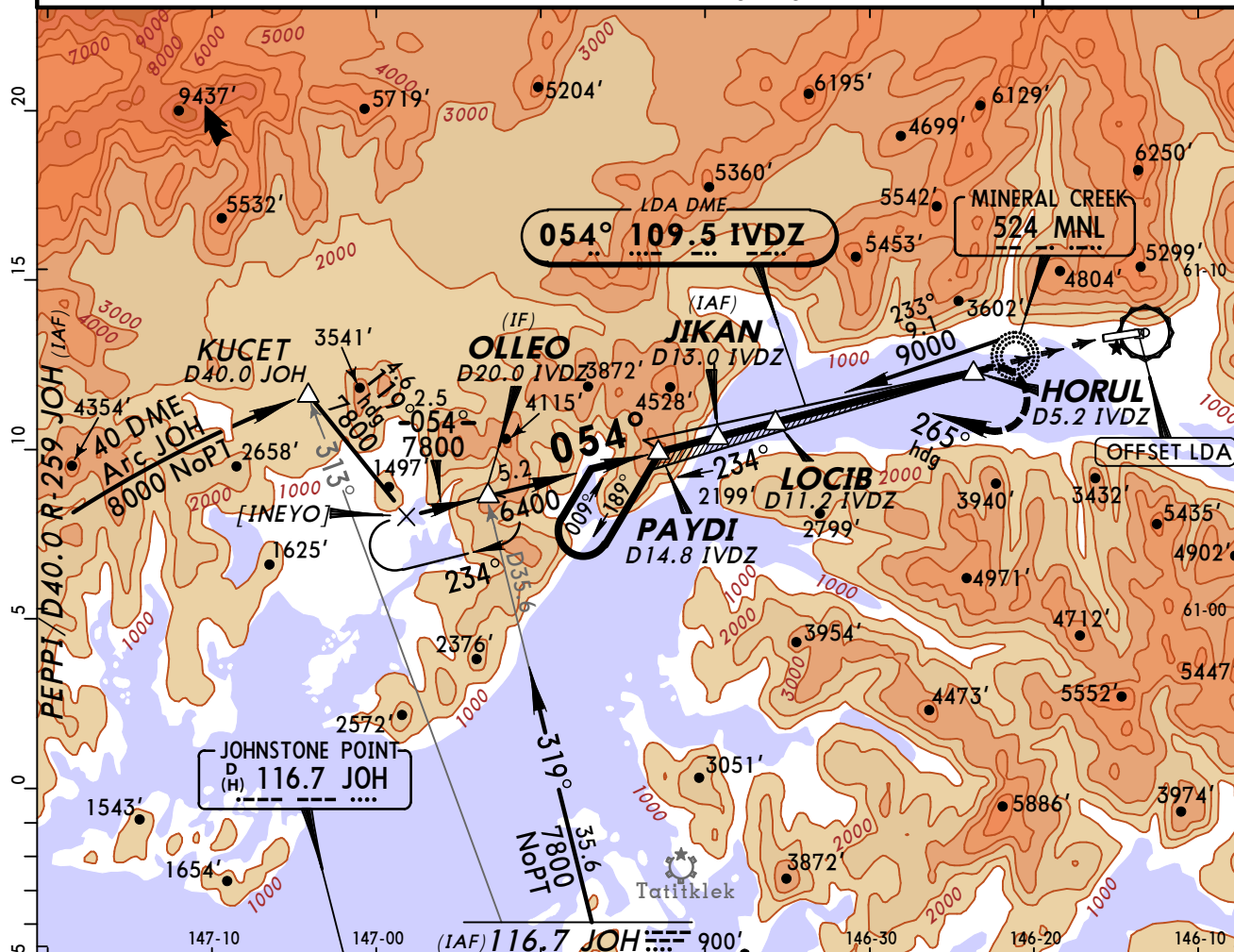
1 & 2 Eng	USE JMAAL DEPARTURE	A	4400-5
		B	
3 & 4 Eng		C	
		D	

PAVD/VDZ VALDEZ PIONEER

JEPPesen
3 FEB 12 11-1 Eff 9 Feb

VALDEZ, ALASKA LDA DME-H

AWOS-3		ANCHORAGE Center		JUNEAU Radio		VALDEZ Traffic	
118.8		119.3		122.2		CTAF 122.9	
LDA IVDZ 109.5	Final Apch Crs 054°	Minimum Alt JIKAN 6000' (5879')	MDA(H) Refer to Minimums	Apt Elev 121'			
MISSED APCH: Climb via IVDZ LDA course to 4600' then climbing RIGHT turn to 7800' on heading 265° and IVDZ SOUTHWEST course 234° to OLLEO/D20.0 IVDZ and hold, continue climb-in-hold to 7800'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Procedure not authorized at night. 2. Final approach course lies 926' right of runway centerline extended 3000' from threshold. 3. Pilot controlled lighting 122.9.							
						MSA MNL NDB	



				Lighting - Refer to Airport Chart		4600' IVDZ via 109.5 course
MAP at HORUL						

				CIRCLE-TO-LAND Not Authorized North of Rwy 6-24	
				DAY	NIGHT
				MDA(H)	
				4460' (4339')-5	NA
				Max Kts	
				A 90	
				B 120	
				C 140	
				D 165	

General Information

Location: Yakutat AK USA
IATA Code: YAK
Lat/Long: N59° 30.2' W139° 39.6'
Elevation: 33 ft

Airport Use: Public
Magnetic Variation: 20.7°E

Fuel Types: 100-130 Octane, Jet A-1
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1622 Z
Sunset: 0241 Z,

Runway Information

Runway: 02
Length x Width: 6475 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 25 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 1388 ft

Runway: 11
Length x Width: 7745 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 33 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 20
Length x Width: 6475 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 30 ft
Lighting: Edge, REIL, Pilot controlled

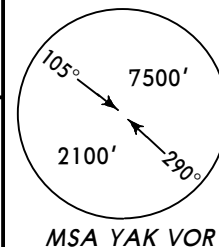
Runway: 29
Length x Width: 7745 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

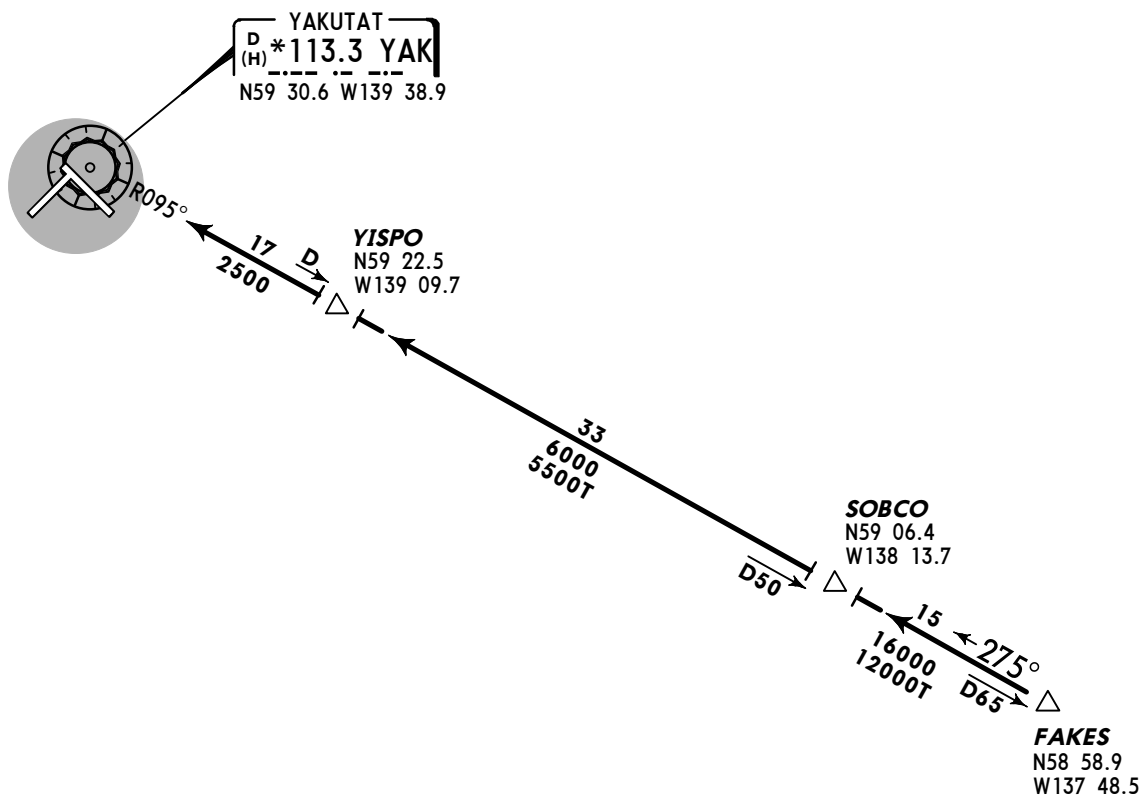
ASOS 135.75
Juneau Flight Service Station 123.6 CTAF PCL
Juneau Flight Service Station 122.2 RCO
Anchorage Center 119.0 Remote Communications Air-Ground

Apt Elev
33'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
DME required.



YAKUTAT TWO ARRIVAL (YAK.YAK2)



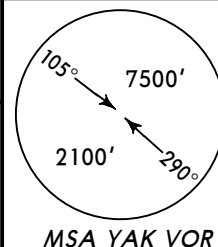
ROUTING

From over FAKES via YAK R-095 to YAK.

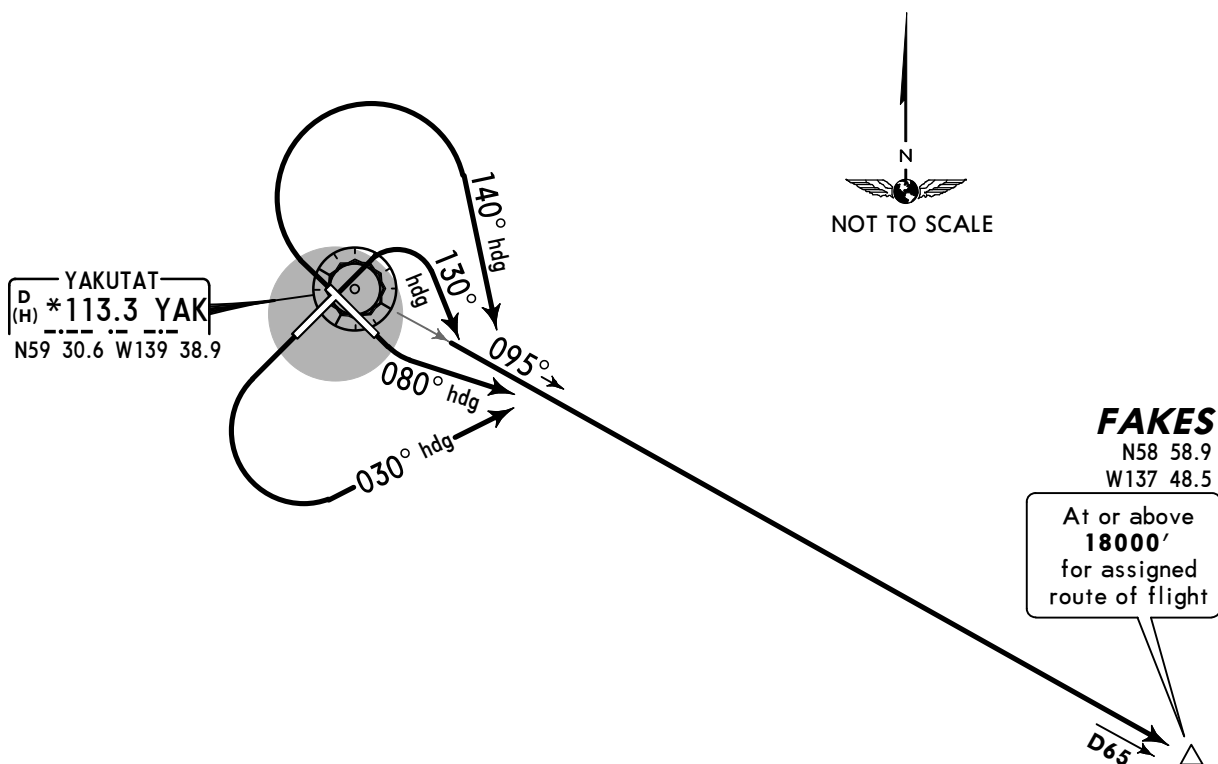
ANCHORAGE
Center
119.0

Apt Elev
33'

Trans level: FL 180 Trans alt: 18000'



FAKES TWO DEPARTURE (FAKES2.FAKES)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 2, 11, 20, 29: Standard (or lower than standard, if authorized) with a minimum ATC climb of 280' per NM to **18000'**.

Gnd speed-KT	75	100	150	200	250	300
280' per NM	350	467	700	933	1167	1400

OBSTACLES:

Rwy 2: Multiple trees 458' from DER, 317' RIGHT of centerline, up to 76' AGL/99' MSL. Multiple trees 643' from DER, 342' LEFT of centerline, up to 87' AGL/114' MSL. Tower 376' from DER, 243' LEFT of centerline 42' AGL/75' MSL.
Obstacle light on glide slope antenna 372' from DER, 238' LEFT of centerline, 34' AGL/67' MSL.
Obstacle light on transmissometer 593' from DER, 639' LEFT of centerline, 24' AGL/51' MSL.

Rwy 11: Multiple trees beginning 95' from DER, 345' RIGHT of centerline, up to 75' AGL/98' MSL. Multiple trees beginning 121' from DER, from 377' LEFT of centerline, up to 92' AGL/115' MSL.

Rwy 20: Multiple trees beginning 129' from DER, 297' RIGHT of centerline, up to 148' AGL/158' MSL. Multiple trees beginning 79' from DER, 283' LEFT of centerline, up to 137' AGL/147' MSL.

Rwy 29: Multiple trees and bushes 122' from DER, 389' RIGHT of centerline, up to 123' AGL/153' MSL. Multiple trees and bushes 51' from DER, 65' LEFT of centerline, up to 108' AGL/138' MSL.

RWY

INITIAL CLIMB

2	Climbing RIGHT turn via heading 130°.
11	Climbing LEFT turn via heading 080°.
20	Climbing LEFT turn via heading 030°.
29	Climbing RIGHT turn via heading 140°.

ROUTING

Intercept YAK R-095 to FAKES.

PAYA/YAK

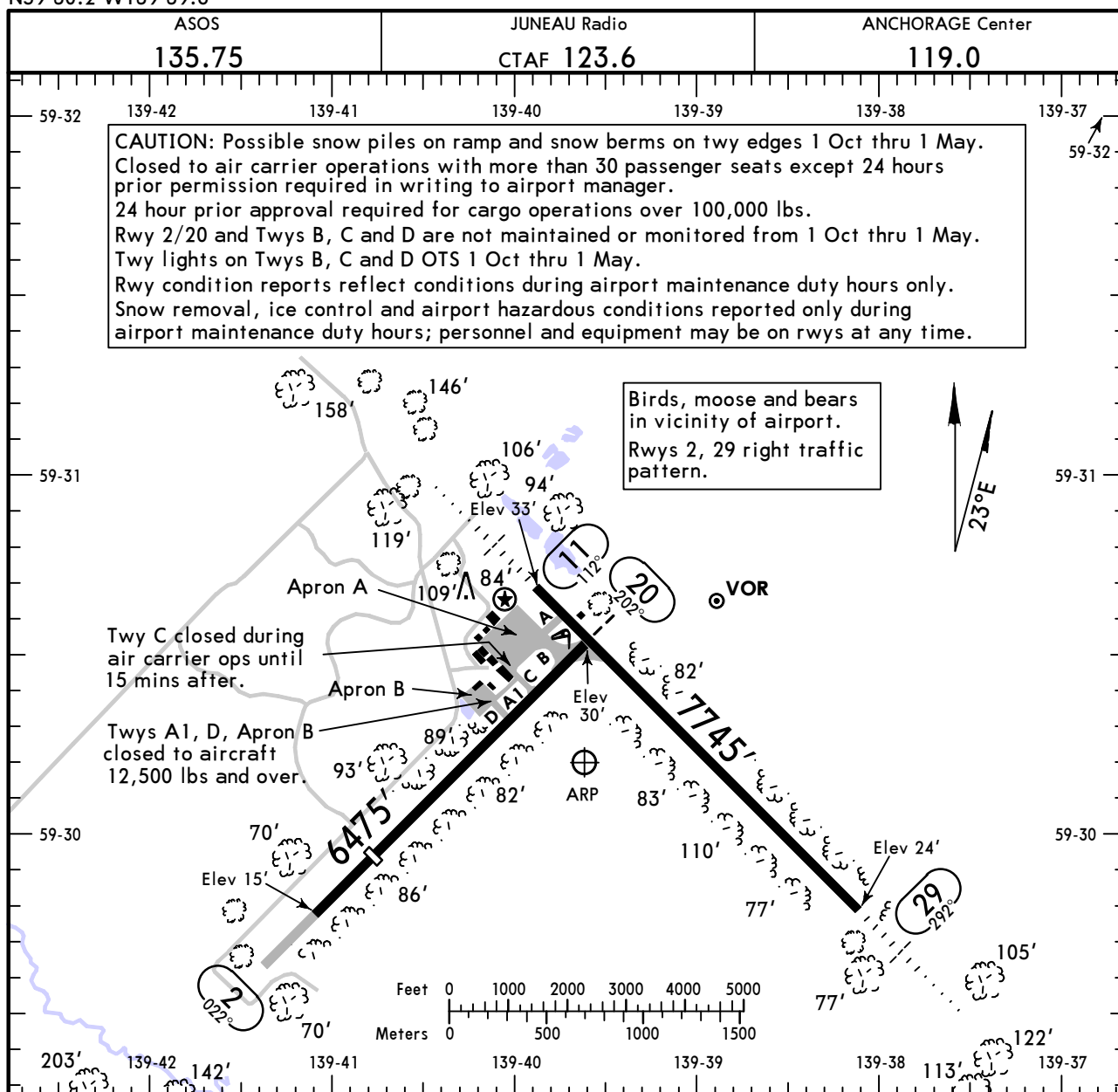
Apt Elev **33'**
N59 30.2 W139 39.6

JEPPesen

21 JAN 11 **(11-1)**

YAKUTAT, ALASKA

YAKUTAT



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Glide Slope	TAKE-OFF	WIDTH
2 ① 20	② ③ ④ HIRL ④ REIL ④ PAPI-R (angle 3.00°)	5087'			150'
	② ③ ④ HIRL ④ REIL ④ PAPI-L (angle 3.00°)				
11 29	③ ④ HIRL ④ MALSR grooved RVR		6712'		150'
	③ ④ HIRL ④ MALSR ④ VASI-L grooved				

① Not maintained or monitored 1 Oct thru 1 May.

② OTS 1 Oct thru 1 May.

③ CAUTION: Rwy lights 30 inches high.

④ Activate on 123.6.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rws	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

FOR FILING AS ALTERNATE

	FOR FILING AS ALTERNATE	
	LOC DME Rwy 11 LOC DME (BACK CRS) Rwy 29 RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 11	RNAV (GPS) Rwy 29 VOR DME Rwy 2 VOR DME Rwy 11 VOR DME Rwy 29
ILS Rwy 11		
A	600-2	800-2
B		
C		
D		

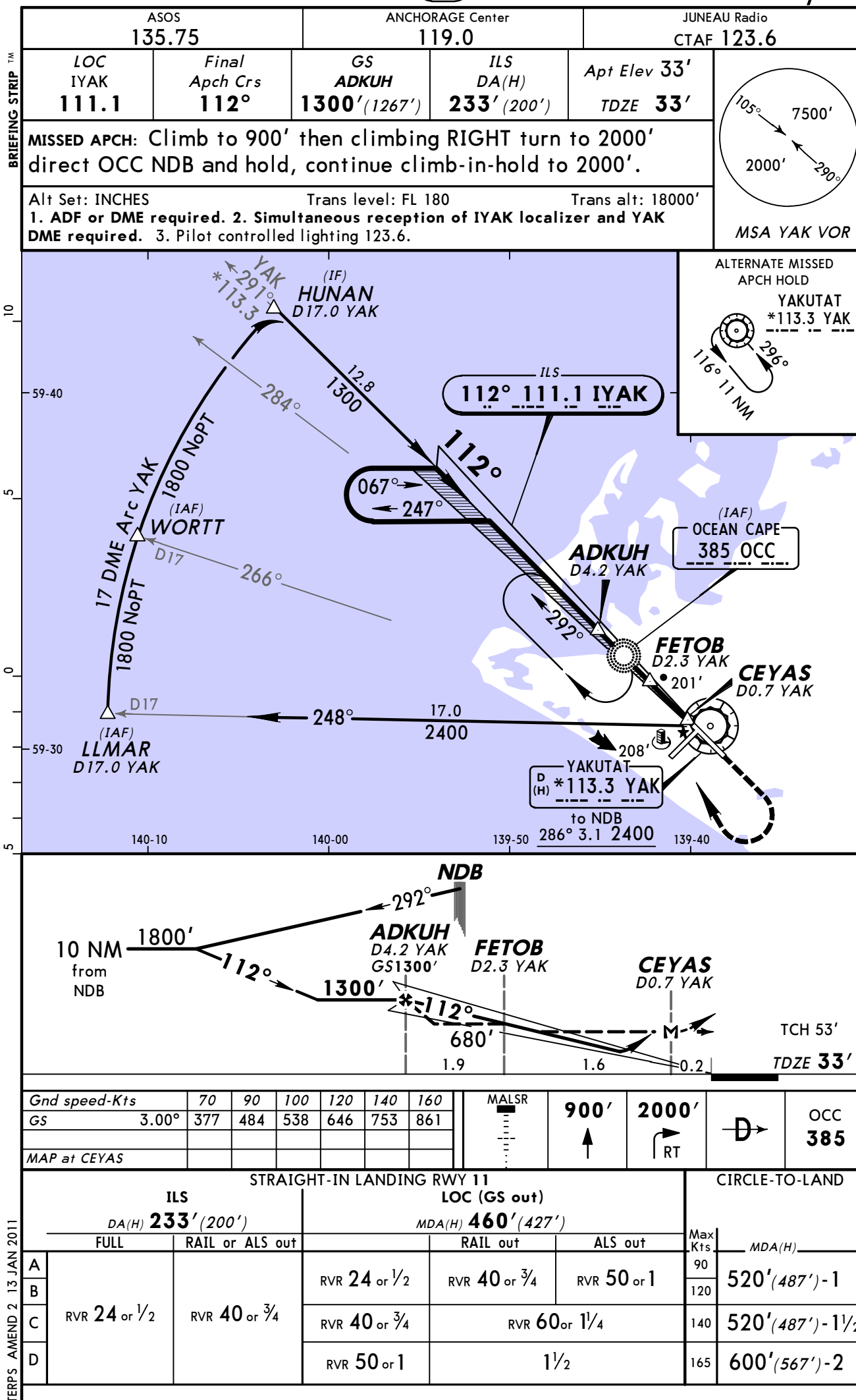
OBSTACLE DP: All aircraft climb direct YAK VOR or OCC NDB. Then, aircraft continuing via radial/bearing 105° clockwise 280° proceed on course. All other aircraft climb in YAK VOR holding pattern (southeast, left turns, 290° inbound) or

OCC NDB holding pattern (west, right turns, 112° inbound) to cross YAK VOR or OCC NDB at or above 12,000' before proceeding on course.

PAYA/YAK YAKUTAT

JEPPESSEN
21 JAN 11 (11-1)

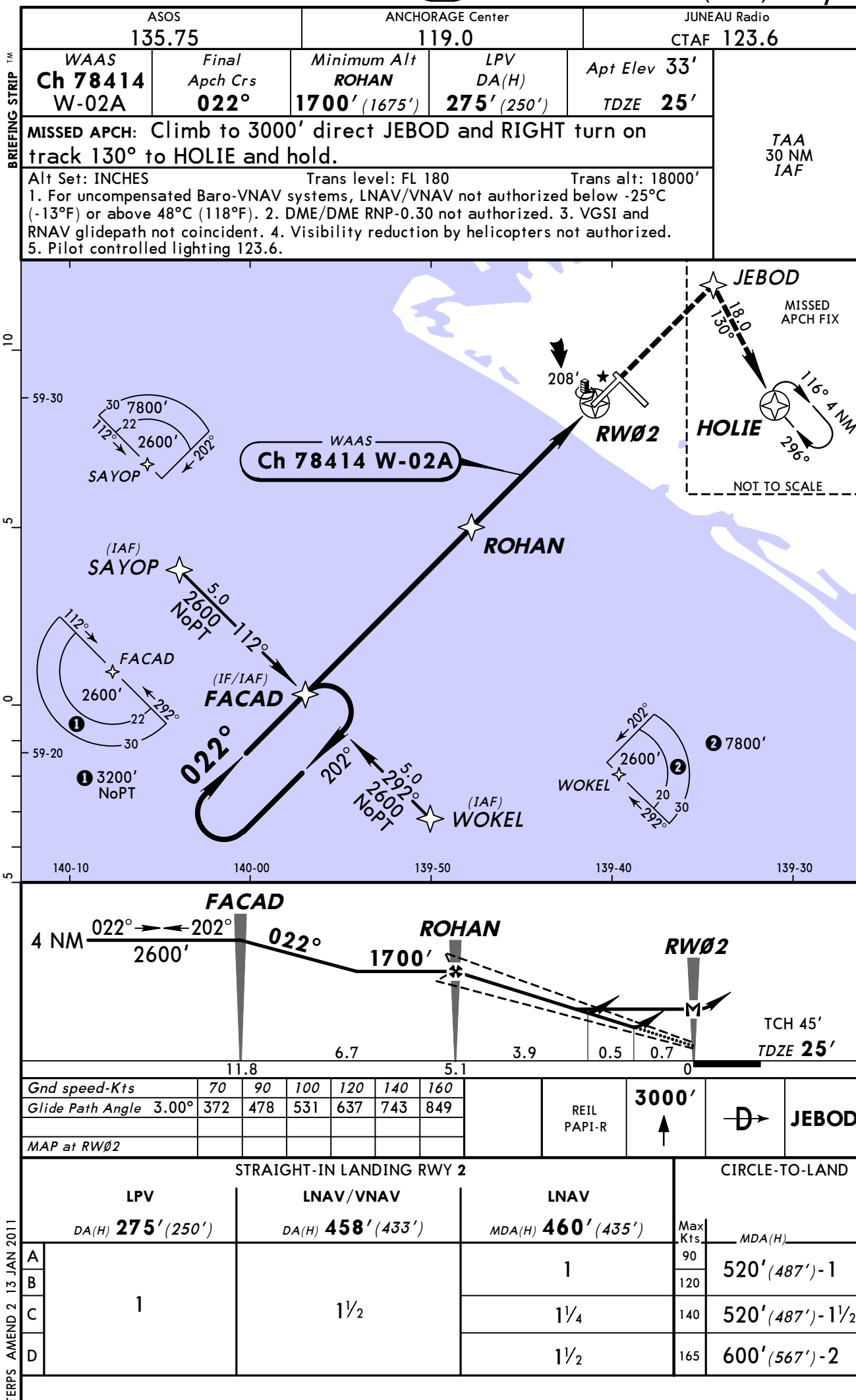
YAKUTAT, ALASKA
ILS or LOC DME Rwy 11



PAYA/YAK YAKUTAT

JEPPESSEN
18 MAR 11 (12-1)

YAKUTAT, ALASKA RNAV (GPS) Rwy 2



CHANGES: None.

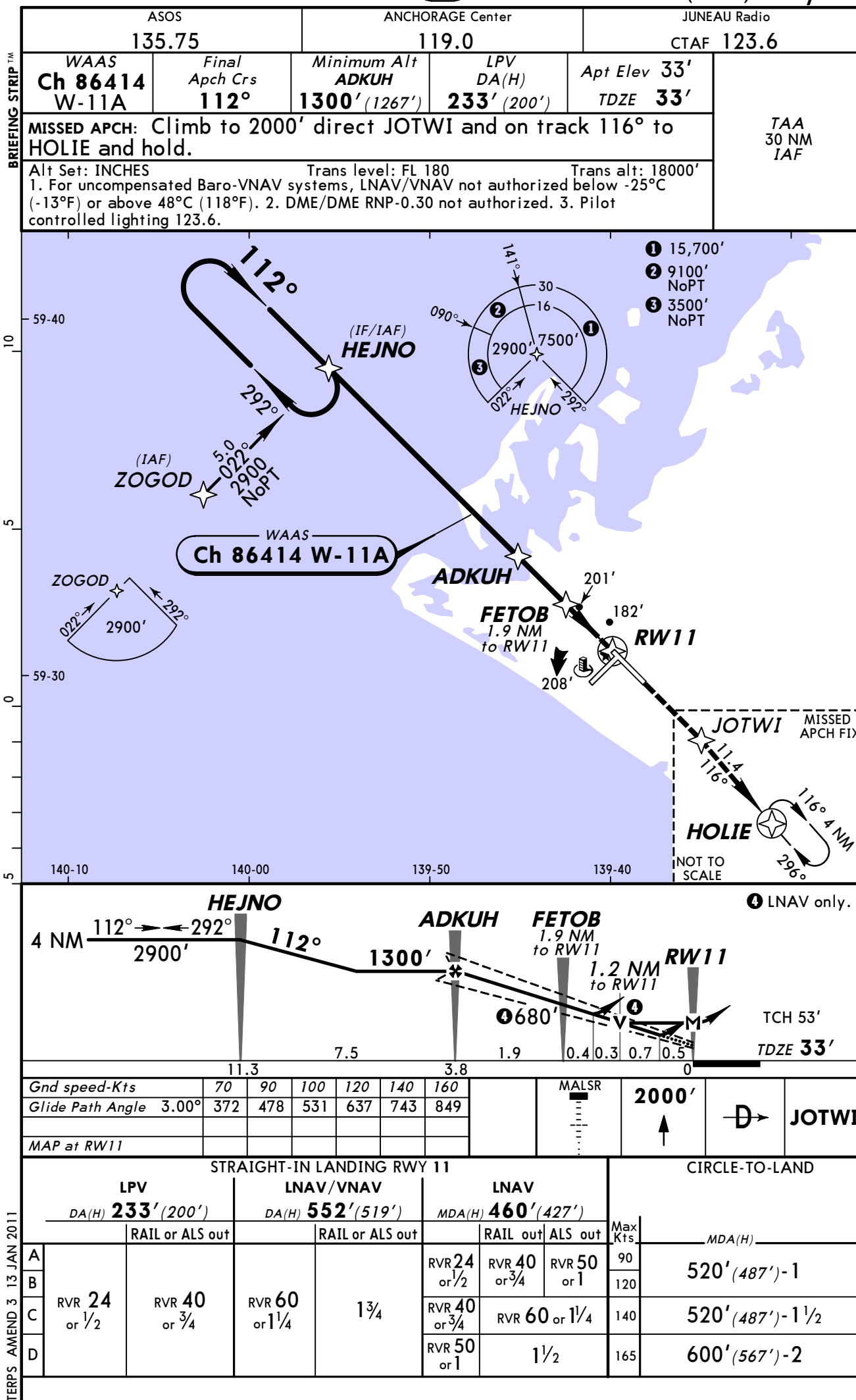
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TERPS AMEND 2 13 JAN 2011

PAYA/YAK YAKUTAT

JEPPesen
7 JAN 11 (12-2) Eff 13 Jan

YAKUTAT, ALASKA RNAV (GPS) Rwy 11



PAYA/YAK YAKUTAT

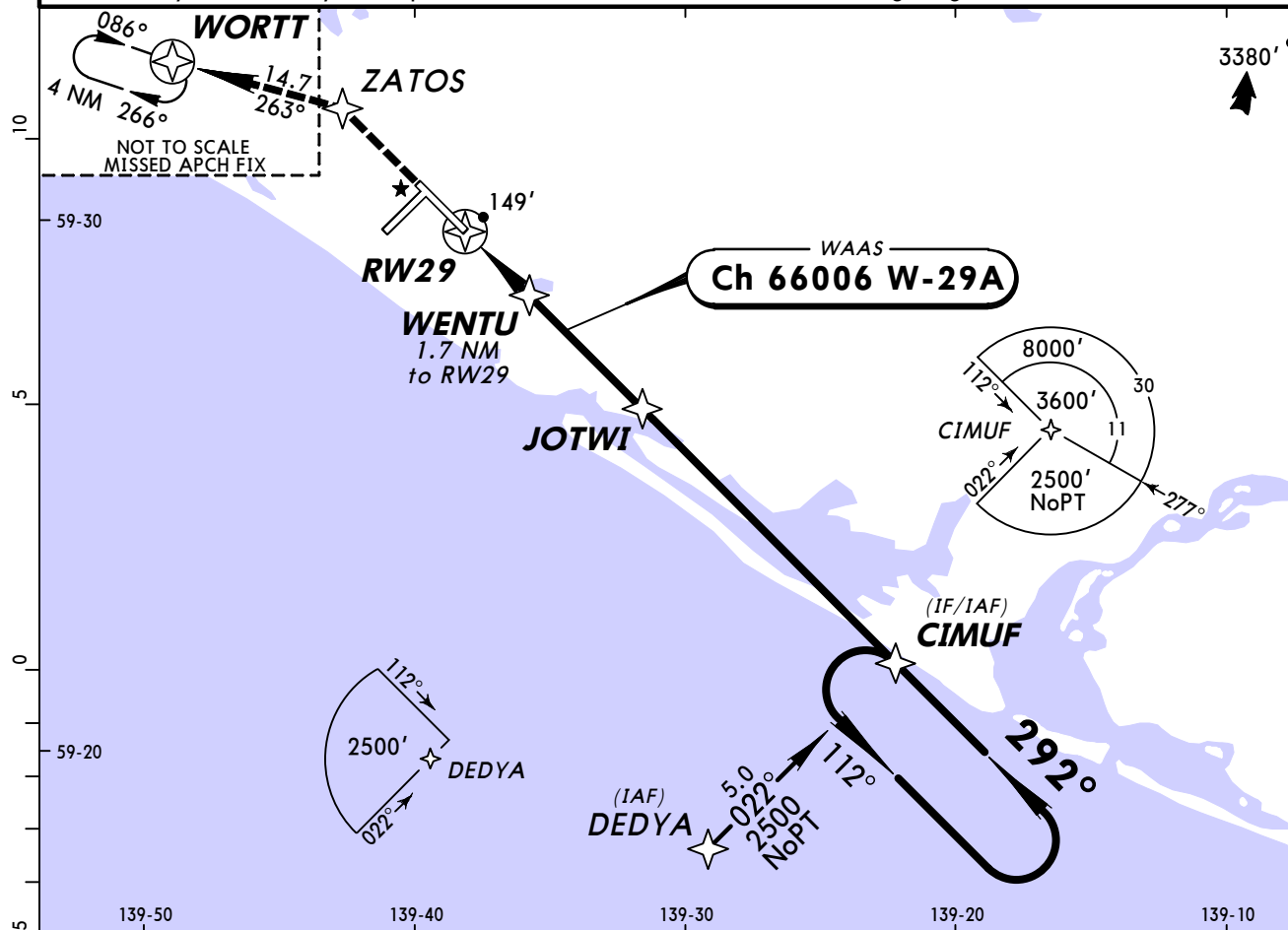
JEPPESSEN
7 JAN 11 (12-3) Eff 13 Jan

YAKUTAT, ALASKA RNAV (GPS) Rwy 29

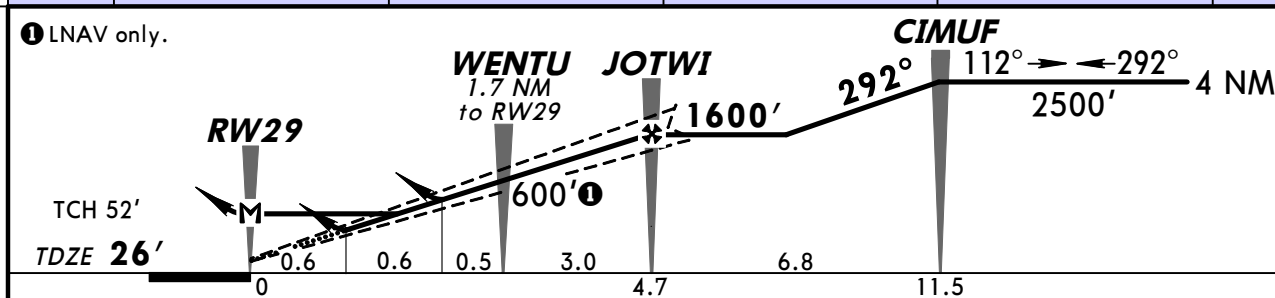
ASOS 135.75		ANCHORAGE Center 119.0		JUNEAU Radio CTAF 123.6	
WAAS Ch 66006 W-29A	Final Apch Crs 292°	Minimum Alt JOTWI 1600' (1574')	LPV DA(H) 278' (252')	Apt Elev 33' TDZE 26'	TAA 30 NM IAF
MISSED APCH: Climb to 3000' direct ZATOS and on track 263° to WORTT and hold.					

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 123.6.



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI	3000'	D	ZATOS
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW29										

STRAIGHT-IN LANDING RWY 29						CIRCLE-TO-LAND	
LPV DA(H) 278' (252')		LNAV/VNAV DA(H) 453' (427')		LNAV MDA(H) 400' (374')		Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		90	520' (487') - 1
A				1		120	
B				1		140	520' (487') - 1 1/2
C	1	1	1 1/2			165	600' (567') - 2
D				1	1 1/4		

CHANGES: WENTU INT added, profile, minimums, notes.

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TERPS AMEND 3 13 JAN 2011

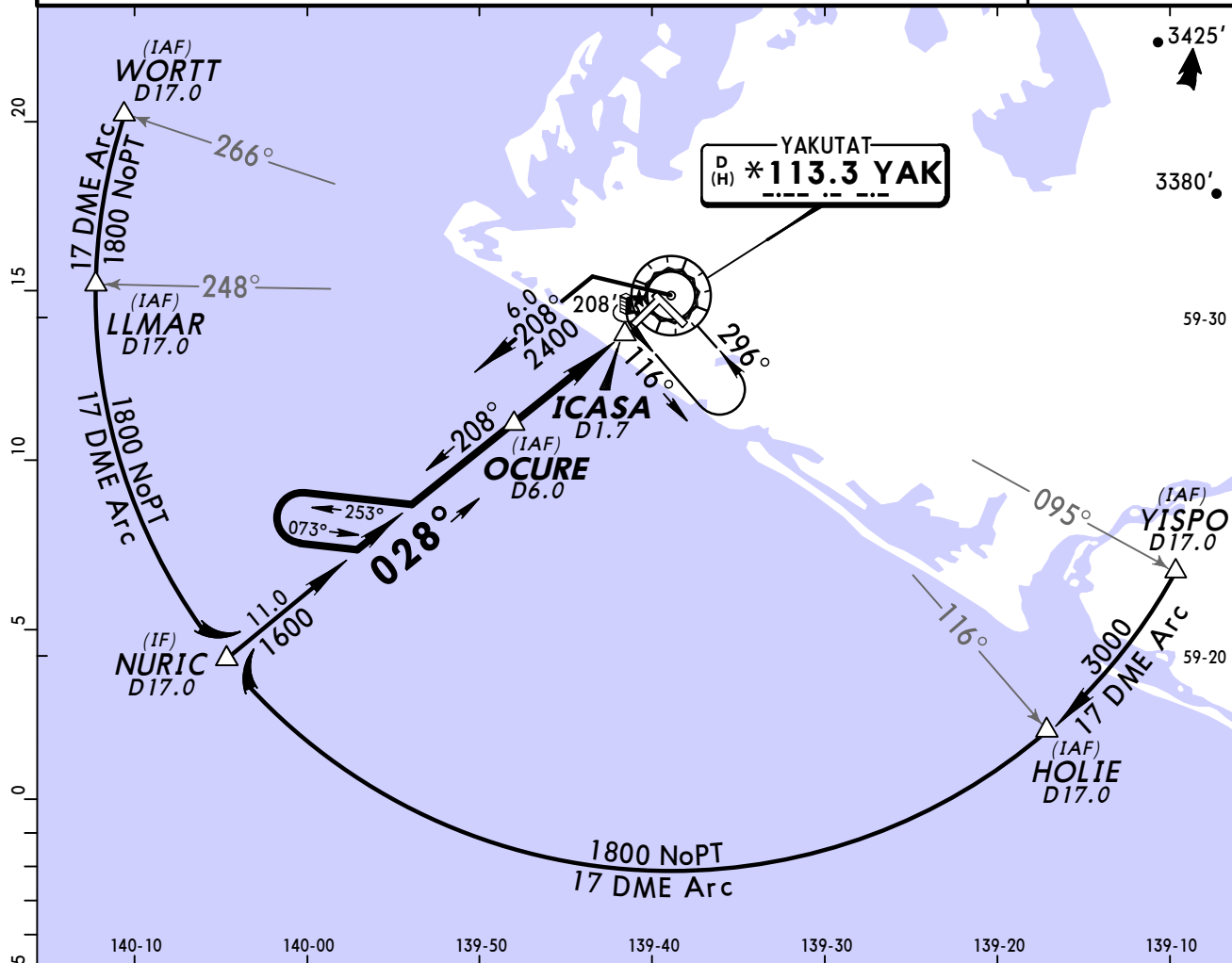
PAYA/YAK
YAKUTAT

JEPPESEN
18 MAR 11 (13-1)

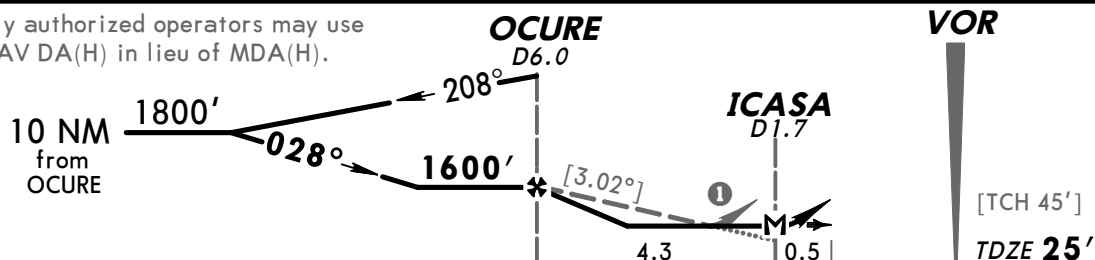
YAKUTAT, ALASKA
VOR DME Rwy 2

BRIEFING STRIP™

ASOS		ANCHORAGE Center		JUNEAU Radio	
135.75		119.0		CTAF 123.6	
VOR YAK *113.3	Final Apch Crs 028°	Minimum Alt OCURE 1600' (1575')	MDA(H) 460' (435')	Apt Elev 33' TDZE 25'	 MSA YAK VOR
MISSED APCH: Climb to 2000' direct YAK VOR and hold, continue climb-in-hold to 2000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. VGSI and descent angles not coincident. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.6.					



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	2000' ↑	D→	YAK *113.3
Descent angle [3.02°]	374	481	534	641	748	855				
MAP at ICASA										

STRAIGHT-IN LANDING RWY 2				CIRCLE-TO-LAND	
MDA(H) 460' (435')				Max Kts	MDA(H)
A				90	520' (487') - 1
B	1			120	520' (487') - 1
C	1 1/4			140	520' (487') - 1 1/2
D	1 1/2			165	600' (567') - 2

CHANGES: Missed approach hold.

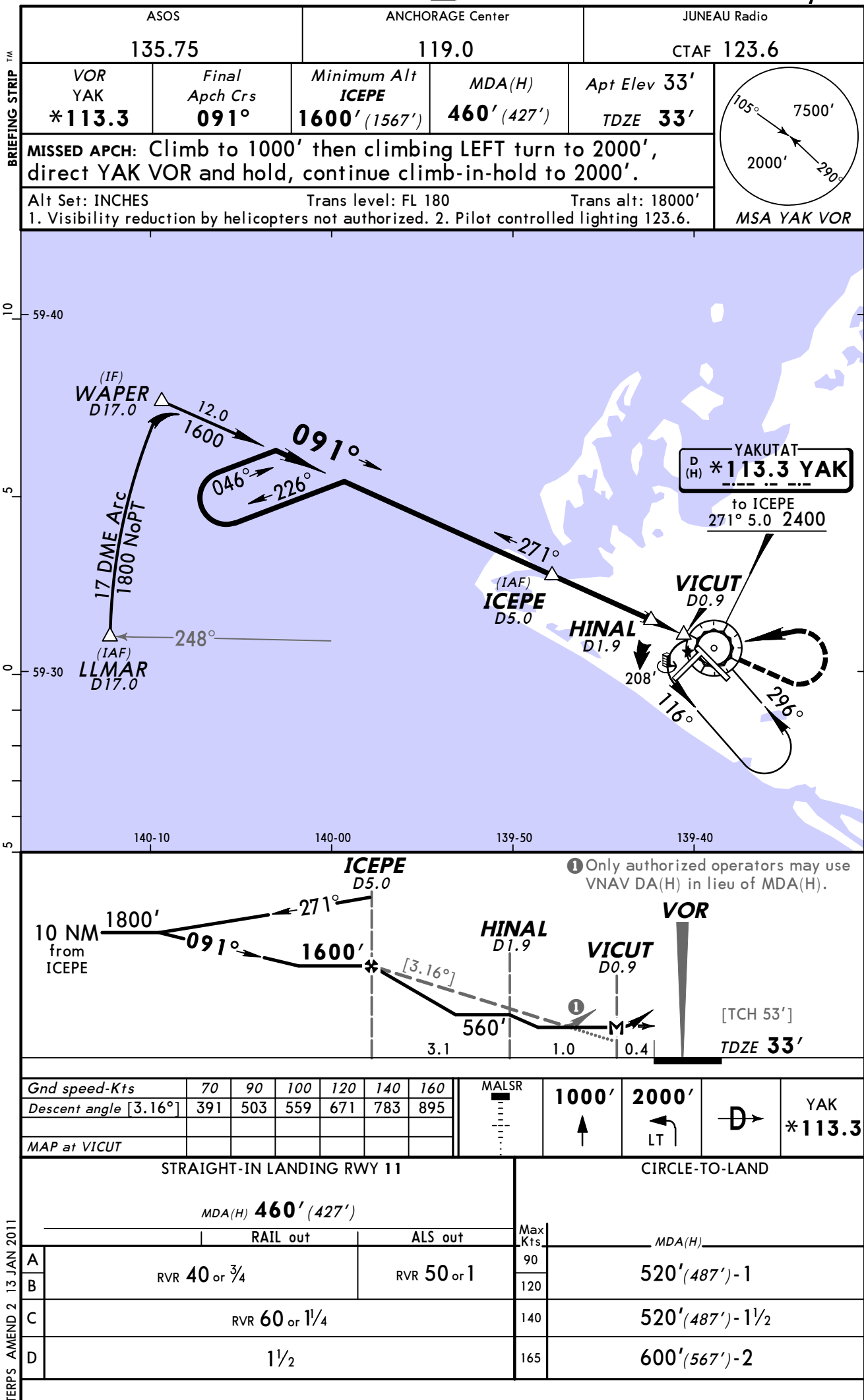
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TERPS AMEND 4 13 JAN 2011

PAYA/YAK
YAKUTAT

JEPPESEN
18 MAR 11 (13-2)

YAKUTAT, ALASKA
VOR DMÉ Rwy 11



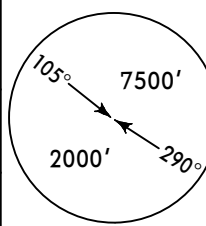
CHANGES: Missed approach hold.

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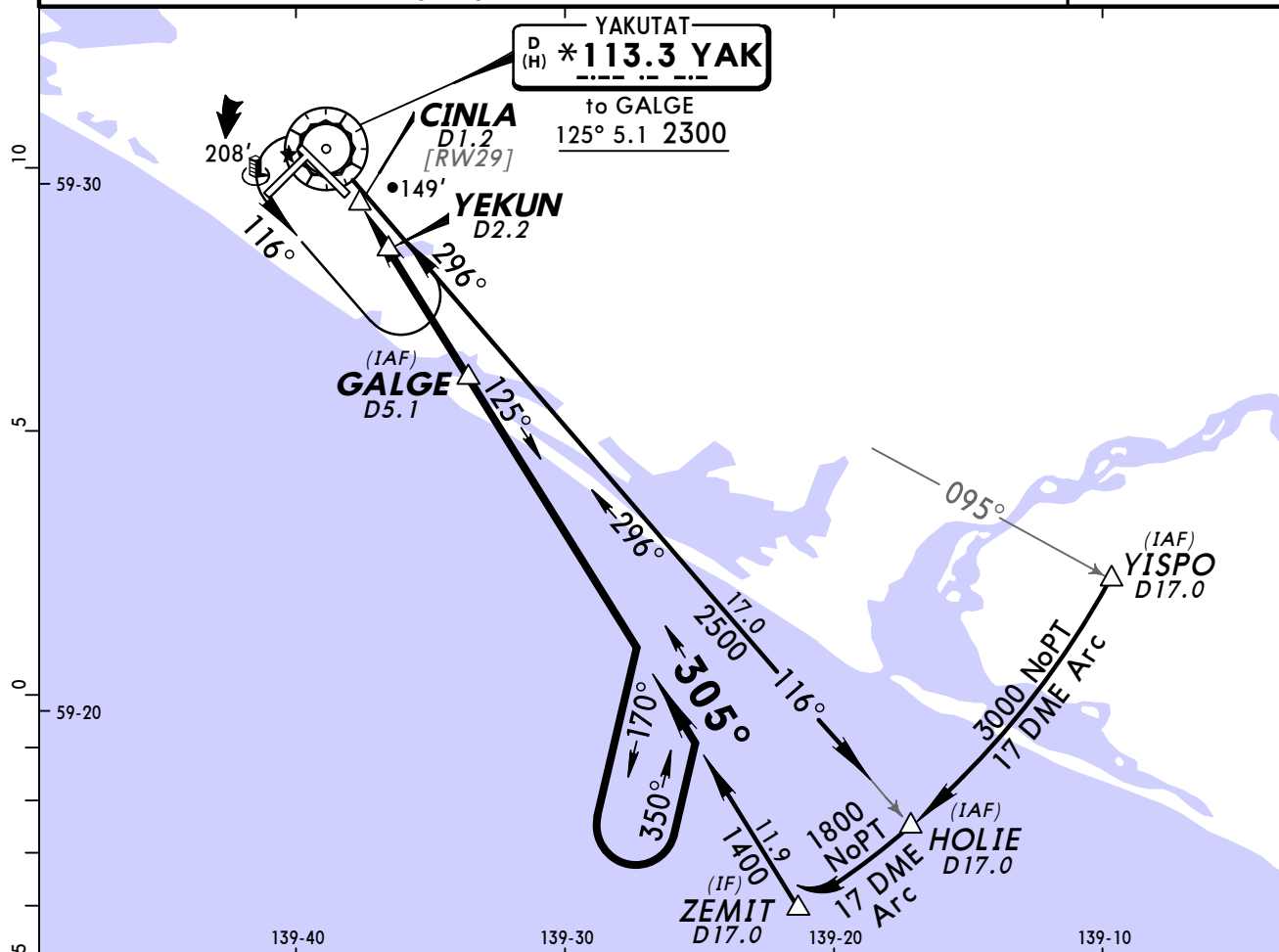
TERPS AMEND 2 13 JAN 2011

BRIEFING STRIP

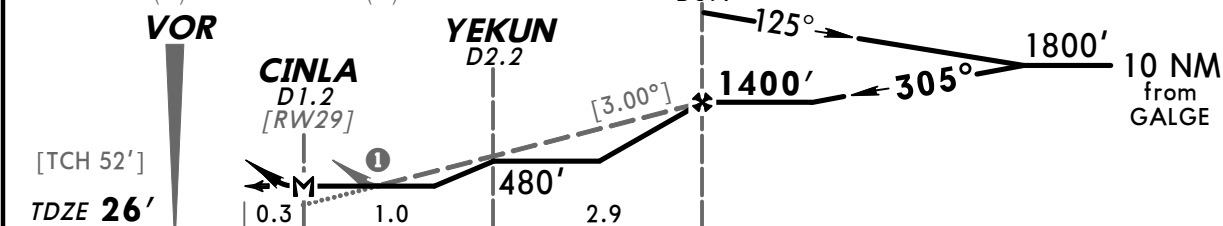
ASOS 135.75		ANCHORAGE Center 119.0		JUNEAU Radio CTAF 123.6	
VOR YAK *113.3	Final Apch Crs 305°	Minimum Alt GALGE 1400' (1374')	MDA(H) 400' (374')	Apt Elev 33'	TDZE 26'
MISSED APCH: Climb to 2000' direct YAK VOR and hold, continue climb-in-hold to 2000'.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. VGSI and descent angles not coincident. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.6.					



MSA YAK VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI	2000'	D →	YAK *113.3
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at CINLA										

STRAIGHT-IN LANDING RWY 29					CIRCLE-TO-LAND	
MDA(H) 400' (374')					MDA(H)	
		RAIL out	ALS out	Max Kts		
A	1			90	520' (487') - 1	
B				120		
C				140	520' (487') - 1½	
D	1	1¼		165	600' (567') - 2	

ST PAUL I, AK (ST PAUL I - PASN)

SHEMYA, AK (EARECKSON AS - PASY)

VALDEZ, AK (VALDEZ PIONEER - PAVD)

YAKUTAT, AK (YAKUTAT - PAYA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport PAAQ

No Chart Change Notices for Airport PABE

No Chart Change Notices for Airport PABI

No Chart Change Notices for Airport PABR

No Chart Change Notices for Airport PACD

No Chart Change Notices for Airport PACV

No Chart Change Notices for Airport PADK

No Chart Change Notices for Airport PADL

No Chart Change Notices for Airport PADQ

No Chart Change Notices for Airport PAED

No Chart Change Notices for Airport PAEI

No Chart Change Notices for Airport PAEN

No Chart Change Notices for Airport PAFA

Chart Change Notices for Airport PAFB

Type: Terminal

Effectivity: Permanent

Begin Date: 20110505

End Date: No end date

(46-1) NDB-A Amdt 3 changed to 3A, (48-1) RADAR-1 Amdt 9 changed to 9A, (48-2) RADAR-2 Amdt 1 changed to 1A.

No Chart Change Notices for Airport PAGA

No Chart Change Notices for Airport PAGS

No Chart Change Notices for Airport PAHO

No Chart Change Notices for Airport PAJN

No Chart Change Notices for Airport PAKN

No Chart Change Notices for Airport PAKT

No Chart Change Notices for Airport PANC

No Chart Change Notices for Airport PANI

No Chart Change Notices for Airport PAOM

No Chart Change Notices for Airport PAPG

No Chart Change Notices for Airport PASC

No Chart Change Notices for Airport PASI

No Chart Change Notices for Airport PASM

No Chart Change Notices for Airport PASN

No Chart Change Notices for Airport PASY

No Chart Change Notices for Airport PAVD

No Chart Change Notices for Airport PAYA