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10 NOV 16 to 05 JAN 17



**Federal Aviation
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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

**FOR CHARTING ERRORS,
OR FOR CHANGES, ADDITIONS,
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PROCEDURAL ASPECTS CONTACT:**

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

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4.

INOP COMPONENTS

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

(1) ILS, PAR, RNAV (LPV line of minima) and GLS

| Inoperative Component or Aid | Approach Category | Increase Visibility |
|------------------------------|-------------------|---------------------|
| ALSF 1 & 2, MALSR, & SSALR | ABCD | ¼ mile |

(2) ILS with visibility minimum of 1,800 RVR

| | | |
|----------------------------|------|--------------|
| ALSF 1 & 2, MALSR, & SSALR | ABCD | To 4000 RVR |
| TDZL RCLS | ABCD | To 2400 RVR* |
| RVR | ABCD | To ½ mile |

*1800 RVR authorized with the use of FD or AP or HUD to DA.

(3) VOR, VOR/DME, TACAN, LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME, GPS, ASR, RNAV (LNAV/VNAV, LP, LNAV lines of minima) and RNP

| Inoperative Visual Aid | Approach Category | Increase Visibility |
|----------------------------|-------------------|---------------------|
| ALSF 1 & 2, MALSR, & SSALR | ABCD | ½ mile |
| SSALS, MALS, & ODALS | ABC | ¼ mile |

(4) NDB

| | | |
|----------------------------|-----|--------|
| ALSF 1 & 2, MALSR, & SSALR | C | ½ mile |
| MALS, SSALS, ODALS | ABD | ¼ mile |
| | ABC | ¼ mile |

TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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

| CATEGORY | A | | B | C | | D |
|----------|-----------------------|--------------------------------|----------------------------|-------------------------|-----------------------|------------------------|
| | DA | Visibility (RVR 100's of feet) | Aircraft Approach Category | HAT/HATH | D | |
| S-ILS 27 | | 1352/24 | | 200 | (200-½) | |
| S-LOC 27 | | 1440/24 | 288 | (300-½) | | 1440/50 288 (300-1) |
| CIRCLING | 1540-1 361 (400-1) | MDA | 1640-1 461 (500-1) | 1640-1½ 461 (500-1½) | 1740-2 561 (600-2) | |

Labels: DA, Visibility (RVR 100's of feet), Aircraft Approach Category, HAT/HATH, D, MDA, HAA, Visibility in Statute Miles.

Annotations: Straight-in ILS to Runway 27, Straight-in with Glide Slope Inoperative or not used to Runway 27, Copter Approach Direction, Height of MDA/DA Above Landing Area (HAL), No circling minimums are provided.

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

COPTER MINIMA ONLY

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

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

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

COLD TEMPERATURE RESTRICTED AIRPORTS

NOTE: A **⊗** -12°C/10°F symbol and associated temperature indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published restricted temperature. Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required. See following Cold Temperature Error Table to make manual corrections. See Notices to Airman Publication (NTAP) Graphic Notices General for complete list of published airports, temperature/s, segments and procedure information. www.faa.gov/air_traffic/publications/notices

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. However, if it is necessary to operate at a speed in excess of the upper limit of the speed range for an aircraft's category, the minimums for the category for that speed shall be used. For example, an airplane which fits into Category B, but is circling to land at a speed of 145 knots, shall use the approach Category D minimums. As an additional example, a Category A airplane (or helicopter) which is operating at 130 knots on a straight-in approach shall use the approach Category C minimums. See following category limits:

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA

TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

| Circling MDA in feet MSL | Approach Category and Circling Radius (NM) | | | | |
|--------------------------|--|-------|-------|-------|-------|
| | CAT A | CAT B | CAT C | CAT D | CAT E |
| All Altitudes | 1.3 | 1.5 | 1.7 | 2.3 | 4.5 |

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 1800 RVR, use 2400 RVR with the resultant visibility of ½ mile.

| RVR (feet) | Visibility (statute miles) | RVR (feet) | Visibility (statute miles) |
|------------|----------------------------|------------|----------------------------|
| 1600 | ¼ | 4500 | ⅝ |
| 2400 | ½ | 5000 | 1 |
| 3200 | ⅝ | 6000 | 1¼ |
| 4000 | ¾ | | |

RADAR MINIMA

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

Visibility in Statute Miles ↙

↘ All minima in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

Radars Minima:

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

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

(E) VHF and UHF emergency frequencies monitored

(V) VHF emergency frequency (121.5) monitored

(U) UHF emergency frequency (243.0) monitored

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

⚠ Alternate Minima not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

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

⚠ Takeoff Minima not standard and/or Departure Procedures are published. Refer to tabulation.

TERMS/LANDING MINIMA DATA

GENERAL INFO

GENERAL INFORMATION

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

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

RNAV DP and STAR. Effective March 15, 2007, these procedures, formerly identified as Type-A and Type-B, will be designated as RNAV 1 in accordance with amended Advisory Circular (AC) and ICAO terminology.

Refer to AC 90-100A U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS and the Aeronautical Information Manual for additional guidance regarding these procedures.

Standard RNAV 1 Procedure Chart Notes

NOTE: RNAV 1

NOTE: DME/DME/IRU or GPS required

Some procedures may require use of GPS and will be identified by a "GPS required" note.

RNAV 1 Procedure Characteristics and Operations

1. Require use of an RNAV system with DME/DME/IRU, and/or GPS inputs.
2. Require use of a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg). Other methods providing an equivalent level of performance may be acceptable.
3. RNAV paths may start as low as 500 feet above airport elevation.

GENERAL INFO

GENERAL INFO

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., \ominus , \ominus , \ominus .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name. A star (*) indicates non-standard PCL, consult Chart Supplement, e.g., \ominus^* .

To activate lights, use frequency indicated in the communication section of the chart with a \ominus or the appropriate lighting system identification e.g., UNICOM 122.8 \ominus , \ominus , \ominus .

| KEY MIKE | FUNCTION |
|--------------------------|---|
| 7 times within 5 seconds | Highest intensity available |
| 5 times within 5 seconds | Medium or lower intensity (Lower REIL or REIL-off) |
| 3 times within 5 seconds | Lowest intensity available (Lower REIL or REIL-off) |

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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



The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA. Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

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

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

| | | | |
|---------------|--|------------|--|
| AAUP..... | Attention All Users Page | HAA..... | Height above Airport |
| ADF..... | Automatic Direction Finder | HAL..... | Height above Landing |
| ADIZ..... | Air Defense Identification Zone | HAT..... | Height above Touchdown |
| AFIS..... | Automatic Flight Information Service | HATH..... | Height Above Threshold |
| ALS..... | Approach Light System | HGS..... | Head-up Guidance System |
| ALSF..... | Approach Light System with Sequenced Flashing Lights | HIRL..... | High Intensity Runway Lights |
| AP..... | Autopilot System | HUD..... | Head-up Display |
| APCH..... | Approach | IAF..... | Initial Approach Fix |
| APP CON..... | Approach Control | ICAO..... | International Civil Aviation Organization |
| ARR..... | Arrival | IF..... | Intermediate Fix |
| ASOS..... | Automated Surface Observing System | IM..... | Inner Marker |
| ASR/PAR..... | Published Radar Minimums at this Airport | INOP..... | Inoperative |
| ASSC..... | Airport Surface Surveillance Systems | INT..... | Intersection |
| ATIS..... | Automatic Terminal Information Service | K..... | Knots |
| AUNICOM..... | Automated UNICOM | KLAS..... | Knots Indicated Airspeed |
| AWOS..... | Automated Weather Observing System | LAAS..... | Local Area Augmentation System |
| AZ..... | Azimuth | LDA..... | Localizer Type Directional Aid |
| BC..... | Back Course | Ldg..... | Landing |
| BND..... | Bound | LRL..... | Low Intensity Runway Lights |
| C..... | Circling | LNAV..... | Lateral Navigation |
| CAT..... | Category | LOC..... | Localizer |
| CCW..... | Counter Clockwise | LP..... | Localizer Performance |
| CDI..... | Course Deviation Indicator | LPV..... | Localizer Performance with Vertical Guidance |
| Chan..... | Channel | LR..... | Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course. |
| CIFP..... | Coded Instrument Flight Procedures | MAA..... | Maximum Authorized Altitude |
| CIR..... | Circling | MALS..... | Medium Intensity Approach Light System |
| CLNC DEL..... | Clearance Delivery | MALSR..... | Medium Intensity Approach Light System with RAIL |
| CNF..... | Computer Navigation Fix | MAP..... | Missed Approach Point |
| CTAF..... | Common Traffic Advisory Frequency | MDA..... | Minimum Descent Altitude |
| CW..... | Clockwise | MIRL..... | Medium Intensity Runway Lights |
| DA..... | Decision Altitude | MM..... | Middle Marker |
| DER..... | Departure End of Runway | MRA..... | Minimum Reception Altitude |
| DH..... | Decision Height | N/A..... | Not Applicable |
| DME..... | Distance Measuring Equipment | NA..... | Not Authorized |
| DTHR..... | Displaced Threshold | NDB..... | Non-directional Radio Beacon |
| DVA..... | Diverse Vector Area | NFD..... | National Flight Database |
| ELEV..... | Elevation | NM..... | Nautical Mile |
| EMAS..... | Engineered Material Arresting System | NoPT..... | No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance) |
| FAF..... | Final Approach Fix | ODALS..... | Omnidirectional Approach Light System |
| FD..... | Flight Director System | ODP..... | Obstacle Departure Procedure |
| FM..... | Fan Marker | OM..... | Outer Marker |
| FMS..... | Flight Management System | PRM..... | Precision Runway Monitor |
| GBAS..... | Ground Based Augmentation System | | |
| GCO..... | Ground Communications Outlet | | |
| GLS..... | Ground Based Augmentation System Landing System | | |
| GP..... | Glidepath | | |
| GPI..... | Ground Point of Interception | | |
| GPS..... | Global Positioning System | | |
| GS..... | Glide Slope | | |

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GENERAL INFO

GENERAL INFO

ABBREVIATIONS

| | |
|-------------|---|
| R..... | Radial |
| RA..... | Radio Altimeter setting height |
| RAIL..... | Runway Alignment Indicator Lights |
| RCLS..... | Runway Centerline Light System |
| REIL..... | Runway End Identifier Lights |
| RF..... | Radius-to-Fix |
| RLLS..... | Runway Lead-in Light System |
| RNAV..... | Area Navigation |
| RNP..... | Required Navigation Performance |
| RPI..... | Runway Point of Intercept(ion) |
| RRL..... | Runway Remaining Lights |
| Rwy..... | Runway |
| RVR..... | Runway Visual Range |
| S..... | Straight-in |
| SALS..... | Short Approach Light System |
| SSALR..... | Simplified Short Approach Light System with RAIL |
| SDF..... | Simplified Directional Facility |
| SM..... | Statute Mile |
| SOIA..... | Simultaneous Offset Instrument Approach |
| TAA..... | Terminal Arrival Area |
| TAC..... | TACAN |
| TCH..... | Threshold Crossing Height (height in feet Above Ground level) |
| TDZ..... | Touchdown Zone |
| TDZE..... | Touchdown Zone Elevation |
| TDZ/CL..... | Touchdown Zone and Runway Centerline Lighting |
| TDZL..... | Touchdown Zone Lights |
| THR..... | Threshold |
| THRE..... | Threshold Elevation |
| TODA..... | Takeoff Distance Available |
| TORA..... | Takeoff Run Available |
| TR..... | Track |
| VASI..... | Visual Approach Slope Indicator |
| VCOA..... | Visual Climb Over Airport |
| VDP..... | Visual Descent Point |
| VGSI..... | Visual Glide Slope Indicator |
| VNAV..... | Vertical Navigation |
| WAAS..... | Wide Area Augmentation System |
| WP/WPT..... | Waypoint (RNAV) |

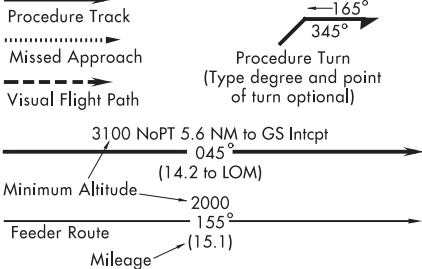
GENERAL INFO

LEGEND

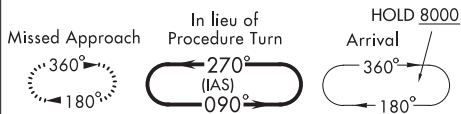
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

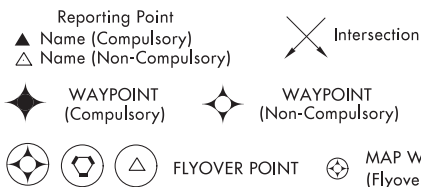


HOLDING PATTERNS

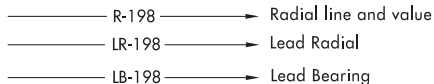
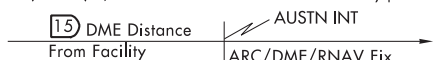


Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the standard. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS



Computer Navigation Fix (CNF)
x (NAME) ("x" omitted when it conflicts with runway pattern)



ALTITUDES

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

INDICATED AIRSPEED

| | | | |
|--------------------|------------------|------------------|----------------------|
| 175K | 120K | 250K | 180K |
| Mandatory Airspeed | Minimum Airspeed | Maximum Airspeed | Recommended Airspeed |

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:



Non-Compulsory:



LOM/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

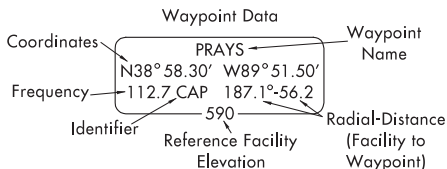
Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.

Localizer (LOC/LDA) Course
Right side shading- Front course; Left side shading- Back Course

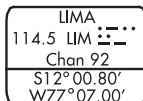
SDF Course

LOC/DME

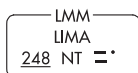
LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal position off the end of the runway.)



Primary Navaid with Coordinate Values



Secondary Navaid



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LEGEND

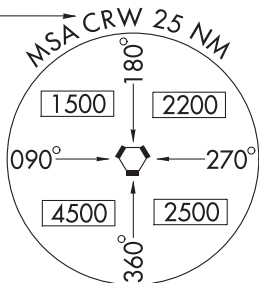
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

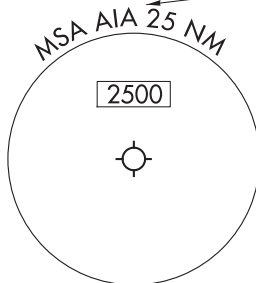
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

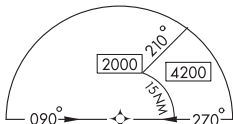


Airport Identifier

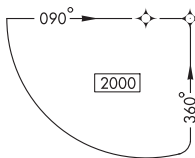


(arrows on distance circle identify sectors)

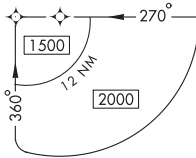
TERMINAL ARRIVAL AREA (TAA)



Straight-in Area

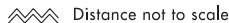
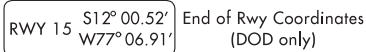


Right Base Area



Left Base Area

MISCELLANEOUS



AIRPORTS



SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

W-Warning

A-Alert

OBSTACLES



LEGEND

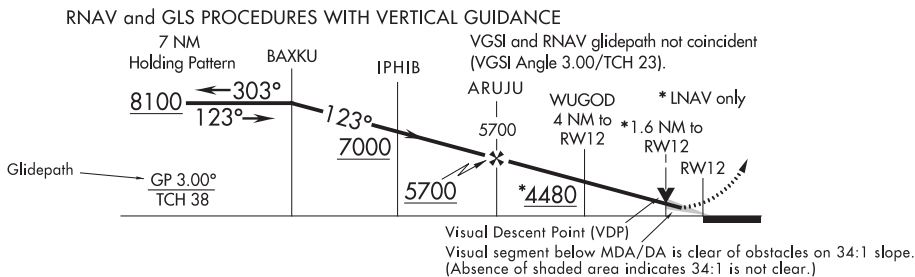
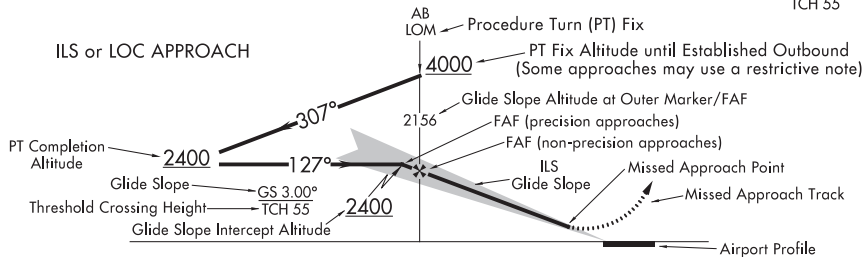
PROFILE VIEW

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

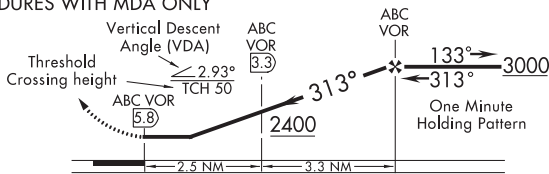
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $GS\ 3.00^\circ$.
TCH 55

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

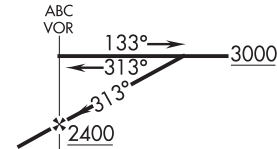
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: $\leq 3.00^\circ$.
TCH 55



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



DESCENT FROM HOLDING PATTERN



| ALTITUDES | |
|--------------------------------|--------------------------------------|
| <u>5500</u> Mandatory Altitude | <u>3000</u> Recommended Altitude |
| <u>2500</u> Minimum Altitude | <u>5000</u> Mandatory Block Altitude |
| <u>4300</u> Maximum Altitude | <u>3000</u> Altitude |

| PROFILE SYMBOLS | |
|-----------------|--|
| | Visual Flight Path |
| | Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line. |

LEGEND

LEGEND STANDARD TERMINAL ARRIVAL (STAR) CHARTS DEPARTURE PROCEDURE (DP) CHARTS

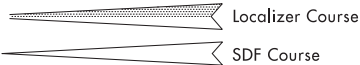
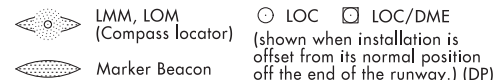
Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

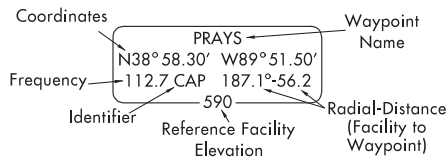
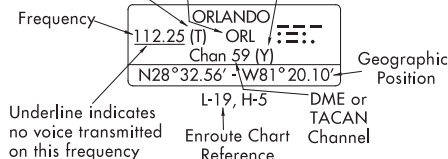
Compulsory:



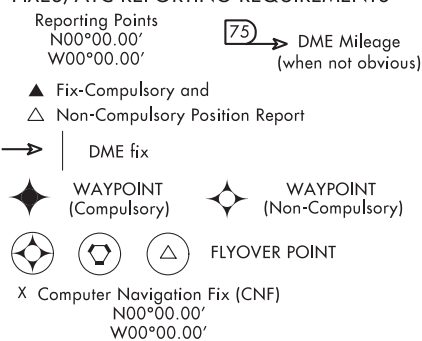
Non-Compulsory:



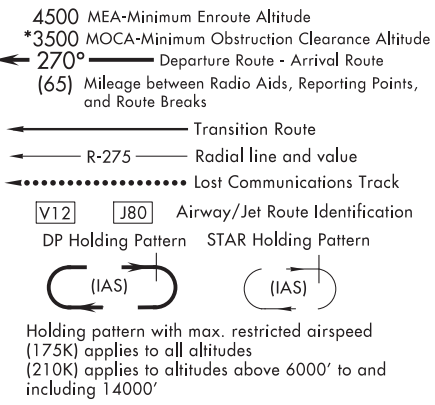
(T) indicates frequency protection range (STAR) Identifier (Y) TACAN must be placed in "Y" mode to receive distance information



FIXES/ATC REPORTING REQUIREMENTS



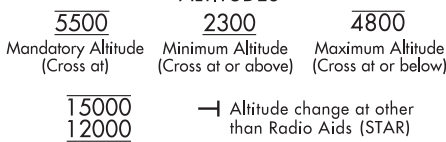
ROUTES



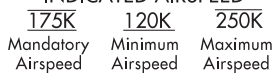
SPECIAL USE AIRSPACE



ALTITUDES



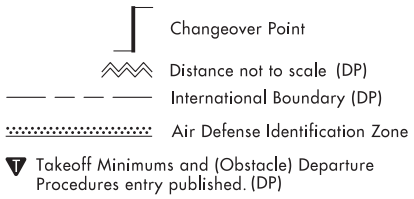
INDICATED AIRSPEED



AIRPORTS



MISCELLANEOUS



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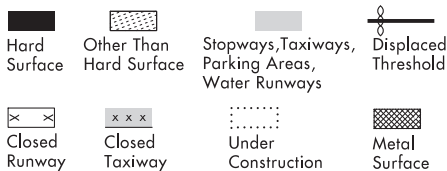
LEGEND

LEGEND

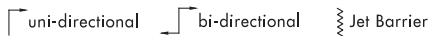
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

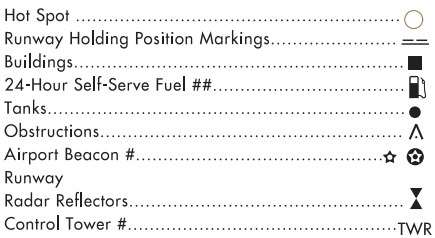


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES



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

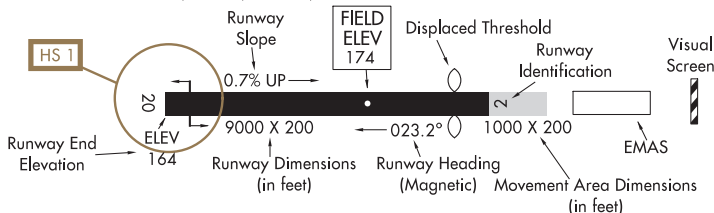
A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

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

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

Runway Weight Bearing Capacity/ or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325



SCOPE

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

Helicopter Alighting Areas Negative Symbols used to identify Copter Procedures landing point.....

Runway Threshold elevation.....THRE 123
Runway TDZ elevation.....TDZE 123
Runway Slope.....0.8% UP (shown when runway slope is greater than or equal to 0.3%)
0.3% DOWN

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

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

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

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LEGEND

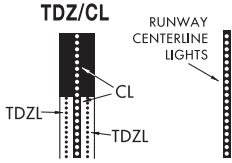
15344
LEGEND

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

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

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

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS



AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

SHORT APPROACH LIGHTING SYSTEM



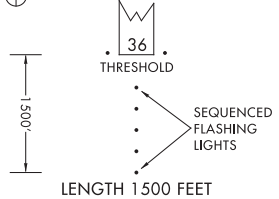
SALS/SALSF
(High Intensity)

SAME AS INNER 1500' OF ALSF-1

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM



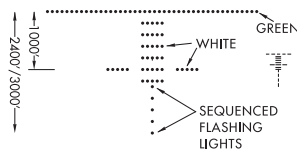
ODALS



SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator Lights



SSALR



(High Intensity)
LENGTH 2400/3000 FEET

VISUAL APPROACH SLOPE INDICATOR

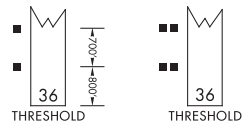
VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED — ON GLIDE SLOPE
NEAR LIGHTS WHITE — TOO LOW
ALL LIGHTS RED — TOO LOW

VASI 2

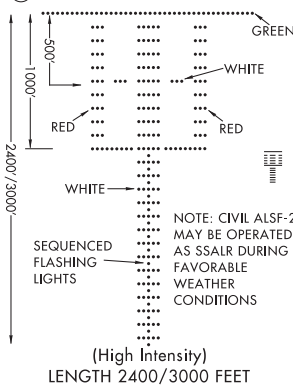
VASI 4



APPROACH LIGHTING SYSTEM

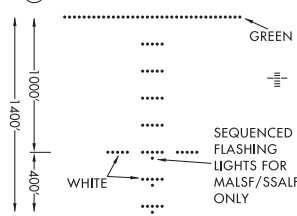


ALSF-2



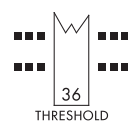
(High Intensity)
LENGTH 2400/3000 FEET

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



LENGTH 1400 FEET

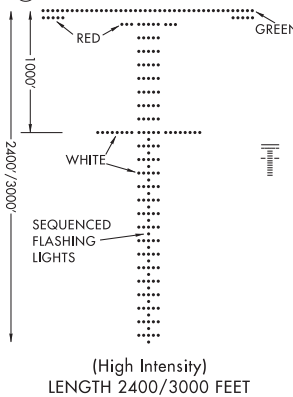
VASI 12



APPROACH LIGHTING SYSTEM



ALSF-1



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator Lights



MALSr

SAME LIGHT CONFIGURATION AS SSALR.

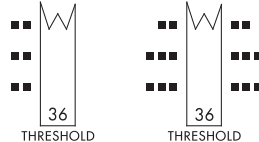
VISUAL APPROACH SLOPE INDICATOR

VASI

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.

VASI 6

VASI 16



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LEGEND

04330
LEGEND

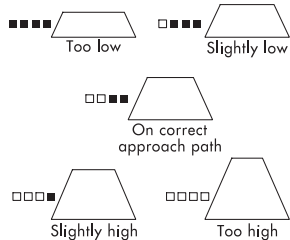
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

(P) **PRECISION APPROACH PATH INDICATOR**

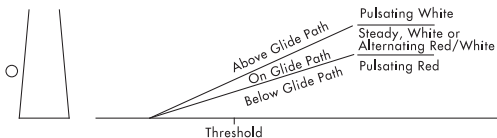
PAPI



Legend: □ White ■ Red

(V₂) **PULSATING VISUAL APPROACH SLOPE INDICATOR**

PVASI



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

(V₁) **"T"-VISUAL APPROACH SLOPE INDICATOR**

"T"-VASI

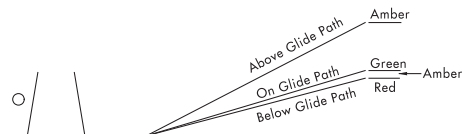


"T" ON BOTH SIDES OF RWY
ALL LIGHTS VARIABLE WHITE.
CORRECT APPROACH SLOPE-
ONLY CROSS BAR VISIBLE.
UPRIGHT "T"- FLY UP.
INVERTED "T"- FLY DOWN.
RED "T"- GROSS
UNDERSHOOT.



(V₄) **TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

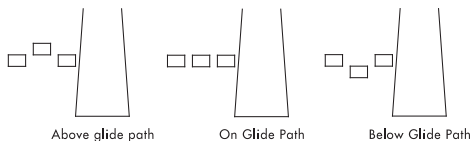
TRCV



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

(V₅) **ALIGNMENT OF ELEMENTS SYSTEMS**

APAP



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

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LEGEND

FREQ PAIRING

FREQUENCY PAIRING TABLE

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

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FREQ PAIRING

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

| NAME | PROC | SECT PG | NAME | PROC | SECT PG |
|---------------------------------------|-----------------------------|---------|--|-------------------------------|---------|
| ADAK ISLAND, AK | | | ANAKTUVUK PASS, AK | | |
| ADAK(ADK) | | | ANAKTUVUK PASS(AKP) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 23 | 1 | IAPS | RNAV (GPS)-A | 24 |
| | NDB/DME RWY 23 | 2 | | NDB-B | 25 |
| DPS | JALEX TWO (RNAV) | 3 | DPS | AKUMY THREE (OBSTACLE) (RNAV) | 26 |
| | TTAUN THREE (RNAV) | 4 | | | |
| AKHIOK, AK | | | ANCHORAGE, AK | | |
| AKHIOK AIRPORT(AKK) | | | MERRILL FIELD(MRI) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS)-A | 5 | IAPS | RNAV (GPS)-A | 27 |
| DPS | JOGMO ONE (OBSTACLE) (RNAV) | 6 | | AIRPORT DIAGRAM | 28 |
| AKIAK, AK | | | TED STEVENS ANCHORAGE INTL(ANC) | | |
| AKIAK(AKI) | | | TAKEOFF MINIMUMS | | |
| TAKEOFF MINIMUMS | | L | DIVERSE VECTOR AREA | | |
| IAPS | RNAV (GPS) RWY 03 | 7 | ALTERNATE MINIMUMS | | |
| | RNAV (GPS) RWY 21 | 8 | HOT SPOT | | |
| DPS | AKIAK ONE (OBSTACLE) (RNAV) | 9 | STARS | | |
| | | | AMOTT ONE | | |
| | | | ELLAM FIVE | | |
| | | | KROTO THREE (RNAV) | | |
| | | | NEELL FOUR (RNAV) | | |
| | | | PTERS TWO (RNAV) | | |
| | | | TAGER EIGHT | | |
| | | | WITTI TWO (RNAV) | | |
| | | | YESKA SIX | | |
| | | | IAPS | | |
| | | | ILS OR LOC/DME RWY 07L | | |
| | | | ILS OR LOC/DME RWY 07R | | |
| | | | ILS RWY 15 | | |
| | | | ILS RWY 07R (SA CAT I) | | |
| | | | ILS RWY 07L (SA CAT I - II) | | |
| | | | ILS RWY 07R (CAT II - III) | | |
| | | | RNAV (RNP) RWY 33 | | |
| | | | RNAV (RNP) Z RWY 07R | | |
| | | | RNAV (GPS) RWY 07L | | |
| | | | RNAV (GPS) RWY 15 | | |
| | | | RNAV (GPS) Y RWY 07R | | |
| | | | HIGHWAY VISUAL RWY 25R | | |
| | | | SEWARD VISUAL RWY 25L | | |
| | | | AIRPORT DIAGRAM | | |
| | | | DPS | | |
| | | | ANCHORAGE EIGHT | | |
| | | | FFITZ THREE (RNAV) | | |
| | | | KNIK TWO | | |
| | | | NOEND THREE (RNAV) | | |
| | | | TURNAGAIN SEVEN | | |
| ALLAKAKET, AK | | | ANCHORAGE, AK | | |
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| IAPS | RNAV (GPS) RWY 05 | 13 | | | |
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| ALLEN AAF(PABI) | | | ANIAC, AK | | |
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| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | |
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| TAKEOFF MINIMUMS | | L | | | |
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| | RNAV (GPS) RWY 20 | 56 | IAPS | RNAV (GPS) RWY 01 | 82 |
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| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | IAPS | RNAV (GPS) RWY 07 | 85 |
| IAPS | RNAV (GPS)-A | 58 | | RNAV (GPS) RWY 25 | 86 |
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| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
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| KETCHIKAN INTL(KTN) | | | KLAWOCK(AKW) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | ILS Y OR LOC Y RWY 11 | 271 | IAPS | RNAV (GPS) RWY 02 | 296 |
| | ILS Z OR LOC Z RWY 11 | 272 | | NDB/DME RWY 02 | 297 |
| | RNAV (GPS) RWY 11 | 273 | DPS | KLAWOCK ONE (OBSTACLE) | 298 |
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| | LOC X RWY 11 | 275 | | | |
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| DPS | KETCHIKAN FIVE (OBSTACLE) | 277 | | | |
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| KODIAK(ADQ) | | | FAIRBANKS/FORT WAINWRIGHT, AK | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | RADAR MINIMUMS | | N |
| HOT SPOT | | P | IAPS | RNAV (GPS) RWY 25R | 328 |
| IAPS | ILS Y OR LOC Y RWY 26 | 302 | | HI-VOR/DME OR TACAN RWY 25R | 329 |
| | RNAV (GPS) RWY 26 | 303 | | NDB-A | 330 |
| | VOR RWY 26 | 304 | MANOKOTAK, AK | | |
| AIRPORT DIAGRAM | | 305 | MANOKOTAK(MBA) | | |
| DPS | KODIAK SEVEN (OBSTACLE) | 306 | TAKEOFF MINIMUMS | | L |
| KOKHANOK, AK | | | ALTERNATE MINIMUMS | | M |
| KOKHANOK(9K2) | | | IAPS | RNAV (GPS) RWY 03 | 331 |
| TAKEOFF MINIMUMS | | L | | RNAV (GPS) RWY 21 | 332 |
| IAPS | RNAV (GPS) RWY 06 | 308 | MARSHALL, AK | | |
| | RNAV (GPS) RWY 24 | 309 | MARSHALL DON HUNTER SR(MDM) | | |
| KOLIGANEK, AK | | | TAKEOFF MINIMUMS | | L |
| KOLIGANEK(JZZ) | | | ALTERNATE MINIMUMS | | M |
| TAKEOFF MINIMUMS | | L | IAPS | RNAV (GPS) RWY 07 | 333 |
| ALTERNATE MINIMUMS | | M | | RNAV (GPS)-A | 334 |
| IAPS | RNAV (GPS) RWY 09 | 310 | DPS | BIBNE THREE (OBSTACLE) (RNAV) | 335 |
| | RNAV (GPS) RWY 27 | 311 | MC GRATH, AK | | |
| KOTLIK, AK | | | MC GRATH(MCG) | | |
| KOTLIK(2A9) | | | TAKEOFF MINIMUMS | | L |
| TAKEOFF MINIMUMS | | L | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 02 | 312 | IAPS | RNAV (GPS) RWY 16 | 336 |
| | RNAV (GPS) RWY 20 | 313 | | LOC/DME RWY 16 | 337 |
| | | | | VOR/DME-C | 338 |
| KOTZEBUE, AK | | | MEKORYUK, AK | | |
| RALPH WIEN MEMORIAL(OTZ) | | | MEKORYUK(MYU) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | ILS OR LOC/DME RWY 09 | 314 | IAPS | RNAV (GPS) RWY 05 | 339 |
| | RNAV (GPS) RWY 09 | 315 | | RNAV (GPS) RWY 23 | 340 |
| | RNAV (GPS) RWY 27 | 316 | | NDB/DME-A | 341 |
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| KOYUK, AK | | | ---SEE CORDOVA, AK | | |
| KOYUK ALFRED ADAMS(KKA) | | | MERRILL FIELD | | |
| TAKEOFF MINIMUMS | | L | ---SEE ANCHORAGE, AK | | |
| ALTERNATE MINIMUMS | | M | MIDDLETON ISLAND, AK | | |
| IAPS | RNAV (GPS) RWY 01 | 319 | MIDDLETON ISLAND(MDO) | | |
| | NDB RWY 01 | 320 | TAKEOFF MINIMUMS | | L |
| DPS | JAYQE ONE (RNAV) | 321 | IAPS | RNAV (GPS) RWY 02 | 343 |
| | | | | RNAV (GPS) RWY 20 | 344 |
| | | | | VOR RWY 02 | 345 |
| KOYUKUK, AK | | | MINCHUMINA, AK | | |
| KOYUKUK(KYU) | | | MINCHUMINA(MHM) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS) RWY 06 | 322 | ALTERNATE MINIMUMS | | M |
| | RNAV (GPS) RWY 24 | 323 | IAPS | RNAV (GPS) RWY 03 | 346 |
| DPS | DIBVY TWO (OBSTACLE) (RNAV) | 324 | | RNAV (GPS) RWY 21 | 347 |
| | | | | NDB RWY 03 | 348 |
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| KWETHLUK(KWT) | | | 16315 | | |
| TAKEOFF MINIMUMS | | L | | | |
| IAPS | RNAV (GPS) RWY 18 | 325 | | | |
| | RNAV (GPS) RWY 36 | 326 | | | |
| DPS | BETHEL TWO (RNAV) | 327 | | | |

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| MOUNTAIN VILLAGE(MOU) | | | NOME(OME) | | |
| TAKEOFF MINIMUMS | L | | TAKEOFF MINIMUMS | L | |
| ALTERNATE MINIMUMS | M | | ALTERNATE MINIMUMS | M | |
| IAPS | RNAV (GPS) RWY 02 | 349 | IAPS | ILS OR LOC/DME Y RWY 28 | 365 |
| | RNAV (GPS) RWY 20 | 350 | | ILS OR LOC/DME Z RWY 28 | 366 |
| | | | | RNAV (GPS) RWY 03 | 367 |
| | | | | RNAV (GPS) RWY 10 | 368 |
| | | | | RNAV (GPS) RWY 28 | 369 |
| | | | | LOC/DME BC RWY 10 | 370 |
| | | | | VOR/DME RWY 10 | 371 |
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| NAPAKIAK, AK | | | NONDALTON, AK | | |
| NAPAKIAK(WNA) | | | NONDALTON(5NN) | | |
| TAKEOFF MINIMUMS | L | | TAKEOFF MINIMUMS | L | |
| IAPS | RNAV (GPS) RWY 16 | 351 | IAPS | RNAV (GPS) RWY 02 | 375 |
| | RNAV (GPS) RWY 34 | 352 | DPS | ILIAMNA ONE (OBSTACLE) (RNAV) | 376 |
| | | | | | |
| NAPASKIAK, AK | | | NOORVIK, AK | | |
| NAPASKIAK(PKA) | | | ROBERT/BOB/CURTIS MEMORIAL(D76) | | |
| TAKEOFF MINIMUMS | L | | TAKEOFF MINIMUMS | L | |
| IAPS | RNAV (GPS) RWY 02 | 353 | IAPS | RNAV (GPS) RWY 06 | 377 |
| | RNAV (GPS) RWY 20 | 354 | | RNAV (GPS) RWY 24 | 378 |
| | | | | | |
| NELSON LAGOON, AK | | | NORTHWAY, AK | | |
| NELSON LAGOON AIRPORT(OUL) | | | NORTHWAY(ORT) | | |
| TAKEOFF MINIMUMS | L | | TAKEOFF MINIMUMS | L | |
| IAPS | RNAV (GPS) RWY 08 | 355 | IAPS | RNAV (GPS) RWY 05 | 379 |
| | RNAV (GPS) RWY 26 | 356 | | RNAV (GPS) RWY 23 | 380 |
| DPS | BINAL ONE (OBSTACLE) (RNAV) | 357 | | VOR/DME-A | 381 |
| | | | | | |
| NENANA, AK | | | NIUISUT, AK | | |
| NENANA MUNI(ENN) | | | NIUISUT(AQT) | | |
| TAKEOFF MINIMUMS | L | | TAKEOFF MINIMUMS | L | |
| ALTERNATE MINIMUMS | M | | ALTERNATE MINIMUMS | M | |
| IAPS | RNAV (GPS) RWY 04L | 358 | IAPS | RNAV (GPS) RWY 05 | 382 |
| | NDB RWY 04L | 359 | | RNAV (GPS) RWY 23 | 383 |
| | | | | | |
| NEW STUYAHOK, AK | | | NULATO, AK | | |
| NEW STUYAHOK(KNW) | | | NULATO(NUL) | | |
| TAKEOFF MINIMUMS | L | | TAKEOFF MINIMUMS | L | |
| ALTERNATE MINIMUMS | M | | IAPS | RNAV (GPS) RWY 02 | 384 |
| IAPS | RNAV (GPS) RWY 14 | 360 | | RNAV (GPS) RWY 20 | 385 |
| | RNAV (GPS) RWY 32 | 361 | | | |
| | | | | | |
| NIKOLAI, AK | | | PALMER, AK | | |
| NIKOLAI(FSP) | | | PALMER MUNI(PAQ) | | |
| TAKEOFF MINIMUMS | L | | TAKEOFF MINIMUMS | L | |
| IAPS | RNAV (GPS) RWY 04 | 362 | ALTERNATE MINIMUMS | M | |
| | RNAV (GPS) RWY 22 | 363 | IAPS | RNAV (GPS) RWY 09 | 386 |
| | | | | RNAV (GPS)-A | 387 |
| | | | DPS | PALMER THREE (OBSTACLE) (RNAV) | 388 |
| | | | | | |
| NOATAK, AK | | | PERRYVILLE, AK | | |
| NOATAK(WTK) | | | PERRYVILLE AIRPORT(PEV) | | |
| TAKEOFF MINIMUMS | L | | TAKEOFF MINIMUMS | L | |
| ALTERNATE MINIMUMS | M | | ALTERNATE MINIMUMS | M | |
| IAPS | NDB/DME RWY 01 | 364 | IAPS | RNAV (GPS) RWY 02 | 389 |
| | | | DPS | CILAC TWO (OBSTACLE) (RNAV) | 390 |
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| PETERSBURG, AK | | | RUBY, AK | | |
| PETERSBURG JAMES A JOHNSON(PSG) | | | RUBY(RBY) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS)-B | 391 | IAPS | RNAV (GPS) RWY 03 | 411 |
| | LDA/DME-D | 392 | | RNAV (GPS) RWY 21 | 412 |
| DPS | PETERSBURG ONE (OBSTACLE) | 393 | | | |
| PILOT POINT, AK | | | RUSSIAN MISSION, AK | | |
| PILOT POINT(PNP) | | | RUSSIAN MISSION(RSH) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 07 | 394 | IAPS | RNAV (GPS) RWY 17 | 413 |
| | RNAV (GPS) RWY 25 | 395 | | RNAV (GPS) RWY 35 | 414 |
| DPS | ZILKO ONE (OBSTACLE) (RNAV) | 396 | | | |
| PLATINUM, AK | | | ST GEORGE, AK | | |
| PLATINUM(PTU) | | | ST GEORGE(PBV) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 14 | 397 | IAPS | ILS RWY 11 | 415 |
| | | | | RNAV (GPS)-B | 416 |
| | | | | RNAV (GPS)-D | 417 |
| | | | | LOC/DME-C | 418 |
| POINT HOPE, AK | | | ST MARY'S, AK | | |
| POINT HOPE(PHO) | | | ST MARY'S(KSM) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS) RWY 01 | 398 | ALTERNATE MINIMUMS | | M |
| | RNAV (GPS) RWY 19 | 399 | IAPS | RNAV (GPS) RWY 17 | 419 |
| | NDB RWY 01 | 400 | | RNAV (GPS) RWY 35 | 420 |
| | NDB RWY 19 | 401 | | LOC/DME RWY 17 | 421 |
| POINT LAY, AK | | | ST MICHAEL, AK | | |
| POINT LAY LRRS(PIZ) | | | ST MICHAEL(SMK) | | |
| IAPS | RNAV (GPS) RWY 05 | 402 | TAKEOFF MINIMUMS | | L |
| | RNAV (GPS) RWY 23 | 403 | IAPS | RNAV (GPS) RWY 02 | 422 |
| | NDB RWY 05 | 404 | | RNAV (GPS) RWY 20 | 423 |
| | | | | ALTERNATE MINIMUMS | M |
| PORT HEIDEN, AK | | | ST PAUL ISLAND, AK | | |
| PORT HEIDEN(PTH) | | | ST PAUL ISLAND(SNP) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 05 | 405 | IAPS | ILS OR LOC/DME RWY 36 | 424 |
| | RNAV (GPS) RWY 13 | 406 | | RNAV (GPS) RWY 18 | 425 |
| | NDB/DME RWY 05 | 407 | | RNAV (GPS) RWY 36 | 426 |
| | NDB/DME RWY 13 | 408 | | LOC/DME BC RWY 18 | 427 |
| QUINHAGAK, AK | | | SAND POINT, AK | | |
| QUINHAGAK(AQH) | | | SAND POINT(SDP) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 12 | 409 | IAPS | RNAV (GPS) RWY 13 | 428 |
| | RNAV (GPS) RWY 30 | 410 | | NDB/DME RWY 31 | 429 |
| | | | | NDB RWY 13 | 430 |
| | | | DPS | BORLAND ONE (OBSTACLE) | 431 |
| | | | | RAYMD TWO (RNAV) | 432 |
| RALPH M CALHOUN MEMORIAL | | | | | |
| ---SEE TANANA, AK | | | | | |
| RALPH WIEN MEMORIAL | | | | | |
| ---SEE KOTZEBUE, AK | | | | | |
| ROBERT/BOB/CURTIS MEMORIAL | | | | | |
| ---SEE NOORVIK, AK | | | | | |

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| SAVOONGA, AK | | | SHUNGNAC, AK | | |
| SAVOONGA(SVA) | | | SHUNGNAC(SHG) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 05 | 433 | IAPS | RNAV (GPS) RWY 09 | 455 |
| | RNAV (GPS) RWY 23 | 434 | | RNAV (GPS) RWY 27 | 456 |
| | VOR/DME RWY 23 | 435 | DPS | AMBLR TWO (RNAV) | 457 |
| | VOR RWY 23 | 436 | | | |
| SCAMMON BAY, AK | | | SITKA, AK | | |
| SCAMMON BAY(SCM) | | | SITKA ROCKY GUTIERREZ(SIT) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 10 | 437 | IAPS | RNAV (GPS) RWY 11 | 458 |
| | RNAV (GPS) RWY 28 | 438 | | LDA/DME RWY 11 | 459 |
| | RNAV (GPS)-B | 439 | | VOR/DME-A | 460 |
| | | | DPS | BIORKA THREE (OBSTACLE) | 461 |
| | | | | SITKA NINE | 462 |
| SELAWIK, AK | | | SOLDOTNA, AK | | |
| SELAWIK(WLK) | | | SOLDOTNA(SXQ) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 04 | 440 | IAPS | RNAV (GPS) RWY 07 | 463 |
| | RNAV (GPS) RWY 27 | 441 | | RNAV (GPS) RWY 25 | 464 |
| | RNAV (GPS) Y RWY 22 | 442 | | VOR/DME-A | 465 |
| | RNAV (GPS) Z RWY 22 | 443 | | NDB RWY 07 | 466 |
| | VOR RWY 04 | 444 | | NDB RWY 25 | 467 |
| | VOR RWY 22 | 445 | | | |
| SEWARD, AK | | | SOUTH NAKNEK, AK | | |
| SEWARD(SWD) | | | SOUTH NAKNEK NR 2(WSN) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS)-A | 446 | IAPS | RNAV (GPS) RWY 13 | 468 |
| DPS | SEWAR ONE (OBSTACLE) (RNAV) | 447 | | RNAV (GPS) RWY 31 | 469 |
| SHAGELUK, AK | | | SPARREVOHN LRRS(PASV) | | |
| SHAGELUK(SHX) | | | SPARREVOHN, AK | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS) RWY 16 | 448 | IAPS | RNAV (GPS) RWY 34 | 470 |
| | RNAV (GPS) RWY 34 | 449 | | NDB RWY 34 | 471 |
| SHAKTOOLIK, AK | | | TAKOTNA, AK | | |
| SHAKTOOLIK(2C7) | | | TATALINA LRRS(TLJ) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | IAPS | RNAV (GPS) RWY 35 | 472 |
| IAPS | RNAV (GPS) RWY 14 | 450 | | RNAV (GPS)-A | 473 |
| | RNAV (GPS) RWY 32 | 451 | DPS | TATALINA ONE (RNAV1) (OBSTACLE) | 474 |
| SHEMYA ISLAND, AK | | | TALKEETNA, AK | | |
| ---SEE EARECKSON AS | | | TALKEETNA(TKA) | | |
| SHISHMAREF, AK | | | TAKEOFF MINIMUMS | | |
| SHISHMAREF(SHH) | | | ALTERNATE MINIMUMS | | |
| TAKEOFF MINIMUMS | | L | IAPS | RNAV (GPS) RWY 36 | 475 |
| IAPS | RNAV (GPS) RWY 05 | 452 | | VOR/DME RWY 36 | 476 |
| | RNAV (GPS) RWY 23 | 453 | | VOR-A | 477 |
| | NDB RWY 05 | 454 | | NDB RWY 36 | 478 |

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| RALPH M CALHOUN MEMORIAL(TAL) | | | UNALAKLEET(UNK) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 07 | 479 | IAPS | RNAV (GPS) Y RWY 33 | 497 |
| | VOR/DME RWY 07 | 480 | | RNAV (GPS) Z RWY 33 | 498 |
| | | | | RNAV (GPS)-A | 499 |
| | | | | LOC/DME RWY 15 | 500 |
| | | | | VOR/DME-D | 501 |
| TATALINA LRRS | | | UNALASKA, AK | | |
| ---SEE TAKOTNA, AK | | | UNALASKA(DUT) | | |
| TATITLEK, AK | | | TAKEOFF MINIMUMS | | |
| TATITLEK(7KA) | | | ALTERNATE MINIMUMS | | |
| TAKEOFF MINIMUMS | | L | IAPS | RNAV (GPS)-B | 502 |
| IAPS | RNAV (GPS) RWY 31 | 481 | | NDB-A | 503 |
| TED STEVENS ANCHORAGE INTL | | | UTOPIA CREEK, AK | | |
| ---SEE ANCHORAGE, AK | | | ---SEE INDIAN MOUNTAIN LRRS | | |
| TELLER, AK | | | VALDEZ, AK | | |
| TELLER(TER) | | | VALDEZ PIONEER FIELD(VDZ) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS) RWY 07 | 482 | ALTERNATE MINIMUMS | | M |
| | RNAV (GPS) RWY 25 | 483 | IAPS | LDV/DME-H | 504 |
| DPS | JIPAK TWO (RNAV) | 484 | DPS | JMAAL THREE (OBSTACLE) | 505 |
| | | | | NAKED SIX | 506 |
| TIN CITY LRRS(PATC) | | | VENETIE, AK | | |
| TIN CITY, AK | | | VENETIE(VEE) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS) RWY 34 | 485 | IAPS | RNAV (GPS) RWY 04 | 507 |
| | NDB/DME RWY 34 | 486 | | RNAV (GPS) RWY 22 | 508 |
| DPS | HONPO ONE (OBSTACLE) (RNAV) | 487 | DPS | VENETIE TWO (RNAV) | 509 |
| | JEKLI ONE (OBSTACLE) (RNAV) | 488 | | | |
| | TIN CITY FOUR RWY 16 | 489 | | | |
| TOGIAK VILLAGE, AK | | | WAINWRIGHT, AK | | |
| TOGIAK(TOG) | | | WAINWRIGHT(AWI) | | |
| TAKEOFF MINIMUMS | | L | ALTERNATE MINIMUMS | | M |
| ALTERNATE MINIMUMS | | M | IAPS | RNAV (GPS) RWY 05 | 510 |
| IAPS | RNAV (GPS) RWY 03 | 490 | | RNAV (GPS) RWY 23 | 511 |
| | RNAV (GPS) RWY 21 | 491 | | NDB RWY 05 | 512 |
| | NDB/DME-A | 492 | | NDB RWY 23 | 513 |
| | NDB-B | 493 | | | |
| TOK JUNCTION, AK | | | WALES, AK | | |
| TOK JUNCTION(6K8) | | | WALES(IWK) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS) RWY 07 | 494 | IAPS | RNAV (GPS) RWY 18 | 514 |
| | RNAV (GPS)-A | 495 | | RNAV (GPS) RWY 36 | 515 |
| TOKSOOK BAY, AK | | | WASILLA, AK | | |
| TOKSOOK BAY(OOK) | | | WASILLA(YS) | | |
| TAKEOFF MINIMUMS | | L | TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M | ALTERNATE MINIMUMS | | M |
| IAPS | RNAV (GPS) RWY 34 | 496 | IAPS | RNAV (GPS) RWY 04 | 516 |
| | | | | RNAV (GPS) RWY 22 | 517 |

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WHITE MOUNTAIN, AK

WHITE MOUNTAIN(WMO)

| | |
|--------------------------|----------------------------|
| TAKEOFF MINIMUMS | L |
| ALTERNATE MINIMUMS | M |
| IAPS | RNAV (GPS) RWY 15518 |
| | RNAV (GPS) RWY 33519 |

WILEY POST-WILL ROGERS MEMORIAL

---SEE BARROW, AK

WILLOW, AK

WILLOW AIRPORT(UUO)

| | |
|------------------------|---|
| TAKEOFF MINIMUMS | L |
| IAPS | RNAV (GPS) RWY 13520 |
| | RNAV (GPS) RWY 31521 |
| DPS | BIG LAKE TWO (OBSTACLE) (RNAV)522 |

WRANGELL, AK

WRANGELL(WRG)

| | |
|--------------------------|--------------------------------------|
| TAKEOFF MINIMUMS | L |
| ALTERNATE MINIMUMS | M |
| IAPS | RNAV (GPS) RWY 10523 |
| | LDA/DME-C524 |
| | LDA/DME-D525 |
| DPS | LEVEL ISLAND TWO (OBSTACLE)526 |

YAKUTAT, AK

YAKUTAT(YAK)

| | |
|--------------------------|--------------------------------|
| TAKEOFF MINIMUMS | L |
| ALTERNATE MINIMUMS | M |
| STARS | YAKUTAT THREEZ15 |
| IAPS | ILS OR LOC/DME RWY 11527 |
| | RNAV (GPS) RWY 02528 |
| | RNAV (GPS) RWY 11529 |
| | RNAV (GPS) RWY 29530 |
| | LOC/DME BC RWY 29531 |
| | VOR/DME RWY 29532 |
| DPS | FAKES FOUR533 |

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

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INSTRUMENT APPROACH PROCEDURE CHARTS



IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

| | | | |
|------|------------------|------|------------------|
| NAME | TAKEOFF MINIMUMS | NAME | TAKEOFF MINIMUMS |
|------|------------------|------|------------------|

ADAK ISLAND, AK

ADAK (ADK) (PADK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08213 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, Std. w/ min. climb of 370 feet per NM to 4400, or 4400-3 for climb in visual conditions. **Rwy 18**, NA-obstacles. **Rwy 23**, Std. w/ min. climb of 622 feet per NM to 4600, or 4400-3 for climb in visual conditions. **Rwy 36**, NA-obstacles.

DEPARTURE PROCEDURE: **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, NE, RT, 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, NE, RT, 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.

NOTE: **Rwy 5**, Rising terrain beginning 39' from DER, 470' left of centerline, up to 50' MSL. Rising terrain beginning 68' from DER, 244' right of centerline, up to 23' MSL. **Rwy 23**, Rising terrain beginning 17' from DER, 356' right of centerline, up to 283' MSL. Bush 1.8NM from DER, 1470' right of centerline, up to 10' AGL/507' MSL. Bush 2 NM from DER, 20' left of centerline, up to 10' AGL/504' MSL. Bush 3766' from DER, 142' right of centerline, 10' AGL/310' MSL.

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AKHIOK, AK

AKHIOK (AKK) (PAKH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07130 (FAA)

TAKEOFF MINIMUMS: **Rwy 22**, N/A-obstacles. DEPARTURE PROCEDURE: **Rwy 4**, use JOGMO DEPARTURE.

AKIAK, AK

AKIAK (AKI) (PFAK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09239 (FAA)

DEPARTURE PROCEDURE: Use AKIAK DEPARTURE.



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



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



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AKUTAN, AK

AKUTAN (7AK) (P7AK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 13346 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27**, 3200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 27**, for climb in visual conditions: cross Akutan airport at or above 3200' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 9**, rising terrain beginning 91' from DER, 396' right of centerline, up to 163' MSL. Rising terrain beginning 2039' from DER, 923' left of centerline, up to 263' MSL.

Rwy 27, rising terrain beginning 8' from DER, 495' left of centerline, up to 115' MSL. Rising terrain beginning 1796' from DER, 727' left of centerline, up to 182' MSL.

ALLAKAKET, AK

ALLAKAKET (6A8) (PFAL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 13234 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 052° to

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

NOTE: **Rwy 5**, tree 799' from DER, 606' right of centerline, 83' AGL/532' MSL. Tree 1297' from DER, 664' right of centerline, 85' AGL/534' MSL. Tree 2007' from DER, 342' right of centerline, 49' AGL/498' MSL.

ALLEN AAF (PABI)

DELTA JUNCTION/FORT GREELY, AK

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 4A 11125

DEPARTURE PROCEDURE: **Rwys 19, 28**, climbing right turn via heading 332° and BIG VORTAC R-287 to 3500, thence... **Rwys 1, 10**, climbing left turn via heading 242° and BIG VORTAC R-287 to 3500, thence...

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

TAKEOFF 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.

AMBLER, AK

AMBLER (AFM) (PAFM)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG-A 14093 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27**, NA - obstacles.

DEPARTURE PROCEDURE: **Rwy 36**, turn right. **Rwy 18**, turn left, climb southeast bound on 156° bearing from AMF NDB to 2000, then climb on course.

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ANAKTUVUK PASS, AK

ANAKTUVUK PASS (AKP) (PAKP)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 08101 (FAA)

TAKEOFF MINIMUMS: **Rwy 20**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 2**, Use AKUMY DEPARTURE (RNAV).

ANCHORAGE, AK

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 7A 13010 (FAA)

TAKEOFF MINIMUMS: **Rwy 7L**, 300-1¼, w/min. climb of 230' per NM to 1600 or std. w/min. climb of 255' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 7L, 7R, 15**, climbing right turn heading 250°, thence ...

Rwys 25L, 25R, climbing left turn heading 180°, thence...

Rwy 33, climbing left turn heading 160°, thence ...

... Intercept TED R-211 and ENA R-028 to ENA VOR/DME before proceeding on course.

NOTE: **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 obstruction light 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' MSL. **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 beginning 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.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 15288 (FAA)

Rwy 7L, heading as assigned by ATC; requires minimum climb of 260' per NM to 600. **Rwys 7R, 15, 25L, 25R, 33**, heading as assigned by ATC.



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





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

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ANCHORAGE, AK (CON'T)

MERRILL FIELD (MRI) (PAMR)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1B 15344

TAKEOFF MINIMUMS: **Rwys 5, 23**, NA - ATC. **Rwy 7**, std. w/min. climb of 315' per NM to 2000. **Rwy 16**, std. w/min. climb of 306' per NM to 2000. **Rwy 25**, 300-1½' or std. w/min. climb of 340' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn to 2000 direct TED VOR/DME, thence... **Rwy 16**, climbing right turn to 2000 direct TED VOR/DME, thence... **Rwy 25**, climbing left turn to 2000 direct TED VOR/DME, thence... **Rwy 34**, climbing left turn to 2000 direct TED VOR/DME, thence... ..climb in TED VOR/DME holding pattern (hold SW, left turns, 068° inbound) to MEA/MCA for route of flight before proceeding on course.

NOTE: **Rwy 7**, multiple trees beginning 718' from DER, 79' left of centerline, up to 29' AGL/165' MSL. Terrain 109' from DER, 280' left of centerline, up to 145' MSL. Terrain 403' from DER, 584' left of centerline, up to 150' MSL. Rod on hangar 165' from DER, 363' right of centerline, 32' AGL/168' MSL. **Rwy 16**, multiple trees beginning 96' from DER, 149' right of centerline, up to 54' AGL/193' MSL. Obstruction light on windsock, 14' from DER, 199' left of centerline, 7' AGL/131' MSL. **Rwy 25**, multiple buildings and towers beginning 273' from DER, 228' left of centerline, up to 293' AGL/403' MSL. Multiple buildings and towers beginning 343' from DER, 358' right of centerline, up to 285' AGL/383' MSL. Building 1.2 NM from DER, 228' left of centerline, 313' AGL/408' MSL. Multiple lights on poles and buildings, beginning 19' from DER, 370' right of centerline, up to 55' AGL/180' MSL. Multiple trees beginning 765' from DER, 48' right of centerline, up to 39' AGL/165' MSL. Multiple transmission poles beginning 2011' from DER, crossing left to right, up to 72' AGL/196' MSL. Fence 210' from DER, 79' left of centerline, 7' AGL/131' MSL. **Rwy 34**, fence 2' from DER, 349' left of centerline, 7' AGL/131' MSL. Multiple trees and light poles beginning 451' from DER, 106' left of centerline, up to 33' AGL/157' MSL. Antenna on hangar 503' from DER, 261' right of centerline, 49' AGL/173' MSL. Building 1071' from DER, 345' right of centerline, 78' AGL/ 178' MSL.

ANIAK, AK

ANIAK (ANI) (PANI)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 16147 (FAA)

TAKEOFF MINIMUMS: **Rwy 29**, std. w/min. climb of 275' per NM to 800 or 2500-3 for VCOA.

DEPARTURE PROCEDURE: **Rwy 11**, climb heading 109° to 2000 then climbing right turn direct ANI NDB before proceeding on course. **Rwy 29**, climb heading 289° to 2200 before turning northeast bound.

VCOA: **Rwy 29**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Aniak airport at or above 2400 before proceeding on course.

NOTE: **Rwy 11**, catenary and poles abeam DER, 391' right of centerline, 28' AGL/118' MSL. Fence beginning abeam DER, 321' right of centerline, up to 8' AGL/100' MSL. Vehicle on road abeam DER, 215' right of centerline, up to 110' MSL. Vehicle on road abeam DER, 351' left of centerline, up to 105' MSL. Poles beginning 374' from DER, 481' left of centerline, up to 38' AGL/133' MSL. Tower 360' from DER, 444' right of centerline, 71' AGL/142' MSL. Trees beginning 39' from DER, 392' left of centerline, up to 62' AGL/155' MSL. Trees beginning 98' from DER, 238' right of centerline, up to 50' AGL/164' MSL. Buildings beginning 153' from DER, 282' right of centerline, up to 42' AGL/112' MSL. Buildings beginning 85' from DER, 423' left of centerline, up to 27' AGL/120' MSL. **Rwy 29**, vehicle on road beginning 5' from DER, 358' right of centerline, 15' AGL/104' MSL. Trees beginning 9' from DER, 168' right of centerline, up to 47' AGL/141' MSL. Trees beginning 761' from DER, 463' left of centerline, up to 54' AGL/141' MSL. Trees beginning 2.0 NM from DER, 958' right of centerline, up to 52' AGL/467' MSL. Trees beginning 2.3 NM from DER, 2380' right of centerline, up to 38' AGL/609' MSL. Trees beginning 2.5 NM from DER, 3487' right of centerline, up to 28' AGL/592' MSL. Trees beginning 2.7 NM from DER, from 313' left to 742' left of centerline, up to 42' AGL/546' MSL.

ANVIK, AK

ANVIK (ANV) (PANV)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08269 (FAA)

NOTE: **Rwy 17**, multiple trees beginning 56' from DER, 30' left of centerline, up to 50' AGL/436' MSL. Multiple trees beginning 87' from DER, 38' right of centerline, up to 50' AGL/349' MSL. **Rwy 35**, Multiple trees beginning 93' from DER, 129' left of centerline, up to 50' AGL/349' MSL. Multiple trees beginning 8' from DER, 10' right of centerline, up to 50' AGL/366' MSL.

ARCTIC VILLAGE, AK

ARCTIC VILLAGE (ARC) (PARC)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 06047 (FAA)
DEPARTURE PROCEDURE: Use TUVVO DEPARTURE.

ATKA, AK

ATKA (AKA) (PAAK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10210 (FAA)
DEPARTURE PROCEDURE: **Rwy 16**, use HIMKI DEPARTURE. **Rwy 34**, use INOTY DEPARTURE.

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





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



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ATQASUK, AK

ATQASUK EDWARD BURNELL SR MEMORIAL
(ATK) (PATQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10210 (FAA)

NOTE: **Rwy 6**, trees beginning 11' from DER, 433' right of centerline up to 15' AGL/114' MSL. **Rwy 24**, trees beginning 6' from DER, 449' left of centerline up to 15' AGL/114' MSL.

BARROW, AK

WILEY POST-WILL ROGERS MEMORIAL
(BRW) (PABR)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 15232 (FAA)

NOTE: **Rwy 7**, nav aids 8' from DER, from 81' left to 81' right of centerline up to 2' AGL/38' MSL. Navaid 243' from DER on centerline, 32' AGL/46' MSL. **Rwy 25**, road 139' from DER, 464' left of centerline, 17' AGL/63' MSL. Road 231' from DER, 547' right of centerline, 17' AGL/60' MSL. Pole 468' from DER, 551' right of centerline, 68' AGL/72' MSL.

BEAVER, AK

BEAVER (WBQ) (PAWB)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09239 (FAA)

NOTE: **Rwy 5**, multiple trees beginning 229' from DER, 262' right of centerline, up to 60' AGL/419' MSL. Multiple trees beginning 1263' from DER, 373' right of centerline, up to 60' AGL/419' MSL. Vehicle on road 392' from DER, 9' right of centerline, 10' AGL/369' MSL. **Rwy 23**, multiple trees beginning 1259' from DER, 374' right of centerline, up to 60' AGL/419' MSL. Multiple trees beginning 1277' from DER, 366' left of centerline, up to 60' AGL/419' MSL.

BETHEL, AK

BETHEL (BET) (PABE)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 09183 (FAA)

TAKEOFF MINIMUMS: **Rwy 30**, 1½ or std. w/ min. climb of 245' per NM to 400.

NOTE: **Rwy 1L**, tree 6' from DER, 218' right of centerline, 35' AGL/105' MSL. Tree 210' from DER, 251' left of centerline, 35' AGL/111' MSL. **Rwy 1R**, tree 125' from DER, 452' left of centerline, 35' AGL/125' MSL. **Rwy 12**, multiple trees beginning 508' from DER, 129' left of centerline, up to 35' AGL/144' MSL. **Rwy 19L**, multiple trees beginning 21' from DER, 175' right of centerline, up to 35' AGL/130' MSL. **Rwy 19R**, multiple trees beginning 21' from DER, 313' left of centerline, up to 35' AGL/130' MSL. **Rwy 30**, tree 95' from DER, 140' right of centerline, 35' AGL/128' MSL. Multiple towers 5771' from DER, 65' right of centerline, up to 147' AGL/297' MSL.

BETTLES, AK

BETTLES (BTT) (PABT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 07242 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 400' per NM to 2500 or 3100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 012° to 2500 then climbing left turn to 3600 direct BTT VOR/DME. Climb in BTT VOR/DME holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above 3600 or as directed by ATC. For climb in visual conditions: cross Bettles VOR/DME at or above 3600 MSL before proceeding on course. **Rwy 19**, climb heading 192° to 1800 then climbing left turn to 3600 direct BTT VOR/DME. Climb in BTT VOR/DME holding pattern (hold south, left turn, 338° inbound) to cross BTT VOR/DME at or above 3600 or as directed by ATC.

NOTE: **Rwy 1**, multiple trees beginning 450' from DER, 267' right of centerline, up to 47' AGL/691' MSL. Multiple trees beginning 80' from DER, 148' left of centerline, up to 16' AGL/664' MSL. Antenna on building 395' from DER, 161' right of centerline, 14' AGL/658' MSL. DME antenna 412' from DER, 205' right of centerline, 12' AGL/656' MSL. **Rwy 19**, multiple trees beginning 140' from DER, 94' right of centerline up to 38' AGL/670' MSL. Multiple trees beginning 286' from DER, 152' left of centerline, up to 26' AGL/658' MSL.

BIG LAKE, AK

BIG LAKE (BGQ) (PAGQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 12040 (FAA)

TAKEOFF MINIMUMS: **Rwy7**, 300-1 w/ min. climb of 310' per NM to 700, or 900-2½ for climb in visual conditions. **Rwy 25**, 400-2 or std. w/min. climb of 320' per NM to 700.

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

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

BREVIG MISSION, AK

BREVIG MISSION (KTS) (PFKT)

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

TAKEOFF MINIMUMS: **Rwy 4**, NA-Terrain.
DEPARTURE PROCEDURE: **Rwys 12,22,30**, use BREVIG DEPARTURE.

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





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

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BRYANT AAF (FRN) (PAFR)

FORT RICHARDSON (ANCHORAGE), AK

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG, 15120

TAKE-OFF MINIMUMS: **Rwy 17**, NA-Airspace.

DEPARTURE PROCEDURE: **Rwy 35**, climbing left turn direct BGG VORTAC. Maintain ATC assigned altitude.

TAKE-OFF OBSTACLES: **Rwy 35**, treeline 81' from DER, 171' left of centerline, 100' AGL/422' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 15120 (FAA)

Rwy 35, heading as assigned by ATC.

BUCKLAND, AK

BUCKLAND (BVK) (PABL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 07186 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, std. w/ min. climb of 325' per NM to 1800, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11**, climbing left turn to 3000 heading 280°, 314° bearing from BVK NDB and OTZ R-133 to OTZ VOR/DME, before proceeding on course, or for climb in visual conditions: cross Buckland Airport at or above 1800 MSL before proceeding on course. **Rwy 29**, climbing right turn to 3000 via BVK 314° bearing and OTZ R-133 to OTZ VOR/DME, before proceeding on course.

NOTE: **Rwy 11**, tower 1494' from DER, 112' right of centerline, 45' AGL/120' MSL. Trees 800' from DER, left and right of centerline, 50' AGL/99' MSL, tree 6001' from DER, 1169' left of centerline, 50' AGL/199' MSL.

CAPE LISBURNE LRRS (PALU)

CAPE LISBURNE

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 14317

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 9**, use GRAAY

DEPARTURE (RNAV 1). **Rwy 27**, NA.

TAKE-OFF OBSTACLES: **Rwy 9**, Rising terrain up to 58' MSL, from DER out to 1521', 213' right of centerline.

Multiple buildings up to 108' MSL, 234' from DER, 482' right of centerline. RADAR antennas, 91' MSL, 1361' from DER, 521' right of centerline. Weather antenna, 68' MSL, 278' from DER, 19' left of centerline. Tower, 110' AGL/151' MSL, 2419' from DER, 531' right of centerline.

CAPE NEWENHAM LRRS (PAEH)

CAPE NEWENHAM, AK

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 15344

Diverse departures not authorized.

DEPARTURE PROCEDURE: **Rwy 15**, NA. **Rwy 33**, use CABN ONE DEPARTURE.

TAKEOFF OBSTACLES: **Rwy 33**, terrain abeam the DER, 106' left of centerline, 228' MSL. Terrain abeam the DER, 25' right of centerline, 237' MSL. Terrain 203' from DER, 396' right of centerline, 249' MSL.

CAPE ROMANZOF LRRS (PACZ)

CAPE ROMANZOF, AK

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3, 16091

Diverse departures not authorized.

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

TAKEOFF OBSTACLES: **Rwy 20**, terrain, 237' from DER, 563' left of centerline, 451' MSL. Terrain, 261' from DER, 499' left of centerline, 433' MSL. Terrain, at the DER, 500' left of centerline, 454' MSL.

CENTRAL, AK

CENTRAL (CEM) (PACE)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 14149 (FAA)

TAKEOFF MINIMUMS: **Rwys 8, 26**, 2900-3 for climb in visual conditions.

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

NOTE: **Rwy 8**, trees beginning 149' from DER, left and right of centerline, up to 73' AGL/972' MSL. **Rwy 26**, trees beginning 80' from DER, left and right of centerline, up to 78' AGL/1045' MSL. Building, 179' from DER, 204' left of centerline, 23' AGL/952' MSL. Pole/antenna on buildings beginning 228' from DER, 198' left of centerline, up to 46' AGL/982' MSL. Vehicle on road, 491' from DER, 3' right of centerline, 15' AGL/955' MSL. Vent/chimney on buildings beginning 736' from DER, 10' right of centerline, up to 25' AGL/964' MSL. Building, 79' from DER, 294' right of centerline, 19' AGL/951' MSL. Vehicles on road beginning 84' from DER, 410' right of centerline, up to 15' AGL/951' MSL. Pole, 532' from DER, 298' right of centerline, 39' AGL/978' MSL.

CHALKYITSIK, AK

CHALKYITSIK (CIK) (PACI)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 16315 (FAA)

NOTE: **Rwy 3**, vehicle on road beginning 3' from DER, 361' right of centerline, up to 559' MSL. Tree 75' from DER, 158' right of centerline, 44' AGL/571' MSL. Wind sock 111' from DER, 25' right of centerline, 21' AGL/572' MSL. Tree 168' from DER, 219' left of centerline, 54' AGL/607' MSL. Tree 208' from DER, 111' left of centerline, 56' AGL/609' MSL. Tree 587' from DER, 636' left of centerline, 54' AGL/611' MSL. **Rwy 21**, trees beginning 2' from DER, 26' right of centerline, up to 15' AGL/538' MSL. Tree 21' from DER, 113' left of centerline, 20' AGL/546' MSL. Tree 28' from DER, 338' right of centerline, 46' AGL/570' MSL. Tree 29' from DER, 263' right of centerline, 52' AGL/575' MSL. Tree 163' from DER, 54' right of centerline, 59' AGL/582' MSL. Tree 1634' from DER, 929' left of centerline, 64' AGL/586' MSL. Tree 1909' from DER, 676' left of centerline, 68' AGL/590' MSL.

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





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



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CHEVAK, AK

CHEVAK (VAK) (PAVA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 16315 (FAA)

NOTE: **Rwy 20**, airfield light 11' from DER, 67' right of centerline, 3' AGL/48' MSL. Bush 21' from DER, 60' left of centerline, up to 2' AGL/49' MSL.**CHUATHBALUK, AK**

CHUATHBALUK (9A3) (PACH)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 09295 (FAA)

DEPARTURE PROCEDURE: see EBSIH
DEPARTURE.**CLARKS POINT, AK**

CLARKS POINT (CLP) (PFCL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 10042 (FAA)

NOTE: **Rwy 18**, trees and terrain beginning 50' from DER, 283' left of centerline, up to 35' AGL/201' MSL.**Rwy 36**, trees and terrain beginning 12' from DER, 168' left and right of centerline, up to 35' AGL/159' MSL.**COLD BAY, AK**

COLD BAY (CDB) (PACD)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 7 13010 (FAA)

TAKEOFF MINIMUMS: **Rwy 26**, 900-2% or std. w/ min. climb of 400' per NM to 1200.DEPARTURE PROCEDURE: **Rwys 8, 15**, climbing left turn direct ELF NDB or CDB VORTAC, thence...**Rwy 26**, climbing right turn direct ELF NDB or CDB VORTAC, thence....**Rwy 33**, climb direct to ELF NBD or CDB VORTAC, thence....

...Climb in ELF NDB holding pattern (NW, left turns, 144° inbound) or CDB VORTAC holding pattern (NW, left turns, 145° inbound) to at or above MEA for route of flight.

NOTE: **Rwy 26**, rising terrain beginning 1.6 NM from DER, 1808' left of centerline, up to 935' MSL. Trees beginning 1.8 NM from DER, 3461' left of centerline, up to 15' AGL/950' MSL.**COLDFOOT, AK**

COLDFOOT (CXF) (PACX)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG-A 15232 (FAA)

DEPARTURE PROCEDURE: Use BETTLES
DEPARTURE.**CORDOVA, AK**

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

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 7 13010 (FAA)

TAKEOFF MINIMUMS: **Rwy 16**, NA- ATC. **Rwy 34**, NA- obstacles and ATC.DEPARTURE PROCEDURE: **Rwy 9**, climb to assigned altitude on I-CDV localizer east course for FORAT/I-CDV 44.6 DME before proceeding on course. **Rwy 27**, climbing left turn to 5000 on GCR NDB bearing 202° to EYAKS INT and hold (S, right turns, 022° inbound), continue Climb-in-hold to 5000 before proceeding on course.NOTE: **Rwy 9**, trees and poles beginning 101' from DER, 454' left of centerline, up to 30' AGL/68' MSL. **Rwy 27**, trees beginning 15' from DER, 423' left of centerline, up to 30' AGL/84' MSL.**DEADHORSE, AK**

DEADHORSE (SCC) (PASC)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 3 13290 (FAA)

NOTE: **Rwy 5**, sign 13' from DER, 250' left of centerline, 2' AGL/62' MSL. **Rwy 23**, light 10' from DER, 4' right of centerline, 1' AGL/68' MSL.**DEERING, AK**

DEERING (DEE) (PADE)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 09239 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, std. w/ min. climb of 360' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 29**, 300-1½ or std. w/ min. climb of 270' per NM to 300.DEPARTURE PROCEDURE: **Rwy 11**, for climb in visual conditions, cross Deering Airport at or above 1000 before proceeding on course. **Rwy 20**, climb heading 204° to 600 before turning left.NOTE: **Rwy 2**, tree 82' from DER, 6' right of centerline, 30' AGL/55' MSL. Trees beginning 803' from DER, left and right of centerline, up to 30' AGL/55' MSL. **Rwy 11**, trees beginning 119' from DER, left and right of centerline, up to 30' AGL/55' MSL. Tree 4592' from DER, 796' left of centerline, 30' AGL/179' MSL. Trees beginning 5715' from DER, 110' left of centerline, up to 30' AGL/329' MSL. Trees beginning 1.3 NM from DER, 259' right of centerline, up to 30' AGL/429' MSL. **Rwy 20**, trees beginning 151' from DER, left and right of centerline, up to 30' AGL/79' MSL.**DILLINGHAM, AK**

DILLINGHAM (DLG) (PADL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 3 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb on heading between 023° CW to 191° from DER or minimum climb of 265' per NM to 3100' for all other courses. **Rwy 19**, climb heading 191° to 800' before turning right.NOTE: **Rwy 1**, vehicle on road 191' from DER, left and right, up to 15' AGL/75' MSL. Multiple trees, poles, fence and antenna 833' from DER, 222' right of centerline, up to 58' AGL/165' MSL. Multiple trees and poles beginning 1607' from DER, 222' left of centerline, up to 58' AGL/189' MSL. **Rwy 19**, building and multiple trees beginning 177' from DER, 191' right of centerline, up to 49' AGL/118' MSL. Multiple trees, antenna and poles beginning 129' from DER, 234' left of centerline, up to 38' AGL/114' MSL.

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





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

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EAGLE, AK

EAGLE (EAA) (PAEG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 4000-3 for climb in visual conditions... **Rwy 25**, Std. w/min. climb of 695' to 6700 or 4000-3 for climb in visual conditions...

DEPARTURE PROCEDURE: **Rwy 25**, climb heading 266° to 6700 before proceeding on course.

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

NOTE: **Rwy 7**, trees beginning 194' from DER, 222' right of centerline, up to 60' AGL/1024' MSL. Trees beginning 484' DER, 84' left of centerline, up to 60' AGL/1859' MSL. **Rwy 25**, pole 223' from DER, 296' right of centerline, 40' AGL/912' MSL. Airport beacon 320' from DER, 493' left of centerline, 20' AGL/931' MSL. Antenna on building 331' from DER, 336' left of centerline, 20' AGL/912' MSL. Trees beginning 159' from DER, 74' right of centerline, up to 60' AGL/1259' MSL. Trees beginning 765' from DER, 129' left of centerline, up to 60' AGL/1559' MSL.

EGEGIK, AK

EGEGIK (EII) (PAII)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 09239 (FAA)

TAKEOFF MINIMUMS: **Rwys 3, 21**, NA-Environmental.

EIELSON AFB (PAEI)

FAIRBANKS, AK

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2, 15008

DEPARTURE PROCEDURE: **Rwy 32**, standard with Climb Gradient of 250 ft/NM to 3800. **Rwy 14**, standard with Climb Gradient of 280 ft/NM to 3800.

TAKE-OFF OBSTACLES: **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 14**, Trees 3607' from DER, 1378' left of centerline, 85' AGL/654' MSL.

ELIM, AK

ELIM (ELI) (PFEL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 10098 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, NA-Obstacles.

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

ELMENDORF AFB (PAED)

ANCHORAGE, AK

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 16315

TAKEOFF MINIMUMS: **Rwy 16**, NA.

DEPARTURE PROCEDURE: **Rwy 6**, climb on heading between 243° CW 358° from departure end of runway, maintain ATC assigned altitude. **Rwy 24**, climb on heading between 263° CW 012° from departure end of runway, maintain ATC assigned altitude. **Rwy 34**, climb on heading between 182° CW 322° from departure end of runway, maintain ATC assigned altitude.

TAKEOFF OBSTACLES: **Rwy 6**, terrain 207' MSL, at DER, 300' left of centerline. Terrain 211' MSL, beginning 320' from DER, 586' left of centerline. **Rwy 24**, terrain 194' MSL, beginning 349' from DER, 585' right of centerline. Terrain 261' MSL, beginning 2281' from DER, 1113' right of centerline. Trees 284' MSL, 3557' from DER, 1243' right of centerline. **Rwy 34**, terrain at the DER, 172' left of centerline, 213' MSL. Terrain 63' from DER, 517' right of centerline, 221' MSL. Terrain 1683' from DER, 611' right of centerline, 259' MSL. Terrain beginning 1987' from DER, 856' left of centerline, up to 297' MSL.

EMMONAK, AK

EMMONAK (ENM) (PAEM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 07074 (FAA)

NOTE: **Rwy 34**, bush 111' from DER, 146' left of centerline, 5' AGL/17' MSL.

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





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



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FAIRBANKS, AK

FAIRBANKS INTL (FAI) (PAFA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 6 15344 (FAA)

TAKEOFF MINIMUMS: **Rwy 2L**, std. w/ min. climb of 230' per NM to 2600. **Rwy 2R**, std. w/min. climb of 205' per NM to 2000, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2L**, climb heading 035° to 2600 before proceeding on course. **Rwy 2R**, climb heading 035° to 2100 before proceeding on course.

Rwy 20L, 20R, climb heading 200° to 2000 before proceeding on course.

NOTE: **Rwy 2L**, building 330' from DER, 251' left of centerline, 13' AGL/448' MSL. Trees beginning 2256' from DER, 937' right of centerline, up to 84' AGL/517' MSL. Pole, transmission line, catenary, and trees beginning 1961' from DER, 666' left of centerline, up to 78' AGL/514' MSL. **Rwy 2R**, buildings, vehicles on road, bushes, signs, fence, tanks, and trees beginning abeam DER, 244' left of centerline, up to 15' AGL/448' MSL. Signs and aircraft on ramp beginning 11' from DER, 247' right of centerline, up to 8' AGL/441' MSL. **Rwy 20L**, light 9' from DER, 30' right of centerline, 1' AGL/434' MSL. Light 9' from DER, 30' left of centerline, 1' AGL/437' MSL. Sign and trees beginning 21' from DER, 249' right of centerline, up to 38' AGL/470' MSL. Sign, transmission line tower, and catenaries beginning 49' from DER, 457' left of centerline, up to 37' AGL/465' MSL. Trees beginning 292' from DER, 552' right of centerline, up to 72' AGL/501' MSL. Pole, transmission line tower, and trees beginning 458' from DER, 546' left of centerline, up to 49' AGL/480' MSL. Trees beginning 1225' from DER, 236' right of centerline, up to 70' AGL/501' MSL. Trees beginning 1895' from DER, 131' left of centerline, up to 62' AGL/492' MSL. **Rwy 20R**, building 7' from DER, 424' right of centerline, 22' AGL/447' MSL. Light and NAVAID 10' from DER, 65' right of centerline, 1' AGL/437' MSL. Light 10' from DER, 64' left of centerline, 1' AGL/436' MSL. Trees beginning 1093' from DER, 786' left of centerline, up to 54' AGL/483' MSL. Trees beginning 1799' from DER, 714' right of centerline, up to 66' AGL/492' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 15344 (FAA)

Rwy 2L, heading as assigned by ATC; requires minimum climb of 210' per NM to 1600.

Rwy 2R, 20L, 20R, heading as assigned by ATC.

FORT YUKON, AK

FORT YUKON (FYU) (PFYU)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 13346 (FAA)

NOTE: **Rwy 4**, terrain 2' from DER, 400' left of centerline, 449' MSL. Multiple trees and poles beginning 4' from DER, 221' right of centerline, up to 51' AGL/496' MSL. Bush 63' from DER, 481' left of centerline, 4' AGL/459' MSL. Multiple trees beginning 251' from DER, 262' left of centerline, up to 45' AGL/494' MSL. **Rwy 22**, terrain 27' from DER, 75' right of centerline, 450' MSL. Windssock 200' from DER, 375' right of centerline, 22' AGL/463' MSL. Multiple trees and poles beginning 442' from DER, 13' left of centerline, up to 66' AGL/509' MSL. Trees beginning 72' from DER, 23' right of centerline, up to 67' AGL/507' MSL.

GALENA, AK

EDWARD G PITKA SR (GAL) (PAGA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 10098 (FAA)

NOTE: **Rwy 7**, trees beginning 8' from DER, 313' right of centerline, up to 50' AGL/192' MSL. Trees 1728' from DER, 947' left of centerline, up to 50' AGL/211' MSL. Vehicles on levee 175' from DER, left and right of centerline, up to 17' AGL/176' MSL. **Rwy 25**, trees beginning 55' from DER, left and right of centerline, up to 50' AGL/187' MSL. Vehicles on levee 280' from DER, 183' left of centerline up to 17' AGL/177' MSL. Pole 370' from DER, 139' left of centerline, 21' AGL/168' MSL. Antennas on buildings 360' from DER, 260' right of centerline, up to 19' AGL/166' MSL. Building 160' from DER, 160' left of centerline, 15' AGL/160' MSL. Obstruction light on levee 421' from DER, 91' left of centerline 18' AGL/165' MSL. Localizer antenna 422' from DER, on centerline 18' AGL/165' MSL.

GAMBELL, AK

GAMBELL (GAM) (PAGM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 15008 (FAA)

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

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

GOLOVIN, AK

GOLOVIN (GLV) (PAGL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 05356 (FAA)

DEPARTURE PROCEDURE: Use NOME DEPARTURE.

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





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



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GULKANA, AK

GULKANA (GKN) (PAGK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7A 16315 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 148° to 2800, then climbing left turn direct GKN VOR/DME or GLA NDB, thence... **Rwy 33**, Climb heading 328° to 2800, then climbing left turn direct GKN VOR/DME or GLA NDB, thence... ...climb in holding pattern (GKN VOR/DME hold NW, RT, 143° inbound), (GLA NDB hold NW, RT 147° inbound) to cross GKN VOR/DME or GLA NDB at or above MEA for route of flight.

NOTE: **Rwy 15**, tree 263' from DER, 562' left of centerline, 1592' MSL. Tree 597' from DER, 557' right of centerline, 1610' MSL. Tree 1145' from DER, 551' left of centerline, 1604' MSL. Trees beginning 1941' from DER, crossing centerline, up to 1643' MSL. **Rwy 33**, tree 227' from DER, 467' right of centerline, 1637' MSL. Tree 490' from DER, 597' left of centerline, 1660' MSL. Trees beginning 569' from DER, 570' right of centerline, up to 1652' MSL. Trees beginning 1275' from DER, 495' right of centerline, up to 1663' MSL. Tree 1404' from DER, 387' left of centerline, 1690' MSL. Trees beginning 2466' from DER, crossing centerline, up to 1683' MSL.

GUSTAVUS, AK

GUSTAVUS (GST) (PAGS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13178 (FAA)

DEPARTURE PROCEDURE: Use GUSTAVUS
DEPARTURE.

HOLY CROSS, AK

HOLY CROSS (HCA) (PAHC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 013° to 1000 before proceeding on course. **Rwy 19**, climb heading 193° to 1000 before proceeding on course.

NOTE: **Rwy 1**, multiple trees beginning 11' from DER, 163' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 14' from DER, 140' left of centerline, up to 60' AGL/159' MSL. **Rwy 19**, multiple trees beginning 21' from DER, 98' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 47' from DER, 117' left of centerline, up to 60' AGL/159' MSL.

HOMER, AK

HOMER (HOM) (PAHO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13178(FAA)

TAKEOFF MINIMUMS: **Rwy4**, std. w/min. climb of 347' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 4**, climb on heading 038° to 2000, then climbing right turn heading 240° to intercept and track out-bound on HOM R-200 thence ...

Rwy 22, climbing right turn heading 265° to intercept HOM R-200 thence ...

Northeast through southwest bound (020° CW 210°) climb to 2600 via HOM R-200 then right turn direct HOM VORTAC. Cross HOM VORTAC at or above 4000, then climb on course. Southwest through northeast bound (211° CW 019°) climb to 2600 via HOM R-200 outbound then climb on course.

NOTE: **Rwy 4**, terrain beginning 6' from DER, 322' right of centerline, up to 91' MSL. Bushes beginning 14' from DER, 360' right of centerline, up to 24' AGL/98' MSL. Trees beginning 626' from DER, 611' left of centerline up to 100' AGL/195' MSL. Airport navaid 771' from DER, 197' right of centerline, 23' AGL/97' MSL. Trees beginning 864' from DER, 333' right of centerline up to 100' AGL/178' MSL. Ships beginning 3721' from DER right and left of centerline up to 200' AGL. **Rwy 22**, fence 17' from DER, 417' left of centerline, up to 10' AGL/80' MSL. Trees beginning 322' from DER, 313' left of centerline, up to 100' AGL/123' MSL. Towers beginning 522' from DER, 523' right of centerline, up to 60' AGL/130' MSL. Obstruction lights 660' from DER, 517' right of centerline, 33' AGL/103' MSL. Trees beginning 1932' from DER, 695' right of centerline up to 100' AGL/140' MSL. Ships beginning 3695' from DER, right and left of centerline up to 200' AGL.

HOOPER BAY, AK

HOOPER BAY (HPB) (PAHP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 316° to 800 before turning east.

NOTE: **Rwy 13**, mobile crane 527' from DER, 144' right of centerline, 87' AGL/114' MSL. Pole 453' from DER, 446' left of centerline, 6' AGL/33' MSL, road 349' from DER, on centerline, 15' AGL/28' MSL, light on wind indicator 590' from DER, 389' left of centerline, 7' AGL/34' MSL, hanger 132' from DER, 361' left of centerline, 12' AGL/19' MSL.

HUSLIA, AK

HUSLIA (HLA) (PAHL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08269 (FAA)

NOTE: **Rwy 3**, multiple trees beginning 115' from DER, 278' right of centerline, up to 20' AGL/261' MSL. Multiple trees beginning 181' from DER, 20' left of centerline, up to 20' AGL/275' MSL. **Rwy 21**, pole 1125' from DER, 795' right of centerline, 76' AGL/260' MSL. Multiple trees and bushes beginning 169' from DER, 164' left of centerline, up to 20' AGL/284' MSL. Multiple trees and bushes beginning 141' from DER, 204' right of centerline, up to 20' AGL/260' MSL.

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





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

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IGIUGIG, AK

IGIUGIG (IGG) (PAIG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 09015 (FAA)

NOTE: **Rwy 5**, trees beginning 13' from DER, 154' right of centerline, up to 60' AGL/159' MSL. **Rwy 23**, trees beginning 13' from DER, 153' left of centerline, up to 60' AGL/209' MSL.

ILIAMNA, AK

ILIAMNA (ILI) (PAIL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 09071 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 400' per NM to 2900, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climb to 2100, then climbing right turn via 278° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute. **Rwy 17**, climb to 2100, then climbing left turn via 328° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute. **Rwy 25**, climb heading 240° to 2100, then climbing left turn via 041° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute. **Rwy 35**, climb to 2900, then climbing left turn via 139° bearing to ILI NDB. Climb in ILI NDB/DME holding pattern (South, Right turn, 003° inbound) to 4500 before proceeding enroute or for climb in visual conditions: Cross Iliamna airport at or above 2900 MSL before proceeding on course.

NOTE: **Rwy 7**, WSK 1' from DER, 358' left of centerline, 16' AGL/160' MSL. Tree 304' from DER, 363' left of centerline, 11' AGL/155' MSL. **Rwy 17**, trees beginning 59' from DER, 442' right of centerline, up to 30' AGL/199' MSL. **Rwy 25**, trees beginning 76' from DER, 211' right of centerline, up to 30' AGL/262' MSL. Trees beginning 208' from DER, 12' left of centerline, up to 30' AGL/263' MSL. **Rwy 35**, trees beginning 85' from DER, 18' left of centerline, up to 30' AGL/239' MSL. Trees beginning 757' from DER, 39' right of centerline, up to 30' AGL/238' MSL. Bushes beginning 247' from DER, 281' left of centerline, up to 30' AGL/205' MSL. Bush 434' from DER, 258' right of centerline, 11' AGL/194' MSL. Vehicle on road 436' from DER, 407' left of centerline, up to 15' AGL/219' MSL.

INDIAN MOUNTAIN LRRS (PAIM)

UTOPIA CREEK

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 15120

Diverse departures not authorized.

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

TAKEOFF MINIMUMS: **Rwy 6**, 3400-3 for climb in visual conditions. **Rwy 24**, NA.

DEPARTURE PROCEDURE: **Rwy 6**, obtain ATC approval for VCOA when requesting IFR clearance. climb in visual conditions to cross Indian Mountain LRRS at or above 4500' MSL. Before proceeding on course. Remain within 3 NM of Indian mountains LRRS during climb in visual conditions.

TAKEOFF OBSTACLES: **Rwy 6**, terrain, 888' from DER, 738' right of centerline, 1004' MSL. Terrain, 634' from DER, 670' right of centerline, 1012' MSL. Terrain, 885' from DER, 644' right of centerline, 994' MSL. Terrain, 153' from DER, 509' right of centerline, 994' MSL. Terrain, abeam the DER, 287' right of centerline, 962' MSL.

JUNEAU, AK

JUNEAU INTL (JNU) (PAJN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4 13234 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26**, Use JUNEAU DEPARTURE.

KAKE, AK

KAKE (AFE) (PAFE)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: Use KAKE DEPARTURE.

KALSKAG, AK

KALSKAG (KLG) (PALG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 05188 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, NA-high terrain.

DEPARTURE PROCEDURE: **Rwy 24**, climb via heading 243° to 1000 before proceeding on course.

NOTES: **Rwy 24**, numerous trees beginning 1000' from DER, on centerline, up to 100' AGL/154' MSL. Numerous trees beginning 750' from DER, 500' right of centerline, up to 100' AGL/154' MSL. Numerous trees beginning 960' left of centerline, up to 100' AGL/154' MSL.

KALTAG, AK

KALTAG (KAL) (PAKV)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 05244 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, std. w/ a min. climb of 460' per NM to 4000, or 1300-3 for climb in visual conditions. **Rwy 21**, std. w/ a min. climb of 481' per NM to 4000, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb via 029° heading to 1100 before proceeding on course or climb in visual conditions to cross Kaltag Airport at or above 2700 before proceeding on course. **Rwy 21**, climb via 209° heading to 1100 before proceeding on course or climb in visual conditions to cross Kaltag Airport at or above 2700 before proceeding on course.

TAKEOFF NOTE: **Rwy 3**, trees 400' from DER, 400' right of centerline, 50' AGL/250' MSL.

KASIGLUK, AK

KASIGLUK (Z09) (PFKA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 13234 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 174° to 800 before proceeding on course.

NOTE: **Rwy 35**, bush 13' from DER, 52' left of centerline, 6' AGL/31' MSL.

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





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



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KENAI, AK

KENAI MUNI (ENA) (PAEN)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 15344 (FAA)

DEPARTURE PROCEDURE: **Rwys 2L/R**, climb on a heading between 304° clockwise to 196° from DER. **Rwys 20L/R**, climb heading 196° to 1100, then climb on a heading between 226° counter clockwise to 016° from DER.

NOTE: **Rwy 2L**, sign 20' from DER, 122' right of centerline, 4' AGL/100' MSL. Windssock 523' from DER, 599' left of centerline, 20' AGL/120' MSL. **Rwy 2R**, trees and catenary beginning 533' from DER, 262' right of centerline, up to 39' AGL/137' MSL. **Rwy 20L**, trees beginning 900' from DER, 524' left of centerline, up to 50' AGL/141' MSL. Control tower and antenna on control tower beginning 2060' from DER, 675' left of centerline, up to 79' AGL/174' MSL. Tree 2998' from DER, 1050' left of centerline, 108' AGL/198' MSL. **Rwy 20R**, vehicle on road 9' from DER, 497' right of centerline, 15' AGL/117' MSL. Trees beginning 599' from DER, 354' right of centerline, up to 76' AGL/153' MSL. DME antenna and trees beginning 821' from DER, 103' left of centerline, up to 34' AGL/119' MSL.

KETCHIKAN, AK

KETCHIKAN INTL (KTN) (PAKT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 8 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 11**, use KETCHIKAN DEPARTURE. **Rwy 29**, use SKOWL DEPARTURE.

KIANA, AK

BOB BAKER MEMORIAL (IAN) (PAIK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 09183 (FAA)

TAKEOFF MINIMUMS: **Rwy 24**, NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 6**, Use SELAWIK DEPARTURE.

KING COVE, AK

KING COVE (KVC) (PAVC)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 09183 (FAA)

TAKEOFF MINIMUMS: **Rwy 25**, NA-Terrain.
DEPARTURE PROCEDURE: **Rwy 7**, Use Cold Bay RNAV departure.

KING SALMON, AK

KING SALMON (AKN) (PAKN)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 08269 (FAA)

NOTE: **Rwy 12**, trees beginning 549' from DER, 353' left of centerline, up to 30' AGL/108' MSL. **Rwy 36**, trees beginning 750' from DER, 265' left of centerline, up to 30' AGL/93' MSL. Bush and trees beginning 59' from DER, 180' right of centerline, up to 30' AGL/87' MSL.

KIPNUK, AK

KIPNUK (IIK) (PAKI)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 14093 (FAA)

NOTE: **Rwy 17**, trees beginning 384' from DER, left and right of centerline, up to 35' AGL/59' MSL. **Rwy 35**, trees beginning 304' from DER, left and right of centerline, up to 35' AGL/59' MSL.

KIVALINA, AK

KIVALINA (KVL) (PAVL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 15288 (FAA)

NOTE: **Rwy 12**, windssock 143' from DER, 267' left of centerline, 22' AGL/30' MSL. Tower 3544' from DER, 150' left of centerline, 100' AGL/115' MSL. **Rwy 30**, bush 2' from DER, 82' left of centerline, 2' AGL/18' MSL. Bush 16' from DER, 85' left of centerline, 2' AGL/18' MSL.

KLAWOCK, AK

KLAWOCK (AKW) (PAKW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 13178(FAA)

DEPARTURE PROCEDURE: Use KLAWOCK DEPARTURE.

KOBUK, AK

KOBUK (OBU) (PAOB)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07354 (FAA)

TAKEOFF MINIMUMS: **Rwy 27**, 300-1 or std. w/ a min. climb of 661' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 9**, climbing right turn via heading 220° and AMF NDB 283° course to AMF NDB before proceeding on course. **Rwy 27**, climb via heading 267° and AMF NDB 283° course to AMF NDB before proceeding on course.

NOTE: **Rwy 9**, multiple trees beginning 169' from DER, 36' right of centerline, up to 50' AGL/199' MSL. Multiple trees beginning 231' from DER, 385' left of centerline, up to 50' AGL/199' MSL. **Rwy 27**, multiple trees beginning 79' from DER, 220' left of centerline, up to 50' AGL/182' MSL. Multiple trees beginning 17' from DER, 299' right of centerline, up to 50' AGL/249' MSL.

KODIAK, AK

KODIAK (ADQ) (PADQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 15288 (FAA)

TAKEOFF MINIMUMS: **Rwy 26**, NA-terrain.
DEPARTURE PROCEDURE: **Rwys 1, 8, 11, 19, 29**, use KODIAK DEPARTURE.

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



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KOKHANOK, AK

KOKHANOK (9K2) (PFFK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 15232 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 400-1½ or std. w/ min. climb of 420' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct ILI NDB/DME, climb in ILI NDB/DME holding pattern (south, right turn, 003° inbound) to cross ILI NDB/DME at or above MEA for route of flight. **Rwy 24**, climbing right turn direct ILI NDB/DME, climb in ILI NDB/DME holding pattern (south, right turn, 003° inbound) to cross ILI NDB/DME at or above MEA for route of flight. **Rwy 24**, climbing right turn direct ILI NDB/DME, climb in ILI NDB/DME holding pattern (South, right turn, 360° inbound) to cross ILI NDB/DME at or above MEA for route of flight.

NOTE: **Rwy 6**, multiple trees beginning 58' from DER, 40' left of centerline, up to 60' AGL/309' MSL. Multiple trees beginning 240' from DER, 86' right of runway centerline, up to 60' AGL/459' MSL. **Rwy 24**, multiple trees beginning 3356' from DER, 914' left of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 3723' from DER, 689' right of centerline, up to 60' AGL/209' MSL.

KOLIGANEK, AK

KOLIGANEK (JZZ) (PAJZ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 15232 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 093° to 900 before turning North. **Rwy 27**, climb heading 273° to 1500 before turning North.

NOTE: **Rwy 9**, multiple bushes beginning 50' from DER, 15' right of centerline, up to 15' AGL/327' MSL. Multiple bushes beginning 180' from DER, 69' left of centerline, up to 15' AGL/340' MSL. **Rwy 27**, multiple bushes beginning 76' from DER, 146' left and right of centerline, up to 15' AGL/271' MSL. Power pole 845' from DER, 716' right of centerline, 50' AGL/267' MSL.

KOTLIK, AK

KOTLIK (2A9) (PFFO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT1 16315 (FAA)

NOTE: **Rwy 02**, tree abeam DER, 182' right of centerline, 6' AGL/16' MSL. Vehicle on road 3' from DER, 183' left of centerline, 23' MSL. Tree 58' from DER, 111' right of centerline, 8' AGL/18' MSL. Pole 84' from DER, 76' left of centerline, 26' AGL/37' MSL. Tree 137' from DER, 233' right of centerline, 16' AGL/21' MSL. Tree 171' from DER, 154' right of centerline, 13' AGL/23' MSL. Tree 324' from DER, 181' right of centerline, 15' AGL/24' MSL. Tree 606' from DER, 221' right of centerline, 24' AGL/30' MSL. **Rwy 20**, bush 8' from DER, 105' left of centerline, 5' AGL/14' MSL. Tree 24' from DER, 132' right of centerline, 10' AGL/16' MSL.

KOTZEBUE, AK

RALPH WIEN MEMORIAL (OTZ) (PAOT)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 15008 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-1¼ or std. w/ min. climb of 280' per NM to 300.

NOTE: **Rwy 9**, terrain beginning 400' from DER, left and right of centerline, up to 130' MSL. Vehicles on road beginning 477' from DER, left and right of centerline, up to 15' AGL/136' MSL. Multiple bushes beginning 1000' from DER, left and right of centerline, up to 15' AGL/136' MSL. Trees beginning 1581' from DER, 740' right of centerline, up to 9' AGL/137' MSL. Navigation equipment 3950' from DER, 695' left of centerline, 32' AGL/152' MSL. **Rwy 18**, terrain beginning 3' from DER left and right of centerline, up to 15' MSL. Threshold lighting 10' from DER left and right of centerline, up to 3' AGL/13' MSL. Vehicles on road beginning 12' from DER, left and right of centerline, up to 15' AGL/26' MSL. Tree 83' from DER, 458' right of centerline 8' AGL/22' MSL. Tower 5815' from DER 1690' right of centerline 107' AGL/218' MSL.

Rwy 27, vehicles on road beginning 99' from DER, left and right of centerline, up to 15' AGL/22' MSL. Buildings beginning 162' from DER, left and right of centerline, up to 19' AGL/32' MSL. Antenna 227' from DER, 555' right of centerline 9' AGL/20' MSL. **Rwy 36**, threshold lighting 9' from DER, left and right of centerline, up to 1' AGL/13' MSL. Pole 11' from DER, 90' left of centerline 2' AGL/14' MSL. Vehicles on road beginning 11' from DER, up to 15' AGL/24' MSL. Sign 11' from DER, 67' left of centerline 2' AGL/14' MSL. Rod on obstruction light 311' from DER, 300' right of centerline, 15' AGL/38' MSL. Buildings beginning 372' from DER, 600' left of centerline, up to 33' AGL/47' MSL. Tower 379' from DER, 532' left of centerline, 66' AGL/76' MSL.

KOYUK, AK

KOYUK ALFRED ADAMS (KKA) (PAKK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 09239 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 19**, climb heading 188° to 800 before proceeding on course.

NOTE: **Rwy 19**, multiple trees beginning 35' from DER, 12' right of centerline, up to 30' AGL/279' MSL.

KOYUKUK, AK

KOYUKUK (KYU) (PFFU)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09295 (FAA)
DEPARTURE PROCEDURE: Use DIBVY DEPARTURE.

KWETHLUK, AK

KWETHLUK (KWT) (PFFW)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09015 (FAA)

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

NOTE: **Rwy 18**, trees beginning 292' from DER, 373' right of centerline, up to 35' AGL/63' MSL. Trees beginning 341' from DER, 399' left of centerline, up to 35' AGL/134' MSL. **Rwy 36**, trees beginning 95' from DER, 491' left of centerline, up to 35' AGL/84' MSL. Trees beginning 203' from DER, 396' right of centerline, up to 18' AGL/42' MSL.

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





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



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LADD AAF (PAFB)

FAIRBANKS/FORT WAINWRIGHT, AK

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1B, 15120

TAKE-OFF MINIMUMS: **Rwy 7R/25L**, NA

DEPARTURE PROCEDURE: **Rwy 25R**, Climbing left turn via heading 180° and FAI VORTAC R-090 to 5000 direct FAI (hold S, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course. **Rwy 7L**, Climbing right turn via heading 180° and FAI VORTAC R-090 to 5000 direct FAI (hold S, right turn, 348° inbound) continue climb in hold to 5000, before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7L**, public road 387' east of DER, up to 15' AGL/460' MSL. **Rwy 25R**, public road 349' west of DER, up to 15' AGL/460' MSL. Railroad tracks 556' west of DER, up to 23' AGL/461' MSL. Trees 556' west of DER, up to 25' AGL/460' MSL.

MANOKOTAK, AK

MANOKOTAK (MBA) (PAMB)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight. **Rwy 21**, climbing left turn to 2000 direct DLG VOR/DME, continue climb in DLG VOR/DME holding pattern (hold South, right turn, 011° inbound) to cross DLG VOR/DME at or above MEA for route of flight.

NOTE: **Rwy 3**, trees beginning 1519' from DER, 899' right of centerline, up to 35' AGL/134' MSL. Trees beginning 595' from DER, 150' left of centerline, up to 35' AGL/134' MSL. Rising terrain 42' from DER, 136' right of centerline up to 105' MSL. Rising terrain 12' from DER, 301' left of centerline up to 102' MSL.

Rwy 21, multiple trees beginning 136' from DER, 133' right of centerline, up to 35' AGL/109' MSL. Multiple buildings beginning 359' from DER, 343' left of centerline, up to 30' AGL/96' MSL.

MARSHALL, AK

MARSHALL DON HUNTER SR (MDM)

(PADM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: use BIBNE RNAV DEPARTURE.

MC GRATH, AK

MC GRATH (MCG) (PAMC)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2B 14205 (FAA)

TAKEOFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.

Rwy 16, std. w/ min. climb of 470' per NM to 1700, or 2300-3 for climb in visual conditions. **Rwy 34**, std. w/ min. climb of 420' per NM to 2200, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 160° to 1700, then climbing left turn via heading 014° thence. . .

or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . .

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

or for climb in visual conditions: cross Mc Grath Airport at or above 2200, thence. . .

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

NOTE: **Rwy 16**, trees beginning 2.2 NM from DER, 2392' left of centerline, up to 80' AGL/1346' MSL.

MEKORYUK, AK

MEKORYUK (MYU) (PAMY)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 06327 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 234° to 900 before turning left.

NOTE: **Rwy 5**, tree 1028' from DER, 745' left of centerline, 15' AGL/114' MSL, tree 1619' from DER, 862' left of centerline, 15' AGL/114' MSL, road 41' from DER, 302' left of centerline, 15' AGL/50' MSL. **Rwy 23**, tree 75' from DER, 200' left of centerline, 15' AGL/64' MSL, tree 62' from DER, on centerline, 15' AGL/64' MSL, tree 482' from DER, 157' right of centerline, 15' AGL/114' MSL.

MIDDLETON ISLAND, AK

MIDDLETON ISLAND (MDO) (PAMD)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 13010(FAA)

TAKEOFF MINIMUMS: **Rwys 13, 31**, NA-Environmental.

NOTE: **Rwy 2**, aircraft on taxiway, 5' from DER, 195' left of centerline, up to 20' AGL/119' MSL. Vehicle on taxiway, 131' from DER, 193' left of centerline, up to 15' AGL/114' MSL. **Rwy 20**, vehicles on road beginning 3' from DER, 124' right of centerline, up to 15' AGL/164' MSL.

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





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



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MINCHUMINA, AK

MINCHUMINA (MHM) (PAMH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2A 16091 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 1600-3 for climb in visual conditions. Procedure NA at night

DEPARTURE PROCEDURE: **Rwy 3**, for climb in visual conditions: Cross MHM NDB north bound at or above 1600 MSL before proceeding on course. **Rwy 21**, climb via heading 204° to 1600 before proceeding on course.

NOTE: **Rwy 3**, light 10' from DER, 30' right of centerline, 2' AGL/681' MSL. Trees and bush, beginning 27' from DER, 99' left of centerline, up to 689' MSL. Tree, 122' from DER, 339' left of centerline, 736' MSL. Trees, beginning 123' from DER, 184' right of centerline, up to 685' MSL. Trees and terrain beginning 144' from DER, 209' left of centerline, up to 764' MSL. **Rwy 21**, tree and light beginning 3' from DER, 30' left of centerline, up to 713' MSL. Light, trees and bush beginning 10' from DER, 50' right of centerline, up to 716' MSL. Pole 108' from DER, 298' left of centerline, 679' MSL. Trees beginning 342' from DER, 440' right of centerline, up to 719' MSL. Trees beginning 399' from DER, 300' right of centerline, up to 742' MSL.

MOUNTAIN VILLAGE, AK

MOUNTAIN VILLAGE (MOU) (PAMO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 09239 (FAA)

NOTE: **Rwy 2**, vehicle on road abeam DER, 250' left of centerline, 15' AGL/364' MSL. **Rwy 20**, bushes beginning 100' from DER, 35' right of centerline, up to 15' AGL/314' MSL. Bushes beginning 140' from DER, 24' left of centerline, up to 15' AGL/314' MSL.

NAPAKIAK, AK

NAPAKIAK (WNA) (PANA)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 13290 (FAA)

NOTE: **Rwy 16**, numerous trees beginning 47' from DER, 161' right of centerline, up to 13' AGL/30' MSL. Tree 465' from DER, 22' left of centerline, 16' AGL/33' MSL. **Rwy 34**, numerous poles beginning 299' from DER, 287' left of centerline, up to 29' AGL/46' MSL. Numerous poles beginning 177' right of centerline, 273' right of centerline, up to 26' AGL/43' MSL. Rod on tower 359' from DER, 430' left of centerline, 30' AGL/47' MSL. Antenna 357' from DER, 408' right of centerline, 29' AGL/46' MSL. Catenary 215' from DER, 352' right of centerline, 19' AGL/36' MSL. Tree 206' from DER, 297' left of centerline, 15' AGL/32' MSL. Multiple buildings beginning 639' from DER, 414' left of centerline, up to 26' AGL/43' MSL. Tree 520' from DER, 437' right of centerline, 13' AGL/30' MSL.

NAPASKIAK, AK

NAPASKIAK (PKA) (PAPK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 15064 (FAA)

NOTE: **Rwy 2**, boats 25' from DER, 468' left of centerline, up to 50' AGL/50' MSL. Trees 33' from DER, 141' left of centerline, up to 50' AGL/74' MSL. Trees beginning 527' from DER, left and right of centerline, up to 50' AGL/74' MSL. Trees 917' from DER, beginning 29' left of centerline, up to 50' AGL/74' MSL. **Rwy 20**, trees beginning 32' from DER, left and right of centerline, up to 50' AGL/74' MSL. Boats 620' from DER, 618' right of centerline, up to 50' AGL/50' MSL. Trees beginning 1100' from DER, left and right of centerline, up to 50' AGL/74' MSL.

NELSON LAGOON, AK

NELSON LAGOON (OUL) (PAOU)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 03359 (FAA)
DEPARTURE PROCEDURE: Use BINAL DEPARTURE.

NENANA, AK

NENANA MUNI (ENN) (PANN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 09295 (FAA)
TAKEOFF MINIMUMS: **Rwy 4L**, 600-2½ or std. with a min. climb of 325' per NM to 1100. **Rwys 4R, 4W, 22L, 22W**, NA-ATC.
DEPARTURE PROCEDURE: **Rwy 4L**, climbing right turn via heading 127° to 1900 then climbing right turn direct ENN VORTAC, thence...
Rwy 22R, climb via heading 218° to 1800 then climbing left turn direct ENN VORTAC, thence...
...continue climb in ENN VORTAC holding pattern (Southwest, left turn, 042° inbound) to MEA for route of flight before proceeding on course.
NOTE: **Rwy 4L**, trees beginning 1.9 NM from DER, 3209' left of centerline, up to 60' AGL/859' MSL.

NEW STUYAHOK, AK

NEW STUYAHOK (KNW) (PANW)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 07354 (FAA)
NOTE: **Rwy 14**, tree 700' from DER, 647' right of centerline, 60' AGL/409' MSL. Multiple trees beginning 549' from DER, 499' left of centerline, up to 60' AGL/434' MSL. **Rwy 32**, tree 743' from DER, 104' right of centerline, 60' AGL/445' MSL.

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



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NIKOLAI, AK

NIKOLAI (FSP) (PAFS)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 06047 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn to 6000 via heading 224° and MCG VORTAC R-055 to MCG VORTAC, thence...**Rwy 22**, climb to 6000 via heading 224° and MCG VORTAC R-065 to MCG VORTAC, thence...

...continue climb in MCG VORTAC holding pattern (hold east, right turn, 280° inbound) to cross MCG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 4**, multiple trees beginning 145' from DER, 534' left of centerline, up to 50' AGL/549' MSL; multiple trees beginning 229' from DER, 531' right of centerline, 50' AGL/549' MSL. **Rwy 22**, multiple trees, power poles, and buildings beginning 48' from DER, 32' left of centerline, up to 50' AGL/549' MSL; multiple trees and power pole 365' from DER, 187' right of centerline, 30' AGL/471' MSL.

NOATAK, AK

NOATAK (WTK) (PAWN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 07186 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 007° to 1900 before proceeding on course.

NOTE: **Rwy 1**, multiple buildings and trees beginning 475' from DER, 221' right of centerline, up to 30' AGL/ 104' MSL. Tower 1938' from DER, 875' left of centerline, 47' AGL/146' MSL.

NOME, AK

NOME (OME) (PAOM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 6 14317 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn to OME VOR/DME, thence ... **Rwy 10**, climb on heading 099° to 1200 thence ... **Rwys 21, 28**, turn left direct OME VOR/DME/FDV NDB, thence ...

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

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

NOME, AK (CON'T)

NOME (OME) (PAOM) (CON'T)

NOTE: **Rwy 3**, pole 1058' from DER, 236' right of centerline, 37' AGL/88' MSL. Secondary road beginning 27' from DER, 19' right of centerline up to 15' AGL/69' MSL. Trees beginning 249' from DER, 2' right of centerline, up to 15' AGL/61' MSL. Poles beginning 1519' from DER, 310' left of centerline, up to 43' AGL/101' MSL. Secondary road beginning 23' from DER, 17' left of centerline, up to 15' AGL/78' MSL. Bushes beginning 17' from DER, 118' left of centerline, up to 2' AGL/50' MSL. Trees beginning 339' from DER, 6' left of centerline, up to 10' AGL/62' MSL. **Rwy 10**, chimney/stacks beginning 752' from DER, 503' right of centerline, up to 64' AGL/76' MSL. Pole 748' from DER, 608' right of centerline, 38' AGL/59' MSL. Pole 423' from DER, 471' right of centerline, 20' AGL/48' MSL. Pole 777' from DER, 610' right of centerline, 35' AGL/56' MSL. Antenna on pole 674' from DER, 521' right of centerline, 39' AGL/52' MSL. Pole 792' from DER, 502' right of centerline, 40' AGL/53' MSL. Pole 867' from DER, 666' right of centerline, 43' AGL/55' MSL. Antenna on pole 676' from DER, 572' right of centerline, 34' AGL/46' MSL. Pole 956' from DER, 735' right of centerline, 39' AGL/51' MSL. Pole 784' from DER, 603' right of centerline, 30' AGL/43' MSL. Building 764' from DER, 589' right of centerline, 28' AGL/54' MSL. Road beginning 199' from DER, 493' right of centerline, 15' AGL/30' MSL. Tower 3753' from DER 1355' right of centerline, 90' AGL/120' MSL. Pole 1707' from DER, 923' left of centerline, 41' AGL/93' MSL. Pole 1874' from DER, 611' left of centerline, 36' AGL/86' MSL. Pole 1731' from DER, 594' left of centerline, 24' AGL/71' MSL. Building 1051' from DER, 742' left of centerline, 18' AGL/63' MSL.

Rwy 21, trees beginning 377' from DER, 48' right of centerline, up to 11' AGL/46' MSL. Bushes beginning 187' from DER, 174' right of centerline, up to 3' AGL/45' MSL. Secondary road beginning 559' from DER, 140' right of centerline, up to 15' AGL/47' MSL. Ground 188' from DER, 396' right of centerline, 19' MSL. Bushes beginning 595' from DER, 152' left of centerline, 13' AGL/48' MSL. Trees beginning 585' from DER, 2' left of centerline, up to 9' AGL/40' MSL. Secondary road beginning 540' from DER, 47' left of centerline, up to 15' AGL/43' MSL. Poles beginning 1547' from DER, 89' left of centerline, up to 32' AGL/62' MSL. Ground 597' from DER, 397' left of centerline, 29' MSL.

Rwy 28, Obstruction light on localizer 1303' from DER, 42' right of centerline, 15' AGL/51' MSL. Navaid 15' from DER, 152' right of centerline, 4' AGL/17' MSL. Pole 122' from DER, 521' left of centerline, 45' AGL/72' MSL. Pole 121' from DER, 399' left of centerline, 15' AGL/42' MSL. Debris 415' from DER, 377' left of centerline, up to 9' AGL/50' MSL. Secondary road beginning 181' from DER, 259' left of centerline, up to 15' AGL/48' MSL. Ground beginning 168' from DER, 262' left of centerline, up to 63' MSL. Buildings beginning 398' from DER, 203' left of centerline, up to 32' AGL/57' MSL. Trees beginning 90' from DER, 361' left of centerline, up to 10' AGL/21' MSL. Trees beginning 919' from DER, 357' left of centerline, 9' AGL/62' MSL. Fence beginning 396' from DER, 245' left of centerline, up to 7' AGL/30' MSL. Antenna on DME LTD 1314' from DER, 213' left of centerline, 28' AGL/63' MSL. Sign 390' from DER, 246' left of centerline, 2' AGL/29' MSL. Navaid 15' from DER, 152' left of centerline, 4' AGL/17' MSL.

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





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NONDALTON, AK

NONDALTON (5NN) (PANO)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 06047 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 20**, Use ILLIAMNA

DEPARTURE.

NOORVIK, AK

ROBERT/BOB/CURTIS MEMORIAL (D76)

(PFNO)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 10042 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn to a heading between 239° CW to 282° from DER to 3700 before proceeding on course, or minimum climb of 345' per NM to 2700 for all other courses. **Rwy 24**, climb on a heading between 104° CW to 309° from DER to 3700 before proceeding on course, or minimum climb of 265' per NM to 3500 for all other courses.

NOTE: **Rwy 6**, trees beginning at DER, 400' left and right of centerline, up to 20' AGL/119' MSL. **Rwy 24**, trees beginning at DER, 400' left and right of centerline, up to 20' AGL/94' MSL.

NORTHWAY, AK

NORTHWAY (ORT) (PAOR)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 07018 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn to 4000 via ORT R-100, then climbing right turn to 8000 direct ORT VORTAC, continue climb in ORT VORTAC holding pattern (West, right turn, 108° inbound) to 8000 before proceeding on course. . . **Rwy 23**, climbing left turn to 4000 via ORT R-170, then climbing left turn to 8000 direct ORT VORTAC, continue climb in ORT VORTAC holding pattern (West, right turn, 108° inbound) to 8000 before proceeding on course. . .

. . . continue climb via assigned route.

NOTE: **Rwy 5**, multiple trees beginning 1133' from DER, 727' right of centerline, up to 60' AGL/1859' MSL. Multiple trees beginning 3881' from DER, 1522' left of centerline, up to 60' AGL/1859' MSL. **Rwy 23**, multiple trees beginning 777' from DER, 560' left of centerline, up to 60' AGL/1809' MSL. Multiple trees beginning 1365' from DER, 527' right of centerline, up to 60' AGL/1809' MSL.

NUIQSUT, AK

NUIQSUT (AQT) (PAQT)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 10098 (FAA)

NOTE: **Rwy 5**, road with vehicles beginning 165' from DER, left and right of centerline, up to 15' AGL/89' MSL.

Rwy 23, terrain beginning 211' from DER, 523' left of centerline to 450' right of centerline, up to 74' MSL.

NULATO, AK

NULATO (NUL) (PANU)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 04330 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, 700-2 ¾ w/min. climb of 356 feet per NM to 1300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb via heading 024° to 1300 before proceeding on course or climb in visual conditions to cross Nulato Airport at or above 1300 before proceeding on course. **Rwy 20**, climb via heading 204° to 1500 before proceeding on course.

NOTE: **Rwy 2**, tree 3078' from DER 355' left of centerline 100' AGL 655' MSL. Tree 5041' from DER 154' right of centerline 100' AGL 699' MSL. Tree 1.03 NM from DER 122' right of centerline 100' AGL 799' MSL. Tree 1.24 NM from DER 705' left of centerline 100' AGL 899' MSL. Tree 1.44 NM from DER 2385' left of centerline 100' AGL 999' MSL. Tree 2.57 NM from DER 5740' left of centerline 100' AGL 1035' MSL. **Rwy 20**, tree 3.33 NM from DER 1.64 NM right of centerline 100' AGL 957' MSL. Tree 3.10 NM from DER 1.94 NM right of centerline 100' AGL 965' MSL. Tree 1.49 NM from DER 7.39 NM right of centerline 200' AGL 1850' MSL.

PALMER, AK

PALMER MUNI (PAQ) (PAAQ)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 08101 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwys 16,27,34**, Use

PALMER RNAV DEPARTURE.

PERRYVILLE, AK

PERRYVILLE (PEV) (PAPE)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 07018 (FAA)

TAKEOFF MINIMUMS: **Rwy2**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy20**, Use CILAC (RNAV) DEPARTURE.

PETERSBURG, AK

PETERSBURG JAMES A JOHNSON (PSG)

(PAPG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 6 13178 (FAA)

DEPARTURE PROCEDURE: Use PETERSBURG DEPARTURE.

PILOT POINT, AK

PILOT POINT (PNP) (PAPN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 03359 (FAA)

DEPARTURE PROCEDURE: Use ZILKO RNAV DEPARTURE.

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PLATINUM, AK

PLATINUM (PTU) (PAPM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1A 16315 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, std. w/min climb of 631' per NM to 2800 or 2400-3 for VCOA.

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 319° to 1500 before proceeding on course.

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

NOTE: **Rwy 14**, vehicles on road beginning 30' from DER, crossing centerline, up to 15' AGL/36' MSL. Bush 71' from DER, 242' right of centerline, 2' AGL/27' MSL. Vehicles on road beginning 183' from DER, 493' left of centerline, up to 15' AGL/31' MSL.

POINT HOPE, AK

POINT HOPE (PHO) (PAPO)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 13290 (FAA)

NOTE: **Rwy 1**, barge/iceberg 778' from DER, 632' left of centerline, 50' AGL/50' MSL. Lights 16' from DER, 37' left and right of centerline, 3' AGL/20' MSL. **Rwy 19**, barge/iceberg 912' from DER, 237' left of centerline, 50' AGL/50' MSL. Lights 2' from DER, 38' left and right of centerline, 3' AGL/21' MSL.

PORT HEIDEN, AK

PORT HEIDEN (PTH) (PAPH)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 054° to 1000, then climbing left turn to 2500 direct PDN NDB/DME, thence. . . **Rwy 13**, climb heading 131° to 1000, then climbing right turn to 2500 direct PDN NDB/DME, thence. . . **Rwy 23**, climbing right turn to 2500 direct PDN NDB/DME, thence. . . **Rwy 31**, climbing left turn to 2500 direct PDN NDB/DME, thence. . .
...continue climb in PDN NDB/DME holding pattern (hold southwest, left turn, 052° inbound) to cross PDN NDB at or above MEA for route of flight.

QUINHAGAK, AK

QUINHAGAK (PAQH)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 16091 (FAA)

TAKEOFF MINIMUMS: **Rwy 12**, std. w/min. climb of 255' per NM to 4200, or 1400-3 for climb in visual conditions.

VCOA: **Rwy 12**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Quinhagak airport at or above 1300 before proceeding on course.

NOTE: **Rwy 12**, pole 19' from DER, 279' right of centerline, 15' AGL/46' MSL. Trees beginning 225' from DER, 151' right of centerline, up to 15' AGL/64' MSL. **Rwy 30**, trees beginning 251' from DER, 433' left of centerline, up to 15' AGL/64' MSL. Trees beginning 834' from DER, 674' right of centerline, up to 15' AGL/64' MSL.

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



RUBY, AK

RUBY (RBY) (PARY)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 10322 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, std. w/ min. climb of 340' per NM to 4000 or 1900-2½ for climb in visual conditions.

Rwy 21, std. w/min. climb of 566' per NM to 4000 or 1900-2½ for climb in visual conditions.

DEPARTING PROCEDURE: **Rwy 3**, climb heading 031° to 1400 then climbing right turn heading 282° to intercept GAL VOR/DME-072 to GAL VOR/DME, or for climb in visual conditions cross Ruby at or above 2400 before proceeding on course. **Rwy 21**, climb heading 211° to 1300 then climbing right turn heading 282° to intercept GAL VOR/DME-072 to GAL VOR/DME, or for climb in visual conditions cross Ruby at or above 2400 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 177' from DER, 150' left of centerline, up to 50' AGL/714' MSL. **Rwy 21**, trees beginning 1299' from DER, 79' left of centerline, up to 50' AGL/874' MSL. Rising terrain beginning 1895' from DER, 64' left of centerline, up to 801' MSL. Tree 1272' from DER, on centerline, 27' AGL/726' MSL. Trees beginning 122' from DER, 400' right of centerline, up to 50' AGL/881' MSL. Rising terrain 4724' from DER, 101' right of centerline, up to 827' MSL.

RUSSIAN MISSION, AK

RUSSIAN MISSION (RSH) (PARS)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 16315 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 700-3 w/min. climb of 380' per NM to 1900 or 2000-3 for VCOA. **Rwy 35**, 500-2 w/min. climb of 370' per NM to 3700 or 2300-3 for VCOA.

VCOA: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Russian Mission airport at or above 1900 before proceeding on course.

NOTE: **Rwy 17**, tree 54' from DER, 45' right of centerline, 93' MSL. Trees beginning 642' from DER, 659' right of centerline, up to 228' MSL. Trees beginning 947' from DER, 749' right of centerline, up to 257' MSL. Trees beginning 1.2 NM from DER, 1401' left of centerline, up to 384' MSL. Trees beginning 1.8 NM from DER, crossing rwy centerline, up to 515' MSL. Trees beginning 1.9 NM from DER, 109' right of centerline, up to 583' MSL. Trees beginning 2.3 NM from DER, 1538' right of centerline, up to 730' MSL. **Rwy 35**, tree 90' from DER, 165' right of centerline, 69' MSL. Tree 121' from DER, 160' left of centerline, 71' MSL. Tree 128' from DER, 21' right of centerline, 76' MSL. Tree 367' from DER, 17' right of centerline, 82' MSL. Tree 490' from DER, 20' right of centerline, 85' MSL. Tree 672' from DER, 42' right of centerline, 89' MSL. Tree 708' from DER, 13' right of centerline, 94' MSL. Bush 1790' from DER, 902' left of centerline, 110' MSL. Building 1864' from DER, 926' left of centerline, 17' AGL/131' MSL. Trees beginning 1904' from DER, 687' left of centerline, up to 146' MSL. Trees beginning 2028' from DER, 472' left of centerline, up to 206' MSL. Trees beginning 2302' from DER, 456' left of centerline, up to 250' MSL. Tree 2452' from DER, 479' left of centerline, 260' MSL. Tree 2533' from DER, 651' left of centerline, 272' MSL. Tank 2538' from DER, 1012' left of centerline, 19' AGL/275' MSL. Trees beginning 2611' from DER, 665' left of centerline, up to 336' MSL. Trees beginning 2966' from DER, 884' left of centerline, up to 358' MSL. Tree 3866' from DER, 1430' left of centerline, 226' MSL.



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



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ST. GEORGE, AK

ST. GEORGE (PBV) (PAPB)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 16315 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, 600-2¾ or std. w/min. climb of 405' per NM to 900. **Rwy 29**, 600-2¾ or std. w/ min. climb of 295' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 11**, Climb on a heading between 107° CW 250° from DER to 1200 before proceeding on course. **Rwy 29**, Climb on heading 287° to 1200 before turning right.

NOTE: **Rwy 11**, ground 183' from DER, 474' left of centerline, 138' MSL. Ground 1.6 NM from DER, crossing centerline, up to 556' MSL. Ground 1.8 NM from DER, on centerline, 626' MSL. Ground 1.8 NM from DER, 874' left of centerline, 673' MSL. Ground 2.1 NM from DER, 4005' left of centerline, 700' MSL. **Rwy 29**, ground 196' from DER, 495' right of centerline, 144' MSL. Antenna 1023' from DER, 417' right of centerline, 17' AGL/165' MSL. Ground 2.2 NM from DER, 2511' right of centerline, 635' MSL.

ST. MARYS, AK

ST. MARYS (KSM) (PASM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 87043 (FAA)

TAKEOFF MINIMUMS: **Rwys 6,17,24**, 200-1.
DEPARTURE PROCEDURE: **Rwys 6,17,24,35**, climb straight ahead to 1000, continue climb on course.

ST. MICHAEL, AK

ST. MICHAEL (SMK) (PAMK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 05188 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb via heading 196° to 700' before turning right.

NOTE: **Rwy 2**, tree 36' from DER, 377' right of centerline, 20' AGL/83' MSL. **Rwy 20**, terrain beginning 2' to 2276' from DER, 51' to 966' right of centerline, up to 151' MSL. Terrain beginning 110' to 917' from DER, 13' to 533' left of centerline, up to 119' MSL. Tree 1779' from DER, 504' right of centerline, 20' AGL/219' MSL. Tree 1.2 NM from DER 1 NM right of centerline, 20' AGL/520' MSL.

ST. PAUL ISLAND, AK

ST. PAUL ISLAND (SNP) (PASN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 10322 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 800 before proceeding on course. **Rwy 36**, climb heading 360° to 600 before proceeding on course.

NOTE: **Rwy 36**, Terrain beginning 217' from DER, 84' left of centerline up to 79' MSL.

SAND POINT, AK

SAND POINT (SDP) (PASD)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 13122 (FAA)
DEPARTURE PROCEDURE: Use BORLAND
DEPARTURE.

SAVOONGA, AK

SAVOONGA (SVA) (PASA)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 23**, std. w/ min climb of 250' per NM to 1000, or 1600-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 5**, aircraft departing via ULL R-260 CW R-080 climb on course, all others climb via ULL R-059 to 2200 before turning South. **Rwy 23**, aircraft departing via ULL R-260 CW R-080 climb on course. All others climbing right turn direct ULL VOR/DME then via ULL R-059 to 2200 before turning South. For climb in visual conditions: cross Savoonga Airport at or above 1500, then proceed on ULL R-059 to 2200.

NOTE: **Rwy 23**, trees 2791' from DER, 140' left of centerline, 20' AGL/140' MSL. Rising terrain beginning 590' from DER, 351' left of centerline, up to 99' MSL.

SCAMMON BAY, AK

SCAMMON BAY (SCM) (PACM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 16315 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, std. w/min. climb of 410' per NM to 1900, or 2100-3 for VCOA. **Rwy 28**, std. w/ min. climb of 230' per NM to 2300, or 2100-3 for VCOA. DEPARTURE PROCEDURE: **Rwy 10**, climb heading 101° to 1900 before proceeding on course. **Rwy 28**, climb heading 281° to 2300 before turning left.

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

NOTE: **Rwy 10**, signs 10' from DER, both 54' left and right of centerline, 4' AGL/20' MSL. Bushes beginning 642' from DER, 670' right of centerline, up to 37' MSL. Terrain beginning 1286' from DER, 841' right of centerline, up to 60' MSL. Bush 1485' from DER, 874' right of centerline, 69' MSL. Bushes and terrain beginning 1.1 NM from DER, 732' right of centerline, up to 373' MSL. Terrain beginning 1.4 NM from DER, 1102' left of centerline, up to 269' MSL. Bushes and terrain beginning 1.4 NM from DER, 697' right of centerline, up to 389' MSL. Terrain beginning 1.4 NM from DER, 1024' left of centerline, up to 325' MSL. Bushes and terrain beginning 1.4 NM from DER, 636' right of centerline, up to 596' MSL. Bushes and terrain beginning 1.8 NM from DER, 1670' left of centerline, up to 430' MSL. Terrain beginning 1.9 NM from DER, crossing centerline, up to 641' MSL. **Rwy 28**, vehicles on road beginning 151' from DER, 271' left of centerline, up to 26' MSL.

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





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SELAWIK, AK

SELAWIK (WLK) (PASK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 14149 (FAA)

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

SEWARD, AK

SEWARD (SWD) (PAWD)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 12264 (FAA)
DEPARTURE PROCEDURE: **Rwy 13**, Use SEWAR
DEPARTURE. **Rwys 16, 31, 34**, NA - Terrain.

SHAGELUK, AK

SHAGELUK (SHX)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 16**, climb heading 180° to 1400 before turning left. **Rwy 34**, climb heading 345° to 1200 before turning right.
NOTE: **Rwy 16**, vehicles on road, beginning 160' from DER, 153' right of centerline, up to 15' AGL/93' MSL. Bush 322' from DER, 9' left of centerline, 9' AGL/87' MSL. Trees beginning 2' from DER, 393' right of centerline, up to 40' AGL/118' MSL. Trees beginning 720' from DER, 122' left of centerline, up to 53' AGL/131' MSL. **Rwy34**, trees beginning 34' from DER, 386' right of centerline, up to 53' AGL/131' MSL.

SHAKTOOLIK, AK

SHAKTOOLIK (2C7) (PFSH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09239 (FAA)
DEPARTURE PROCEDURE: **Rwy 14**, climb on heading between 115° CW to 322° from DER, or min. climb of 220' per NM to 3200 for all other courses.
NOTE: **Rwy 14**, buildings beginning 199' from DER, 483' left of centerline, up to 21' AGL/55' MSL.

SHISHMAREF, AK

SHISHMAREF (SHH) (PASH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09071 (FAA)
NOTE: **Rwy 5**, multiple trees, 9' from DER, 179' left of centerline, up to 15' AGL/85' MSL. Multiple trees, 92' from DER, 94' right of centerline, up to 15' AGL/88' MSL. NDB tower, 236' from DER, 561' left of centerline, 40' AGL/66' MSL. **Rwy 23**, boat, 703' from DER, 663' right of centerline, 50' AGL/50' MSL.

SHUNGNAK, AK

SHUNGNAK (SHG) (PAGH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 04330 (FAA)
DEPARTURE PROCEDURE: **Rwy 9**, climbing right turn direct AMF NDB. **Rwy 27**, climbing right turn direct AMF NDB.

SITKA, AK

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

SOLDOTNA, AK

SOLDOTNA (SXQ) (PASX)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 07242 (FAA)
TAKEOFF MINIMUMS: **Rwy 25**, 200-1.
DEPARTURE PROCEDURE: **Rwy 7**, climb on a heading between 050° counter clockwise to 251° or 175° clockwise to 251° from DER. **Rwy 25**, climb heading 251° to 800, then climb on a heading between 160° clockwise to 065° from DER.
NOTE: **Rwy 7**, multiple trees beginning 1668' from DER, 454' right of centerline, up to 60' AGL/259' MSL. **Rwy 25**, multiple trees beginning 316' from DER, 517' left of centerline, up to 60' AGL/309' MSL.

SOUTH NAKNEK, AK

SOUTH NAKNEK NR 2 (WSN) (PFWS)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 16147 (FAA)
TAKEOFF MINIMUMS: **Rwy 5, 23, NA**.
NOTE: **Rwy 13**, trees beginning 930' from DER, 268' left of centerline, up to 15' AGL/186' MSL. Bushes beginning 240' from DER, 61' left of centerline, up to 13' AGL/186' MSL. Bush 246' from DER, 18' right of centerline, 13' AGL/162' MSL. **Rwy 31**, trees beginning 29' from DER, 143' left of centerline, up to 15' AGL/174' MSL. Poles beginning 204' from DER, 359' right of centerline, up to 43' AGL/177' MSL. Catenary 217' from DER, 451' right of centerline, 35' AGL/170' MSL. Trees beginning 210' from DER, 111' right of centerline, up to 34' AGL/172' MSL. Vehicles on road 211' from DER, 233' right of centerline, 15' AGL/167' MSL.

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SPARREVOHN LRRS (PASV)

SPARREVOHN, AK

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG, 14205

Diverse departures not authorized.

CAUTION: Uncontrolled Airspace below 700' AGL within 3 NM of Sparrevohn airport.

TAKE-OFF MINIMUMS: **Rwy 16**, 2200-3 for climb in visual conditions. **Rwy 34**, NA.

DEPARTURE PROCEDURE: **Rwy 16**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sparrevohn LRRS at or above 3600' MSL before proceeding on course. Remain within 3 NM of Sparrevohn LRRS during climb in visual conditions. **Rwy 34**, NA.

TAKE-OFF OBSTACLES: **Rwy 16**, terrain 1493' MSL, 1415' from DER, 850' left of centerline. Terrain 1513' MSL, 1124' from DER, 801' left of centerline. Terrain 1404' MSL, 196' from DER, 329' right of centerline.

TALKEETNA, AK

TALKEETNA (TKA) (PATK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 10154 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-1½.

DEPARTURE PROCEDURE: **Rwy 18**, Climb heading 188° to 1500 then climbing right turn direct TKA VOR/DME, thence...**Rwy 36**, Climb heading 008° to 1000 then climbing left turn direct TKA VOR/DME, thence...

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

NOTE: **Rwy 18**, trees beginning 1829' from DER, 978' left of centerline, up to 60' AGL/648' MSL. **Rwy 36**, tree 1117' from DER, 390' right of centerline, 60' AGL/484' MSL.

TANANA, AK

RALPH M CALHOUN MEMORIAL (TAL) (PATA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 07354 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, std. w/ a min. climb of 405' per NM to 1300, or 1200-2½ for climb in visual conditions.

Rwy 25, std. w/ a min. climb of 230' per NM to 600, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn via heading 102° and TAL VOR/DME R-081 to SATUE/TAL 12 DME, or climb in visual conditions to cross Ralph M. Calhoun Memorial at or above 1300 then climb via TAL VOR/DME R-081 to SATUE. **Rwy 25**, climbing left turn via heading 078° and TAL VOR/DME R-081 to SATUE, or climb in visual conditions to cross Ralph M. Calhoun Memorial at or above 1300 then climb via TAL VOR/DME R-081 to SATUE. All aircraft continue climb in SATUE/12 DME holding pattern (hold east, left turn, 261° inbound) to cross SATUE at or above 4000 before proceeding on course.

NOTE: **Rwy 7**, multiple trees beginning 9000' from DER, 2149' left of centerline, up to 60' AGL/809' MSL. **Rwy 25**, trees 845' from DER, 1156' right of centerline, up to 60' AGL/459' MSL.

TATALINA LRRS (PATL)

TAKOTNA, AK

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG, 14149

Diverse departures not authorized.

CAUTION: Uncontrolled Airspace below 1200' AGL within 4 NM of Tatalina airport.

DEPARTURE PROCEDURE: **Rwy 17**, use TATALINA DEPARTURE (RNAV1). **Rwy 35**, NA.

TATITLEK, AK

TATITLEK (7KA) (PAKA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 13010 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, std. w/min. climb of 358' per NM to 2500 or 3400-2 for climb in visual conditions.

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

DEPARTURE PROCEDURE: **Rwy 13**, climbing right turn heading 146° and JOH R-338 to JOH VOR/DME before proceeding on course or...

Rwy 31, climbing left turn heading 252° to intercept JOH R-316 to JOH VOR/DME before proceeding on course. Do not exceed 180 KIAS until established on JOH R-316 or...

Rwys 13, 31, ... for climb in visual conditions: cross Tatitlek airport at or above 3300 then via JOH R-336 to JOH VOR/DME before proceeding on course. Do not exceed 180 KIAS until established on JOH R-336 to JOH VOR/DME.

Note: rapidly rising terrain northwest of procedure.

NOTE: **Rwy 13**, trees 335' from DER, 411' right of centerline, 39' AGL/79' MSL. Trees 11' from DER, 467' left of centerline, 34' AGL/74' MSL. Bush 429' from DER, 48' right of centerline, 12' AGL/52' MSL. Vent on building 1172' from DER, 767' left of centerline, 58' AGL/98' MSL. Pole 3072' from DER, 194' left of centerline, 99' AGL/139' MSL. **Rwy 31**, trees beginning 23' from DER, 339' right of centerline, up to 100' AGL/703' MSL.

TELLER, AK

TELLER (TER) (PATE)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09239 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 500-2 w/ min. climb of 201' per NM to 1100 or std. w/ min. climb of 310' to 1100 or 1500-3 for climb in visual conditions. **Rwy 25**, 300-2 or std. w/ min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 075° to 1400 before turning right. For climb in visual conditions cross Teller Airport at or above 1600 before proceeding on course. **Rwy 25**, climb heading 255° to 1200 before turning left.

NOTE: **Rwy 7**, vehicles and vegetation beginning 57' from DER, 500' left of centerline, up to 15' AGL/314' MSL. **Rwy 25**, vegetation and terrain beginning 1052' from DER, 276' right of centerline, up to 10' AGL/359' MSL.

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

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TIN CITY LRRS (PATC)

TIN CITY, AK

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG, 15008

Diverse Departures not authorized.

TAKE-OFF MINIMUMS: **Rwy 34**, 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, use HONPO DEPARTURE. **Rwy 34**, use JEKLI DEPARTURE.

VCOA: **Rwy 34**, Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tin City airport at or above 2600 before proceeding on course. Remain within 3.0 NM of Tin City airport during climb in visual conditions.

TAKE-OFF OBSTACLES: **Rwy 34**, terrain at the DER, 353' right of centerline, 260' MSL. Terrain 4228' from DER, 1027' left of centerline, 407' MSL. Terrain 4835' from DER, 970' left of centerline, 407' MSL. **Rwy 16**, NA - Terrain.

TOGIAC VILLAGE, AK

TOGIAC (TOG) (PATG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 07018 (FAA)

TAKEOFF MINIMUMS: **Rwys10, 28**, NA-environmental DEPARTURE PROCEDURE: **Rwy 3**, climb heading 028° to 1000, then climbing right turn to 2800 direct TOG NDB/DME, continue climb in TOG NDB/DME holding pattern (hold southwest, right turn, 023° inbound) to cross TOG NDB/DME at or above 2800 before proceeding on course.

Rwy 21, climb heading 208° to 1000, then climbing left turn to 2800 direct TOG NDB/DME, continue climb in TOG NDB/DME holding pattern (hold southwest, right turn, 023° inbound) to cross TOG NDB/DME at or above 2800 before proceeding on course.

NOTE: **Rwy 21**, boats beginning 150' from DER, 500' left of centerline, up to 50' AGL/50' MSL.

TOK, AK

TOK JUNCTION (6K8) (PFTO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 06047 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, std. with a min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions. **Rwy 25**, 300-1½ to 1000, with a min. climb of 360' per NM to 2300 and 230' per NM to 3600, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climb to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC, or for climb in visual conditions: cross Tok Junction Airport at or above 2700, then continue climbing to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC. **Rwy 25**, climb to 2300 via heading 251°, then climbing right turn to 8000 via heading 060° and ORT VORTAC R-286 direct ORT VORTAC, or for climb in visual conditions: cross Tok Junction Airport at or above 2700, then continue climbing to 8000 via heading 070° and ORT VORTAC R-286 direct ORT VORTAC.

NOTE: **Rwy 25**, tower 1 NM from DER, 2150' left of centerline, 228' AGL/1863' MSL.

TOKSOOK BAY, AK

TOKSOOK BAY (OOK) (PAOO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1A 13234 (FAA)

TAKEOFF MINIMUMS: **Rwy 34**, std. w/min. climb of 481' per NM to 1700, or 1600-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 16**, climb heading 165° to 1000 before proceeding on course. **Rwy 34**, for climb in visual conditions: Cross Toksook Bay Airport at or above 1500' MSL before proceeding on course. When executing VCOA notify ATC prior to departure.

NOTE: **Rwy 16**, multiple lights beginning at DER, 40' left of centerline, up to 4' AGL/51' MSL. Light 4' from DER, 78' right of centerline 2' AGL/52' MSL. Lights 50' from DER, 356' right of centerline, 34' AGL/84' MSL. **Rwy 34**, multiple lights beginning at DER, 39' left of centerline, up to 3' AGL/74' MSL. multiple lights beginning at DER, 39' right of centerline, up to 3' AGL/74' MSL.

UNALAKLEET, AK

UNALAKLEET (UNK) (PAUN)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 09183 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 600-2½ or std. w/ a min. climb of 380' per NM to 800. **Rwy 33**, 500-2 or std. w/ a min. climb of 380' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8**, climbing right turn to 1800 via heading 175° and UNK R-210, then climbing right turn to intercept UNK R-240 to UNK VOR/DME before proceeding on course. **Rwy 15**, climbing right turn to 1600 via heading 175° and UNK R-210, then climbing right turn to intercept UNK R-235 to UNK VOR/DME before proceeding on course. **Rwy 26**, climb to 1600 via heading 263° and UNK R-250, then climbing left turn to intercept UNK R-229 to UNK VOR/DME before proceeding on course. **Rwy 33**, climbing left turn to 1600 via heading 250 and UNK R-265, then climbing left turn to intercept UNK R-238 to UNK VOR/DME before proceeding on course.

NOTE: **Rwy 8**, tower 2.1 NM from DER, 2981' left of centerline, 308' AGL/608' MSL. Tree 2.4 NM from DER, 2858' left of centerline, 35' AGL/434' MSL. Vehicle on road 100' from DER, 152' left of centerline, 15' AGL/24' MSL. **Rwy 15**, antenna 1280' from DER, 133' left of centerline, 38' AGL/62' MSL. **Rwy 33**, trees beginning 1.4 NM from DER, 1877' right of centerline, up to 35' AGL/484' MSL. Vehicles on road beginning 18' from DER, 146' right of centerline, up to 15' AGL/33' MSL.

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





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

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UNALASKA, AK

UNALASKA (DUT) (PADU)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 5 16203 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 1000-3. NA at night-obstacles. **Rwy 31**, 600-2.

DEPARTURE PROCEDURE: **Rwys 13, 31**, climb in visual conditions until established on DUT NDB/DME 360° bearing over JADPI/DUT 2 DME (visual conditions must be maintained from TAKEOFF until established over JADPI at or above 400). Crss JADPI at or above 400 then climb on the 360° bearing from DUT NDB/DME to 5500 before proceeding on course.

NOTE: Rapidly rising terrain to above 2000' MSL east, south, and west of airport.

VALDEZ, AK

VALDEZ PIONEER FIELD (VDZ) (PAVD)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 6 12040 (FAA)

DEPARTURE PROCEDURE: **Rwys 6, 24**, use JMAAL DEPARTURE.

VENETIE, AK

VENETIE (VEE) (PAVE)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG-A 14093 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climbing right turn to intercept FYU VORTAC R-299 to FYU VORTAC. **Rwy 22**, climbing left turn to intercept FYU VORTAC R-292 to FYU VORTAC.

WALES, AK

WALES (IWK) (PAIW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 04218 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 400-1½ or std. with a min. climb of 445' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 177° until crossing TNC NDB/DME bearing 228° then turn left heading 018° to intercept the 048° course to TNC NDB/DME. **Rwy 36**, climb via heading 357° to 2000 then turn right heading 183° to intercept the 153° course to TNC NDB/DME.

NOTE: **Rwy 18**, trees 1.2 NM from DER, 2334' left of centerline, 50' AGL/349' MSL.

WASILLA, AK

WASILLA (IYS) (PAWS)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2A 16203 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn direct BGQ VORTAC. Do not exceed 180 KIAS until passing BGQ VORTAC, thence ...

Rwy 22, climbing right turn direct BGQ VORTAC, thence ...

... aircraft departing BGQ VORTAC on radials 161° CW 336° climb on course. All other aircraft climb in holding pattern (hold N, right turns, 175° inbound) to cross BGQ VORTAC at or above appropriate MCA before proceeding on course.

NOTE: **Rwy 4**, trees beginning 150' from DER, left and right of centerline, up to 60' AGL/504' MSL. **Rwy 22**, trees beginning 9' from DER, left and right of centerline, up to 60' AGL/470' MSL.

WHITE MOUNTAIN, AK

WHITE MOUNTAIN (WMO) (PAWM)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 13346 (FAA)

TAKEOFF MINIMUMS: **Rwy 33**, std. w/min. climb of 275' per NM to 1000 or 1000-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 33**, climb heading 332° to 800 before turning right or for climb in visual conditions, cross White Mountain airport at or above 1100 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 15**, cross 134' from DER, 323' left of centerline, 23' AGL/273' MSL. **Rwy 33**, trees beginning 32' from DER, 321' left of centerline, up to 55' AGL/255' MSL.

WILLOW, AK

WILLOW (UJU) (PAUO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 06271 (FAA)

DEPARTURE PROCEDURE: Use BIG LAKE DEPARTURE.

WRANGELL, AK

WRANGELL (WRG) (PAWG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 11237 (FAA)

DEPARTURE PROCEDURE: **Rwys 10, 28**, use LEVEL ISLAND DEPARTURE.

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



YAKUTAT, AK

YAKUTAT (YAK) (PAYA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 5A 14149 (FAA)

DEPARTURE PROCEDURE: **Rwys 2, 11, 20, 29**, all aircraft climb to airway MEA for direction of flight direct YAK VOR/DME or OCC NDB, continue climb to MEA via assigned airway.

NOTE: **Rwy 2**, trees, obstruction light on tacan monitor, tower beginning 372' from DER, 237' left of centerline, up to 89' AGL/114' MSL. Trees beginning 457' from DER 317' right of centerline up to 74' AGL/99' MSL. Tree 4347' from DER, 1617' left of centerline, 148' AGL/167' MSL. **Rwy 11**, trees beginning 94' from DER, 344' right of centerline, up to 75' AGL/98' MSL. Trees beginning 121' from DER, 376' left of centerline, up to 63' AGL/86' MSL. Trees beginning 1658' from DER, 442' left of centerline, up to 92' AGL/115' MSL. **Rwy 20**, tree beginning 78' from DER, 364' left of centerline, up to 67' AGL/181' MSL. Trees beginning 129' from DER, 471' right of centerline, up to 50' AGL/60' MSL. Trees beginning 1013' from DER, 283' left of centerline, up to 86' AGL/96' MSL. Trees beginning 1087' from DER, 340' right of centerline, up to 50' AGL/64' MSL. Trees beginning 3657' from DER, 497' left of centerline, up to 137' AGL/147' MSL. Trees beginning 4184' from DER, 296' right of centerline, up to 148' AGL/158' MSL. **Rwy 29**, tree 50' from DER, 280' left of centerline, 27' AGL/54' MSL. Tree 122' from DER, 389' right of centerline, 52' AGL/79' MSL. Tree 1268' from DER, 696' left of centerline, 42' AGL/69' MSL. Trees beginning 1676' from DER, 729' right of centerline, up to 90' AGL/120' MSL. Trees 2675' from DER, 860' left of centerline, up to 108' AGL/138' MSL. Trees beginning 3303' from DER, 1050' right of centerline, up to 123' AGL/153' MSL.

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





INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS
ADAK ISLAND, AK

ADAK (ADK) **NDB/DME Rwy 23¹**
RNAV (GPS) Rwy 23²

¹Categories A, B, 1600-2; Categories C, D, 1600-3.

²Categories A, B, C, 1300-3; Category D, 1600-3.

AKHIOK, AK

AKHIOK (AKK) **RNAV (GPS)-A**
NA when local weather not available.

AKUTAN, AK

ATUKAN (7AK) **RNAV (GPS)-A¹²**
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 27³

¹NA when local weather not available.

²Category A, 900-2; Category B, 1100-2; Category C, 1500-3; Category D, 1900-3.

³Category A, 1100-2; Category B, 1100-2; Category C, 1500-3; Category D, 1900-3.

ALLEN AAF

DELTA JUNCTION/
FORT GREELY, AK Orig B 08325
ILS or LOC/DME Rwy 10
NA when control tower closed.

ANAKTUVUK PASS, AK

ANAKTUVUK PASS (AKP) **RNAV (GPS)-A**
Categories A, B, 4000-2; Categories C, D, 4000-3.

NAME ALTERNATE MINIMUMS
ANCHORAGE, AK

MERRILL FIELD (MRI) **RNAV (GPS)-A**
NA when local weather not available.

TED STEVENS ANCHORAGE
INTL (ANC) **ILS or LOC/DME Rwy 7L**
ILS or LOC/DME Rwy 7R

ILS, Category D, 700-2; Category E, 800-2¾.
LOC, Category E, 800-2¾.

ANIAK, AK

ANIAK (ANI) **ILS or LOC Rwy 11³**
NDB/DME Rwy 29¹²
RNAV (GPS) Rwy 11¹
RNAV (GPS) Rwy 29²

¹Category C, 800-2¾; Category D, 1200-3.

²NA when local weather not available.

³ILS, Categories A, B, 800-2; Category C, 800-2¾; Category D, 1200-3; LOC, Category C, 800-2¾; Category D, 1200-3.

ANVIK, AK

ANVIK (ANV) **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

ATKA, AK

ATKA (AKA) **RNAV (GPS)-A**
Categories A, B, 1300-2; Category C, 1300-3.

ATQASUK, AK

ATQASUK EDWARD BURNELL SR
MEMORIAL (ATK) **NDB Rwy 6**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

BARROW, AK

WILEY POST-WILL ROGERS
MEMORIAL (BRW).....**ILS or LOC/DME Rwy 7**
LOC/DME BC Rwy 25
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME Rwy 25

NA when local weather not available.

BETTLES, AK

BETTLES (BTT) **RNAV (GPS) Rwy 19**
Category D, 800-2½.

BUCKLAND, AK

BUCKLAND (BVK)**NDB/DME Rwy 11**
NDB/DME Rwy 29
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

CHEVAK, AK

CHEVAK (VAK) **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20

NA when local weather not available.

CORDOVA, AK

MERLE K (MUDHOLE)
SMITH (CDV)**ILS or LOC/DME Rwy 27**
RNAV (GPS) Rwy 27

NA when local weather not available.

DEADHORSE, AK

DEADHORSE (SCC)**ILS or LOC/DME Rwy 5**
RNAV (GPS) Y Rwy 5
RNAV (GPS) Y Rwy 23
VOR/DME Rwy 5
VOR/DME Rwy 23
VOR Rwy 5
VOR Rwy 23

NA when local weather not available.

DEERING, AK

DEERING (DEE) **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 29

Category C, 800-2½.

DILLINGHAM, AK

DILLINGHAM (DLG)**LOC/DME Rwy 19**
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
VOR Rwy 1

NA when local weather not available.

NAME ALTERNATE MINIMUMS

EAGLE, AK

EAGLE (EAA) **RNAV (GPS)-A**
NA when local weather not available.
Categories A, B, 1900-2; Category C, 1900-3.

EMMONAK, AK

EMMONAK (ENM)**RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR Rwy 16

NA when local weather not available.

FAIRBANKS, AK

FAIRBANKS INTL (FAI)**ILS or LOC Rwy 2L²**
ILS or LOC Rwy 20R¹
VOR/DME or TACAN Rwy 20R³

¹ILS, LOC, Categories A, B, 1600-2; Categories C, D, E, 1600-3.

²ILS, Category E, 700-2½. LOC, Category E, 800-2½.

³Category E, 800-2½.

GALENA, AK

EDWARD G
PITKA SR (GAL)**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

GAMBELL, AK

GAMBELL (GAM)**NDB/DME Rwy 34¹**
NDB Rwy 16²
RNAV (GPS) Rwy 16³⁴
RNAV (GPS) Rwy 34⁴⁵

¹Categories A, B, 900-2; Category C, 900-2½; Category 900-2¾.

²Categories A, B, 1000-2; Categories C, D, 1000-3.

³Categories C, D, 900-2½.

⁴NA when local weather not available.

⁵Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

GUSTAVUS, AK

GUSTAVUS (GST) **RNAV (GPS) Rwy 29²**
VOR/DME Rwy 29¹

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

²Category C, 1000-2¾; Category D, 1200-3.

HOLY CROSS, AK

HOLY CROSS (HCA) **RNAV (GPS) Rwy 1¹**
RNAV (GPS) Rwy 19²

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

²Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

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NAME ALTERNATE MINIMUMS

HOMER, AK
 HOMER (HOM) **LOC/DME Rwy 4**
LOC/DME BC Rwy 22
RNAV (GPS) Y Rwy 4
RNAV (GPS) Y Rwy 22

Category D, 800-2½.

HOOPER BAY, AK
 HOOPER BAY (HPB) **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR/DME Rwy 31

NA when local weather not available.

IGIUGIG, AK
 IGIUGIG (IGG) **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

JUNEAU, AK
 JUNEAU INTL (JNU) **LDA X Rwy 8**
 Day, All Categories, 3200-5; Night Category A,
 3200-5; Categories B, C, D, 3200-10.

KAKE, AK
 KAKE (AFE) **NDB/DME Rwy 11¹**
RNAV (GPS) Rwy 11²

NA when local weather not available.

¹Categories A, B, 1000-2; Category C, 1000-2½.

²Categories A, B, 1000-2; Category C, 1000-3.

KALSKAG, AK
 KALSKAG (KLG) **RNAV (GPS)-A**
RNAV (GPS) Rwy 6

NA when local weather not available.

KALTAG, AK
 KALTAG (KAL) **RNAV (GPS) Rwy 3¹**
RNAV (GPS) Rwy 21²

¹Category A, 1100-2; Categories B, C, 1100-3.

²Category C, 800-2½.

KENAI, AK
 KENAI MUNI (ENA) **ILS or LOC Rwy 20R¹**
RNAV (GPS) Rwy 2L
RNAV (GPS) Rwy 20R
VOR/DME Rwy 2L
VOR Rwy 20R

NA when local weather not available.

¹ILS, Category D, 700-2.

NAME ALTERNATE MINIMUMS

KETCHIKAN, AK
 KETCHIKAN
 INTL (KTN) **ILS Y or LOC Y Rwy 11¹**
ILS Z or LOC Z Rwy 11¹
LOC X Rwy 11²

¹LOC, Categories C, D, 800-2½.

²Category A, 2100-2; Category B, 2600-2;

Category C, 3000-3; Category D, 3300-3.

KING COVE, AK
 KING COVE (KVC) **RNAV (GPS)-A**
 Category A, 2000-6; Category B, 2100-6.

KING SALMON, AK
 KING
 SALMON (AKN) **ILS or LOC/DME Rwy 12¹²**
LOC/DME BC Rwy 30¹²⁴
RNAV (GPS) Rwy 12³
RNAV (GPS) Rwy 30³
VOR/DME or TACAN Rwy 30³
VOR or TACAN Rwy 12³

¹NA when local weather not available.

²NA when control tower closed.

³Category E, 800-2½.

⁴Category E, 900-2½.

KIVALINA, AK
 KIVALINA (KVL) **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

KLAWOCK, AK
 KLAWOCK (AKW) **NDB/DME Rwy 2¹**
RNAV (GPS) Rwy 2²

¹Categories A, B, 1100-2; Category C, 1100-3.

²Categories A, B, 1500-2, Category C, 1500-3.

KODIAK, AK
 KODIAK (ADQ) **ILS Y or LOC Y Rwy 26¹**
RNAV (GPS) Rwy 26²⁴
VOR Rwy 26³

¹ILS, Category A, 600-2½; Category B 700-2½,

Category C, 900-2½; Category D, 2000-3;

LOC, Categories A, B 800-2½; Category C,

900-2½; Category D, 2000-3.

²Categories A, B, 800-3; Category C, 1000-3;

Category D, 2000-3.

³Category C, 900-2½; Category D, 2000-3.

⁴NA when local weather not available.

KOLIGANEK, AK
 KOLIGANEK (KZZ) **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

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KOTZEBUE, AK

RALPH WIEN
MEMORIAL (OTZ)..... ILS or LOC/DME Rwy 9¹
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 27²
VOR/DME Rwy 9²
VOR/DME Z Rwy 27²

NA when local weather not available.
¹ILS, Category C, 800-2; Category D, 800-2½;
LOC, Category D, 800-2½.
²Category D, 800-2½.

KOYUK, AK

KOYUK ALFRED
ADAMS (KKA)..... NDB Rwy 1¹
RNAV (GPS) Rwy 1²

¹Categories A, B, 900-2; Category C, 900-2½.
²Category C, 800-2½.

MANOKOTAK, AK

MANOKOTAK (MBA)..... RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.

MARSHALL, AK

MARSHALL DON
HUNTER SR (MDM)..... RNAV (GPS) Rwy 7¹
RNAV (GPS)-A²

NA when local weather not available.
¹Categories A, B, 1000-2.
²Category B, 900-2.

MC GRATH, AK

MC GRATH (MCG)..... LOC/DME Rwy 16
RNAV (GPS) Rwy 16
VOR/DME-C

Category D, 900-2½.

MEKORYUK, AK

MEKORYUK (MYU)..... NDB-B
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

Category D, 800-2½.

MINCHUMINA, AK

MINCHUMINA (MHM)..... NDB Rwy 3¹
RNAV (GPS) Rwy 3²
RNAV (GPS) Rwy 21³

¹Categories A, B, 1000-2; Category C, 1000-2½;
Category D, 1000-3.
²Category D, 800-2½.
³Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

MOUNTAIN VILLAGE, AK

MOUNTAIN
VILLAGE (MOU)..... RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
NA when local weather not available.

NENANA, AK

NENANA MUNI (ENN)..... NDB Rwy 4L
RNAV (GPS) Rwy 4L
NA when local weather not available.

NEW STUYAHOK, AK

NEW STUYAHOK (KNW) ... RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

NOATAK, AK

NOATAK (WTK)..... NDB/DME Rwy 1
NA when local weather not available.

NOME, AK

NOME (OME)..... ILS or LOC/DME Y Rwy 28¹
ILS or LOC/DME Z Rwy 28¹
VOR Rwy 28²

¹ILS, Category D, 700-2.
²Categories A, B, 1000-2; Category C, 1000-2½;
Category D, 1000-3.

NUIQSUT, AK

NUIQSUT (AQT)..... RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

PALMER, AK

PALMER MUNI (PAQ)..... RNAV (GPS) Rwy 9
RNAV (GPS)-A
Category D, 800-2½.

NA when local weather not available.

PERRYVILLE, AK

PERRYVILLE (PEV)..... RNAV (GPS) Rwy 2
NA except Cats A, B, 1600-2 for operators with
approved weather reporting service.

PETERSBURG, AK

PETERSBURG JAMES
A JOHNSON (PSG)..... LDA/DME-D¹
RNAV (GPS)-B²

NA when local weather not available.
¹Category A, 1700-5; Category B, 1800-5;
Category C, 3000-5.
²Categories A, B, 2400-2; Category C, 3000-3.

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PILOT POINT, AK

PILOT POINT (PNP) RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

PLATINUM, AK

PLATINUM (PTU) RNAV (GPS) Rwy 14
NA when local weather not available.

PORT HEIDEN, AK

PORT HEIDEN (PTH) RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 13
NA when local weather not available.

QUINHAGAK, AK

QUINHAGAK (AQH) RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
NA when local weather not available.

RUBY, AK

RUBY (RBY) RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.

RUSSIAN MISSION, AK

RUSSIAN MISSION (RSH) RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35¹
NA when local weather not available.
¹Categories A, B, 1400-2.

ST. GEORGE, AK

ST. GEORGE (PBV) LOC/DME-C¹
RNAV (GPS) D²
¹Category C, 900-2½; Category D, 900-2½.
²Category C, 800-2½.

ST. MARY'S, AK

ST. MARY'S (KSM) LOC/DME Rwy 17
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

ST. MICHAEL, AK

ST. MICHAEL (SMK) RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ST. PAUL ISLAND, AK

ST. PAUL ISLAND (SNP) ILS or LOC/DME Rwy 36¹
LOC/DME BC Rwy 18³
RNAV (GPS) Rwy 18³
RNAV (GPS) Rwy 36⁴

¹ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
²NA when local weather not available.
³Category D, 800-2½.
⁴Category C, 800-2½; Category D, 800-2½.

SAND POINT, AK

SAND POINT (SDP) NDB Rwy 13¹
NDB/DME Rwy 31²
RNAV (GPS) Rwy 13³

¹Categories A, B, 1800-2; Categories C, D, 1800-3.
²Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.
³Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

SAVOONGA, AK

SAVOONGA (SVA) RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR Rwy 23
VOR/DME Rwy 23
NA when local weather not available.

SCAMMON BAY, AK

SCAMMON BAY (SCM) RNAV (GPS) Rwy 10¹
RNAV (GPS) Rwy 28¹
RNAV (GPS)-B²
NA when local weather not available.
¹Categories A, B, 1100-2.
²Categories A, B, 800-2½.

SELAWIK, AK

SELAWIK (WLK) RNAV (GPS) Rwy 4
RNAV (GPS) Y Rwy 22
RNAV (GPS) Z Rwy 22
RNAV (GPS) Rwy 27
VOR Rwy 4
VOR Rwy 22
NA when local weather not available.

SEWARD, AK

SEWARD (SWD) RNAV (GPS)-A
Categories A, B, 2700-2.

SHAKTOOLIK, AK

SHAKTOOLIK (2C7) RNAV (GPS) Rwy 14
NA when local weather not available.
Category D, 800-2½.

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NAME **ALTERNATE MINIMUMS**
SHUNGNAC, AK
 SHUNGNAC (SHG)..... **RNAV (GPS) Rwy 9**
 RNAV (GPS) Rwy 27
 NA when local weather not available.

SITKA, AK
 SITKA ROCKY
 GUTIERREZ (SIT)..... **LOC/DME Rwy 11²**
 RNAV (GPS) Rwy 11³
 VOR/DME-A¹

¹Categories A, B, C, 800-2¼; Category D, 1800-3.
²Category D, 1800-3.
³Categories A, B, 1600-2; Category C, 1600-3; Category D, 1800-3.

SOLDOTNA, AK
 SOLDOTNA (SXQ)..... **NDB Rwy 7³**
 NDB Rwy 25³
 RNAV (GPS) Rwy 7²
 RNAV (GPS) Rwy 25²
 VOR/DME-A¹

NA when local weather not available.
¹Category D, 800-2¼.
²Category C, 800-2¼; Category D, 900-2¾.
³Category C, 800-2½; Category D, 900-2¾.

SOUTH NAKNEK, AK
 SOUTH NAKNEK
 NR 2 (WSN) **RNAV (GPS) Rwy 13**
 RNAV (GPS) Rwy 31
 NA when local weather not available

TALKEETNA, AK
 TALKEETNA (TKA) **NDB Rwy 36¹**
 RNAV (GPS) Rwy 36
 VOR/DME Rwy 36²
 VOR-A²

NA when local weather not available.
¹Categories A, B, 1000-2; Categories C, D, 1000-3.
²Category D, 800-2¼.

TANANA, AK
 RALPH M CALHOUN
 MEMORIAL (TAL) **RNAV (GPS) Rwy 7**
 NA when local weather not available.

TOGIAK VILLAGE, AK
 TOGIAK (TOG)..... **NDB-B**
 Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2¾.

TOKSOOK BAY, AK
 TOKSOOK BAY (OOK) **RNAV (GPS) Rwy 34**
 NA when local weather not available.

NAME **ALTERNATE MINIMUMS**
UNALAKLEET, AK
 UNALAKLEET (UNK)..... **LOC/DME Rwy 15**
 RNAV (GPS)-A
 RNAV (GPS) Y Rwy 33
 RNAV (GPS) Z Rwy 33
 VOR/DME-D, 800-4
 NA when local weather not available.

UNALASKA, AK
 UNALASKA (DUT) **NDB-A¹**
 RNAV (GPS)-B²
 NA when local weather not available.
¹Categories A, B, 2900-2; Categories C, D, 2900-3.
²Categories A, B, 2000-3; Category C, 2300-3, Category D, 2500-3.

VALDEZ, AK
 VALDEZ PIONEER
 FIELD (VDZ) **LDA/DME-H**
 Categories A, B, C, D, 4400-5.

WAINWRIGHT, AK
 WAINWRIGHT (AWI) **NDB Rwy 5**
 NDB Rwy 23
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23
 NA when local weather not available.

WASILLA, AK
 WASILLA (IYS) **RNAV (GPS) Rwy 4**
 RNAV (GPS) Rwy 22
 NA when local weather not available.

WHITE MOUNTAIN, AK
 WHITE
 MOUNTAIN (WMO) **RNAV (GPS) Rwy 15**
 RNAV (GPS) Rwy 33
 NA when local weather not available.

WRANGELL, AK
 WRANGELL (WRG)..... **LDA/DME-C¹**
 LDA/DME-D²
 RNAV (GPS) Rwy 10³
¹Categories A, B, 1600-3; Category C, 2500-3.
²Category D, 3300-3.
³Categories A, B, 2100-2½, Category C, 2500-3.

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| YAKUTAT, AK | | | |
| YAKUTAT (YAK) | ILS or LOC/DME Rwy 11 ¹ | | |
| | LOC/DME BC Rwy 29 ² | | |
| | RNAV (GPS) Rwy 2 ² | | |
| | RNAV (GPS) Rwy 11 ² | | |
| | RNAV (GPS) Rwy 29 ² | | |
| | VOR/DME Rwy 29 ² | | |

¹ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.

²Category D, 800-2¼.

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RADAR MINS

16091

RADAR INSTRUMENT APPROACH MINIMUMS

ELMENDORF AFB (PAED), AK (Anchorage) (Amdt 1, 16091 USAF)

ELEV 213

ANCHORAGE APP CON - 118.6 290.5 

| | <u>RWY</u> | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DH/</u> <u>MDA-VIS</u> | <u>HAT/</u> <u>HATH/</u> <u>HAA</u> | <u>CEIL-VIS</u> |
|--------------------|------------|-------------------|------------|------------------------------|---|-----------------|
| PAR ¹²³ | 6 | 3.0°/55/1094 | ABCDE | 374/18 | 200 | (200-½) |

¹PAR opr hr available by NOTAM.

²Maintenance Period daily 1300-1500Z++, Wednesday 0800-1500Z++.

³When ALS inoperative, increase RVR to 40 and vis to ¾ for all categories.

LADD AAF, AK

ELEV 460

FAIRBANKS/FORT WAINWRIGHT (Amdt 9A, 11125)

RADAR 1(D) - FAIRBANKS APP CON - 126.5 381.4 125.35 363.2 (E)

  NA

| | <u>RWY</u> | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DH/</u> <u>MDA-VIS</u> | <u>HAT/</u> <u>HATH/</u> <u>HAA</u> | <u>CEIL-VIS</u> |
|----------------|------------|-------------------|------------|------------------------------|---|-----------------|
| PAR (A) | 25R | 3.0°/60/1150 | ABCDE | 654-½ | 200 | (200-½) |
| PAR W/O GS (B) | 25R | | AB | 960-½ | 506 | (600-½) |
| | | | CD | 960-1 | 506 | (600-1) |
| | | | E | 960-1¼ | 506 | (600-1¼) |
| CIR (C) | | | AB | 960-1 | 500 | (600-1) |
| | | | C | 1000-1½ | 540 | (600-1½) |
| | | | D | 1020-2 | 560 | (600-2) |
| | | | E | 1200-2¾ | 740 | (800-2¾) |

(A) When ALS inop, increase CAT E vis to ¾ mile.

(B) When ALS inop, increase CAT E vis to 1¼ miles.

(C) Circling not authorized N of Rwy 7L-25R.

(D) Procedure NA when control tower closed.

LADD AAF, AK

ELEV 460

FAIRBANKS/FORT WAINWRIGHT (Amdt 1A, 11125)

RADAR 2(B) - FAIRBANKS APP CON - 126.5 381.4 125.35 363.2 (E)

  NA

| | <u>RWY</u> | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DH/</u> <u>MDA-VIS</u> | <u>HAT/</u> <u>HATH/</u> <u>HAA</u> | <u>CEIL-VIS</u> |
|---------|------------|-------------------|------------|------------------------------|---|-----------------|
| ASR (C) | 25R | | AB | 1120-½ | 666 | (700-½) |
| | | | C | 1120-1¼ | 666 | (700-1¼) |
| | | | D | 1120-1½ | 666 | (700-1½) |
| | | | E | 1120-1¾ | 666 | (700-1¾) |
| CIR (A) | | | AB | 1120-1 | 660 | (700-1) |
| | | | C | 1120-1¾ | 660 | (700-1¾) |
| | | | D | 1120-2 | 660 | (700-2) |
| | | | E | 1200-2¾ | 740 | (800-2¾) |

(A) Circling not authorized N of Rwy 7L-25R.

(B) Procedure NA when control tower closed.

(C) When ALS inop, increase CAT E vis to 2¼ miles.

AK

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16091

14261

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

THERE ARE NO LAND AND HOLD
SHORT OPERATIONS (LAHSO)
FOR ALASKA

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

14261

16147

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

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

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|--|----------|---|
| ANCHORAGE, AK | | |
| TED STEVENS ANCHORAGE INTL (ANC) (PANC) | | |
| | HS 1 | Confusing int in close proximity of Rwy 07L-25R. |
| | HS 2 | Acft taxiing to Twy K via Twy E and Twy F may confuse hold short instructions for Rwys 07R-25L and 07L-25R. Twy D signage may not be vis from Twy E and Twy F hold positions. |
| ELMENDORF AFB (EDF) (PAED) | | |
| | HS 1 | Int of Rwy 06-24 and Rwy 16-34 is high rwy incursion location; possibility of unauthorized vehicular traffic. |
| | HS 2 | Int of Rwy 06-24 and Twy D is high rwy incursion location; possibility of unauthorized vehicular traffic. |
| | HS 3 | Int of Rwy 06-24 and Twy F is high rwy incursion location; possibility of unauthorized vehicular traffic. |
| | HS 4 | Int of Rwy 16-34 and Twy M is high rwy incursion location; possibility of unauthorized vehicular traffic. |
| FAIRBANKS, AK | | |
| FAIRBANKS INTL (FAI) | | |
| | HS 1 | Twy B, Twy T, and Twy U. |
| KENAI, AK | | |
| KENAI MUNI (ENA) (PAEN) | | |
| | HS 1 | Twy E, Twy A, and Twy J. |
| | HS 2 | Twy A, Twy F, Twy G, and Twy H complex int. |
| KODIAK, AK | | |
| KODIAK (ADQ) (PADQ) | | |
| | HS 1 | Twy F is a narrow single access point to the main ramp. |

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

16147

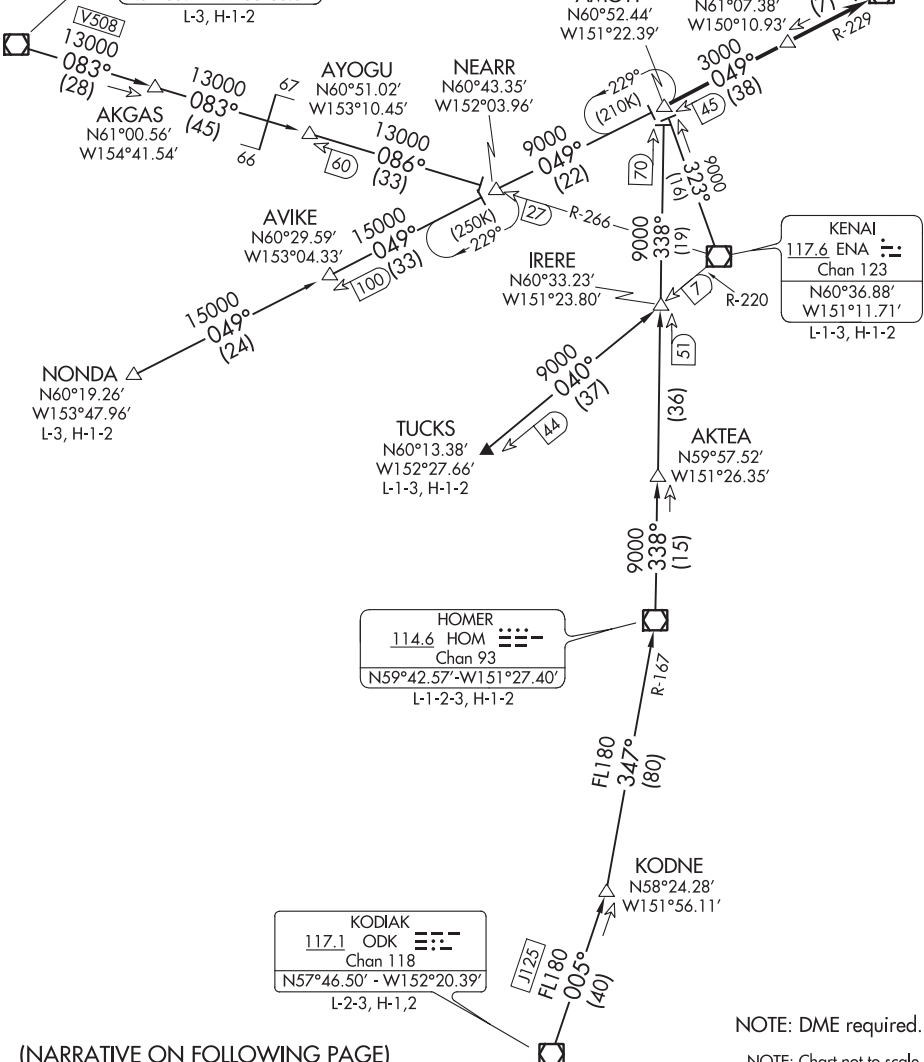
(AMOTT.AMOTT1) 15344 AMOTT ONE ARRIVAL

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
ST-1500 (FAA) ANCHORAGE, ALASKA

ANCHORAGE APP CON
126.4 257.9
ANCHORAGE ATIS
135.5
ELMENDORF AFB ATIS *
124.3 273.5
MERRILL FIELD ATIS
124.25

ANCHORAGE
113.15 TED
Chan 78 (Y)
N61°10.07' - W149°57.61'
3000

SPARREVOHN
117.2 SQA
Chan 119
N61°05.91' - W155°38.07'
L-3, H-1-2



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)

NOTE: DME required.

NOTE: Chart not to scale.

AMOTT ONE ARRIVAL (AMOTT.AMOTT1) 15344

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

ARRIVAL ROUTE DESCRIPTION

HOMER TRANSITION (HOM.AMOTT1): From over HOM VOR/DME on HOM R-338 to AMOTT. Thence. . . .

KENAI TRANSITION (ENA.AMOTT1): From over ENA VOR/DME on ENA R-323 to AMOTT. Thence. . . .

KODIAK TRANSITION (ODK.AMOTT1): From over ODK VOR/DME on ODK R-005 to KODNE, then on HOM R-167 to HOM VOR/DME, then on HOM R-338 to AMOTT. Thence. . . .

NONDA TRANSITION (NONDA.AMOTT1): From over NONDA on TED R-229 to AMOTT. Thence. . . .

SPARREVOHN TRANSITION (SQA.AMOTT1): From over SQA VOR/DME on SQA R-083 to AKGAS, then on SQA R-083 and ENA R-266 to AYOGU, then on ENA R-266 to NEARR, then on TED R-229 to AMOTT. Thence. . . .

TUCKS TRANSITION (TUCKS.AMOTT1): From over TUCKS on ENA R-220 to IRERE then on HOM R-338 to AMOTT. Thence. . . .

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

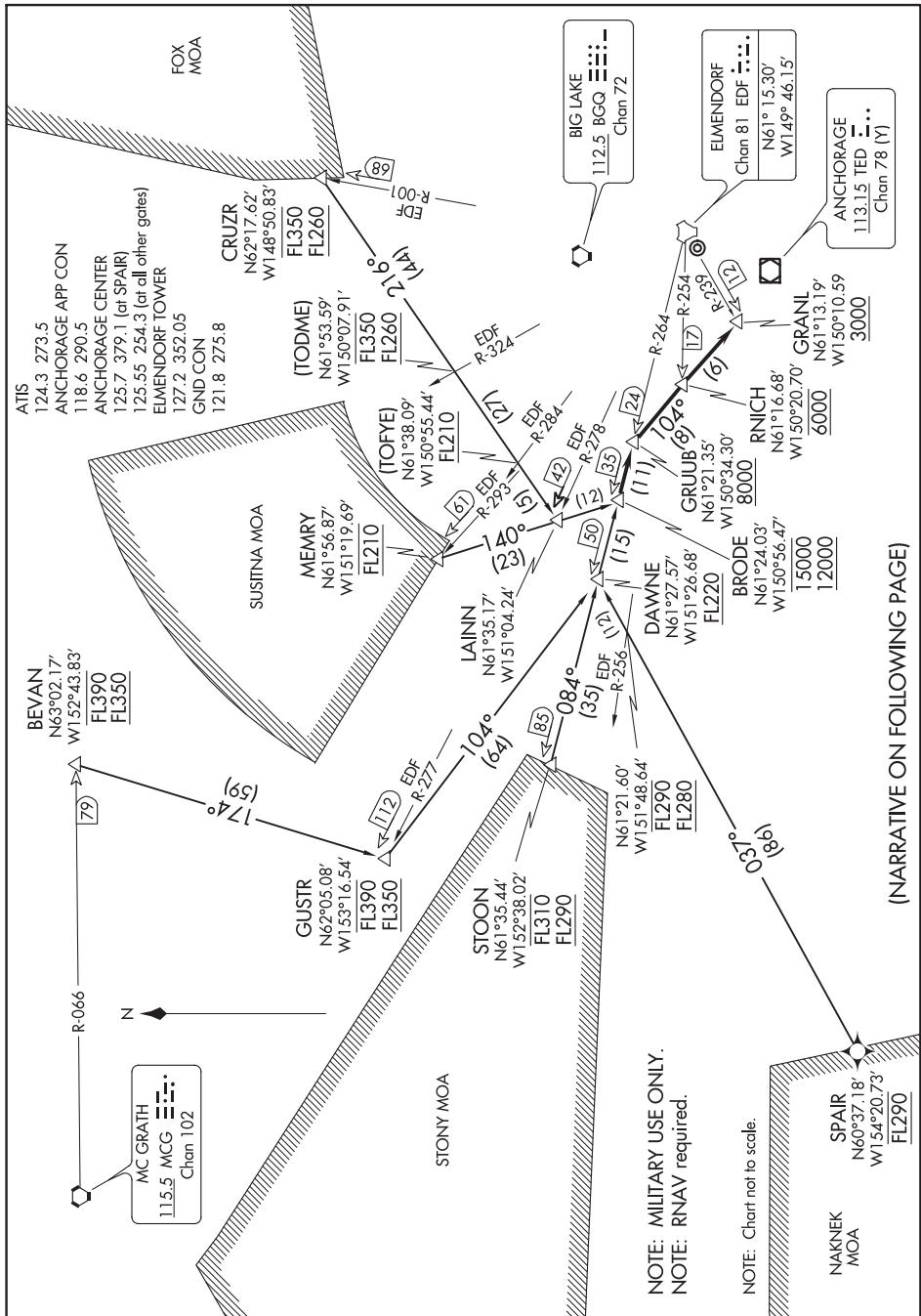
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

DESKA FOUR ARRIVAL

ST-1196 (FAA)

ELMENDORF AFB (PAED)
ANCHORAGE, ALASKA



(NARRATIVE ON FOLLOWING PAGE)

DESKA FOUR ARRIVAL

ANCHORAGE, ALASKA
ELMENDORF AFB (PAED)

ARRIVAL ROUTE DESCRIPTION

BEVAN TRANSITION (BEVAN.DESKA4): From over BEVAN via heading 174° to GUSTR, then via heading 104° to DAWNE. Then via EDF R-264 to BRODE. Thence. . . .

CRUZR TRANSITION (CRUZR.DESKA4): From over CRUZR via heading 216° to LAINN and heading 140° to BRODE. Thence. . . .

MEMRY TRANSITION (MEMRY.DESKA4): From over MEMRY via heading 140° to BRODE, then via R-264 to GRUUB. Thence. . . .

SPAIR TRANSITION (SPAIR.DESKA4): From over SPAIR via heading 037° to DAWNE and via EDF R-264 to BRODE. Thence. . . .

STOON TRANSITION (STOON.DESKA4): From over STOON via EDF R-264 to BRODE. Thence. . . .

. . . .From over BRODE via EDF R-264 to GRUUB then via heading 104° to RNICH then via heading 104° to GRANL. Expect IFR or VFR recovery clearance at GRUUB.

LOST COMMUNICATIONS: From over BRODE. . . .

. . . .If practicable, proceed to EDF VFR via EDF R-264 to EDF 10 DME, then direct Pt. No-Name Visual Check Point. Then proceed to RWY 6 or one mile initial to Rwy 24. Rock wings on initial.

. . . .If IMC, proceed via EDF R-264 to GRUUB, then via heading 104° to GRANL, then execute ILS Y or TACAN RWY 6 approach to full stop.

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

ELLAM FIVE ARRIVAL

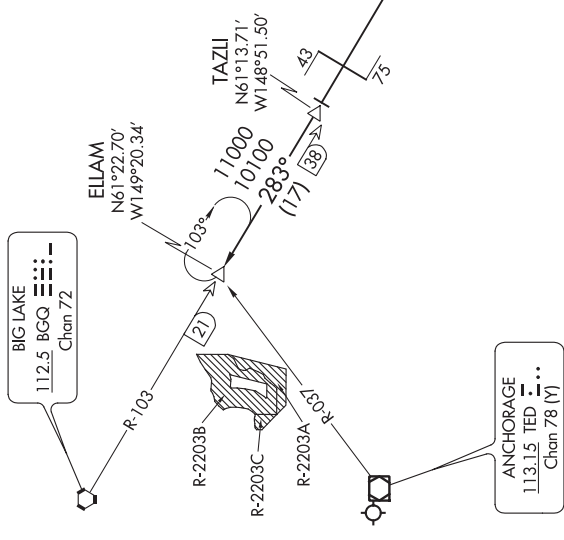
TED STEVENS ANCHORAGE INTL (ANC)(PANC)
ST-1500 (FAA) ANCHORAGE, ALASKA

AK, 10 NOV 2016 to 05 JAN 2017

ANCHORAGE APP CON
118.6 290.3
ANCHORAGE INTL ATIS
135.5
ELMENDORF AFB ATIS ★
124.3 273.5
MERRILL FIELD ATIS
124.25

JOHNSTONE POINT
116.7 JOH
Chan 114
N60°28.86'-W146°35.96'
L-1-3-4, H-1

NOTE: DME required.



ARRIVAL ROUTE DESCRIPTION

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

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

NOTE: Chart not to scale.

AK, 10 NOV 2016 to 05 JAN 2017

(FALCO.FALCO5) 14205

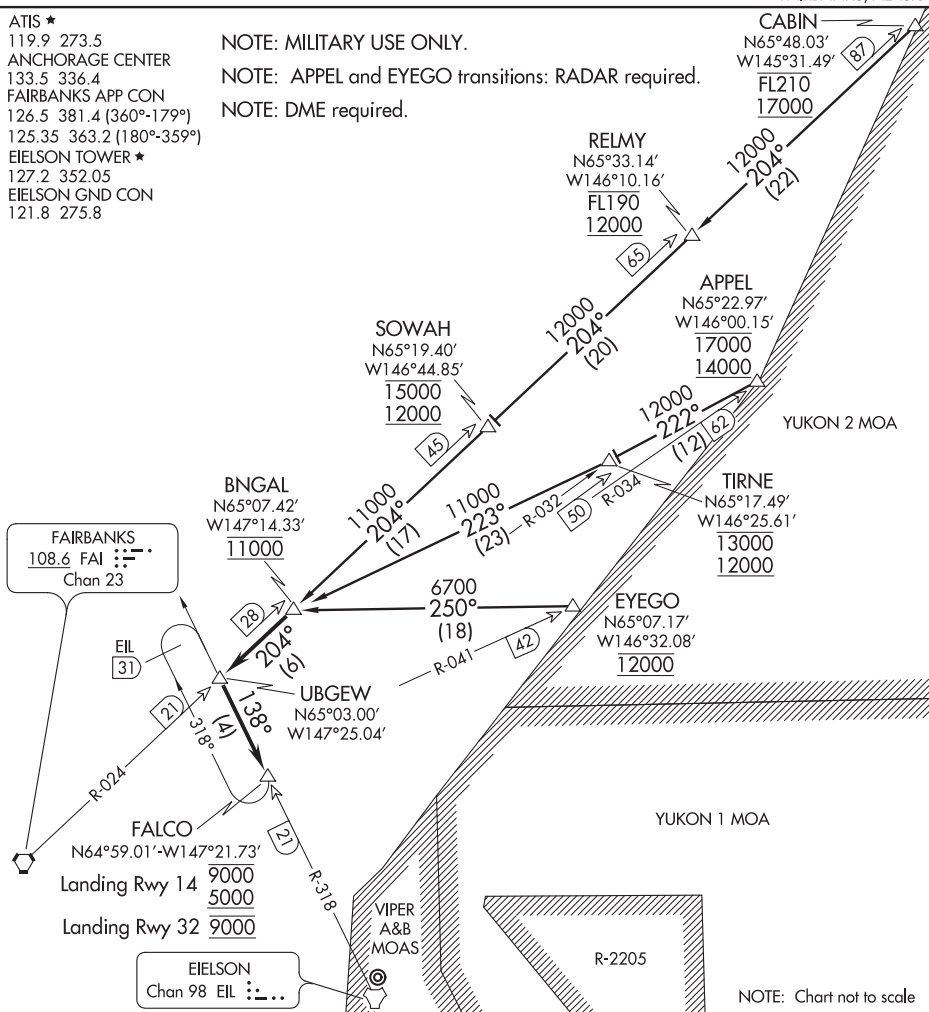
FALCO FIVE ARRIVAL

ST-1729 (FAA)

EIELSON AFB (P A E I)
FAIRBANKS, ALASKA

ATIS ★
 119.9 273.5
 ANCHORAGE CENTER
 133.5 336.4
 FAIRBANKS APP CON
 126.5 381.4 (360°-179°)
 125.35 363.2 (180°-359°)
 EIELSON TOWER ★
 127.2 352.05
 EIELSON GND CON
 121.8 275.8

NOTE: MILITARY USE ONLY.
 NOTE: APPEL and EYEGO transitions: RADAR required.
 NOTE: DME required.



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

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

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

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

. . . via FAI R-024 to UBGEW/FAI 21 DME and EIL R-318 to FALCO/EIL 21 DME. Expect IFR or VFR recovery clearance at BNGAL. Landing Rwy 14 cross FALCO at or below 9000 and at or above 5000. Landing Rwy 32 cross FALCO at 9000.

FALCO FIVE ARRIVAL

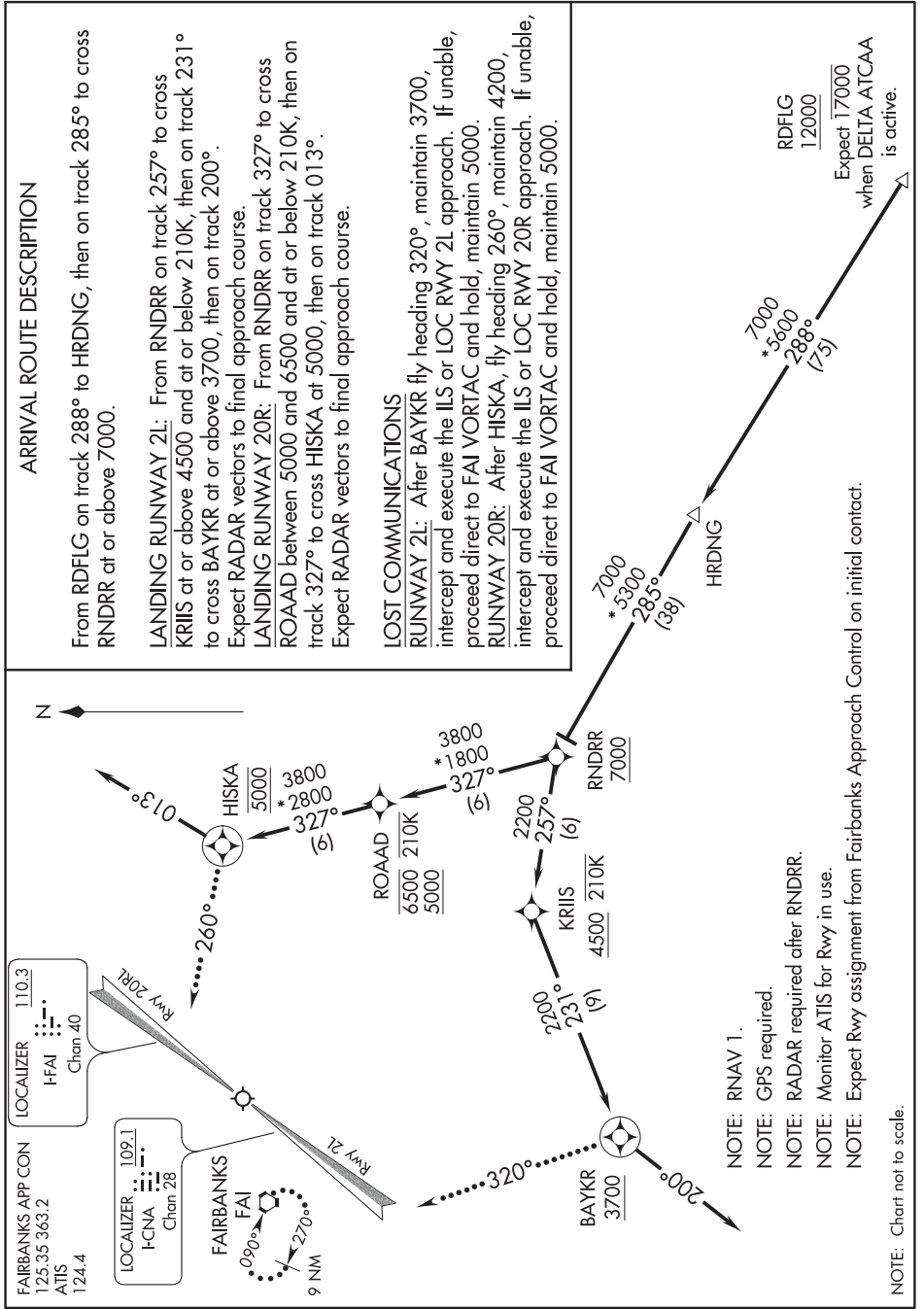
(FALCO.FALCO5) 14205

FAIRBANKS, ALASKA
EIELSON AFB (P A E I)

HRDNG TWO ARRIVAL (RNAV)

ST-1234 (FAA)

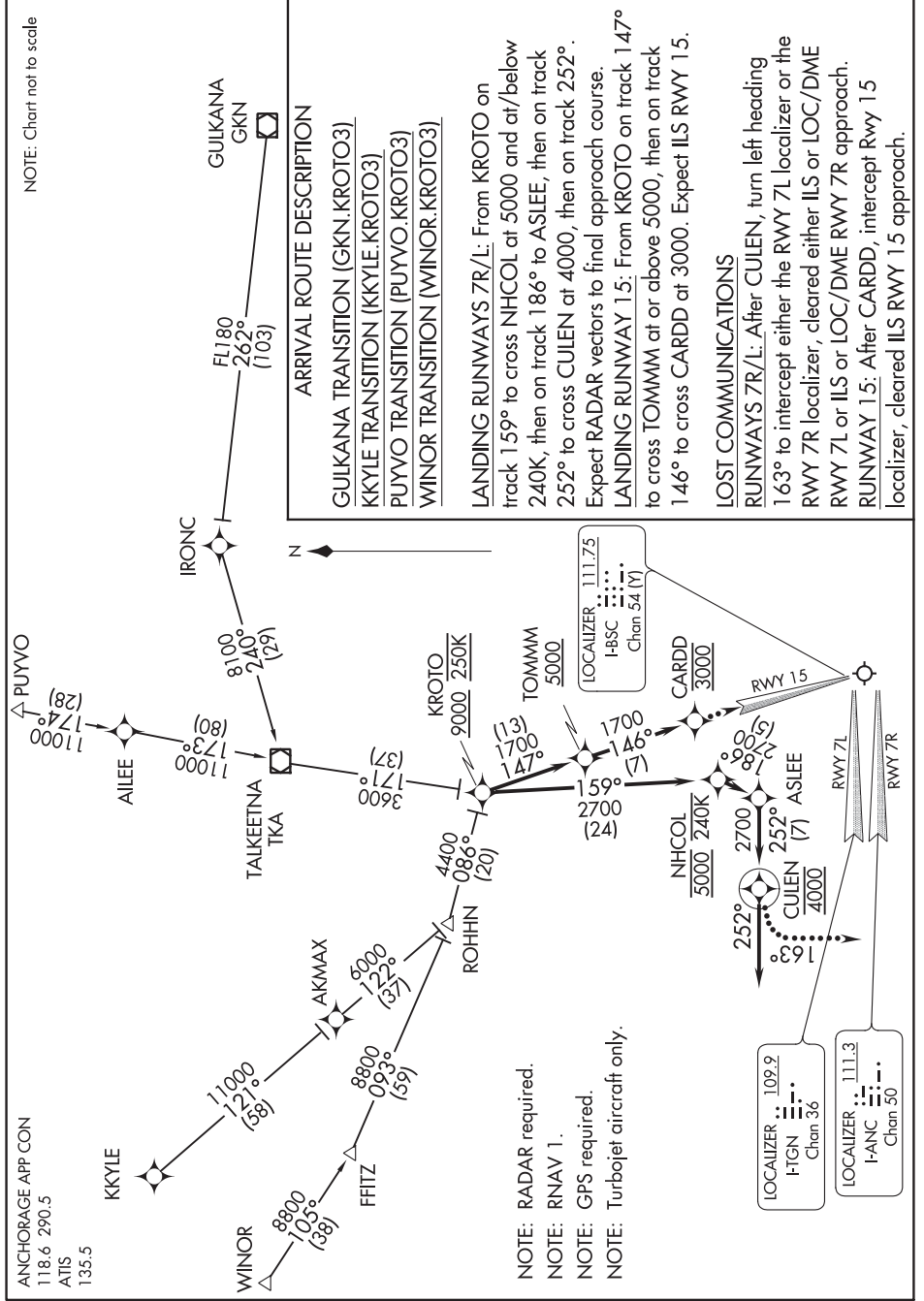
AK, 10 NOV 2016 to 05 JAN 2017



AK, 10 NOV 2016 to 05 JAN 2017

KROTO THREE ARRIVAL (RNAV)

AK, 10 NOV 2016 to 05 JAN 2017



AK, 10 NOV 2016 to 05 JAN 2017

(CAWIN.LIBER2) 15344

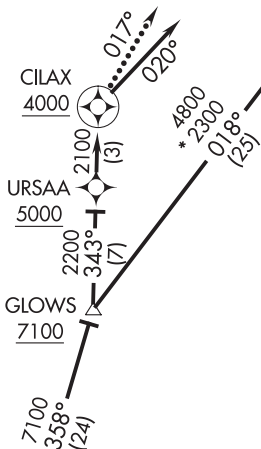
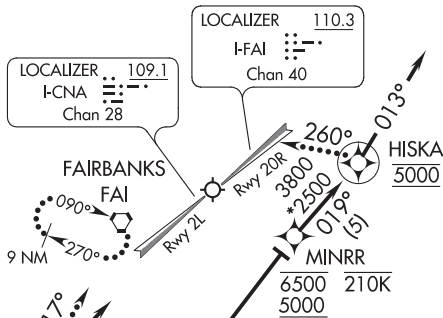
LIBER TWO ARRIVAL (RNAV)

FAIRBANKS INTL (FAI) (PAFA)

FAIRBANKS, ALASKA

ST-1234 (FAA)

FAIRBANKS APP CON
125.35 363.2
ATIS
124.4



- NOTE: RNAV 1.
- NOTE: GPS required.
- NOTE: RADAR required after GLOWS.
- NOTE: Monitor ATIS for Rwy in use.
- NOTE: Expect Rwy assignment from Fairbanks Approach control upon initial contact.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From CAWIN on track 357° to LIBER, then on track 358° to cross GLOWS at or above 7100.

LANDING RUNWAY 2L: From GLOWS on track 343° to cross URSAA at or above 5000, then on track 343° to cross CILAX at or above 4000, then on track 020°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 20R: From GLOWS on track 018° to cross MINRR between 5000 and 6500 and at or below 210K, then on track 019° to cross HISKA at 5000, then on track 013°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

RUNWAY 2L: After CILAX fly heading 017° to join Rwy 2L localizer, cleared ILS or LOC RWY 2L. If unable, proceed direct FAI VORTAC and hold, maintain 5000.

RUNWAY 20R: After HISKA, fly heading 260°, maintain 4200, intercept and execute the ILS or LOC RWY 20R approach. If unable, proceed direct to FAI VORTAC and hold, maintain 5000.

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

LIBER TWO ARRIVAL (RNAV)

(CAWIN.LIBER2) 15344

FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI) (PAFA)

ATIS
 124.3 273.5
 ANCHORAGE APP CON
 118.6 290.5
 ANCHORAGE CENTER
 125.55 254.3
 ELMENDORF TOWER
 127.2 352.05
 GND CON
 121.8 275.8

CRUZR
 N62°17.62'
 W148°50.83'
 FL350
 FL260

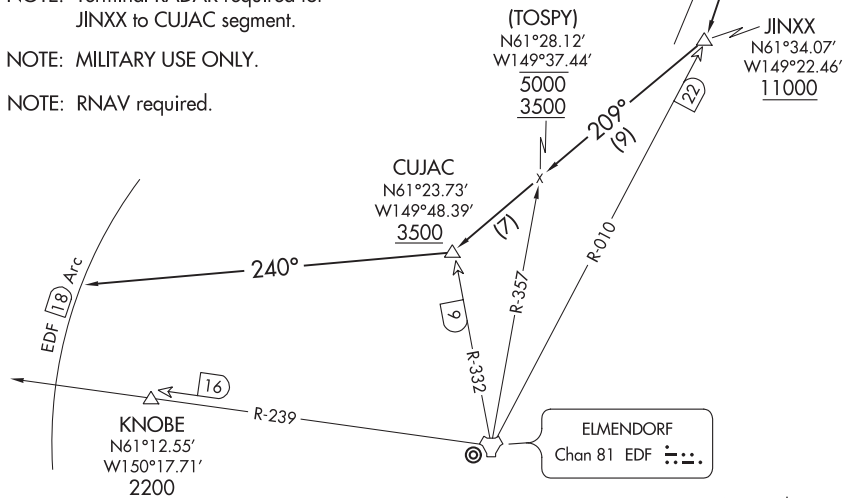
FOX
 MOA

NOTE: If no ATC radar vector instructions have been received prior to EDF 13 DME when outbound from CUJAC, execute lost communications instructions.

NOTE: Terminal RADAR required for JINXX to CUJAC segment.

NOTE: MILITARY USE ONLY.

NOTE: RNAV required.



NOTE: Chart not to scale

ARRIVAL ROUTE DESCRIPTION

CRUZR TRANSITION (CRUZR.MATSU5): From over CRUZR via heading 178° to JINXX, then heading 209° to CUJAC, depart CUJAC heading 240°. Thence. . .

. . . Expect vectors within EDF 18 DME to ILS Y or TACAN Rwy 6 approach.

LOST COMMUNICATIONS:

If practicable, proceed to EDF VFR via CUJAC direct Point No-Name Visual Check Point. Then proceed to Rwy 6 or one mile initial to Rwy 24. Rock wings on initial. If unable to proceed to EDF VFR, descend via the MATSU arrival to CUJAC. Cross CUJAC at or above 3500. Fly heading 240° and join the EDF 18 DME Arc west of EDF. Arc south and join the EDF R-239 to KNOBE. Cross KNOBE at or above 2200 and execute ILS Y or TACAN Rwy 6 approach to ELMENDORF AFB.

(SNAAG.NEELL4) 15288

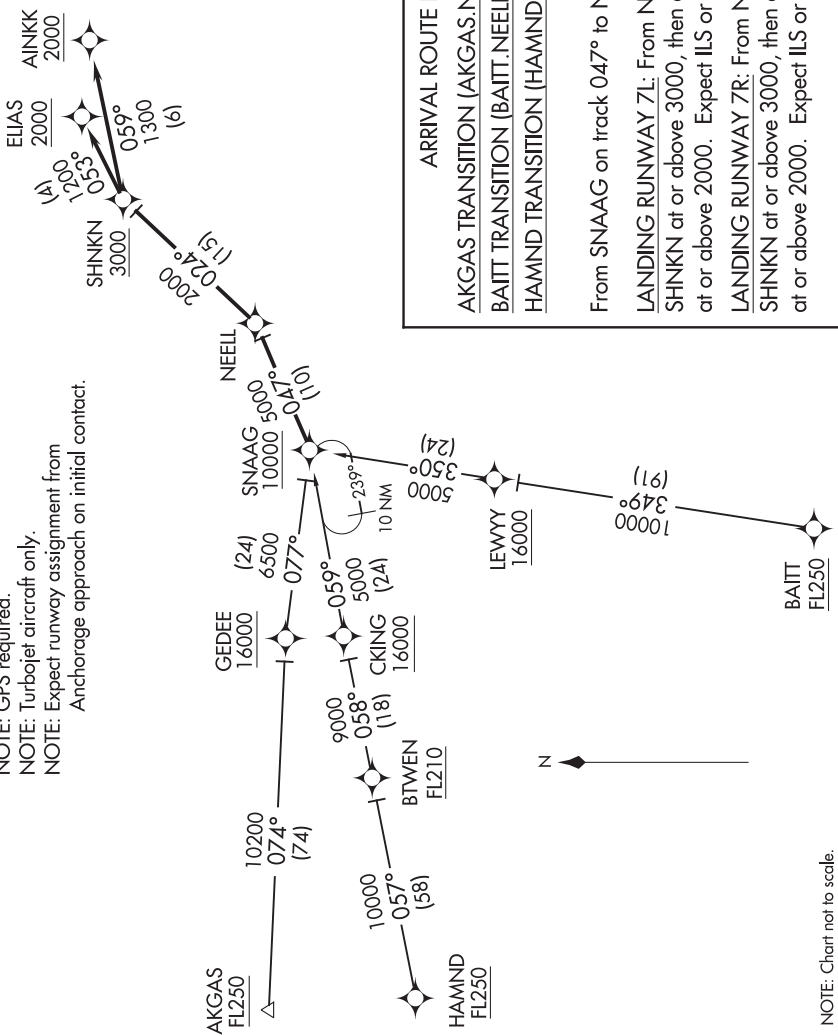
NEELL FOUR ARRIVAL (RNAV)

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
ST-1500 (FAA) ANCHORAGE, ALASKA

AK, 10 NOV 2016 to 05 JAN 2017

ANCHORAGE APP CON
126.4 257.9
ATIS
135.5

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: GPS required
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment from Anchorage approach on initial contact.



ARRIVAL ROUTE DESCRIPTION

AKGAS TRANSITION (AKGAS.NEELL4)
BAITT TRANSITION (BAITT.NEELL4)
HAMND TRANSITION (HAMND.NEELL4)

From SNAAG on track 047° to NEELL.
 LANDING RUNWAY 7L: From NEELL on track 024° to cross SHNKN at or above 3000, then on track 059° to cross AINKK at or above 2000. Expect ILS or LOC RWY 7L approach.
 LANDING RUNWAY 7R: From NEELL on track 024° to cross SHNKN at or above 3000, then on track 053° to cross ELIAS at or above 2000. Expect ILS or LOC RWY 7R approach.

NOTE: Chart not to scale.

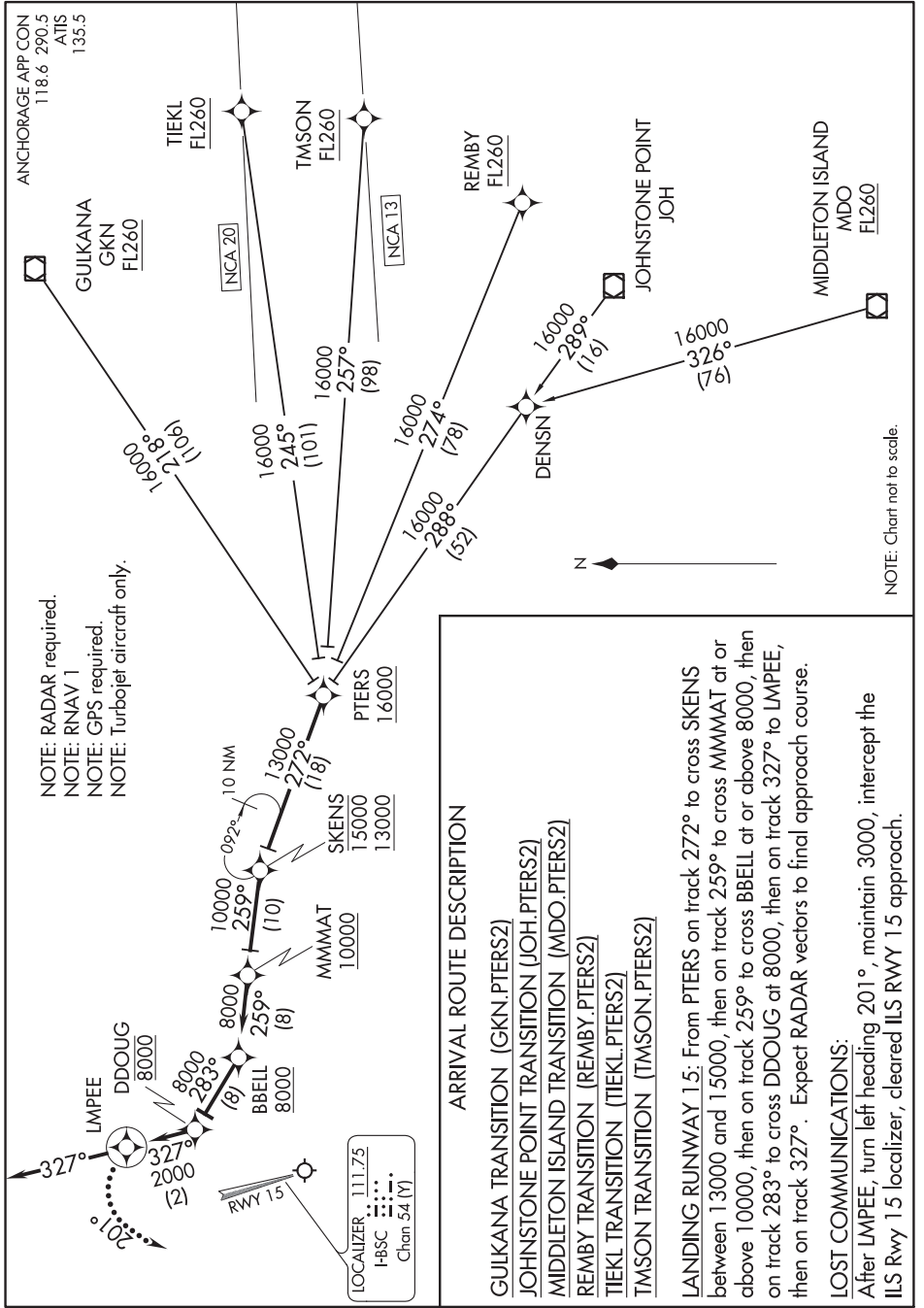
AK, 10 NOV 2016 to 05 JAN 2017

(SNAAG.NEELL4) 15288

NEELL FOUR ARRIVAL (RNAV)

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
ANCHORAGE, ALASKA

AK, 10 NOV 2016 to 05 JAN 2017

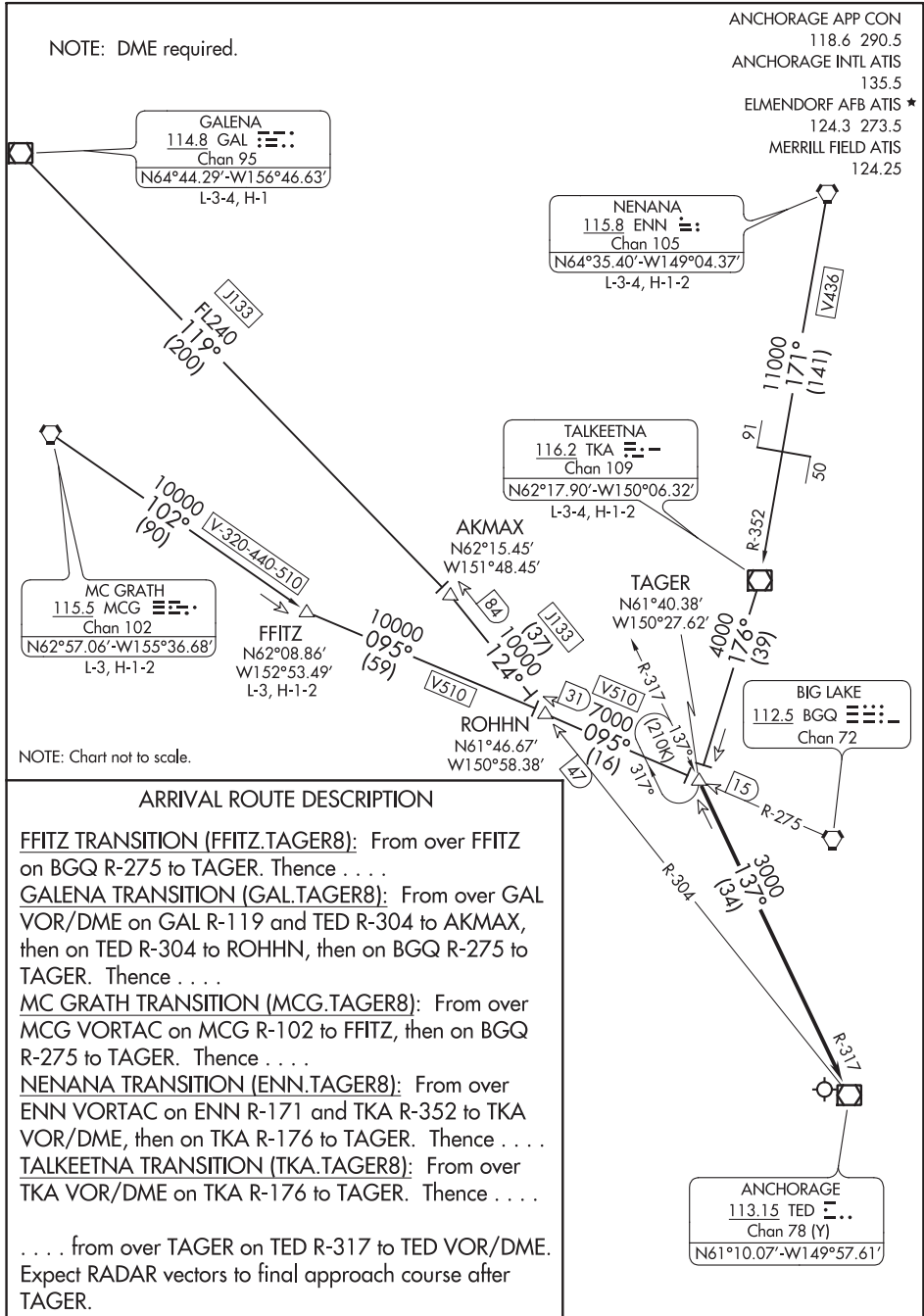


AK, 10 NOV 2016 to 05 JAN 2017

TAGER EIGHT ARRIVAL

NOTE: DME required.

ANCHORAGE APP CON 118.6 290.5
 ANCHORAGE INTL ATIS 135.5
 ELMENDORF AFB ATIS * 124.3 273.5
 MERRILL FIELD ATIS 124.25



ARRIVAL ROUTE DESCRIPTION

FFITZ TRANSITION (FFITZ.TAGER8): From over FFITZ on BGQ R-275 to TAGER. Thence

GALENA TRANSITION (GAL.TAGER8): From over GAL VOR/DME on GAL R-119 and TED R-304 to AKMAX, then on TED R-304 to ROHHN, then on BGQ R-275 to TAGER. Thence

MC GRATH TRANSITION (MCG.TAGER8): From over MCG VORTAC on MCG R-102 to FFITZ, then on BGQ R-275 to TAGER. Thence

NENANA TRANSITION (ENN.TAGER8): From over ENN VORTAC on ENN R-171 and TKA R-352 to TKA VOR/DME, then on TKA R-176 to TAGER. Thence

TALKEETNA TRANSITION (TKA.TAGER8): From over TKA VOR/DME on TKA R-176 to TAGER. Thence

. . . . from over TAGER on TED R-317 to TED VOR/DME. Expect RADAR vectors to final approach course after TAGER.

TAGER EIGHT ARRIVAL

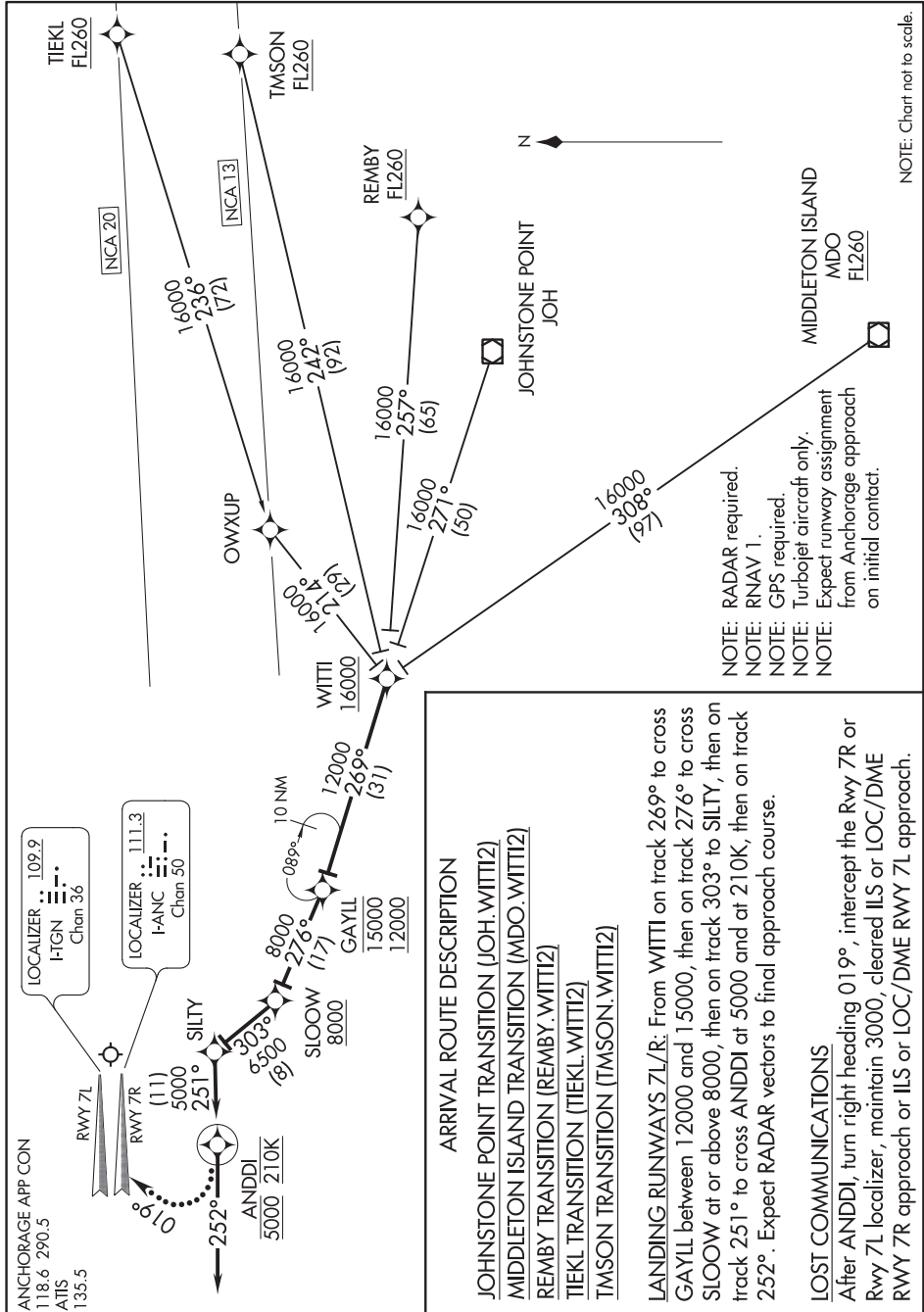
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

WITTI TWO ARRIVAL (RNAV)
 (WITTI.WITTI2) 15288

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
 ST-1500 (FAA) ANCHORAGE, ALASKA

AK, 10 NOV 2016 to 05 JAN 2017



ARRIVAL ROUTE DESCRIPTION
 JOHNSTONE POINT TRANSITION (JOH.WITTI2)
 MIDDLETON ISLAND TRANSITION (MDO.WITTI2)
 REMBY TRANSITION (REMBY.WITTI2)
 TIEKL TRANSITION (TIEKL.WITTI2)
 TMSON TRANSITION (TMSON.WITTI2)

LANDING RUNWAYS 7L/R: From WITTI on track 269° to cross GAYLL between 12000 and 15000, then on track 276° to cross SLOWO at or above 8000, then on track 303° to SILTY, then on track 251° to cross ANDDI at 5000 and at 210K, then on track 252°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS
 After ANDDI, turn right heading 019°, intercept the Rwy 7R or Rwy 7L localizer, maintain 3000, cleared ILS or LOC/DME Rwy 7R approach or ILS or LOC/DME Rwy 7L approach.

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment from Anchorage approach on initial contact.

NOTE: Chart not to scale.

AK, 10 NOV 2016 to 05 JAN 2017

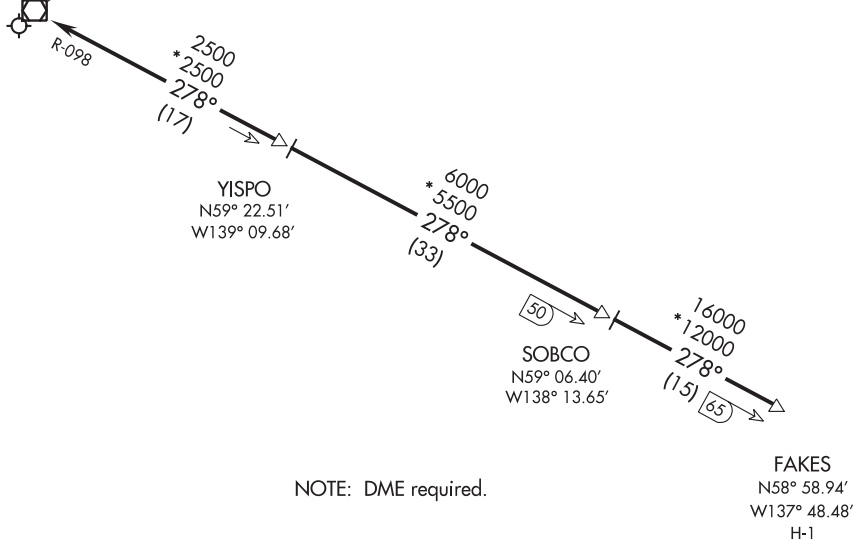
WITTI TWO ARRIVAL (RNAV)
 (WITTI.WITTI2) 15288

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
 ANCHORAGE, ALASKA

YAKUTAT THREE ARRIVAL

ANCHORAGE CENTER
 119.0 263.1
 JUNEAU RADIO
 123.6 (CTAF) 122.2
 ASOS 135.75

| | |
|--------------------------|-----|
| YAKUTAT | |
| 113.3 | YAK |
| Chan 80 | |
| N59° 30.65'-W139° 38.89' | |



NOTE: DME required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From FAKES/65 DME via YAK R-098 to YAK VOR/DME.

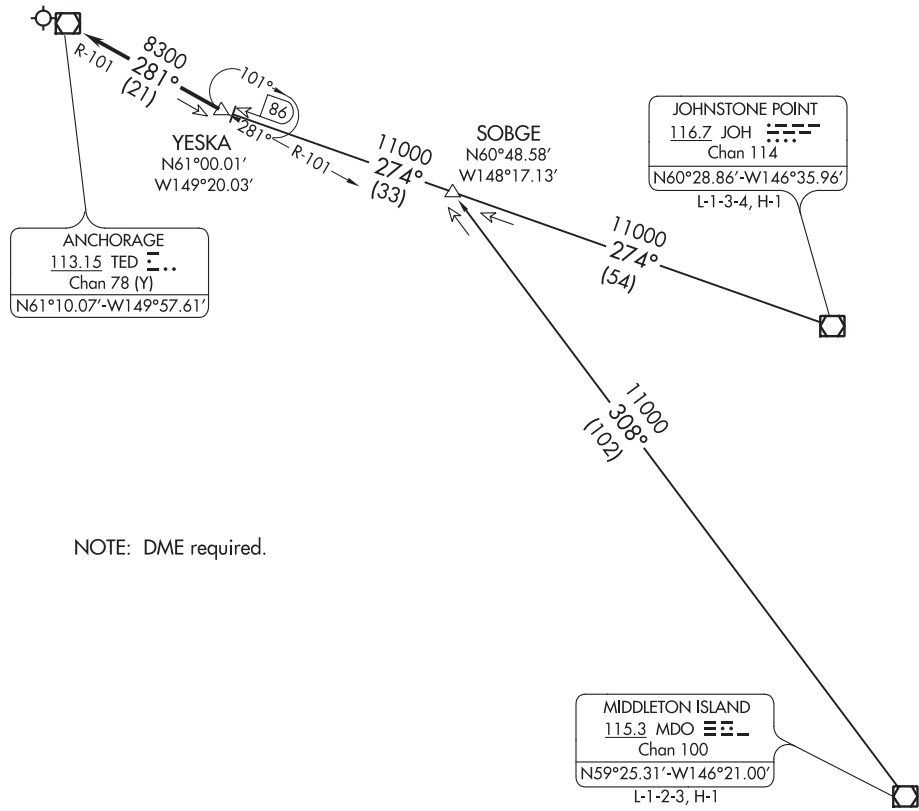
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

(YESKA.YESKA6) 15288
YESKA SIX ARRIVAL

TED STEVENS ANCHORAGE INTL (ANC)(PANC)
 ST-1500 (FAA) ANCHORAGE, ALASKA

ANCHORAGE APP CON
 126.4 259.6
 ANCHORAGE INTL ATIS
 135.5
 ELMENDORF AFB ATIS ★
 124.3 273.5
 MERRILL FIELD ATIS
 124.25



NOTE: DME required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

JOHNSTONE POINT TRANSITION (JOH.YESKA6): From over JOH VOR/DME on JOH R-274 to YESKA. Thence. . . .

MIDDLETON ISLAND TRANSITION (MDO.YESKA6): From over MDO VOR/DME on MDO R-308 to SOBGE, then on JOH R-274 to YESKA. Thence. . . .

. . . .From over YESKA on TED R-101 to TED VOR/DME.

Expect RADAR vectors to final approach course after YESKA.

YESKA SIX ARRIVAL
 (YESKA.YESKA6) 15288

ANCHORAGE, ALASKA

TED STEVENS ANCHORAGE INTL (ANC)(PANC)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

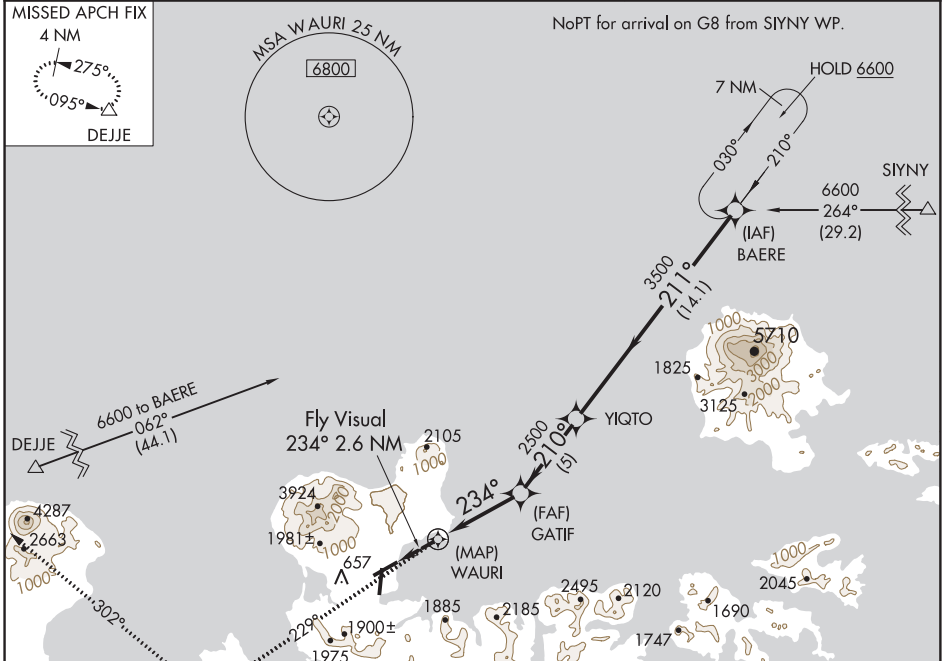
RNAV (GPS) RWY 23

ADAK (ADK)(PADK)

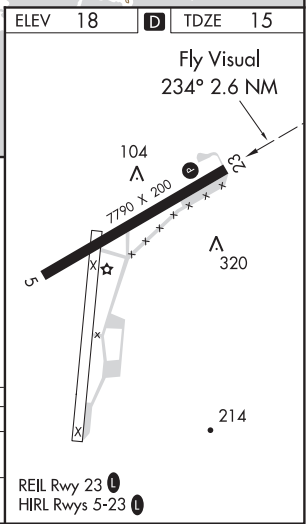
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 6790 |
| 234° | TDZE | 15 |
| | Apt Elev | 18 |

⚠ Circling not authorized at night.
⚠ MISSED APPROACH: Climb to 6600 via 229° course to XERIC, then right turn via 302° course to DEJJE and hold.
⚠ -17°C/1°F

| | | |
|--------------|--------------------|-----------------------|
| AWOS-3 | ANCHORAGE CENTER | CTAF |
| 134.5 | 126.4 254.3 | 122.9 ⓪ |



| | | | | |
|------------------------|----------------------|-------|----------------------|---|
| 6600 | XERIC | DEJJE | BAERE | |
| 229° crs | 302° crs | | | |
| Fly Visual 234° 2.6 NM | GATIF | YIQTO | 6600 | |
| WAURI | | 3500 | Procedure Turn NA | |
| | | 2500 | | |
| | 5 NM | 5 NM | 14.1 NM | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 1220-3 1205 (1300-3) | | | |
| CIRCLING | 1220-3 1202 (1300-3) | | 1540-3 1522 (1600-3) | |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

ADAK ISLAND, ALASKA

AL-1244 (FAA)

16091

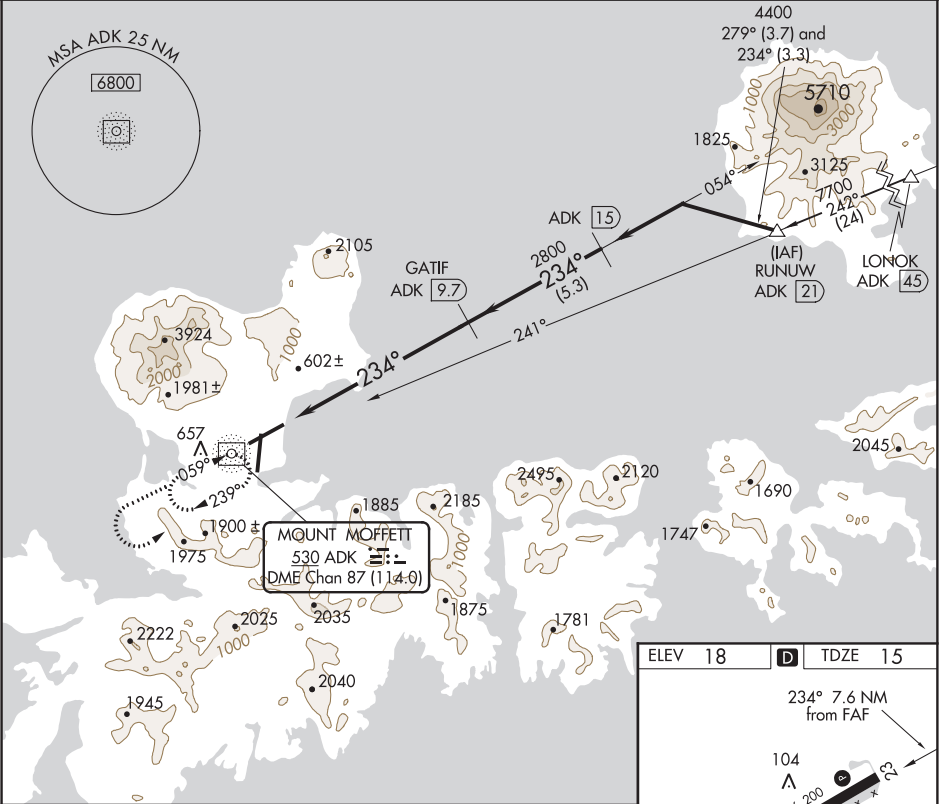
| | | |
|---------------------------|------------------------|---|
| NDB/DME ADK 530 | APP CRS 234° | Rwy Idg 6790 TDZE 15 Apt Elev 18 |
| Chan 87 (114.0) | | |

NDB/DME RWY 23

ADAK (ADK)(PADK)

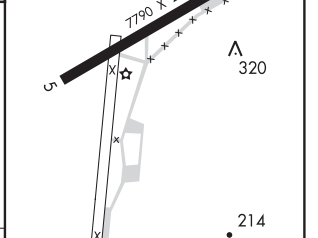
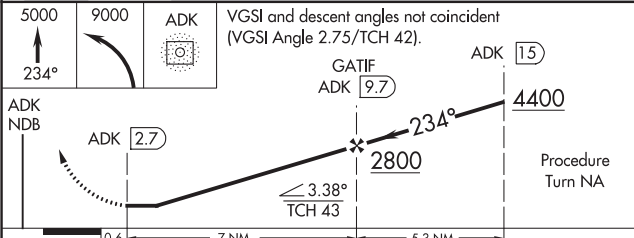
| | | |
|------------------|--|---|
| <p>-17°C/1°F</p> | <p>Circling not authorized at night.</p> | <p>MISSED APPROACH: Climb to 5000 via direct ADK NDB/DME and ADK NDB/DME 234° bearing, then climbing left turn to 9000 direct ADK NDB/DME and hold.</p> |
|------------------|--|---|

| | | |
|------------------------|--|----------------------|
| AWOS-3 134.5 | ANCHORAGE CENTER 126.4 254.3 | CTAF 122.9 |
|------------------------|--|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|--------|---------------|
| S-23 | 1600/60 1585 (1600-1¼) | 1600-1½ 1585 (1600-1½) | 1600-3 | 1585 (1600-3) |
| CIRCLING | 1600-1¼ 1582 (1600-1¼) | 1600-1½ 1582 (1600-1½) | 1600-3 | 1582 (1600-3) |

| | | |
|--|---|---------|
| ELEV 18 | D | TDZE 15 |
| <p>REIL Rwy 23 </p> <p>HIRL Rwy 5-23 </p> | | |

ADAK ISLAND, ALASKA
Orig-A 28SEP08

51°53'N-176°39'W

ADAK (ADK)(PADK) NDB/DME RWY 23

(JALEX2.JALEX) 16203

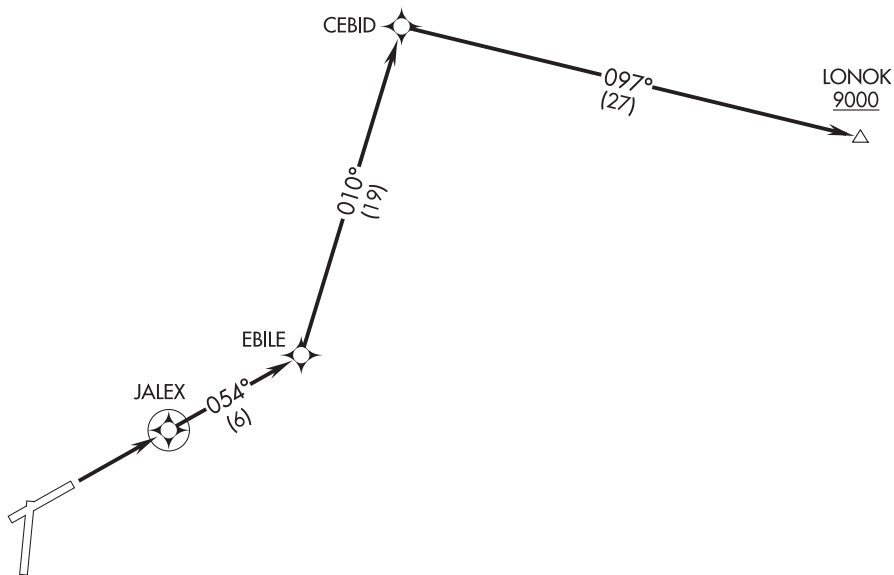
JALEX TWO DEPARTURE (RNAV)

SL-1244 (FAA)

ADAK (ADK)(PADK)
ADAK ISLAND, ALASKA

ANCHORAGE CENTER
126.4 254.3
CTAF
122.9

**TOP ALTITUDE:
ASSIGNED BY ATC**



NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 23: NA-ATC.

Rwys 18, 36: NA-Obstacles.

Rwy 5: Standard with minimum climb of 253' per NM to 900'.

TAKEOFF OBSTACLE NOTES

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

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

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb to 9000 or ATC assigned higher altitude direct JALEX and via 054° track to EBILE, and via 010° track to CEBID and via 097° track to cross LONOK at or above 9000 before proceeding on course.

JALEX TWO DEPARTURE (RNAV)

(JALEX2.JALEX) 21JUL16

ADAK ISLAND, ALASKA
ADAK (ADK)(PADK)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

(TTAUN3.TTAUN) 16203

TTAUN THREE DEPARTURE (RNAV)

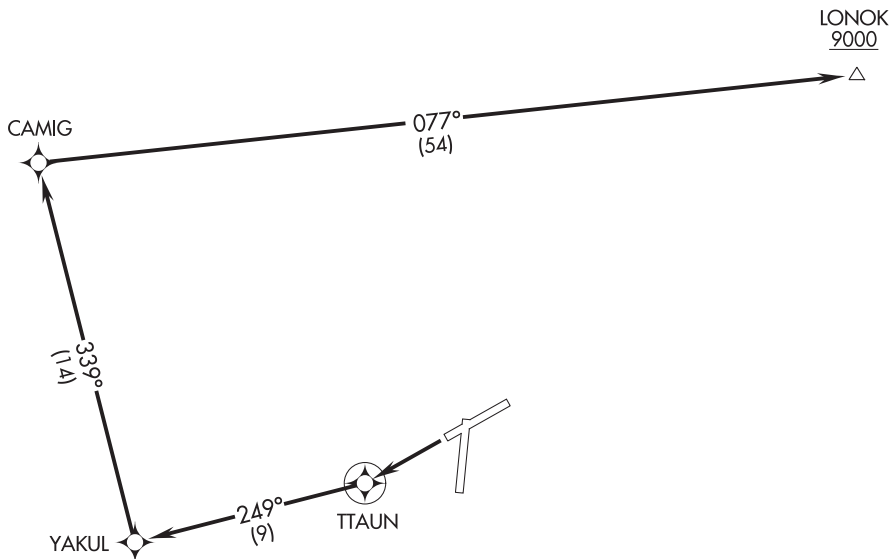
SL-1244 (FAA)

ADAK (ADK)(PADK)

ADAK ISLAND, ALASKA

ANCHORAGE CENTER
126.4 254.3
CTAF
122.9

**TOP ALTITUDE:
ASSIGNED BY ATC**



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 5: NA-ATC.

Rwys 18, 36: NA-Obstacles.

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

TAKEOFF OBSTACLE NOTES

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

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

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

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

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 23: 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.

TTAUN THREE DEPARTURE (RNAV)

(TTAUN3.TTAUN) 21JUL16

ADAK ISLAND, ALASKA

ADAK (ADK)(PADK)

| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 327° | Rwy Idg TDZE Apt Elev | N/A N/A 44 |
|------------------------|-----------------------------|---------------------------------------|

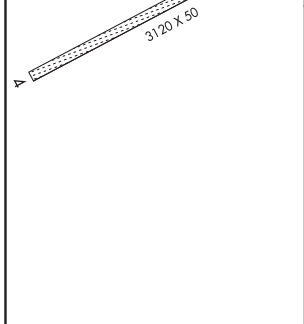
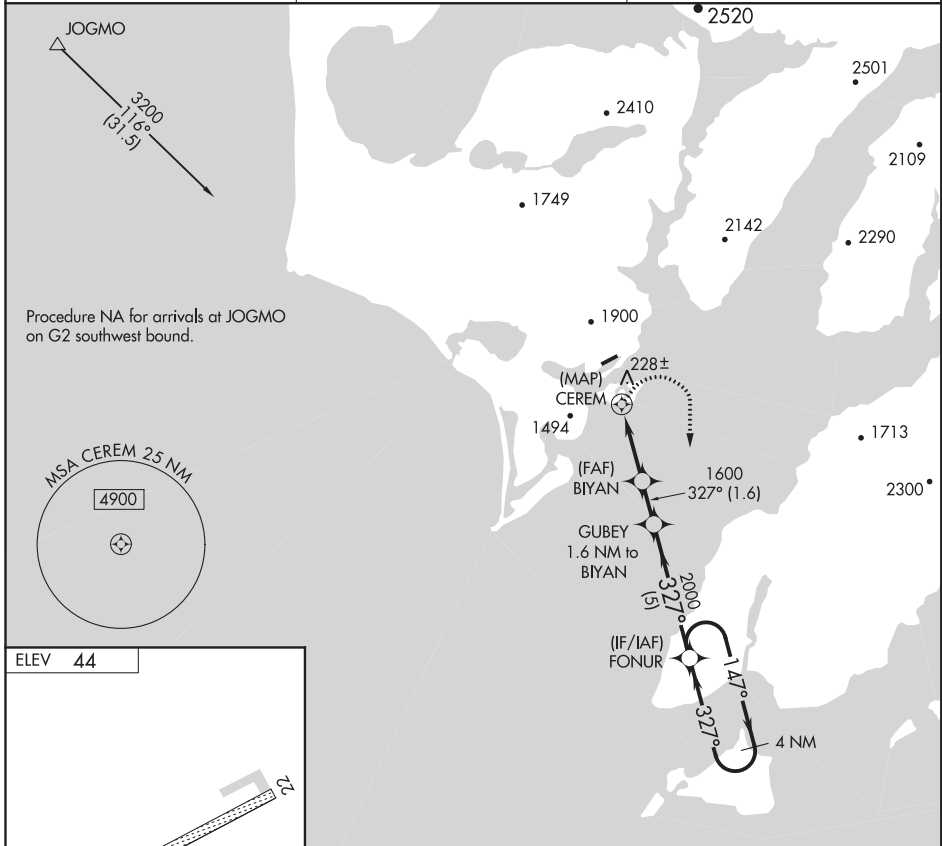
RNAV (GPS)-A

AKHIOK (AKK) (PAKH)

⚠ DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA northwest of Rwy 4/22. If local altimeter setting not received, use Kodiak altimeter setting and increase all MDAs 800 feet.

⚠ MISSED APPROACH: Climbing right turn to 3200 direct FONUR WP and hold.

| | | |
|---------------------------|--|-------------------------------|
| AWOS-3P 118.325 | ANCHORAGE CENTER 125.1 281.4 | UNICOM 122.8 (CTAF) |
|---------------------------|--|-------------------------------|



| | | | | |
|----------|-------|-----------------------|-------|----------------------|
| 3200 | FONUR | GUBEY 1.6 NM to BIYAN | FONUR | 4 NM Holding Pattern |
| | | | | |
| CATEGORY | A | B | C | D |
| CIRCLING | 580-2 | 536 (600-2) | NA | |

AK, 10 NOV 2016 to 05 JAN 2017

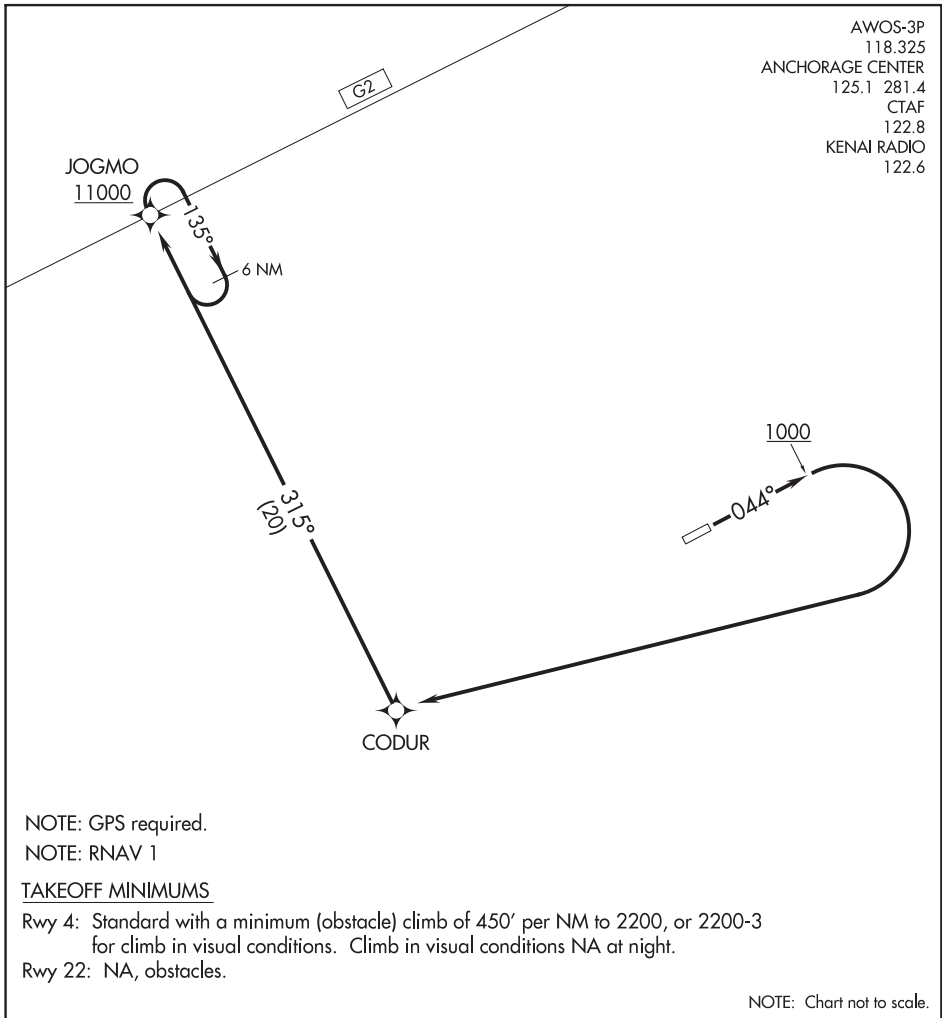
AK, 10 NOV 2016 to 05 JAN 2017

(JOGMO1.JOGMO) 16315

JOGMO ONE DEPARTURE (OBSTACLE) (RNAV)

AKHIOK (AKK) (PAKH)
SL-9288 (FAA) AKHIOK, ALASKA

AWOS-3P
118.325
ANCHORAGE CENTER
125.1 281.4
CTAF
122.8
KENAI RADIO
122.6



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

NOTE: GPS required.
NOTE: RNAV 1

TAKEOFF MINIMUMS

Rwy 4: Standard with a minimum (obstacle) climb of 450' per NM to 2200, or 2200-3 for climb in visual conditions. Climb in visual conditions NA at night.
Rwy 22: NA, obstacles.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb via 044° heading to 1000, then via right turn direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence

Or climb in visual conditions to cross Akhiok Airport at or above 2200 southwest bound direct CODUR WP, then right turn via 315° track to JOGMO WP, Thence

. . . . Climb in holding, (if required) to cross JOGMO WP at or above 11000 before proceeding via assigned route.

JOGMO ONE DEPARTURE (OBSTACLE) (RNAV)

(JOGMO.1JOGMO) 10MAY07

AKHIOK, ALASKA
AKHIOK (AKK) (PAKH)

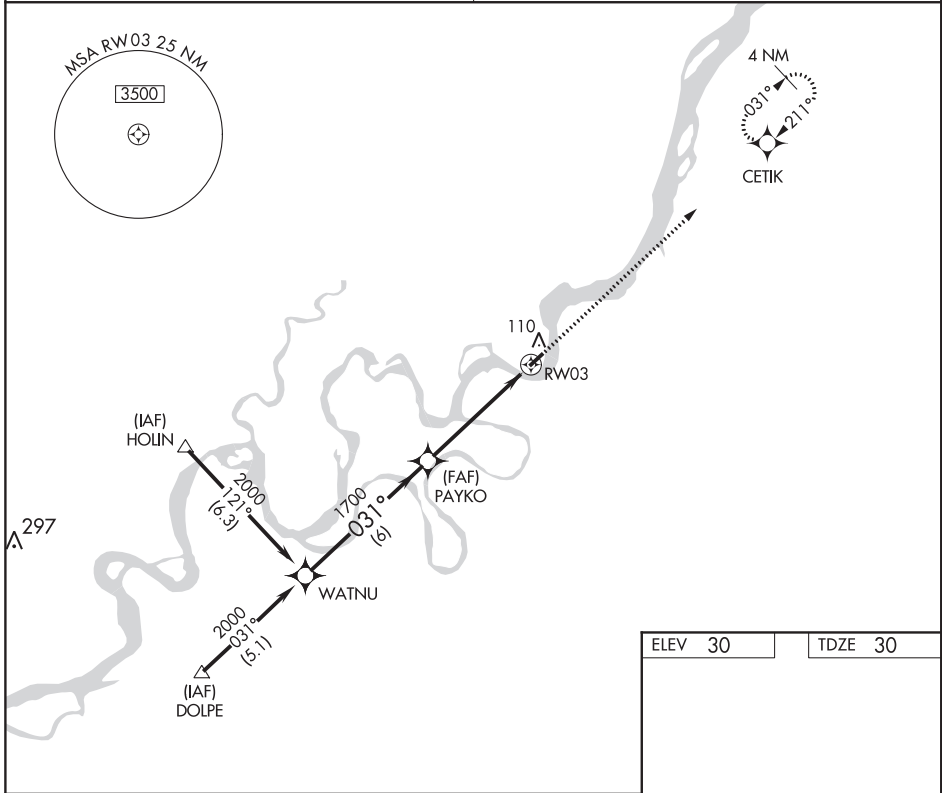
| | |
|------------------------|---|
| APP CRS 031° | Rwy Idg 3200 TDZE 30 Apt Elev 30 |
|------------------------|---|

RNAV (GPS) RWY 3

AKIAK (AKI) (PFAK)

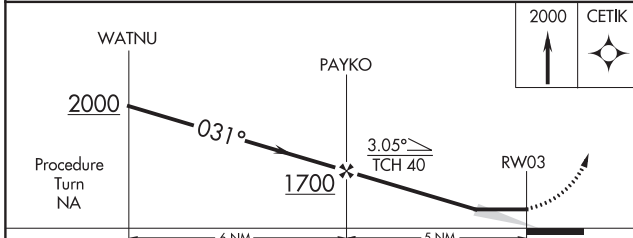
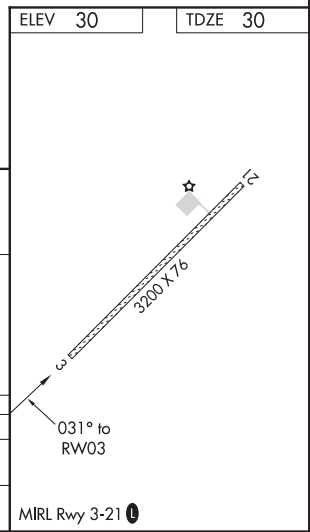
| | |
|---|---|
| <p>NA DME/DME RNP-0.3 NA. Use Bethel altimeter setting. Bethel ATIS/ASOS 119.8. Bethel ASOS: OSE 251.0, BET 114.1.</p> | <p>MISSED APPROACH: Climb to 2000 direct CETIK WP and hold.</p> |
|---|---|

| | |
|--|------------------------------|
| <p>ANCHORAGE CENTER 125.2 372.0</p> | <p>CTAF 122.9</p> |
|--|------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|----|
| LNVA MDA | 420-1 | 390 (400-1) | | NA |
| CIRCLING | 480-1 | 450 (500-1) | | NA |

AKIAK, ALASKA

AL-9746 (FAA)

15008

RNAV (GPS) RWY 21

AKIAK (AKI) (PFAK)

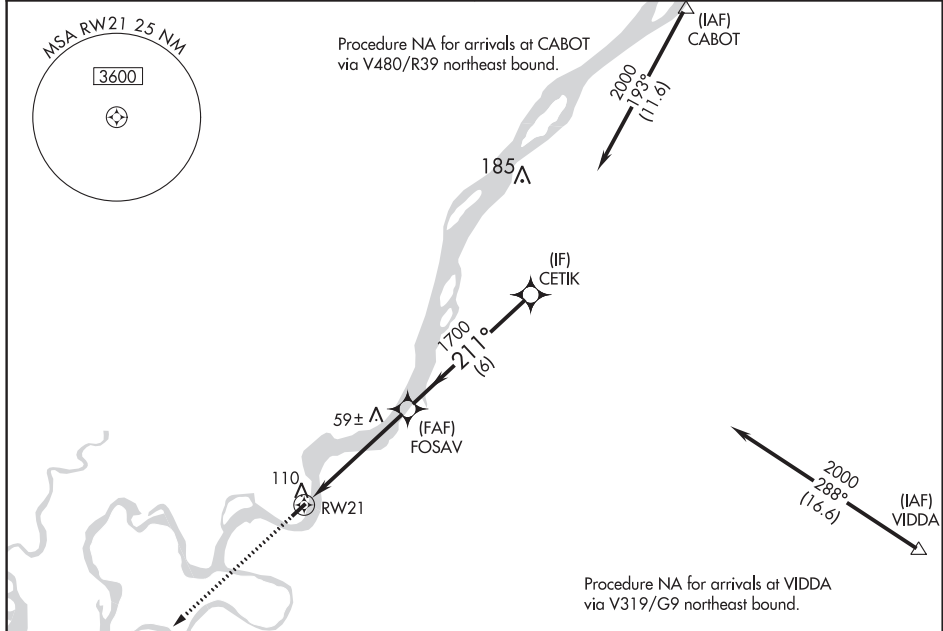
| | |
|------------------------|------------------------|
| APP CRS 211° | Rwy Idg 3200 |
| | TDZE 30 |
| | Apt Elev 30 |

NA DME/DME RNP-0.3 NA. Use Bethel altimeter setting. Bethel ATIS/ASOS 119.8. Bethel ASOS: OSE 251.0, BET 114.1.

MISSED APPROACH: Climb to 2000 direct WATNU WP and hold.

ANCHORAGE CENTER
125.2 372.0

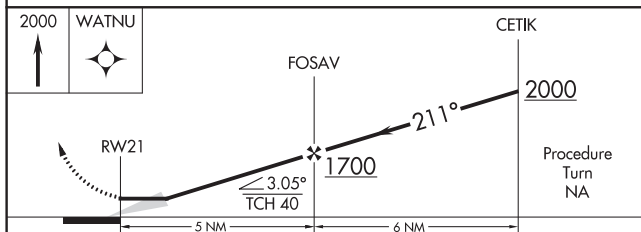
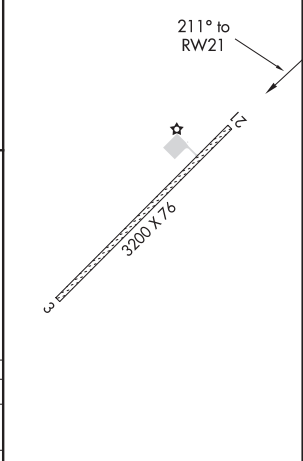
CTAF
122.9



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 30 | TDZE 30 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|----|
| LNVA MDA | 420-1 | 390 (400-1) | | NA |
| CIRCLING | 480-1 | 450 (500-1) | | NA |

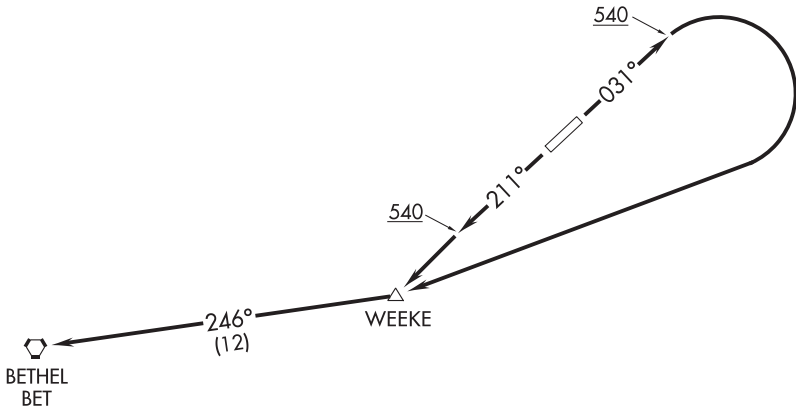
AKIAK, ALASKA
Orig-A 13NOV14

60°54'N-161°14'W

RNAV (GPS) RWY 21

AKIAK (AKI) (PFAK)

ANCHORAGE CENTER
125.2 372.0
CTAF
122.9



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS

Rwy 3, 21: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 031° to 540, then right turn direct WEEKE, thence

TAKEOFF RUNWAY 21: Climb heading 211° to 540, then direct WEEKE, thence

. . . . via 246° track to BET VORTAC. Continue climb to MEA for route of flight.

AKUTAN, ALASKA

AL-10983 (FAA)

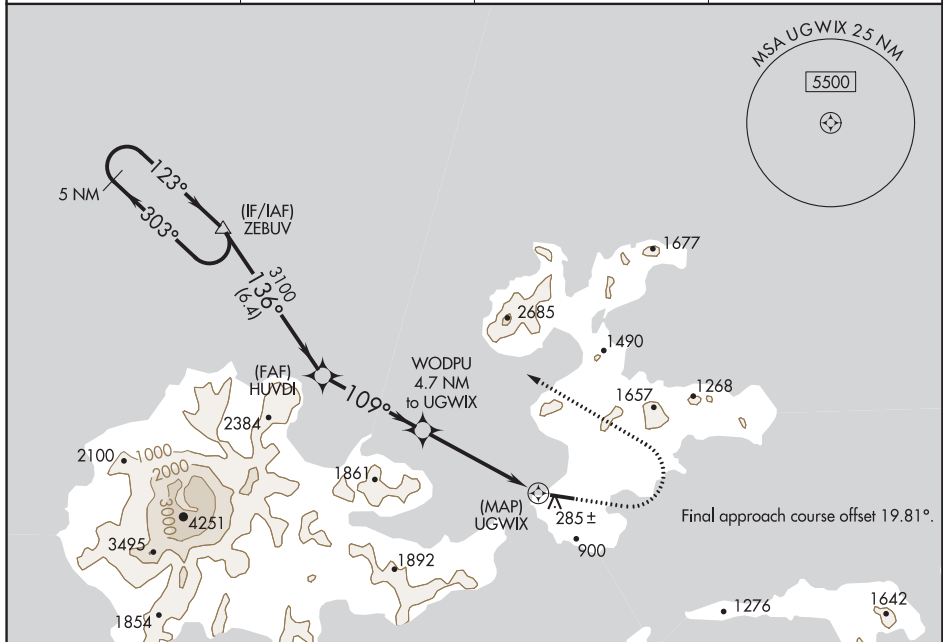
14317

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4500 |
| 109° | TDZE | 113 |
| | Apt Elev | 129 |

RNAV (GPS) RWY 9

AKUTAN (7AK)(PAUT)

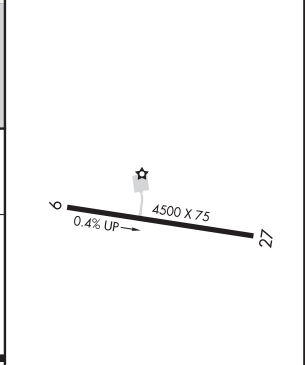
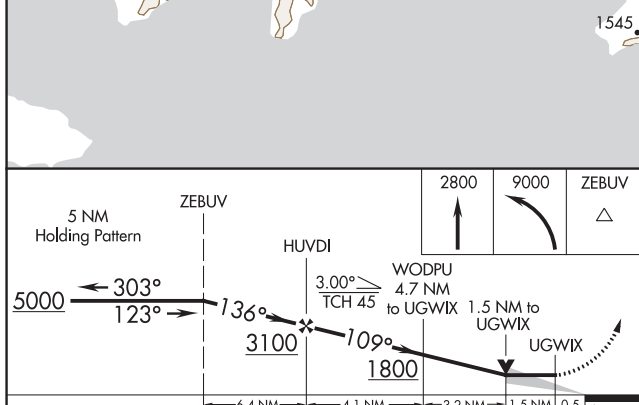
| | | | |
|---|------------------|---|--------------|
| DME/DME RNP-0.3 NA. Procedure NA at night. | | MISSED APPROACH: Climb to 2800 then climbing left turn to 9000 direct ZEBUV and hold, continue climb-in-hold to 9000. | |
| AWOS-3P | ANCHORAGE CENTER | GCO | CTAF |
| 129.05 | 121.4 | 130.3 | 122.9 |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|------|-----|------|-----|
| ELEV | 129 | TDZE | 113 |
|------|-----|------|-----|



| CATEGORY | A | B | C | D |
|----------|-------------------------------|---------------------------------|---------------------------|-------------------------|
| LNVA MDA | 780-1 667 (700-1) | | 780-1 7/8 667 (700-1 7/8) | |
| CIRCLING | 1020-1 1/4 891 (900-1 1/4) | 1200-1 1/2 1071 (1100-1 1/2) | 1600-3 1471 (1500-3) | 1960-3 1831 (1900-3) |

MIRL Rwy 9-27

AKUTAN, ALASKA
 Orig 13NOV14

54°09'N-165°36'W

RNAV (GPS) RWY 9

AKUTAN (7AK)(PAUT)

| | |
|------------------------|------------------------|
| APP CRS 269° | Rwy Idg 4500 |
| | TDZE 129 |
| | Apt Elev 129 |

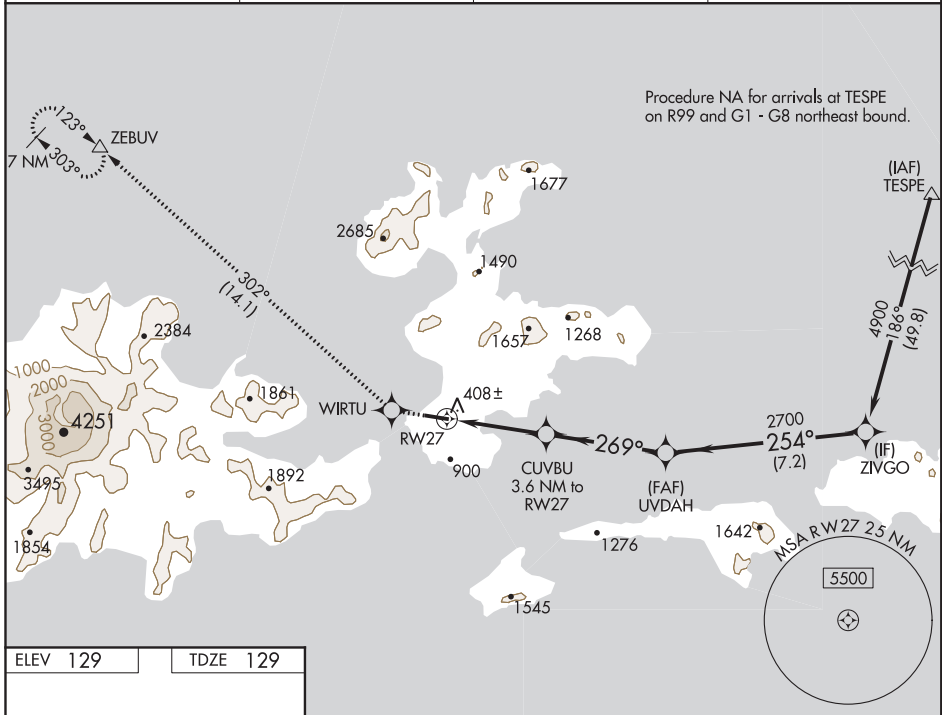
RNAV (GPS) RWY 27

AKUTAN (7AK)(PAUT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 9000 direct WIRTU and on track 302° to ZEBUV and hold, continue climb-in-hold to 9000.

| | | | |
|--------------------------|----------------------------------|---------------------|-----------------------|
| AWOS-3P 129.05 | ANCHORAGE CENTER 121.4 | GCO 130.3 | CTAF 122.90 |
|--------------------------|----------------------------------|---------------------|-----------------------|

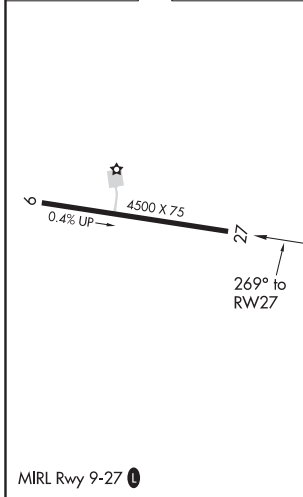


Procedure NA for arrivals at TESPE on R99 and G1 - G8 northeast bound.

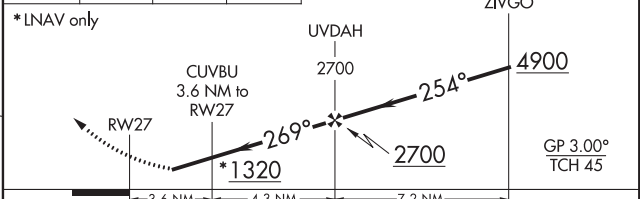
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 129 | TDZE 129 |
|----------|----------|



| | | | |
|------|-------|---------|-------|
| 9000 | WIRTU | tr 302° | ZEBUV |
|------|-------|---------|-------|



| | | | | |
|-------------------|---------------------------|---------------------------|-------------------------|-------------------------|
| CATEGORY | A | B | C | D |
| LNAV/VNAV DA | 848-2½ 719 (800-2½) | | | |
| LNAV MDA | 1140-1¼ 1011 (1100-1¼) | 1140-1½ 1011 (1100-1½) | 1140-3 | 1011 (1100-3) |
| C CIRCLING | 1140-1¼ 1011 (1100-1¼) | 1200-1½ 1071 (1100-1½) | 1600-3 1471 (1500-3) | 1960-3 1831 (1900-3) |

AKUTAN, ALASKA

AL-10983 (FAA)

15064

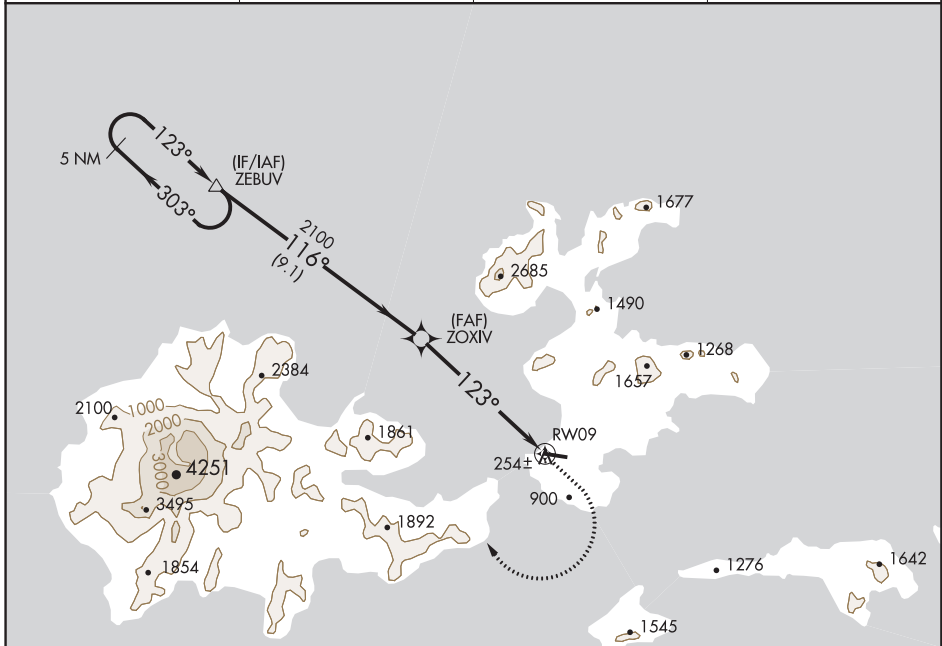
| | | |
|------------------------|-----------------------------|--|
| APP CRS 123° | Rwy Idg TDZE Apt Elev | N/A N/A 129 |
|------------------------|-----------------------------|--|

RNAV (GPS)-A

AKUTAN (7AK) (PAUT)

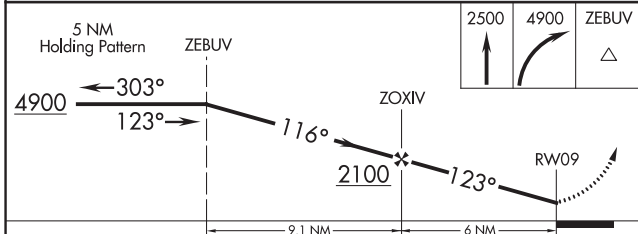
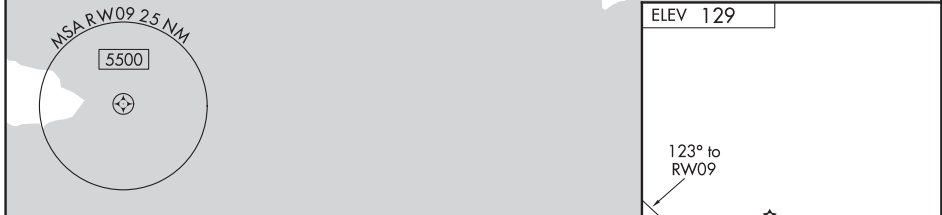
| | |
|--|---|
| <p>▼ When local altimeter setting not received, procedure NA. ▲ DME/DME RNP-0.3 NA. Procedure NA at night.</p> | <p>MISSED APPROACH: Climb to 2500 then climbing right turn to 4900 direct ZEBUV and hold.</p> |
|--|---|

| | | | |
|--------------------------|----------------------------------|---------------------|----------------------|
| AWOS-3P 129.05 | ANCHORAGE CENTER 121.4 | GCO 130.3 | CTAF 122.9 |
|--------------------------|----------------------------------|---------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|-------------------|-------------------------|---------------------------|-------------------------|-------------------------|
| C CIRCLING | 1020-1¼ 891 (900-1¼) | 1200-1½ 1071 (1100-1½) | 1600-3 1471 (1500-3) | 1960-3 1831 (1900-3) |

ELEV 129

MIRL Rwy 9-27

AKUTAN, ALASKA
Amdt 1A 05MAR15

54°09'N-165°36'W

AKUTAN (7AK) (PAUT)
RNAV (GPS)-A

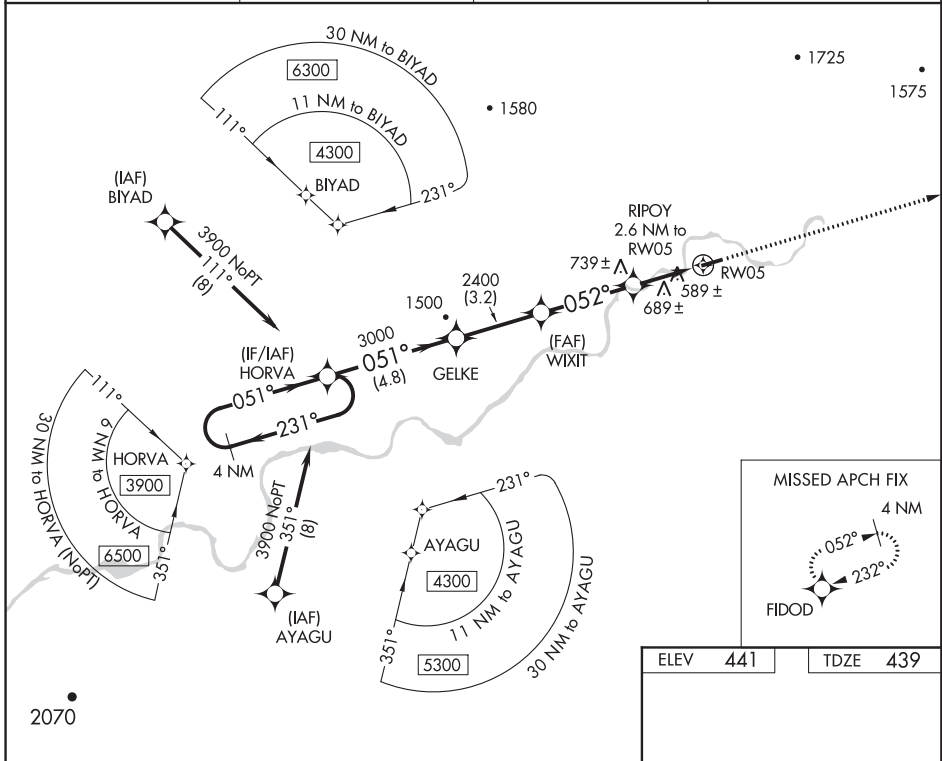
| | | |
|--|------------------------|---|
| WAAS CH 99622 W05A | APP CRS 052° | Rwy Idg 4000 TDZE 439 Apt Elev 441 |
|--|------------------------|---|

RNAV (GPS) RWY 5

ALLAKAKET (6A8) (PFAL)

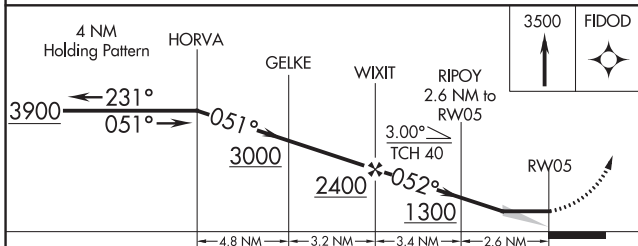
| | | |
|-------------------|---|---|
| NA -34°C/-29°F | DME/DME RNP-0.3 NA. Use Bettes altimeter setting. | MISSED APPROACH: Climb to 3500 direct FIDOD and hold. |
|-------------------|---|---|

| | | | |
|------------------------------|--|---------------------------------|----------------------|
| BETTES ASOS 135.45 | ANCHORAGE CENTER 124.6 352.0 | FAIRBANKS RADIO 122.2 | CTAF 122.9 |
|------------------------------|--|---------------------------------|----------------------|

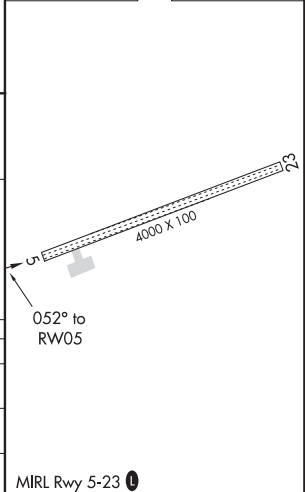


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|----------|----------|
| ELEV 441 | TDZE 439 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|----|
| LP MDA | 960-1 | 521 (600-1) | 960-1½ 521 (600-1½) | NA |
| LNAV MDA | 1060-1 | 621 (700-1) | 1060-1¾ 621 (700-1¾) | NA |
| CIRCLING | 1100-1 659 (700-1) | 1160-1 719 (800-1) | 1200-2¼ 759 (800-2¼) | NA |

ALLAKAKET, ALASKA

AL-9982 (FAA)

16091

| | | |
|--|------------------------|---|
| WAAS CH 53622 W23A | APP CRS 232° | Rwy Idg TDZE 441 Apt Elev 441 |
|--|------------------------|---|

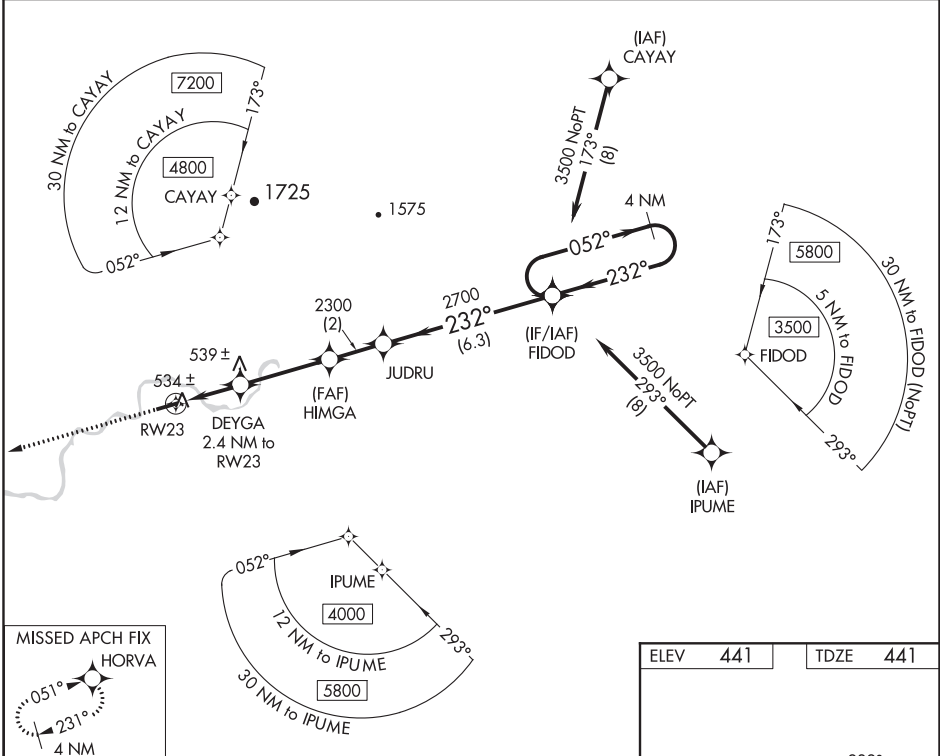
RNAV (GPS) RWY 23

ALLAKAKET (6A8) (PFAL)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopter below $\frac{3}{4}$ SM NA. Use Betles climeter setting.

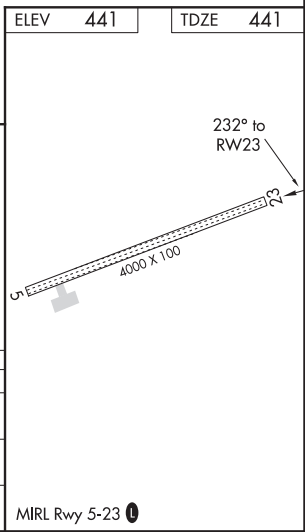
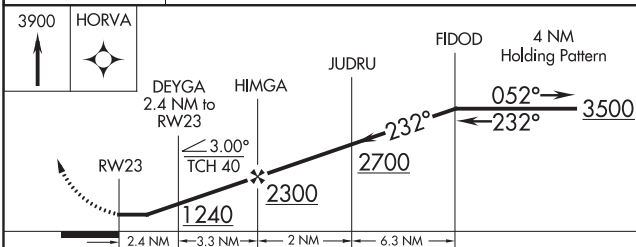
MISSED APPROACH: Climb to 3900 direct HORVA and hold, continue climb-in-hold to 3900.

| | | | |
|------------------------------|--|---------------------------------|-------------------------------|
| BETLES ASOS 135.45 | ANCHORAGE CENTER 124.6 352.0 | FAIRBANKS RADIO 122.2 | CTAF 122.9 0 |
|------------------------------|--|---------------------------------|-------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|--|----|
| LP MDA | 900-1 | 459 (500-1) | 900-1 $\frac{3}{8}$ 459 (500-1 $\frac{3}{8}$) | NA |
| LNAV MDA | 900-1 | 459 (500-1) | 900-1 $\frac{3}{8}$ 459 (500-1 $\frac{3}{8}$) | NA |
| CIRCLING | 1100-1 659 (700-1) | 1160-1 719 (800-1) | 1200-2 $\frac{1}{4}$ 759 (800-2 $\frac{1}{4}$) | NA |

ALLAKAKET, ALASKA
Amdt 1A 31MAR16

66°33'N-152°37'W

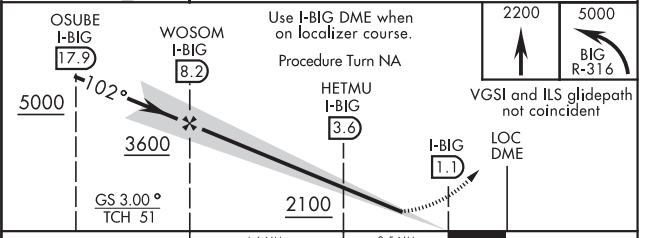
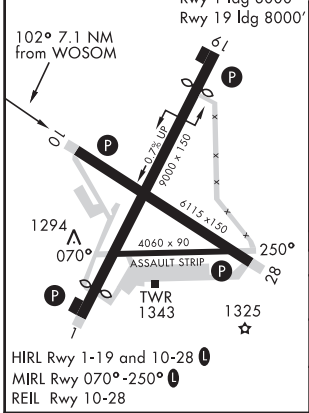
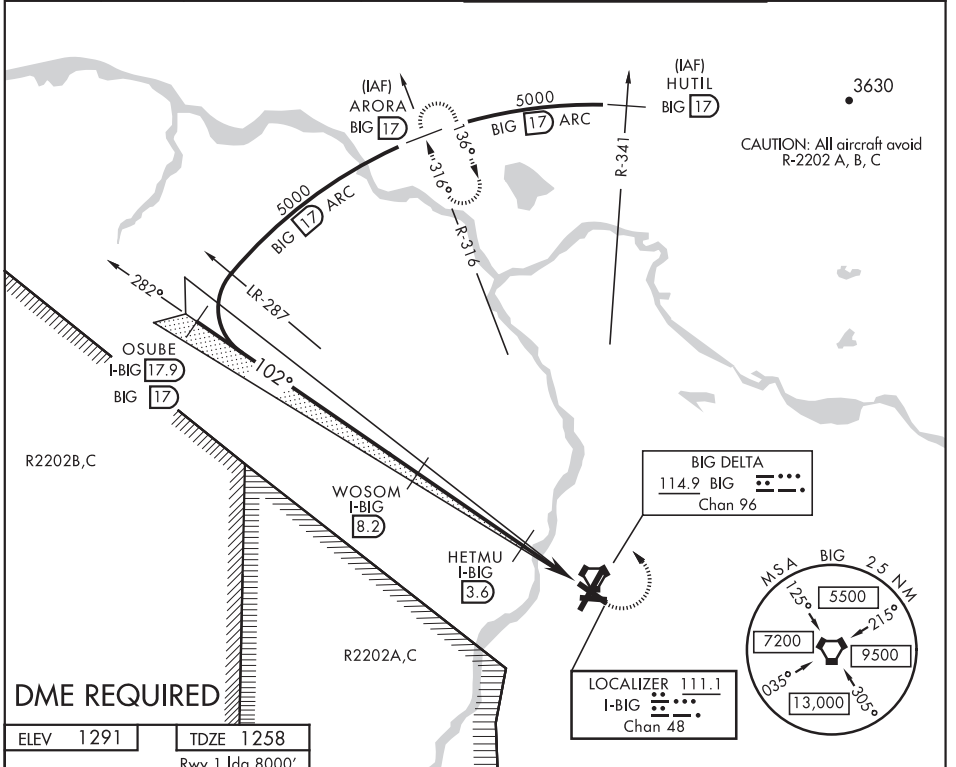
ALLAKAKET (6A8) (PFAL)

RNAV (GPS) RWY 23

| | | | | |
|---|-------------------------|--|---------------|------------------|
| LOC/DME I-BIG 111.1 Chan 48 | APCH CRS 102° | Rwy ldg 6115 TDZE 1258 Arpt Elev 1291 | AL-1218 [USA] | ALLEN AAF (PABI) |
|---|-------------------------|--|---------------|------------------|

▼ * Circling not authorized South of Rwy 7-25.
▲ MISSED APPROACH: Climb to 2200 then climbing left turn to 5000 via BIG R-316 to ARORA/BIG 17 DME and hold.

| | | | | | |
|------------------------|-----------------------|--|----------------------|---|----------------------------------|
| ATIS 132.075 | ASOS 135.65 | ANCHORAGE CENTER 135.3 322.5 | CTAF 122.9 | ALLEN TOWER ★ 119.8 235.775 40.8 (E) FM | GND CON 118.225 251.05 |
|------------------------|-----------------------|--|----------------------|---|----------------------------------|



| CATEGORY | A | B | C | D |
|------------|-----------------------|-----------------------|--|-----------------------|
| S-ILS 10 | | 1458- $\frac{3}{4}$ | 200 (200- $\frac{3}{4}$) | |
| S-LOC 10 | | 1560-1 | 302 (300-1) | |
| CIRCLING * | 1720-1 429 (500-1) | 1760-1 469 (500-1) | 1760-1 $\frac{1}{2}$ 469 (500-1 $\frac{1}{2}$) | 1860-2 569 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

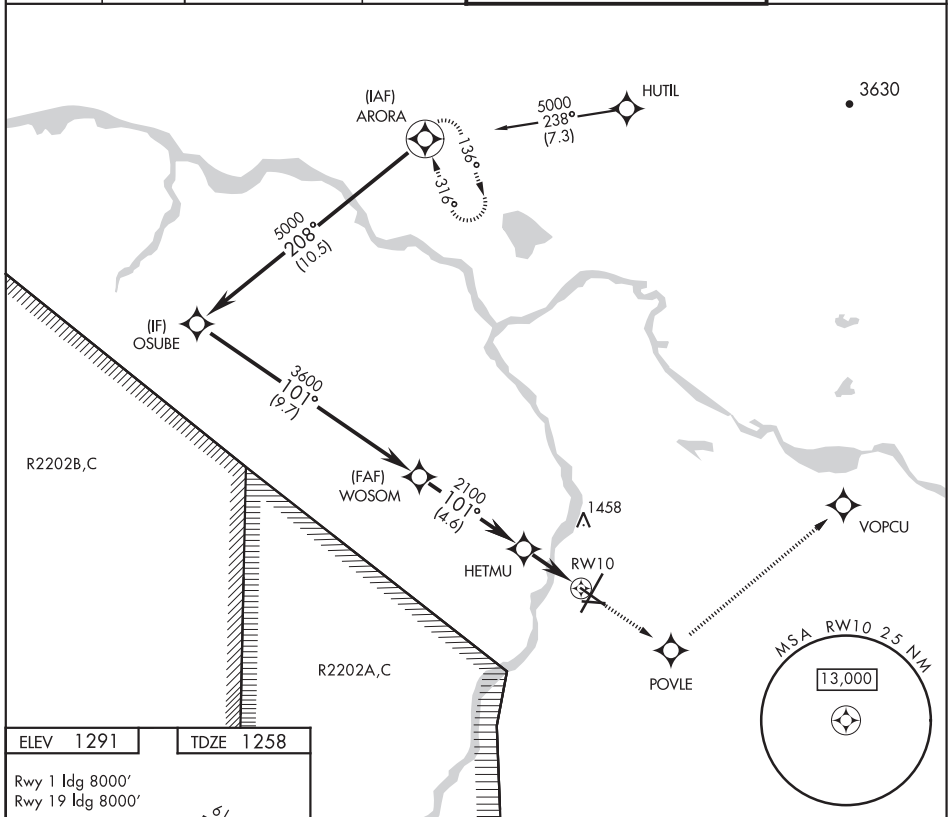
DELTA JUNCTION/FORT GREELY, ALASKA

RNAV (GPS) RWY 10

| | | | |
|-------------------------|--|---------------|------------------|
| APCH CRS 101° | Rwy Idg 6115 TDZE 1258 Arpt Elev 1291 | AL-1218 [USA] | ALLEN AAF (PABI) |
|-------------------------|--|---------------|------------------|

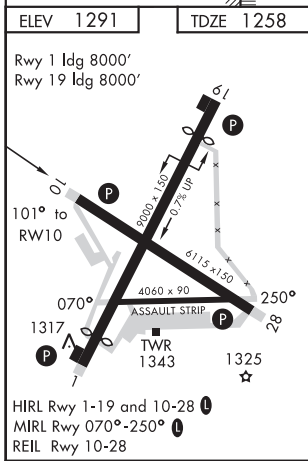
| | | | |
|---|--|---|--|
| ▽ DME/DME RNP -0.3 NA. * Circling not authorized South of Rwy 7-25. | | MISSED APPROACH: Climb to 5000 direct POVLE, and via 027° track to VOPCU, left turn via 289° track to ARORA and hold. | |
|---|--|---|--|

| | | | | | |
|------------------------|-----------------------|--|----------------------|---|----------------------------------|
| ATIS 132.075 | ASOS 135.65 | ANCHORAGE CENTER 135.3 322.5 | CTAF 122.9 | ALLEN TOWER * 119.8 235.775 40.8 (E) FM | GND CON 118.225 251.05 |
|------------------------|-----------------------|--|----------------------|---|----------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | | | | |
|---|--------------------------|-----------------------|-------------------------|-----------------------|
| OSUBE 5000 101° WOSOM 3600 101° HETMU 2100 RWY 10 POVLE 5000 027° tr | | | | |
| VGSIs and descent angles not coincident | | | | |
| 4.6 NM 2.5 NM | | | | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 1580-1 322 (300-1) | | | |
| CIRCLING * | 1720-1 429 (500-1) | 1760-1 469 (500-1) | 1760-1½ 469 (500-1½) | 1860-2 569 (600-2) |

DELTA JUNCTION/FORT GREELY, ALASKA 64°00'N-145°43'W ALLEN AAF (PABI)

Orig-A 16315

RNAV (GPS) RWY 10

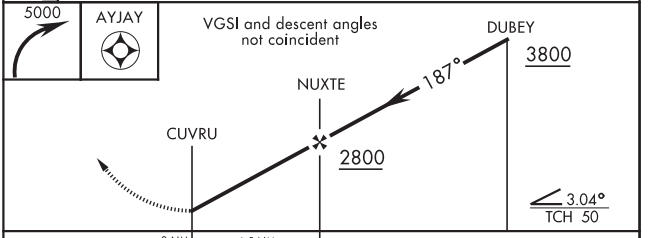
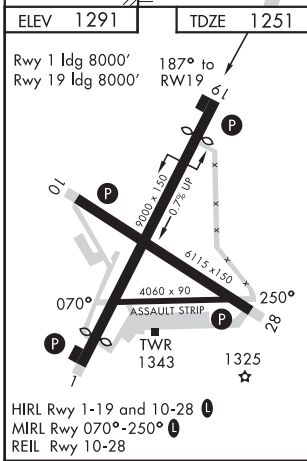
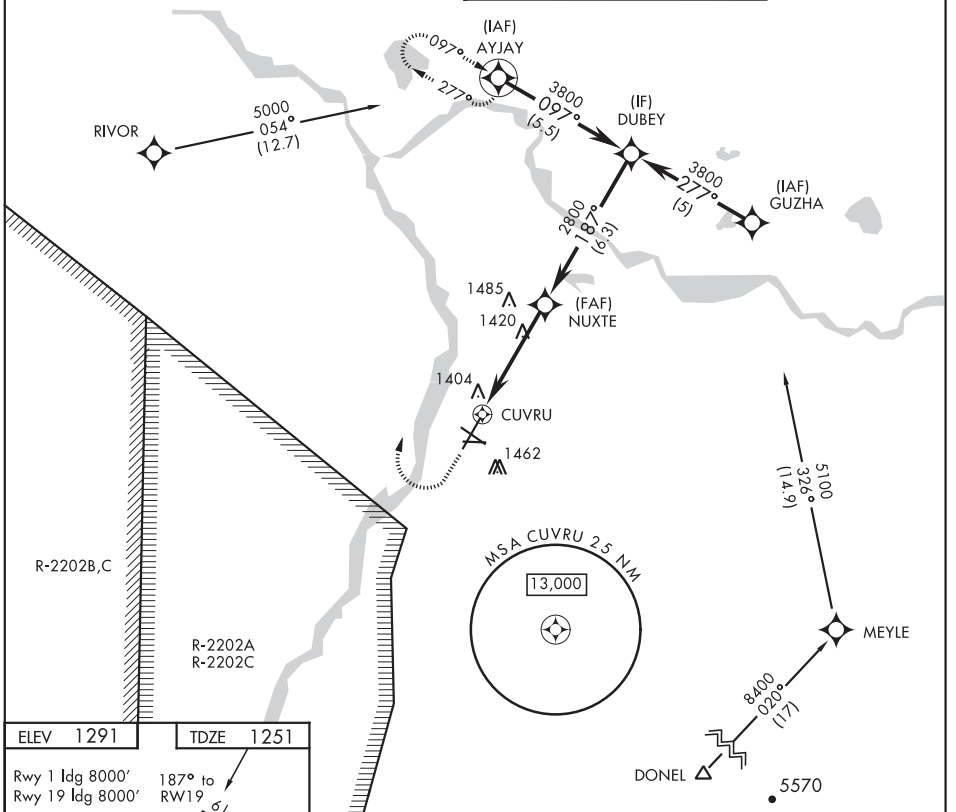
| | | |
|-------------|-----------|-------------|
| APCH CRS | Rwy Idg | 8000 |
| 187° | TDZE | 1251 |
| | Arpt Elev | 1291 |

AL-1218 [USA]

ALLEN AAF (PABI)

| | | |
|--|--|--|
| ▽ DME/DME RNP -0.3 NA * Circling not authorized South of Rwy 7-25. | | MISSED APPROACH: Climbing right turn to 5000, direct AYJAY and hold. |
|--|--|--|

| | | | | | |
|----------------|---------------|--------------------|--------------|----------------------------------|-----------------------|
| ATIS | ASOS | ANCHORAGE CENTER | CTAF | ALLEN TOWER * | GND CON |
| 132.075 | 135.65 | 135.3 322.5 | 122.9 | 119.8 235.775 40.8 (E) FM | 118.225 251.05 |



| CATEGORY | A | B | C | D |
|------------|-----------------------|-------------------------------|-------------------------------|-------------------------------|
| LNAV MDA | 1720-1 469 (500-1) | 1720-1 1/4 469 (500-1 1/4) | 1720-1 1/2 469 (500-1 1/2) | 1720-1 1/2 469 (500-1 1/2) |
| CIRCLING * | 1720-1 429 (500-1) | 1760-1 469 (500-1) | 1760-1 1/2 469 (500-1 1/2) | 1860-2 569 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

DELTA JUNCTION/FORT GREELY, ALASKA

VOR/DME or TACAN RWY 19

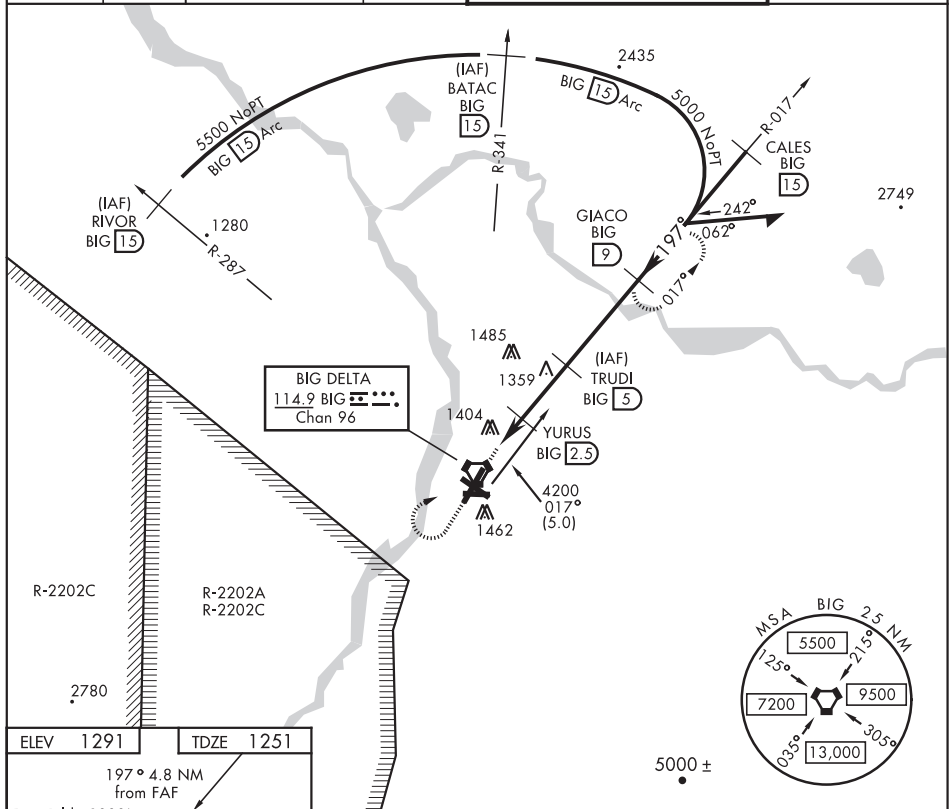
| | | |
|--|-------------------------|--|
| VORTAC BIG 114.9 Chan 96 | APCH CRS 197° | Rwy ldg 8000 TDZE 1251 Arpt Elev 1291 |
|--|-------------------------|--|

AL-1218 [USA]

ALLEN AAF (PABI)

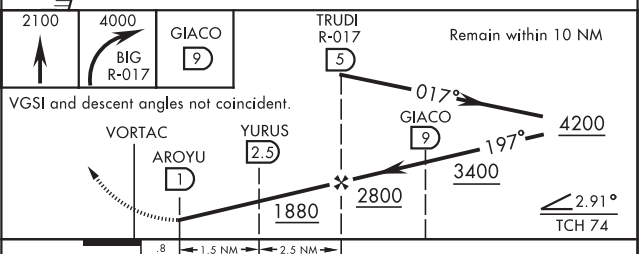
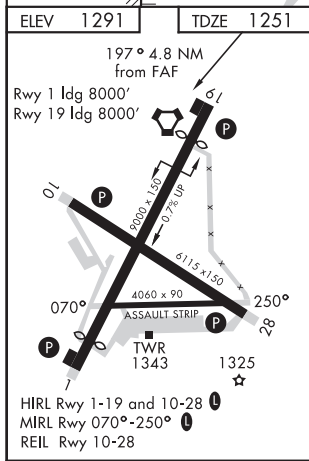
▽ *Circling not authorized East of Rwy 1-19. MISSED APPROACH: Climb to 2100, then climbing right turn to 4000 via BIG R-017 to GIACO/9 DME and hold.

| | | | | | |
|------------------------|-----------------------|--|----------------------|---|----------------------------------|
| ATIS 132.075 | ASOS 135.65 | ANCHORAGE CENTER 135.3 322.5 | CTAF 122.9 | ALLEN TOWER * 119.8 235.775 40.8 (E) FM | GND CON 118.225 251.05 |
|------------------------|-----------------------|--|----------------------|---|----------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|------------|--------------------|--------------------|----------------------|--------------------|
| S-19 | 1660-1 409 (400-1) | | 1660-1¼ 409 (400-1¼) | |
| CIRCLING * | 1720-1 429 (500-1) | 1760-1 469 (500-1) | 1760-1½ 469 (500-1½) | 1860-2 569 (600-2) |

DELTA JUNCTION/FORT GREELY, ALASKA
Amdt 2A 16315

64°00'N-145°43'W

ALLEN AAF (PABI)

VOR/DME or TACAN RWY 19

DELTA JUNCTION/FORT GREELY, ALASKA

VOR RWY 19

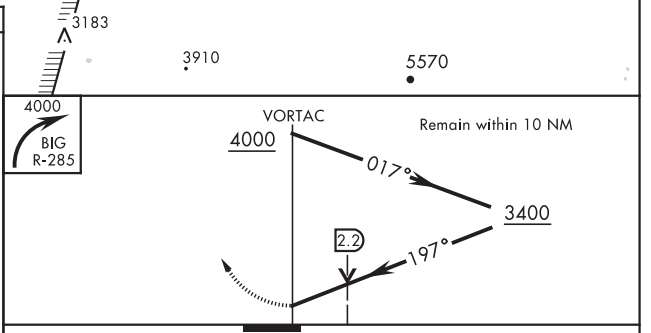
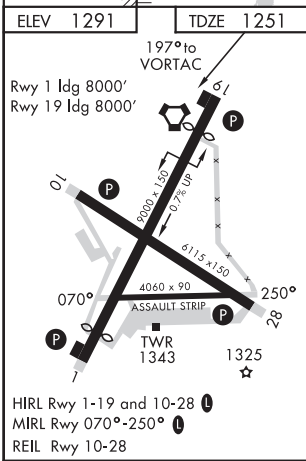
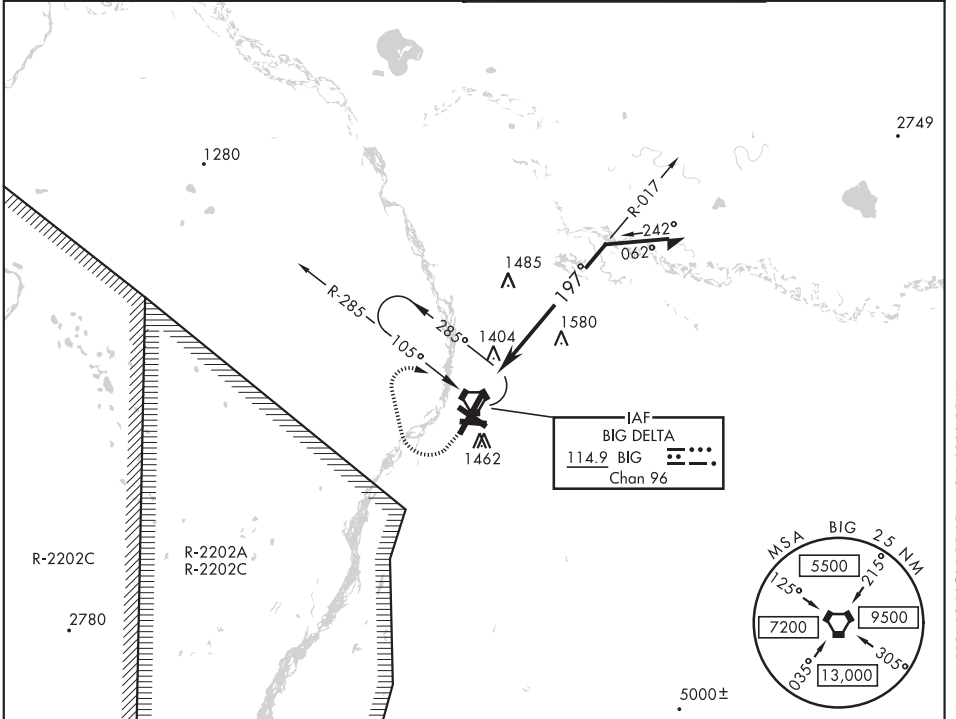
| | | |
|--|-------------------------|---|
| VORTAC BIG 114.9 Chan 96 | APCH CRS 197° | Rwy ldg 8000 TDZE 1251 Arprt Elev 1291 |
|--|-------------------------|---|

AL-1218 [USA]

ALLEN AAF (PABI)

▽ * Circling not authorized East of Rwy 1-19. MISSED APPROACH: Climbing right turn to 4000 via BIG R-285, then right turn direct BIG VORTAC and hold.

| | | | | | |
|------------------------|-----------------------|--|----------------------|---|----------------------------------|
| ATIS 132.075 | ASOS 135.65 | ANCHORAGE CENTER 135.3 322.5 | CTAF 122.9 | ALLEN TOWER ★ 119.8 235.775 40.8 (E) FM | GND CON 118.225 251.05 |
|------------------------|-----------------------|--|----------------------|---|----------------------------------|



| CATEGORY | A | B | C | D |
|------------|--------------------|--------------------|--------------------|------------------------|
| S- 19 | 1940-1 689 (700-1) | 1940-2 689 (700-2) | 1940-2 689 (700-2) | 1940-2 689 (700-2 1/4) |
| CIRCLING * | 1940-1 649 (700-1) | 1940-2 649 (700-2) | 1940-2 649 (700-2) | 1940-2 649 (700-2 1/4) |

DELTA JUNCTION/FORT GREELY, ALASKA

64°00'N-145°43'W

ALLEN AAF (PABI)

Amdt 1 25JUN15

VOR RWY 19

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

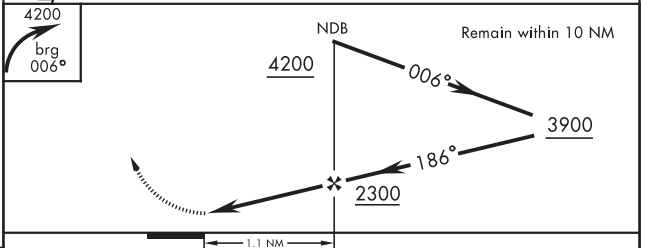
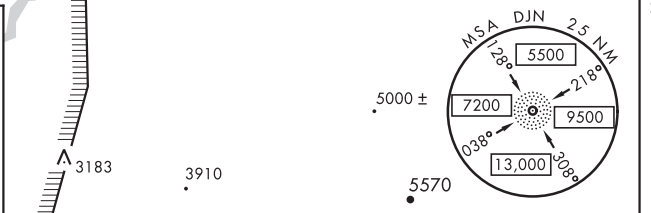
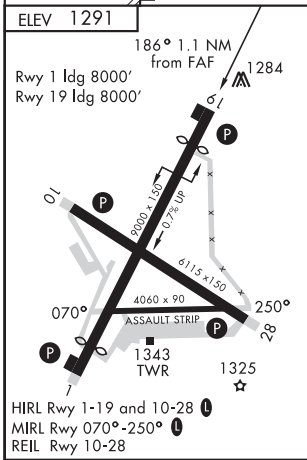
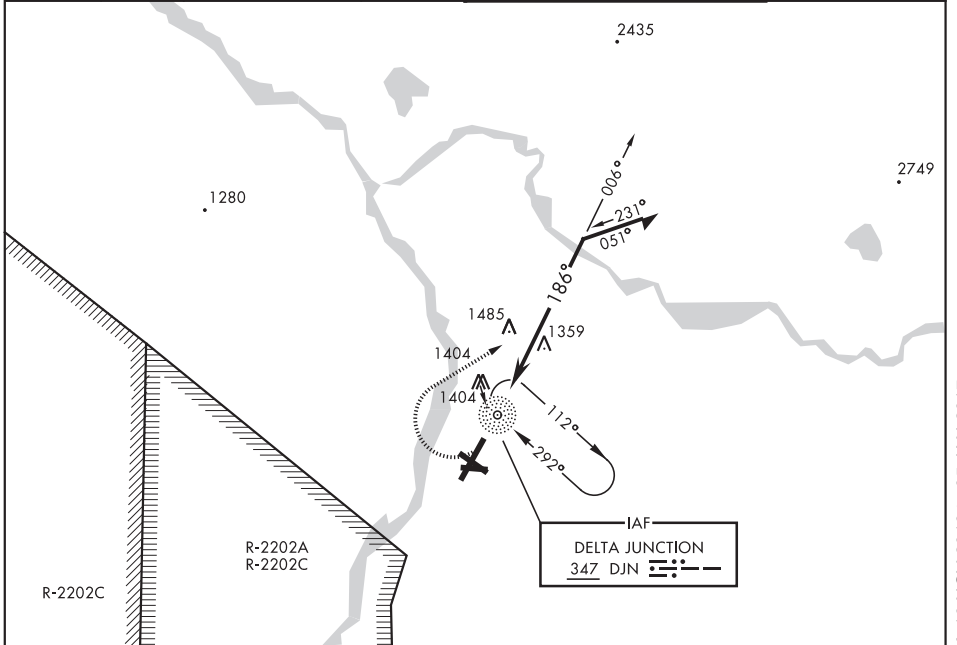
DELTA JUNCTION/FORT GREELY, ALASKA

NDB-A

| | | | | |
|-----------------------|-------------------------|---|---------------|------------------|
| NDB DJN 347 | APCH CRS 186° | Rwy ldg TDZE Arprt Elev N/A 1291 | AL-1218 [USA] | ALLEN AAF (PABI) |
|-----------------------|-------------------------|---|---------------|------------------|

▼ *Circling not authorized East of Rwy 1-19. MISSED APPROACH: Climbing right turn to 4200 via 006° bearing from DJN NDB, then right turn direct DJN NDB and hold.

| | | | | | |
|------------------------|-----------------------|--|----------------------|---|----------------------------------|
| ATIS 132.075 | ASOS 135.65 | ANCHORAGE CENTER 135.3 322.5 | CTAF 122.9 | ALLEN TOWER ★ 119.8 235.775 40.8 (E) FM | GND CON 118.225 251.05 |
|------------------------|-----------------------|--|----------------------|---|----------------------------------|



| | | | | | | | | | |
|-------------------|------|------|------|------|----------|------------|-------------|-------------------------|-----------------------|
| FAF to MAP 1.1 NM | | | | | CATEGORY | A | B | C | D |
| Knots | 60 | 90 | 120 | 150 | 180 | 1880-1 | 589 (600-1) | 1880-1½ 589 (600-1½) | 1900-2 609 (700-2) |
| Min:Sec | 1:06 | 0:44 | 0:33 | 0:26 | 0:22 | CIRCLING * | | | |

DELTA JUNCTION/FORT GREELY, ALASKA 64°00'N-145°43'W ALLEN AAF (PABI)

Amdt 2A 06FEB14

NDB-A

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

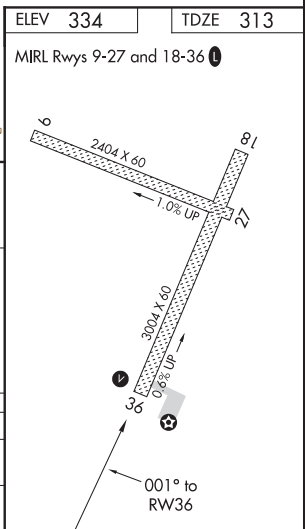
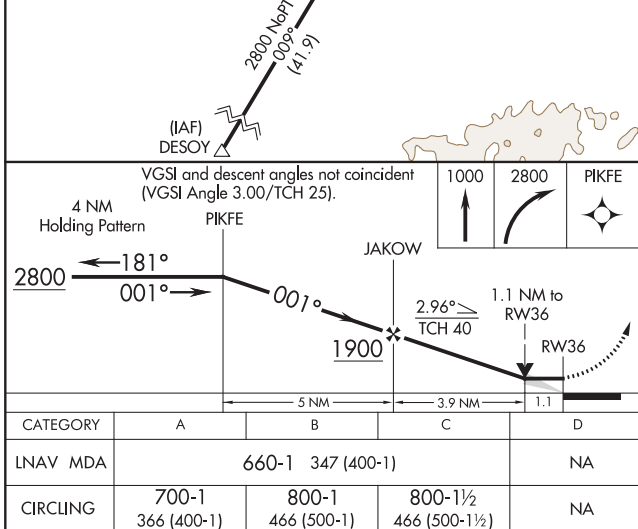
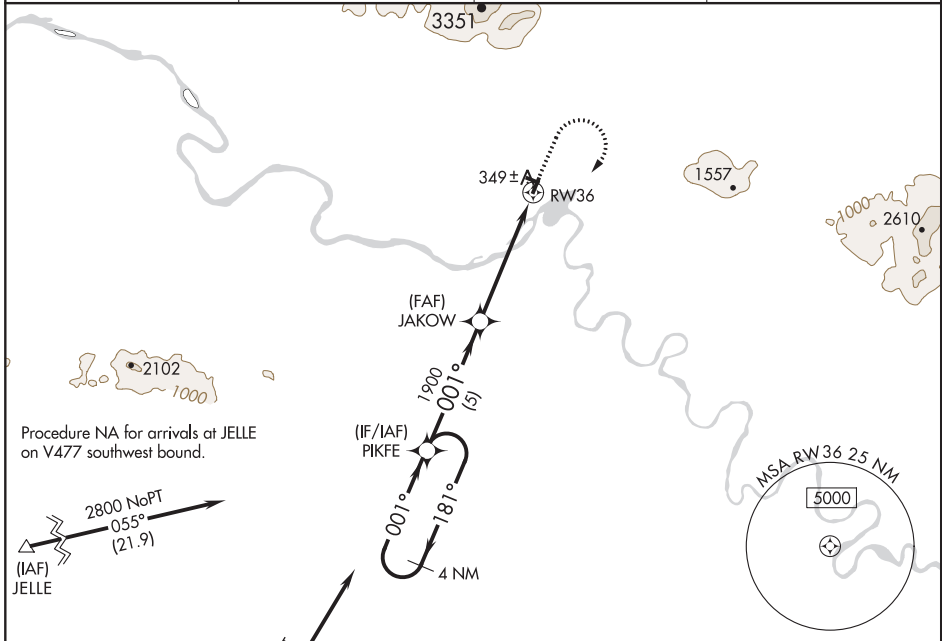
| | |
|------------------------|------------------------|
| APP CRS 001° | Rwy Idg 3004 |
| | TDZE 313 |
| | Apt Elev 334 |

RNAV (GPS) Y RWY 36

AMBLER (AFM) (PAFM)

| | | |
|----------------------------------|--|--|
| <p>⚠ NA</p> <p>⚠ -43°C/-45°F</p> | <p>Circling not authorized west of Rwy 18-36. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p> | <p>MISSED APPROACH: Climb to 1000 then climbing right turn to 2800 direct PIKFE WP and hold.</p> |
|----------------------------------|--|--|

| | | | |
|-------------------------|--|--------------------------------|----------------------|
| AWOS-3P 132.1 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.0 | CTAF 122.7 |
|-------------------------|--|--------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

AMBLER, ALASKA

AL-6686 (FAA)

16259

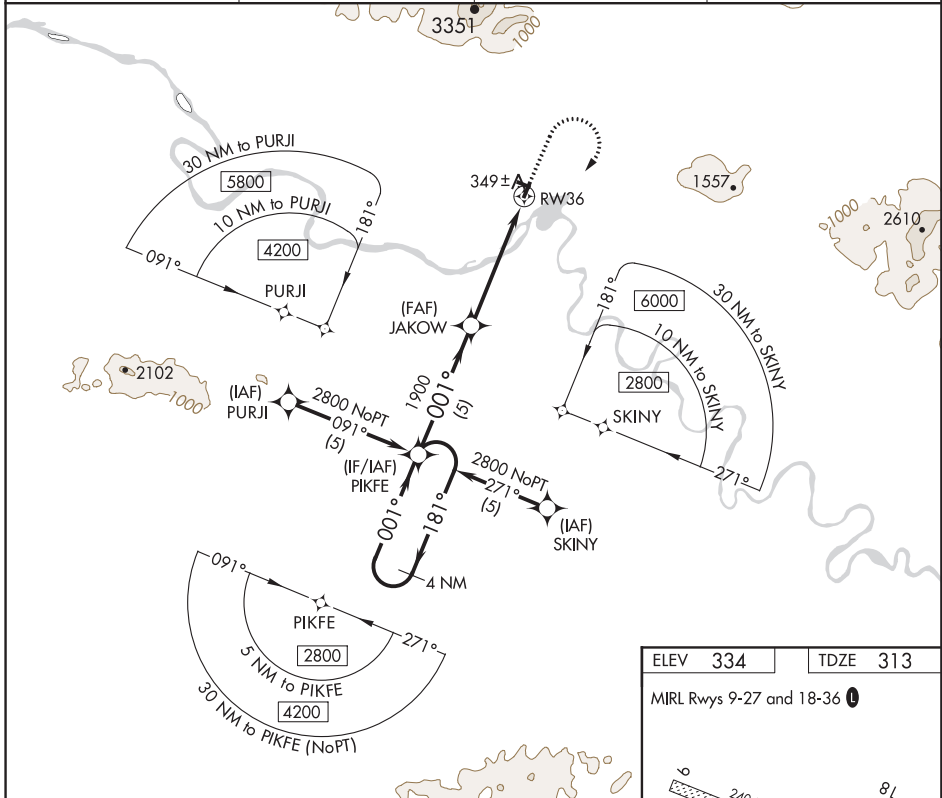
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3004 |
| 001° | TDZE | 313 |
| | Apt Elev | 334 |

RNAV (GPS) Z RWY 36

AMBLER (AFM) (PAFM)

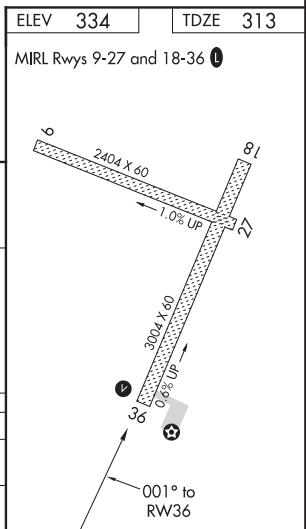
| | |
|---|--|
| <p>⚠ Circling not authorized west of Rwy 18-36. GPS or RNP-0.3 required. -43°C/-45°F DME/DME RNP-0.3 NA.</p> | <p>MISSED APPROACH: Climb to 1000 then climbing right turn to 2800 direct PIKFE WP and hold.</p> |
|---|--|

| | | | |
|-------------------------|--|--------------------------------|----------------------|
| AWOS-3P 132.1 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.0 | CTAF 122.7 |
|-------------------------|--|--------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

| | | | | | |
|----------------------|-------|-------|------|------|------------------|
| 4 NM Holding Pattern | PIKFE | JAKOW | 1000 | 2800 | PIKFE |
| 2800 | 181° | 001° | 001° | 1900 | 2.96° TCH 40 |
| | | | | | 1.1 NM to RWY 36 |
| | | | | | RWY 36 |
| | | | | | 5 NM |
| | | | | | 3.9 NM |
| | | | | | 1.1 |

| | | | | |
|----------|----------------------|----------------------|------------------------|----|
| CATEGORY | A | B | C | D |
| LNVA MDA | 660-1 347 (400-1) | | | NA |
| CIRCLING | 700-1 366 (400-1) | 800-1 466 (500-1) | 800-1½ 466 (500-1½) | NA |

AMBLER, ALASKA
Orig 30OCT03

67°06'N-157°51'W

AMBLER (AFM) (PAFM) RNAV (GPS) Z RWY 36

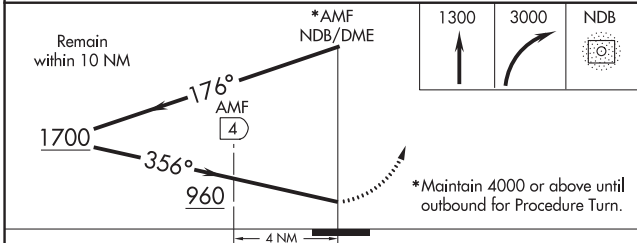
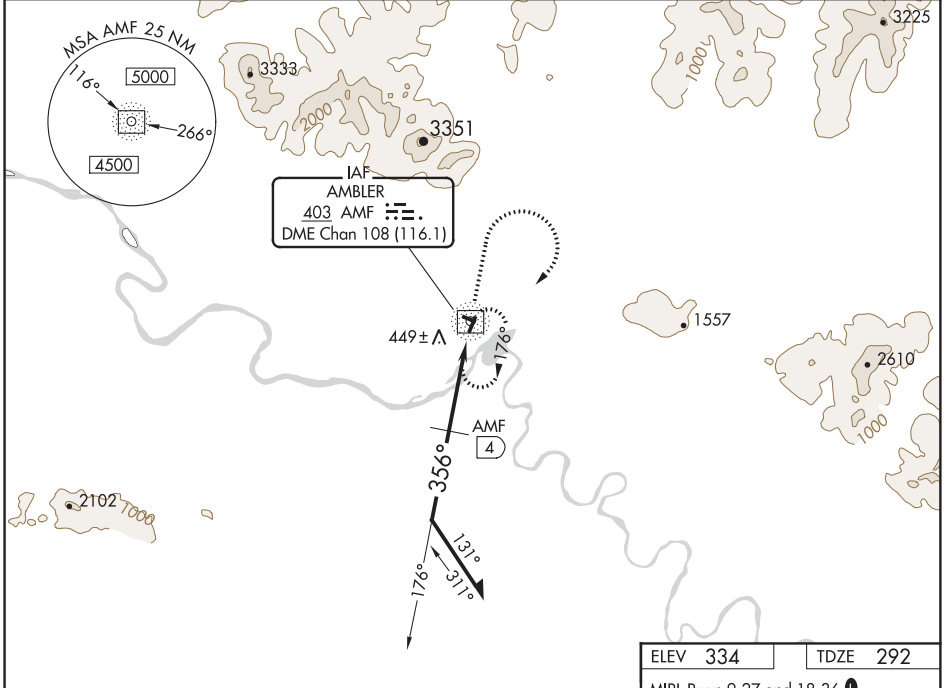
| | | |
|---------------------------|------------------------|------------------------|
| NDB/DME AMF 403 | APP CRS 356° | Rwy Idg 3004 |
| Chan 108 (116.1) | | TDZE 292 |
| | | Apt Elev 334 |

NDB RWY 36

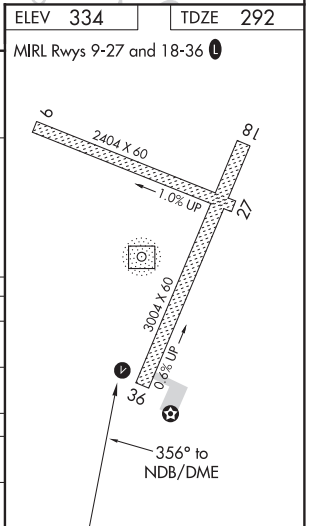
AMBLER (AFM) (PAFM)

| | | |
|-------------------|--|--|
| NA -43°C/-45°F | Circling not authorized west of Rwy 18-36. | MISSED APPROACH: Climb to 1300 then right climbing turn to 3000 direct AMF NDB and hold. |
|-------------------|--|--|

| | | | |
|-------------------------|--|--------------------------------|----------------------|
| AWOS-3P 132.1 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.0 | CTAF 122.7 |
|-------------------------|--|--------------------------------|----------------------|



| CATEGORY | A | B | C | D |
|--------------|-------|-------------|------------------------|----|
| S-36 | 960-1 | 668 (700-1) | 960-2 668 (700-2) | NA |
| CIRCLING | 960-1 | 626 (700-1) | 960-2 626 (700-2) | NA |
| DME MINIMUMS | | | | |
| S-36 | 860-1 | 568 (600-1) | 860-1½ 568 (600-1½) | NA |
| CIRCLING | 860-1 | 526 (600-1) | 860-1½ 526 (600-1½) | NA |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

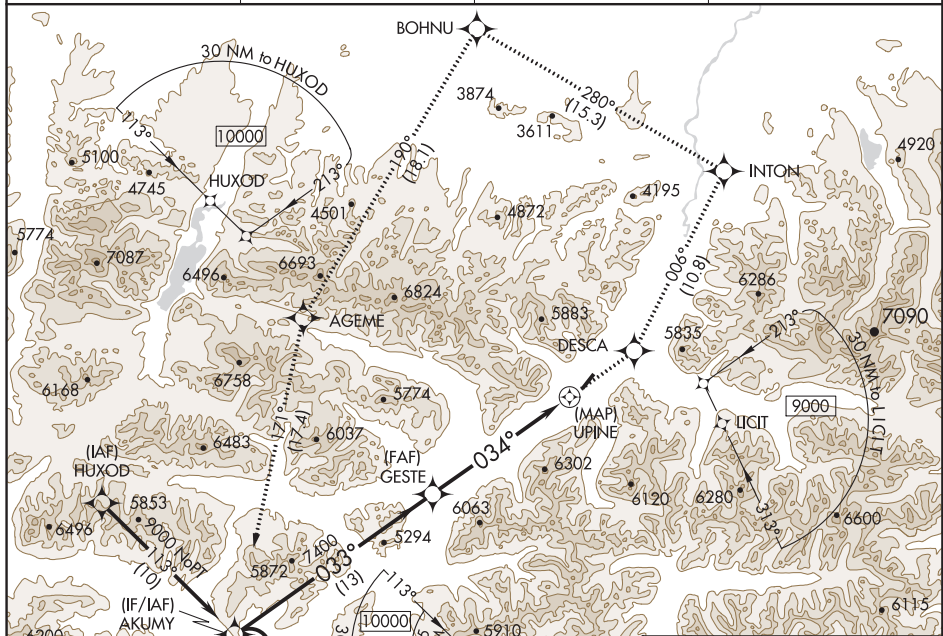
| | | |
|------------------------|-----------------------------|---|
| APP CRS 034° | Rwy Idg TDZE Apt Elev | N/A N/A 2106 |
|------------------------|-----------------------------|---|

RNAV (GPS)-A

ANAKTUVUK PASS (AKP) (PAKP)

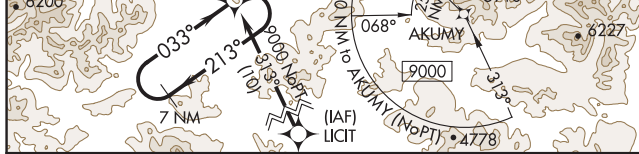
| |
|--|
| <p>▽ When local altimeter setting not received, procedure NA. Circling NA northwest of Rwy 2-20. DME/DME RNP-0.3 NA.</p> <p>▲ MISSED APPROACH: Climb to 9000 direct DESCA and on track 006° to INTON and on track 280° BOHNU and on track 190° to AGEME and on track 171° to AKUMY and hold.</p> |
|--|

| | | | |
|-------------------------|--|----------------------------------|-------------------------------|
| AWOS-3 135.75 | ANCHORAGE CENTER 124.6 352.0 | FAIRBANKS RADIO 122.15 | CTAF 122.8 ① |
|-------------------------|--|----------------------------------|-------------------------------|

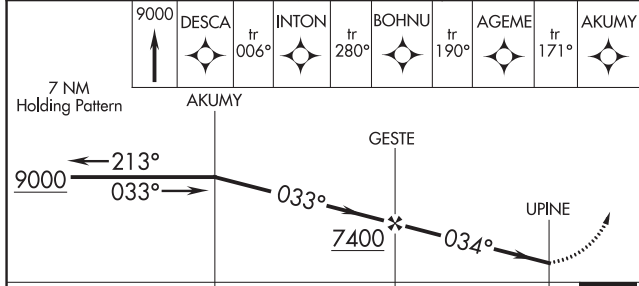
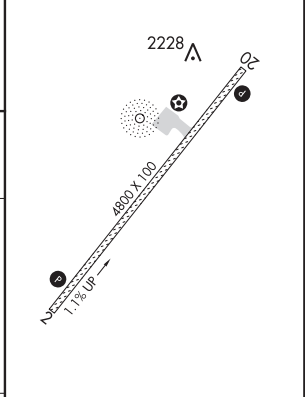


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



ELEV 2106



| | | | | |
|----------|---------------------------|---------------------------|--------|---------------|
| CATEGORY | A | B | C | D |
| CIRCLING | 6100-1¼ 3994 (4000-1¼) | 6100-1½ 3994 (4000-1½) | 6100-3 | 3994 (4000-3) |

MIRL Rwy 2-20 **①**
REIL Rws 2 and 20 **①**

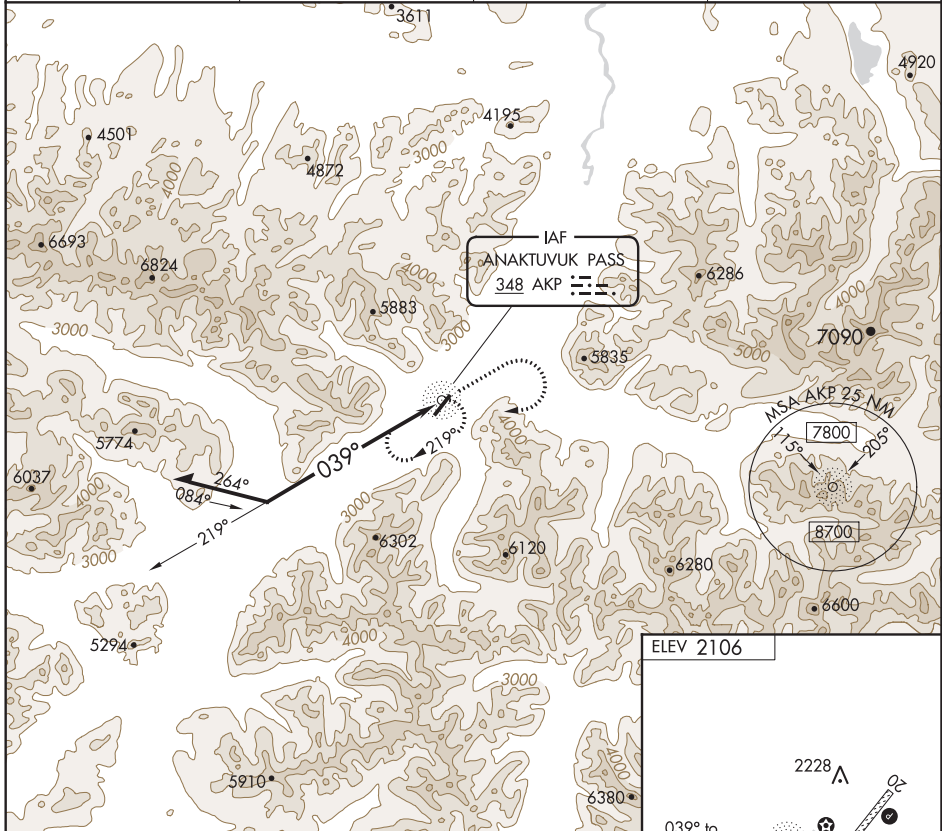
| | | |
|-----------------------|------------------------|--|
| NDB AKP 348 | APP CRS 039° | Rwy Idg TDZE Apt Elev N/A N/A 2106 |
|-----------------------|------------------------|--|

NDB-B

ANAKTUVUK PASS (AKP) (PAKP)

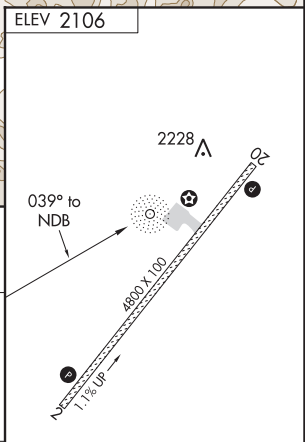
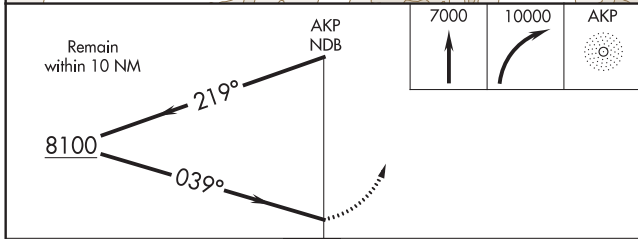
NA When local altimeter setting not received, procedure NA. Circling NA west of Rwy 2-20.
MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct AKP NDB and hold, continue climb-in-hold to 10000.

| | | | |
|-------------------------|--|----------------------------------|----------------------|
| AWOS-3 135.75 | ANCHORAGE CENTER 124.6 352.0 | FAIRBANKS RADIO 122.15 | CTAF 122.8 |
|-------------------------|--|----------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|--------|---------------|
| CIRCLING | 6600-1¼ 4494 (4500-1¼) | 6600-1½ 4494 (4500-1½) | 6600-3 | 4494 (4500-3) |

MIRL Rwy 2-20
 REIL Rwys 2 and 20

(AKUMY3.AKUMY) 15344

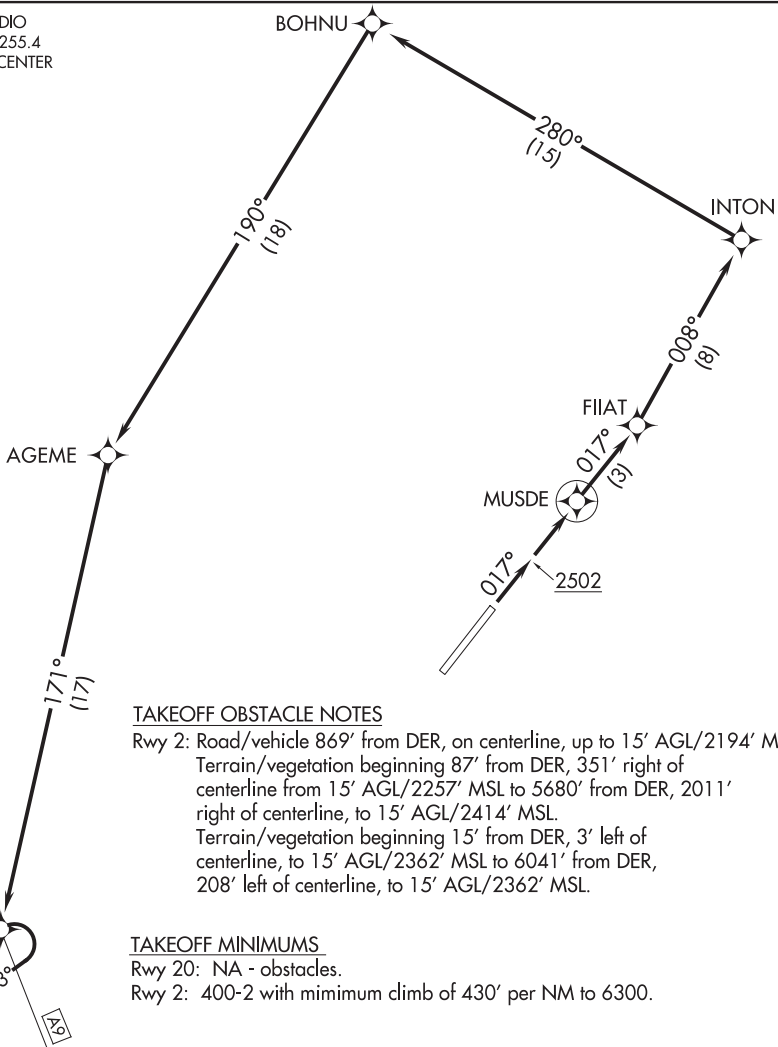
SL-9380 (FAA)

ANAKTUVUK PASS (AKP) (PAKP)

AKUMY THREE DEPARTURE (OBSTACLE) (RNAV)

ANAKTUVUK PASS, ALASKA

FAIRBANKS RADIO
122.2 122.6 255.4
ANCHORAGE CENTER
124.6 352.0



TAKEOFF OBSTACLE NOTES

Rwy 2: Road/vehicle 869' from DER, on centerline, up to 15' AGL/2194' MSL.
 Terrain/vegetation beginning 87' from DER, 351' right of centerline from 15' AGL/2257' MSL to 5680' from DER, 2011' right of centerline, to 15' AGL/2414' MSL.
 Terrain/vegetation beginning 15' from DER, 3' left of centerline, to 15' AGL/2362' MSL to 6041' from DER, 208' left of centerline, to 15' AGL/2362' MSL.

TAKEOFF MINIMUMS

Rwy 20: NA - obstacles.
 Rwy 2: 400-2 with minimum climb of 430' per NM to 6300.

NOTE: RNAV-1
 NOTE: GPS required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 017° to 2502, then direct to MUSDE, then on depicted route to AKUMY, maintain 9000 or higher as assigned.

AKUMY THREE DEPARTURE (OBSTACLE) (RNAV)

(AKUMY3.AKUMY) 15344

ANAKTUVUK PASS, ALASKA
ANAKTUVUK PASS (AKP) (PAKP)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|------------------------|-----------------------------|--|
| APP CRS 089° | Rwy Idg TDZE Apt Elev | N/A N/A 137 |
|------------------------|-----------------------------|--|

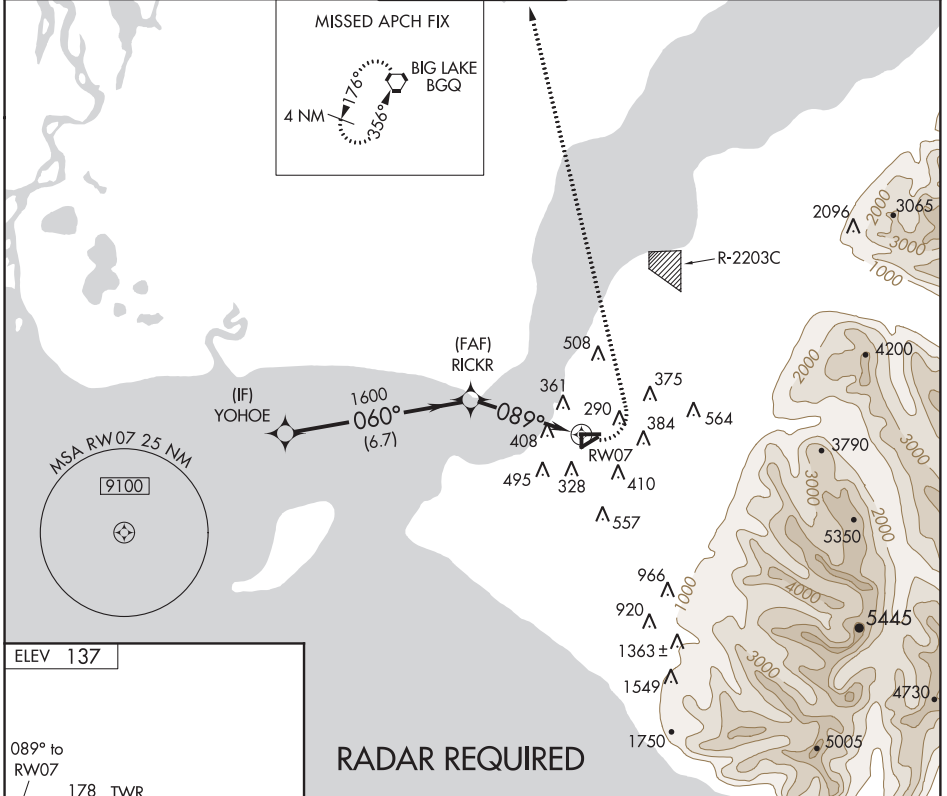
RNAV (GPS)-A

MERRILL FIELD (MRI) (PAMR)

⚠ When local altimeter setting not received, use Anchorage Intl altimeter setting. When VGSI inop, procedure NA at night.
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

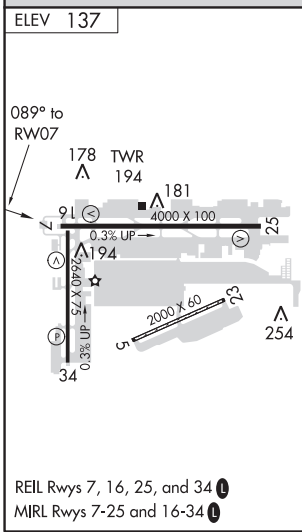
MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.

| | | | | |
|-----------------------|---|---|-------------------------|-------------------------|
| ATIS 124.25 | ANCHORAGE APP CON 119.1 363.2 | MERRILL TOWER * 126.0 (CTAF) 0 | GND CON 121.7 | UNICOM 122.95 |
|-----------------------|---|---|-------------------------|-------------------------|

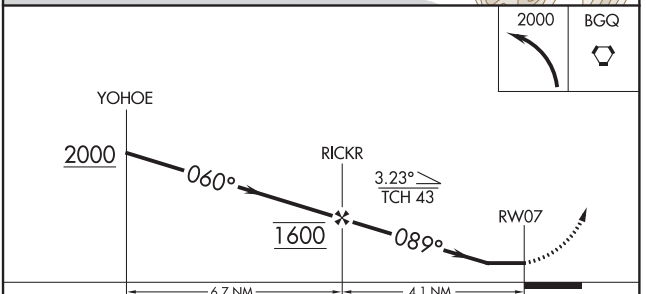


AK, 10 NOV 2016 to 05 JAN 2017

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RADAR REQUIRED

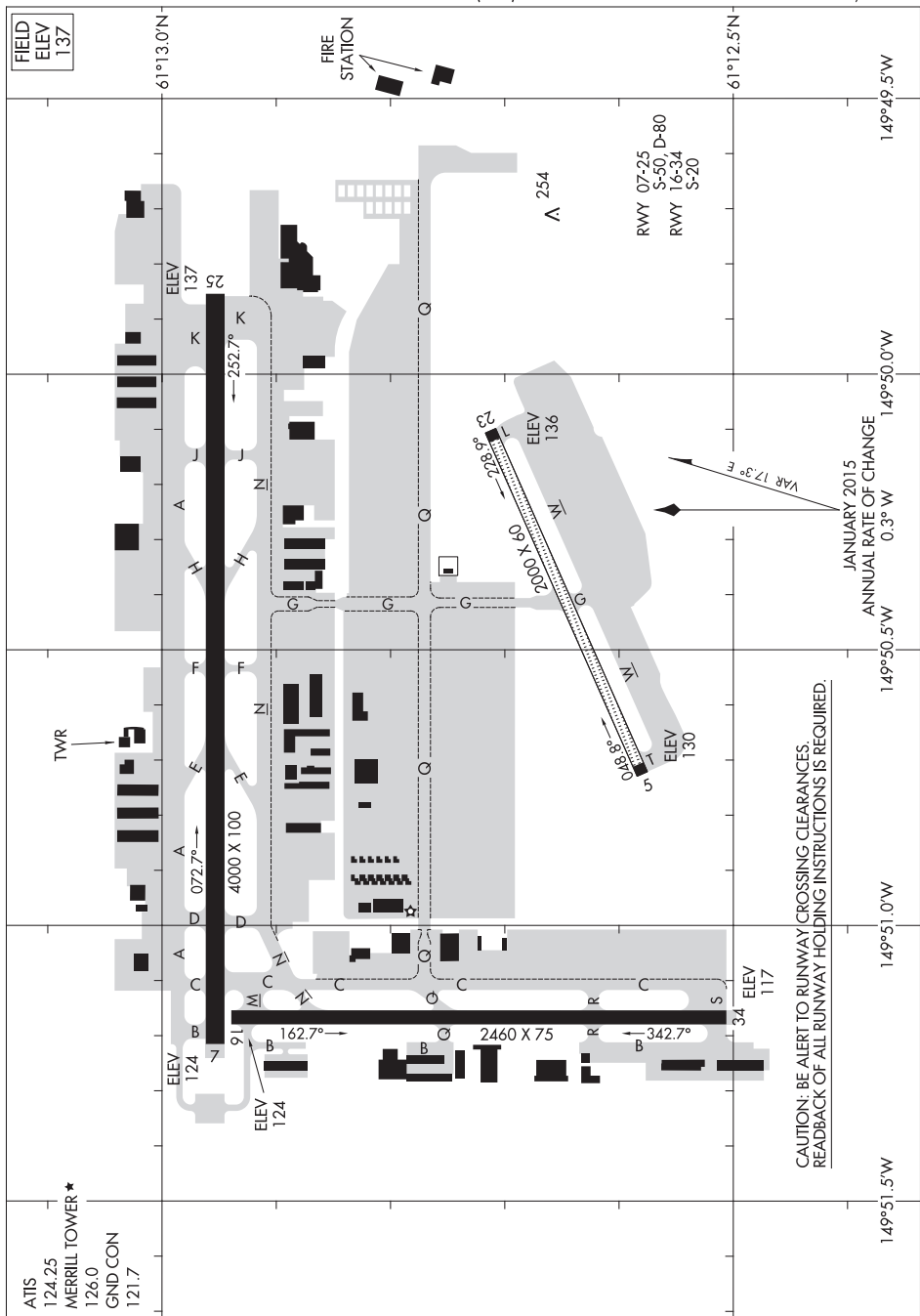


| | | | | |
|----------|-------|-------------|------------------------|----|
| CATEGORY | A | B | C | D |
| CIRCLING | 720-1 | 583 (600-1) | 720-1½ 583 (600-1½) | NA |

AIRPORT DIAGRAM

MERRILL FIELD (MRI)(PAMR)
ANCHORAGE, ALASKA

AL-1522 (FAA)



AIRPORT DIAGRAM

ANCHORAGE, ALASKA
MERRILL FIELD (MRI)(PAMR)

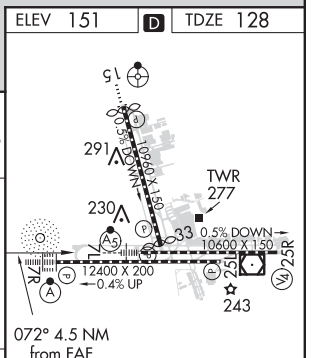
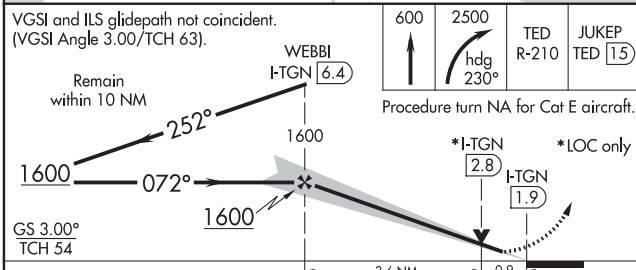
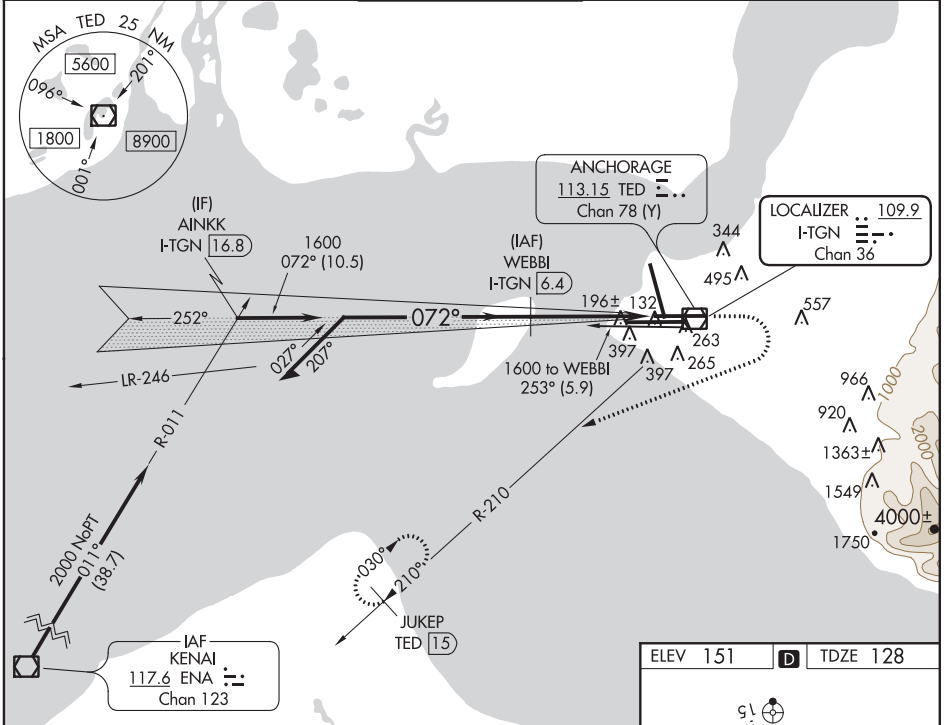
| | | |
|--|------------------------|--|
| LOC/DME I-TGN 109.9 Chan 36 | APP CRS 072° | Rwy Idg 10600 TDZE 128 Apt Elev 151 |
|--|------------------------|--|

ILS or LOC/DME RWY 7L

TED STEVENS ANCHORAGE INTL (ANC)(PANC)

| | | | |
|--|--|-------|--|
| | For inop MALSR, increase S-ILS 7L Cat E visibility to RVR 4000, S-LOC 7L Cats C, D and E visibility to RVR 5500. DME required. | MALSR | MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 230° and TED VOR/DME R-210 to JUKEP/TED 1.5 DME and hold. |
|--|--|-------|--|

| | | | | |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|
| ATIS 135.5 | ANCHORAGE APP CON 118.6 290.5 | ANCHORAGE TOWER 118.3 257.8 | GND CON 121.9 338.25 | CLNC DEL 119.4 323.1 |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|



| | | | | | | |
|--|---|--------------------|------------------------|----------------------|------------------------|---|
| VGSi and ILS glidepath not coincident. (VGSi Angle 3.00/TCH 63). Remain within 10 NM GS 3.00° TCH 54 | WEBBI I-TGN 6.4 1600 252° 072° 1600 | | | | | |
| | Procedure turn NA for Cat E aircraft. 600 2500 TED R-210 JUKEP TED 15 *I-TGN 2.8 *LOC only I-TGN 1.9 | | | | | |
| | CATEGORY | A | B | C | D | E |
| | S-ILS 7L | 328/18 200 (200-½) | | | | |
| S-LOC 7L | 500/24 | 372 (400-½) | 500/35 372 (400-¾) | | | |
| CIRCLING | 700-1 | 549 (600-1) | 700-1½ 549 (600-1½) | 800-2 649 (700-2) | 920-2¾ 769 (800-2¾) | |

REIL Rwy 33
 TDZ/CL Rwsys 7L and 7R
 HIRL all Rwsys

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

ANCHORAGE, ALASKA

AL-1500 (FAA)

16203

| | | | | |
|--|------------------------|--------------------------------|---------------------------|----|
| LOC/DME I-ANC 111.3 Chan 50 | APP CRS 072° | Rwy Idg 12400 132 151 | 7R 10600 128 151 | 7L |
|--|------------------------|--------------------------------|---------------------------|----|

ILS or LOC/DME RWY 7R

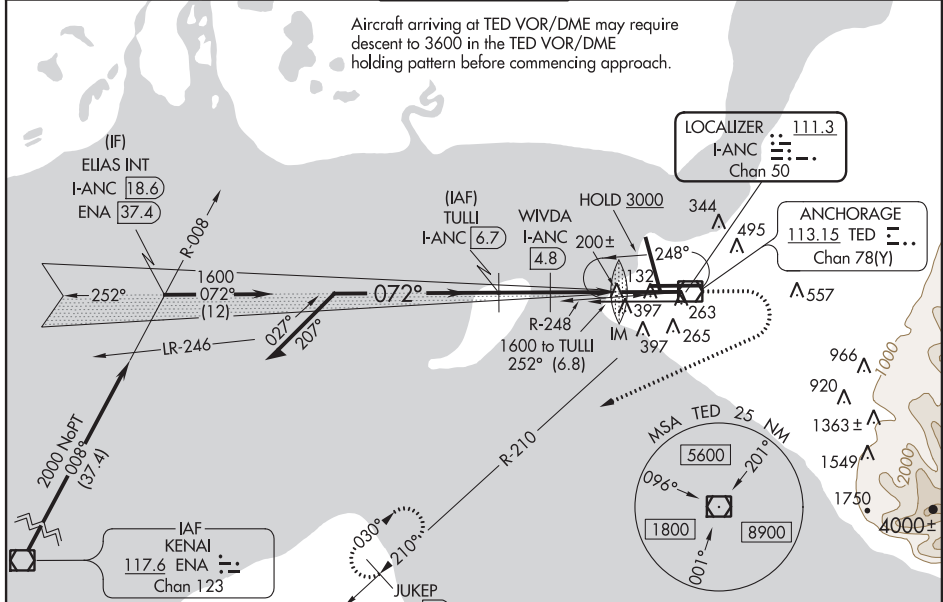
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

⚠ For inop ALSF-2, increase S-ILS 7R Cat E visibility to RVR 4000, and S-LOC 7R Cat E visibility to RVR 6000. Rwy 7L threshold 6140 feet east of Rwy 7R threshold. Inop table does not apply to Sidestep Rwy 7L Cat A, B and C.

| | | |
|---------------|--------------|---|
| ALSF-2 Rwy 7R | MALSR Rwy 7L | MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. |
|---------------|--------------|---|

| | | | | |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|
| ATIS 135.5 | ANCHORAGE APP CON 118.6 290.5 | ANCHORAGE TOWER 118.3 257.8 | GND CON 121.9 338.25 | CINC DEL 119.4 323.1 |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|

Aircraft arriving at TED VOR/DME may require descent to 3600 in the TED VOR/DME holding pattern before commencing approach.



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

Remain within 10 NM

Procedure turn NA for Cat E aircraft.

GS 3.00° TCH 55

WIVDA I-ANC 4.8

TULLI I-ANC 6.7

JUKEP TED 15

ELEV 151

TDZE 7R 132

TDZE 7L 128

| CATEGORY | A | B | C | D | E |
|-------------------|--------------------|-------------|------------------------|----------------------|------------------------|
| S-ILS 7R | 332/18 200 (200-½) | | | | |
| S-LOC 7R | 520/24 | 388 (400-½) | 520/35 388 (400-¾) | | |
| S-LOC SIDESTEP 7L | 520/50 | 392 (400-1) | 520-1½ 392 (400-1½) | | |
| CIRCLING | 700-1 | 549 (600-1) | 700-1½ 549 (600-1½) | 800-2 649 (700-2) | 920-2¾ 769 (800-2¾) |

072° 4.4 NM from FAF

REIL Rwy 33

TDZ/CL Rwys 7L and 7R

HRL all Rwys

TWR 277

243

0.5% DOWN

10600 X 150

12400 X 200

0.4% UP

ANCHORAGE, ALASKA

Amdt 3B 15OCT15

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

61°10'N-150°00'W

ILS or LOC/DME RWY 7R

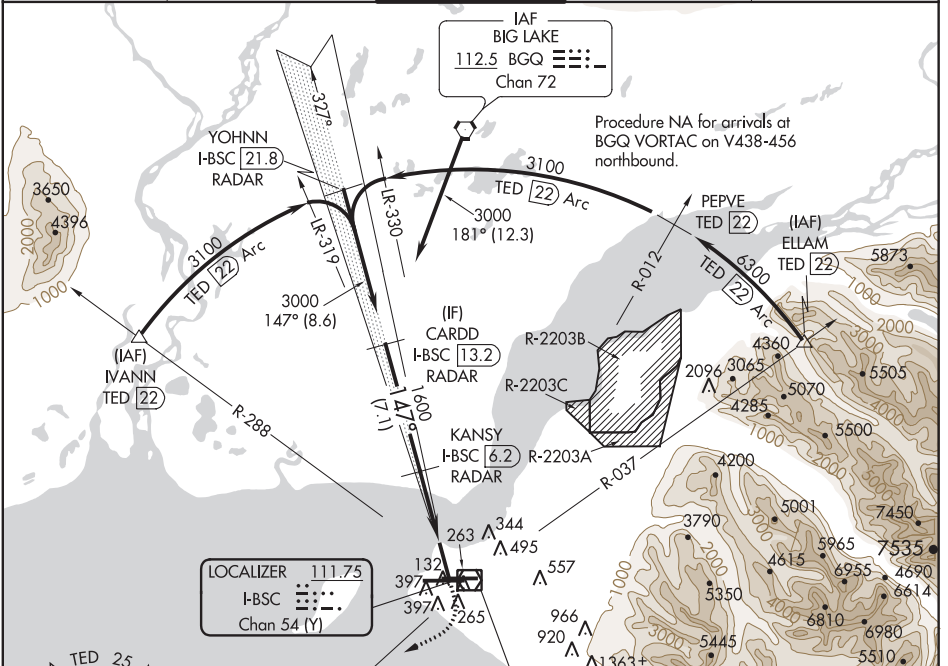
| | | |
|---|------------------------|--|
| LOC/DME I-BSC 111.75 Chan 54(Y) | APP CRS 147° | Rwy Idg 10094 TDZE 151 Apt Elev 151 |
|---|------------------------|--|

ILS RWY 15

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

| | | |
|---|-----------|--|
| ▼ DME or RADAR required. Helicopter visibility reduction below RVR 4000 NA. Inop table does not apply. | ODALS | MISSED APPROACH: Climb to 800 then climbing right turn to 2500 on heading 200° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. |
|---|-----------|--|

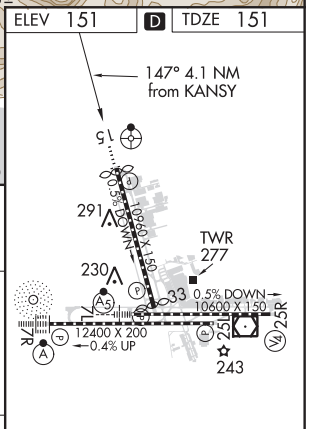
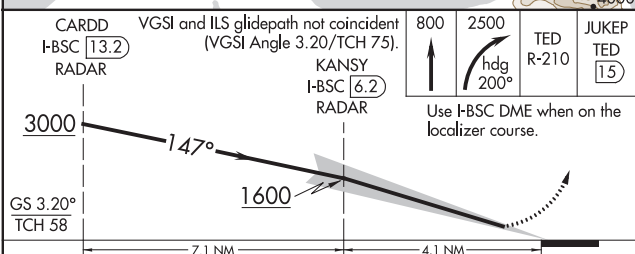
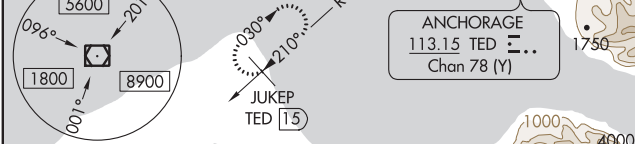
| | | | | |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|
| ATIS 135.5 | ANCHORAGE APP CON 118.6 290.5 | ANCHORAGE TOWER 118.3 257.8 | GND CON 121.9 338.25 | CLNC DEL 119.4 323.1 |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

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| | |
|----------|----------|
| ELEV 151 | TDZE 151 |
|----------|----------|



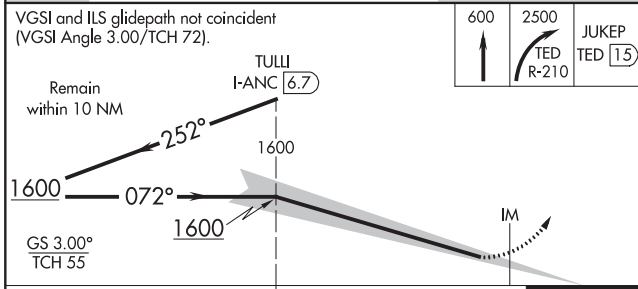
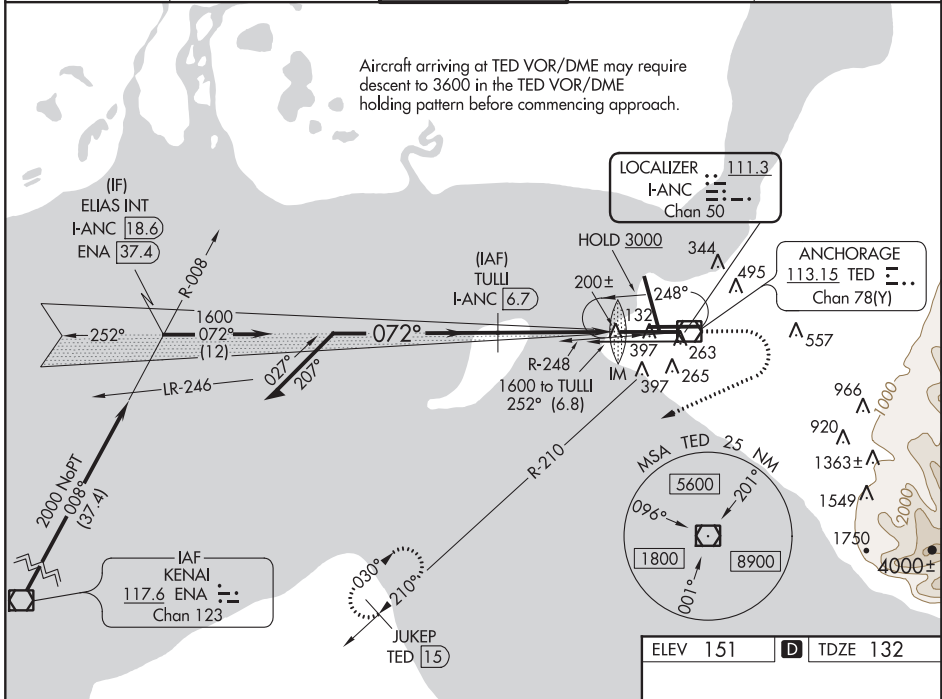
| | | | | |
|----------|--------|-------------|--------|-------------|
| CATEGORY | A | B | C | D |
| S-ILS 15 | 351/40 | 200 (200-¾) | 401/40 | 250 (300-¾) |

| | | |
|--|------------------------|--|
| LOC/DME I-ANC 111.3 Chan 50 | APP CRS 072° | Rwy Idg 12400 TDZE 132 Apt Elev 151 |
|--|------------------------|--|

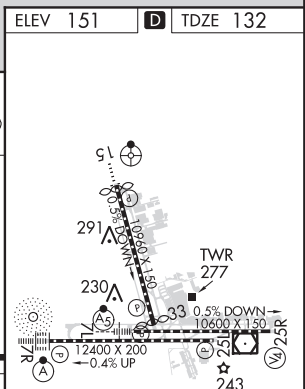
ILS RWY 7R (SA CAT I)

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

| | | | | |
|--|----------------|--|---|---|
| <p>Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Rwy 7L threshold 6140 feet east of Rwy 7R threshold.</p> | <p>ALSIF-2</p> | <p>MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold.</p> | | |
| | | <p>ATIS 135.5</p> | <p>ANCHORAGE APP CON 118.6 290.5</p> | <p>ANCHORAGE TOWER 118.3 257.8</p> |



| | | | | |
|----------|----------------------|---|---|---|
| CATEGORY | A | B | C | D |
| S-ILS 7R | RA 245/14 150 DA 282 | | | |



SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

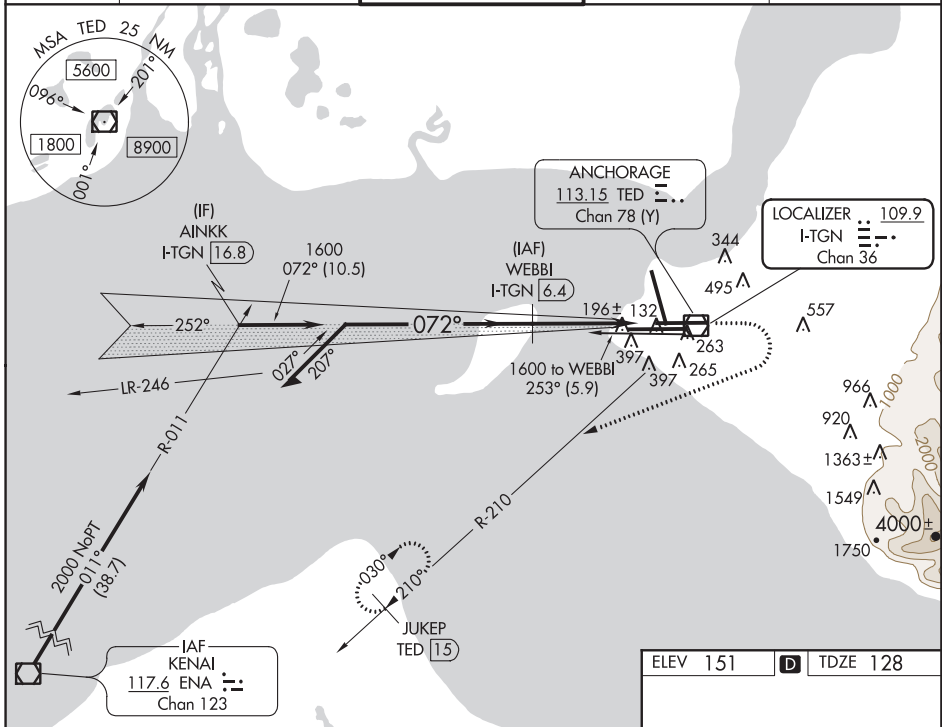
| | | |
|--|------------------------|--|
| LOC/DME I-TGN 109.9 Chan 36 | APP CRS 072° | Rwy Idg 10600 TDZE 128 Apt Elev 151 |
|--|------------------------|--|

ILS RWY 7L (SA CAT I & II)

TED STEVENS ANCHORAGE INTL (ANC)(PANC)

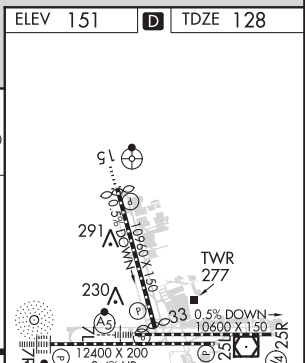
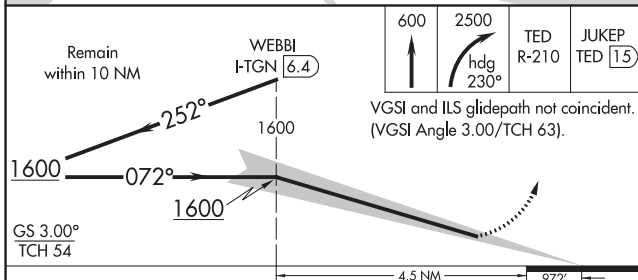
| | | |
|--|-----------|---|
| ⚠ DME required. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown. | MALSR | MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 230° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. |
|--|-----------|---|

| | | | | |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|
| ATIS 135.5 | ANCHORAGE APP CON 118.6 290.5 | ANCHORAGE TOWER 118.3 257.8 | GND CON 121.9 338.25 | CLNC DEL 119.4 323.1 |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | | | | |
|----------|-----------|-----------|-----|--------|
| CATEGORY | A | B | C | D |
| S-ILS 7L | SA CAT I | RA 158/14 | 150 | DA 278 |
| S-ILS 7L | SA CAT II | RA 108/12 | 100 | DA 228 |

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 33
TDZ/CL Rws 7L and 7R
HIRL all Rws

| | | |
|--|------------------------|--|
| LOC/DME I-ANC 111.3 Chan 50 | APP CRS 072° | Rwy ldg 12400 TDZE 132 Apt Elev 151 |
|--|------------------------|--|

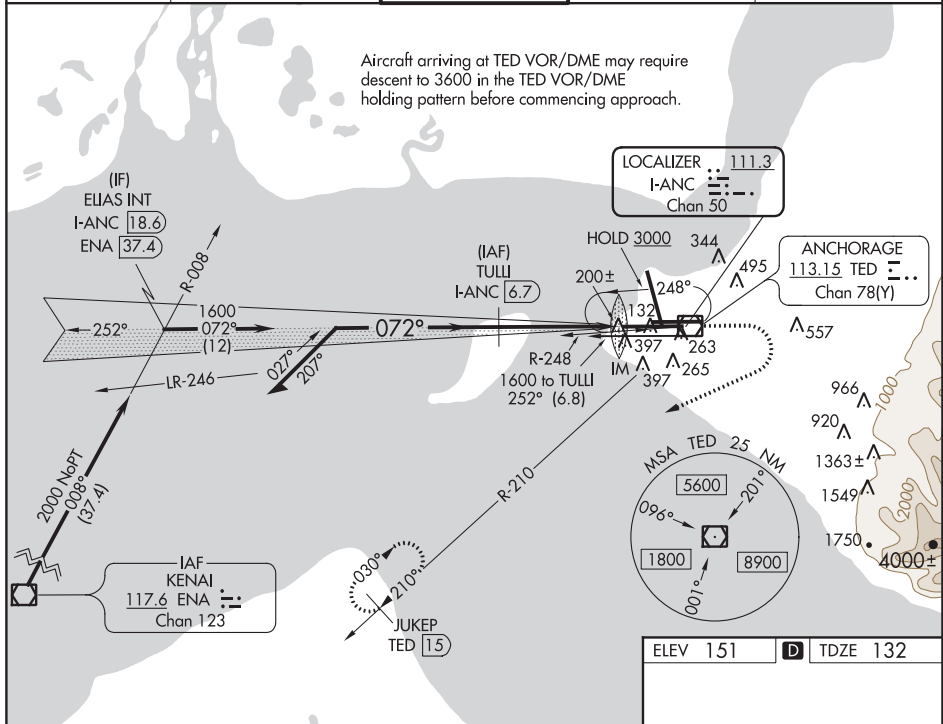
ILS RWY 7R (CAT II & III)

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

| | | |
|---|------------|---|
| ⚠ CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown. Rwy 7L threshold 6140 feet east of Rwy 7R threshold. | ALSF-2 | MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. |
|---|------------|---|

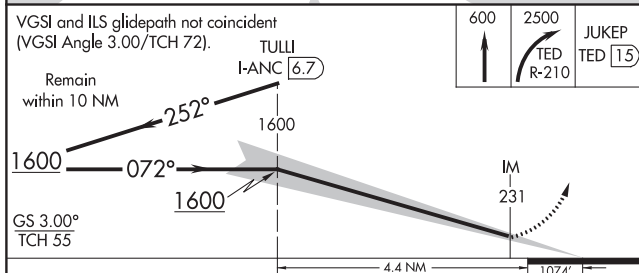
| | | | | |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|
| ATIS 135.5 | ANCHORAGE APP CON 118.6 290.5 | ANCHORAGE TOWER 118.3 257.8 | GND CON 121.9 338.25 | CLNC DEL 119.4 323.1 |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|

Aircraft arriving at TED VOR/DME may require descent to 3600 in the TED VOR/DME holding pattern before commencing approach.



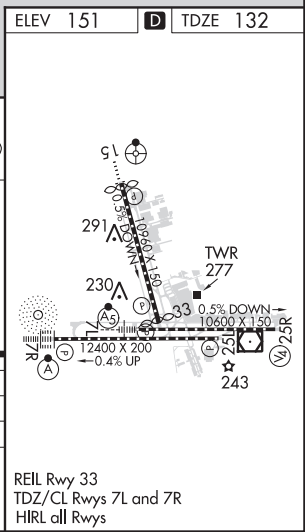
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | | | | |
|----------|-----------------------------|---|---|---|
| CATEGORY | A | B | C | D |
| S-ILS 7R | CAT II RA 115/12 100 DA 232 | | | |
| S-ILS 7R | CAT III RVR 06 | | | |

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 33
TDZ/CL Rwy 7L and 7R
HIRL all Rwy

| | |
|------------------------|-------------------------|
| APP CRS 327° | Rwy Idg 10694 |
| | TDZE 121 |
| | Apt Elev 151 |

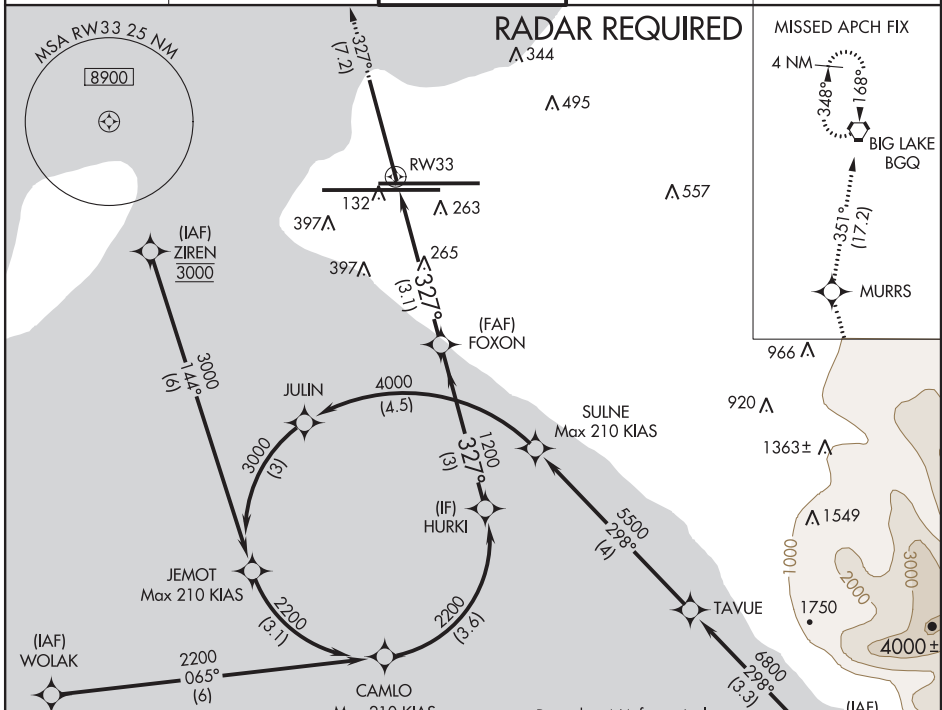
RNAV (RNP) RWY 33

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

For uncompensated Baro-VNAV systems, procedure NA below -23°C (-9°F) or above 47°C (117°F).
GPS required. RF required.

MISSED APPROACH: Climb to 4000 on the RNAV missed approach route to BQG VORTAC and hold.

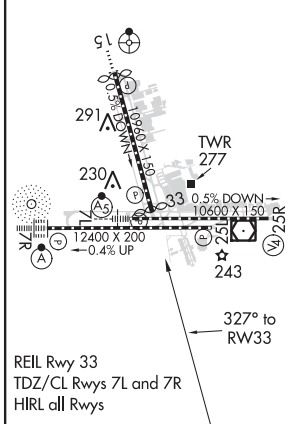
| | | | | |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|
| ATIS 135.5 | ANCHORAGE APP CON 118.6 290.5 | ANCHORAGE TOWER 118.3 257.8 | GND CON 121.9 338.25 | CLNC DEL 119.4 323.1 |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|



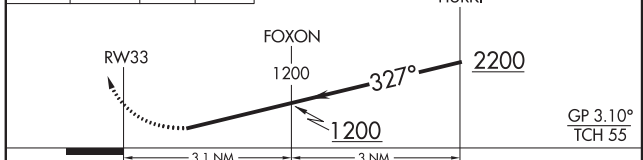
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|----------|----------|----------|
| ELEV 151 | D | TDZE 121 |
|----------|----------|----------|



| | | | | | |
|------|-------|---------|---------|-----|--|
| 4000 | MURRS | tr 327° | tr 351° | BQG | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 65). |
|------|-------|---------|---------|-----|--|



| CATEGORY | A | B | C | D |
|-------------|---|-----------|-----------------|---|
| RNP 0.11 DA | | 545-1 3/8 | 424 (400-1 1/8) | |
| RNP 0.20 DA | | 654-1 3/4 | 533 (600-1 3/4) | |
| RNP 0.30 DA | | 722-2 | 601 (600-2) | |

AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 7R

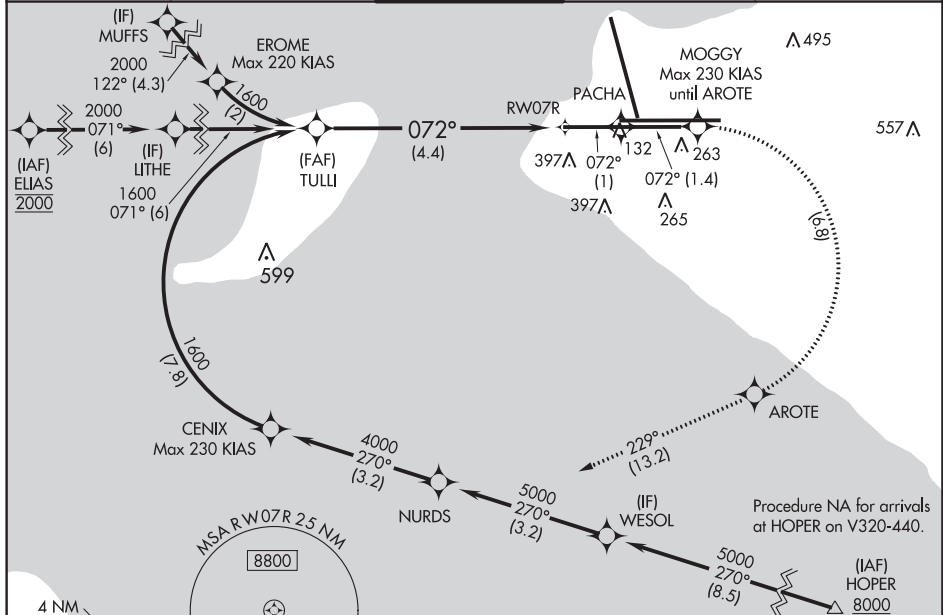
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

| | | |
|-------------|----------|--------------|
| APP CRS | Rwy Idg | 12400 |
| 072° | TDZE | 132 |
| | Apt Elev | 151 |

Missed approach requires RNP less than 1.0. For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. RF required. For inop ALSF, increase RNP 0.30 all Cats visibility to 1 1/2.

ALSF-2
 MISSED APPROACH: Climb to 3000 on the missed approach route to JUKEP and hold.

| | | | | |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|
| ATIS 135.5 | ANCHORAGE APP CON 118.6 290.5 | ANCHORAGE TOWER 118.3 257.8 | GND CON 121.9 338.25 | CLNC DEL 119.4 323.1 |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|

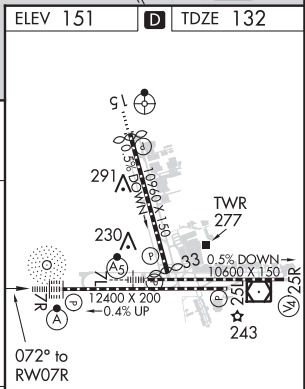
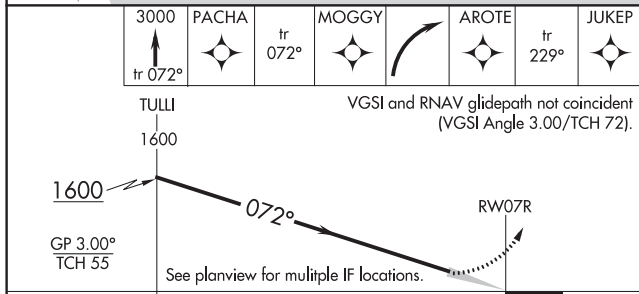


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|----------|----------|----------|
| ELEV 151 | D | TDZE 132 |
|----------|----------|----------|

RADAR REQUIRED



| | | | | |
|-------------|--------------------|---|---|---|
| CATEGORY | A | B | C | D |
| RNP 0.30 DA | 562/50 430 (500-1) | | | |

AUTHORIZATION REQUIRED

REIL Rwy 33
 TDZ/CL Rws 7L and 7R
 HIRL all Rws

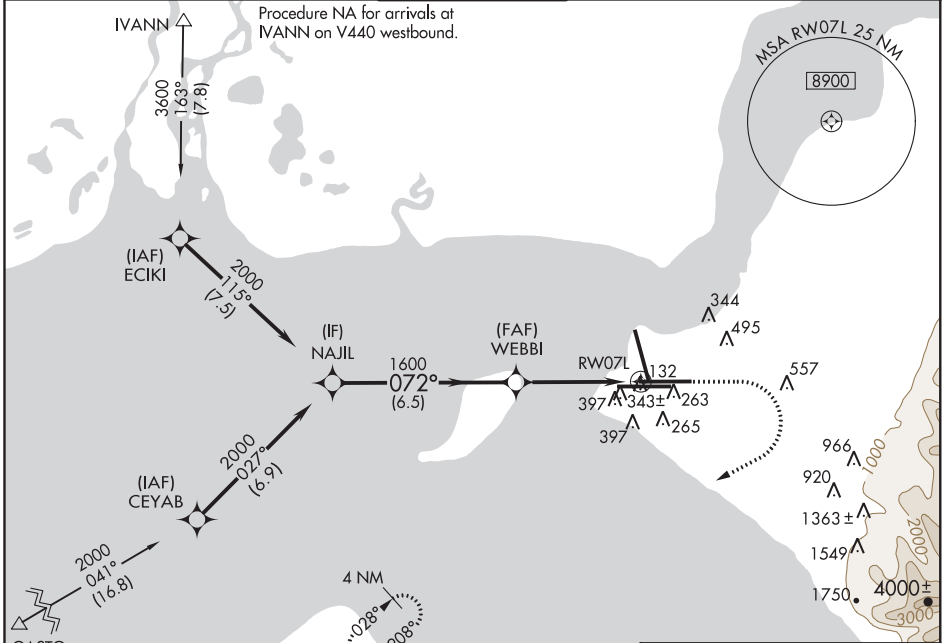
| | | |
|--|------------------------|--|
| WAAS CH 86215 W07B | APP CRS 072° | Rwy Idg 10600 TDZE 128 Apt Elev 151 |
|--|------------------------|--|

RNAV (GPS) RWY 7L

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

| | | |
|--|-----------|---|
| ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-12°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. | MALSR | MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct JUKEP and hold. |
|--|-----------|---|

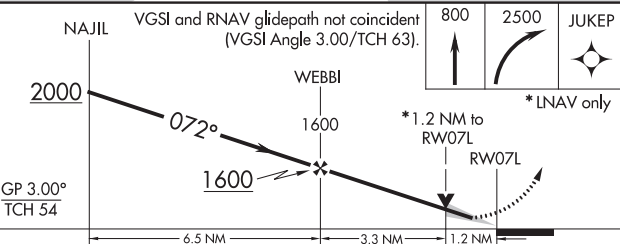
| | | | | |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|
| ATIS 135.5 | ANCHORAGE APP CON 118.6 290.5 | ANCHORAGE TOWER 118.3 257.8 | GND CON 121.9 338.25 | CLNC DEL 119.4 323.1 |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|



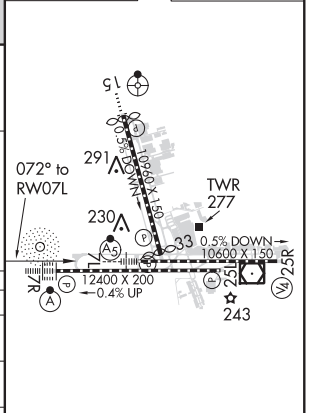
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals at GASTO on V462 southwest bound.



| | | |
|----------|----------|----------|
| ELEV 151 | D | TDZE 128 |
|----------|----------|----------|



| CATEGORY | A | B | C | D |
|--------------|--------------------|---|--|---|
| LPV DA | 328/24 | | 200 (200-½) | |
| LNAV/VNAV DA | 601/60 | | 473 (500-1¼) | |
| LNAV MDA | 600/24 472 (500-½) | | 600/50 472 (500-1) | |
| CIRCLING | 700-1 549 (600-1) | | 700-1½ 800-2 549 (600-1½) 649 (700-2) | |

REIL Rwy 33
TDZ/CL Rwys 7L and 7R
HIRL all Rwys

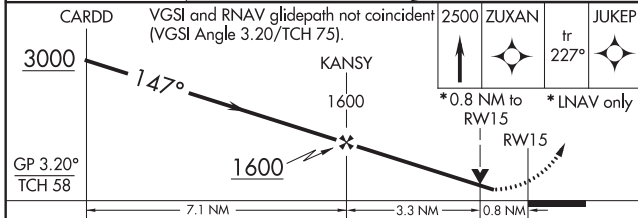
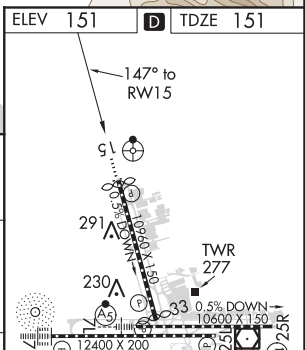
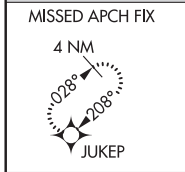
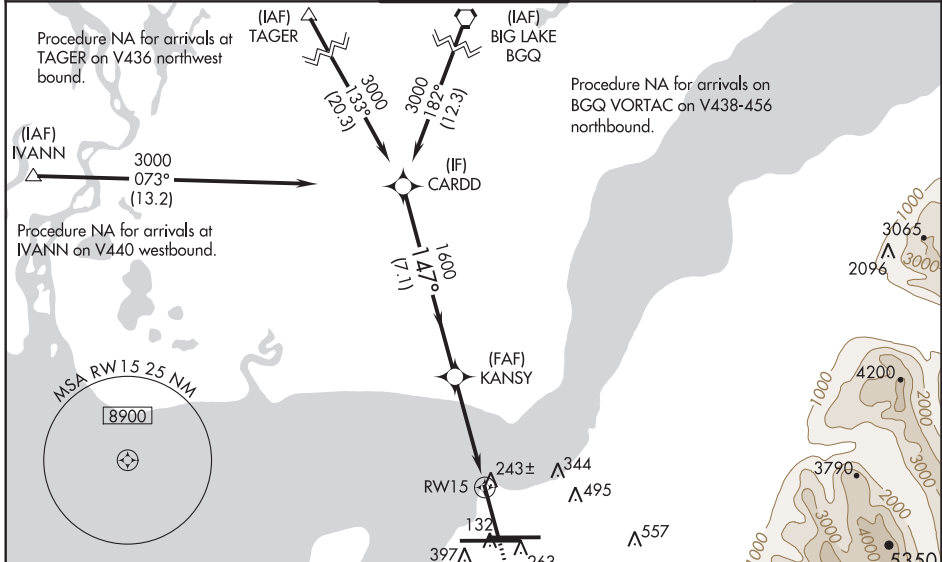
| | | |
|--|------------------------|--|
| WAAS CH 90115 W15A | APP CRS 147° | Rwy Idg 10094 TDZE 151 Apt Elev 151 |
|--|------------------------|--|

RNAV (GPS) RWY 15

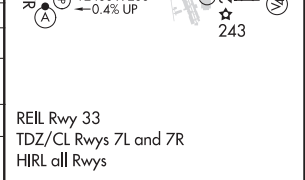
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

| | | |
|---|-------|--|
| <p>▼ Inop table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). For inop ODALS, increase LPV all Cats to visibility to RVR 4500, and LNAV Cats C/D visibility to RVR 5500. DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA.</p> | ODALS | MISSED APPROACH: Climb to 2500 direct ZUXAN on track 227° to JUKEP and hold. |
| | | |

| | | | | |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|
| ATIS 135.5 | ANCHORAGE APP CON 118.6 290.5 | ANCHORAGE TOWER 118.3 257.8 | GND CON 121.9 338.25 | CLNC DEL 119.4 323.1 |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|



| CATEGORY | A | B | C | D |
|--------------|--------|-------------|------------------------|----------------------|
| LPV DA | | 418/40 | 267 (300-¾) | |
| LNAV/VNAV DA | | 401/40 | 250 (300-¾) | |
| LNAV MDA | 500/40 | 349 (400-¾) | 500/45 | 349 (400-¾) |
| CIRCLING | 700-1 | 549 (600-1) | 700-1½ 549 (600-1½) | 800-2 649 (700-2) |



RNAV (GPS) RWY 15

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

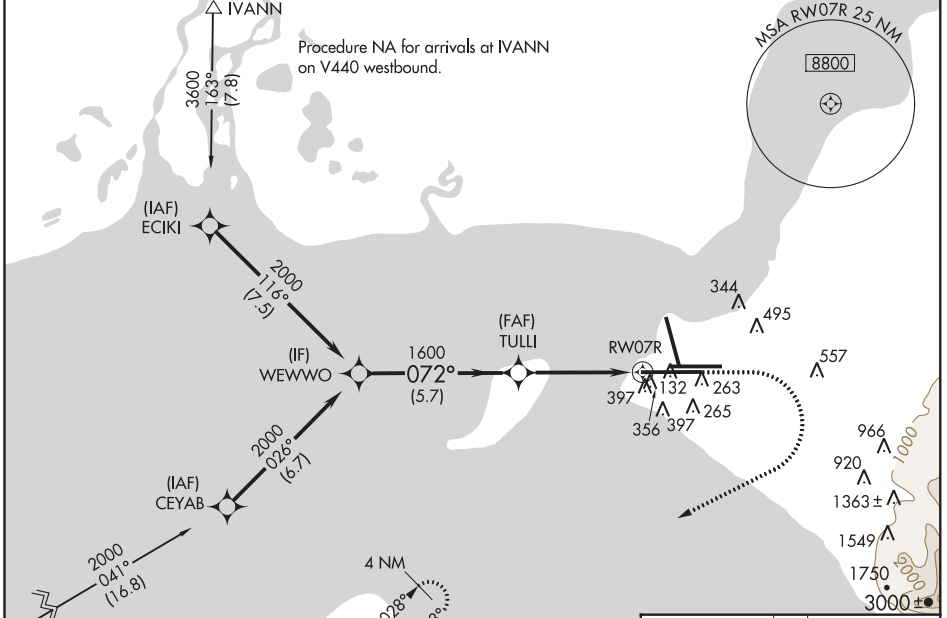
| | | |
|--|------------------------|--|
| WAAS CH 81815 W07A | APP CRS 072° | Rwy Idg 12400 TDZE 132 Apt Elev 151 |
|--|------------------------|--|

RNAV (GPS) Y RWY 7R

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

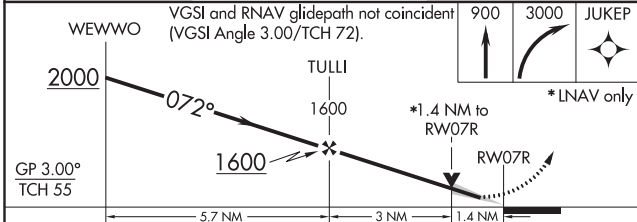
| | | |
|--|---------------|---|
| <p>▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. For inop ALSF, increase LNAV/VNAV all Cats visibility to 1¾ mile, and LNAV Cat C and D visibility to 1½ mile. Night landing: Rwy 25 operational VGSI required, remain on or above VGSI glidepath until threshold.</p> | <p>ALSF-2</p> | <p>MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct JUKEP and hold.</p> |
| | | |

| | | | | |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|
| ATIS 135.5 | ANCHORAGE APP CON 118.6 290.5 | ANCHORAGE TOWER 118.3 257.8 | GND CON 121.9 338.25 | CLNC DEL 119.4 323.1 |
|----------------------|---|---------------------------------------|--------------------------------|--------------------------------|

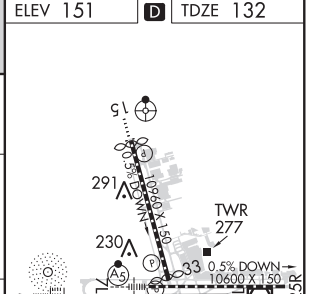


GASTO Procedure NA for arrivals at GASTO on V462 southwest bound.

JUKEP Procedure NA for arrivals at IVANN on V440 westbound.



| CATEGORY | A | B | C | D |
|-------------------|--------|-------------|------------------------|----------------------|
| LPV DA | | 332/24 | 200 (200-½) | |
| LNAV/VNAV DA | | 660-1¾ | 528 (600-1¾) | |
| LNAV MDA | 640/24 | 508 (500-½) | 640/55 | 508 (500-1¼) |
| C CIRCLING | 740-1 | 589 (600-1) | 740-1½ 589 (600-1½) | 800-2 649 (700-2) |



| | |
|--|-------------------|
| ELEV 151 | D TDZE 132 |
| <p>REIL Rwy 33 TDZ/CL Rwys 7L and 7R HIRL all Rwys</p> | |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

HIGHWAY VISUAL RWY 25R


TED STEVENS ANCHORAGE INTL (ANC) (PANC)

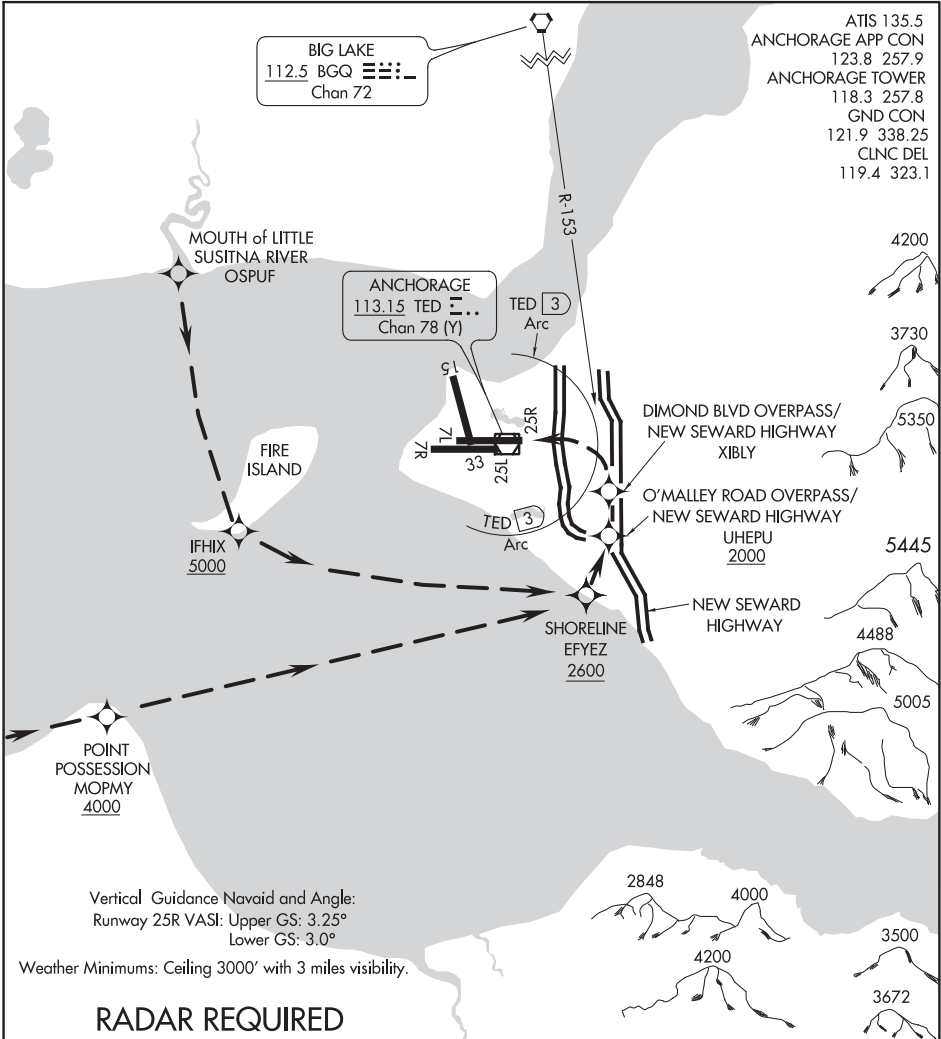
AL-1500 (FAA)

ANCHORAGE, ALASKA

- ATIS 135.5
- ANCHORAGE APP CON 123.8 257.9
- ANCHORAGE TOWER 118.3 257.8
- GND CON 121.9 338.25
- CLNC DEL 119.4 323.1

BIG LAKE
 112.5 BGQ 
 Chan 72

ANCHORAGE
 113.15 TED 
 Chan 78 (Y)



Vertical Guidance Navaid and Angle:
 Runway 25R VASI: Upper GS: 3.25°
 Lower GS: 3.0°

Weather Minimums: Ceiling 3000' with 3 miles visibility.

RADAR REQUIRED

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| NM | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
|----|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

HIGHWAY VISUAL RWY 25R
PROCEDURE NOT AUTHORIZED AT NIGHT

HIGHWAY VISUAL RWY 25R

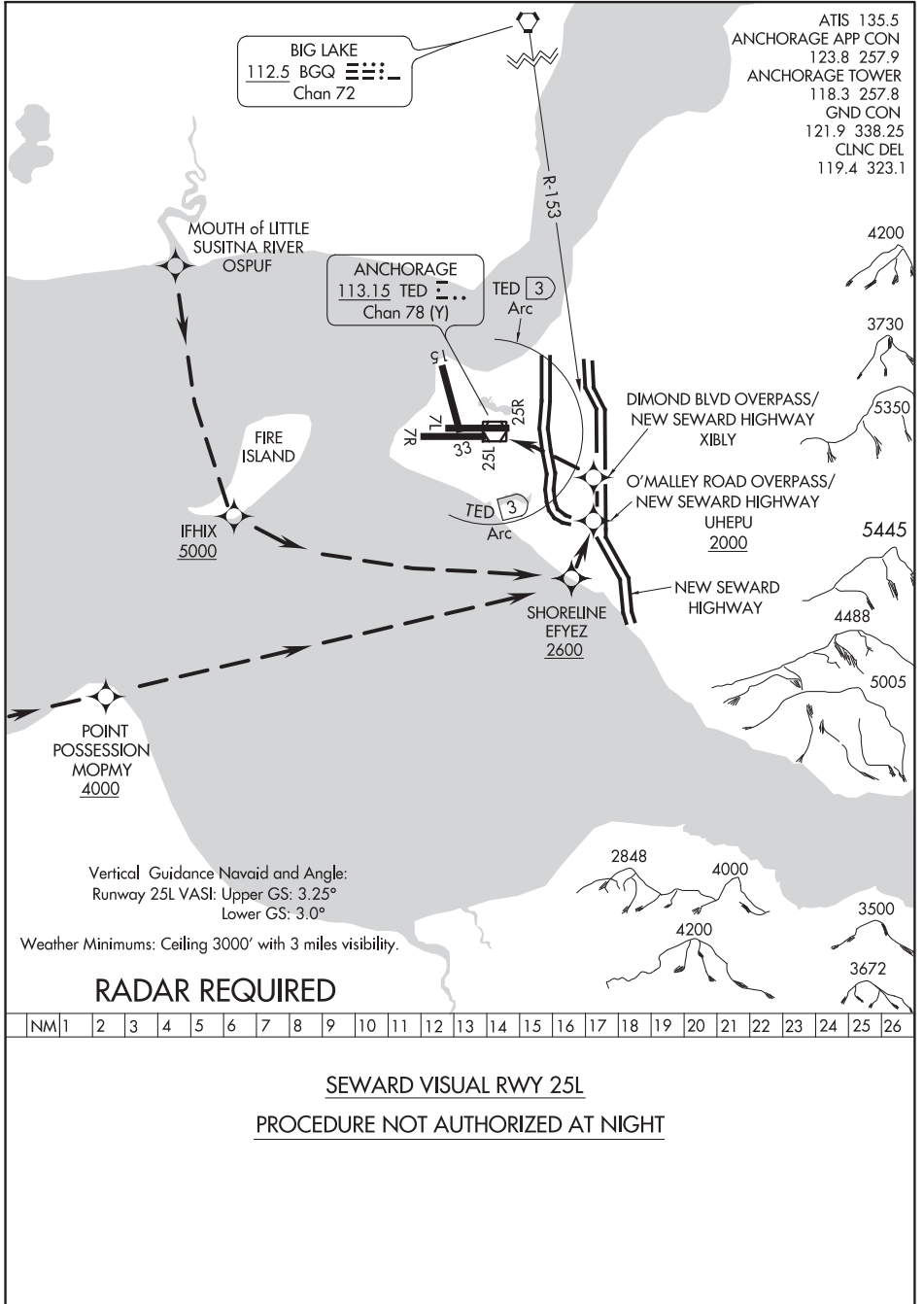
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

SEWARD VISUAL RWY 25L

AL-1500 (FAA)

ANCHORAGE, ALASKA



ATIS 135.5
 ANCHORAGE APP CON 123.8 257.9
 ANCHORAGE TOWER 118.3 257.8
 GND CON 121.9 338.25
 CLNC DEL 119.4 323.1

ANCHORAGE
 113.15 TED
 Chan 78 (Y)

BIG LAKE
 112.5 BGQ
 Chan 72

Vertical Guidance Navaid and Angle:
 Runway 25L VASI: Upper GS: 3.25°
 Lower GS: 3.0°

Weather Minimums: Ceiling 3000' with 3 miles visibility.

RADAR REQUIRED

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| NM | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
|----|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

SEWARD VISUAL RWY 25L
PROCEDURE NOT AUTHORIZED AT NIGHT

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

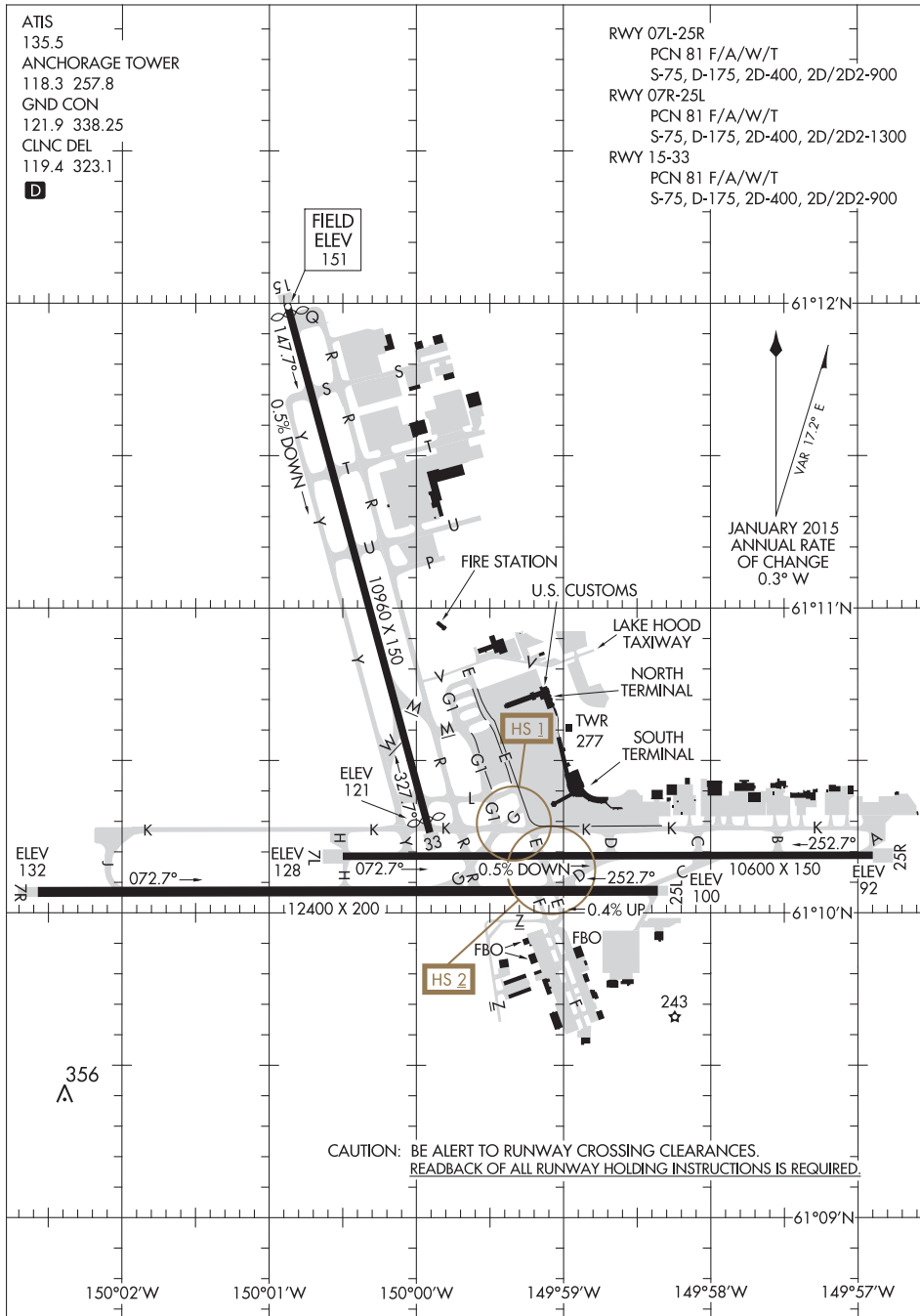
SEWARD VISUAL RWY 25L

61°10'N-150°00'W

ANCHORAGE, ALASKA

AIRPORT DIAGRAM

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
AL-1500 (FAA) ANCHORAGE, ALASKA



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

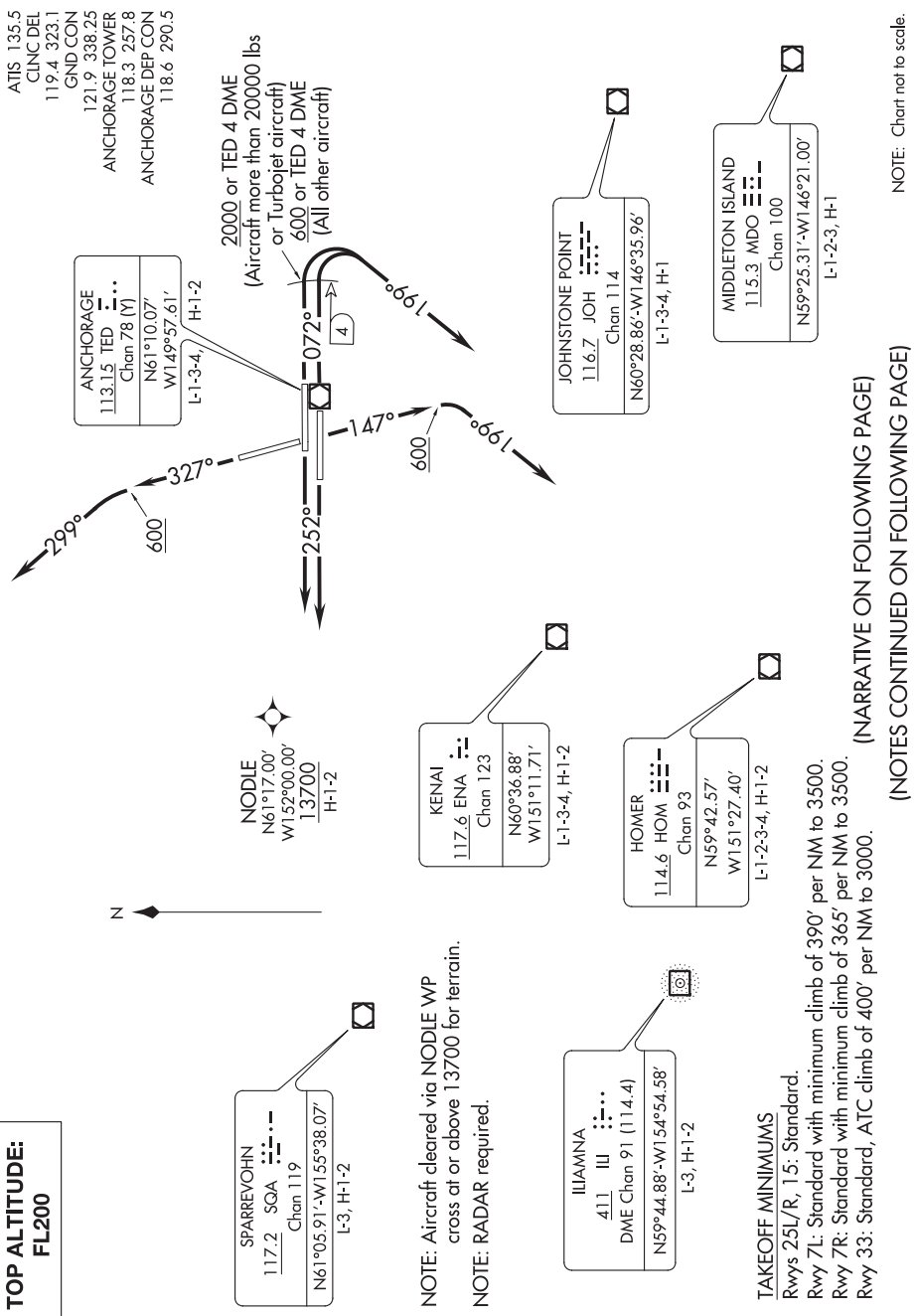
AIRPORT DIAGRAM

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

ANCHORAGE EIGHT DEPARTURE

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
SL-1500 (FAA) ANCHORAGE, ALASKA

AK, 10 NOV 2016 to 05 JAN 2017



ANCHORAGE EIGHT DEPARTURE

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC) (PANC)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R:

AIRCRAFT MORE THAN 20000 LBS OR TURBOJET AIRCRAFT: Climb heading 072° until leaving 2000 or TED 4 DME, whichever comes first, turn right heading 199°. Advise ATC prior to departure if unable to be established on heading 199° by 4 DME east of TED VOR/DME.

ALL OTHER AIRCRAFT: Climb heading 072°, upon passing 600 or reaching TED 4 DME, climbing right turn to heading 199°. Advise ATC prior to departure if unable to be established on heading 199° by 4 DME east of TED VOR/DME. Thence. . . .

TAKEOFF RUNWAY 15: Climb heading 147° to 600, then climbing right turn heading 199°. Thence. . . .

TAKEOFF RUNWAYS 25L/R: Climb heading 252°. Thence. . . .

TAKEOFF RUNWAY 33: Climb heading 327° to 600, then climbing left turn heading 299°. Thence. . . .

. . . . expect RADAR vectors to assigned route or depicted fix. Maintain FL200 or assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKEOFF OBSTACLE NOTES

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' MSL.

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 beginning 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.

FFITZ THREE DEPARTURE (RNAV)

AK, 10 NOV 2016 to 05 JAN 2017

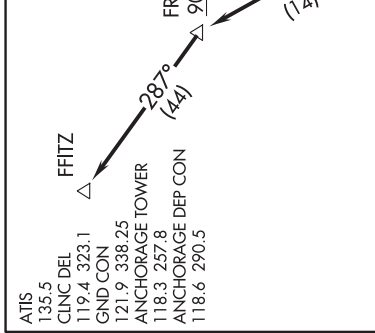
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 25L/R: Climb on heading 252° to at or above 660, then climb direct VUYWO, and on track 275° to OGOLY, and on track 288° to cross EVRTS at or above 5000, thence

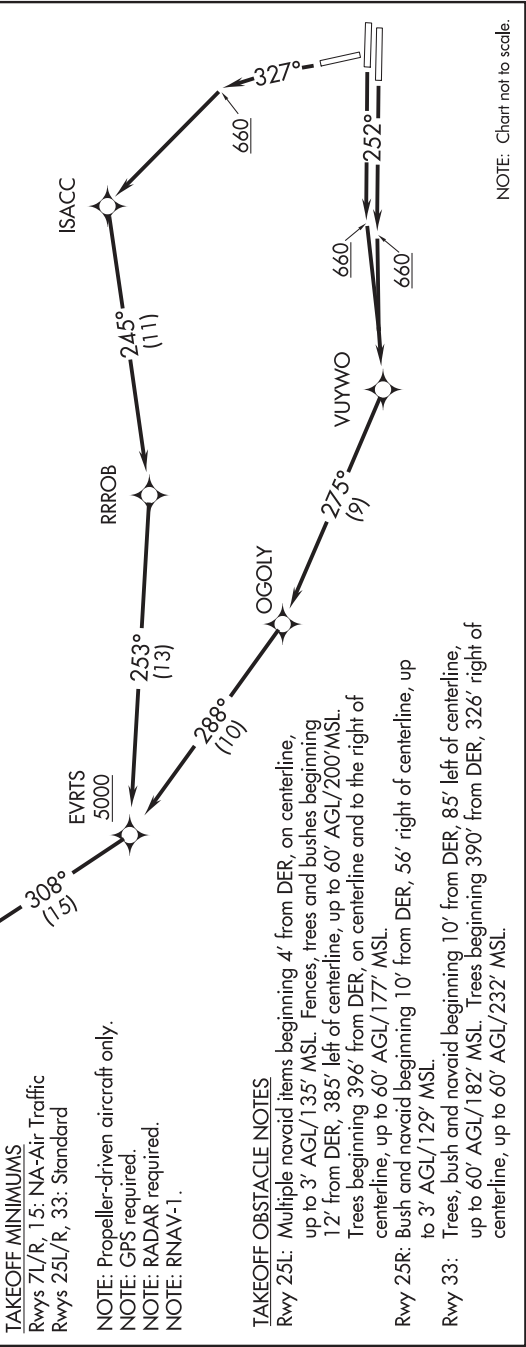
TAKEOFF RUNWAY 33: Climb on heading 327° to at or above 660, then climb direct ISACC, and on track 245° to RRROB, and on track 253° to cross EVRTS at or above 5000, thence

. . . . continue climb on track 308° to DCSIX, and on track 311° to cross FRIDA at or above 9000, and on track 287° to FFITZ. Maintain 10000 or as assigned by ATC.

TOP ALTITUDE:
10000



FFITZ THREE DEPARTURE (RNAV)




FFITZ THREE DEPARTURE (RNAV)


NOTE: Chart not to scale.


AK, 10 NOV 2016 to 05 JAN 2017

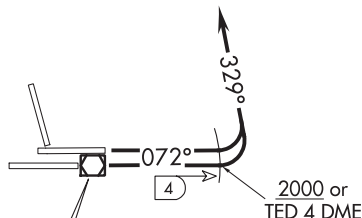
KNIK TWO DEPARTURE


TED STEVENS ANCHORAGE INTL (ANC) (PANC)
SL-1500 (FAA) ANCHORAGE, ALASKA**TOP ALTITUDE:
FL200**

TALKEETNA
116.2 TKA 
Chan 109
N62°17.90'-W150°06.32'
L-3-4, H-1-2

BIG LAKE
112.5 BQG 
Chan 72
N61°34.17'-W149°58.03'
L-3-4, H-1-2

NODLE
N61°17.00'
W152°00.00'
 13700
H-1-2



ANCHORAGE
113.15 TED 
Chan 78 (Y)
N61°10.07'-W149°57.61'
L-1-3-4, H-1-2

NOTE: Aircraft cleared via NODLE WP
cross at or above 13700 for terrain.
NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 15, 25L/R, 33: NA-ATC.

Rwy 7L: Standard with minimum climb of 252' per NM to 400.

Minimum ATC climb of 560' per NM to 3000.

Rwy 7R: Standard. Minimum ATC climb of 460' per NM to 3000.

TAKEOFF OBSTACLE NOTES

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.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

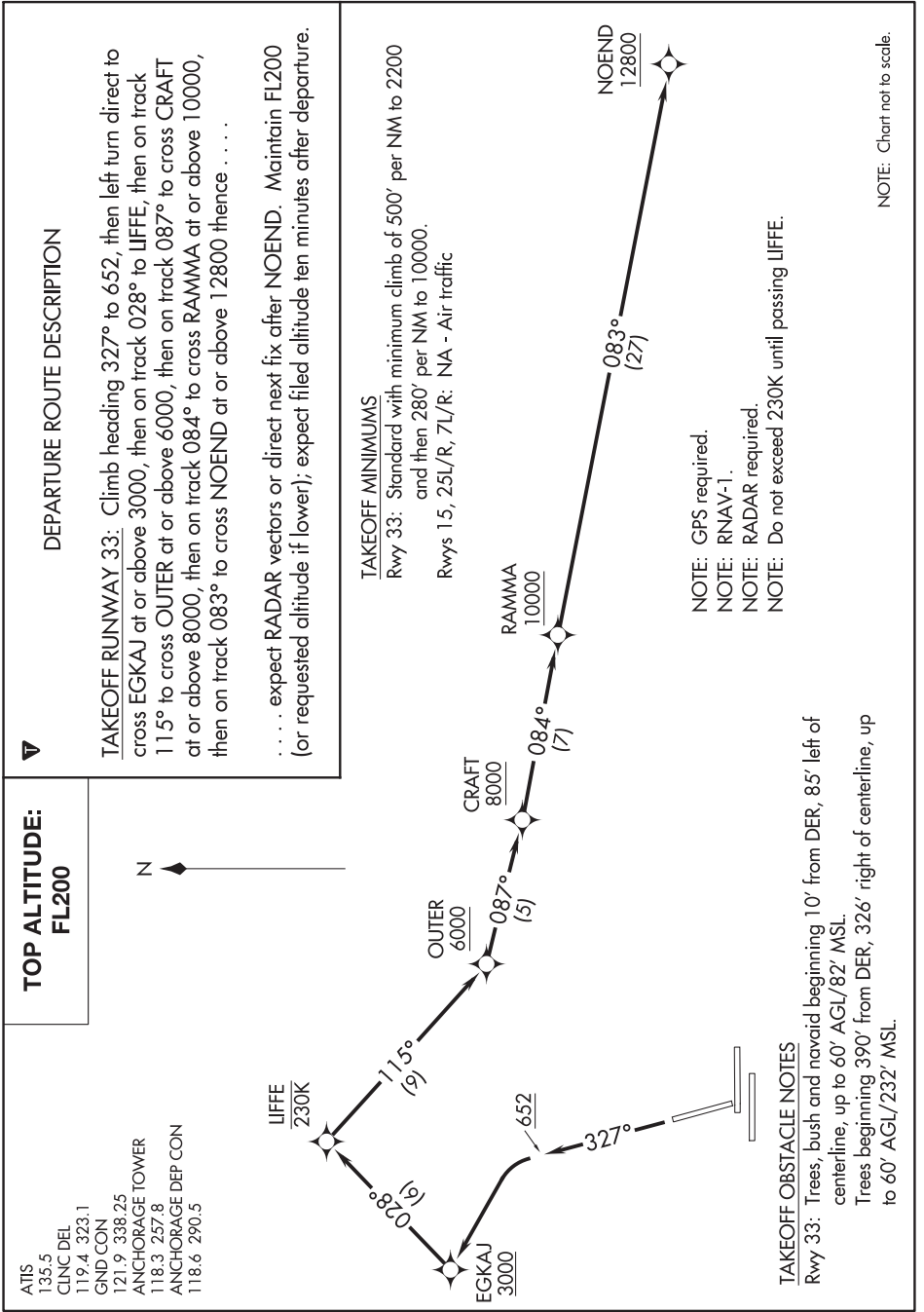
TAKEOFF RUNWAYS 7L/R: Climb heading 072° to 2000 or TED 4 DME, whichever comes first, then climbing left turn heading 329° for vectors to assigned route or fix. Maintain FL200 or assigned altitude, expect filed altitude 10 minutes after departure.

All aircraft, climb as rapidly as practical through 3000, if unable to reach 2000 by TED 4 DME advise ATC prior to departure.

KNIK TWO DEPARTURE

ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

AK, 10 NOV 2016 to 05 JAN 2017



AK, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

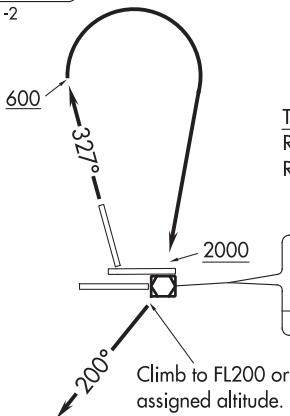
TURNAGAIN SEVEN DEPARTURE

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
SL-1500 (FAA) ANCHORAGE, ALASKA

BIG LAKE
112.5 BQG Chan 72
N61°34.17'-W149°58.03'
L-3-4, H-1-2

TOP ALTITUDE:
FL200

ATIS 135.5
CLNC DEL 119.4 323.1
GND CON 121.9 338.25
ANCHORAGE TOWER 118.3 257.8
ANCHORAGE DEP CON 126.4 257.9



TAKEOFF MINIMUMS
Rwys 7L/R, 15, 25L/R: NA- ATC.
Rwy 33: Standard.

ANCHORAGE
113.15 TED Chan 78(Y)
N61°10.07'-W149°57.61'
L-1-3-4, H-1-2

KENAI
117.6 ENA Chan 123
N60°36.88'-W151°11.71'
L-1-3-4, H-1-2

JOHNSTONE POINT
116.7 JOH Chan 114
N60°28.86'-W146°35.96'
L-1-3-4, H-1

HOMER
114.6 HOM Chan 93
N59°42.57'-W151°27.40'
L-1-2-3-4, H-1-2

NOTE: RADAR required.
NOTE: Category A and B aircraft weighing 17500 lbs or less only.

TAKEOFF OBSTACLE NOTES

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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb heading 327° until leaving 600, then climbing right turn to 2000 direct TED VOR/DME, after passing TED VOR/DME, 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.

TURNAGAIN SEVEN DEPARTURE

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

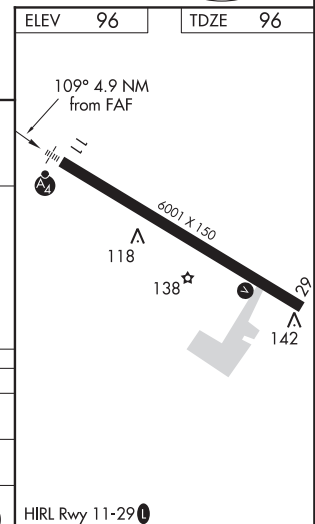
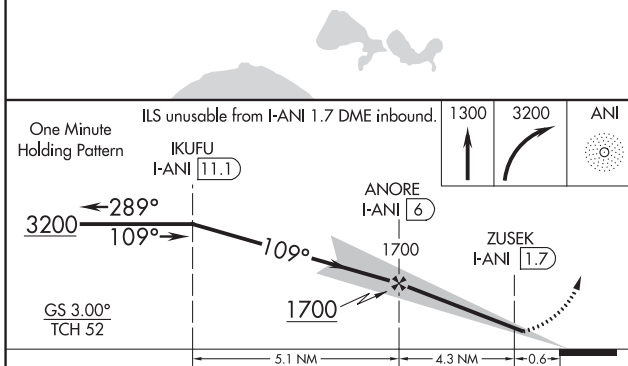
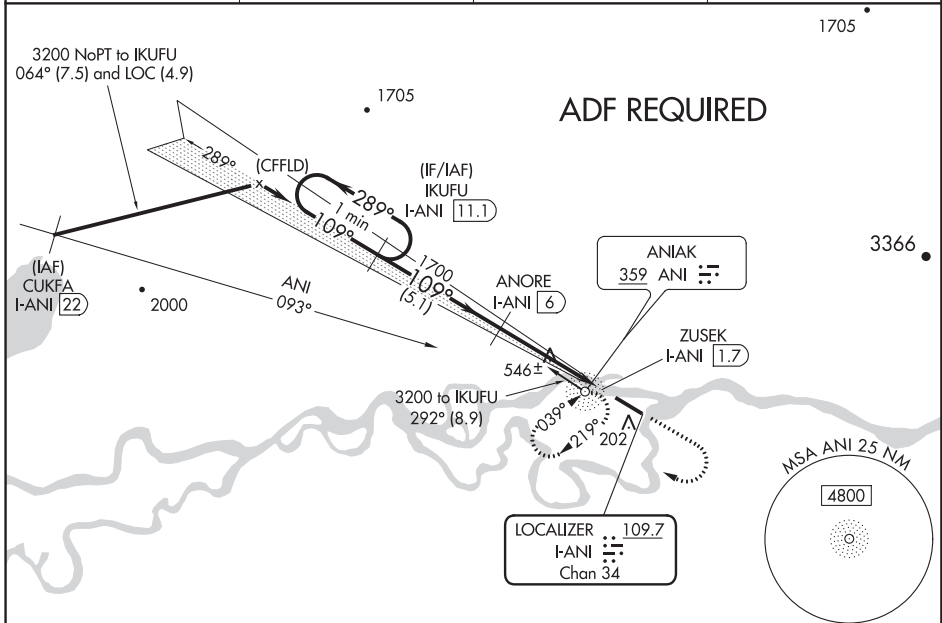
| | | |
|---|------------------------|---|
| LOC/DME I-ANI 109.7 Chan 34 | APP CRS 109° | Rwy Idg 6001 TDZE 96 Apt Elev 96 |
|---|------------------------|---|

ILS or LOC RWY 11

ANIAK (ANI)(PANI)

| | | |
|---|---------------|---|
| <p>Inop table does not apply to S-ILS all Cats and S-LOC Cats A and B. Circling NA north of Rwy 11-29. DME Required. For Inop MALSIF, increase S-LOC Rwy 11 Cat D visibility to 2 mile.</p> | <p>MALSIF</p> | <p>MISSED APPROACH: Climb to 1300 then climbing right turn to 3200 direct ANI NDB and hold.</p> |
| | | <p>-23°C/-9°F</p> |

| | | | |
|------------------------|--|---------------------------|----------------------|
| AWOS-3 124.3 | ANCHORAGE CENTER 118.15 251.05 | CLNC DEL 118.15 | CTAF 122.1 |
|------------------------|--|---------------------------|----------------------|



| CATEGORY | A | B | C | D |
|-------------------|-----------------------|---------------|------------------------------|-------------------------|
| S-ILS 11 | 346-3/4 250 (300-3/4) | | | |
| S-LOC 11 | 800-3/4 | 704 (800-3/4) | 800-1 3/4 | 704 (800-1 3/4) |
| C CIRCLING | 800-1 | 704 (800-1) | 860-2 1/4 764 (800-2 1/4) | 1200-3 1104 (1200-3) |

ANIAK, ALASKA

AL-1233 (FAA)

16147

| | | |
|--------------------------|-----------------|-----------------|
| WAAS CH 45838 W11A | APP CRS 109° | Rwy Idg 6001 |
| | | TDZE 96 |
| | | Apt Elev 96 |

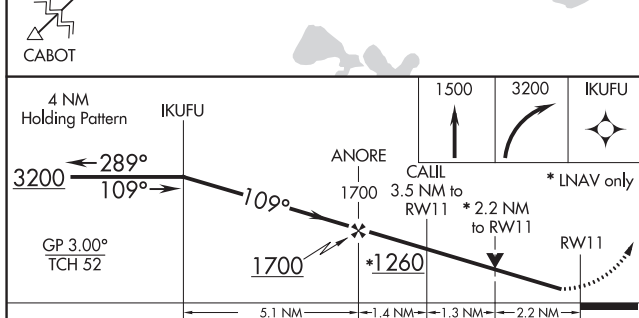
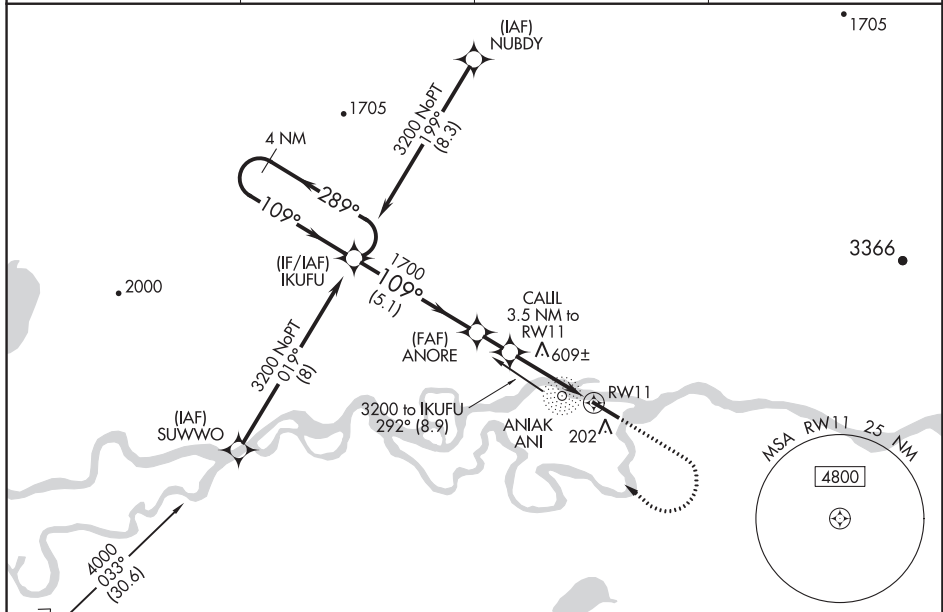
RNAV (GPS) RWY 11

ANIAK (ANI)(PANI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA. Inop table does not apply to LPV, LNAV/VNAV all Cats. Inop table does not apply to LNAV Cat A. For inop MALSF, increase LNAV Cat C/D visibility to 2 1/2 mile.

MALSF MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 direct IKUFU and hold.

| | | | |
|------------------------|--|---------------------------|----------------------|
| AWOS-3 124.3 | ANCHORAGE CENTER 118.15 251.05 | CLNC DEL 118.15 | CTAF 122.1 |
|------------------------|--|---------------------------|----------------------|



| | |
|---------|---------|
| ELEV 96 | TDZE 96 |
|---------|---------|

| | |
|--------------|------------|
| 109° to RW11 | 6001 X 130 |
| 118 | 138 |
| 142 | |

HIRL Rwy 11-29

| CATEGORY | A | B | C | D |
|-------------------|----------------------|------------------------------|------------------------------|-------------------------|
| LPV DA | | 346-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 935-3 | 839 (900-3) | |
| LNAV MDA | 860-1 | 764 (800-1) | 860-2 | 764 (800-2) |
| C CIRCLING | 860-1 764 (800-1) | 860-1 1/4 764 (800-1 1/4) | 860-2 1/2 764 (800-2 1/2) | 1200-3 1104 (1200-3) |

ANIAK, ALASKA
Amdt 1 26MAY16

61°35'N-159°33'W

ANIAK (ANI)(PANI) RNAV (GPS) RWY 11

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 86538 W29A | APP CRS 289° | Rwy Idg TDZE Apt Elev | 6001 96 96 |
|--|------------------------|-----------------------------|---------------------------------------|

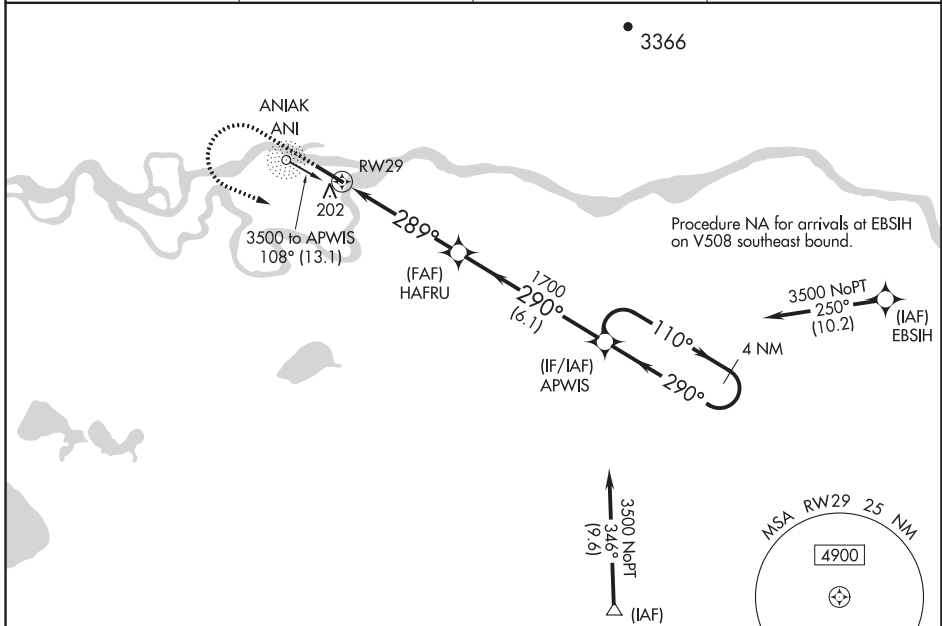
RNAV (GPS) RWY 29

ANIAK (ANI)(PANI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

⚠ MISSED APPROACH: Climb to 1400 then climbing left turn to 3500 direct APWIS and hold.

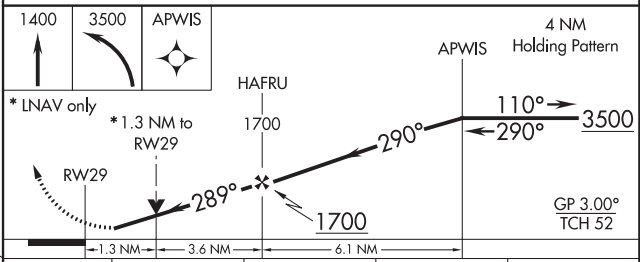
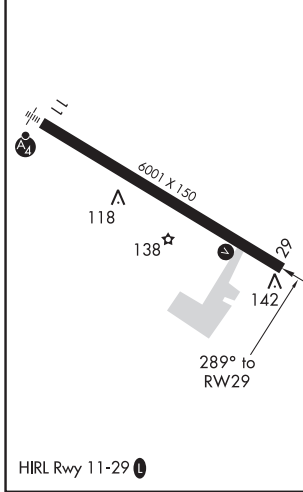
| | | | |
|------------------------|--|---------------------------|----------------------|
| AWOS-3 124.3 | ANCHORAGE CENTER 118.15 251.05 | CLNC DEL 118.15 | CTAF 122.1 |
|------------------------|--|---------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 96 | TDZE 96 |
|---------|---------|



| CATEGORY | A | B | C | D |
|-------------------|-------|-------------|------------------------|-------------------------|
| LPV DA | | 346-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 468-1¼ | 372 (400-1¼) | |
| LNAV MDA | 560-1 | 464 (500-1) | 560-1¾ | 464 (500-1½) |
| C CIRCLING | 560-1 | 464 (500-1) | 860-2¼ 764 (800-2¼) | 1200-3 1104 (1200-3) |

ANIAK, ALASKA

AL-1233 (FAA)

16147

| | | | |
|-----------------------|------------------------|-----------------------------|---------------------------------------|
| NDB ANI 359 | APP CRS 278° | Rwy Idg TDZE Apt Elev | 6001 96 96 |
|-----------------------|------------------------|-----------------------------|---------------------------------------|

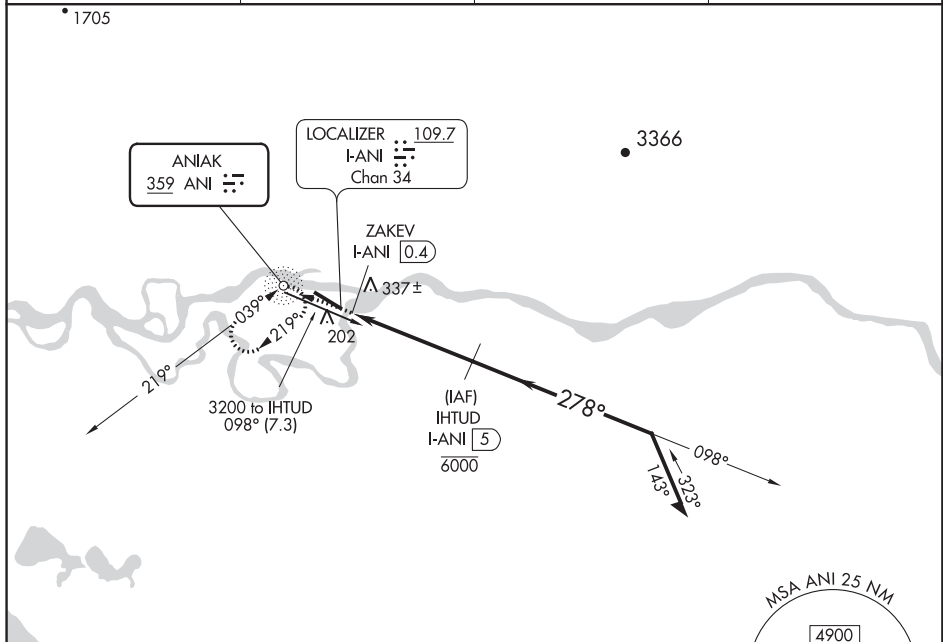
NDB/DME RWY 29

ANIAK (ANI)(PANI)

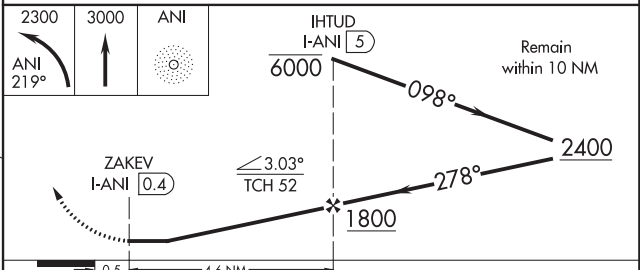
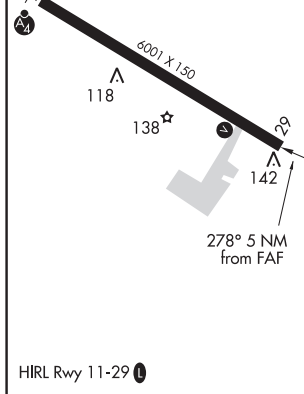
Simultaneous reception of ANI NDB and I-ANI DME required.
 Circling NA north of Rwy 11-29. Helicopter visibility reduction below 3/4 SM NA.
 -23°C/-9°F

MISSED APPROACH: Climbing left turn to 2300 on 219° bearing from ANI NDB then climb to 3000 direct ANI NDB and hold.

| | | | |
|------------------------|--|---------------------------|-----------------------|
| AWOS-3 124.3 | ANCHORAGE CENTER 118.15 251.05 | CLNC DEL 118.15 | CTAF 122.10 |
|------------------------|--|---------------------------|-----------------------|



| | |
|---------|---------|
| ELEV 96 | TDZE 96 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|-------------------------|
| S-29 | 640-1 | 544 (600-1) | 640-1½ | 544 (600-1½) |
| CIRCLING | 640-1 | 544 (600-1) | 860-2¼ 764 (800-2¼) | 1200-3 1104 (1200-3) |

ANIAK, ALASKA
Amdt 4 26MAY16

61°35'N-159°33'W

ANIAK (ANI)(PANI) NDB/DME RWY 29

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4000 |
| 171° | TDZE | 288 |
| | Apt Elev | 309 |

RNAV (GPS) RWY 17

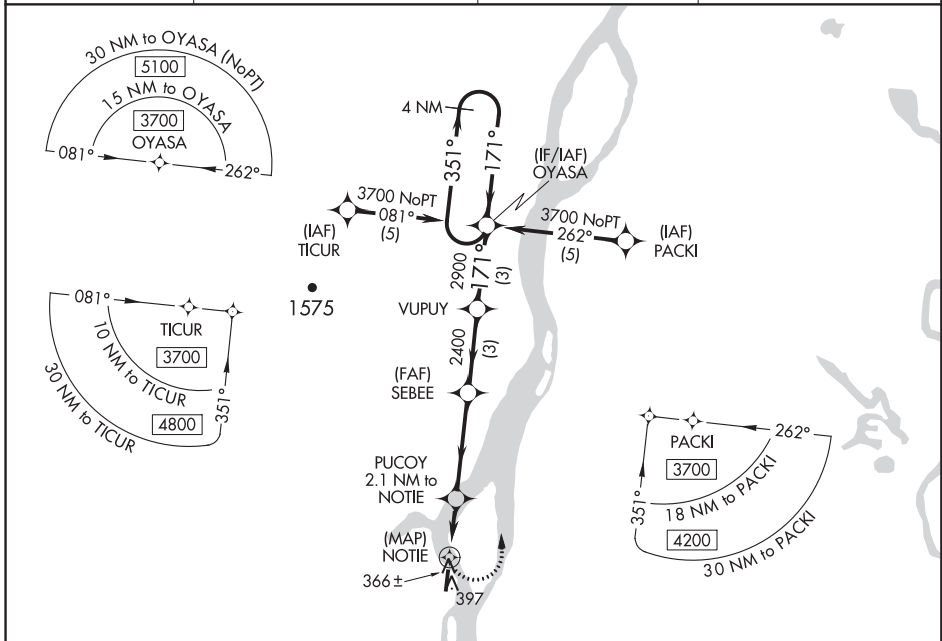
ANVIK (ANV)(PANV)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Holy Cross altimeter setting and increase all MDAs

❄ -31°C/-24°F 120 feet and LNAV visibility Cat C ½ mile, Cat D ½ mile.

MISSED APPROACH: Climbing left turn to 3700 direct OYASA and hold, continue climb-in-hold to 3700.

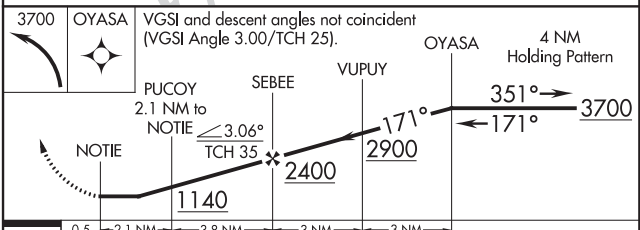
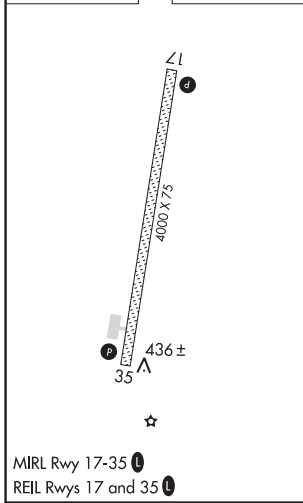
| | | | |
|-------------------------|--|-----------------------------|---------------------------------|
| AWOS-3 133.55 | ANCHORAGE CENTER 135.7 335.5 | KENAI RADIO 122.4 | UNICOM 122.7 (CTAF) 0 |
|-------------------------|--|-----------------------------|---------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 309 | TDZE 288 |
|----------|----------|



| | | | | |
|----------|-------|-------------|--------------|--------------|
| CATEGORY | A | B | C | D |
| LNAV MDA | 700-1 | 412 (400-1) | 700-1¼ | 412 (400-1¼) |
| CIRCLING | 840-1 | 543 (600-1) | 840-1½ | 860-2 |
| | | | 543 (600-1½) | 563 (600-2) |

RNAV (GPS) RWY 35

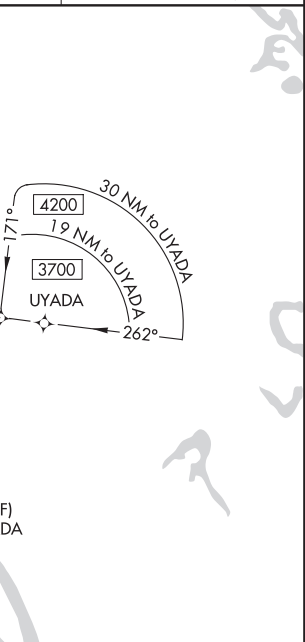
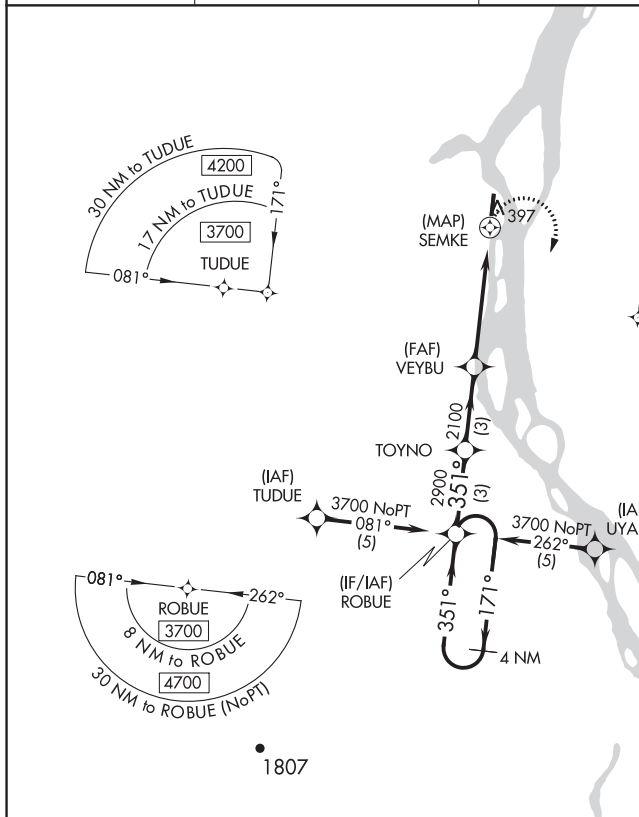
ANVIK (ANV)(PANV)

| | |
|------------------------|------------------------|
| APP CRS 351° | Rwy Idg 4000 |
| | TDZE 290 |
| | Apt Elev 309 |

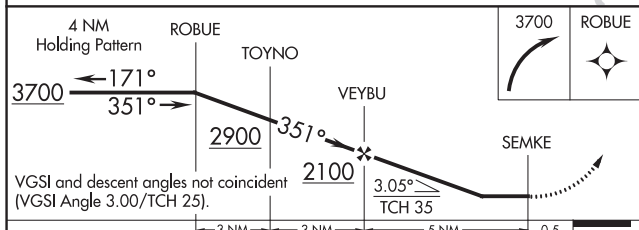
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Holy Cross altimeter setting and increase all MDAs 120 feet and **⚠** -31°C/-24°F LNAV visibility Cat C/D 3/8 mile, and Circling visibility Cat D 1/2 mile.

MISSED APPROACH: Climbing right turn to 3700 direct ROBUE and hold, continue climb-in-hold to 3700.

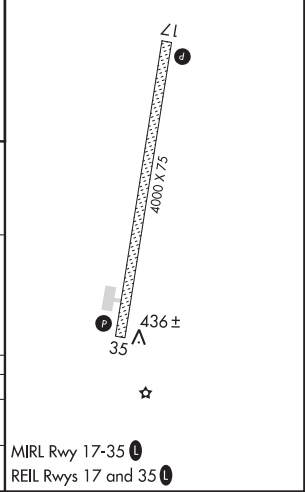
| | | | |
|-------------------------|--|-----------------------------|---------------------------------|
| AWOS-3 133.55 | ANCHORAGE CENTER 135.7 335.5 | KENAI RADIO 122.4 | UNICOM 122.7 (CTAF) 0 |
|-------------------------|--|-----------------------------|---------------------------------|



| | |
|----------|----------|
| ELEV 309 | TDZE 290 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------------|-------------------|
| LNAV MDA | 780-1 490 (500-1) | | 780-1 3/8 490 (500-1 3/8) | |
| CIRCLING | 840-1 543 (600-1) | | 840-1 1/2 543 (600-1 1/2) | 860-2 563 (600-2) |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

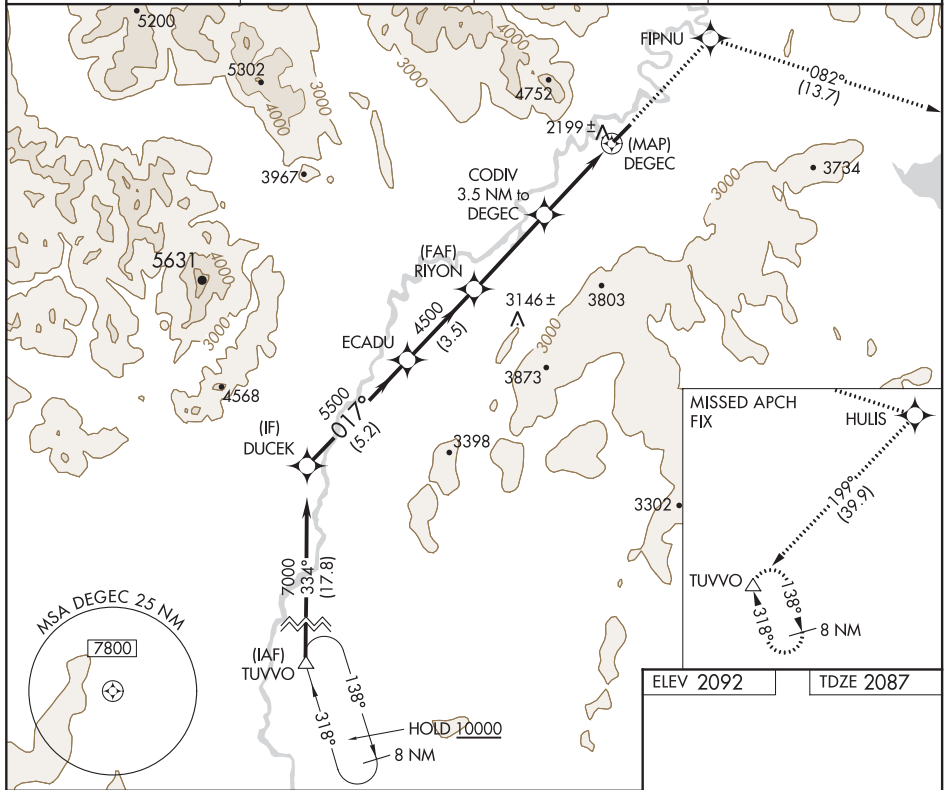
| | | |
|------------------------|-----------------------------|---|
| APP CRS 017° | Rwy Idg TDZE Apt Elev | 4500 2087 2092 |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 2

ARCTIC VILLAGE(ARC)(PARC)

| | | |
|-------------|---|---|
| -29°C/-20°F | DME/DME RNP-0.3 NA. If local altimeter setting not received, procedure NA. | MISSED APPROACH: Climb to 10000 direct FIPNU and via 082° track to HULIS and right turn via 199° track to TUVVO and hold. |
|-------------|---|---|

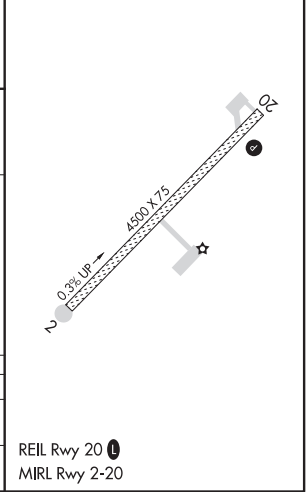
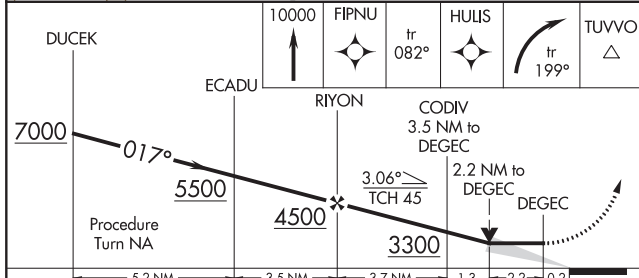
| | | | |
|-------------------------|--|----------------------------------|----------------------|
| AWOS-3 135.75 | ANCHORAGE CENTER 135.0 225.4 | FAIRBANKS RADIO 122.05 | CTAF 122.9 |
|-------------------------|--|----------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|-----------|-----------|
| ELEV 2092 | TDZE 2087 |
|-----------|-----------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|---|----|
| LNVA MDA | 2880-1 793 (800-1) | 2880-1¼ 793 (800-1¼) | | NA |
| CIRCLING | 2880-1 788 (800-1) | 2880-1¼ 788 (800-1¼) | | NA |

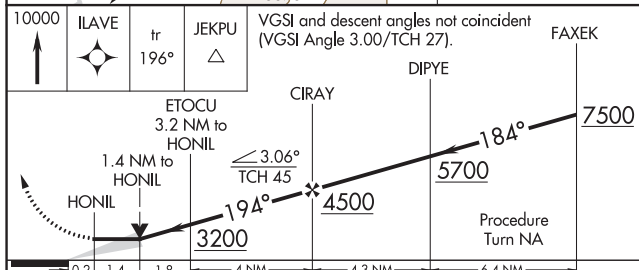
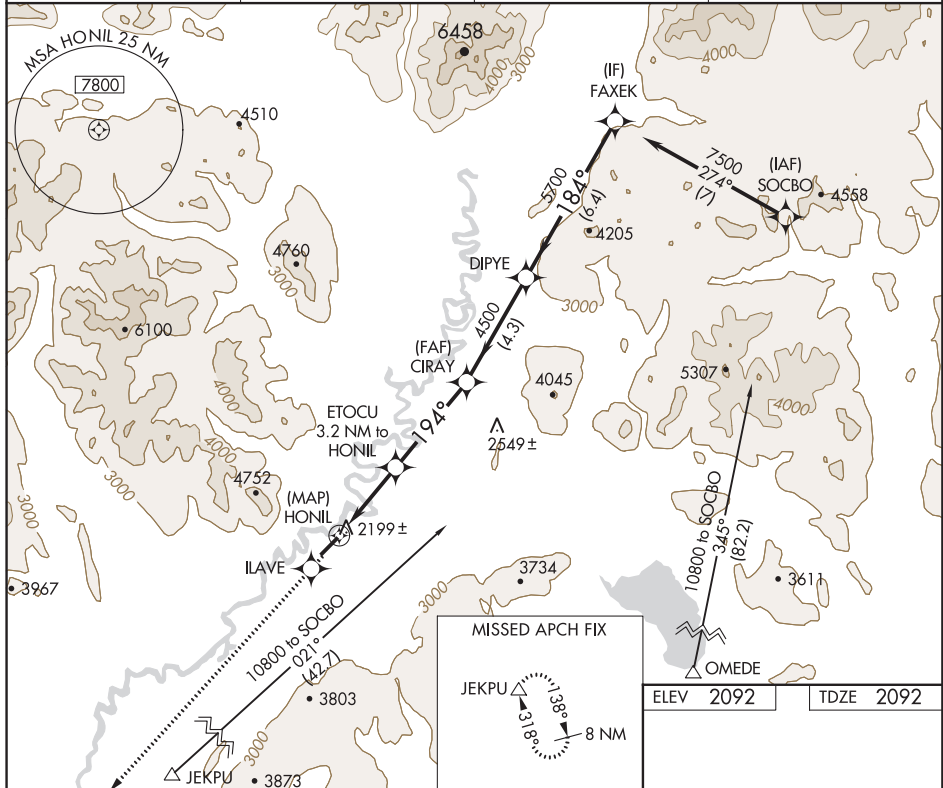
| | |
|------------------------|-------------------------|
| APP CRS 194° | Rwy Idg 4500 |
| | TDZE 2092 |
| | Apt Elev 2092 |

RNAV (GPS) RWY 20

ARCTIC VILLAGE (ARC)(PARC)

| | | |
|-------------|--|---|
| -29°C/-20°F | DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 10000 direct ILAVE and via 196° track to JEKPU and hold, continue climb-in-hold to 10000. |
| | If local altimeter setting not received, procedure NA. | |

| | | | |
|-------------------------|--|----------------------------------|----------------------|
| AWOS-3 135.75 | ANCHORAGE CENTER 135.0 225.4 | FAIRBANKS RADIO 122.05 | CTAF 122.9 |
|-------------------------|--|----------------------------------|----------------------|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|---|----|
| LNVA MDA | 2600-1 | 508 (600-1) | | NA |
| CIRCLING | 2700-1 | 608 (700-1) | | NA |

| | | | |
|------|------|------|------|
| ELEV | 2092 | TDZE | 2092 |
|------|------|------|------|

REIL Rwy 20

MIRL Rwy 2-20

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

(TUVVO1.TUVVO) 15344

TUVVO ONE DEPARTURE (OBSTACLE) (RNAV)

ARCTIC VILLAGE (ARC)(PARC)
SL-10232 (FAA) ARCTIC VILLAGE, ALASKA

ANCHORAGE CENTER
135.0 225.4
FAIRBANKS RADIO
122.05
AWOS-3
135.75

NUDTI

080°
(14)

HULIS

JOKTI

198°
(7)

HILIM

163°
(22)

199°
(40)

TUVVO

138°
318°
8 NM

TAKEOFF OBSTACLE NOTES

Rwy 2: Tree 1880' from DER, 595' right of centerline, 50' AGL/2199' MSL.
Rwy 20: Tree 967' from DER, 475' right of centerline, 50' AGL/2199' MSL.

TAKEOFF MINIMUMS

Rwy 2: Minimum climb of 323' per NM to 4400.
Rwy 20: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb to 10000 direct NUDTI, and via 080° track to HULIS, and right turn via 199° track to TUVVO, thence. . . .

TAKEOFF RUNWAY 20: Climb to 10000 direct JOKTI, then via depicted route to TUVVO, thence. . . .

. . . . climb in holding (if required) at TUVVO before proceeding via assigned route and altitude.

TUVVO ONE DEPARTURE (OBSTACLE) (RNAV)

(TUVVO1.TUVVO) 15344

ARCTIC VILLAGE, ALASKA
ARCTIC VILLAGE (ARC)(PARC)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

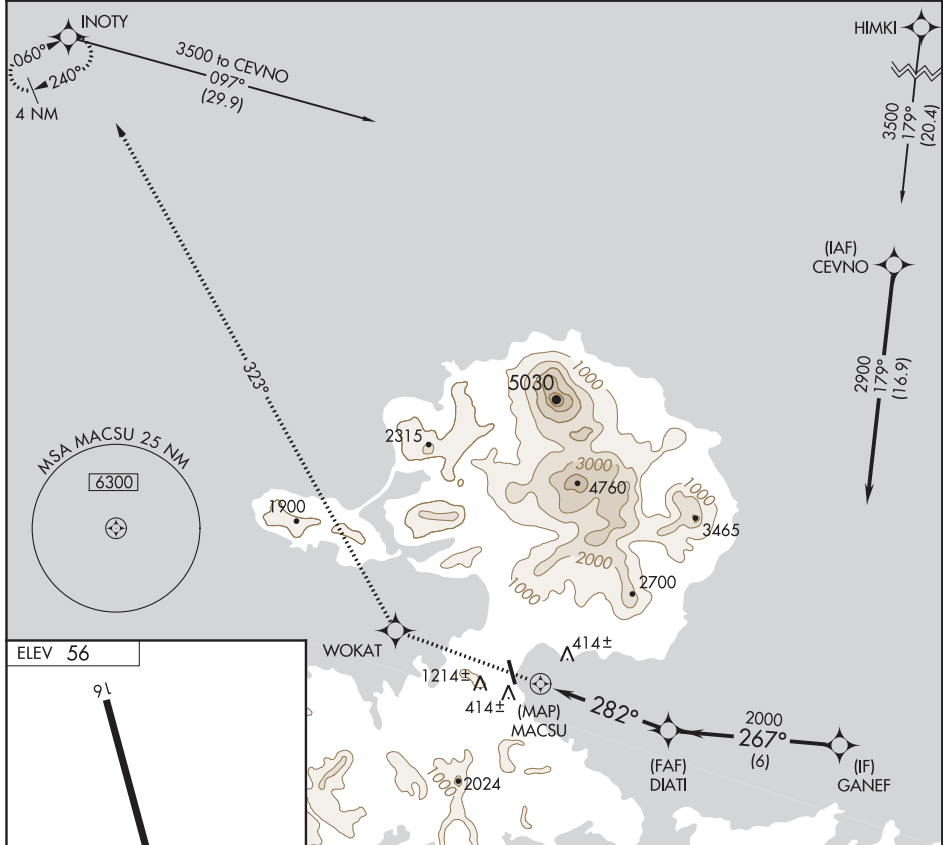
| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 282° | Rwy Idg TDZE Apt Elev | N/A N/A 56 |
|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS)-A

ATKA (AKA)(PAAK)

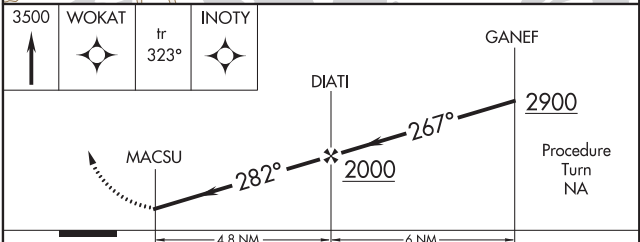
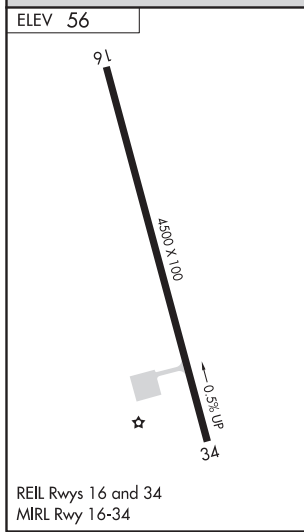
| | |
|---|--|
| <p>▼ Circling NA west of Rwy 16/34. ▲ DME/DME RNP- 0.3 NA. Procedure NA at night.</p> | <p>MISSED APPROACH: Climb to 3500 direct WOKAT and via track 323° to INOTY and hold.</p> |
|---|--|

| | | | |
|-------------------------|--|----------------------|----------------------|
| AWOS-3 135.55 | ANCHORAGE CENTER 126.4 254.3 | GCO 122.15 | CTAF 122.9 |
|-------------------------|--|----------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| CIRCLING | 1280-1¼ 1224 (1300-1¼) | 1280-1½ 1224 (1300-1½) | 1280-3 1224 (1300-3) | NA |

(HIMKI1.HIMKI) 16147

HIMKI ONE DEPARTURE (OBSTACLE) (RNAV)

SL-9289 (FAA)

ATKA (AKA)(PAAK)

ATKA, ALASKA

ANCHORAGE CENTER
126.4 254.3
COLD BAY RADIO
123.6
CTAF
122.9

TAKEOFF MINIMUMS

Rwy 34: NA- ATC.

Rwy 16: 500-2.

NOTE: GPS required.

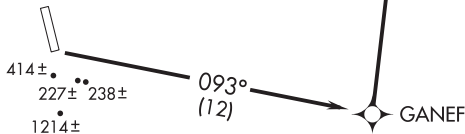
NOTE: RNAV 1.

NOTE: Procedure NA at night.

NOTE: Rapidly rising terrain south and west of airport.

TAKEOFF OBSTACLE NOTE

Rwy 16: Multiple trees and terrain starting 1571' from DER,
786' right of centerline, up to 15' AGL/414' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Immediate climbing left turn to 9000 or as assigned, to intercept course 093° to GANEF, then on track 359° to HIMKI.

HIMKI ONE DEPARTURE (OBSTACLE) (RNAV)

(HIMKI1.HIMKI) 29JUL10

ATKA, ALASKA

ATKA (AKA)(PAAK)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

(INOTY1.INOTY) 16147

INOTY ONE DEPARTURE (OBSTACLE) (RNAV)

SL-9289 (FAA)

ATKA (AKA)(PAAK)

ATKA, ALASKA

ANCHORAGE CENTER
 126.4 254.3
 COLD BAY RADIO
 123.6
 CTAF
 122.9

INOTY



340°
(20)

BILNE

271°
(11)

TAKEOFF MINIMUMS

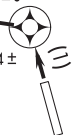
Rwy 16: NA - ATC.

Rwy 34: 600-2 1/2.

414± ZIKEF

614±

614±



NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Procedure NA at night.

NOTE: Rising terrain west to northwest of airport up to 614 MSL within 2 1/2 miles.

TAKEOFF OBSTACLE NOTE

Rwy 34: Multiple trees and vehicles starting 10' from DER, 40' left of centerline to 1231' right of centerline, up to 15' AGL/414' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb to 6000 or assigned altitude direct ZIKEF, then on track 271° to BILNE, then on track 340° to INOTY before proceeding on course.

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

INOTY ONE DEPARTURE (OBSTACLE) (RNAV)

(INOTY1.INOTY) 29JUL10

ATKA, ALASKA

ATKA (AKA)(PAAK)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4370 |
| 061° | TDZE | 101 |
| | Apt Elev | 101 |

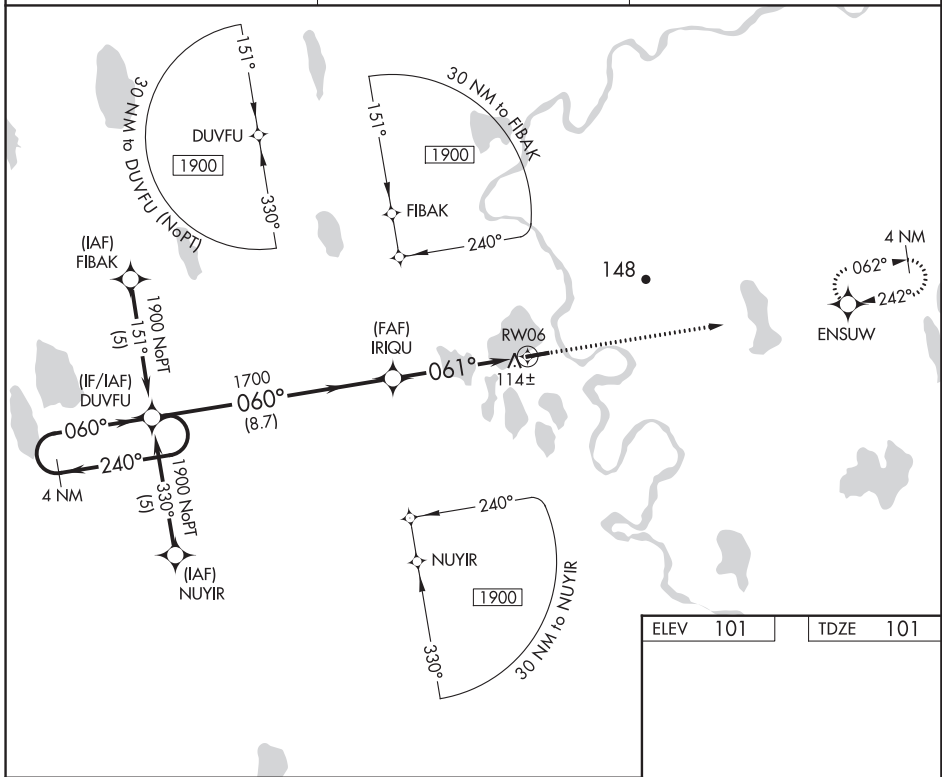
RNAV (GPS) RWY 6

ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

▽ DME/DME RNP-0.3 NA.
▲ If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.
❄ -35°C/-31°F VDP NA when using Barrow altimeter setting

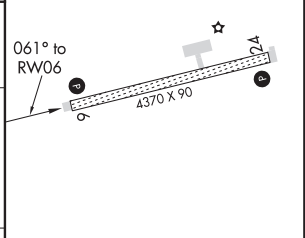
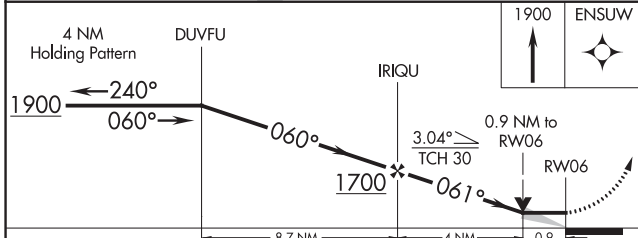
MISSED APPROACH: Climb to 1900 direct ENSUW and hold.

| | | |
|---------------------------|---|----------------------|
| AWOS-3P 119.925 | ANCHORAGE CENTER 135.3 239.25 | CTAF 122.9 |
|---------------------------|---|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----|
| LNVA MDA | 420-1 319 (400-1) | | | NA |
| CIRCLING | 480-1 379 (400-1) | 560-1 459 (500-1) | 560-1½ 459 (500-1½) | NA |

REIL Rws 6 and 24 **①**
 MIRL Rwy 6-24 **①**

RNAV (GPS) RWY 6

ATQASUK, ALASKA

AL-9246 (FAA)

16259

| | |
|------------------------|------------------------|
| APP CRS 241° | Rwy Idg 4370 |
| | TDZE 101 |
| | Apt Elev 101 |

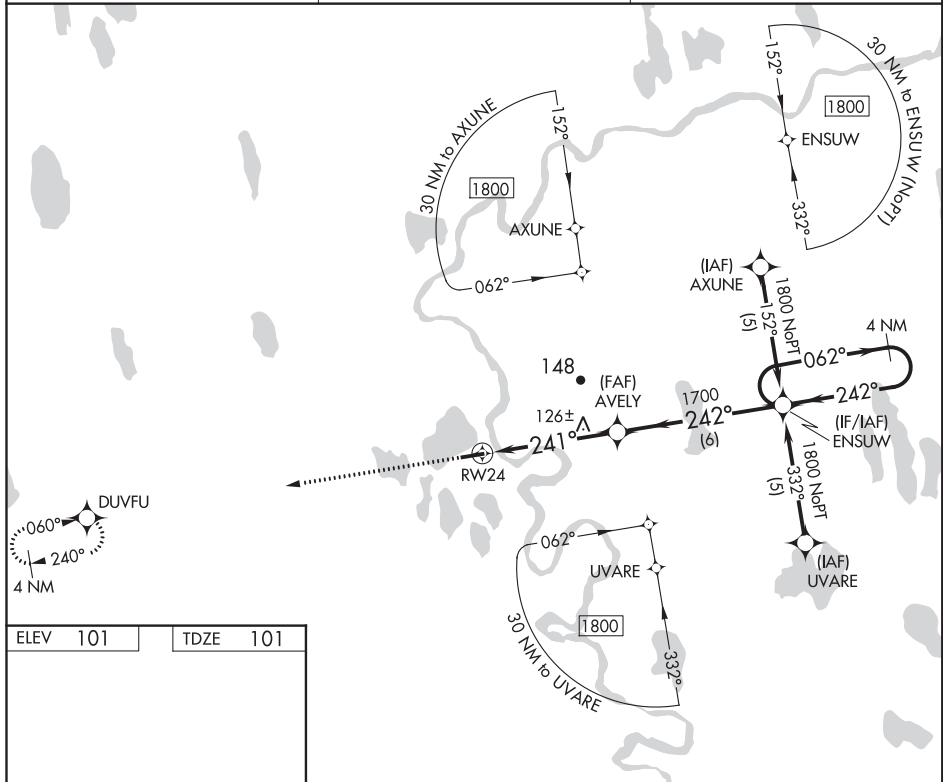
RNAV (GPS) RWY 24

ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

▽ DME/DME RNP-0.3 NA.
▲ If local altimeter setting not received, use Barrow altimeter setting and increase all MDAs 140 feet.
❄ -35°C/-31°F
 VDP NA when using Barrow altimeter setting.

MISSED APPROACH: Climb to 1900 direct DUVFU and hold.

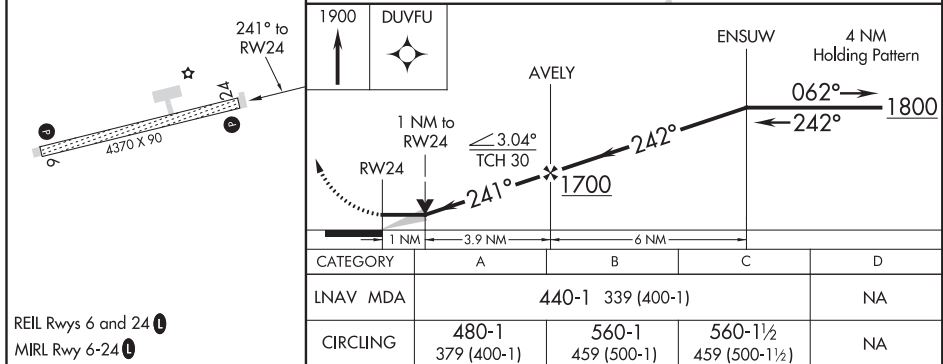
| | | |
|---------------------------|---|----------------------|
| AWOS-3P 119.925 | ANCHORAGE CENTER 135.3 239.25 | CTAF 122.9 |
|---------------------------|---|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 101 | TDZE 101 |
|----------|----------|



REIL Rwy 6 and 24 **Ⓛ**
 MIRL Rwy 6-24 **Ⓛ**

| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----|
| LNAV MDA | 440-1 339 (400-1) | | | NA |
| CIRCLING | 480-1 379 (400-1) | 560-1 459 (500-1) | 560-1½ 459 (500-1½) | NA |

ATQASUK, ALASKA
 Amdt 1A 10DEC15

ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)
 70°28'N-157°26'W

RNAV (GPS) RWY 24

| | | | |
|------------|-------------|----------|-------------|
| NDB ATK | APP CRS | Rwy Idg | 4370 |
| 350 | 060° | TDZE | 101 |
| | | Apt Elev | 101 |

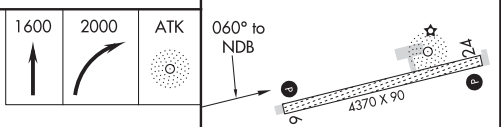
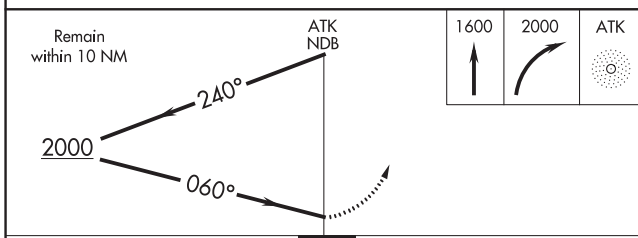
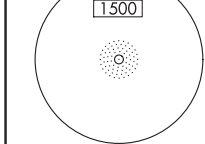
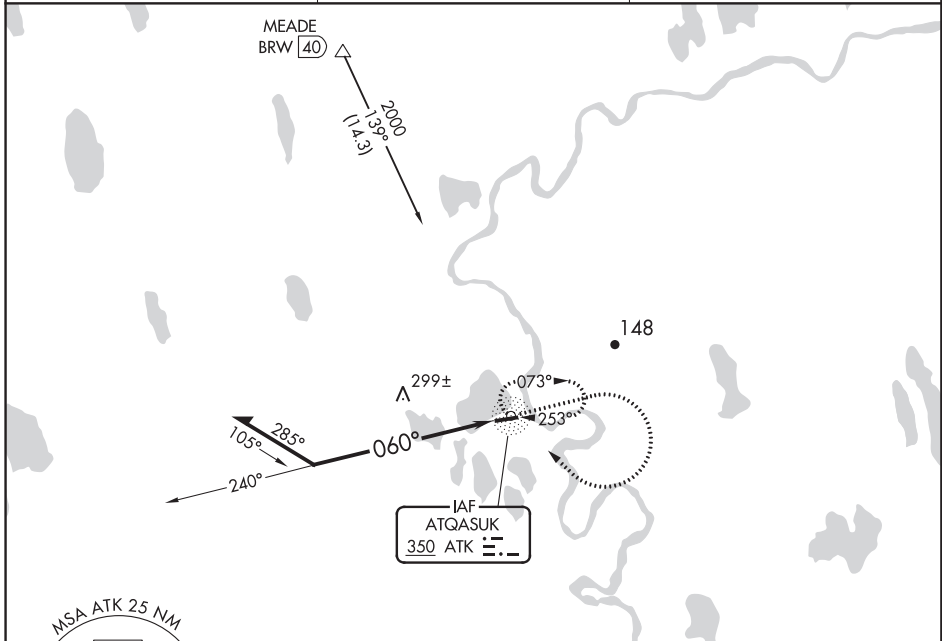
NDB RWY 6

ATQASUK EDWARD BURNELL SR. MEMORIAL (ATK)(PATQ)

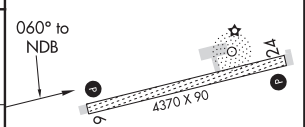
When local altimeter setting not received, use Barrow altimeter setting and increase all MDA 140 feet and all Cat C visibilities 1/2 mile.
 -35°C/-31°F

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct ATK NDB and hold.

| | | |
|---------------------------|---|----------------------|
| AWOS-3P 119.925 | ANCHORAGE CENTER 135.3 239.25 | CTAF 122.9 |
|---------------------------|---|----------------------|



| | |
|----------|----------|
| ELEV 101 | TDZE 101 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|------------------------|----|
| S-6 | 660-1 559 (600-1) | | 660-1½ 559 (600-1½) | NA |
| CIRCLING | 660-1 559 (600-1) | | 660-1½ 559 (600-1½) | NA |

REIL Rwy 6 and 24
MIRL Rwy 6-24

NDB RWY 6

BARROW, ALASKA

AL-5463 (FAA)


16203

| | | | |
|----------------|-------------|----------|-------------|
| LOC/DME I-BRW | APP CRS | Rwy Idg | 5900 |
| 110.5 | 071° | TDZE | 52 |
| Chan 42 | | Apt Elev | 52 |

ILS or LOC/DME RWY 7

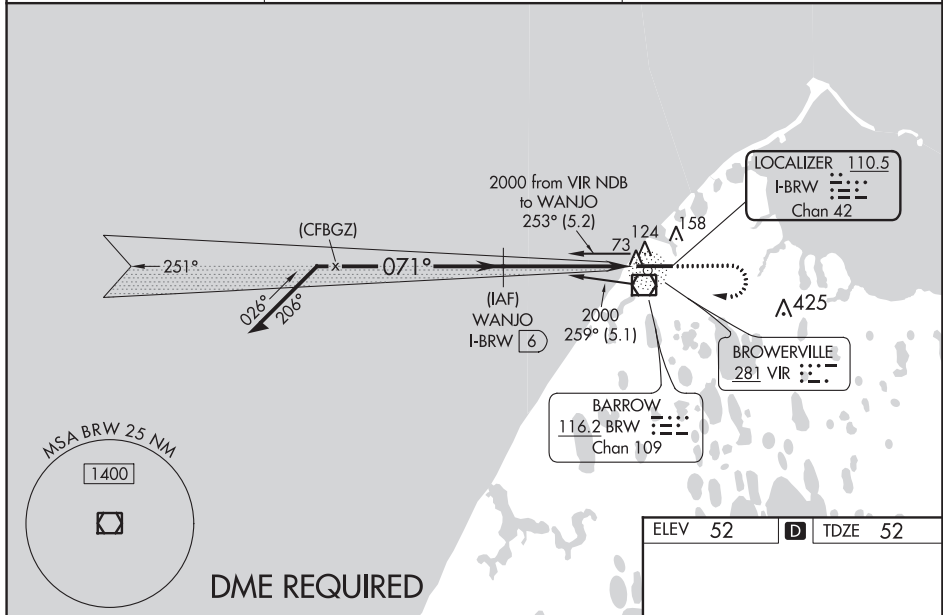
WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

⚠ For inoperative MALSR, increase S-ILS 7 all Cats visibility to RVR 4000 and S-LOC 7 Cats A and B visibility to RVR 5500 and Cats C and D visibility to RVR 4500. When local altimeter setting not received, use Atkasuk altimeter setting: increase DA to 376 feet and all visibilities 1/8 mile; increase all MDA 140 feet and S-LOC 7 Cats C and D visibility 3/8 mile, circling Cats C and D visibility 1/4 mile. For inoperative MALSR when using Atkasuk altimeter setting, increase S-ILS 7 all Cats visibility to RVR 5000, S-LOC 7 Cats A and B visibility to RVR 5500 and Cats C and D visibility to RVR 6000. VDP NA when using Atkasuk altimeter setting. Circling NA for Cat A north of Rwy 7-25. *RVR 1800 authorized with use of HUD or AP to DA. RVR 1800 NA when using Atkasuk altimeter setting. Autopilot coupled approach NA below 290.

MALSR


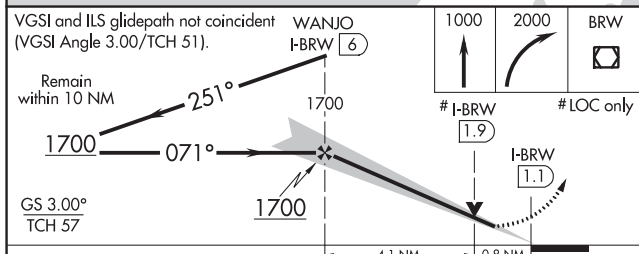
MISSED APPROACH:
 Climb to 1000 then climbing right turn to 2000 direct BRW VOR/DME.

| | | |
|------------------------------|--|--|
| AFIS 132.15 | ANCHORAGE CENTER 135.3 239.25 | BARROW RADIO 123.6 (CTAF) 0 |
|------------------------------|--|--|

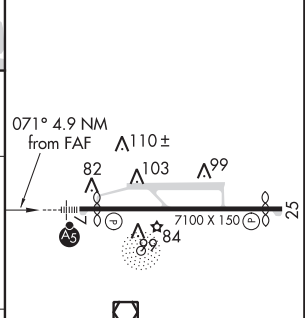


AK, 10 NOV 2016 to 05 JAN 2017

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| | | |
|---------|----------|---------|
| ELEV 52 | D | TDZE 52 |
|---------|----------|---------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------------|----------------------|
| S-ILS 7 | | *252/26 | 200 (200-5/8) | |
| S-LOC 7 | 340/40 | 288 (300-3/4) | 340/30 | 288 (300-5/8) |
| CIRCLING | 420-1 368 (400-1) | 520-1 468 (500-1) | 520-1 1/2 468 (500-1 1/2) | 620-2 568 (600-2) |

BARROW, ALASKA
 Orig-A 09FEB12

WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)
 71°17'N-156°46'W
ILS or LOC/DME RWY 7

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 86915 W07A | APP CRS 071° | Rwy Idg TDZE Apt Elev | 5900 52 52 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 7

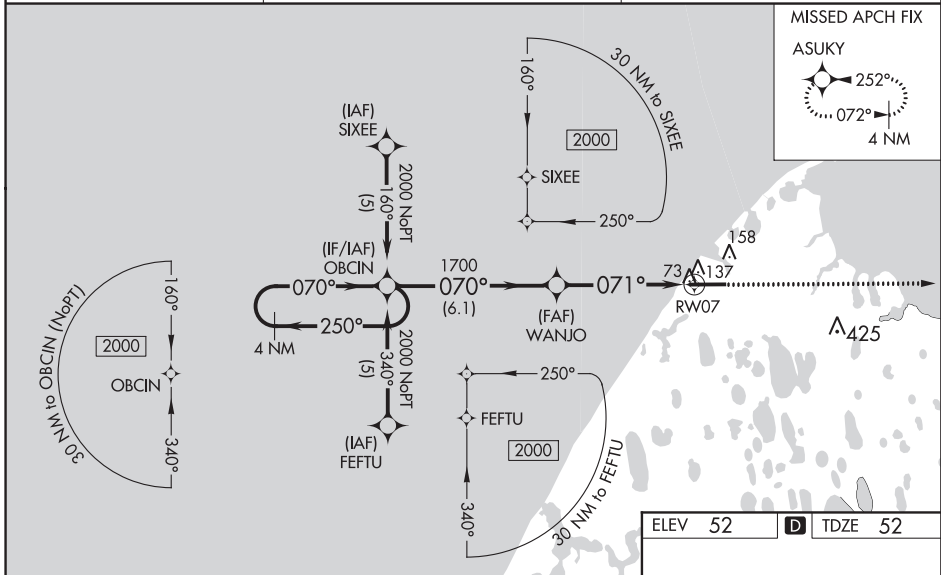
WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

⚠ DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV all Cats. For inoperative MALSRS, increase LNAV/VNAV all Cats visibility to RVR 4500. When local altimeter setting not received, use Atqasuk altimeter setting, increase all DA 124 feet, LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, increase all MDA 140 feet and LNAV Cat C/D visibilities ½ mile, and Circling Cat C/D visibilities ¼ mile. For inoperative MALSRS when using Atqasuk altimeter setting, increase LNAV/VNAV all Cats and LNAV Cat C/D visibilities to 1 ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). VDP and Baro-VNAV NA when using Atqasuk altimeter setting. Circling NA for Cat A north of Rwy 7-25.

MALSRS

MISSED APPROACH:
Climb to 2000 direct ASUKY and hold.

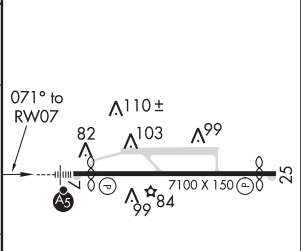
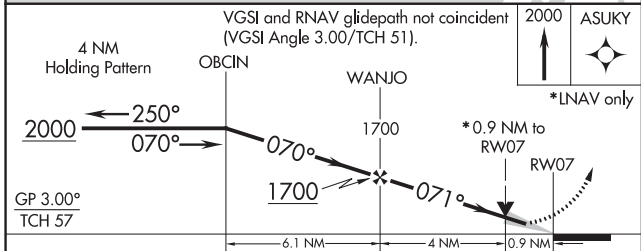
| | | |
|-----------------------|---|--|
| AFIS 132.15 | ANCHORAGE CENTER 135.3 239.25 | BARROW RADIO 123.6 (CTAF) Ⓛ |
|-----------------------|---|--|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|----------------|----------|----------------|
| ELEV 52 | D | TDZE 52 |
|----------------|----------|----------------|



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA | | 302/40 | 250 (300-¾) | |
| LNAV/VNAV DA | | 350/40 | 298 (300-¾) | |
| LNAV MDA | | 400/40 | 348 (400-¾) | |
| CIRCLING | 420-1 368 (400-1) | 520-1 468 (500-1) | 520-1½ 468 (500-1½) | 620-2 568 (600-2) |

REIL Rwy 25 **Ⓛ**

HIRL Rwy 7-25 **Ⓛ**

BARROW, ALASKA

AL-5463 (FAA)

16203

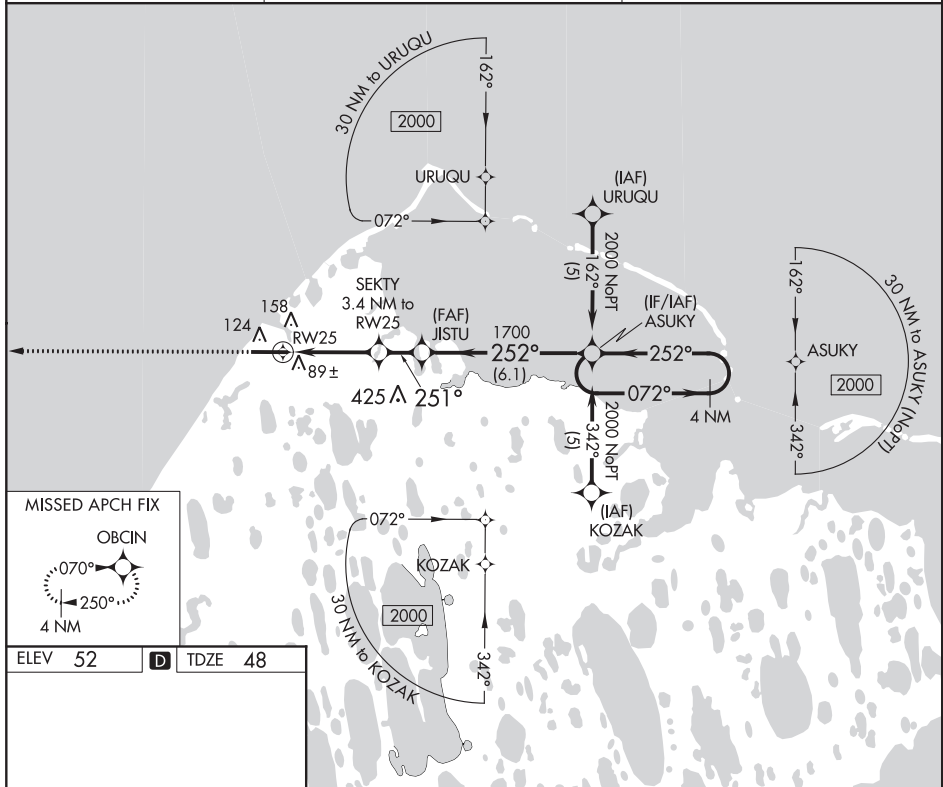
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5900 |
| 251° | TDZE | 48 |
| | Apt Elev | 52 |

RNAV (GPS) RWY 25

WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

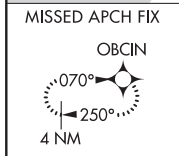
| | |
|---|---|
| <p>⚠ DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Atkasuk altimeter setting and increase all MDA 140 feet and Circling Cat C and D visibility ½ mile. Circling NA for Cat A north of Rwy 7-25. VDP NA with Atkasuk altimeter setting.</p> | <p>MISSED APPROACH: Climb to 2000 direct OBCIN and hold.</p> |
|---|---|

| | | |
|-----------------------|---|--|
| AFIS 132.15 | ANCHORAGE CENTER 135.3 239.25 | BARROW RADIO 123.6 (CTAF) ⓪ |
|-----------------------|---|--|

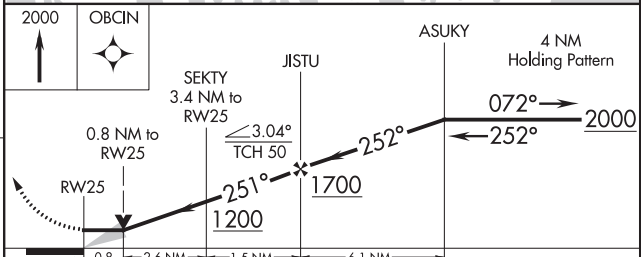
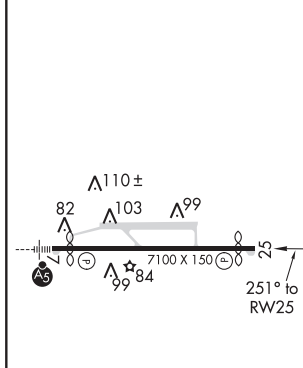


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | | |
|---------|----------|---------|
| ELEV 52 | D | TDZE 48 |
|---------|----------|---------|



| | | | | |
|----------|----------------------|----------------------|------------------------|----------------------|
| CATEGORY | A | B | C | D |
| LNAV MDA | 360/50 312 (400-1) | | | |
| CIRCLING | 420-1 368 (400-1) | 520-1 468 (500-1) | 520-1½ 468 (500-1½) | 620-2 568 (600-2) |

BARROW, ALASKA
Orig 29JUL10

WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)
71°17'N-156°46'W

RNAV (GPS) RWY 25

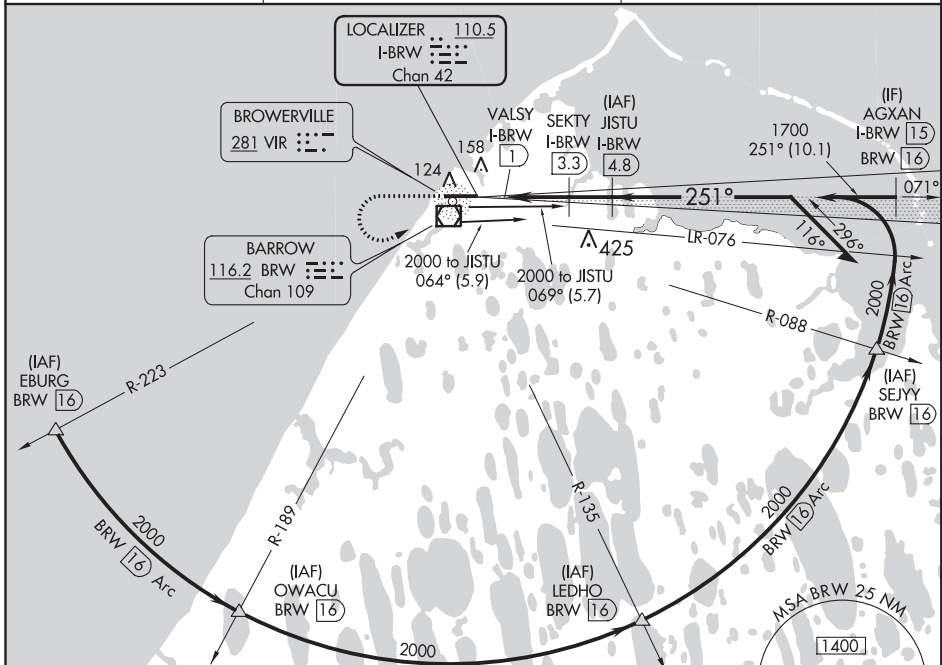
| | | |
|---|------------------------|---|
| LOC/DME I-BRW 110.5 Chan 42 | APP CRS 251° | Rwy Idg 5900 TDZE 48 Apt Elev 52 |
|---|------------------------|---|

LOC/DME BC RWY 25

WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

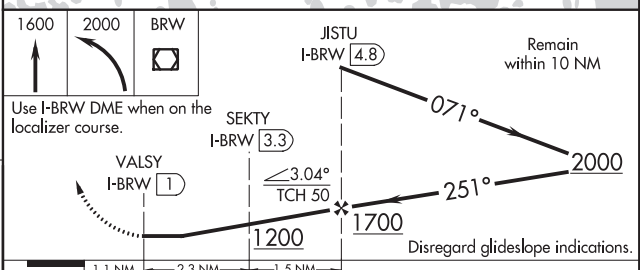
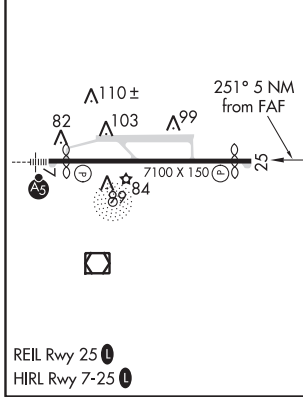
⚠ When local altimeter setting not received, use Atkasuk altimeter setting and increase all MDA 140 feet and circling Cat C and D visibility ¼ mile.
⚠ MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct BRW VOR/DME.

| | | |
|-----------------------|---|--|
| AFIS 132.15 | ANCHORAGE CENTER 135.3 239.25 | BARROW RADIO 123.6 (CTAF) Ⓛ |
|-----------------------|---|--|



| | |
|---------|------------------|
| ELEV 52 | D TDZE 48 |
|---------|------------------|

BACK COURSE



| CATEGORY | A | B | C | D |
|----------|------------------------|--------|--------------|----------------------|
| S-25 | | 320-1½ | 272 (300-1½) | |
| CIRCLING | 420-1½ 368 (400-1½) | 520-1½ | 468 (500-1½) | 620-2 568 (600-2) |

REIL Rwy 25 **Ⓛ**
 HIRL Rwy 7-25 **Ⓛ**

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

BARROW, ALASKA

AL-5463 (FAA)

16203

| | | |
|--|------------------------|---|
| VOR/DME BRW 116.2 Chan 109 | APP CRS 224° | Rwy Idg 5900 TDZE 48 Apt Elev 52 |
|--|------------------------|---|

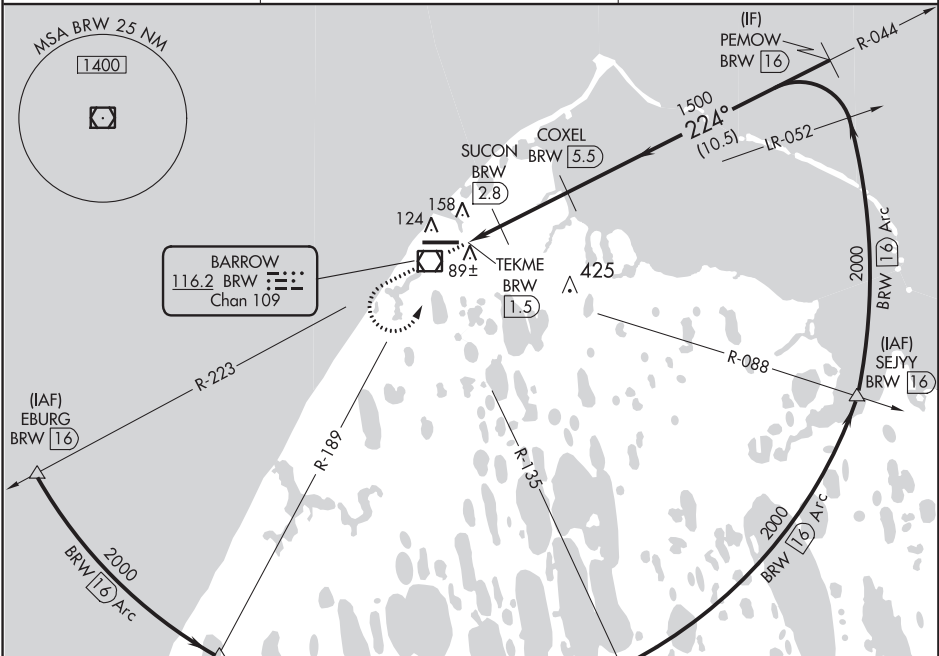
VOR/DME RWY 25

WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)

⚠ When local altimeter setting not received, use Atkasuk altimeter setting and increase all MDA 140 feet and S-25 Cat C visibility ¼ mile, Cat D visibility ½ mile and circling Cat C and D visibility ¼ mile. Circling NA for Cat A North of Rwy 7-25.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct BRW VOR/DME.

| | | |
|-----------------------|---|--|
| AFIS 132.15 | ANCHORAGE CENTER 135.3 239.25 | BARROW RADIO 123.6 (CTAF) Ⓛ |
|-----------------------|---|--|

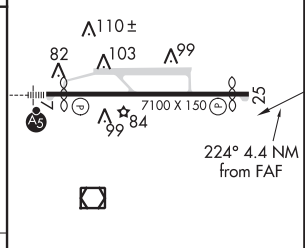
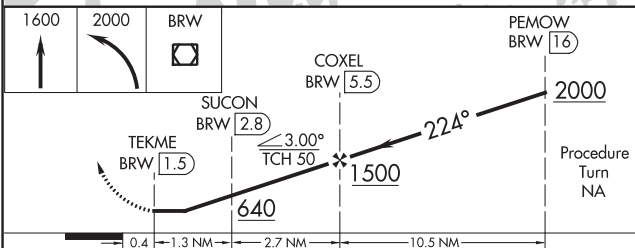


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|----------------|----------|----------------|
| ELEV 52 | D | TDZE 48 |
|----------------|----------|----------------|

DME REQUIRED



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----------------------|
| S-25 | 340/50 | 292 (300-1) | | |
| CIRCLING | 420-1 368 (400-1) | 520-1 468 (500-1) | 520-1½ 468 (500-1½) | 620-2 568 (600-2) |

REIL Rwy 25 **Ⓛ**
HIRL Rwy 7-25 **Ⓛ**

BARROW, ALASKA
Orig 29JUL10

WILEY POST-WILL ROGERS MEMORIAL (BRW)(PABR)
71°17'N-156°46'W

VOR/DME RWY 25

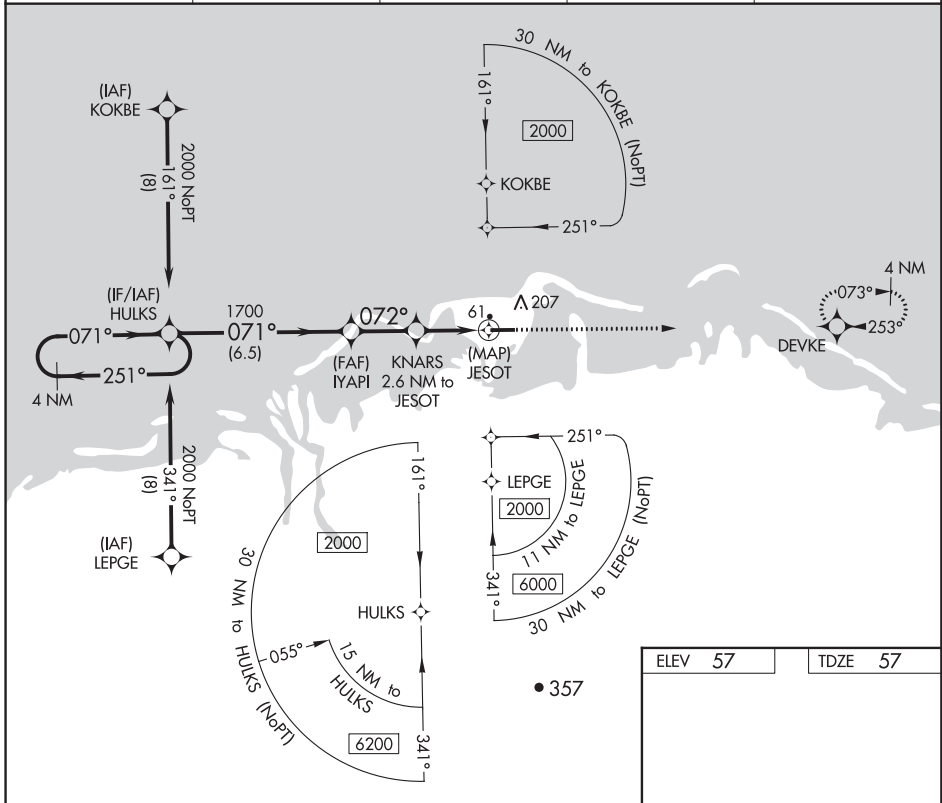
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4500 |
| 072° | TDZE | 57 |
| | Apt Elev | 57 |

RNAV (GPS) RWY 7

BARTER ISLAND (BTI)(PABA)

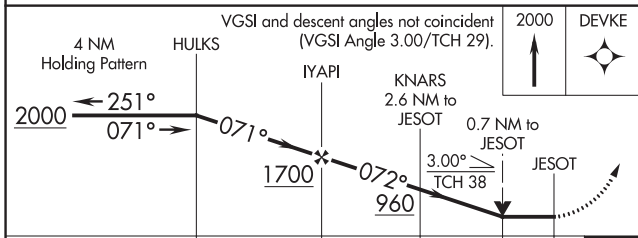
| | | | | |
|---|--|---|--|--|
| DME/DME RNP-0.3 NA. Rwy 7 helicopter visibility reduction below 3/4 SM NA. | | MISSED APPROACH: Climb to 2000 direct DEVKE and hold. | | |
|---|--|---|--|--|

| | | | | |
|-------------------------|----------------------------------|---------------------------------|----------------------|--------------|
| AWOS-3 121.45 | ANCHORAGE CENTER 120.6 | DEADHORSE RADIO 122.0 | CTAF 126.2 | 122.8 |
|-------------------------|----------------------------------|---------------------------------|----------------------|--------------|

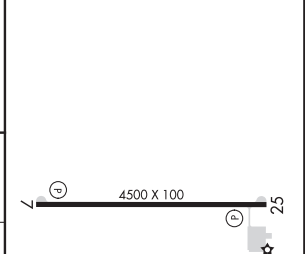


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AK, 10 NOV 2016 to 05 JAN 2017



| | | | |
|------|-----------|------|-----------|
| ELEV | 57 | TDZE | 57 |
|------|-----------|------|-----------|



| | | | | |
|----------|-------------------|-------------|------------------------------|----------------------|
| CATEGORY | A | B | C | D |
| RNAV MDA | 320-1 263 (300-1) | | | |
| CIRCLING | 560-1 | 503 (600-1) | 560-1 1/2 503 (600-1 1/2) | 620-2 563 (600-2) |

REIL Rwy 7 and 25

MIRL Rwy 7-25

BARTER ISLAND, ALASKA

AL-2306 (FAA)

16315

| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 252° | Rwy Idg TDZE Apt Elev | 4500 51 57 |
|------------------------|-----------------------------|---------------------------------------|

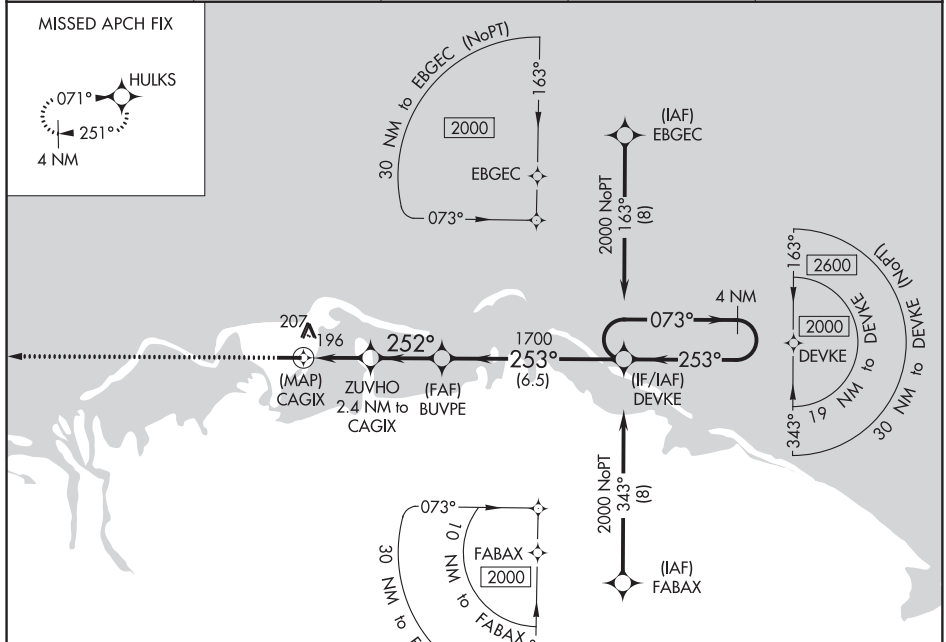
RNAV (GPS) RWY 25

BARTER ISLAND (BTI)(PABA)

DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2000 direct HULKS and hold.

| | | | | |
|-------------------------|----------------------------------|---------------------------------|----------------------|--------------|
| AWOS-3 121.45 | ANCHORAGE CENTER 120.6 | DEADHORSE RADIO 122.0 | CTAF 126.2 | 122.8 |
|-------------------------|----------------------------------|---------------------------------|----------------------|--------------|



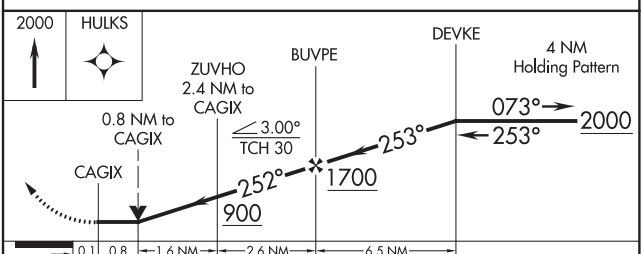
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 57 | TDZE 51 |
|---------|---------|



• 357



| | | | | |
|----------|-------------------|---------------------|---------------------|-------------------|
| CATEGORY | A | B | C | D |
| LNAV MDA | 320-1 269 (300-1) | | | |
| CIRCLING | 560-1 503 (600-1) | 560-1½ 503 (600-1½) | 560-1½ 503 (600-1½) | 620-2 563 (600-2) |

BARTER ISLAND, ALASKA
Orig 10NOV16

70°07'N-143°39'W

BARTER ISLAND (BTI)(PABA) RNAV (GPS) RWY 25

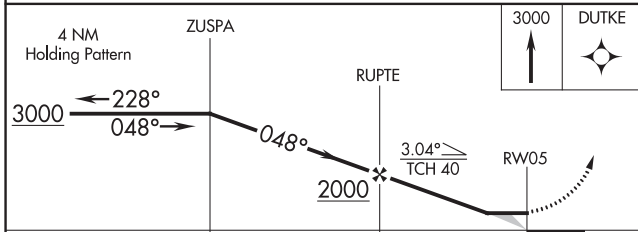
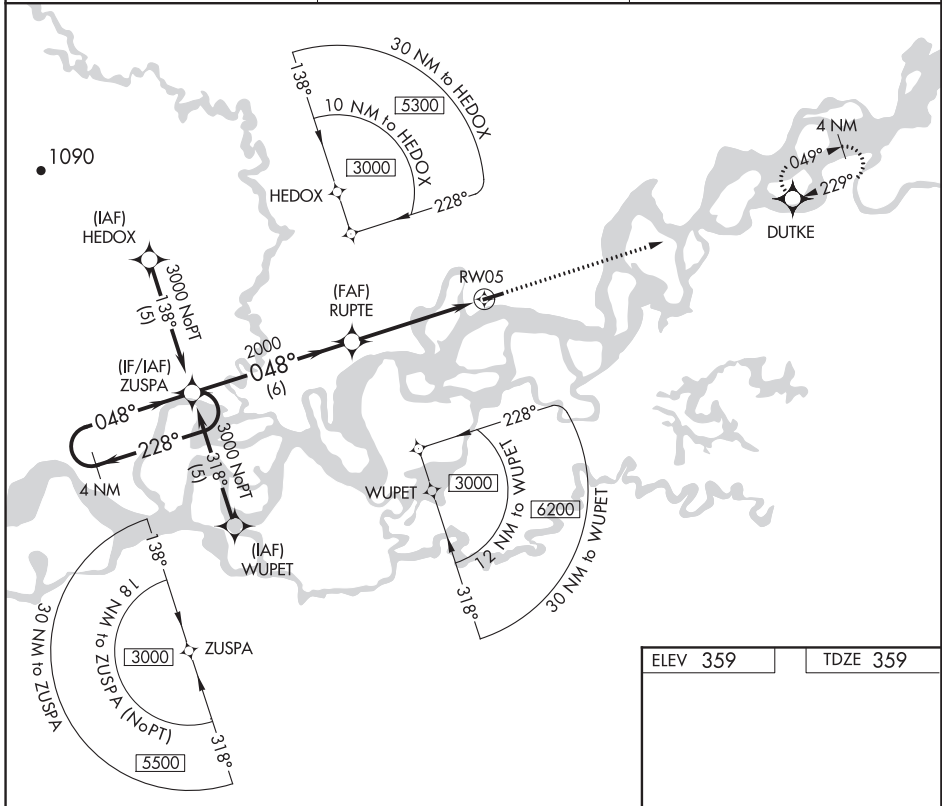
| | |
|------------------------|------------------------|
| APP CRS 048° | Rwy Idg 3934 |
| | TDZE 359 |
| | Apt Elev 359 |

RNAV (GPS) RWY 5

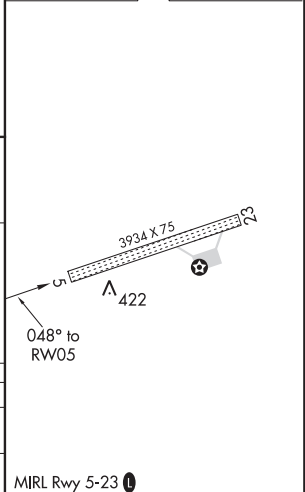
BEAVER (WBQ)(PAWB)

| | | |
|-------------------------------------|---|--|
| <p>NA</p> <p>-41°C/-42°F</p> | <p>DME/DME RNP-0.3 NA.</p> <p>Use Fort Yukon altimeter setting.</p> | <p>MISSED APPROACH: Climb to 3000 direct DUTKE and hold.</p> |
|-------------------------------------|---|--|

| | | |
|---|---|------------------------------|
| <p>FORT YUKON AWOS-3 125.8</p> | <p>FAIRBANKS RADIO 122.05 122.15</p> | <p>CTAF 122.9</p> |
|---|---|------------------------------|



| | |
|----------|----------|
| ELEV 359 | TDZE 359 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------|----|
| LNVA MDA | 880-1 521 (600-1) | | 880-1½ 521 (600-1½) | NA |
| CIRCLING | 920-1 561 (600-1) | | 920-1½ 561 (600-1½) | NA |

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BEAVER, ALASKA

AL-10233 (FAA)

16035

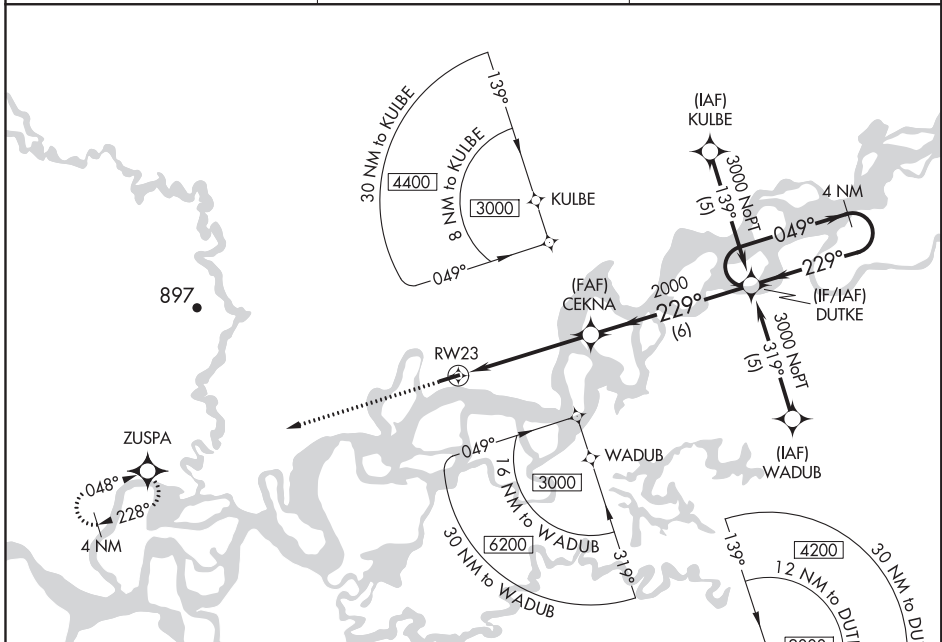
RNAV (GPS) RWY 23

BEAVER (WBQ)(PAWB)

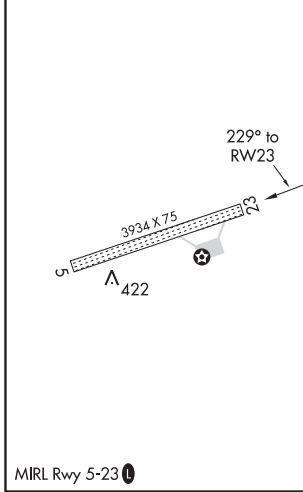
| | |
|------------------------|------------------------|
| APP CRS 229° | Rwy Idg 3934 |
| | TDZE 359 |
| | Apt Elev 359 |

| | | |
|-------------------|--|---|
| NA -41°C/-42°F | DME/DME RNP-0.3 NA. Use Fort Yukon altimeter setting. | MISSED APPROACH: Climb to 3000 direct ZUSPA and hold. |
|-------------------|--|---|

| | | |
|-----------------------------------|---|----------------------|
| FORT YUKON AWOS-3 125.8 | FAIRBANKS RADIO 122.05 122.15 | CTAF 122.9 |
|-----------------------------------|---|----------------------|



| | |
|----------|----------|
| ELEV 359 | TDZE 359 |
|----------|----------|



| | | | |
|-------------------------|------------|------------------|-------------------------|
| 3000 ↑ ZUSPA ✪ | CEKNA ✪ | DUTKE ✪ | 4 NM Holding Pattern |
| RWY 23 ↻ | 2000 ✪ | 3000 ✪ | 3000 ✪ |
| 5 NM | 6 NM | 049° → 229° ← | 3000 |
| CATEGORY | A | B | C |
| LNAV MDA | 860-1 | 501 (600-1) | 860-1½ 501 (600-1½) |
| CIRCLING | 920-1 | 561 (600-1) | 920-1½ 561 (600-1½) |

MIRL Rwy 5-23

BEAVER, ALASKA
Orig 17MAR05

66°22'N-147°24'W

RNAV (GPS) RWY 23

BEAVER (WBQ)(PAWB)

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AK, 10 NOV 2016 to 05 JAN 2017

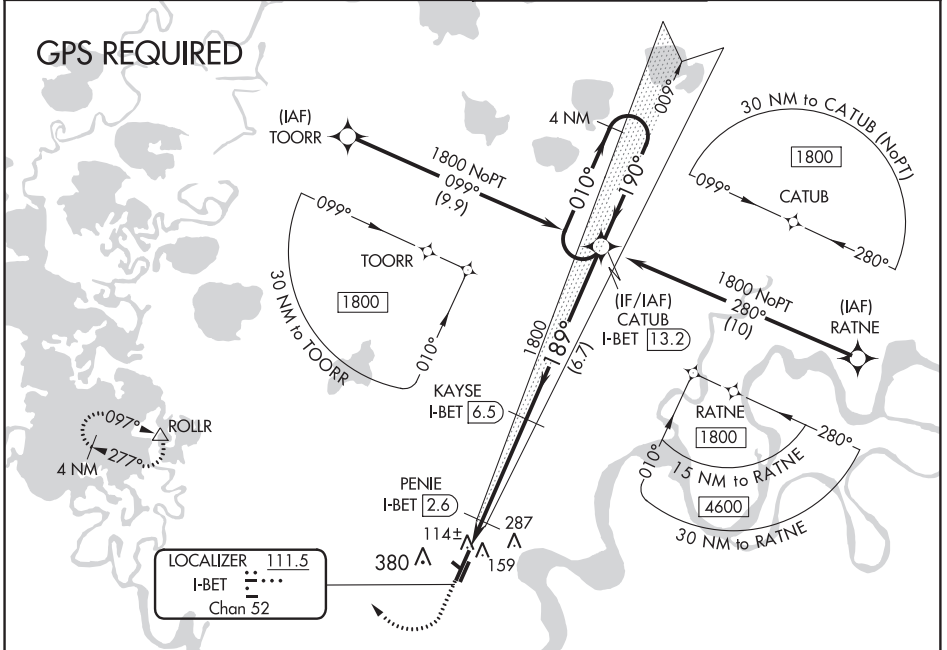
| | | | |
|---|------------------------|---|-------------|
| LOC/DME I-BET 111.5 Chan 52 | APP CRS 189° | Rwy Idg TDZE 120 Apt Elev 129 | 6400 |
|---|------------------------|---|-------------|

ILS or LOC/DME Y RWY 19R

BETHEL (BET)(PABE)

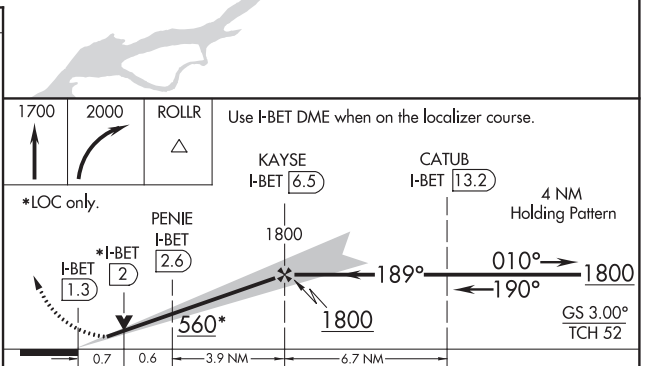
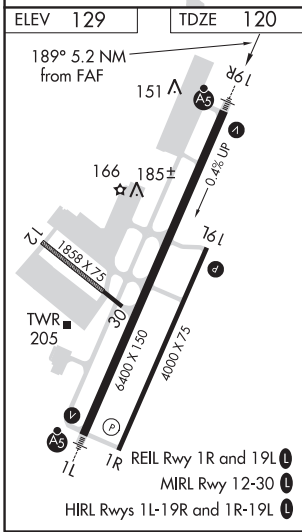
| | | |
|--|--------------------|---|
| <p>V Circling NA west of Rwy 1L-19R. GPS required. # RVR 1800 authorized with the use of FD or AP or HUD to DA.</p> | <p>MALSRR </p> | <p>MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct ROLLR and hold.</p> |
|--|--------------------|---|

| | | | |
|------------------------------|--|---|---------------------------------|
| <p>ATIS 119.8</p> | <p>ANCHORAGE CENTER 125.2 372.0</p> | <p>BETHEL TOWER * 118.7 (CTAF) 0</p> | <p>GND CON 121.7</p> |
|------------------------------|--|---|---------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | | | | |
|-----------|---------------------|-------------|--------------|-------------|
| CATEGORY | A | B | C | D |
| S-ILS 19R | #320/24 200 (200-½) | | | |
| S-LOC 19R | 380/24 260 (300-½) | | | |
| CIRCLING | 520-1 | 580-1 | 600-1½ | 680-2 |
| | 391 (400-1) | 451 (500-1) | 471 (500-1½) | 551 (600-2) |

BETHEL, ALASKA

AL-5001 (FAA)

14317

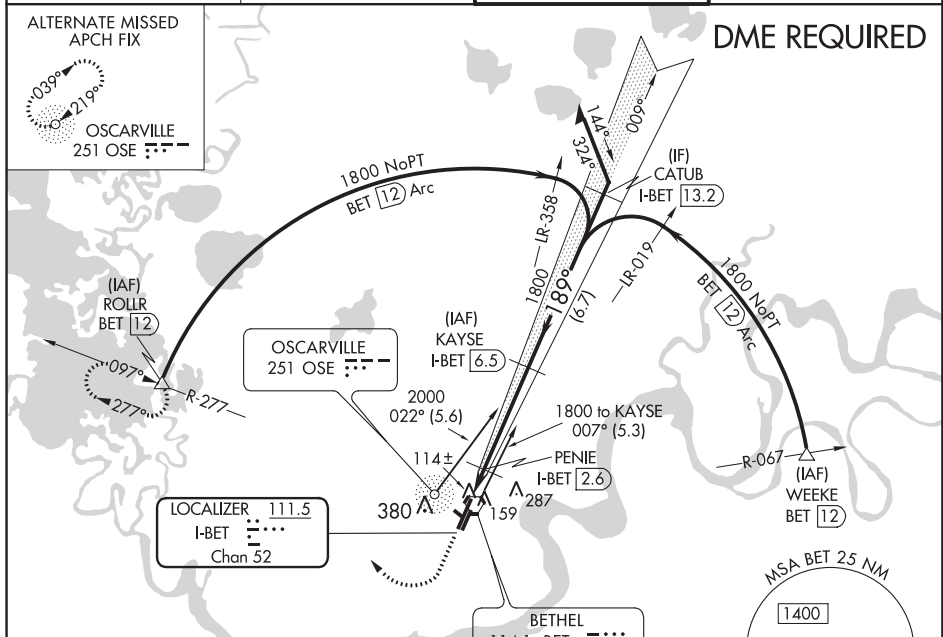
| | | | |
|---|------------------------|---|-------------|
| LOC/DME I-BET 111.5 Chan 52 | APP CRS 189° | Rwy Idg TDZE 120 Apt Elev 129 | 6400 |
|---|------------------------|---|-------------|

ILS or LOC/DME Z RWY 19R

BETHEL (BET)(PABE)

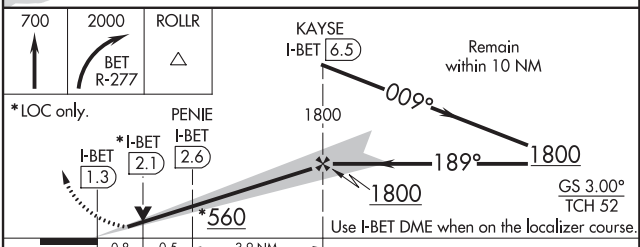
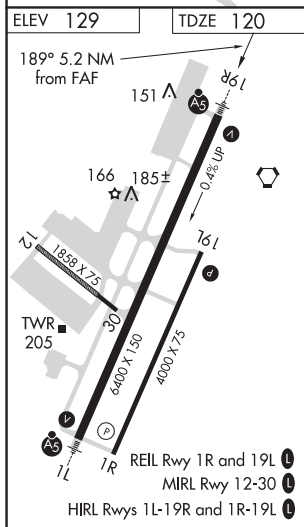
| | |
|--|--|
| | MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via BET VORTAC R-277 to ROLLR/BET VORTAC 12 DME and hold. |
| | |

| | | | |
|----------------------|--|---|-------------------------|
| ATIS 119.8 | ANCHORAGE CENTER 125.2 372.0 | BETHEL TOWER * 118.7 (CTAF) 0 | GND CON 121.7 |
|----------------------|--|---|-------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|-----------|----------------------|----------------------|------------------------|----------------------|
| S-ILS 19R | # 320/24 200 (200-½) | | | |
| S-LOC 19R | 400/24 280 (300-½) | | | |
| CIRCLING | 520-1 391 (400-1) | 580-1 451 (500-1) | 600-1½ 471 (500-1½) | 680-2 551 (600-2) |

BETHEL, ALASKA
Amdt 7D 13NOV14


60°47'N-161°50'W

BETHEL (BET)(PABE) ILS or LOC/DME Z RWY 19R

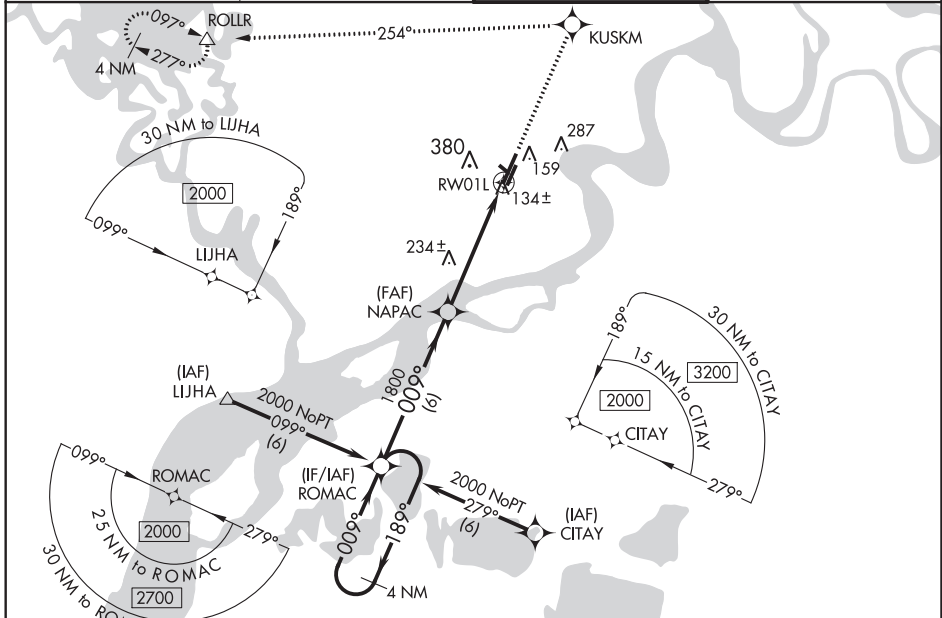
| | | |
|---------------------------------|------------------------|---|
| WAAS CH 42707 W01A | APP CRS 009° | Rwy Idg 6400 TDZE 125 Apt Elev 126 |
|---------------------------------|------------------------|---|

RNAV (GPS) RWY 1L

BETHEL (BET)(PABE)

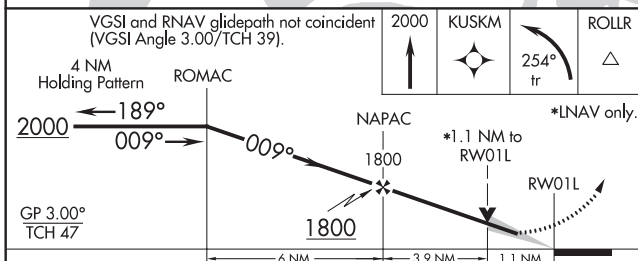
| | | |
|--|---|--|
| <p>V For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. W Circling NA west of Rwy 1L-19R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.</p> | <p>MALSR </p> | <p>MISSED APPROACH: Climb to 2000 direct KUSKM and left turn via 254° track to ROLLR and hold.</p> |
|--|---|--|

| | | | |
|------------------------------|--|---|---------------------------------|
| <p>ATIS 119.8</p> | <p>ANCHORAGE CENTER 125.2 372.0</p> | <p>BETHEL TOWER ★ 118.7 (CTAF) 0</p> | <p>GND CON 121.7</p> |
|------------------------------|--|---|---------------------------------|

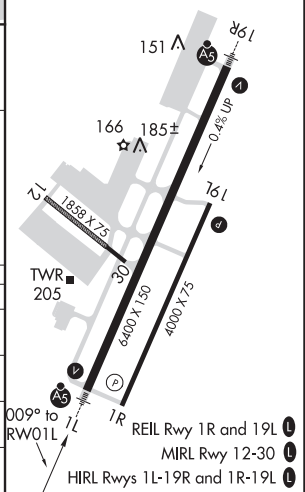


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|----------|----------|
| ELEV 126 | TDZE 125 |
|----------|----------|



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|------------------------|-----------------------|
| LPV DA | | 375/24 | 250 (300-½) | |
| LNAV/VNAV DA | | 553/50 | 428 (500-1) | |
| LNAV MDA | 500/24 | 375 (400-½) | | 500/50 375 (400-1) |
| CIRCLING | 520-1 394 (400-1) | 580-1 454 (500-1) | 600-1½ 474 (500-1½) | 680-2 554 (600-2) |

BETHEL, ALASKA

AL-5001 (FAA)

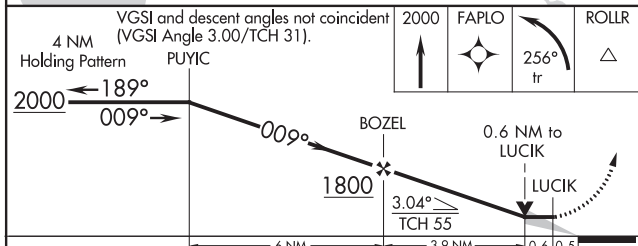
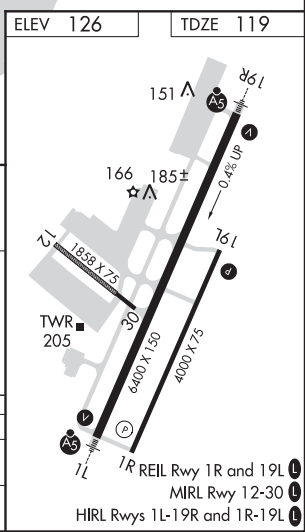
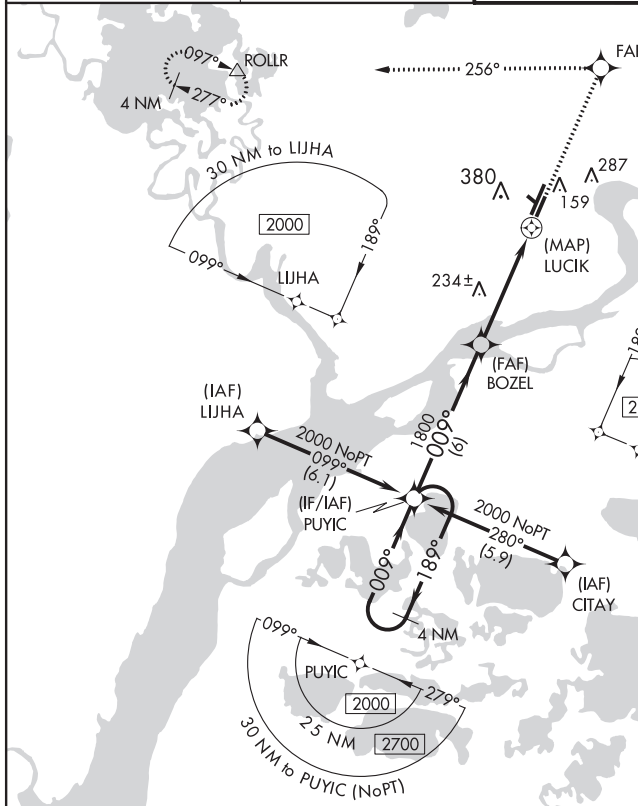
14205

| | |
|------------------------|------------------------|
| APP CRS 009° | Rwy Idg 4000 |
| | TDZE 119 |
| | Apt Elev 126 |

RNAV (GPS) RWY 1R

BETHEL (BET)(PABE)

| | | | |
|---|--|---|---------------------------------|
| <p>▼ Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.</p> | | <p>MISSED APPROACH: Climb to 2000 direct FAPLO then left turn via 256° track to ROLLR and hold.</p> | |
| <p>ATIS 119.8</p> | <p>ANCHORAGE CENTER 125.2 372.0</p> | <p>BETHEL TOWER * 118.7 (CTAF) ①</p> | <p>GND CON 121.7</p> |



| CATEGORY | A | B | C | D |
|----------|-------------------|-------------------|---------------------|---------------------|
| LNVA MDA | 500-1 381 (400-1) | | | 500-1¼ 381 (400-1¼) |
| CIRCLING | 520-1 394 (400-1) | 580-1 454 (500-1) | 600-1½ 474 (500-1½) | 680-2 554 (600-2) |

BETHEL, ALASKA
Orig-C 03APR14

60°47'N-161°50'W

BETHEL (BET)(PABE)

RNAV (GPS) RWY 1R

AK, 10 NOV 2016 to 05 JAN 2017

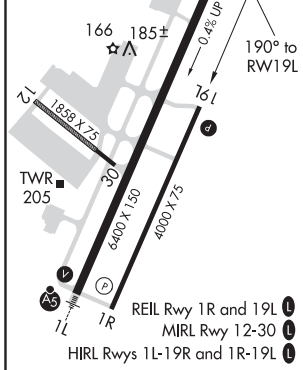
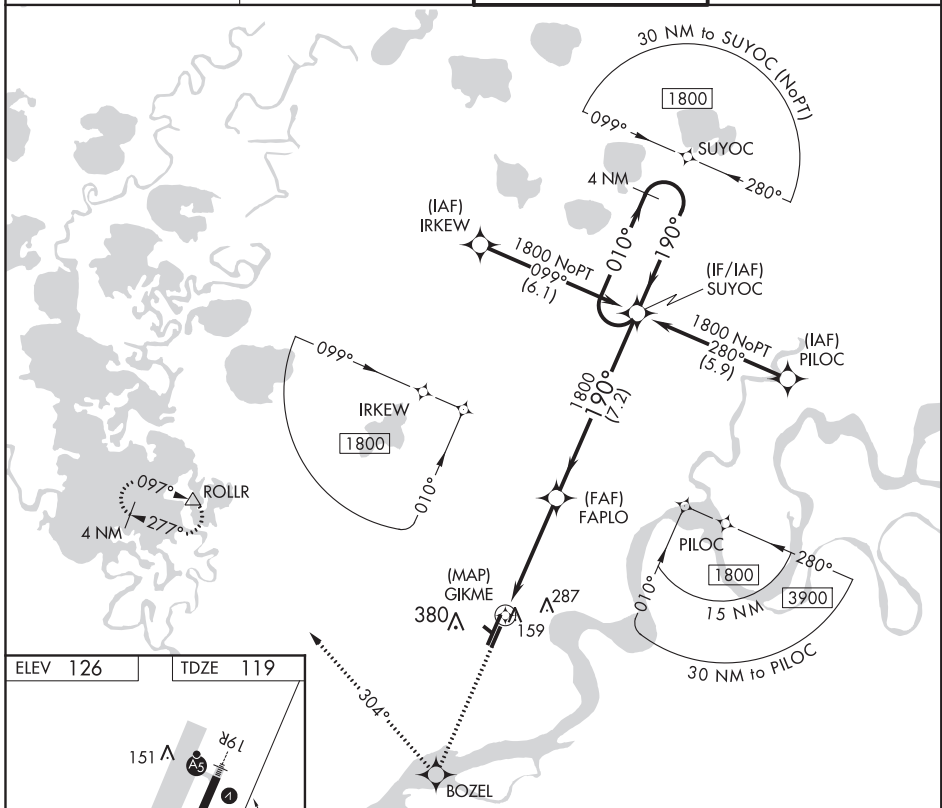
AK, 10 NOV 2016 to 05 JAN 2017

| | |
|------------------------|---|
| APP CRS 190° | Rwy Idg 4000 TDZE 119 Apt Elev 126 |
|------------------------|---|

RNAV (GPS) RWY 19L

BETHEL (BET)(PABE)

| | | | |
|--|--|---|---------------------------------|
| <p>⚠ Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.</p> | | <p>MISSED APPROACH: Climb to 2000 direct BOZEL and right turn via 304° track to ROLLR and hold.</p> | |
| <p>ATIS 119.8</p> | <p>ANCHORAGE CENTER 125.2 372.0</p> | <p>BETHEL TOWER * 118.7 (CTAF) 1</p> | <p>GND CON 121.7</p> |



| | |
|--|--|
| ELEV 126 | TDZE 119 |
| <p>2000 BOZEL</p> <p>ROLLR</p> | <p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 32).</p> |
| <p>0.7 NM to GIKME</p> <p>3.04° TCH 50</p> | <p>FAPLO</p> <p>SUYOC Holding Pattern</p> |
| <p>0.5 0.7 3.9 7.2 NM</p> | <p>4 NM</p> |
| <p>CATEGORY</p> | <p>A B C D</p> |
| <p>LNAV MDA</p> | <p>520-1 401 (400-1) 520-1¼ 401 (400-1¼)</p> |
| <p>CIRCLING</p> | <p>520-1 580-1 600-1½ 680-2 394 (400-1) 454 (500-1) 474 (500-1½) 554 (600-2)</p> |

AK, 10 NOV 2016 TO 05 JAN 2017

AK, 10 NOV 2016 TO 05 JAN 2017

BETHEL, ALASKA


AL-5001 (FAA)

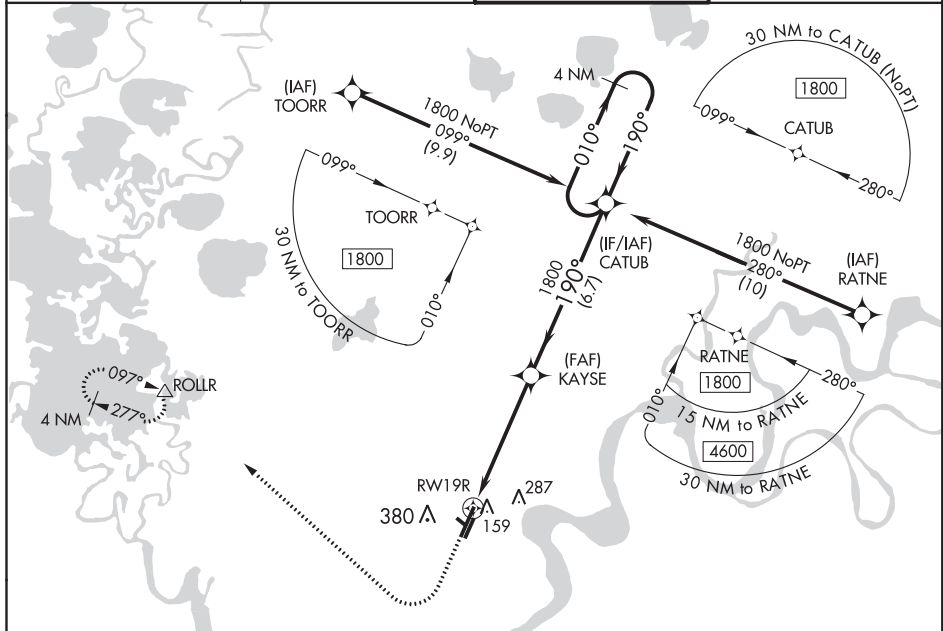
15176

| | | |
|--|------------------------|---|
| WAAS CH 70507 W19A | APP CRS 190° | Rwy Idg 6400 TDZE 120 Apt Elev 129 |
|--|------------------------|---|

RNAV (GPS) RWY 19R

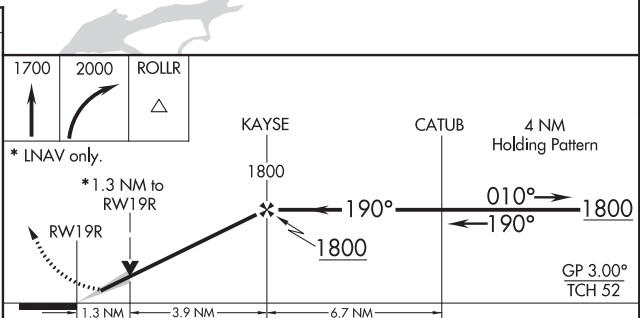
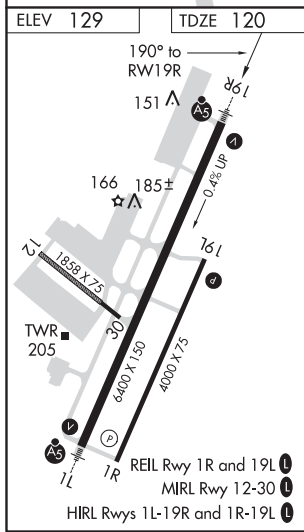
BETHEL (BET)(PABE)

| | | | |
|---|--|---|--------------------------|
| <p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -32°C (-25°F) or above 43°C (109°F). Circling NA west of Rwy 1L-19R. DME/DME RNP-0.3 NA.</p> | <p>MALSR</p>  | <p>MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct ROLLR and hold.</p> | |
| | | | <p>ATIS 119.8</p> |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA | DA | 320/24 | 200 (200-½) | |
| LNAV/VNAV DA | DA | 479/40 | 359 (400-¾) | |
| LNAV MDA | 560/24 | 440 (500-½) | 560/45 | 440 (500-¾) |
| CIRCLING | 560-1 431 (500-1) | 580-1 451 (500-1) | 600-1½ 471 (500-1½) | 680-2 551 (600-2) |

BETHEL, ALASKA
Amdt 2C 13NOV14

60°47'N-161°50'W

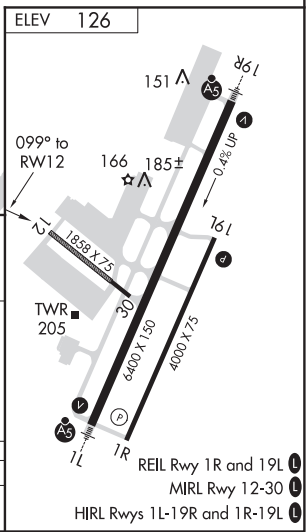
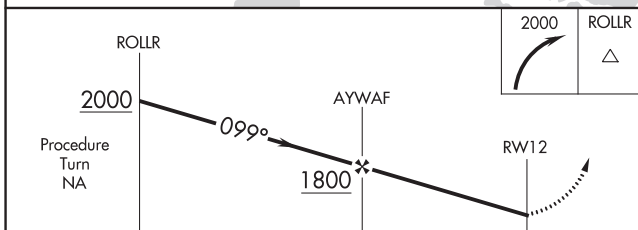
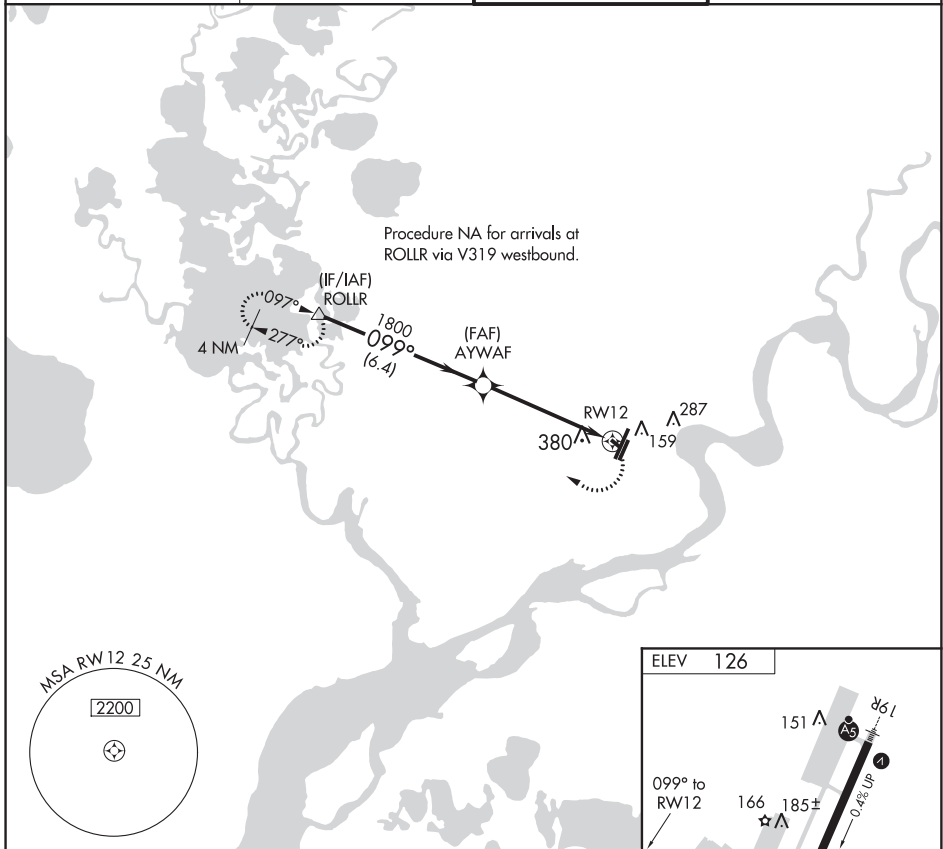
BETHEL (BET)(PABE) RNAV (GPS) RWY 19R

| | | |
|------------------------|-----------------------------|--------------------------|
| APP CRS 099° | Rwy Idg TDZE Apt Elev | N/A N/A 126 |
|------------------------|-----------------------------|--------------------------|

RNAV (GPS)-A

BETHEL(BET)(PABE)

| | | | |
|---|--|--|---------------------------------|
| <p>⚠ Circling NA west of Rwy 1L-19R. DME/DME RNP- 0.3 NA.</p> | | <p>MISSED APPROACH: Climbing right turn to 2000 direct ROLLR and hold.</p> | |
| <p>ATIS 119.8</p> | <p>ANCHORAGE CENTER 125.2 372.0</p> | <p>BETHEL TOWER ★ 118.7 (CTAF) </p> | <p>GND CON 121.7</p> |



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|----------------------|
| CIRCLING | 640-1 | 514 (600-1) | 640-1½ 514 (600-1½) | 680-2 554 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

BETHEL, ALASKA

AL-5001 (FAA)

14205

| | | |
|--|------------------------|---|
| VORTAC BET 114.1 Chan 88 | APP CRS 016° | Rwy Idg TDZE 125 Apt Elev 126 |
|--|------------------------|---|

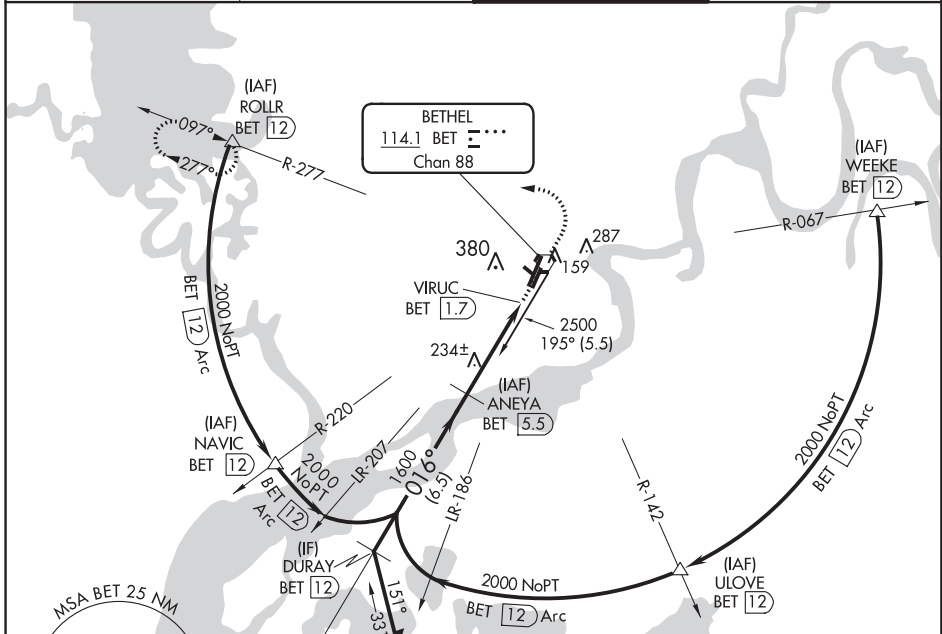
VOR/DME RWY 1L

BETHEL (BET)(PABE)

▼ For inoperative MALS, increase Cat D visibility to RVR 6000. Circling NA west of Rwy 1L-19L.

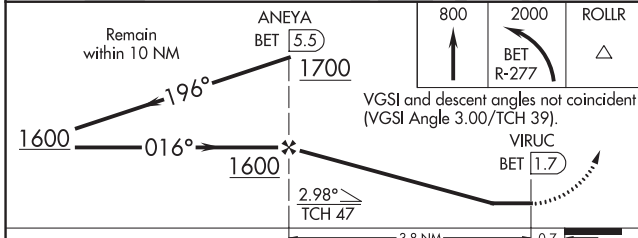
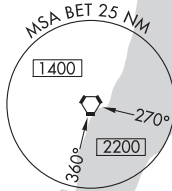
MALS MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via BET VORTAC R-277 to ROLLR/12 DME and hold.

| | | | |
|----------------------|--|--|-------------------------|
| ATIS 119.8 | ANCHORAGE CENTER 125.2 372.0 | BETHEL TOWER ★ 118.7 (CTAF) 0 | GND CON 121.7 |
|----------------------|--|--|-------------------------|

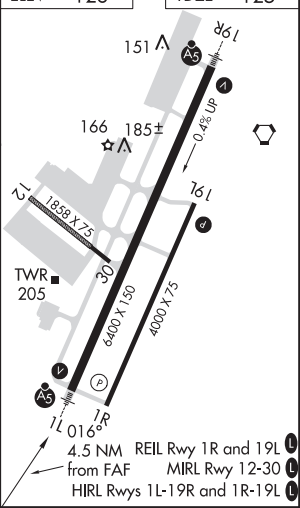


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|----------|----------|
| ELEV 126 | TDZE 125 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|----------------------|-------------------|-------------------------|--------------------|
| S-1L | 500/24 375 (400-1/2) | | | 500/50 375 (400-1) |
| CIRCLING | 520-1 394 (400-1) | 580-1 454 (500-1) | 600-1 1/2 474 (500-1/2) | 680-2 554 (600-2) |

BETHEL, ALASKA
Amdt 2B 03APR14

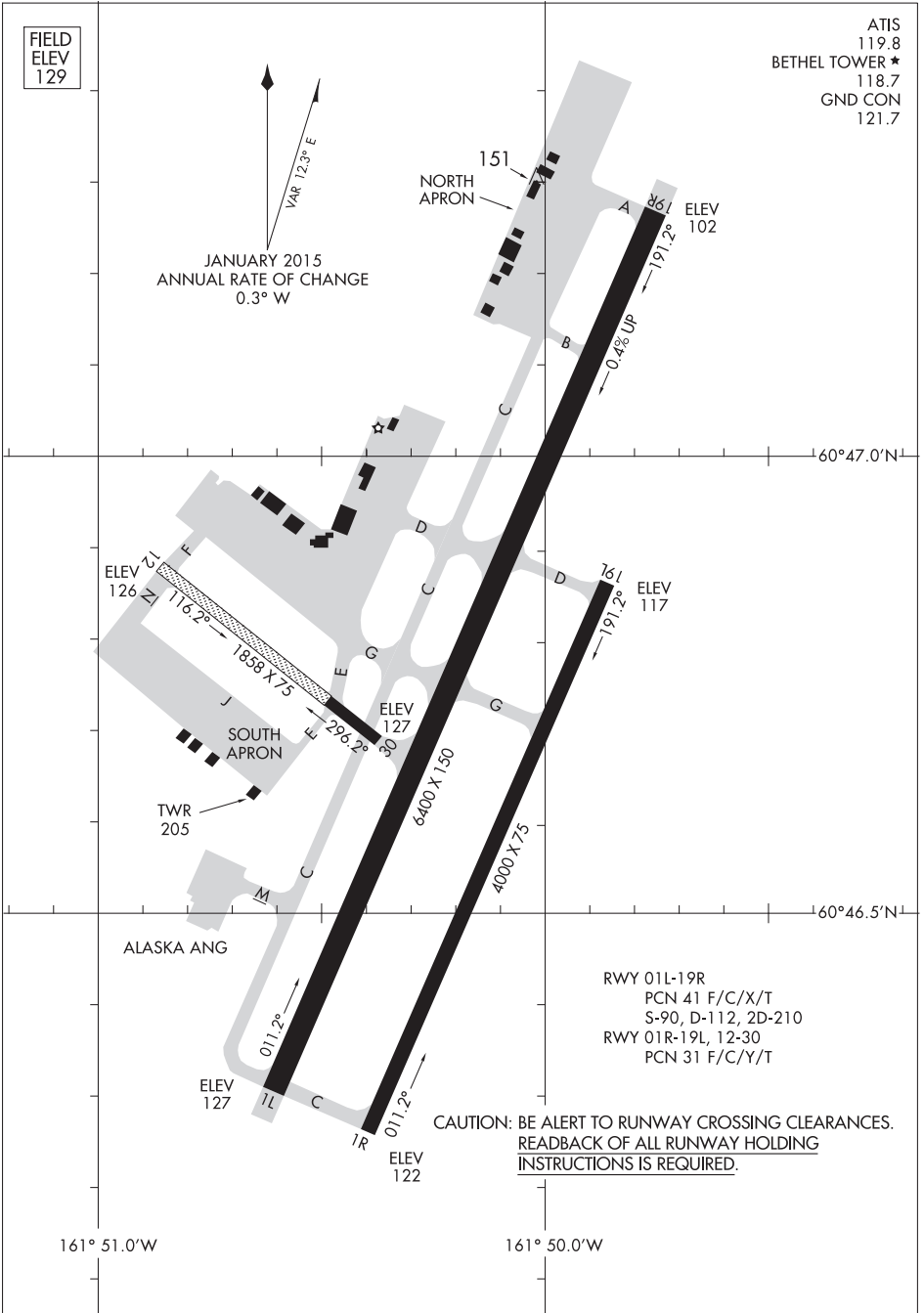
60°47'N-161°50'W

BETHEL (BET)(PABE) VOR/DME RWY 1L

AIRPORT DIAGRAM

AL-5001 (FAA)

BETHEL (BET)(PABE)
BETHEL, ALASKA



AIRPORT DIAGRAM

BETHEL, ALASKA
BETHEL (BET)(PABE)

BETTLES, ALASKA

AL-1501 (FAA)

15288

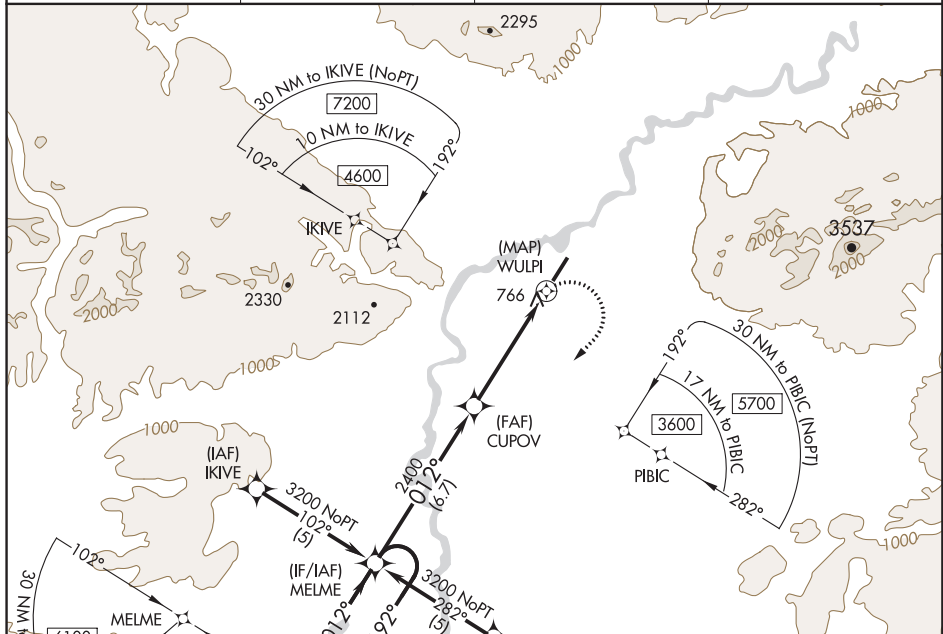
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5190 |
| 012° | TDZE | 642 |
| | Apt Elev | 647 |

RNAV (GPS) RWY 1

BETTLES(BTT)(PABT)

| | | |
|---|-----------|---|
| Inoperative table does not apply. Circling NA east of Rwy 1-19. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. | MALSR | MISSED APPROACH: Climbing right turn to 3200 direct MELME and hold. |
|---|-----------|---|

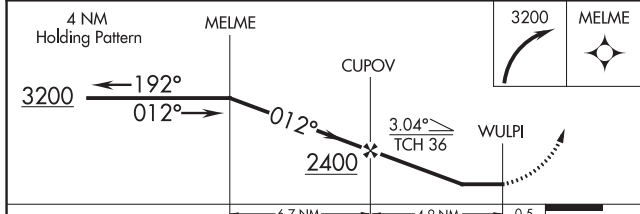
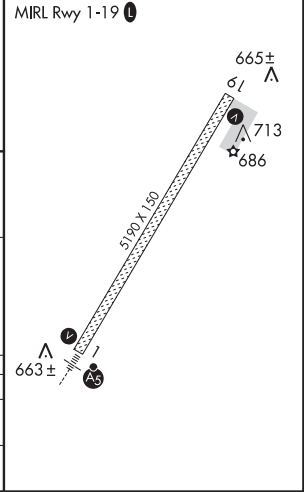
| | | | |
|------------------------|--|----------------------------------|----------------------|
| ASOS 135.450 | ANCHORAGE CENTER 124.6 352.0 | FAIRBANKS RADIO 122.20 | CTAF 122.9 |
|------------------------|--|----------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|------|------------|------|------------|
| ELEV | 647 | TDZE | 642 |
|------|------------|------|------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|
| LNVA MDA | 1060-1 | 418 (500-1) | 1060-1¼ | 418 (500-1¼) |
| CIRCLING | 1080-1 433 (500-1) | 1100-1 453 (500-1) | 1100-1½ 453 (500-1½) | 1200-2 553 (600-2) |

BETTLES, ALASKA
Orig 30AUG07

66°55'N-151°32'W

RNAV (GPS) RWY 1

RNAV (GPS) RWY 19

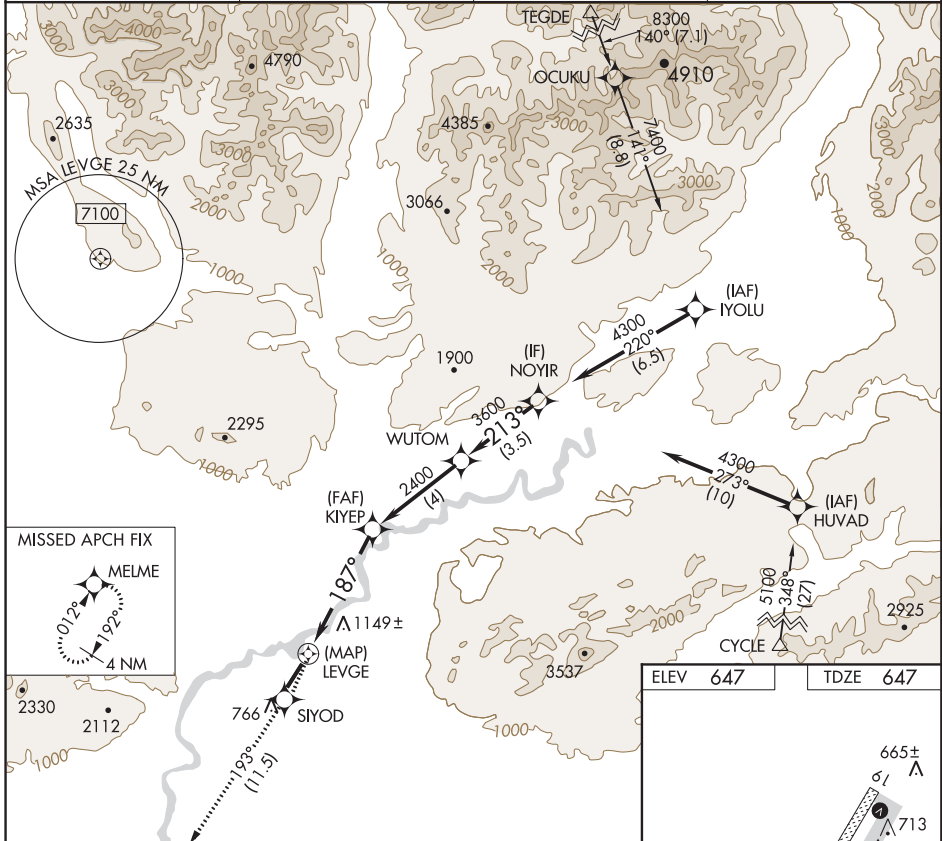
BETTLES (BT) (PABT)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5190 |
| 187° | TDZE | 647 |
| | Apt Elev | 647 |

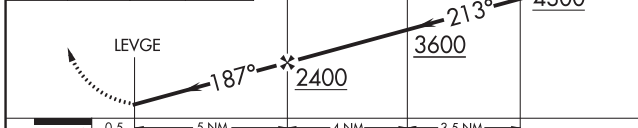
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized.
❄ -37°C/-35°F Circling NA east of Rwy 01-19.

MISSED APPROACH: Climb to 3200 direct SIYOD and on track 193° to MELME and hold.

| | | | |
|------------------------|--|----------------------------------|----------------------|
| ASOS 135.450 | ANCHORAGE CENTER 124.6 352.0 | FAIRBANKS RADIO 122.20 | CTAF 122.9 |
|------------------------|--|----------------------------------|----------------------|



| | | | | | |
|------|-------|------|-------|------------------|-------|
| 3200 | SIYOD | fr | MELME | Descent angle NA | NOYR |
| ↑ | ✦ | 193° | ✦ | | |
| | | | | KIYEP | WUTOM |



| | | | |
|------|-----|------|-----|
| ELEV | 647 | TDZE | 647 |
|------|-----|------|-----|

MRL Rwy 1-19 **Ⓛ**

| | | | | |
|----------|--------------------|--------------------|--------------------|--------------------|
| CATEGORY | A | B | C | D |
| LNVA MDA | 1360-1 713 (800-1) | 1360-2 713 (800-2) | 1360-2 713 (800-2) | 1360-2 713 (800-2) |
| CIRCLING | 1360-1 713 (800-1) | 1360-2 713 (800-2) | 1360-2 713 (800-2) | 1360-2 713 (800-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

BETTLES, ALASKA

AL-1501 (FAA)

16315

| | | | |
|--|------------------------|---|-------------|
| VOR/DME BTT 116.0 Chan 107 | APP CRS 023° | Rwy Idg TDZE 642 Apt Elev 647 | 5190 |
|--|------------------------|---|-------------|

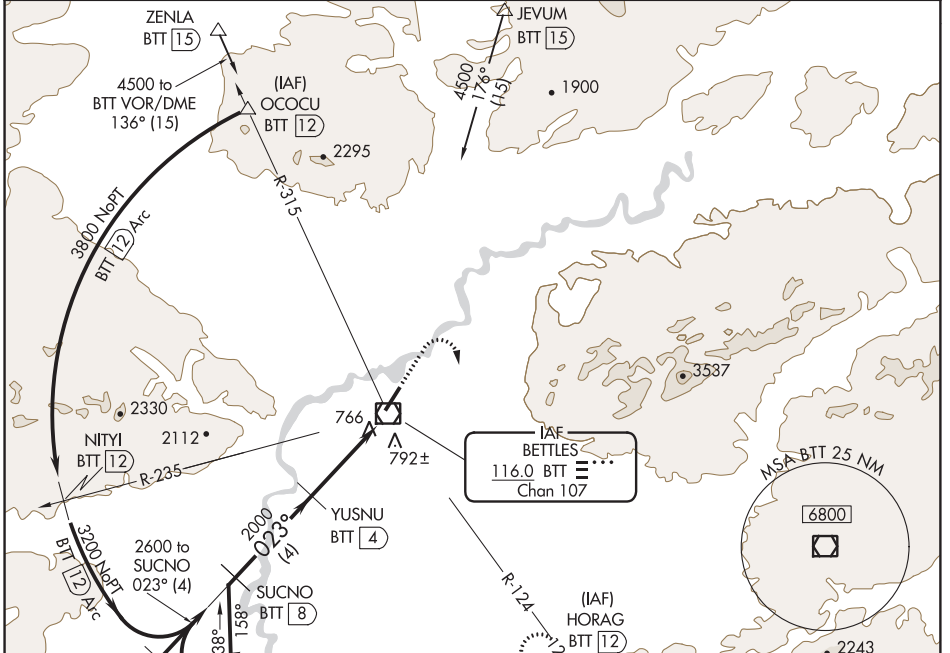
VOR RWY 1

BETTLES (BTT)(PABT)

⚠ Inoperative table does not apply. DME required.
⚠ Rwy 1 helicopter visibility reduction below 3/4 SM NA.
 Circling NA east of Rwy 1-19.

MALS R **AS** MISSED APPROACH: Climb to 1100 then climbing right turn to 3500 on BTT VOR/DME R-124 to HORAG/BTT 12 DME and hold.

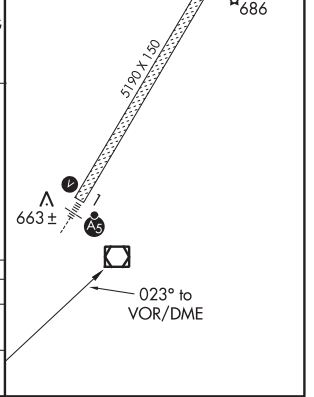
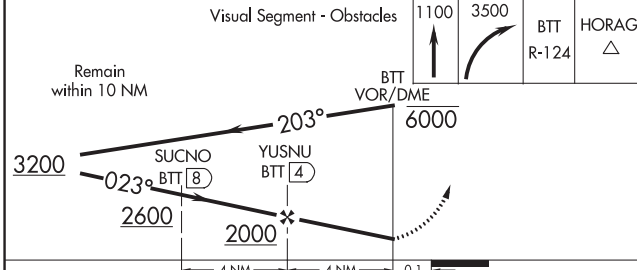
| | | | |
|-----------------------|--|----------------------------------|----------------------|
| ASOS 135.45 | ANCHORAGE CENTER 124.6 352.0 | FAIRBANKS RADIO 122.20 | CTAF 122.9 |
|-----------------------|--|----------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|------------------------|-----------------|
| ELEV 647 | TDZE 642 |
| MIRL Rwy 1-19 ⚠ | 665± ⚠ |
| 663± ⚠ | 713 ⚠ |
| | 686 ⚠ |



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------------|-----------------------|
| S-1 | 1060-1 | 418 (500-1) | 1060-1 1/4 | 418 (500-1 1/4) |
| CIRCLING | 1080-1 433 (500-1) | 1100-1 453 (500-1) | 1100-1 1/2 453 (500-1 1/2) | 1200-2 553 (600-2) |

BETTLES, ALASKA

Amdt 1B 10NOV16

66°55'N-151°32'W

BETTLES (BTT)(PABT)

VOR RWY 1

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 2450 |
| 071° | TDZE | 158 |
| | Apt Elev | 158 |

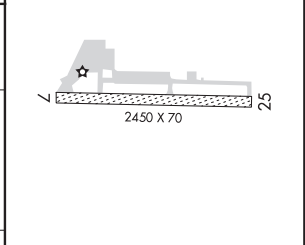
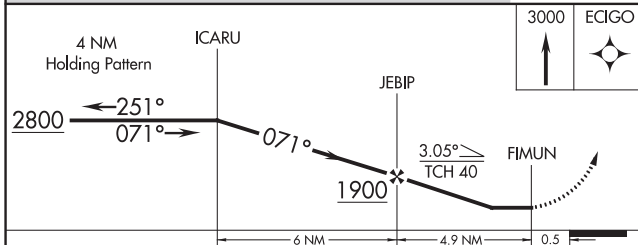
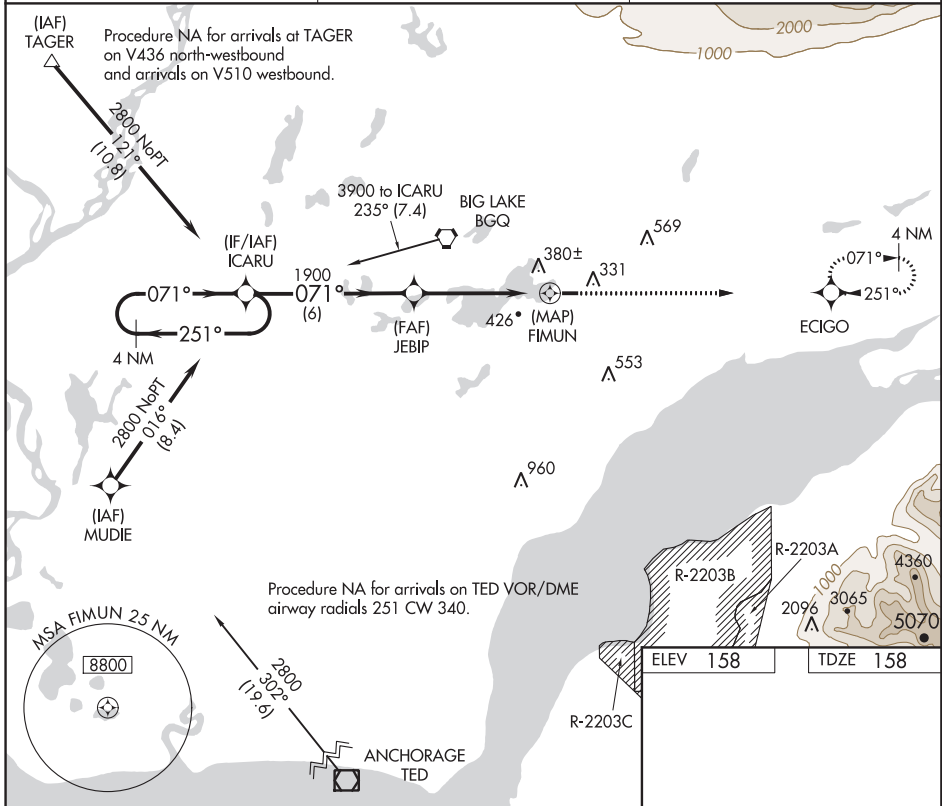
RNAV (GPS) RWY 7

BIG LAKE (BGQ) (PAGQ)

▼ Use Anchorage altimeter setting. DME/DME RNP-0.3 NA.
▲ NA Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH: Climb to 3000 direct ECIGO and hold.

| | | |
|--------------------------------|---|----------------------|
| ANCHORAGE ASOS 135.5 | ANCHORAGE APP CON 118.6 290.5 | CTAF 122.8 |
|--------------------------------|---|----------------------|



| CATEGORY | A | B | C | D |
|----------|------------------------|------------------------|------------------------|----|
| LNAV MDA | 980-1 822 (900-1) | 980-1¼ 822 (900-1¼) | 980-2½ 822 (900-2½) | NA |
| CIRCLING | 980-1¼ 822 (900-1¼) | | 980-2½ 822 (900-2½) | NA |

MIRL Rwy 7-25

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

BIG LAKE, ALASKA

AL-5220 (FAA)

14261

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 2450 |
| 251° | TDZE | 158 |
| | Apt Elev | 158 |

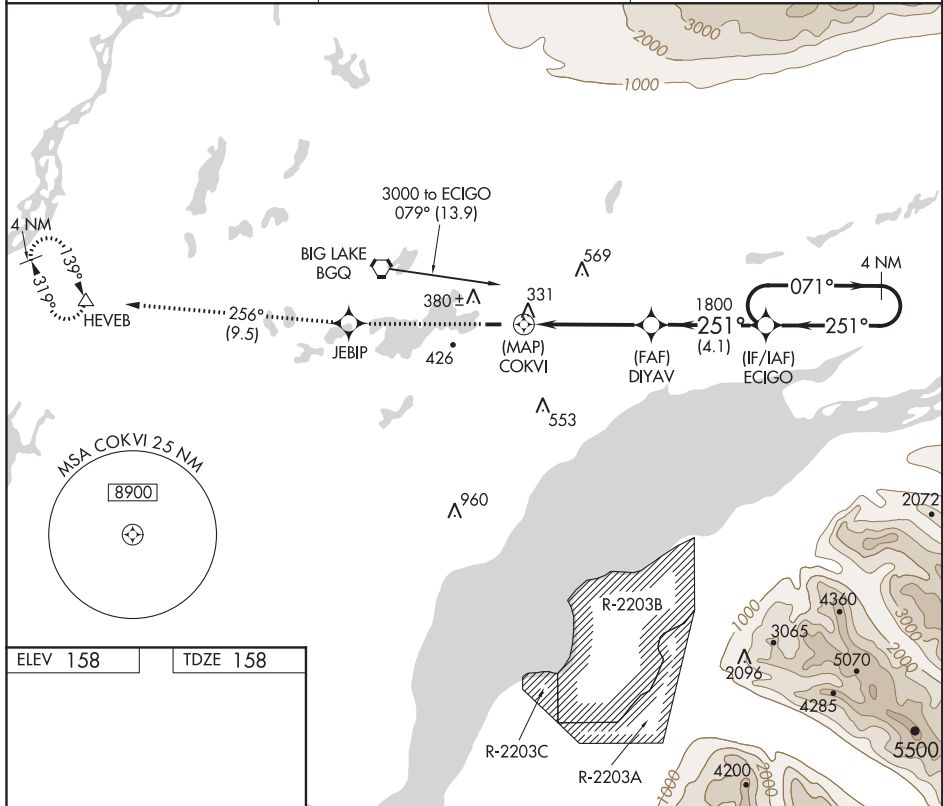
RNAV (GPS) RWY 25

BIG LAKE (BGQ) (PAGQ)

▼ Use Anchorage altimeter setting. Procedure NA at night.
▲ NA DME/DME RNP-0,3 NA. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH: Climb to 3000 direct JEBIP and on track 256° to HEVEB and hold.

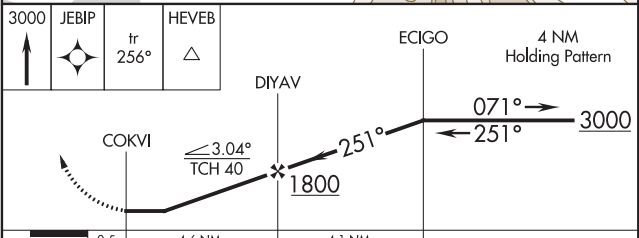
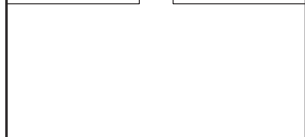
| | | |
|--------------------------------|---|-------------------------------|
| ANCHORAGE ASOS 135.5 | ANCHORAGE APP CON 118.6 290.5 | CTAF 122.8 ① |
|--------------------------------|---|-------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 158 | TDZE 158 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|---------|---------------|--------------------------|----|
| LNAV MDA | 1080-1¼ | 922 (1000-1¼) | 1080-2½ 922 (1000-2½) | NA |
| CIRCLING | 1080-1¼ | 922 (1000-1¼) | 1080-2¾ 922 (1000-2¾) | NA |

MIRL Rwy 7-25 **①**

BIG LAKE, ALASKA
 Amdt 1A 29MAY14

61°32'N-149°49'W

BIG LAKE (BGQ) (PAGQ)

RNAV (GPS) RWY 25

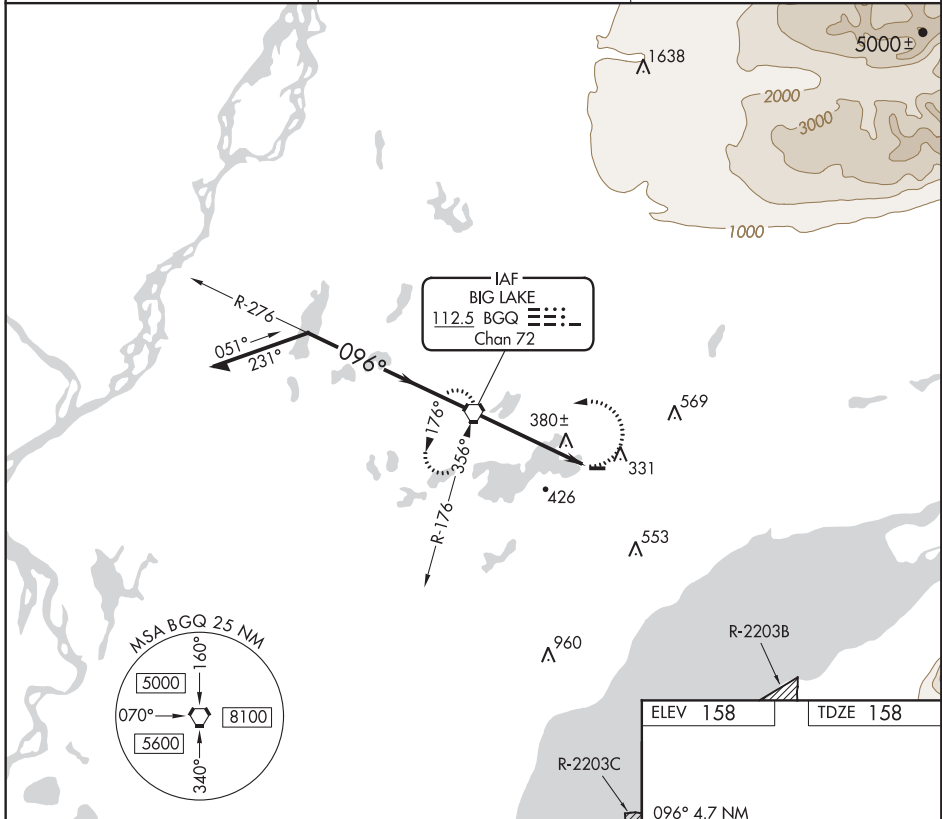
| | | |
|---------------------------------------|------------------------|---|
| VORTAC BGQ 112.5 Chan 72 | APP CRS 096° | Rwy Idg TDZE 158 Apt Elev 158 |
|---------------------------------------|------------------------|---|

VOR RWY 7

BIG LAKE (BGQ) (PAGQ)

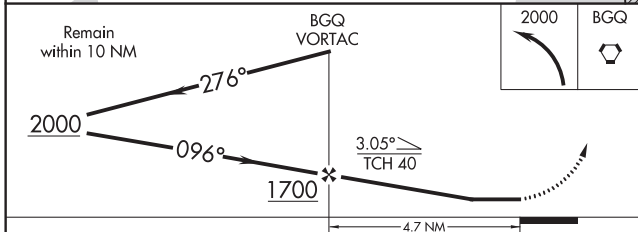
▼ Use Anchorage altimeter setting. Procedure NA at night.
▲ NA Helicopter visibility reduction below 1 SM not authorized.
 MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.

| | | |
|--------------------------------|---|-------------------------------|
| ANCHORAGE ASOS 135.5 | ANCHORAGE APP CON 118.6 290.5 | CTAF 122.8 0 |
|--------------------------------|---|-------------------------------|

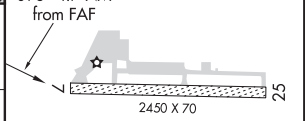


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|----------|----------|
| ELEV 158 | TDZE 158 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|----------------------|------------------------|------------------------|----|
| S-7 | 980-1 822 (900-1) | 980-1¼ 822 (900-1¼) | 980-2½ 822 (900-2½) | NA |
| CIRCLING | 980-1¼ | 822 (900-1¼) | 980-2½ 822 (900-2½) | NA |

| | | | | | |
|------------------------|------|------|------|------|------|
| MIRL Rwy 7-25 0 | | | | | |
| FAF to MAP 4.7 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| | | |
|---------------------------------|------------------------|---|
| WAAS CH 77628 W12A | APP CRS 117° | Rwy Idg 2990 TDZE 37 Apt Elev 38 |
|---------------------------------|------------------------|---|

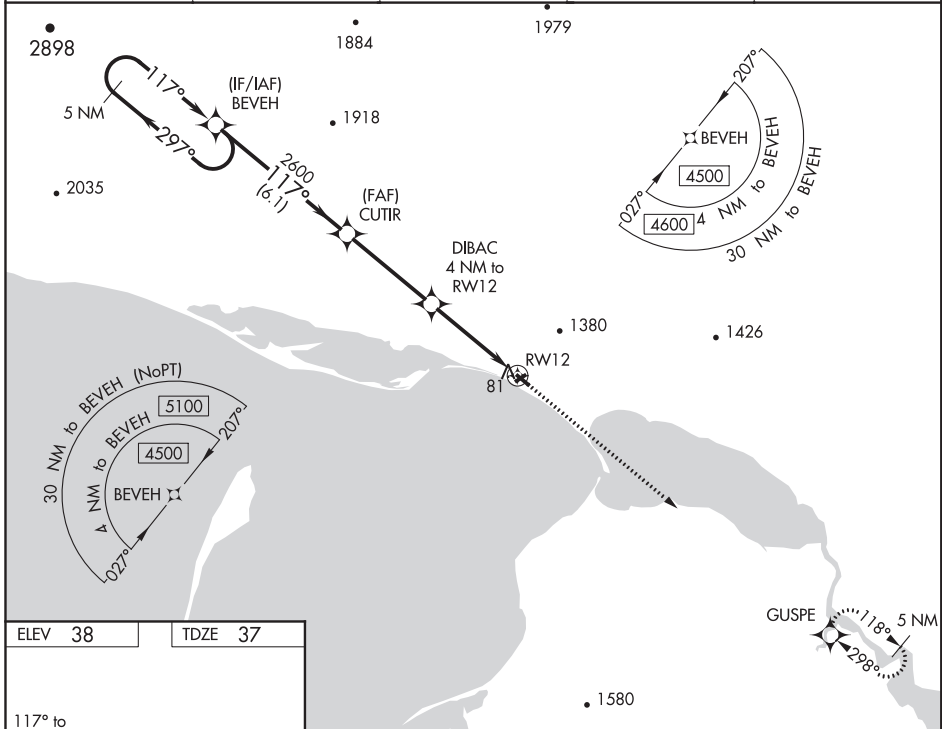
RNAV (GPS) RWY 12

BREVIG MISSION (KTS) (P/FK/T)

V Circling NA north of Rwy 12 and 22. DME/DME RNP-0.3 NA. Use Teller altimeter setting; when not received, use Tin City altimeter setting and increase all DA 72 feet, increase all MDA 80 feet, and increase LPV visibility ¼ mile, LNAV Cat B visibility ¼ mile, Circling Cat B ¼ mile. Night Landing: Rwy 22 NA.

NA MISSED APPROACH: Climb to 6200 direct GUSPE and hold, continue climb-in-hold to 6200.

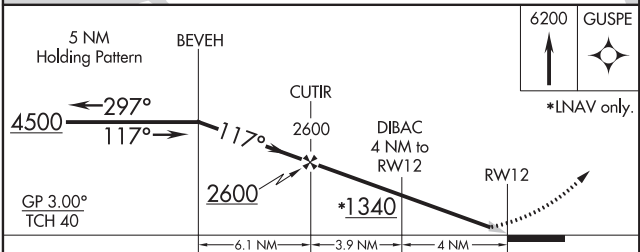
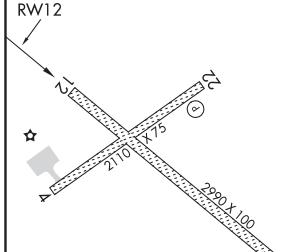
| | | | | |
|--------------------------|---------------------------------|--|----------------------------|----------------------|
| AWOS-3 121.550 | TELLER AWOS-3 118.375 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 135.6 | CTAF 123.0 |
|--------------------------|---------------------------------|--|----------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 38 | TDZE 37 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|---------|---------------|---|----|
| LPV DA | 288-7/8 | 251 (300-7/8) | | NA |
| LNAV MDA | 700-1 | 663 (700-1) | | NA |
| CIRCLING | 700-1 | 662 (700-1) | | NA |

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 81928 W30A | APP CRS 298° | Rwy Idg TDZE Apt Elev | 2990 37 38 |
|--|------------------------|-----------------------------|---------------------------------------|

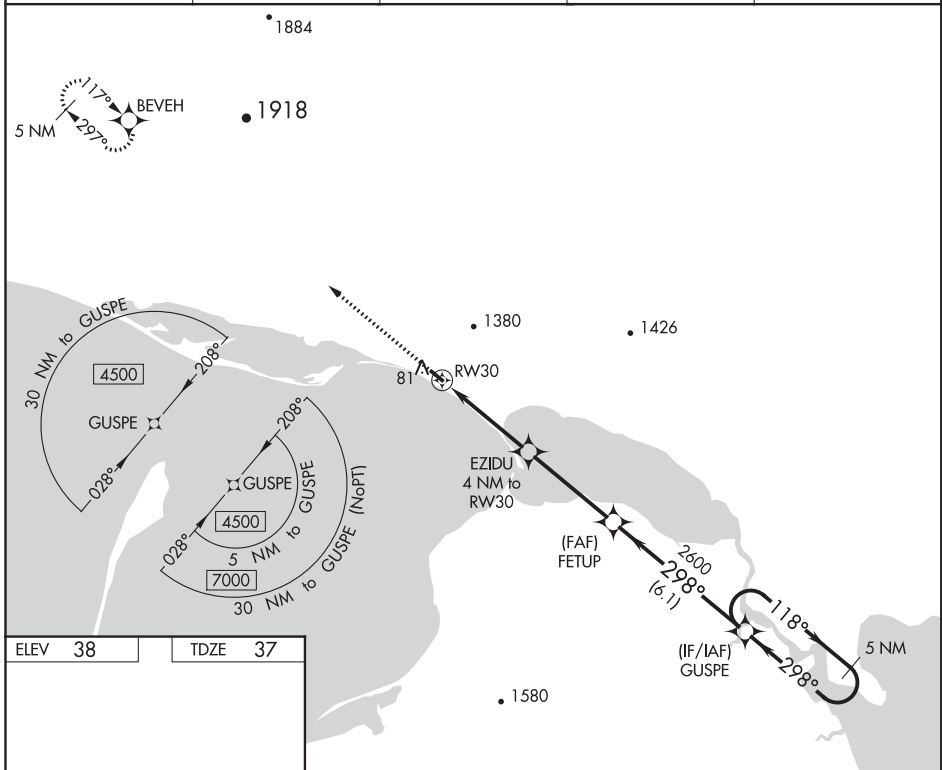
RNAV (GPS) RWY 30

BREVIG MISSION (KTS) (PKTS)

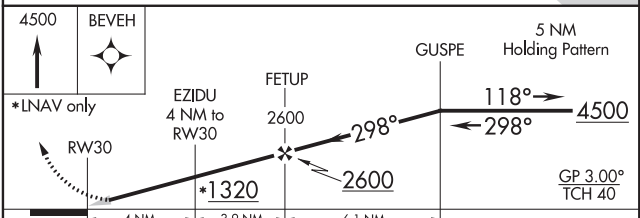
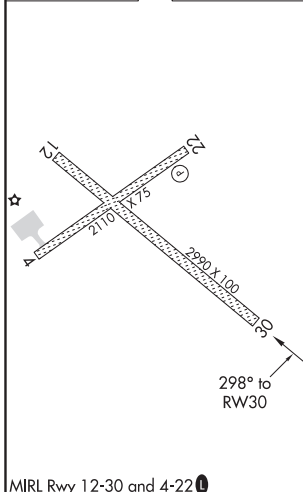
NA Circling NA north of Rwy 12 and 22. DME/DME RNP-0.3 NA. Use Teller altimeter setting; when not received use Tin City altimeter setting and increase all DA 72 feet, increase all MDA 80 feet, and increase LPV all Cats visibility ¼ mile. Night Landing: Rwy 22 NA.

MISSED APPROACH: Climb to 4500 direct BEVEH and hold, continue climb-in-hold to 4500.

| | | | | |
|--------------------------|---------------------------------|--|----------------------------|----------------------|
| AWOS-3 121.550 | TELLER AWOS-3 118.375 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 135.6 | CTAF 123.0 |
|--------------------------|---------------------------------|--|----------------------------|----------------------|



| | |
|---------|---------|
| ELEV 38 | TDZE 37 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|----|----|
| LPV DA | 288-7/8 | 251 (300-7/8) | NA | NA |
| LNAV MDA | 1120-1¼ 1083 (1100-1¼) | 1120-1½ 1083 (1100-1½) | NA | NA |
| CIRCLING | 1120-1¼ 1082 (1100-1¼) | 1120-1½ 1082 (1100-1½) | NA | NA |

BREVIG MISSION, ALASKA
Orig-A 31MAR16

RNAV (GPS) RWY 30

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

(FKT1.FKT) 15344

BREVIG ONE DEPARTURE (OBSTACLE) (RNAV)

BREVIG MISSION (KTS) (PFKT)
SL-10274 (FAA) BREVIG MISSION, ALASKAANCHORAGE CENTER
133.3 290.4
NOME RADIO
135.6
CTAF
123.0TAKEOFF MINIMUMS

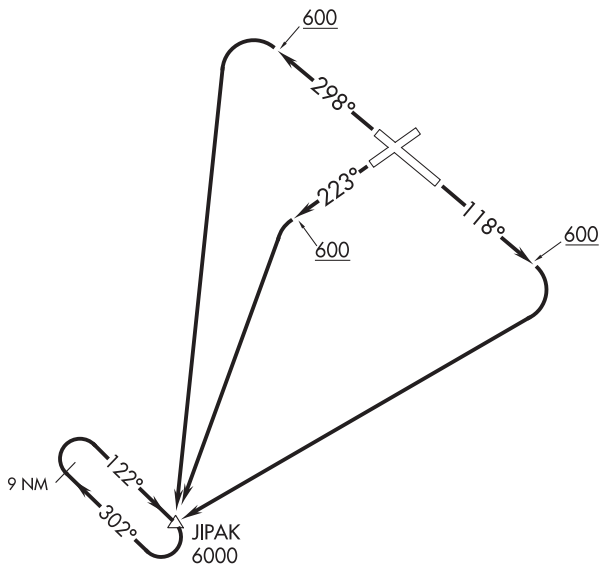
Rwy 4: NA-Terrain.

Rwys 12, 22: Standard.

Rwy 30: 400-2¾ or standard with a minimum
climb of 280' per NM to 600.

NOTE: GPS required.

NOTE: RNAV-1.

TAKEOFF OBSTACLE NOTES

Rwy 12: Bush 153' from DER, 373' right of centerline, 15' AGL/40' MSL.

Rwy 22: Terrain 103' from DER, 300' right of centerline, 69' MSL.

Pole 263' from DER, 542' right of centerline, 35' AGL/60' MSL.

Road 136' from DER, 440' left of centerline, 14' AGL/39' MSL.

Rwy 30: Terrain beginning 142' from DER, left and right of centerline, up to 85' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTIONTAKEOFF RUNWAY 12: Climb heading 118° to 600 then right turn direct JIPAK, thence. . . .TAKEOFF RUNWAY 22: Climb heading 223° to 600 then left turn direct JIPAK, thence. . . .TAKEOFF RUNWAY 30: Climb heading 298° to 600 then left turn direct JIPAK, thence. . . .

. . . .continue climb in hold to at or above 6000 before proceeding on course.

BREVIG ONE DEPARTURE (OBSTACLE) (RNAV)
(FKT1.FKT) 15344BREVIG MISSION, ALASKA
BREVIG MISSION (KTS) (PFKT)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3200 |
| 107° | TDZE | 31 |
| | Apt Elev | 31 |

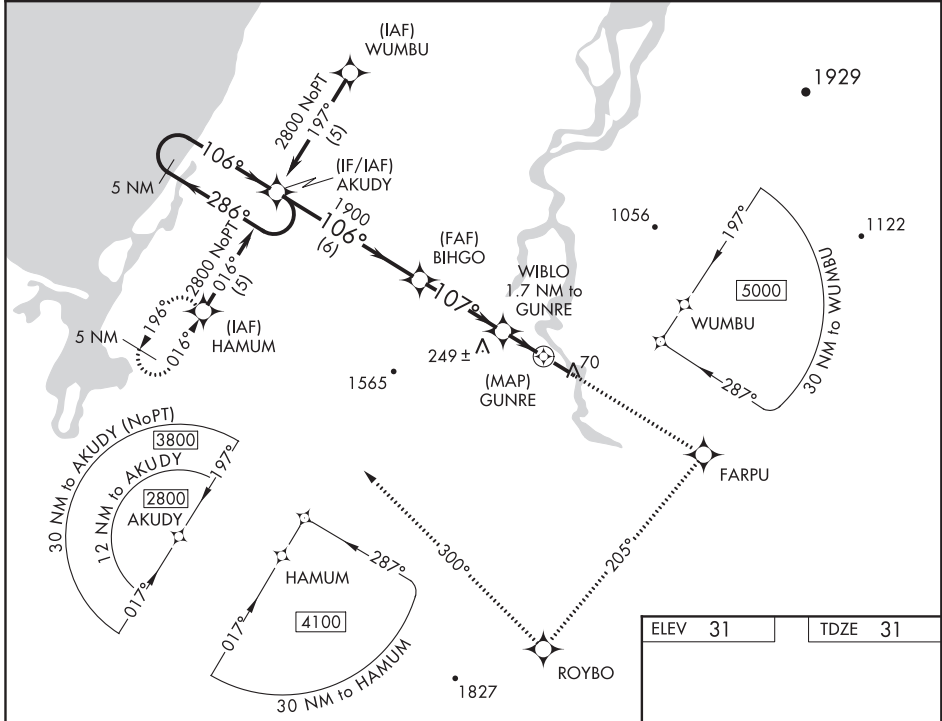
RNAV (GPS) RWY 11

BUCKLAND (BVK)(PABL)

⚠ If local altimeter setting not received, use Selawik altimeter setting and increase all MDAs 120 feet.
⚠ DME/DME RNP-0.3 NA.
⚠ -36°C/-33°F VDP NA when using Selawik altimeter setting.

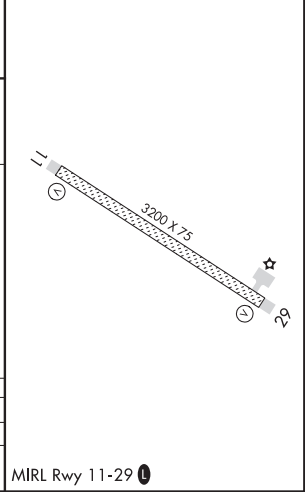
MISSED APPROACH: Climb to 2800 direct FARPU and right turn via 205° track to ROYBO and right turn via 300° track to HAMUM and hold.

| | | | |
|-------------------------|--|--------------------------------|-------------------------------|
| AWOS-3 135.15 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.3 | CTAF 122.9 Ⓛ |
|-------------------------|--|--------------------------------|-------------------------------|



| | | | | |
|--|-------------|-------------|-----------|-----------|
| 5 NM Holding Pattern | 2800 | FARPU | ROYBO | HAMUM |
| | ↑ | ⊛ | ↪ tr 205° | ↪ tr 300° |
| <p>AKUDY BIHGO WIBLO 1.7 NM to GUNRE</p> <p>2800 ← 286° → 106° → 106° → 1900 → 107° → 740 → 0.8 NM to GUNRE</p> <p>3.05° TCH 30</p> <p>6 NM 3.5 NM 0.9 0.8 0.5</p> | | | | |
| <p>VGSI and descent angles not coincident.</p> | | | | |
| CATEGORY | A | B | C | D |
| RNAV MDA | 480-1 | 449 (500-1) | | NA |
| CIRCLING | 580-1 | 600-1 | | NA |
| | 549 (600-1) | 569 (600-1) | | |

| | |
|---------|---------|
| ELEV 31 | TDZE 31 |
|---------|---------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

BUCKLAND, ALASKA

AL-9226 (FAA)

15288

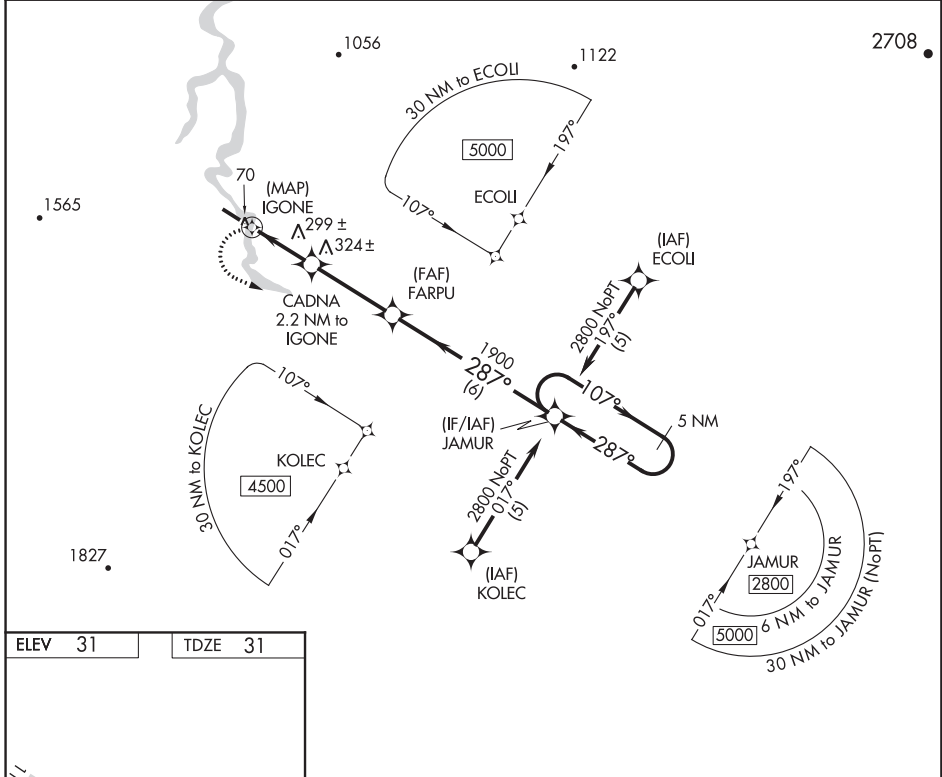
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3200 |
| 287° | TDZE | 31 |
| | Apt Elev | 31 |

RNAV (GPS) RWY 29

BUCKLAND (BVK)(PABL)

⚠ If local altimeter setting not received, use Selawik altimeter setting and increase all MDAs 120 feet.
❄ -36°C/-33°F DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ MISSED APPROACH: Climbing left turn to 2800 direct JAMUR and hold.

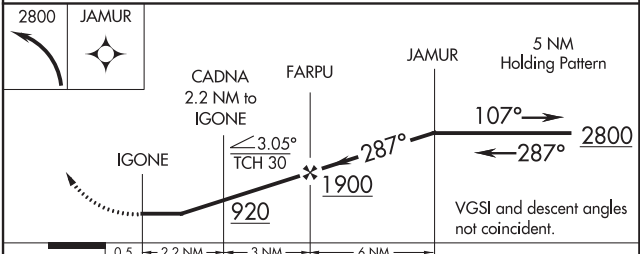
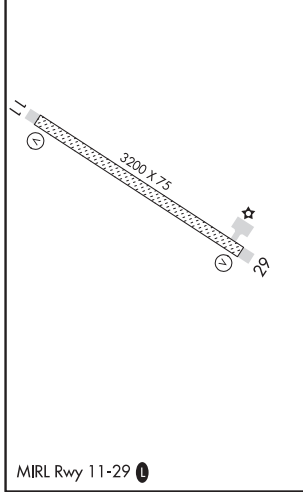
| | | | |
|-------------------------|--|--------------------------------|-------------------------------|
| AWOS-3 135.15 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.3 | CTAF 122.9 ⓪ |
|-------------------------|--|--------------------------------|-------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 31 | TDZE 31 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|----|---|
| LNVA MDA | 600-1 | 569 (600-1) | NA | |
| CIRCLING | 600-1 | 569 (600-1) | NA | |

BUCKLAND, ALASKA
Orig 05JUL07

65°59'N - 161°09'W

BUCKLAND (BVK)(PABL) RNAV (GPS) RWY 29

| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| NDB/DME BVK 325 | APP CRS 113° | Rwy Idg TDZE Apt Elev | 3200 31 31 |
| Chan 78 (113.1) | | | |

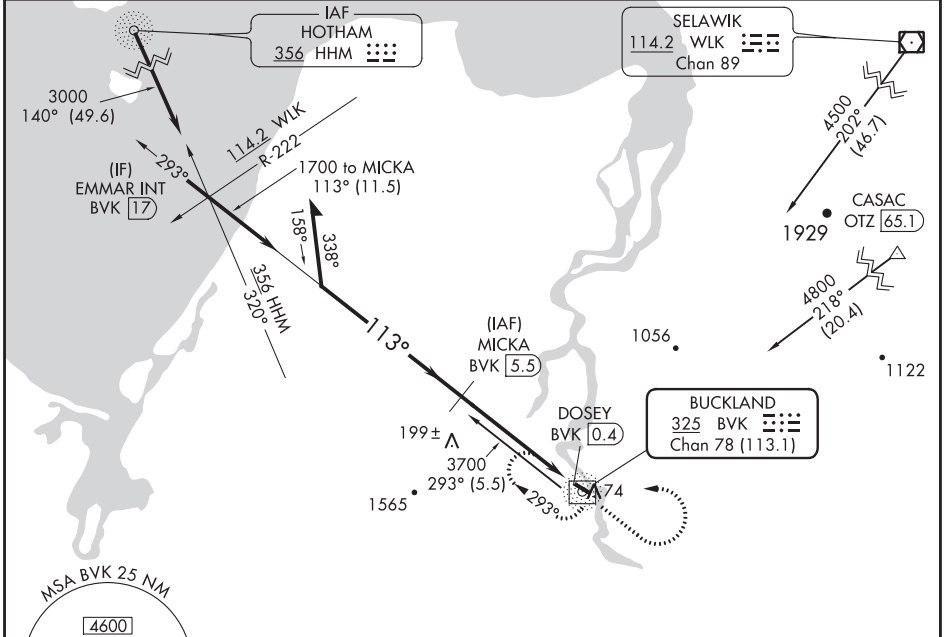
NDB/DME RWY 11

BUCKLAND (BVK)(PABL)

⚠ If local altimeter setting not received, use Selawik altimeter setting and increase all MDA's 120 feet.
⚠ -36°C/-33°F VDP NA when using Selawik altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct BVK NDB/DME and hold, continue climb-in-hold to 3000.

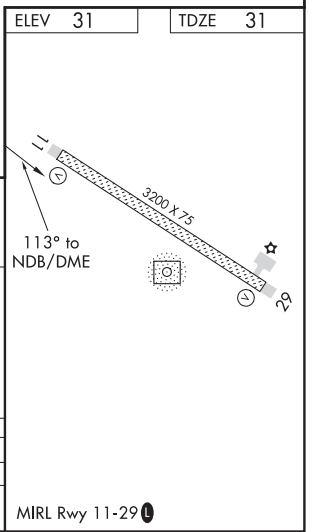
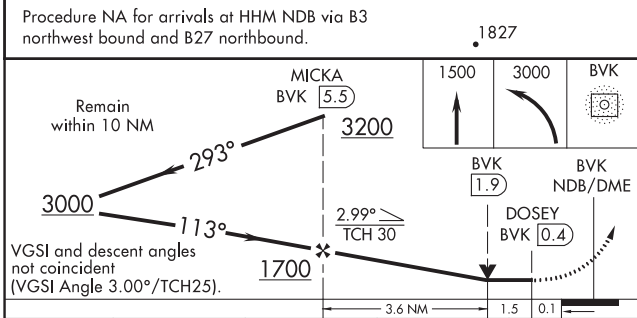
| | | | |
|-------------------------|--|--------------------------------|----------------------|
| AWOS-3 135.15 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.3 | CTAF 122.9 |
|-------------------------|--|--------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals at HHM NDB via B3 northwest bound and B27 northbound.



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|---|----|
| S-11 | 560-1 | 529 (600-1) | | NA |
| CIRCLING | 580-1 549 (600-1) | 600-1 569 (600-1) | | NA |

BUCKLAND, ALASKA

AL-9226 (FAA)

15288

| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| NDB/DME BVK 325 | APP CRS 279° | Rwy ldg TDZE Apt Elev | 3200 31 31 |
| Chan 78 (113.1) | | | |

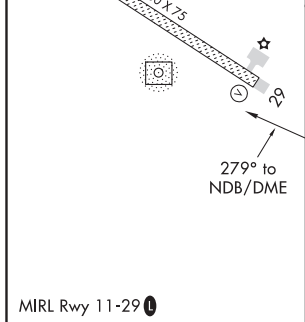
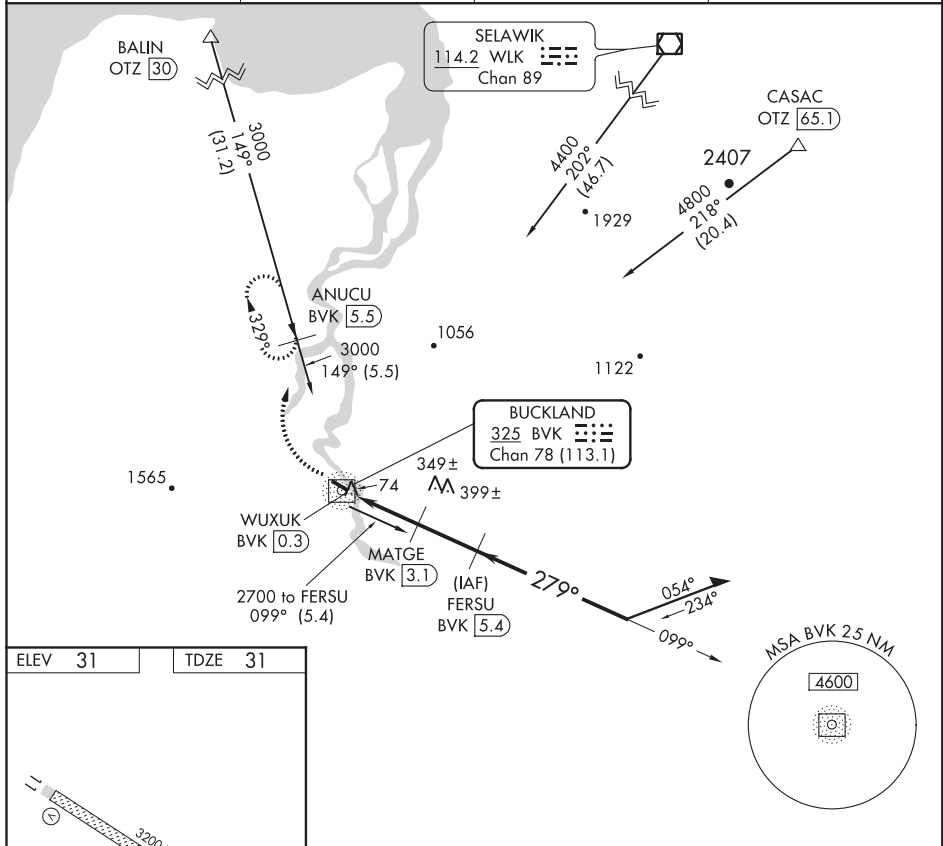
NDB/DME RWY 29

BUCKLAND (BVK)(PABL)

⚠ If local altimeter setting not received, use Selawik altimeter setting and increase all MDAs 120 feet.
❄ -36°C/-33°F Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 via BVK NDB/DME BRG 329° to ANUCU/BVK 5.5 DME and hold, continue climb-in-hold to 3000.

| | | | |
|-------------------------|--|--------------------------------|-------------------------------|
| AWOS-3 135.15 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.3 | CTAF 122.9 Ⓛ |
|-------------------------|--|--------------------------------|-------------------------------|



| | | | | |
|------------------------------|---|---------------|---------------------|------|
| 3000 ANUCU BVK 5.5 | VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 29) | | Remain within 10 NM | |
| BVK NDB/DME WUXUK BVK 0.3 | MATGE BVK 3.1 | FERSU BVK 5.4 | 6000 | 2400 |
| | | | 099° | 279° |
| | 1020 | 1800 | | |
| | 0.1 | 2.8 NM | 2.3 NM | |
| CATEGORY | A | B | C | D |
| S-29 | 700-1 | 669 (700-1) | | NA |
| CIRCLING | 700-1 | 669 (700-1) | | NA |

BUCKLAND, ALASKA
Amdt 1 05JUL07

65°59'N - 161°09'W

BUCKLAND (BVK)(PABL)

NDB/DME RWY 29

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 27

| | | |
|-------------|-----------|-------------|
| APCH CRS | Rwy Idg | 4800 |
| 254° | THRE | 14 |
| | Arpt Elev | 14 |

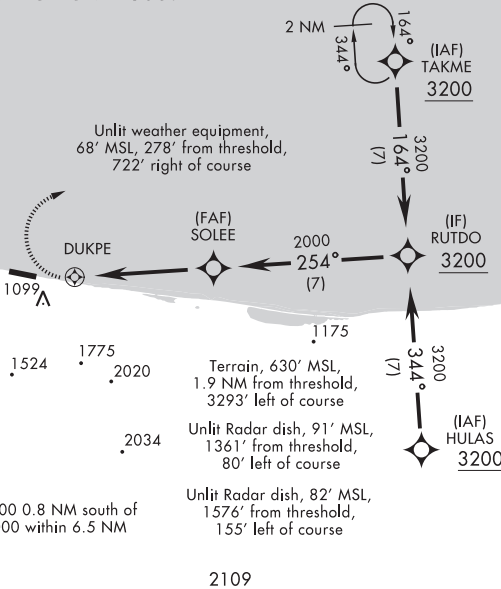
[USAF] AL-2327

CAPE LISBURNE LRRS (PALU)

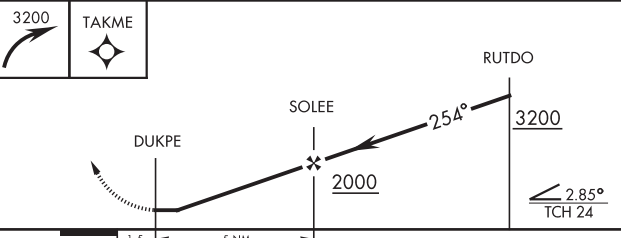
| | |
|--|--|
| <p>* Circling not authorized south of runway 9-27 DME/DME RNP -0.3 NA Night operations not authorized.</p> | <p>MISSED APPROACH: Climbing right turn to 3200 direct TAKME and hold.</p> |
| <p>ANCHORAGE CENTER APP/DEP CON 119.65 363.25</p> | <p>CAPE LISBURNE RADIO 126.2 (CTAF)</p> |

**Military Certified Aircrew or
Authorized Contract Aircraft only.**
Not for civil use.

Grid courses are True Polar courses and convergence angle factor shall not be applied
Uncontrolled Airspace below 700' AGL
within 7 NM of Cape Lisburne airport



EMERG SAFE ALT 100 NM 6700 FROM DUKPE



| | |
|---------|---------|
| ELEV 14 | THRE 14 |
|---------|---------|

4800 x 135

254° 6.5 NM from FAF

REIL Rwy 09-27
HIRL Rwy 09-27 **1**
TDZL Rwy 09-27 **1**

| CATEGORY | A | B | C | D |
|-------------------|------------------------------------|--|-------------------------|----------------|
| LNVA MDA | 1220-1 ³ / ₄ | 1206 (1300-1 ³ / ₄) | 1220-3 1206 (1300-3) | NOT AUTHORIZED |
| CIRCLING * | 1320-1 ³ / ₄ | 1306 (1400-1 ³ / ₄) | 1320-3 1306 (1400-3) | NOT AUTHORIZED |

RNAV (GPS) RWY 27

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

CAPE LISBURNE, ALASKA

NDB/DME-A

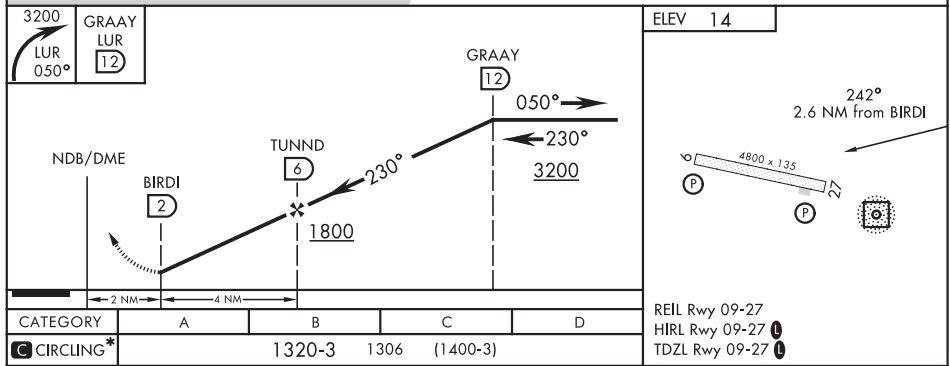
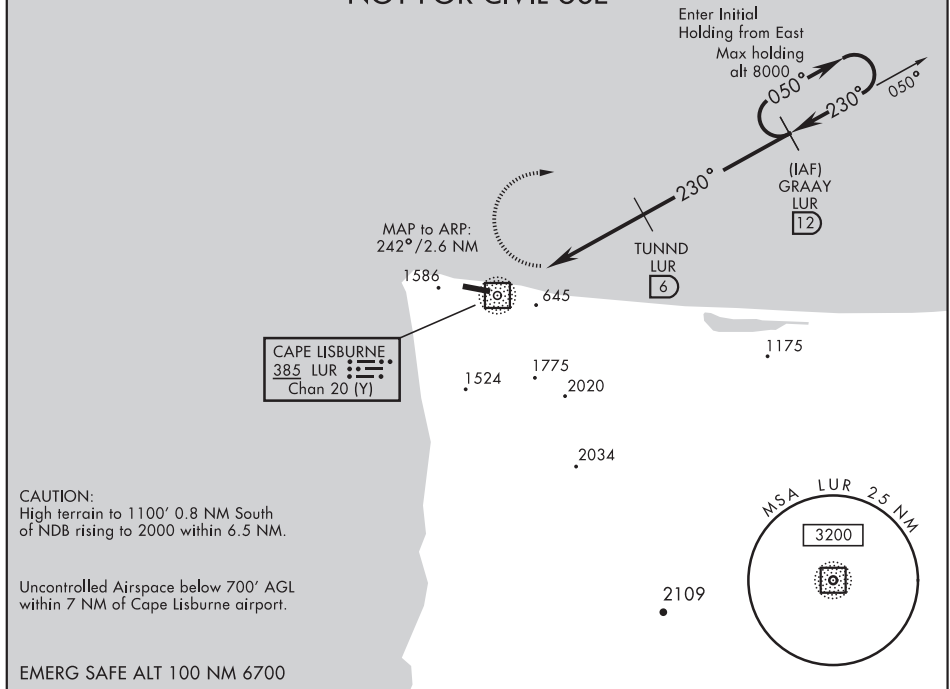
| | | |
|---|-------------------------|---|
| NDB/DME LUR 385 Chan 20 (Y) | APCH CRS 230° | Rwy Idg THRE Arprt Elev 4800 N/A 14 |
|---|-------------------------|---|

[USAF] AL-2327

CAPE LISBURNE LRRS (PALU)

| | |
|--|--|
| <p>▼ * Circling not authorized S of Rwy 8-26. Night operations not authorized.</p> | <p>MISSED APPROACH: Climbing right turn to 3200, intercept LUR 050° bearing to GRAAY and hold.</p> |
| <p>ANCHORAGE CENTER APP/DEP CON 119.65 363.25</p> | <p>CAPE LISBURNE RADIO 126.2 (CTAF)</p> |

MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY
NOT FOR CIVIL USE



CAPE LISBURNE, ALASKA 68°53'N-166°06'W CAPE LISBURNE LRRS (PALU)

Amdt 1 04FEB16

NDB/DME-A

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

CAPE LISBURNE SIX RWY 9 DEPARTURE (OBSTACLE) (LUR6•PHO)

CAPE LISBURNE, ALASKA

ANCHORAGE CENTER APP/DEP CON
119.65 363.25
CAPE LISBURNE RADIO
126.2 (CTAF)

SL-2327 [USAF]

MILITARY CERTIFIED
AIRCRAWS OR AUTHORIZED
CONTRACT AIRCRAFT
ONLY

NOT FOR CIVIL USE

CAUTION:
Do not exceed 220 KIAS until
intercepting LUR 014°.

WARNING:
High terrain within 2 NM of departure
end of runway requiring prompt compliance
with departure procedure instructions;
do not delay start of initial turn.

Night operations not authorized.
Procedure NA for CAT E aircraft.

Uncontrolled Airspace below 700' AGL
within 7 NM of Cape Lisburne airport.

POINT HOPE
221 PHO

CAPE LISBURNE
385 LUR

Chan 20 (Y)

9000

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Turn left within 1/2 mile from departure end of runway and intercept LUR NDB 014° outbound to ACADE. At ACADE, turn left, join PHO NDB 014° bearing inbound to PHO. Cross PHO at or above 9000, or routing/altitude as assigned by ATC.

TAKE-OFF RWY 27: NOT AUTHORIZED

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

GRAAY TWO DEPARTURE (OBSTACLE) (RNAV 1) (GRAAY2•JAPKI)

CAPE LISBURNE, ALASKA

ANCHORAGE CENTER APP/DEP CON
119.65 363.25
CAPE LISBURNE RADIO
126.2 (CTAF)

SL-2327 [USAF]

GPS REQUIRED

NOT FOR CIVIL USE

For use by certified military aircrew or authorized military contract aircraft only.

CAUTION:
Do not exceed 220 KIAS
until direct GRAAY.

GRAAY

1586



2050

121°
(40.2)



JAPKI

WARNING:

High terrain within 2 NM of departure end of runway. Prompt compliance with departure instructions is essential to flight safety. Do not delay initial turn at 114°.

Night operations not authorized.

DME/DME RNP-0.3 NA

Procedure NA for CAT E aircraft.

Uncontrolled Airspace below 700' AGL within 7 NM of Cape Lisburne airport.

Use of T228 airway requires aircraft to be equipped with TSO-145a/146a capability.

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9: Climb heading 089° to 114, then climbing left turn to 8000 direct GRAAY, then right turn on track 121° to JAPKI via filed route and altitude.

TAKE-OFF RWY 27: NOT AUTHORIZED

CAPE NEWENHAM, ALASKA

RNAV (GPS) RWY 15

| | |
|-------------------------|--|
| APCH CRS 172° | Rwy Idg THRE 226 Arpt Elev 531 |
|-------------------------|--|

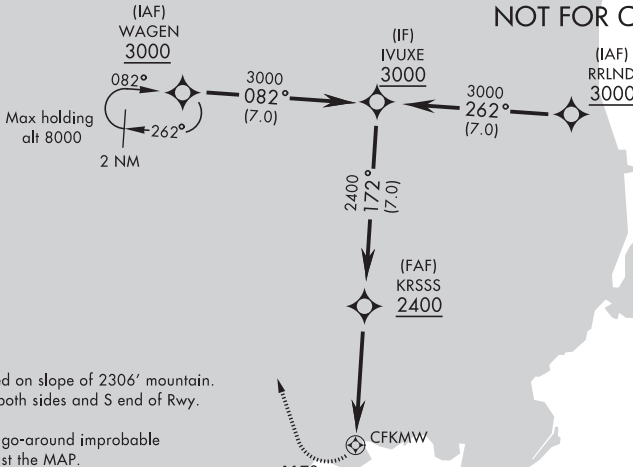
AL-2235 [USAF]

CAPE NEWENHAM LRRS (PAEH)

| | |
|---|--|
| <p>▼ When VGSI inop, procedure NA at night. DME/DME RNP - 0.3 NA.</p> | <p>MISSED APPROACH: Climbing right turn to 3000 direct WAGEN and hold.</p> |
| <p>ANCHORAGE CENTER 124.2 251.1</p> | <p>CAPE NEWENHAM RADIO 126.2</p> |

**MILITARY CERTIFIED AIRCREWS
OR AUTHORIZED CONTRACT
AIRCRAFT ONLY
NOT FOR CIVIL USE**

USAF Only: When VGSI inop, straight-in RWY 15 authorized at night with MAJCOM A3 approval.



CAUTION:

- Rwy located on slope of 2306' mountain. High terrain both sides and S end of Rwy.
- Successful go-around improbable if initiated past the MAP.

Uncontrolled Airspace below 700' AGL within 7 NM of Cape Newenham airport.

Terrain, 250 ft MSL, 200 ft from threshold, 1331 ft left of course.

EMERG SAFE ALT 100 NM 6900 from CFKMW

| <p>3000 WAGEN</p> | <p>ELEV 531</p> <p>THRE 226</p> | | | | | | | | | | |
|---|---------------------------------|--------------|--------|--------------|---|------|--------|--------------|--------|--------------|---|
| | <p>172° to RWY 14</p> | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-15</td> <td>1300-2</td> <td>1074 (800-2)</td> <td>1300-3</td> <td>1074 (800-3)</td> </tr> </tbody> </table> | CATEGORY | A | B | C | D | S-15 | 1300-2 | 1074 (800-2) | 1300-3 | 1074 (800-3) | <p>REIL Rwy 15</p> <p>Land Rwy 15 tkof Rwy 35</p> |
| CATEGORY | A | B | C | D | | | | | | | |
| S-15 | 1300-2 | 1074 (800-2) | 1300-3 | 1074 (800-3) | | | | | | | |
| <p>CIRCLING</p> | <p>NOT AUTHORIZED</p> | | | | | | | | | | |

CAPE NEWENHAM, ALASKA
Orig 10DEC15

58°39'N-162°04'W

CAPE NEWENHAM LRRS (PAEH)

RNAV (GPS) RWY 15

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

CAPE NEWENHAM, ALASKA

NDB/DME RWY 15

| | | |
|---|-------------------------|--|
| NDB/DME EHM 385 Chan 18 (Y) | APCH CRS 182° | Rwy ldg THRE 226 Arpt Elev 531 |
|---|-------------------------|--|

AL-2235 [USAF]

CAPE NEWENHAM LRRS (PAEH)

▼ Night operations not authorized.

ANCHORAGE CENTER
124.2 251.1

MISSED APPROACH: Climbing right turn to 3900, intercept EHM NDB 002° bearing to ELPEE and hold, continue climb in holding to 3900.

CAPE NEWENHAM RADIO
126.2

**MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT
ONLY**

NOT FOR CIVIL USE

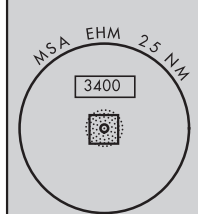
CAUTION:

1. Rwy located on slope of 2306' mountain. High terrain both sides and S end of Rwy.

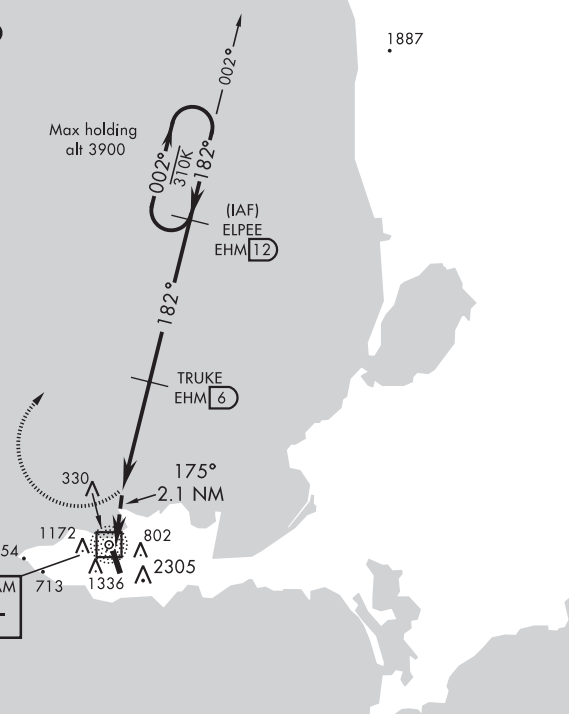
2. Successful go-around improbable if initiated past the MAP.

Uncontrolled Airspace below 700' AGL within 7 NM of Cape Newenham airport.

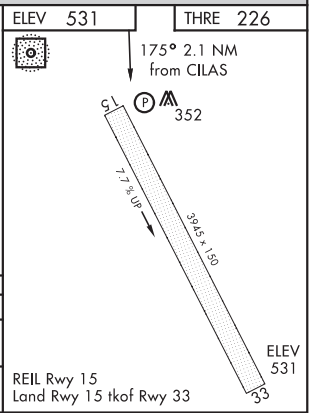
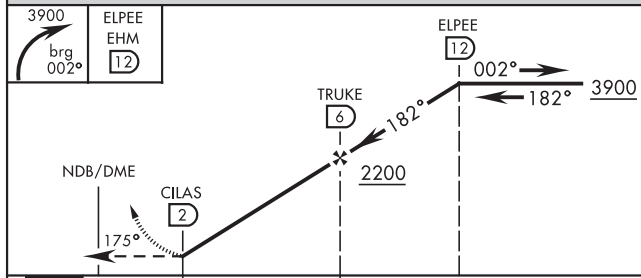
Terrain, 250 ft MSL, 200 ft from threshold, 1784 ft left of course.



CAPE NEWENHAM
385 EHM
Chan 18 (Y)



EMERG SAFE ALT 100 NM 6900



| CATEGORY | A | B | C | D |
|----------|----------------------|---|--------------------|---|
| S-15 | 1180-2½ 954 (700-2½) | | 1180-3 954 (700-3) | |
| CIRCLING | NOT AUTHORIZED | | | |

REIL Rwy 15
Land Rwy 15 tkof Rwy 33

CAPE NEWENHAM, ALASKA
Orig 10DEC15

58°39'N-162°04'W

CAPE NEWENHAM LRRS (PAEH)

NDB/DME RWY 15

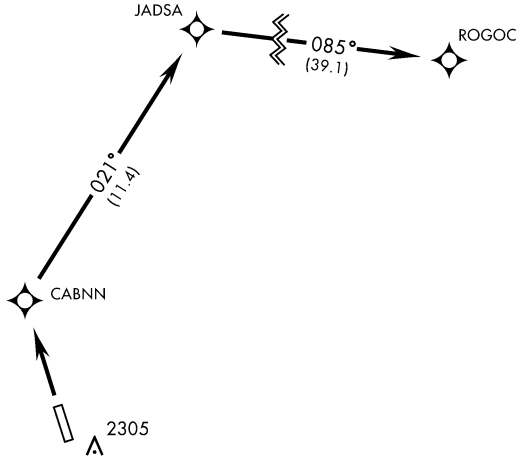
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

ANCHORAGE CENTER
124.2 251.1
CAPE NEWENHAM RADIO
126.2

MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT
ONLY

NOT FOR CIVIL USE



CAUTION:
High terrain both sides and south
end of runway.

Uncontrolled Airspace below 700' AGL
within 7 NM of Cape Newenham airport.

Night operations not authorized.

DME/DME RNP-0.3 NA.

RNAV 1
GPS REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 33: Climb to 5000 direct CABNN, then via track 021° to JADSA,
then via track 085° to ROGOC, join T223.

TAKE-OFF RWY 15: NA.

CAPE ROMANZOF, ALASKA

NDB/DME RWY 2

| | | | | |
|-----------------------|-------------------------|---|----------------|---------------------------|
| NDB CFZ 275 | APCH CRS 048° | Rwy ldg THRE 3995 Arpt Elev 374 467 | AL-2326 [USAF] | CAPE ROMANZOF LRRS (PACZ) |
|-----------------------|-------------------------|---|----------------|---------------------------|

▼ Night operations not authorized. MISSED APPROACH: Climb left turn to 3600 to intercept CFZ NDB 228° bearing to MOTRS/12 DME and hold.

| | | |
|--|-------------------------------|-----------------------------|
| ANCHORAGE CENTER 124.5 226.8 | UNICOM 126.2 (CTAF) | KENAI RADIO 122.1 |
|--|-------------------------------|-----------------------------|

**MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY**

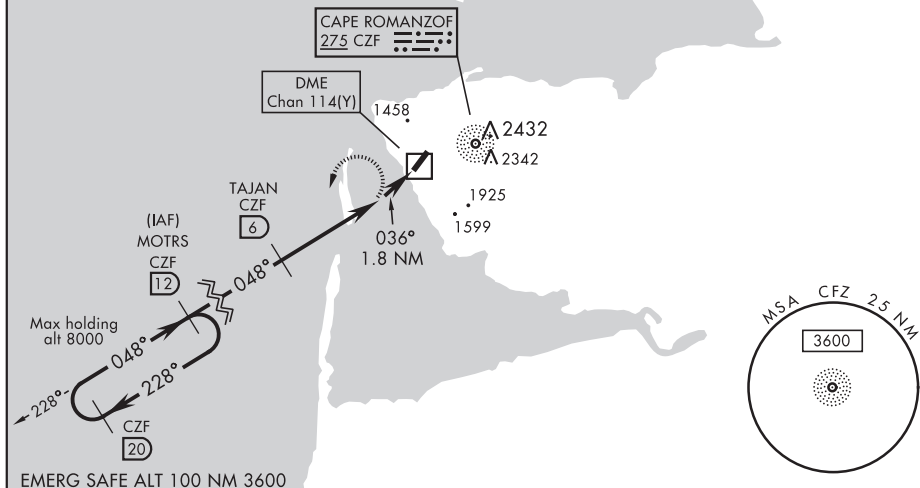
NOT FOR CIVIL USE

CAUTION:

1. Final Approach Course intersects extended runway centerline 4,520' prior to threshold.

2. Successful go-around improbable if initiated beyond the MAP.

Uncontrolled Airspace below 700' AGL within 7 NM of Cape Romanzof airport.



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|-------------------------|--------------------|----------|----------|
| 3600 CFZ Brg 228° | MOTRS CFZ 12 | ELEV 467 | THRE 374 |
|-------------------------|--------------------|----------|----------|

| | | | | |
|----------|----------------|----------------|--------|---------------|
| CATEGORY | A | B | C | D |
| S-2 | 1520-2½ | 1146 (1100-2½) | 1520-3 | 1146 (1100-3) |
| CIRCLING | NOT AUTHORIZED | | | |

REIL Rwy 2
LIRL Rwy 2
Land Rwy 2 takeoff Rwy 20

CAPE ROMANZOF, ALASKA
Orig 31MAR16

61°47'N-166°02'W

CAPE ROMANZOF LRRS (PACZ)

NDB/DME RWY 2

KENAI RADIO
122.1
UNICOM
126.2 (CTAF)
ANCHORAGE CENTER
124.5 226.8

SL-2326 [USAF]

MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

NOT FOR CIVIL USE

CAUTION:

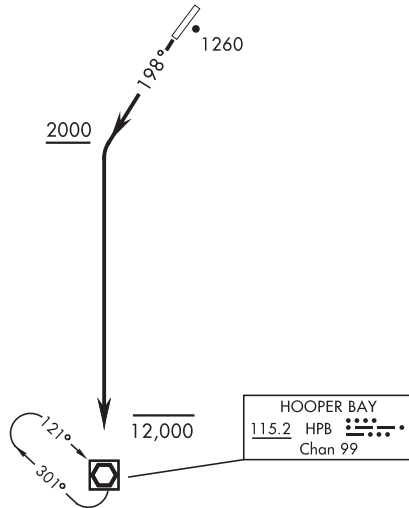
Terrain rises rapidly West, North,
and East of centerline.

Uncontrolled Airspace below 700' AGL
within 7 NM of Cape Romanzof airport.

Night operations not authorized.

Do NOT exceed 270 KIAS until 2000.

Procedure NA for CAT E aircraft.



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 20: Climb heading 198° to 2000, then climbing left turn direct
HPB VOR/DME, enter holding and climb to the MEA for assigned routing.

TAKE-OFF RWY 02: Departures not authorized.

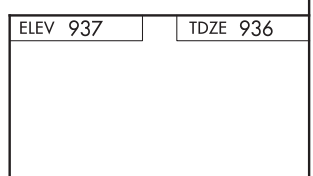
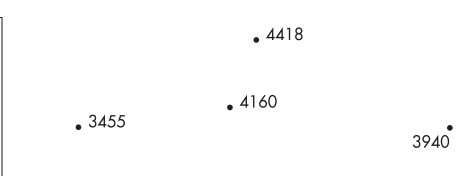
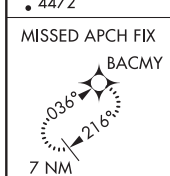
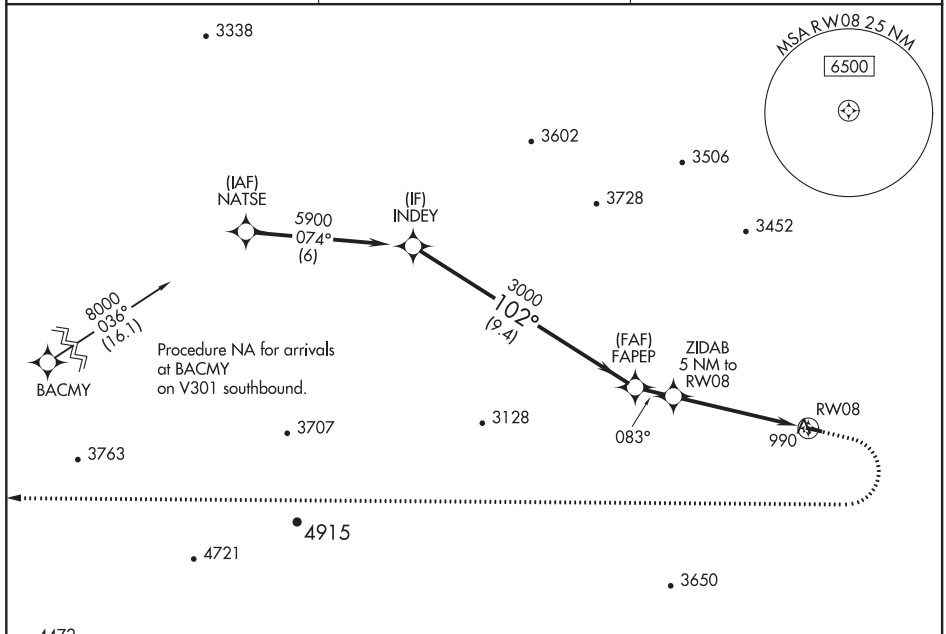
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 2661 |
| 083° | TDZE | 936 |
| | Apt Elev | 937 |

RNAV (GPS) RWY 8

CENTRAL (CEM) (PACE)

| | | |
|--|---|---|
| <p>⚠ NA</p> <p>⚠ -25°C/-13°F</p> | <p>DME/DME RNP-0.3 NA. Use Fort Yukon altimeter setting; when not received, procedure NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 8 NA.</p> | <p>MISSED APPROACH: Climb to 3700 then climbing right turn to 8000 direct BACMY and hold.</p> |
|--|---|---|

| | | |
|--|---|---------------------------------|
| <p>FORT YUKON AWOS-3</p> <p>125.8</p> | <p>ANCHORAGE CENTER</p> <p>135.0 284.7</p> | <p>CTAF</p> <p>122.9</p> |
|--|---|---------------------------------|



| | | |
|--------------------------|---|---------------------------------|
| <p>INDEY</p> <p>5900</p> | <p>Descent angle NA.</p> <p>3700</p> <p>8000</p> <p>BACMY</p> | <p>083° to RW08</p> |
| <p>FAPEP</p> <p>3000</p> | <p>ZIDAB</p> <p>5 NM to RW08</p> | <p>2782 X 60</p> <p>0.7% UP</p> |
| <p>RW08</p> <p>2540</p> | <p>9.4 NM</p> <p>1.4 NM</p> <p>5 NM</p> | |

| | | | | |
|-------------------|---------------------------|---------------------------|----|---|
| CATEGORY | A | B | C | D |
| LNVA MDA | 2420-1¼ 1484 (1500-1¼) | 2420-1½ 1484 (1500-1½) | NA | |
| C CIRCLING | 2420-1¼ 1483 (1500-1¼) | 2420-1½ 1483 (1500-1½) | NA | |

ELEV 937 TDZE 936

MIRL Rwy 8-26

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|--|------------------------|---|
| WAAS CH 82631 W26A | APP CRS 264° | Rwy ldg 2782 TDZE 937 Apt Elev 937 |
|--|------------------------|---|

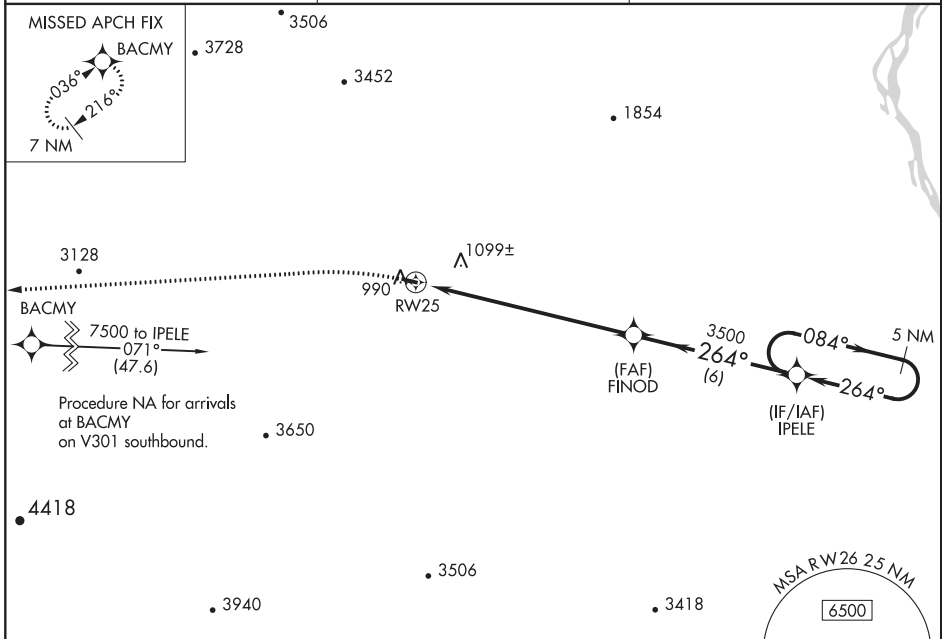
RNAV (GPS) RWY 26

CENTRAL (CEM) (PACE)

NA DME/DME RNP-0.3 NA. Use Fort Yukon altimeter setting; when not received, procedure NA. Helicopter visibility reduction below 3/4 SM NA. Night Landing: Rwy 8 NA.

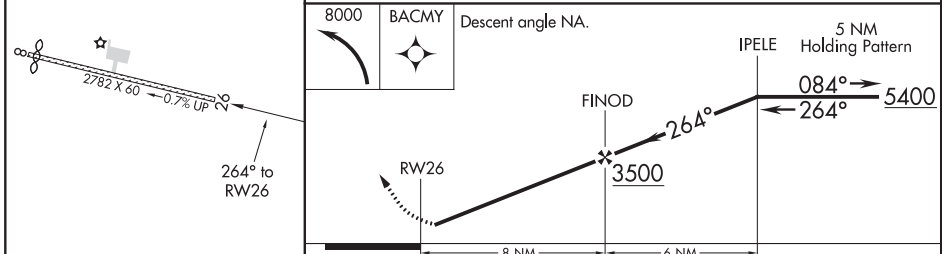
MISSED APPROACH: Climbing left turn to 8000 direct BACMY and hold.

| | | |
|-----------------------------------|--|------------------------|
| FORT YUKON AWOS-3 125.8 | ANCHORAGE CENTER 135.0 284.7 | (CTAF) 122.9 |
|-----------------------------------|--|------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

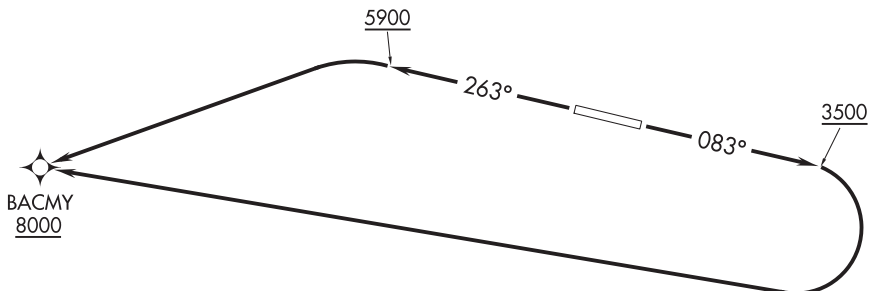
AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|-------------------|---------------------------|---------------------------|---|----|
| LP MDA | 2440-1¼ 1503 (1600-1¼) | 2440-1½ 1503 (1600-1½) | | NA |
| LNAV MDA | 2900-1¼ 1963 (2000-1¼) | 2900-1½ 1963 (2000-1½) | | NA |
| C CIRCLING | 2900-1¼ 1963 (2000-1¼) | 2900-1½ 1963 (2000-1½) | | NA |

BACMY TWO DEPARTURE (RNAV)

CENTRAL, ALASKA

ANCHORAGE CENTER
135.0 284.7**TOP ALTITUDE:
8000**

NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 8: Standard.

Rwy 26: Standard with minimum climb of 316' per NM to 4100.

TAKEOFF OBSTACLE NOTES

Rwy 8: Trees beginning 149' from DER, left and right of centerline, up to 73' AGL/972' MSL.

Rwy 26: Trees beginning 80' from DER, left and right of centerline, up to 78' AGL/1045' MSL.

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

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

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

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

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

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

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

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 3500, then climbing right turn to 8000 direct BACMY before proceeding on course.TAKEOFF RUNWAY 26: Climb heading 263° to 5900, then climbing left turn to 8000 direct BACMY before proceeding on course.

BACMY TWO DEPARTURE (RNAV)

(BACMY2.BACMY) 21JUL16

CENTRAL, ALASKA

CENTRAL (CEM) (PACE)

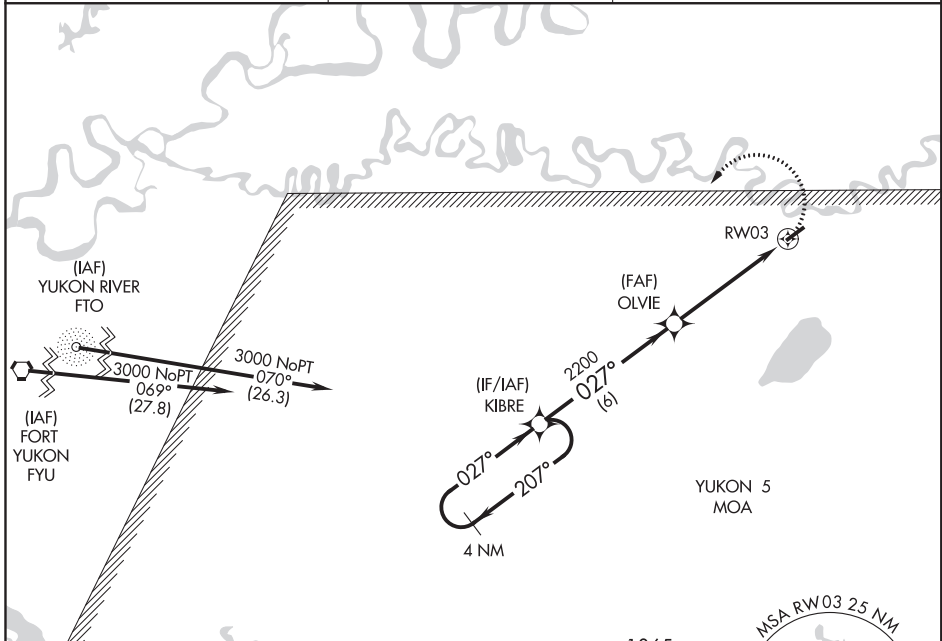
| | | |
|------------------------|-----------------------------|---|
| APP CRS 027° | Rwy Idg TDZE Apt Elev | 4000 538 544 |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 3

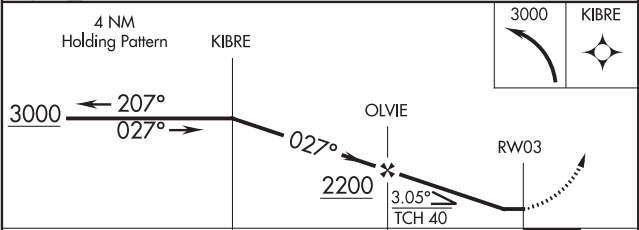
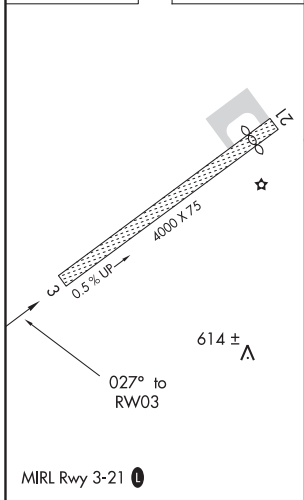
CHALKYITSIK (CIK) (PACI)

| | | |
|-------------------|--|---|
| NA -32°C/-26°F | DME/DME RNP-0.3 NA. Use Fort Yukon altimeter setting. | MISSED APPROACH: Climbing left turn to 3000 direct KIBRE and hold. |
|-------------------|--|---|

| | | |
|-----------------------------------|--|----------------------|
| FORT YUKON AWOS-3 125.8 | ANCHORAGE CENTER 135.0 225.4 | CTAF 122.9 |
|-----------------------------------|--|----------------------|



| | |
|----------|----------|
| ELEV 544 | TDZE 538 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|----|
| LNAV MDA | 1020-1 | 482 (500-1) | 1020-1¼ 482 (500-1¼) | NA |
| CIRCLING | 1120-1 576 (600-1) | 1180-1 636 (700-1) | 1220-2 676 (700-2) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

CHALKYITSIK, ALASKA

AL-10151 (FAA)

15288

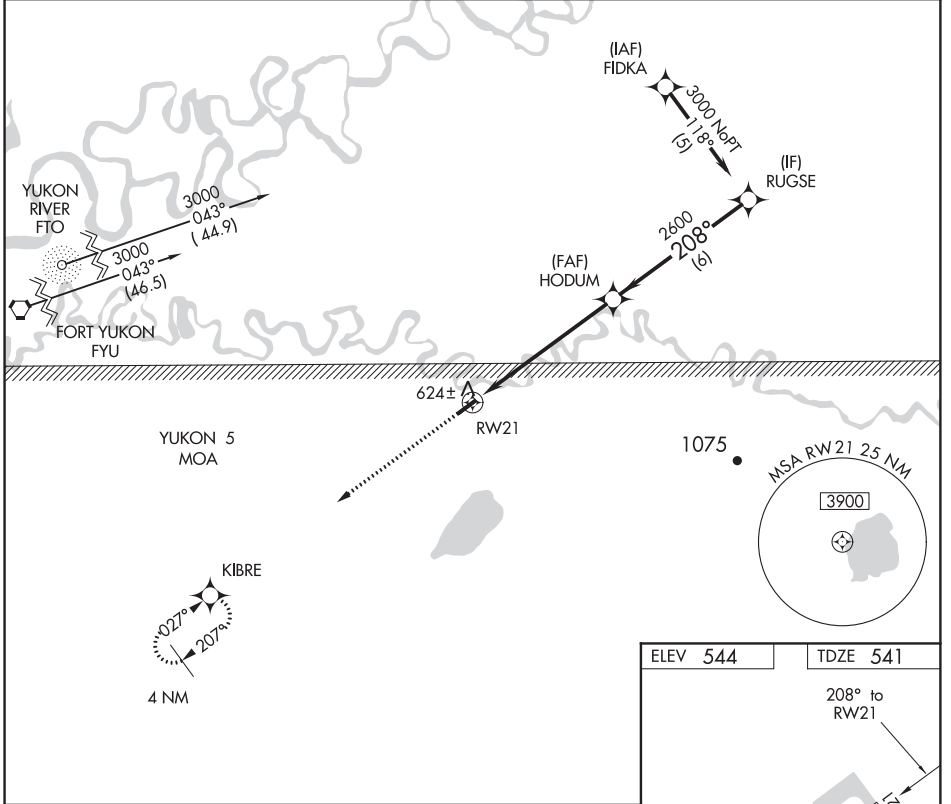
| | | |
|------------------------|-----------------------------|---|
| APP CRS 208° | Rwy ldg TDZE Apt Elev | 3500 541 544 |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 21

CHALKYITSIK (CIK) (PACI)

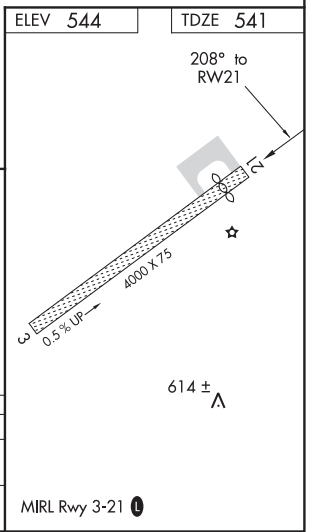
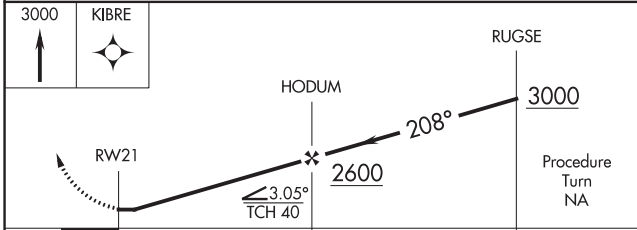
| | | |
|-------------------|--|--|
| NA -32°C/-26°F | DME/DME RNP-0.3 NA. Use Fort Yukon altimeter setting. | MISSED APPROACH: Climb to 3000 direct KIBRE and hold. |
|-------------------|--|--|

| | | |
|-----------------------------------|--|----------------------|
| FORT YUKON AWOS-3 125.8 | ANCHORAGE CENTER 135.0 225.4 | CTAF 122.9 |
|-----------------------------------|--|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|----|
| LNAV MDA | 1040-1 | 499 (500-1) | 1040-1½ 499 (500-1½) | NA |
| CIRCLING | 1120-1 576 (600-1) | 1180-1 636 (700-1) | 1220-2 676 (700-2) | NA |

CHALKYITSIK, ALASKA
Orig-A 16FEB06

66° 39' N-143° 44' W

CHALKYITSIK (CIK) (PACI)

RNAV (GPS) RWY 21

APP CRS **020°**
 Rwy Idg **3220**
 TDZE **47**
 Apt Elev **47**

RNAV (GPS) RWY 2

CHEVAK (VAK)(PAVA)

▽ DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 1900 direct JIDKU and hold.

AWOS-3
120.625

ANCHORAGE CENTER
124.5 226.8

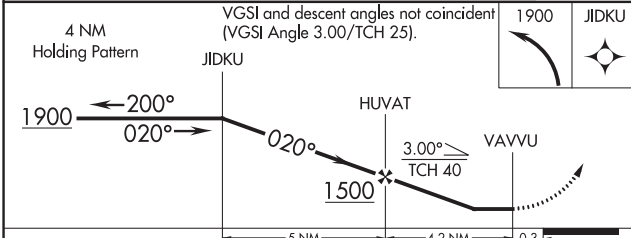
UNICOM
122.8

CTAF
123.0 0



| | |
|---------|---------|
| ELEV 47 | TDZE 47 |
|---------|---------|

MIRL Rwy 2-20 0
 REIL Rwys 2 and 20 0



| CATEGORY | A | B | C | D |
|----------|-------|-------------|----|---|
| LNVA MDA | 480-1 | 433 (500-1) | NA | |
| CIRCLING | 520-1 | 473 (500-1) | NA | |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

CHEVAK, ALASKA

AL-10153 (FAA)

16035

RNAV (GPS) RWY 20

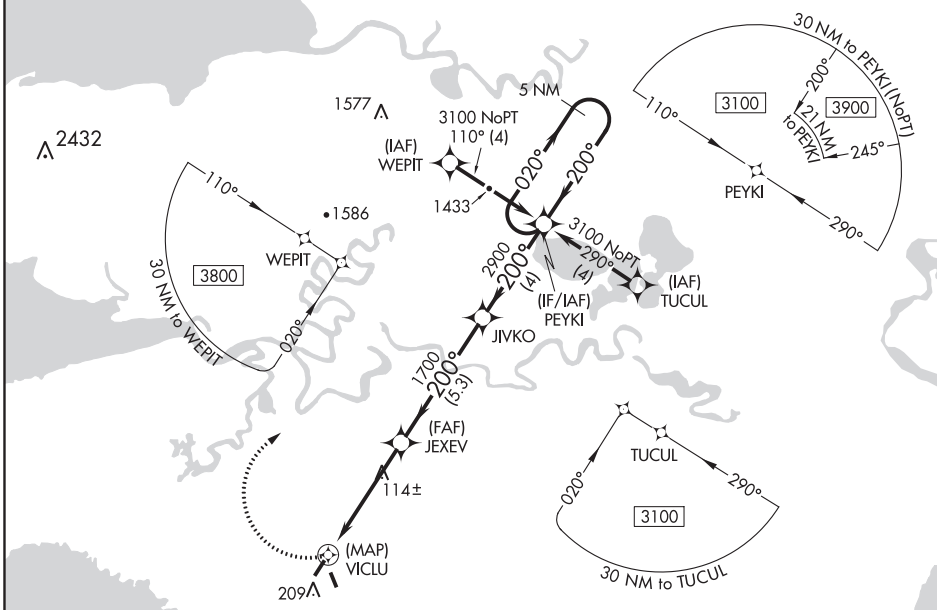
CHEVAK (VAK)(PAVA)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3220 |
| 200° | TDZE | 47 |
| | Apt Elev | 47 |

▽ DME/DME RNP- 0.3 NA.
▲ When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 3100 direct PEYKI and hold.

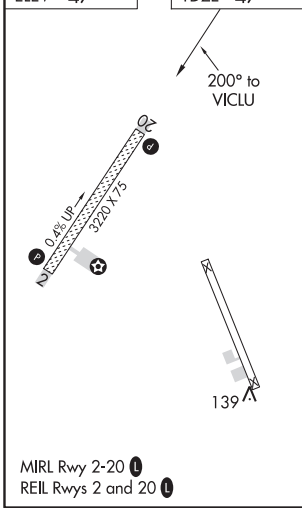
| | | | |
|--------------------------|--|------------------------|------------------------|
| AWOS-3 120.625 | ANCHORAGE CENTER 124.5 226.8 | UNICOM 122.8 | CTAF 123.0 0 |
|--------------------------|--|------------------------|------------------------|



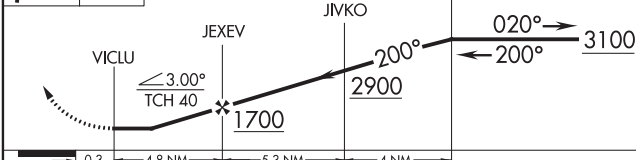
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------------|----------------|
| ELEV 47 | TDZE 47 |
|----------------|----------------|



3100 PEYKI **5 NM** Holding Pattern
 VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).



| | | | | |
|----------|-------|-------------|----|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 460-1 | 413 (500-1) | NA | |
| CIRCLING | 520-1 | 473 (500-1) | NA | |

CHEVAK, ALASKA
 Orig-B 29MAY14

61°32'N-165°36'W

CHEVAK (VAK)(PAVA) RNAV (GPS) RWY 20

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 48814 W09A | APP CRS 091° | Rwy Idg TDZE Apt Elev | 3401 244 244 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 9

CHUATHBALUK (9A3) (PACH)

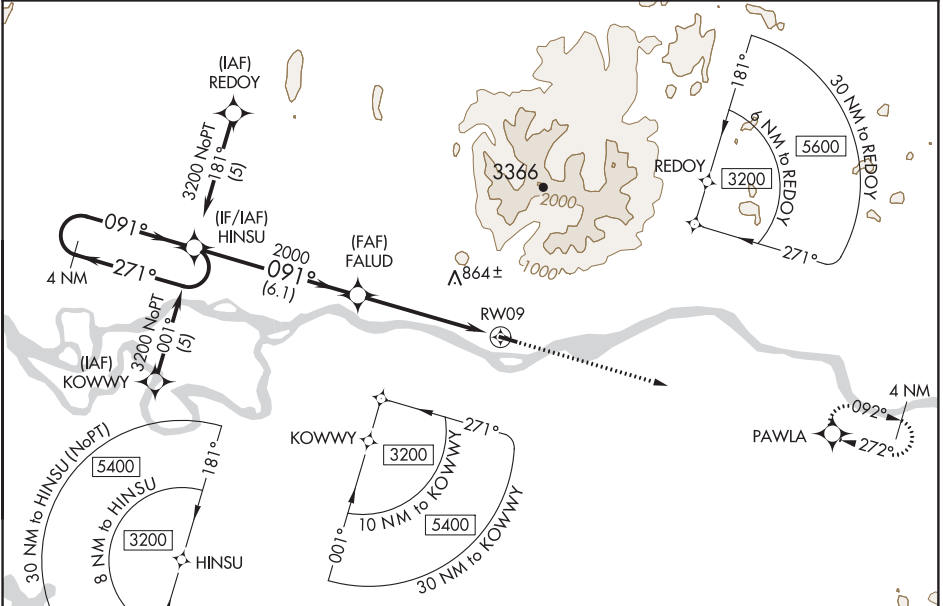
NA
-35°C/-31°F

Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Aniak altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LPV all Cats visibility ¼ mile, and increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3400 direct PAWLA and hold.

ANCHORAGE CENTER
118.15 251.05

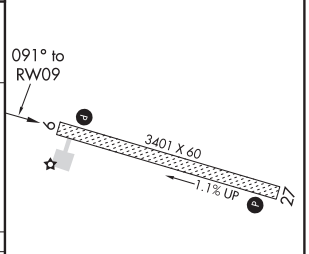
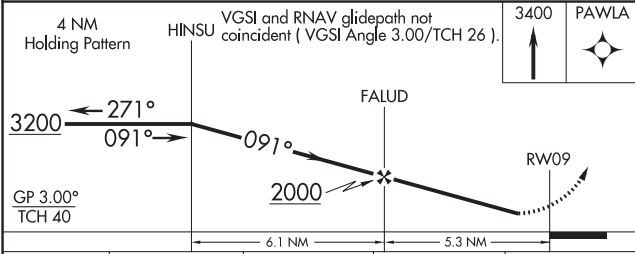
CTAF
122.9



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| | |
|----------|----------|
| ELEV 244 | TDZE 244 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|----|
| LPV DA | 652-1½ 408 (500-1½) | | | NA |
| LNAV MDA | 1000-1 756 (800-1) | 1000-1¼ 756 (800-1¼) | 1000-2¼ 756 (800-2¼) | NA |
| CIRCLING | 1000-1 756 (800-1) | 1000-1¼ 756 (800-1¼) | 1000-2¼ 756 (800-2¼) | NA |

MIRL Rwy 9-27
REIL Rws 9 and 27

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 93514 W27A | APP CRS 272° | Rwy Idg TDZE Apt Elev | 3401 238 244 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 27

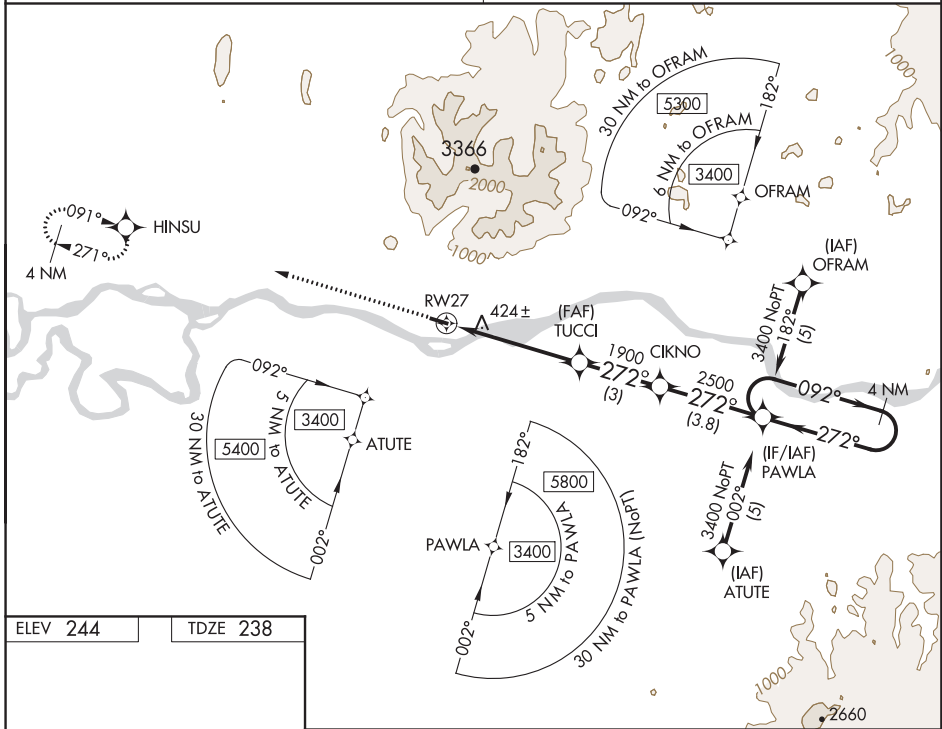
CHUATHBALUK (9A3) (PACH)

NA
-35°C/-31°F

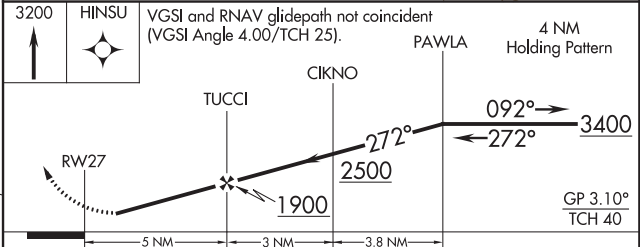
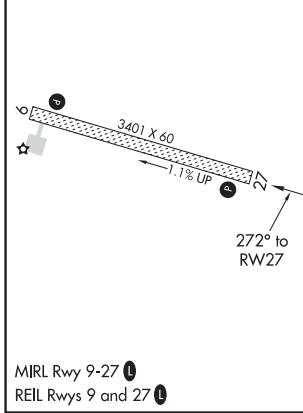
Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Anick altimeter setting; when not received, use Kalskag altimeter setting and increase all DA 58 feet and MDA 60 feet and increase LNAV and circling Cats A and C visibility ¼ mile.

MISSED APPROACH:
Climb to 3200 direct HINSU and hold.

| | |
|--|----------------------|
| ANCHORAGE CENTER 118.15 251.05 | CTAF 122.9 |
|--|----------------------|



| | |
|-----------------|-----------------|
| ELEV 244 | TDZE 238 |
|-----------------|-----------------|

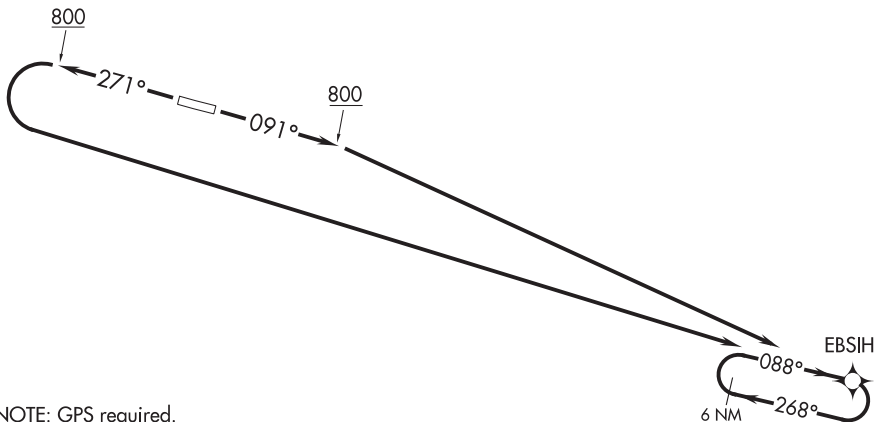


| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|----|
| LPV DA | 759-2 521 (600-2) | | | NA |
| LNAV MDA | 1100-1 862 (900-1) | 1100-1¼ 862 (900-1¼) | 1100-2½ 862 (900-2½) | NA |
| CIRCLING | 1100-1 856 (900-1) | 1100-1¼ 856 (900-1¼) | 1100-2½ 856 (900-2½) | NA |

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ANCHORAGE CENTER
118.15 251.05



NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 9: 300-1½ or standard with minimum climb of 283' per NM to 600.
Rwy 27: 300-1 or standard with minimum climb of 624' per NM to 600.

TAKEOFF OBSTACLE NOTES

- Rwy 9: Trees beginning 312' from DER, 10' left of centerline, up to 75' AGL/424' MSL.
Trees 5324' from DER, 205' right of centerline, 75' AGL/420' MSL.
- Rwy 27: Windsock 313' from DER, 357' left of centerline, 28' AGL/268' MSL.
Trees beginning 1845' from DER, 114' left of centerline, up to 45' AGL/ 295' MSL.
Pole 2376' from DER, 531' left of centerline, 58' AGL/308' MSL.
Vehicle on road 176' from DER, 427' right of centerline, 15' AGL/254' MSL.
Trees beginning 271' from DER, 185' right of centerline, up to 72' AGL/324' MSL.
Building 2485' from DER, 489' right of centerline, 30' AGL/314' MSL.
Poles beginning 2517' from DER, 243' right of centerline, up to 74' AGL/324' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 091° to 800, then climbing right turn direct EBSIH WP, Thence. . . .

TAKEOFF RUNWAY 27: Climb heading 271° to 800, then climbing left turn direct EBSIH WP, Thence. . . .

. . . . climb in EBSIH WP holding pattern to at or above MEA/MCA for assigned route of flight. Expect filed altitude 10 minutes after departure.

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CLARKS POINT, ALASKA

AL-10302 (FAA)

15288

| | | |
|--|------------------------|---|
| WAAS CH 82213 W18A | APP CRS 183° | Rwy Idg 3200 TDZE 61 Apt Elev 80 |
|--|------------------------|---|

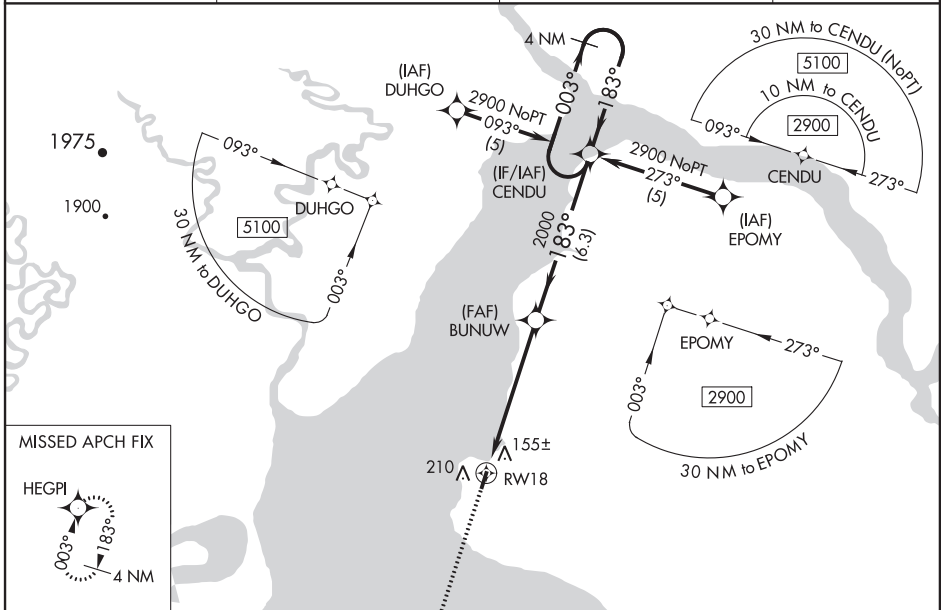
RNAV (GPS) RWY 18

CLARKS POINT (CLP) (PFCL)

⚠ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply. Use Dillingham altimeter setting; when not received use Manokotak altimeter setting and increase all DA/MDA 20 feet. Procedure NA at night.

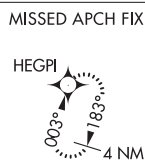
MISSED APPROACH: Climb to 2900 direct HEGPI and hold.

| | | | |
|--------------------------|------------------------------------|--|-------------------------------|
| AWOS-3P 121.45 | DILLINGHAM AWOS-3 135.55 | ANCHORAGE CENTER 132.75 282.35 | CTAF 122.9 Ⓛ |
|--------------------------|------------------------------------|--|-------------------------------|

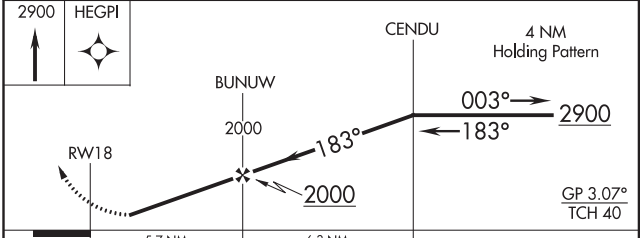
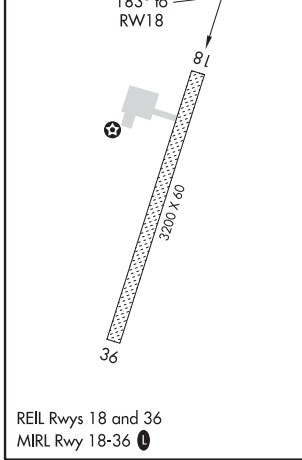


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|----------------|----------------|
| ELEV 80 | TDZE 61 |
|----------------|----------------|



| CATEGORY | A | B | C | D |
|--------------|---------------------|-------------|------------------------|------------------------|
| LPV DA | 355-1 294 (300-1) | | | |
| LNAV/VNAV DA | 464-1½ 403 (400-1½) | | | |
| LNAV MDA | 620-1 | 559 (600-1) | 620-1½ 559 (600-1½) | 620-1¾ 559 (600-1¾) |
| CIRCLING | 620-1 | 540 (600-1) | 620-1½ 540 (600-1½) | 640-2 560 (600-2) |

CLARKS POINT, ALASKA
Orig-A 23SEP10

58°50'N-158°32'W

CLARKS POINT (CLP) (PFCL) RNAV (GPS) RWY 18

RNAV (GPS) RWY 36

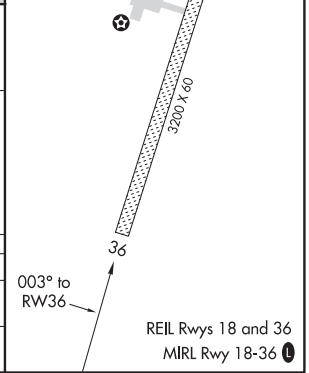
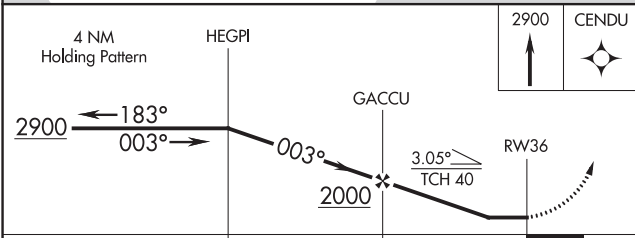
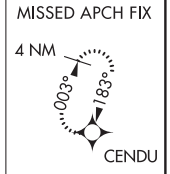
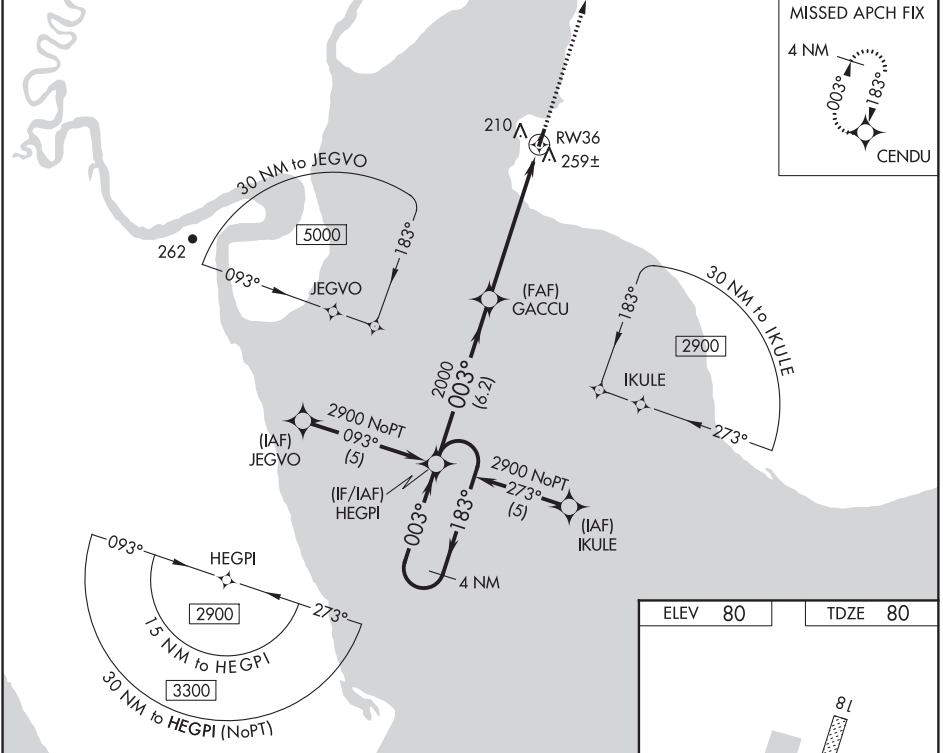
CLARKS POINT (CLP) (PFCL)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3200 |
| 003° | TDZE | 80 |
| | Apt Elev | 80 |

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA Inoperative table does not apply. Use Dillingham altimeter setting;
❄ -34°C/-29°F when not received use Manokotak altimeter setting and increase all MDA 20 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2900 direct CENDU and hold.

| | | | |
|--------------------------|------------------------------------|--|----------------------|
| AWOS-3P 121.45 | DILLINGHAM AWOS-3 135.55 | ANCHORAGE CENTER 132.75 282.35 | CTAF 122.9 |
|--------------------------|------------------------------------|--|----------------------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------------|------------------------------|
| LNVA MDA | 540-1 | 460 (500-1) | 540-1 1/4 460 (500-1 1/4) | 540-1 1/2 460 (500-1 1/2) |
| CIRCLING | 600-1 | 520 (600-1) | 600-1 1/2 520 (600-1 1/2) | 640-2 560 (600-2) |

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COLD BAY, ALASKA

HI-ILS or LOC/DME RWY 15

| | | |
|---------------------------|-------------------------|---|
| LOC I-CDB 110.3 | APCH CRS 146° | Rwy ldg 10,180 THRE 73 Arpt Elev 101 |
|---------------------------|-------------------------|---|

JAL-1241 [USAF]

COLD BAY (CDB) (PACD)

▼ * When ALS inop, increase vis to 1½ miles.
 ** When ALS inop, increase vis to 1¾ miles.
 *** Circling not authorized SW of Rwy 15-33.

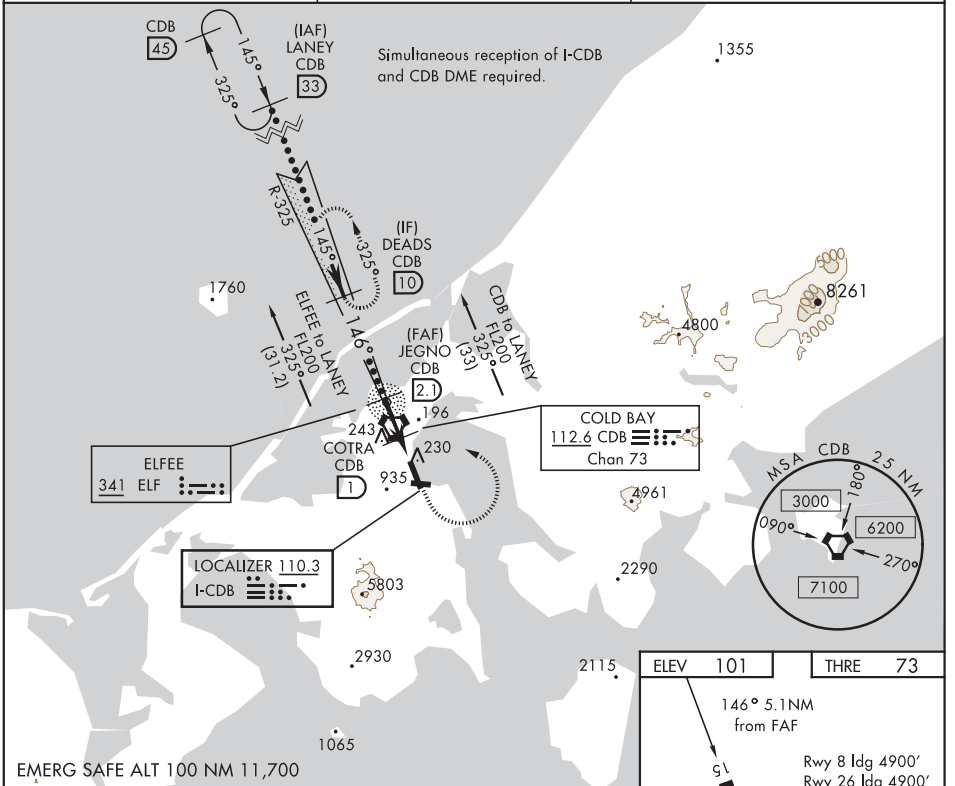


MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct CDB VORTAC, then on CDB R-325 to DEADS/CDB 10 DME and hold.

ANCHORAGE CENTER
118.5 278.3

COLD BAY RADIO
123.6 (CTAF) 0

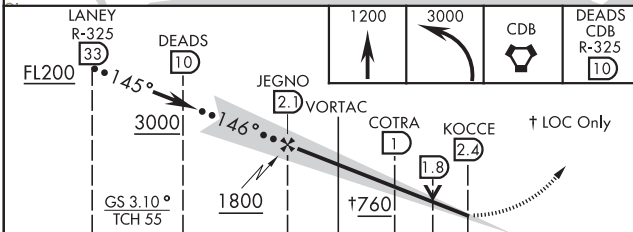
ASOS
135.75



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EMERG SAFE ALT 100 NM 11,700



| | | | |
|--|------|------|----------------|
| ELEV | 101 | THRE | 73 |
| <p>146° 5.1 NM from FAF</p> <p>Rwy 8 ldg 4900'</p> <p>Rwy 26 ldg 4900'</p> | | | |
| <p>HIRL all Rwy 0</p> | | | |
| <p>FAF to MAP 4.5 NM</p> | | | |
| Knots | 120 | 140 | 160 180 200 |
| Min:Sec | 2:15 | 1:56 | 1:41 1:30 1:21 |

COLD BAY, ALASKA

55°12'N-162°44'W

COLD BAY (CDB) (PACD)

Amcl 3 15NOV12

HI-ILS or LOC/DME RWY 15

| | | |
|---------------------------|------------------------|---|
| LOC I-CDB 110.3 | APP CRS 146° | Rwy Idg 10180 TDZE 75 Apt Elev 102 |
|---------------------------|------------------------|---|

ILS or LOC/DME RWY 15

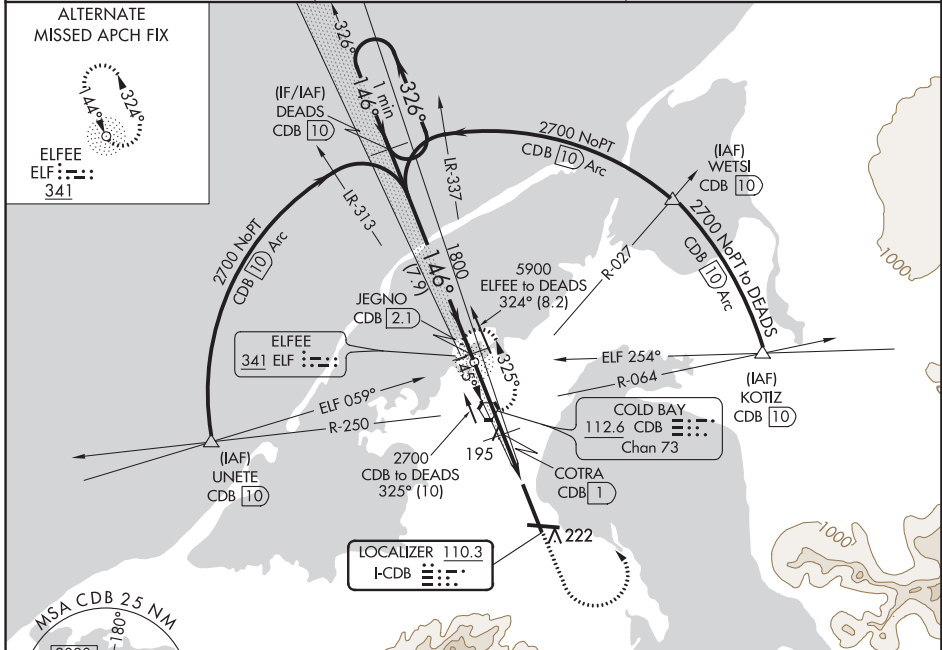
COLD BAY (CDB) (PACD)

▼ DME from CDB VORTAC. Simultaneous reception of I-CDB and CDB DME required. Circling NA for Cat A and B southwest Rwy 15-33 at night. Circling NA for Cat C and D southwest Rwy 15-33. DME values will decrease then increase prior to reaching the missed approach point. #RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1200 then climbing left turn to 2700 direct CDB VORTAC and hold, continue climb-in-hold to 2700.

| | | |
|-----------------------|--|---|
| ASOS 135.75 | ANCHORAGE CENTER 118.5 278.3 | COLD BAY RADIO ★ 123.6 (CTAF) |
|-----------------------|--|---|

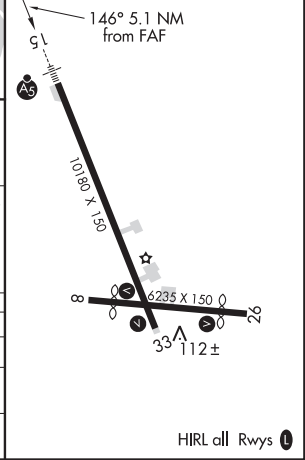


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| | | |
|----------|----------|---------|
| ELEV 102 | D | TDZE 75 |
|----------|----------|---------|



| | | | | | |
|----------------------------|--------------|---------------|-------------|------|------------|
| One Minute Holding Pattern | DEADS CDB 10 | JEGNO CDB 2.1 | 1200 | 2700 | CDB |
| 2700 ← 326° | 146° → | 1800 | ↑ | ↘ | ⬡ |
| GS 3.10° | | | COTRA CDB 1 | | *LOC only. |
| TCH 55 | | | | | CDB 3 |
| | | | | | *760 |
| | 7.9 NM | 3.1 NM | 2 NM | | |

| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----------------------|
| S-ILS 15 | #275/24 200 (200-½) | | | |
| S-LOC 15 | 500/24 | 425 (400-½) | 500/40 | 425 (400-¾) |
| CIRCLING | 540-1 438 (500-1) | 560-1 458 (500-1) | 560-1½ 458 (500-1½) | 660-2 558 (600-2) |


HIRL all Rwys

| | | |
|--|------------------------|---|
| WAAS CH 45612 W15A | APP CRS 146° | Rwy Idg 10180 TDZE 75 Apt Elev 102 |
|--|------------------------|---|

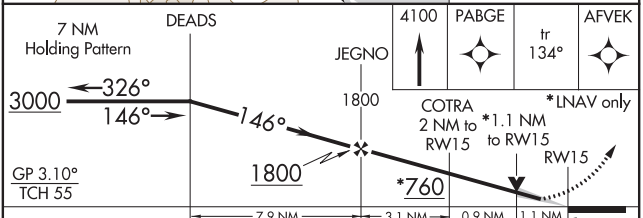
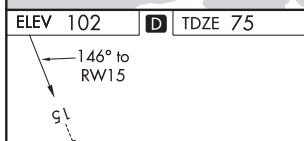
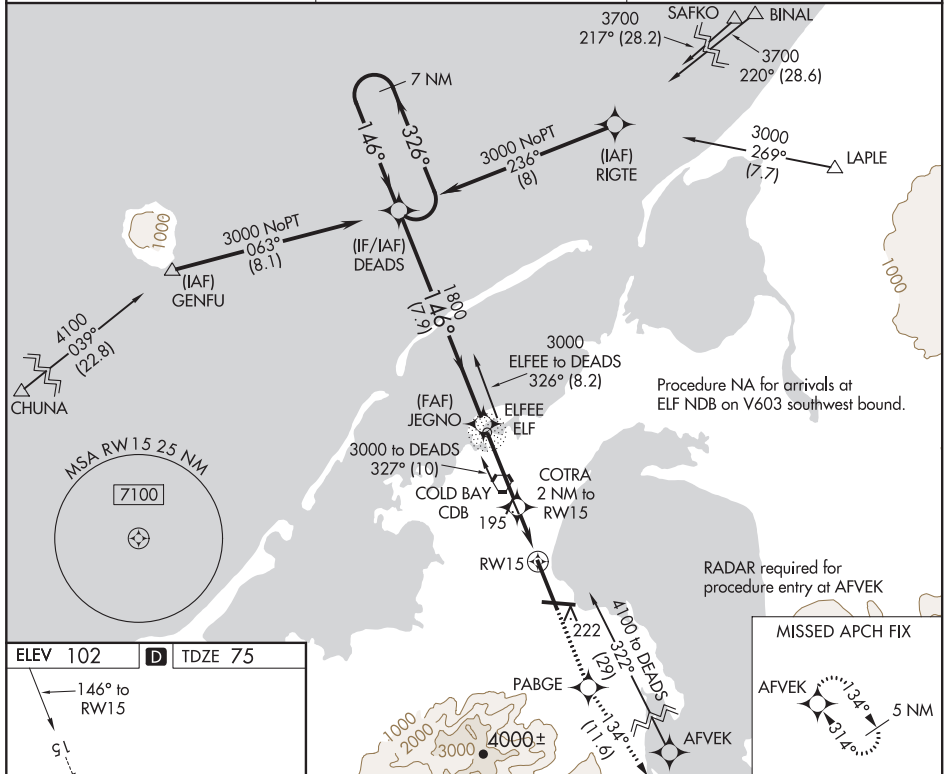
RNAV (GPS) RWY 15

COLD BAY (CDB) (PACD)

W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. Circling NA for Cat C and D southwest of Rwy 15-33. Circling NA for Cats A and B southwest of Rwy 15-33 at night.

MALSR  MISSED APPROACH: Climb to 4100 direct PABGE and on track 134° to AFVEK and hold, continue climb-in-hold to 4100.

| | | |
|-----------------------|--|--|
| ASOS 135.75 | ANCHORAGE CENTER 118.5 278.3 | COLD BAY RADIO* 123.6 (CTAF) 1 |
|-----------------------|--|--|



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA | | 275/24 | 200 (200-½) | |
| LNAV/VNAV DA | | 325/24 | 250 (300-½) | |
| LNAV MDA | 500/24 | 425 (400-½) | 500/40 | 425 (400-¾) |
| CIRCLING | 540-1 438 (500-1) | 560-1 458 (500-1) | 560-1½ 458 (500-1½) | 660-2 558 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 42730 W26A | APP CRS 248° | Rwy Idg TDZE Apt Elev | 4900 102 102 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 26

COLD BAY (CDB) (PACD)

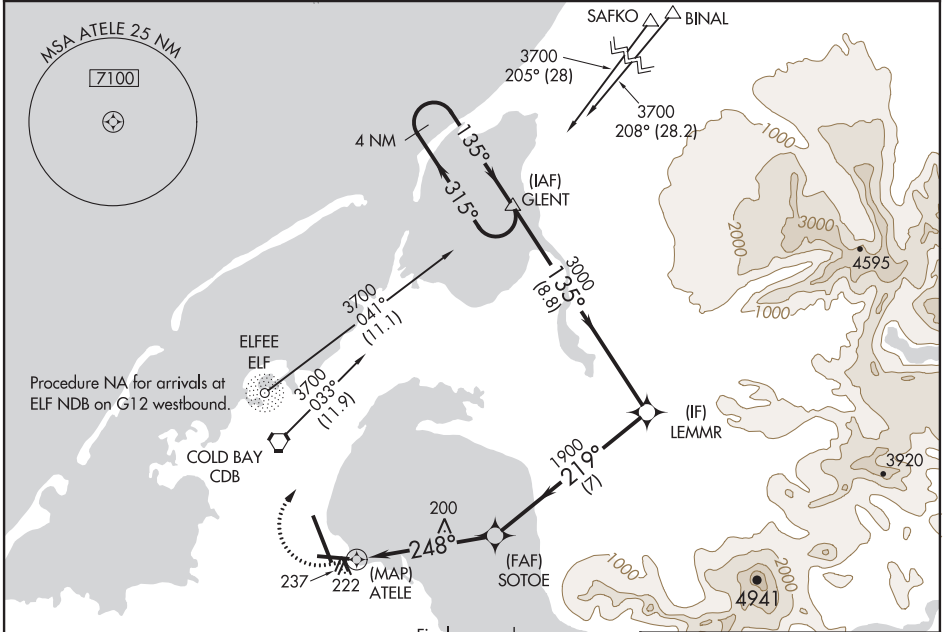
▼ DME/DME RNP-0.3 NA. Circling NA for Cat C and D southwest of Rwy 15-33.
Circling NA for Cat A and B southwest of Rwy 15-33 at night.
#Missed approach requires a minimum climb of 305 feet per NM to 1240.

MISSED APPROACH: Climb to 760 then climbing right turn to 3700 direct GLENT and hold, continue climb-in-hold to 3700.

ASOS
135.75

ANCHORAGE CENTER
118.5 278.3

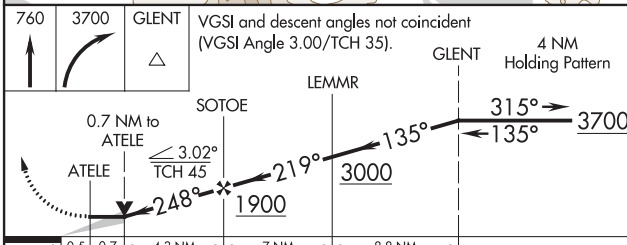
COLD BAY RADIO
123.6 (CTAF) 1



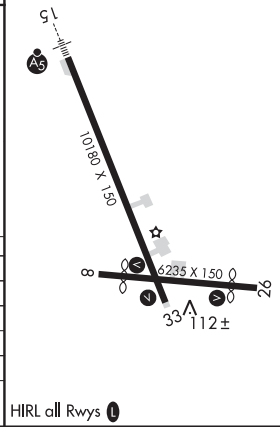
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

ELEV 102 **D** TDZE 102



| CATEGORY | A | B | C | D |
|-----------|-------|-------------|-----------------------------------|--|
| LP MDA | 720-1 | 618 (700-1) | 720-1 ³ / ₄ | 618 (700-1 ³ / ₄) |
| LP MDA# | 500-1 | 398 (400-1) | 500-1 ¹ / ₈ | 398 (400-1 ¹ / ₈) |
| LNAV MDA | 760-1 | 658 (700-1) | 760-1 ⁷ / ₈ | 658 (700-1 ⁷ / ₈) |
| LNAV MDA# | 500-1 | 398 (400-1) | 500-1 ¹ / ₈ | 398 (400-1 ¹ / ₈) |
| CIRCLING | 760-1 | 658 (700-1) | 760-1 ⁷ / ₈ | 760-2 658 (700-2) |



COLD BAY, ALASKA

AL-1241 (FAA)

15176

| | | |
|--|------------------------|---|
| WAAS CH 49106 W33A | APP CRS 326° | Rwy Idg 10180 TDZE 94 Apt Elev 102 |
|--|------------------------|---|

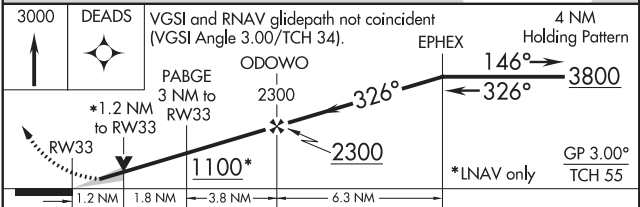
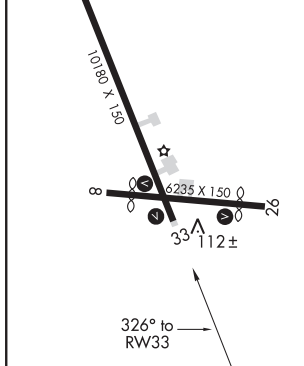
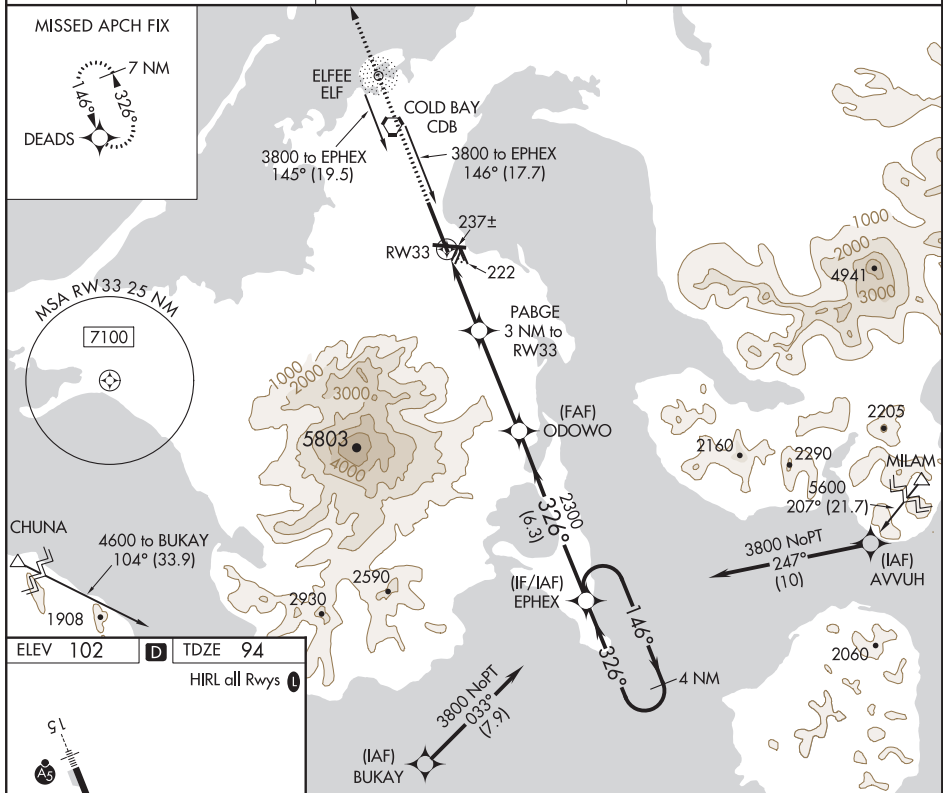
RNAV (GPS) RWY 33

COLD BAY (CDB) (PACD)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA for Cat A and B southwest of Rwy 15-33 at night. Circling NA for Cat C and D southwest of Rwy 15-33.

MISSED APPROACH: Climb to 3000 direct DEADS and hold.

| | | |
|-----------------------|--|---|
| ASOS 135.75 | ANCHORAGE CENTER 118.5 278.3 | COLD BAY RADIO★ 123.6 (CTAF) 0 |
|-----------------------|--|---|



| CATEGORY | A | B | C | D |
|--------------|-------------|---------------|-----------------|---------------|
| LPV DA | | 294-1/2 | 200 (200-1/2) | |
| LNAV/VNAV DA | | 408-1/2 | 314 (400-1/2) | |
| LNAV MDA | 500-1/2 | 406 (400-1/2) | 500-3/4 | 406 (400-3/4) |
| CIRCLING | 540-1 | 560-1 | 560-1 1/2 | 660-2 |
| | 438 (500-1) | 458 (500-1) | 458 (500-1 1/2) | 558 (600-2) |

COLD BAY, ALASKA
Amdt 2B 18SEP14

55°12'N-162°43'W

RNAV (GPS) RWY 33

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AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---------------------------|------------------------|---|
| LOC I-CDB 110.3 | APP CRS 326° | Rwy Idg 10180 TDZE 94 Apt Elev 102 |
|---------------------------|------------------------|---|

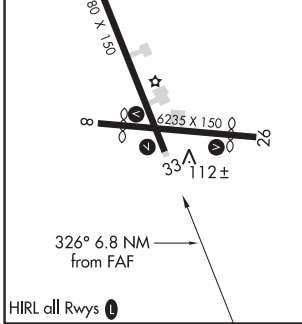
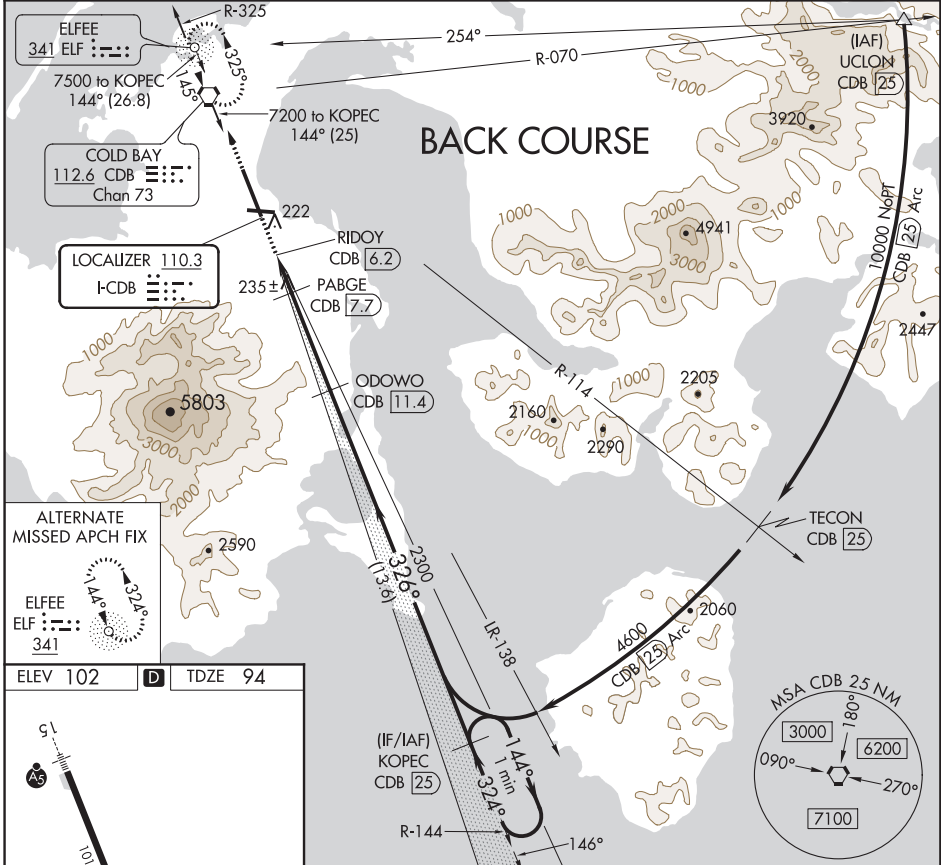
LOC/DME BC RWY 33

COLD BAY (CDB) (PACD)

▼ DME from CDB VORTAC. Simultaneous reception of I-CDB and CDB DME required. Circling NA for Cat A and B southwest of Rwy 15-33 at night. Circling NA for Cat C and D southwest of Rwy 15-33.

MISSED APPROACH: Climb to 4000 direct CDB VORTAC and hold, continue climb-in-hold to 4000.

| | | |
|-----------------------|--|---|
| ASOS 135.75 | ANCHORAGE CENTER 118.5 278.3 | COLD BAY RADIO ★ 123.6 (CTAF) 0 |
|-----------------------|--|---|



| | | | |
|------|-----|--|---|
| 4000 | CDB | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 34). | One Minute Holding Pattern |
| | | PABGE CDB 7.7 | ODOWO CDB 11.4 |
| | | RIDOY CDB 6.2 | TECON CDB 25 |
| | | ≤ 3.00% TCH 55 | 4600 |
| | | 1100 | 326° ← 324° → 4600 |
| | | 1.5 NM | Disregard glide slope indications. |
| | | 1.5 NM | Localizer unusable inside CDB VORTAC 6.2 DME. |
| | | 3.8 NM | |
| | | 13.6 NM | |

| CATEGORY | A | B | C | D |
|----------|---|---------------------|----------------------------|----------------------|
| S-33 | | 540-1 $\frac{3}{8}$ | 446 (500-1 $\frac{3}{8}$) | |
| CIRCLING | 540-1 $\frac{7}{8}$ 438 (500-1 $\frac{7}{8}$) | 560-1 $\frac{7}{8}$ | 458 (500-1 $\frac{7}{8}$) | 660-2 558 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

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COLD BAY, ALASKA

HI-VOR/DME or TACAN RWY 15

| | | |
|--|-------------------------|---|
| VORTAC CDB 112.6 Chan 73 | APCH CRS 141° | Rwy ldg 10,180 THRE 73 Arpt Elev 101 |
|--|-------------------------|---|

JAL-1241 [USAF]

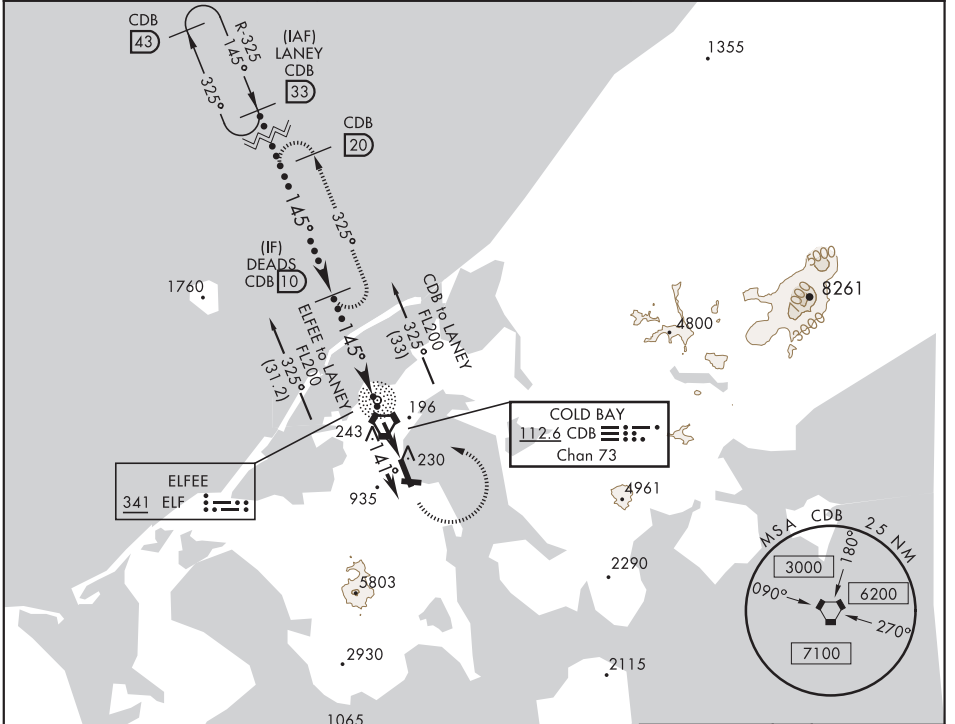
COLD BAY (CDB) (PACD)

▼ * When ALS inop, increase vis to 1½ miles.
 ** Circling not authorized SW of Rwy 15-33.



MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct CDB VORTAC, then on CDB R-325 to DEADS/CDB 10 DME and hold.

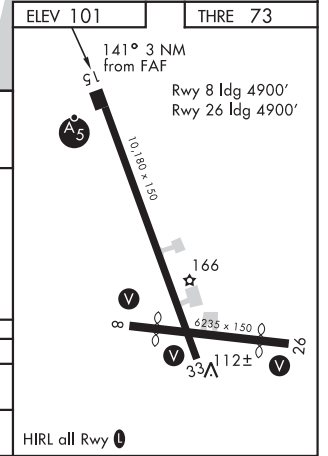
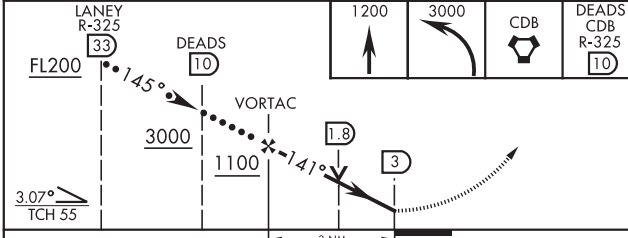
| | | |
|--|---|-----------------------|
| ANCHORAGE CENTER 118.5 278.3 | COLD BAY RADIO 123.6 (CTAF) 0 | ASOS 135.75 |
|--|---|-----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|---------|
| ELEV 101 | THRE 73 |
|----------|---------|



| CATEGORY | C | D | E |
|-------------|------------------------|----------------------|------------------------|
| S-15 * | 520/45 | 447 | (500-7%) |
| CIRCLING ** | 560-1½ 458 (500-1½) | 660-2 558 (600-2) | 820-2½ 718 (800-2½) |

COLD BAY, ALASKA 55°12'N-162°44'W COLD BAY (CDB) (PACD)

Amtd 4 15NOV12


HI-VOR/DME or TACAN RWY 15

| | | |
|---------------------------------------|------------------------|---|
| VORTAC CDB 112.6 Chan 73 | APP CRS 141° | Rwy Idg 10180 TDZE 75 Apt Elev 102 |
|---------------------------------------|------------------------|---|


VOR RWY 15

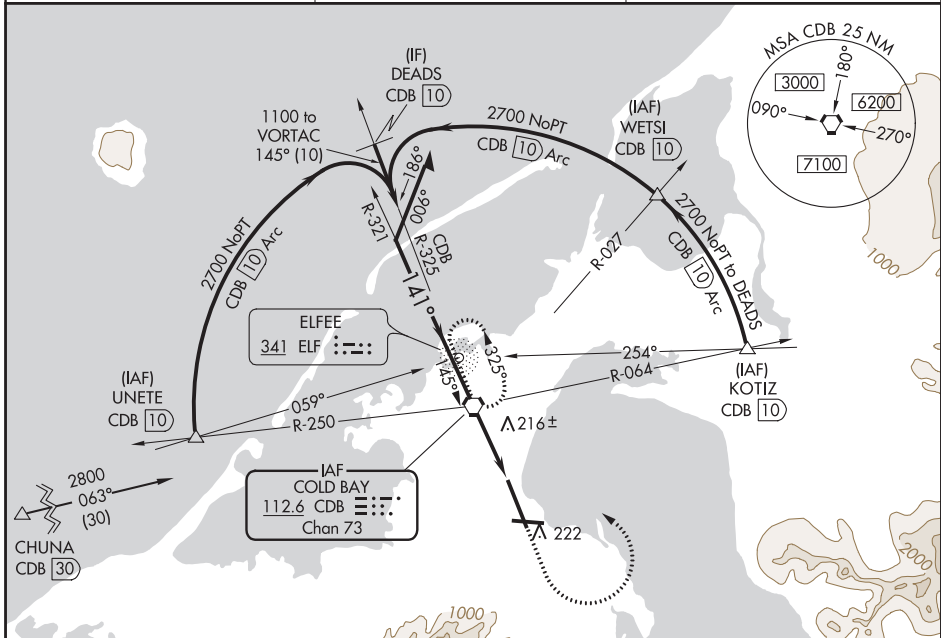
COLD BAY (CDB) (PACD)

⚠ Circling NA for Cat C and D southwest of Rwy 15-33.
Circling NA for Cat A and B southwest of Rwy 15-33 at night.

MALSR 

MISSED APPROACH: Climb to 1200, then climbing left turn to 2700 direct CDB VORTAC and hold.

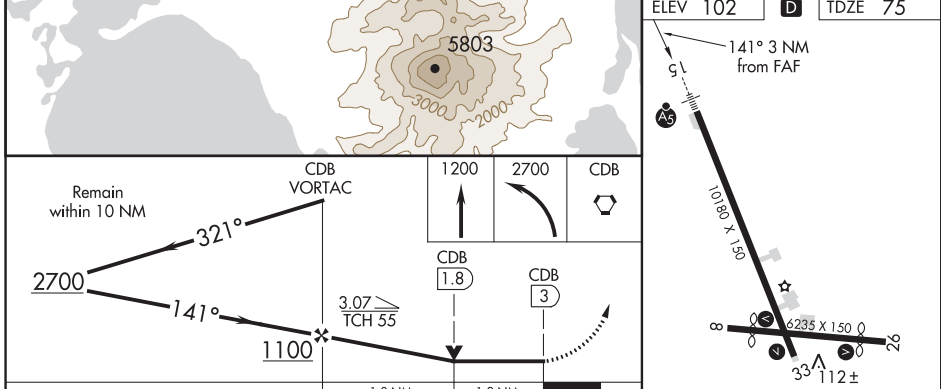
| | | |
|-----------------------|--|--|
| ASOS 135.75 | ANCHORAGE CENTER 118.5 278.3 | COLD BAY RADIO* 123.6 (CTAF)  |
|-----------------------|--|--|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|----------|----------|---------|
| ELEV 102 | D | TDZE 75 |
|----------|----------|---------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----------------------|
| S-15 | 520/24 | 445 (500-½) | 520/45 | 445 (500-¾) |
| CIRCLING | 540-1 438 (500-1) | 560-1 458 (500-1) | 560-1½ 458 (500-1½) | 660-2 558 (600-2) |

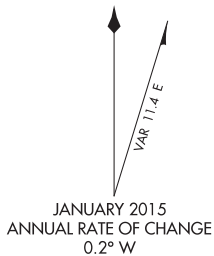
AIRPORT DIAGRAM

AL-1241 (FAA)

COLD BAY (CDB) (PACD)
COLD BAY, ALASKA

ASOS
135.75
COLD BAY RADIO
123.6

D



ELEV
73

146.9°

10180 X 150

55°13'N

RWY 08-26
S-99, D-131, 2D-345
RWY 15-33
S-99, D-200, 2D-345, 2D/2D2-875

113±

083.4°

ELEV
90

ELEV
93

6235 X 150

55°12'N

263.4°

FIELD
ELEV
101

162°44'W

162°43'W

162°42'W

AIRPORT DIAGRAM

16315

COLD BAY, ALASKA
COLD BAY (CDB) (PACD)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 93727 W01A | APP CRS 009° | Rwy Idg TDZE Apt Elev | 4001 1044 1046 |
|--|------------------------|-----------------------------|---|

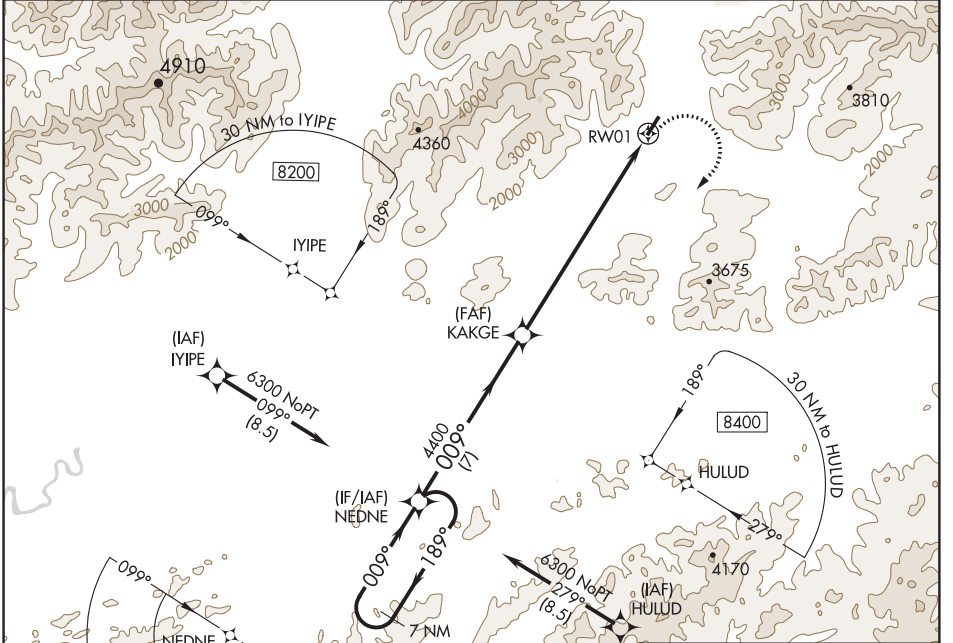
RNAV (GPS) RWY 1

COLDFOOT (CXF) (PACX)

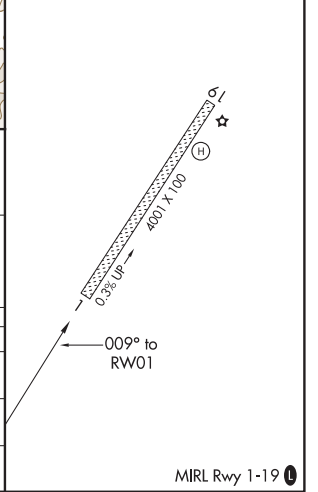
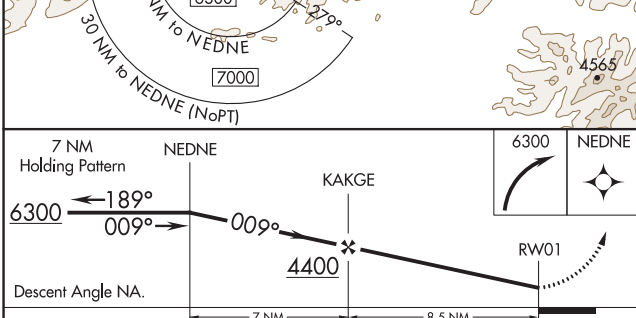
⚠ NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Betles altimeter setting, when not received, procedure NA. Circling NA for Cat C west of **MISSED APPROACH:** Climbing right turn to 6300 direct NEDNE and hold.

⚠ -10°C/14°F Rwy 1-19. Night Landing: Rwy19 NA.

| | | |
|-------------------------------------|---|-----------------------------|
| BETLES ASOS 135.45 | ANCHORAGE CENTER 124.6 352.0 | CTAF 122.9 |
|-------------------------------------|---|-----------------------------|



| | |
|------------------|------------------|
| ELEV 1046 | TDZE 1044 |
|------------------|------------------|



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| LP MDA | 4040-1¼ 2996 (3000-1¼) | 4040-1½ 2996 (3000-1½) | 4040-3 2996 (3000-3) | NA |
| RNAV MDA | 4200-1¼ 3156 (3200-1¼) | 4200-1½ 3156 (3200-1½) | 4200-3 3156 (3200-3) | NA |
| CIRCLING | 4200-1¼ 3154 (3200-1¼) | 4200-1½ 3154 (3200-1½) | 4200-3 3154 (3200-3) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

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| | | |
|------------------------|-----------------------------|---------------------------|
| APP CRS 170° | Rwy Idg TDZE Apt Elev | N/A N/A 1042 |
|------------------------|-----------------------------|---------------------------|

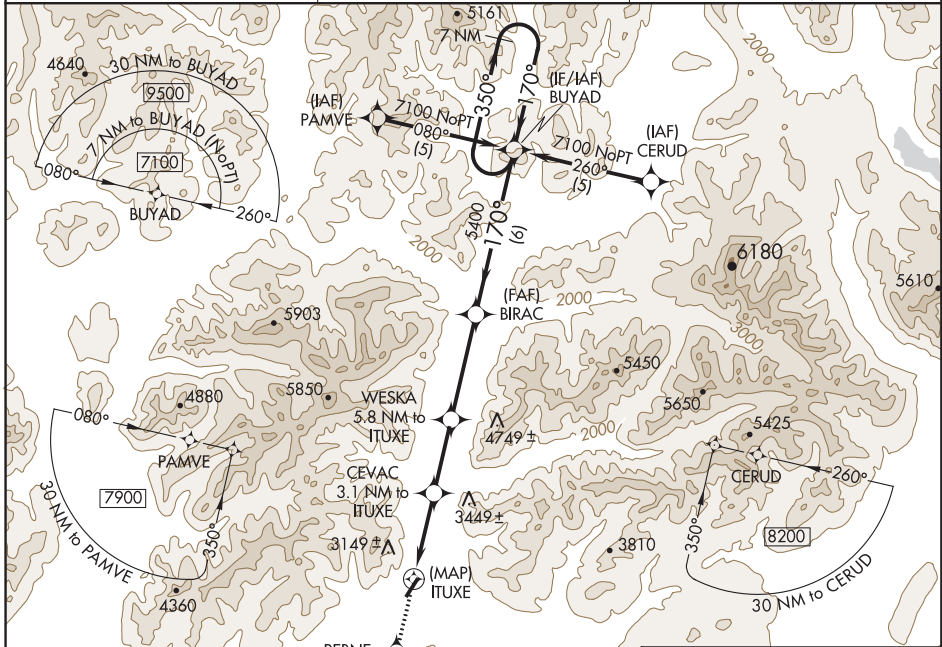
RNAV (GPS)-A

COLDFOOT (CXF) (PACX)

⚠ Circling RNA for Cats B and C west of Rwy 1-19. DME/DME RNP-0.3 NA. Use NBtes climeter setting. Night Landing: Rwy 19 NA. Helicopter visibility reduction below 1 SM NA.

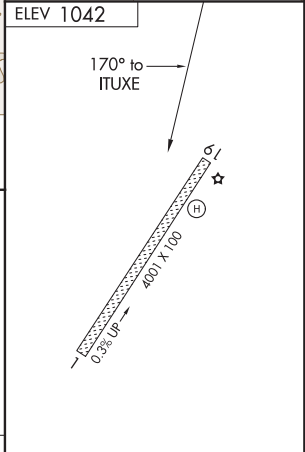
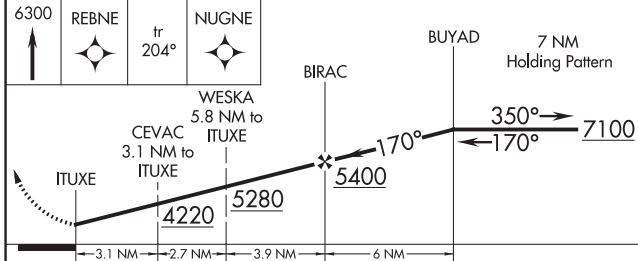
MISSED APPROACH: Climb to 6300 direct REBNE and via 204° track to NUGNE and hold.

| | | |
|-------------------------------|--|----------------------|
| BETTLES ASOS 135.45 | ANCHORAGE CENTER 124.6 352.0 | CTAF 122.9 |
|-------------------------------|--|----------------------|



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AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| CIRCLING | 3460-1¼ 2418 (2500-1¼) | 3460-1½ 2418 (2500-1½) | 3460-3 2418 (2500-3) | NA |

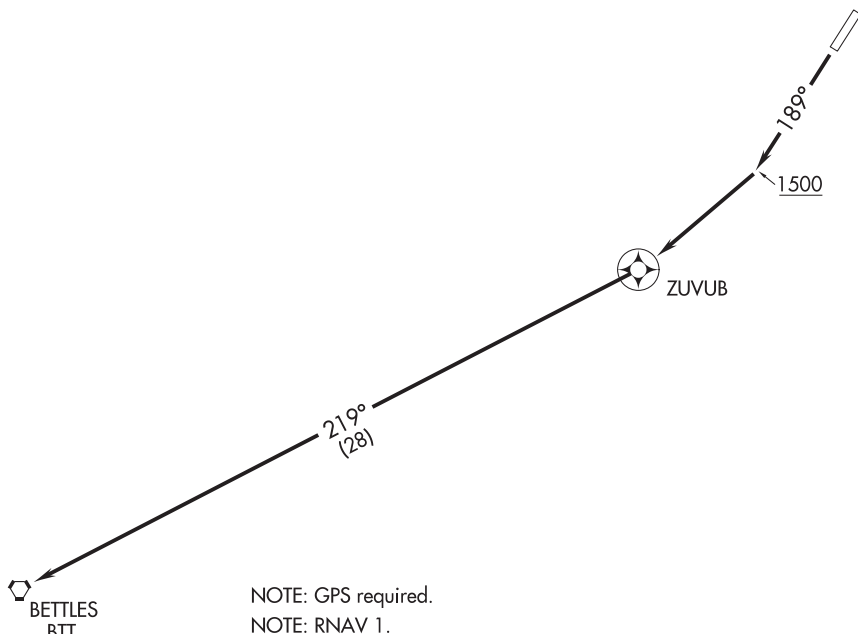
MIRL Rwy 1-19

(BTT1.BTT) 15344

BETTLES ONE DEPARTURE (OBSTACLE) (RNAV)

COLDFOOT (CXF) (PACX)
SL-10154 (FAA) COLDFOOT, ALASKA

ANCHORAGE CENTER
124.6 352.0
BETTLES ASOS
135.45
CTAF
122.9



NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 1: NA, obstacles.

Rwy 19: Standard with minimum climb of 391' per NM to 4300.

TAKEOFF OBSTACLE NOTE

Rwy 19: Multiple trees beginning 2 NM from DER, 3512' left of centerline, up to 50' AGL/1449' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 19: Climb via 189° heading to at or above 1500, then right turn direct ZUVUB, then via depicted route to BTT VORTAC, maintain 8000.

BETTLES ONE DEPARTURE (OBSTACLE) (RNAV)

(BTT1.BTT) 15344

COLDFOOT, ALASKA
COLDFOOT (CXF) (PACX)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

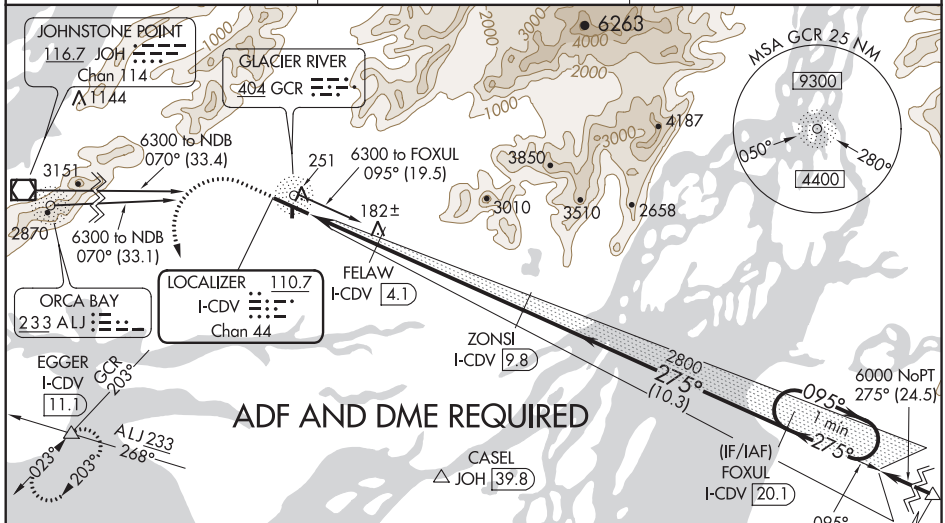
| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| LOC/DME I-CDV 110.7 Chan 44 | APP CRS 275° | Rwy Idg TDZE Apt Elev | 7500 53 54 |
|--|------------------------|-----------------------------|---------------------------------------|

ILS or LOC/DME RWY 27
MERLE K (MUDHOLE) SMITH (CDV)(PACV)

ADF required. VDP NA with Valdez altimeter setting. When local altimeter setting not received use Valdez altimeter setting and increase all DA 113 feet, all MDA 120 feet, increase S-ILS 27 all Cats visibility to RVR 4000, and increase S-LOC 27 Cats C/D visibility to RVR 5500. For inoperative MALSRS when using Valdez altimeter setting, increase S-ILS 27 all Cats visibility to 1 1/2. Circling NA north of Rwy 9-27. Circling to Rwy 16/34 NA at night.

MALSRS
MISSED APPROACH: Climb to 700 then climbing left turn to 5000 on heading 180° and GCR NDB bearing 203° to EGGER INT/I-CDV 11.1 DME and hold, continue climb-in-hold to 5000.

| | | |
|----------------------|--|---|
| ASOS 134.8 | ANCHORAGE CENTER 119.3 133.6 269.4 | JUNEAU RADIO 122.2 123.6 (CTAF) 0 |
|----------------------|--|---|



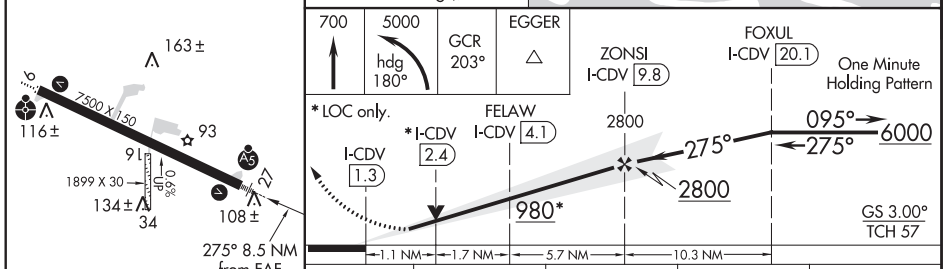
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

ALTERNATE MISSED APCH FIX

ELEV 54 | **D** | TDZE 53

Procedure NA for arrivals at FORAT on V319 eastbound.



| CATEGORY | A | B | C | D |
|----------|----------------------|---------------|-----------------|---------------|
| S-ILS 27 | 303/24 250 (300-1/2) | | | |
| S-LOC 27 | 440/24 | 387 (400-1/2) | 440/35 | 387 (400-3/4) |
| CIRCLING | 460-1 | 520-1 | 520-1 1/2 | 620-2 |
| | 406 (500-1) | 466 (500-1) | 466 (500-1 1/2) | 566 (600-2) |

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 82031 W27A | APP CRS 275° | Rwy Idg TDZE Apt Elev | 7500 53 54 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 27

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

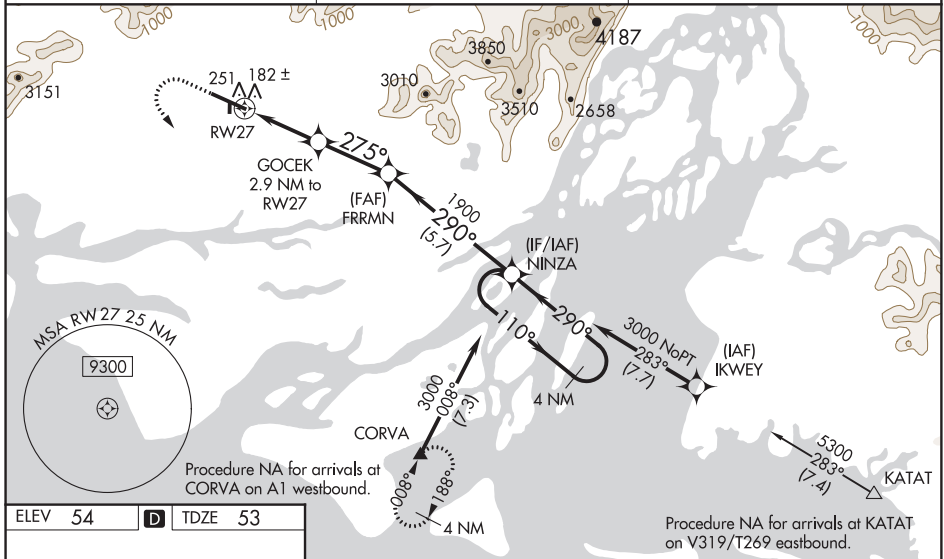
⚠ Baro-VNAV NA. DME/DME RNP-0.3 NA. VDP NA with Valdez altimeter setting.
⚠ For inoperative MALSR, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1½, LNAV Cats A/B visibility to RVR 5500, Cats C/D visibility to RVR 6000. When local altimeter setting not received use Valdez altimeter setting and increase all DA 113 feet and all MDA 120 feet, and increase LPV all Cats visibility to RVR 4000, increase LNAV/VNAV all Cats visibility to 1½, increase LNAV Cats C/D visibility to RVR 5500. For inoperative MALSR when using Valdez altimeter setting, increase LPV all Cats visibility to RVR 6000, LNAV Cats A/B visibility to RVR 5500, and LNAV Cats C/D visibility to 1½. Circling to Rwy 16/34 NA at night. Circling NA north of Rwy 9/27.

MALSR

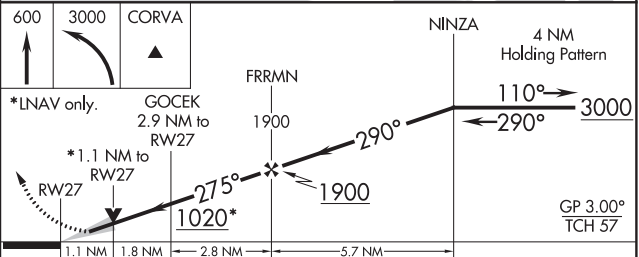
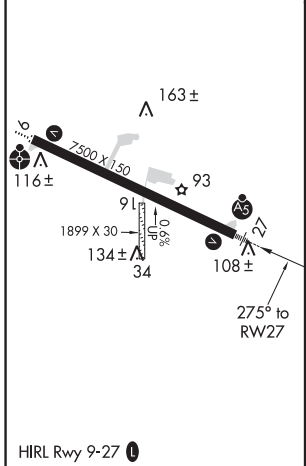


MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct CORVA and hold.

| | | |
|----------------------|--|---|
| ASOS 134.8 | ANCHORAGE CENTER 119.3 133.6 269.4 | JUNEAU RADIO 122.2 123.6 (CTAF) 1 |
|----------------------|--|---|



| | | |
|---------|----------|---------|
| ELEV 54 | D | TDZE 53 |
|---------|----------|---------|



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA | | 328/24 | 275 (300-½) | |
| LNAV/VNAV DA | | 523/56 | 470 (500-1¼) | |
| LNAV MDA | 460/24 | 407 (500-½) | 460/40 | 407 (500-¾) |
| CIRCLING | 460-1 406 (500-1) | 520-1 466 (500-1) | 520-1½ 466 (500-1½) | 620-2 566 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

CORDOVA, ALASKA

AL-1195 (FAA)

16035

| | | |
|---------|----------|-----|
| APP CRS | Rwy Idg | N/A |
| 043° | TDZE | N/A |
| | Apt Elev | 54 |

RNAV (GPS)-B

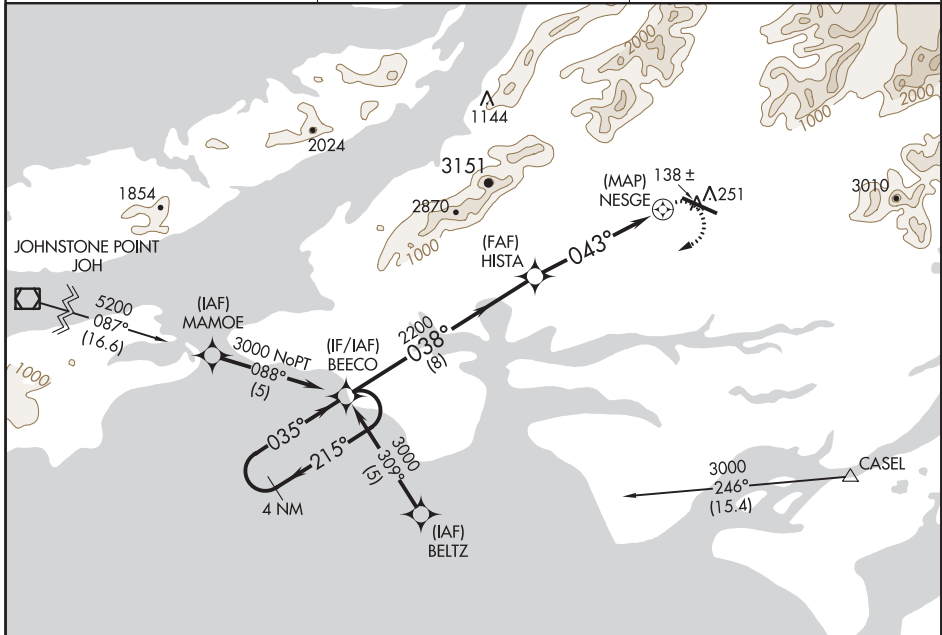
MERLE K (MUDHOLE) SMITH (CDV) (PACV)

▽ DME/DME RNP-0.3 NA. Circling to Rwy 16/34 NA at night. When local altimeter setting not received use Middleton Island altimeter setting and increase all MDA 180 feet.

△ NA Circling NA north of Rwy 9/27. Helicopter visibility reduction below 1 SM not authorized.

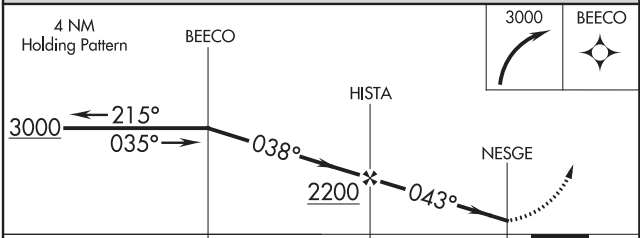
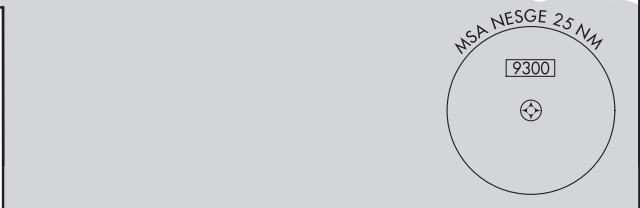
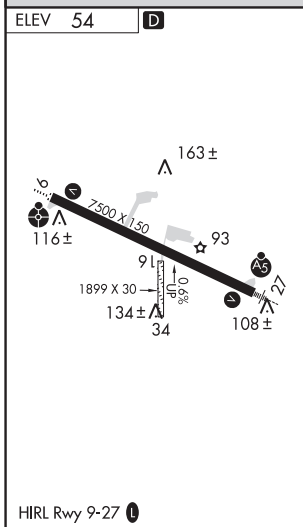
MISSED APPROACH: Climbing right turn to 3000 direct BEECO and hold.

| | | |
|----------------------|--|---|
| ASOS 134.8 | ANCHORAGE CENTER 119.3 133.6 269.4 | JUNEAU RADIO 122.2 123.6 (CTAF) 0 |
|----------------------|--|---|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----------------------|
| CIRCLING | 500-1 446 (500-1) | 520-1 466 (500-1) | 520-1½ 466 (500-1½) | 620-2 566 (600-2) |

CORDOVA, ALASKA
Amdt 2 10JAN13

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

60°30'N-145°29'W

RNAV (GPS)-B

(CASEL6.CASEL) 16203

CASEL SIX DEPARTURE

MERLE K. (MUDHOLE) SMITH (CDV)(PACV)
SL-1195 (FAA) CORDOVA, ALASKA

ANCHORAGE CENTER
119.3 133.6 269.4
JUNEAU RADIO
122.2 123.6 (CTAF)
ASOS 134.8

**TOP ALTITUDE:
5000**

JOHNSTONE POINT
116.7 JOH
Chan 114

GLACIER RIVER
404 GCR
60°29.93'N
145°28.47'W

CASEL
N60°19.87'
W145°17.90'
L-1-3-4, H-1

CORVA
N60°16.94'
W145°14.86'
L-1-3-4

ORCA BAY
233 ALJ

GCR
313°

HUMPY
N60°07.11'
W145°00.24'
H-1

WEVIN
N60°08.50'
W145°06.12'
L-1-3

MIDDLETON ISLAND
115.3 MDO
Chan 100

TAKEOFF MINIMUMS

Rwys 16, 34: NA - ATC
Rwys 9, 27: Standard.

NOTE: Do not exceed 210K until established
on 132° bearing from GCR NDB.
NOTE: ADF required.

TAKEOFF OBSTACLE NOTES

Rwy 9: Trees and poles beginning 101' from DER,
454' left of centerline, up to 30' AGL/68' MSL.
Rwy 27: Trees beginning 15' from DER, 423' left of
centerline, up to 30' AGL/84' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climbing right turn to intercept bearing 132° from GCR NDB to CASEL INT, Thence. . . .

TAKEOFF RUNWAY 27: Climbing left turn to intercept bearing 132° from GCR NDB to CASEL INT, Thence. . . .

. . . .on assigned route, maintain 5000. Expect higher altitude 10 minutes after departure.

CASEL SIX DEPARTURE
(CASEL6.CASEL) 21JUL16

MERLE K. (MUDHOLE) SMITH (CDV)(PACV)
CORDOVA, ALASKA

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

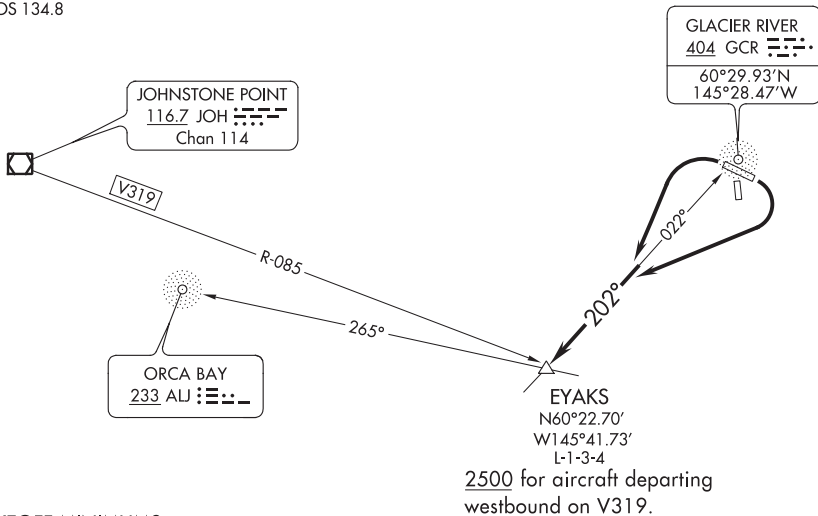
(EYAKS5.EYAKS) 16203
EYAKS FIVE DEPARTURE

MERLE K. (MUDHOLE) SMITH (CDV)(PACV)
 CORDOVA, ALASKA

SL-1195 (FAA)

ANCHORAGE CENTER
 119.3 133.6 269.4
 JUNEAU RADIO
 122.2 123.6 (CTAF)
 ASOS 134.8

**TOP ALTITUDE:
 ASSIGNED BY ATC**



TAKEOFF MINIMUMS

Rwys 16, 34: NA-ATC.
 Rwys 9, 27: Standard.

NOTE: Do not exceed 210K until established on 202° bearing from GCR NDB.
 NOTE: ADF required.

TAKEOFF OBSTACLE NOTES

Rwy 9: Trees and poles beginning 101' from DER, 454' left of centerline, up to 30' AGL/68' MSL.
 Rwy 27: Trees beginning 15' from DER, 423' left of centerline, up to 30' AGL/84' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climbing right turn to intercept bearing 202° from GCR NDB to EYAKS INT, Thence. . . .

TAKEOFF RUNWAY 27: Climbing left turn to intercept bearing 202° from GCR NDB to EYAKS INT, Thence. . . .

. . . . on assigned route, maintain 5000, expect higher altitude 10 minutes after departure.

EYAKS FIVE DEPARTURE
(EYAKS5.EYAKS) 21JUL16

MERLE K. (MUDHOLE) SMITH (CDV)(PACV)
 CORDOVA, ALASKA

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|--|------------------------|------------------------|
| LOC/DME I-SCC 109.3 Chan 30 | APP CRS 052° | Rwy Idg 6500 |
| | | TDZE 67 |
| | | Apt Elev 67 |

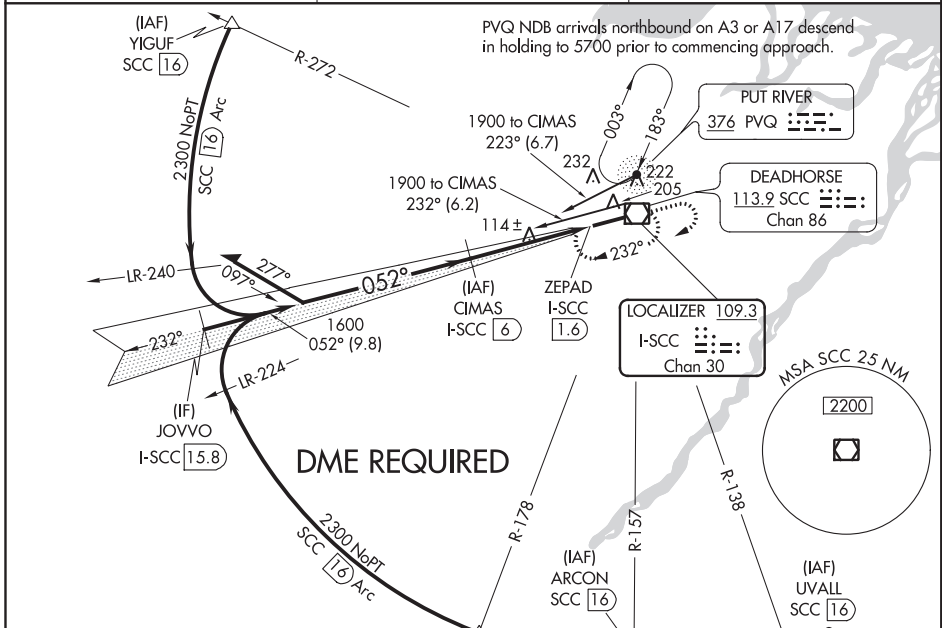
ILS or LOC/DME RWY 5 DEADHORSE (SCC) (PASC)

When local altimeter setting not received, use Nuiqsut altimeter setting and increase all DAs/MDAs 140 feet and all visibilities 3/4 mile. For inop MALS/R, increase S-ILS 5 Cat E visibility to RVR 4000 and S-LOC 5 Cats D and E visibility to RVR 5000. When using Nuiqsut altimeter setting, inop table does not apply. VDP NA when using Nuiqsut altimeter setting. Use I-SCC DME when on localizer course. *Visibility Cats A/B/C/D, RVR 1800 authorized with the use of FD or AP or HUD to DA.

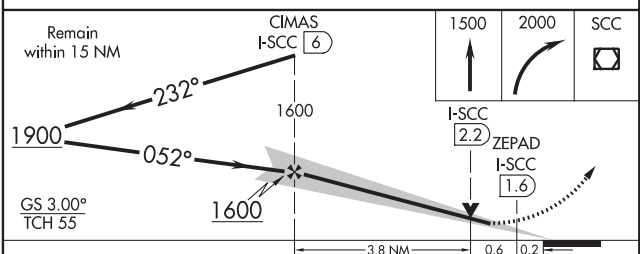
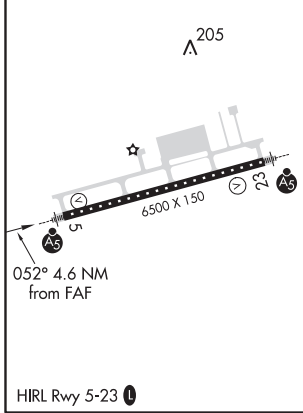
MALS/R

MISSED APPROACH:
Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

| | | |
|----------------------|--|--|
| AFIS 118.4 | ANCHORAGE CENTER 134.4 370.9 | DEADHORSE RADIO 123.6 (CTAF) |
|----------------------|--|--|



| | | |
|---------|----------|---------|
| ELEV 67 | D | TDZE 67 |
|---------|----------|---------|



| CATEGORY | A | B | C | D | E |
|----------|-----------------------|---------------|------------------------------|--------|---------------|
| S-ILS 5 | *267/24 200 (200-1/2) | | | | |
| S-LOC 5 | 380/24 | 313 (400-1/2) | | 380/40 | 313 (400-3/4) |
| CIRCLING | 540-1 | 473 (500-1) | 540-1 1/2 473 (500-1 1/2) | 620-2 | 553 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017


AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 49103 W05A | APP CRS 052° | Rwy Idg TDZE Apt Elev | 6500 67 67 |
|--|------------------------|-----------------------------|---------------------------------------|

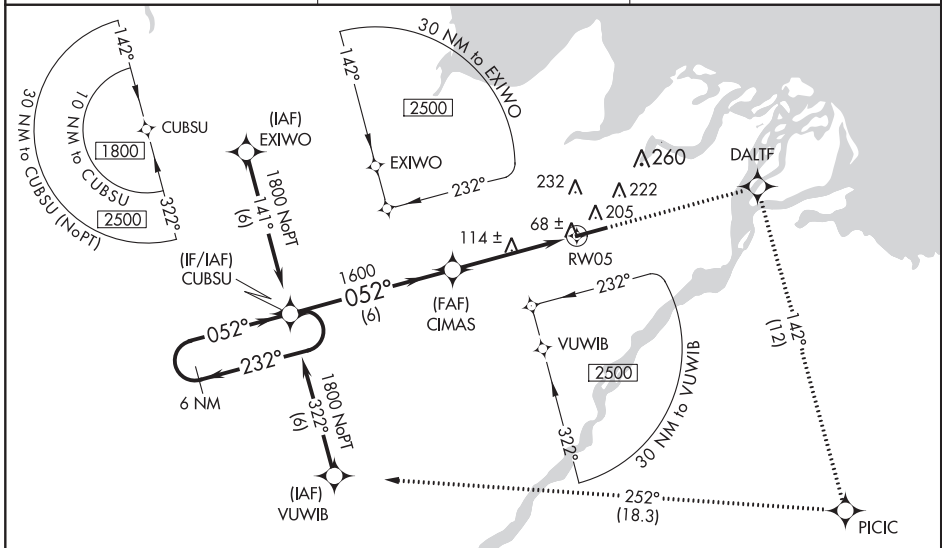
RNAV (GPS) Y RWY 5

DEADHORSE (SCC) (PASC)

Baro-VNAV NA when using Nuiqsut altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Nuiqsut altimeter setting. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all DA 124 feet and all MDA 140 feet, and increase LPV all Cats visibility ¼ mile, LNAV/VNAV Cats A, B, C visibility ½ mile Cat D, E visibility ¾ mile, increase LNAV Cat C, E visibility ¼ mile, Circling Cat C/D ¼ mile and Cat E ½ mile. For inop MALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV visibility Cat D to RVR 5000, Cat E to RVR 6000, LNAV Cat E to RVR 6000, inop table does not apply to LNAV Cat D visibility. For inop MALS when using Nuiqsut altimeter setting, increase LPV all Cats visibility to RVR 6000, LNAV/VNAV Cat E to 1½ mile and LNAV Cat E to 1¾ mile.





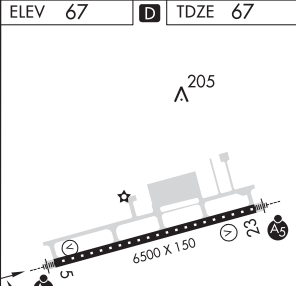

MALS

MISSED APPROACH:
 Climb to 1800 direct DALTE and right turn on track 142° to PICIC and right turn on track 252° to VUWIB and on track 322° to CUBSU and hold.

| | | |
|----------------------|--|--|
| AFIS 118.4 | ANCHORAGE CENTER 134.4 370.9 | DEADHORSE RADIO 123.6 (CTAF)  |
|----------------------|--|--|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | | | | |
|---|---|---|---|---|---|---------|
| 6 NM Holding Pattern | 1800 DALTE  | PICIC  | VUWIB  | CUBSU  | ELEV 67 | TDZE 67 |
| GP 3.00° TCH 55 | CUBSU VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50). CIMAS *LNAV only. RWY 5 *0.9 NM to RWY 5 | | | |  | |
| CATEGORY | A | B | C | D | E | |
| LPV DA | 317/24 250 (300-½) | | | | | |
| LNAV/VNAV DA | 396/24 | 329 (400-½) | | 396/40 | 329 (400-¾) | |
| LNAV MDA | 400/24 | 333 (400-½) | | 400/50 | 333 (400-1) | |
| CIRCLING | 540-1 | 473 (500-1) | 540-1½ 473 (500-1½) | 620-2 | 553 (600-2) | |
| HIRL Rwy 5-23  | | | | | | |

| | | | |
|---------------------------------|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 69203 W23A | APP CRS 232° | Rwy Idg TDZE Apt Elev | 6500 66 67 |
|---------------------------------|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) Y RWY 23

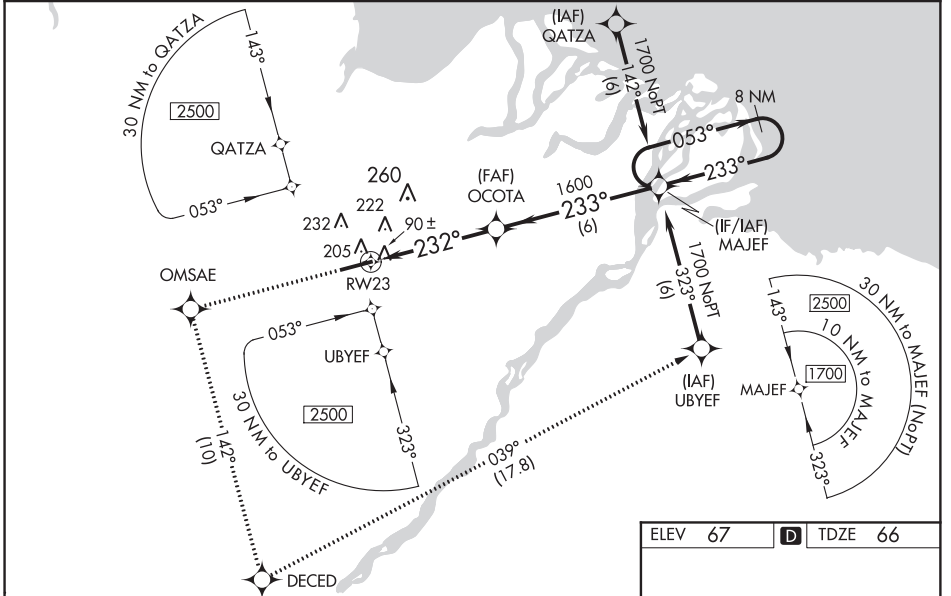
DEADHORSE (SCC) (PASC)

Baro-VNAV NA when using Nuiqsut altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Nuiqsut altimeter setting. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all DA 124 feet and all MDA 140 feet, and increase LNAV Cats A, B, D visibility ¼ mile, Cats C, E visibility ½ mile, LNAV/VNAV all Cats visibility ½ mile, Circling Cat C/D ¼ mile and Cat D ½ mile. For inop MALS, increase LNAV/VNAV Cat E visibility to 1¾ miles, LNAV Cat D to RVR 6000 and Cat E to 1½ miles. Inop table does not apply to LPV all Cats. For inop MALS, when using Nuiqsut altimeter setting, increase LPV all Cats visibility to RVR 6000, LNAV/VNAV and LNAV Cat E to 2 miles.

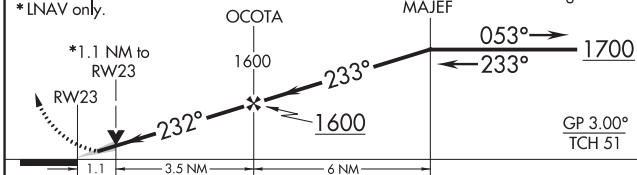
MALS

MISSED APPROACH: Climb to 1700 direct OMSAE and left turn on track 142° to DECED and left turn on track 039° to UBYEF and on track 323° to MAJEF and hold.

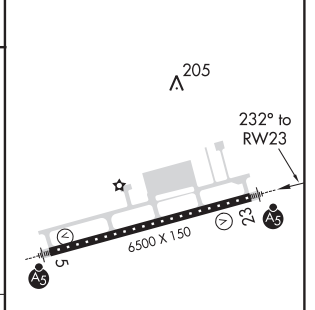
| | | |
|----------------------|--|--|
| AFIS 118.4 | ANCHORAGE CENTER 134.4 370.9 | DEADHORSE RADIO 123.6 (CTAF) |
|----------------------|--|--|



| | | | | | | | | |
|------|-------|---------|-------|---------|-------|---------|-------|----------------------|
| 1700 | OMSAE | tr 142° | DECED | tr 039° | UBYEF | tr 323° | MAJEF | 8 NM Holding Pattern |
|------|-------|---------|-------|---------|-------|---------|-------|----------------------|



| | | |
|---------|--|---------|
| ELEV 67 | | TDZE 66 |
|---------|--|---------|



| | | | | | |
|--------------|--------------------|-------------|------------------------|--------|------------------------|
| CATEGORY | A | B | C | D | E |
| LPV DA | 316/40 250 (300-¾) | | | | |
| LNAV/VNAV DA | 527/50 | | 461 (500-1) | | 527/60 461 (500-1¼) |
| LNAV MDA | 460/24 | 394 (400-½) | | 460/50 | 394 (400-1) |
| CIRCLING | 540-1 | 473 (500-1) | 540-1½ 473 (500-1½) | 620-2 | 553 (600-2) |

HIRL Rwy 5-23

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|-------------|---------|----------|------|
| VOR/DME SCC | APP CRS | Rwy Idg | 6500 |
| 113.9 | 052° | TDZE | 67 |
| Chan 86 | | Apt Elev | 67 |

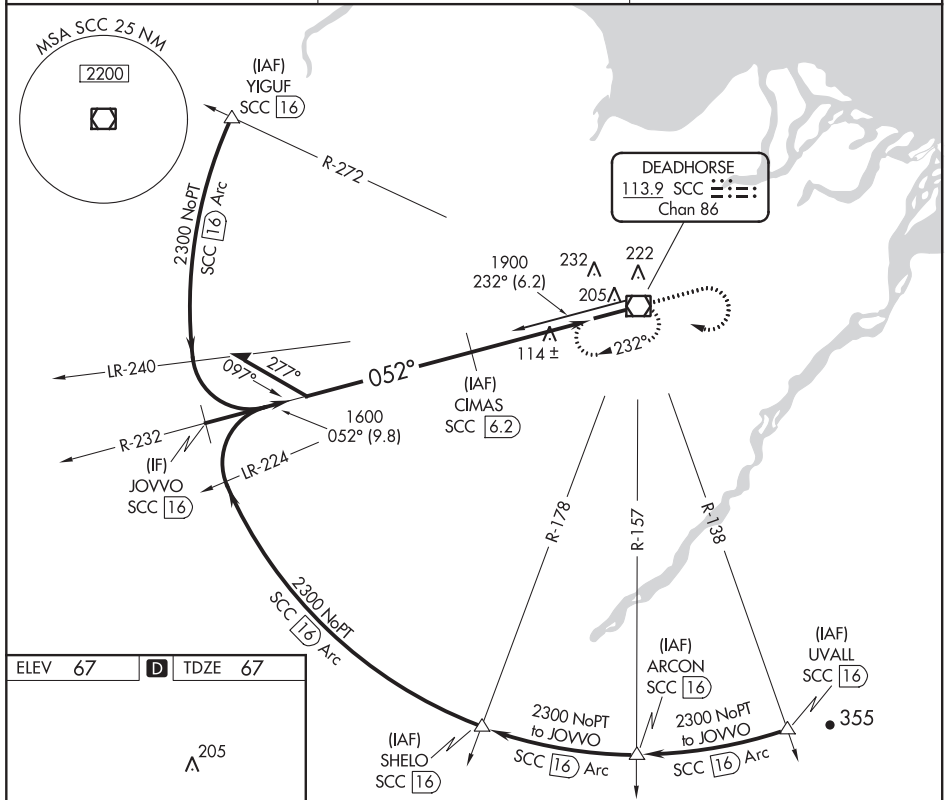
VOR/DME RWY 5

DEADHORSE (SCC) (PASC)

⚠ Inop table does not apply to S-5 Cats D and E, and when using Nuiqsut altimeter setting. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities ¾ mile. VDP NA when using Nuiqsut altimeter setting.

MALSR **A5** MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

| | | |
|-------|------------------|-----------------------|
| AFIS | ANCHORAGE CENTER | DEADHORSE RADIO |
| 118.4 | 134.4 370.9 | 123.6 (CTAF) 0 |

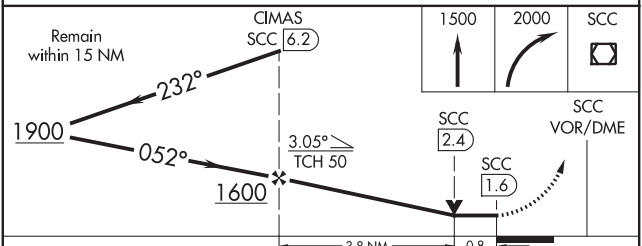


ELEV 67 **D** TDZE 67

205

052° 4.6 NM from FAF

HIRL Rwy 5-23 **0**



| CATEGORY | A | B | C | D | E |
|----------|--------------------|-------------|------------------------|-------|-------------|
| S-5 | 380/24 313 (400-½) | | 380/50 313 (400-1) | | |
| CIRCLING | 540-1 | 473 (500-1) | 540-1½ 473 (500-1½) | 620-2 | 553 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017


AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|----------------|-------------|----------|-------------|
| VOR/DME SCC | APP CRS | Rwy Idg | 6500 |
| 113.9 | 232° | TDZE | 66 |
| Chan 86 | | Apt Elev | 67 |

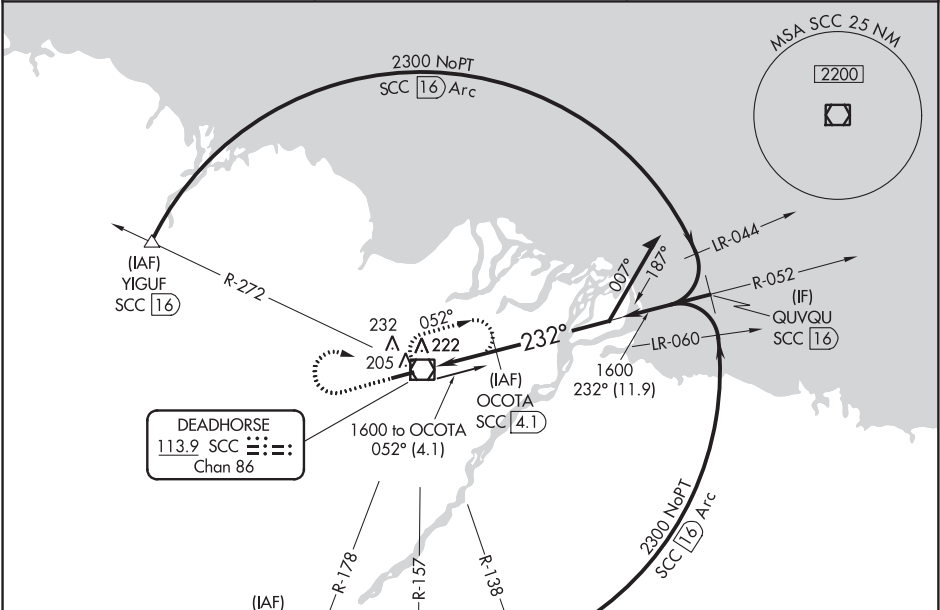
VOR/DME RWY 23

DEADHORSE (SCC) (PASC)

⚠ For inop MALSRL, increase S-23 Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile. When using Nuiqsut altimeter setting, inop table does not apply. When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities 1 mile. VDP NA when using Nuiqsut altimeter setting.

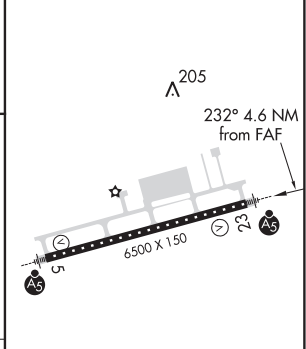
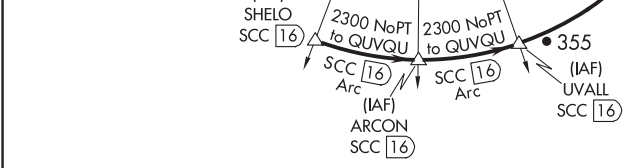
MALSRL
 MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.


| | | |
|----------------------|--|---|
| AFIS 118.4 | ANCHORAGE CENTER 134.4 370.9 | DEADHORSE RADIO 123.6 (CTAF) Ⓛ |
|----------------------|--|---|



DEADHORSE
 113.9 SCC 
 Chan 86

| | |
|---------|------------------|
| ELEV 67 | D TDZE 66 |
|---------|------------------|



| | | |
|-------------|------|---|
| 1500 | 2000 | SCC  |
| SCC VOR/DME | | |
| 0.5 | 0.7 | 3.4 NM |

| CATEGORY | A | B | C | D | E |
|----------|--------------------|---|---------------------|--------------------|---|
| S-23 | 480/24 414 (500-½) | | 480/40 414 (500-¾) | 480/50 414 (500-1) | |
| CIRCLING | 540-1 473 (500-1) | | 540-1½ 473 (500-1½) | 620-2 553 (600-2) | |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

DEADHORSE, ALASKA

AL-5776 (FAA)

16203


| | | |
|---|------------------------|---|
| VOR/DME SCC 113.9 Chan 86 | APP CRS 052° | Rwy Idg 6500 TDZE 67 Apt Elev 67 |
|---|------------------------|---|

VOR RWY 5

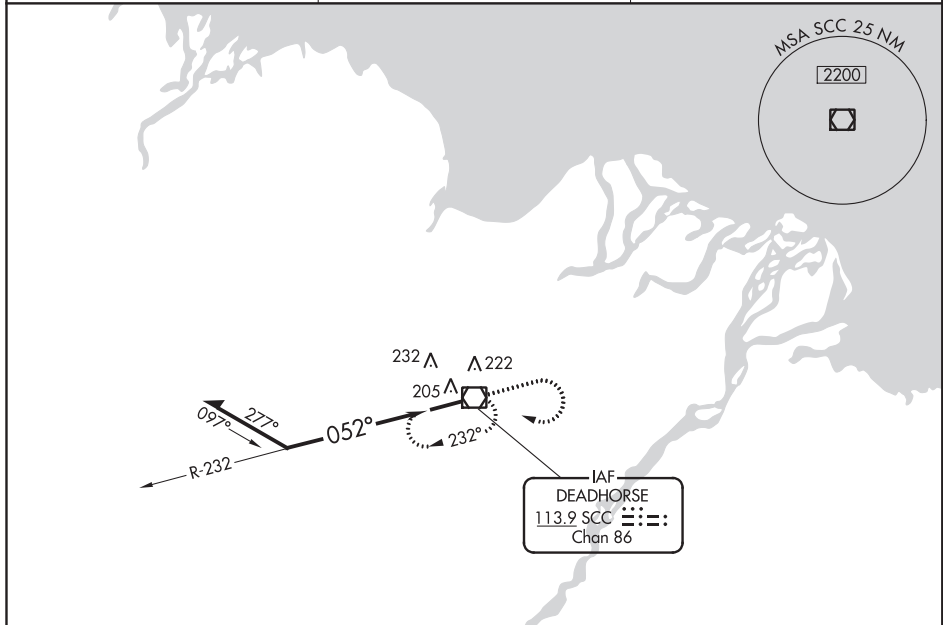
DEADHORSE (SCC) (PASC)

⚠ When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities ¾ mile. VDP NA when using Nuiqsut altimeter setting. When using Nuiqsut altimeter setting, inoperative table does not apply.

⚠ -45°C/-49°F

MALSR  MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

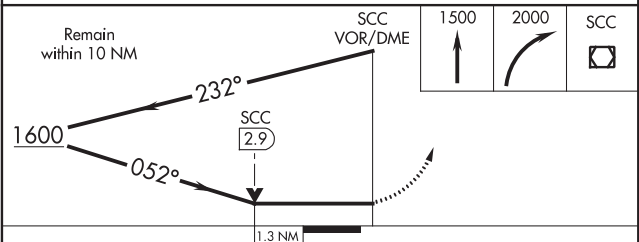
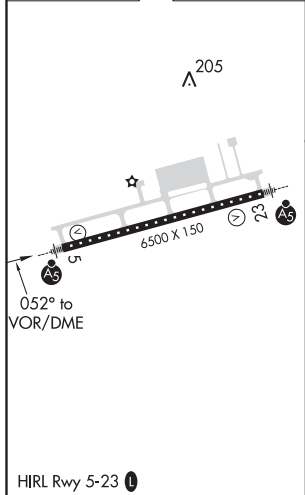
| | | |
|----------------------|--|---|
| AFIS 118.4 | ANCHORAGE CENTER 134.4 370.9 | DEADHORSE RADIO 123.6 (CTAF) L |
|----------------------|--|---|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---------|----------|---------|
| ELEV 67 | D | TDZE 67 |
|---------|----------|---------|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|------------------------|-----------------------|
| S-5 | 520/24 | 453 (500-½) | 520/40 453 (500-¾) | 520/50 453 (500-1) |
| CIRCLING | 540-1 | 473 (500-1) | 540-1½ 473 (500-1½) | 620-2 553 (600-2) |

DEADHORSE, ALASKA
Amdt 4A 29MAY14

70°12'N-148°28'W

DEADHORSE (SCC) (PASC)

VOR RWY 5

DEADHORSE, ALASKA

AL-5776 (FAA)


16203

| | | |
|---|------------------------|---|
| VOR/DME SCC 113.9 Chan 86 | APP CRS 232° | Rwy Idg 6500 TDZE 66 Apt Elev 67 |
|---|------------------------|---|

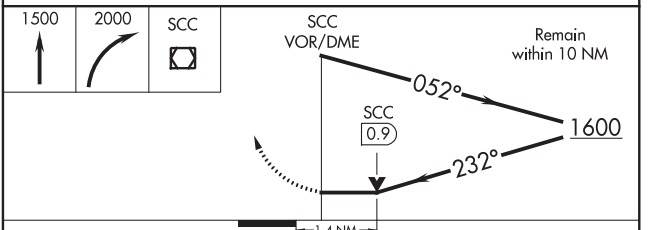
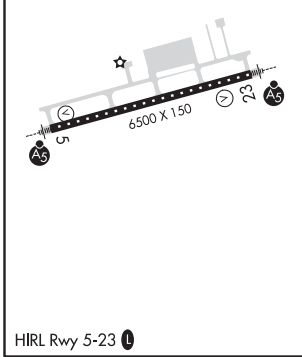
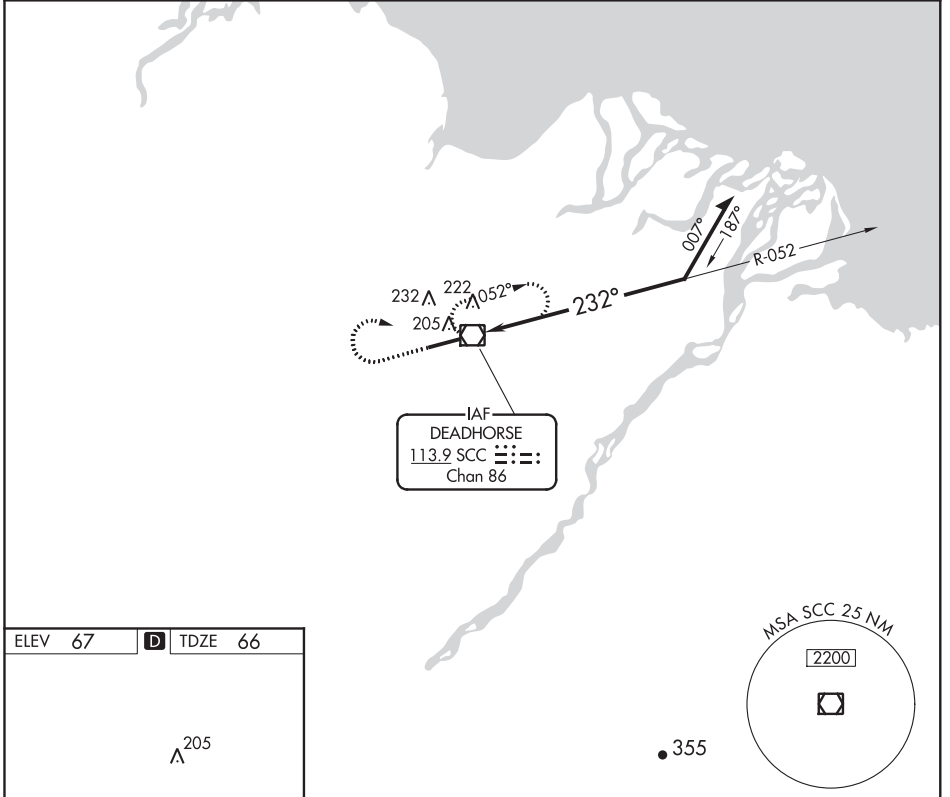
VOR RWY 23

DEADHORSE (SCC) (PASC)

⚠ When local altimeter setting not received, use Nuiqsut altimeter setting and increase all MDAs 140 feet, and all visibilities 1 mile. VDP NA when using Nuiqsut altimeter setting. When using Nuiqsut altimeter setting, inop table does not apply.

MALSR  MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SCC VOR/DME and hold.

| | | |
|----------------------|--|---|
| AFIS 118.4 | ANCHORAGE CENTER 134.4 370.9 | DEADHORSE RADIO 123.6 (CTAF) L |
|----------------------|--|---|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|------------------------|-----------------------|
| S-23 | 540/24 | 474 (500-½) | 540/40 474 (500-¾) | 540/50 474 (500-1) |
| CIRCLING | 540-1 | 473 (500-1) | 540-1½ 473 (500-1½) | 620-2 553 (600-2) |

DEADHORSE, ALASKA
Amdt 6A 29MAY14

70°12'N-148°28'W
139

DEADHORSE (SCC) (PASC)

VOR RWY 23

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

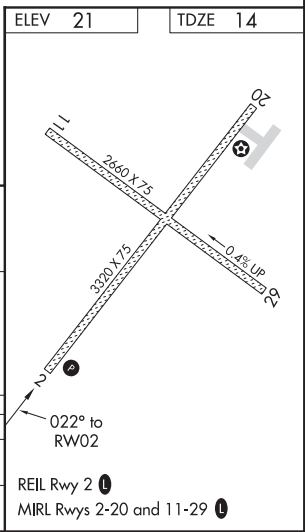
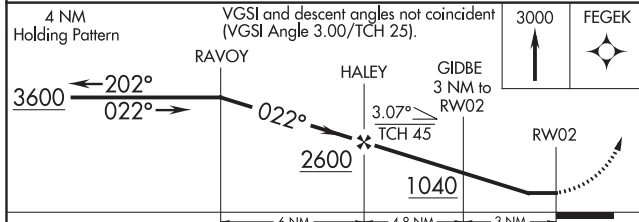
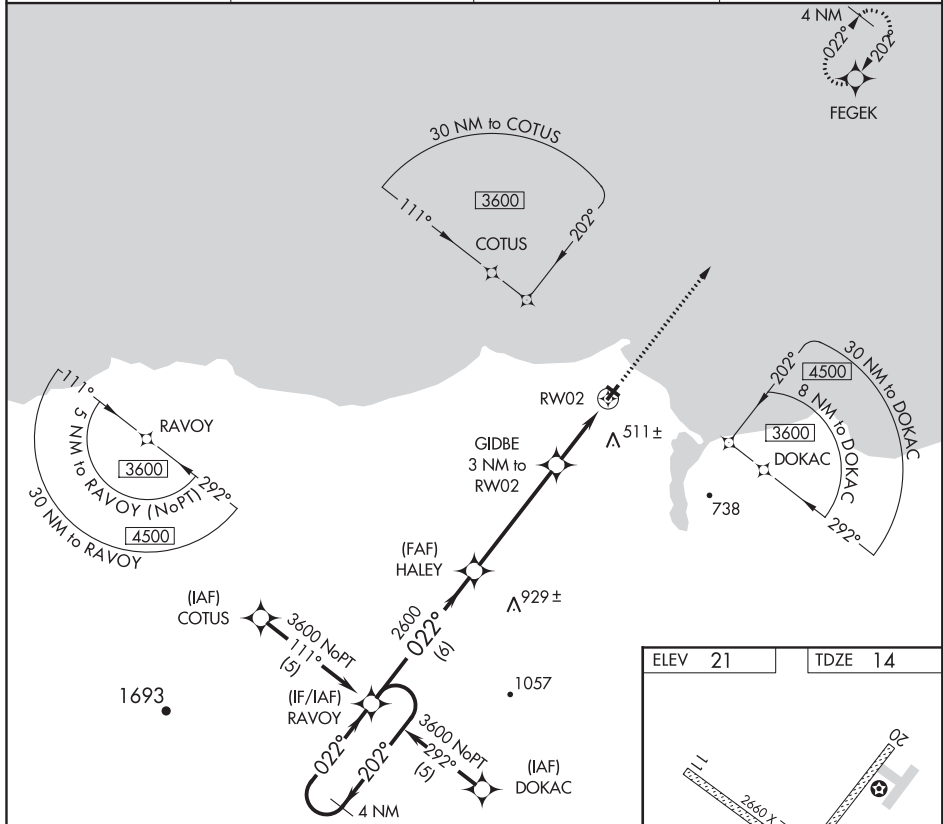
RNAV (GPS) RWY 2

DEERING (DEE)(PADE)

| | |
|------------------------|------------------------|
| APP CRS 022° | Rwy Idg 3320 |
| | TDZE 14 |
| | Apt Elev 21 |

| | | | |
|-------------|--|---------------------|---|
| | | DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3000 direct FEGEK and hold. |
| -24°C/-11°F | | | |

| | | | |
|----------------------|--|---------------------------------|----------------------|
| ASOS 135.5 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.25 | CTAF 122.9 |
|----------------------|--|---------------------------------|----------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----|
| LNVA MDA | 540-1 | 526 (600-1) | 540-1½ 526 (600-1½) | NA |
| CIRCLING | 680-1 659 (700-1) | 740-1 719 (800-1) | 820-2¼ 799 (800-2¼) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|------------------------|---|
| APP CRS 110° | Rwy Idg 2660 TDZE 30 Apt Elev 30 |
|------------------------|---|

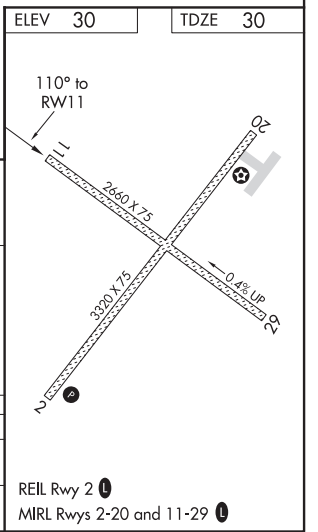
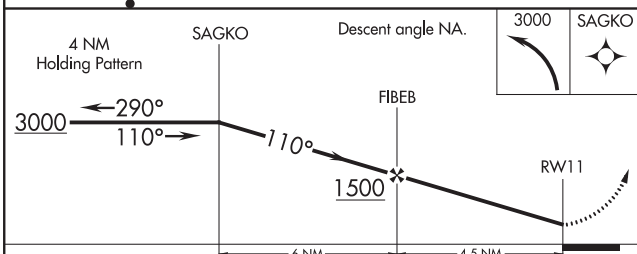
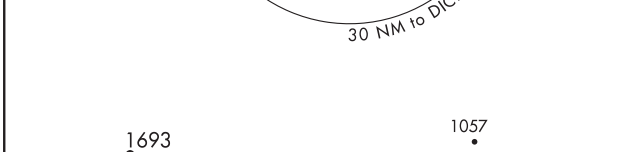
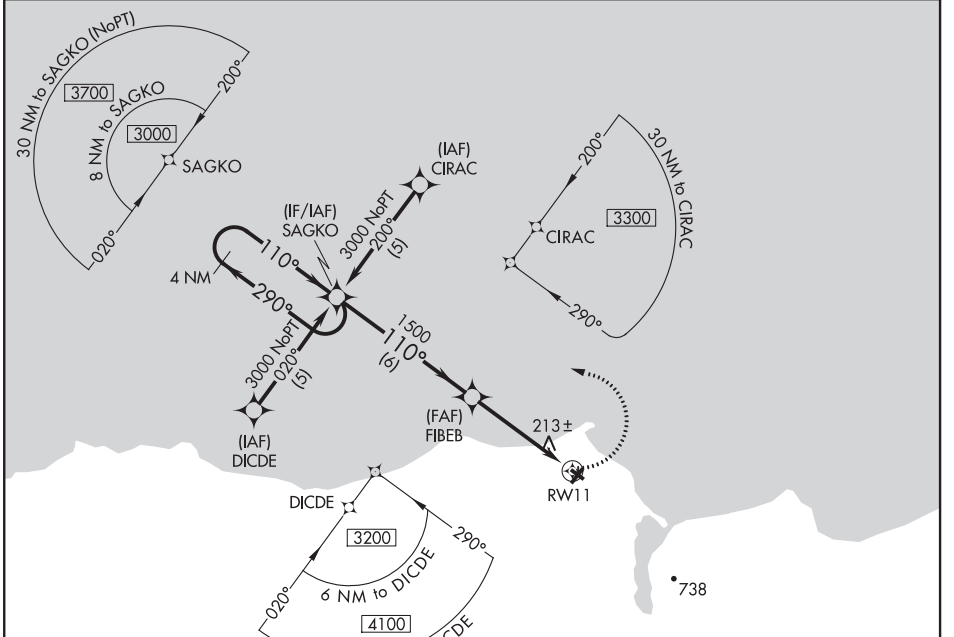
RNAV (GPS) RWY 11

DEERING (DEE)(PADE)

⚠ DME/DME RNP-0.3 NA.
⚠ Helicopter visibility reduction below 1 SM NA.
❄ -24°C/-11°F

MISSED APPROACH: Climbing left turn to 3000 direct SAGKO and hold.

| | | | |
|----------------------|--|---------------------------------|----------------------|
| ASOS 135.5 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.25 | CTAF 122.9 |
|----------------------|--|---------------------------------|----------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----|
| LNVA MDA | 620-1 | 590 (600-1) | 620-1½ 590 (600-1½) | NA |
| CIRCLING | 680-1 650 (700-1) | 740-1 710 (800-1) | 820-2¼ 790 (800-2¼) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

REIL Rwy 2 **Ⓛ**
 MIRL Rwy 2-20 and 11-29 **Ⓛ**

DEERING, ALASKA

AL-10058 (FAA)

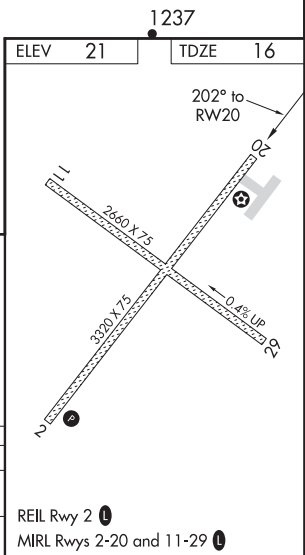
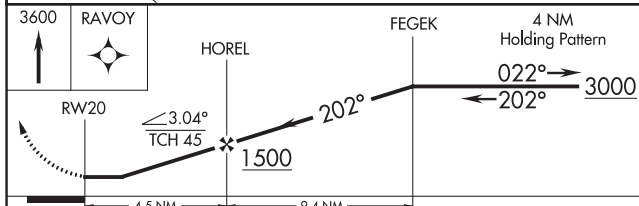
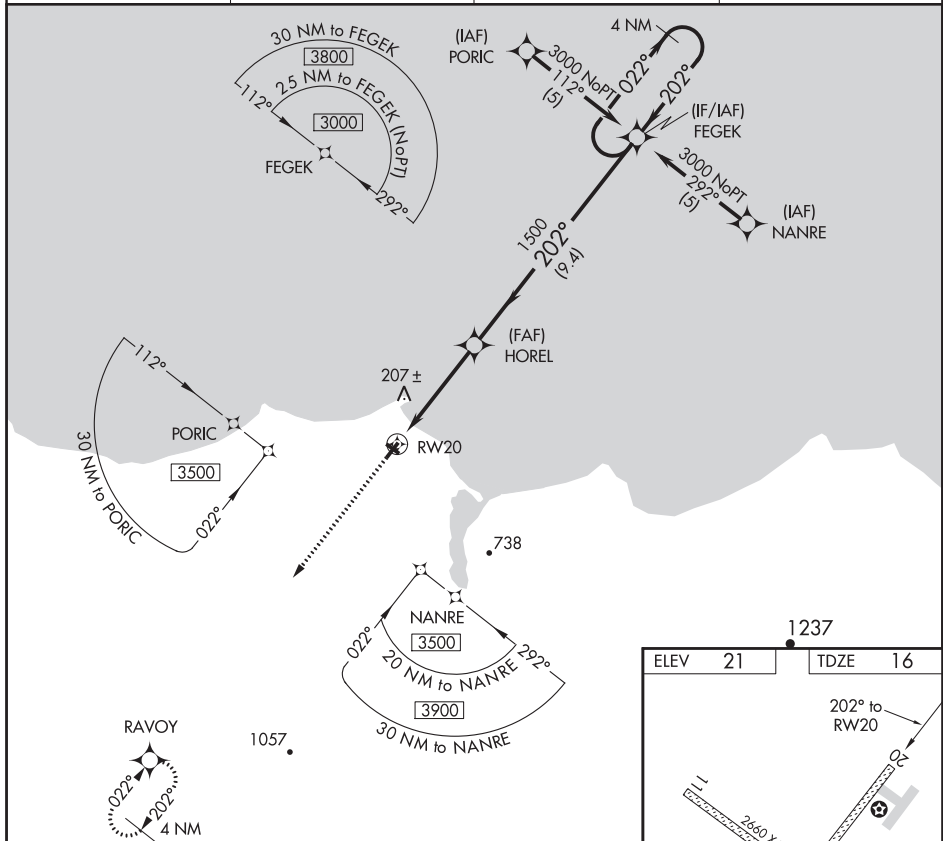
15288

RNAV (GPS) RWY 20

DEERING (DEE)(PADE)

| | |
|------------------------|------------------------|
| APP CRS 202° | Rwy Idg 3320 |
| | TDZE 16 |
| | Apt Elev 21 |

| | | | | | |
|----------------------|--|---------------------------------|----------------------|---|--|
| | | DME/DME RNP-0.3 NA. | | MISSED APPROACH: Climb to 3600 direct RAVOY and hold, continue climb-in-hold to 3600. | |
| ASOS 135.5 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.25 | CTAF 122.9 | | |



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----|
| LNVA MDA | 560-1 | 544 (600-1) | 560-1½ 544 (600-1½) | NA |
| CIRCLING | 680-1 659 (700-1) | 740-1 719 (800-1) | 820-2¼ 799 (800-2¼) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

DEERING, ALASKA
Orig-A 05JUN08

66° 04' N-162° 46' W

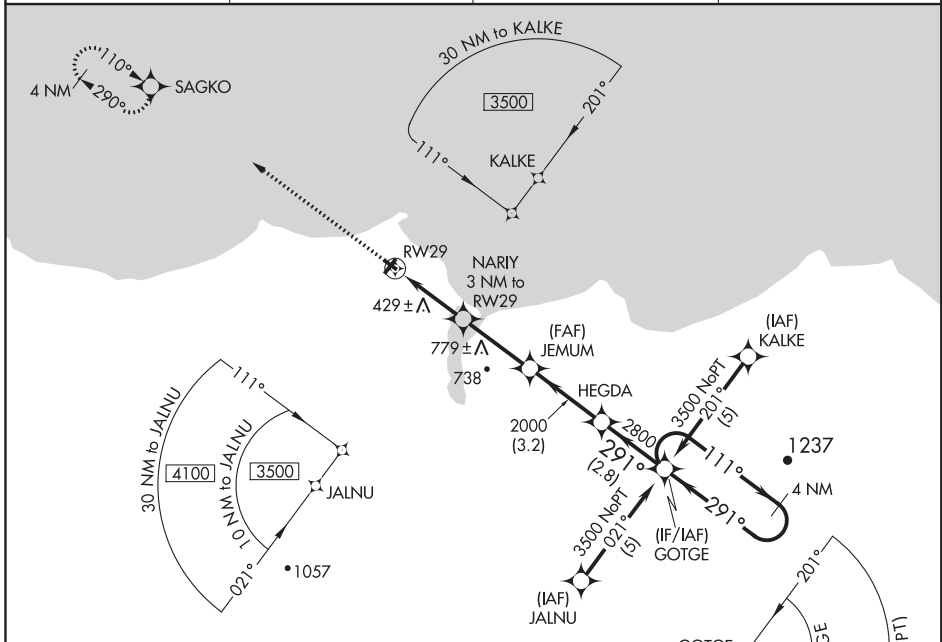
DEERING (DEE)(PADE) RNAV (GPS) RWY 20

| | |
|------------------------|------------------------|
| APP CRS 291° | Rwy Idg 2660 |
| | TDZE 30 |
| | Apt Elev 30 |

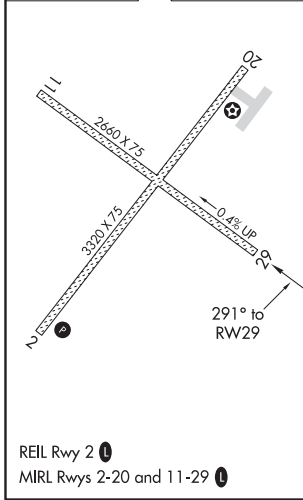
RNAV (GPS) RWY 29

DEERING (DEE)(PADE)

| | | | |
|----------------------|--|---|----------------------|
| DME/DME RNP-0.3 NA. | | MISSED APPROACH: Climb to 3000 direct SAGKO and hold. | |
| ASOS 135.5 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.25 | CTAF 122.9 |



| | |
|---------|---------|
| ELEV 30 | TDZE 30 |
|---------|---------|



REIL Rwy 2
MIRL Rws 2-20 and 11-29

| | | | | |
|--|-------------------------------|----------------------|------------------------|---------------------------------------|
| 3000 SAGKO Descent angle NA. | NARIY 3 NM to RW29 1040 | JEMUM 2000 | HEGDA 2800 | GOTGE 3500 4 NM Holding Pattern |
| | | | | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 680-1 | 650 (700-1) | 680-1¾ 650 (700-1¾) | NA |
| CIRCLING | 680-1 650 (700-1) | 740-1 710 (800-1) | 820-2¼ 790 (800-2¼) | NA |

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AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|---------------------------------|------------------------|---|-------------|
| WAAS CH 82025 W01A | APP CRS 011° | Rwy Idg TDZE 82 Apt Elev 82 | 6400 |
|---------------------------------|------------------------|---|-------------|

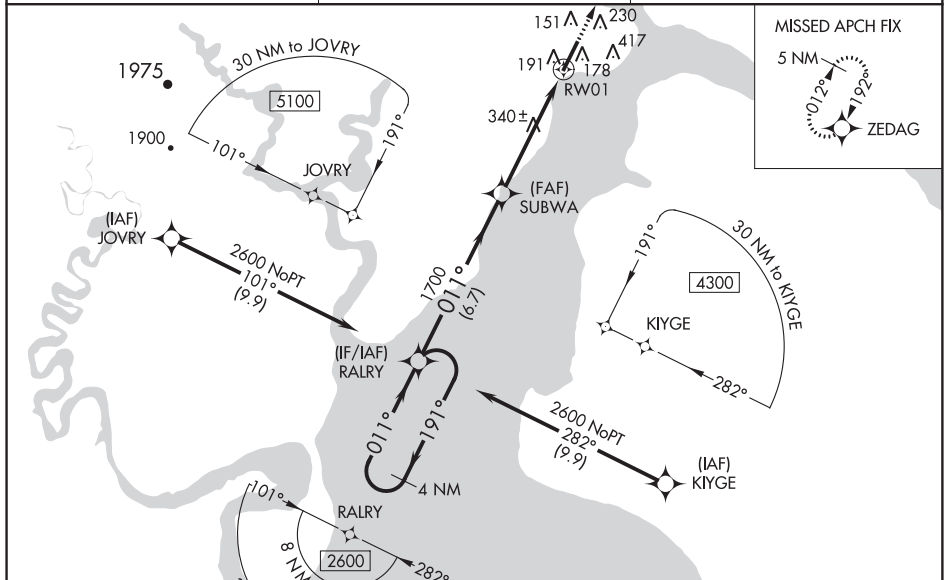
RNAV (GPS) RWY 1

DILLINGHAM (DLG)(PADL)

⚠ Circling to Rwy 19 NA at night. Inoperative table does not apply. Baro-VNAV NA when using Manokotak altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA when below -25°C (-13°F) or above 43°C (109°F). Circling NA east of Rwy 1-19. Helicopter visibility reduction below ¾ SM not authorized. When local altimeter setting not received, use Manokotak altimeter setting and increase all DA 36 feet and all MDA 40 feet, increase LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C/D and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 4300 direct ZEDAG and hold, continue climb-in-hold to 4300.

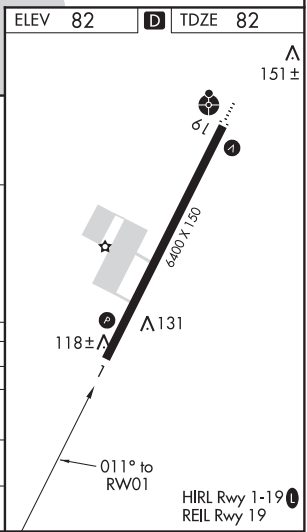
| | | |
|----------------------|--|--|
| AFIS 125.0 | ANCHORAGE CENTER 132.75 282.35 | DILLINGHAM RADIO 123.6 (CTAF) 0 |
|----------------------|--|--|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | | | | | |
|----------------------|--------|-------------|---|--------------|----------------------|------|--|
| 4 NM Holding Pattern | | RALRY | | SUBWA | | RW01 | |
| 2600 ← 191° | | 011° → | | 011° | | 1700 | |
| GP 3.00° | | TCH 45 | | 1700 | | RW01 | |
| | | 6.7 NM | | 5 NM | | | |
| CATEGORY | A | B | C | D | | | |
| LPV DA | 332-1 | | | 250 (300-1) | | | |
| LNAV/VNAV DA | 459-1¼ | | | 377 (400-1¼) | | | |
| LNAV MDA | 640-1 | 558 (600-1) | | 640-1½ | 558 (600-1½) | | |
| CIRCLING | 640-1 | 558 (600-1) | | 640-1½ | 640-2 558 (600-2) | | |



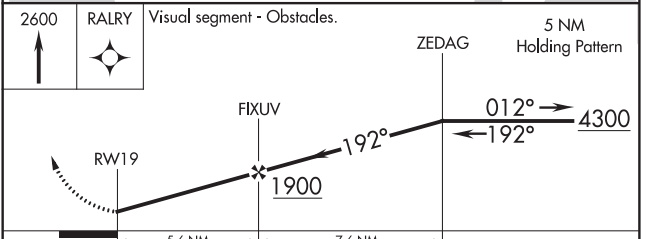
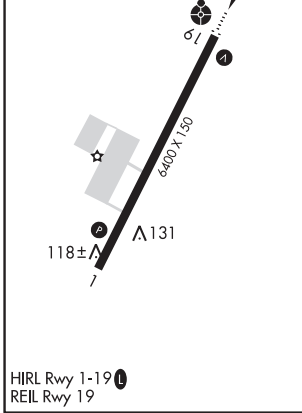
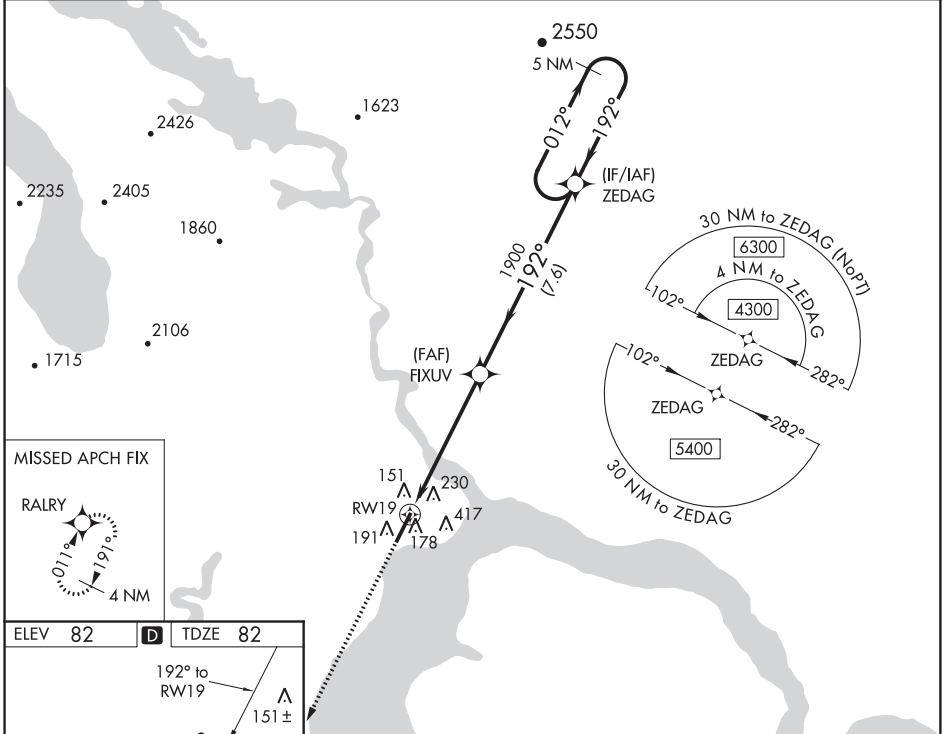
| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 63025 W19A | APP CRS 192° | Rwy Idg TDZE Apt Elev | 6400 82 82 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 19

DILLINGHAM (DLG)(PADL)

| | | |
|--|--------------|--|
| <p>⚠ Inoperative table does not apply. Circling NA east of Rwy 1-19. ⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Manokotak altimeter setting and increase all MDA 40 feet.</p> | <p>ODALS</p> | <p>MISSED APPROACH: Climb to 2600 direct RALRY and hold.</p> |
| | | |

| | | |
|----------------------|--|---|
| AFIS 125.0 | ANCHORAGE CENTER 132.75 282.35 | DILLINGHAM RADIO 123.6 (CTAF) 0 |
|----------------------|--|---|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|--|
| LP MDA | 540-1 | 458 (500-1) | 540-1 ³ / ₈ | 458 (500-1 ¹ / ₂) |
| LNAV MDA | 540-1 | 458 (500-1) | 540-1 ³ / ₈ | 458 (500-1 ¹ / ₂) |
| CIRCLING | 600-1 | 518 (600-1) | 600-1 ¹ / ₂ 518 (600-1 ¹ / ₂) | 640-2 558 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---|------------------------|---|
| LOC/DME I-DLG 111.9 Chan 56 | APP CRS 191° | Rwy Idg 6400 TDZE 82 Apt Elev 82 |
|---|------------------------|---|

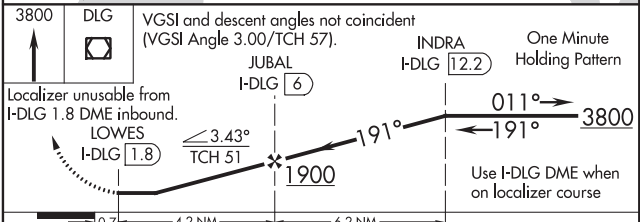
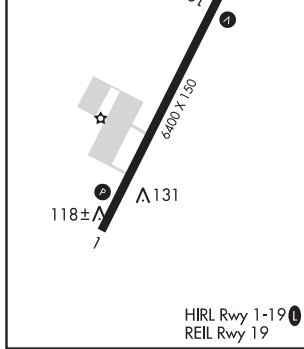
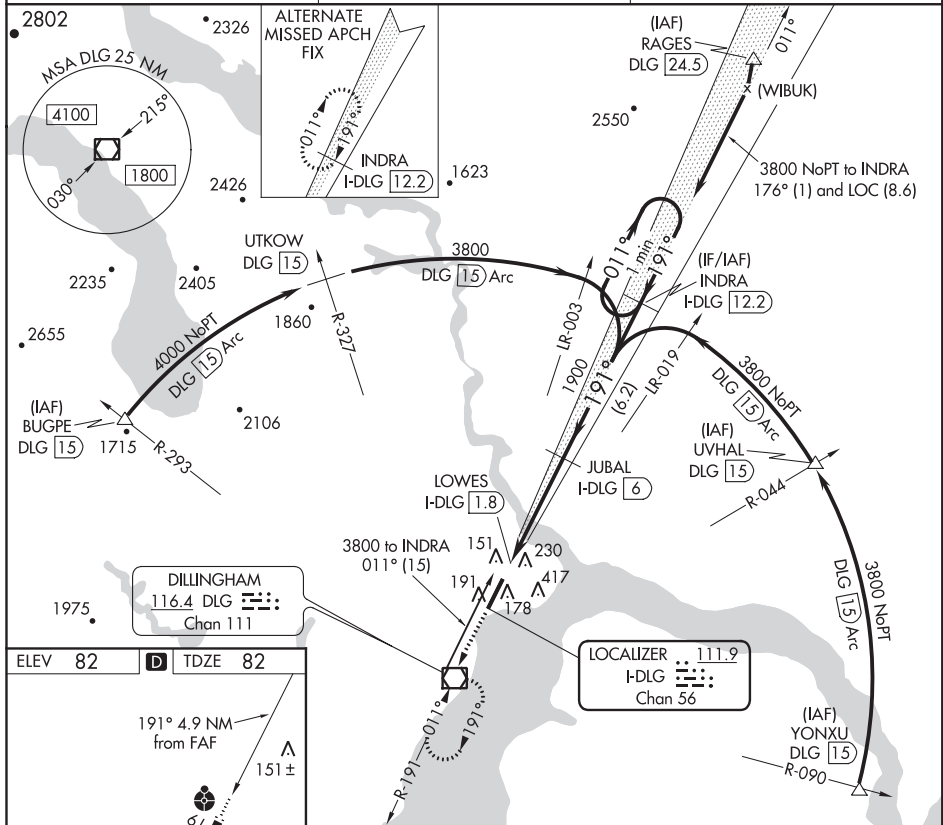
LOC/DME RWY 19

DILLINGHAM (DLG)(PADL)

⚠ Inoperative table does not apply. Circling NA east of Rwy 1-19.
⚠ When local altimeter not received, use Manokotak altimeter setting and increase all MDA 60 feet and S-19 visibility Cats C and D ¼ mile.

ODALS MISSED APPROACH: Climb to 3800 direct DLG VOR/DME and hold, continue climb-in-hold to 3800.

| | | |
|----------------------|--|--|
| AFIS 125.0 | ANCHORAGE CENTER 132.75 282.35 | DILLINGHAM RADIO 123.6 (CTAF) 0 |
|----------------------|--|--|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|------------------------|
| S-19 | 540-1 | 458 (500-1) | 540-1¼ 458 (500-1¼) | 540-1½ 458 (500-1½) |
| CIRCLING | 600-1 | 518 (600-1) | 600-1½ 518 (600-1½) | 640-2 558 (600-2) |

| | | | |
|-----------------|-------------|----------|-------------|
| VOR/DME DLG | APP CRS | Rwy Idg | 6400 |
| 116.4 | 010° | TDZE | 82 |
| Chan 111 | | Apt Elev | 82 |

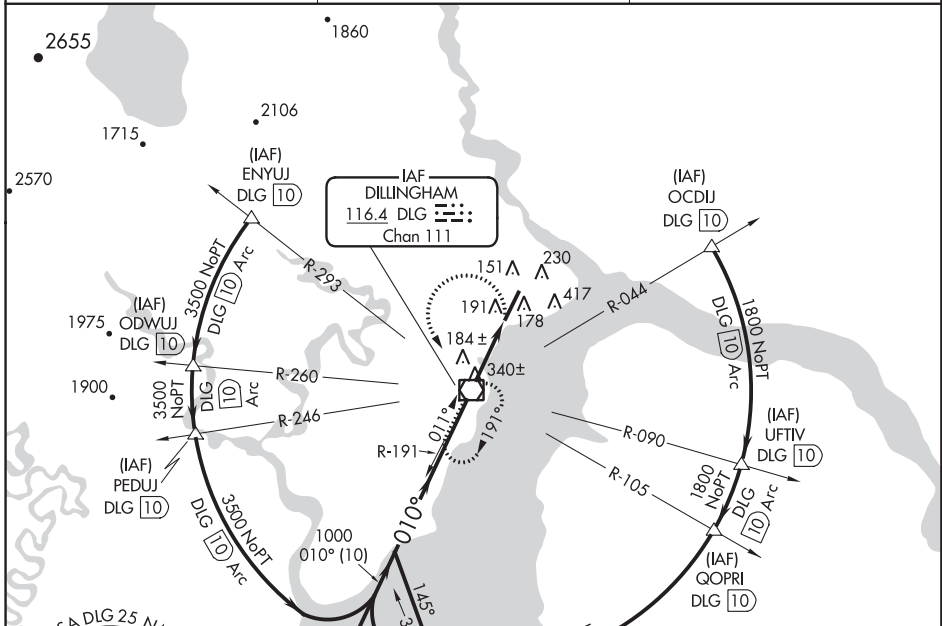
VOR RWY 1

DILLINGHAM (DLG)(PADL)

⚠ Inoperative table does not apply. Circling NA east of runway 1-19.
⚠ Circling Rwy 19 NA at night. Helicopter visibility reduction below 3/4 SM not authorized. When local altimeter not received, use Manokotak altimeter setting and increase all MDA 60 feet and S-1 Cat D visibility 1/4 mile.

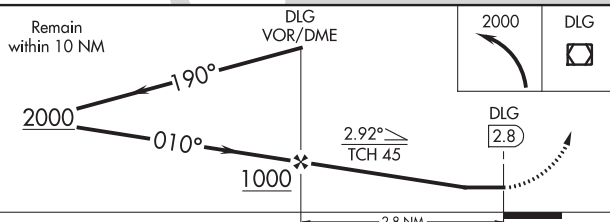
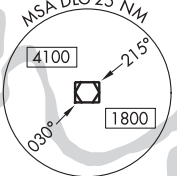
MISSED APPROACH: Climbing left turn to 2000 direct DLG VOR/DME and hold, continue climb-in-hold to 2000.

| | | |
|----------------------|--|---|
| AFIS 125.0 | ANCHORAGE CENTER 132.75 282.35 | DILLINGHAM RADIO 123.6 (CTAF) 1 |
|----------------------|--|---|

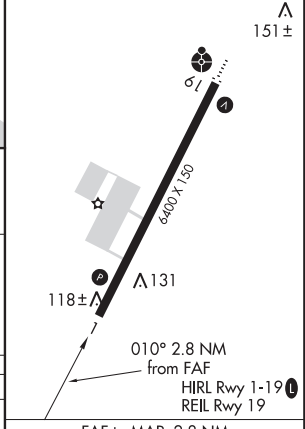


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | | |
|----------------|----------|----------------|
| ELEV 82 | D | TDZE 82 |
|----------------|----------|----------------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------------|-------------------|
| S-1 | 500-1 418 (500-1) | | 500-1 1/4 418 (500-1 1/4) | |
| CIRCLING | 600-1 518 (600-1) | | 600-1 1/2 518 (600-1 1/2) | 640-2 558 (600-2) |

| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 2.8 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:48 | 1:52 | 1:24 | 1:07 | 0:56 |

| | | |
|------------------------|-----------------------------|--|
| APP CRS 088° | Rwy Idg TDZE Apt Elev | N/A N/A 908 |
|------------------------|-----------------------------|--|

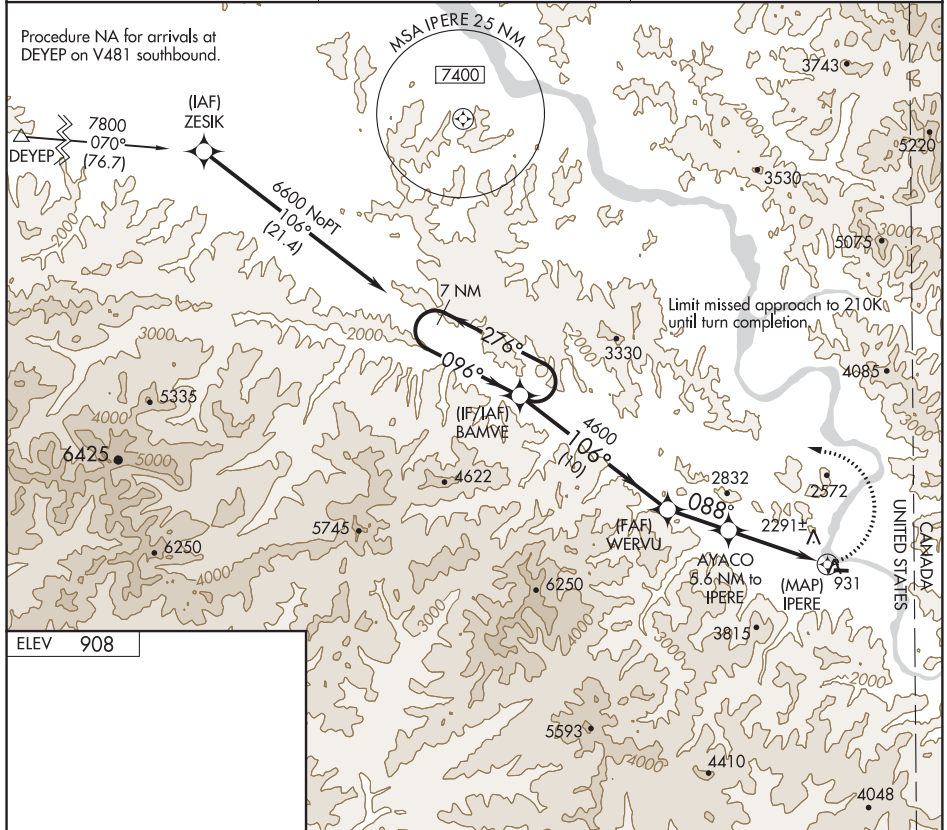
RNAV (GPS)-A

EAGLE (EAA) (PAEG)

⚠ When local altimeter setting not received, procedure NA.
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. Procedure NA at night.
❄ -15°C/5°F Circling NA north of Rwy 7-25.

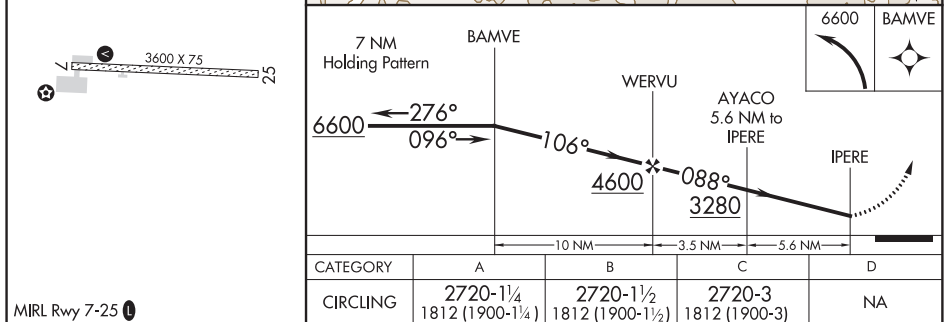
MISSED APPROACH: Climbing left turn to 6600 direct BAMVE and hold, continue climb-in-hold to 6600.

| | | |
|-----------------------|--|-------------------------------|
| ASOS 135.55 | ANCHORAGE CENTER 135.3 322.5 | UNICOM 122.8 (CTAF) |
|-----------------------|--|-------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



ILS or LOC/DME RWY 28

| | | | | |
|---------------------------|-------------------------|--|----------------|---------------------|
| LOC I-SYA 110.1 | APCH CRS 285° | Rwy Idg 10,004 THRE 83 Arpt Elev 98 | AL-1246 [USAF] | EARECKSON AS (PASY) |
|---------------------------|-------------------------|--|----------------|---------------------|

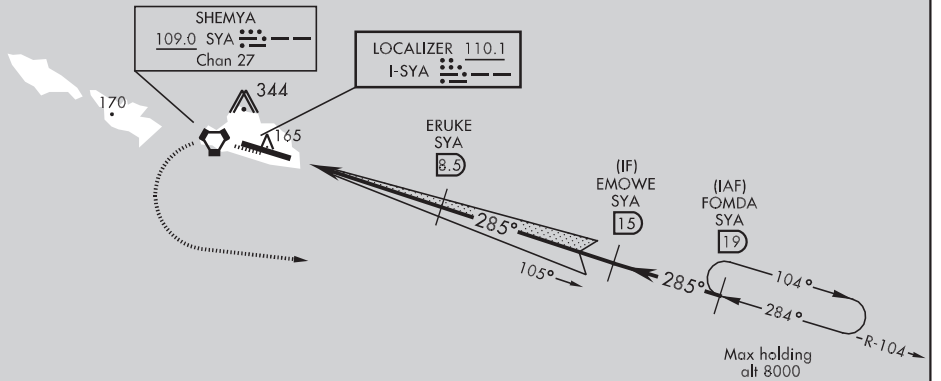
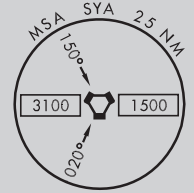
* When ALS inop, for CAT AB, increase vis to ¼ mile.
 ** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
 *** Circling Not Authorized in area N of Rwy 10-28.



MISSED APPROACH: Climb to 500, then climbing left turn to 3000, intercept SYA R-104 direct FOMDA and hold.

| | | |
|--|-------------------------------|-----------------------|
| ANCHORAGE CENTER 119.1 339.8 | CTAF 127.2 352.05 0 | ASOS 135.65 |
|--|-------------------------------|-----------------------|

CAUTION: Numerous obstructions in area N of Rwy 10-28.



EMERG SAFE ALT 100 NM 5200

| | | | | | |
|-------------|-------------------|-------------|--------------|-------------|---|
| 500 | 3000 | ELEV 98 | THRE 83 | | |
| | | | | | |
| CATEGORY | A | B | C | D | E |
| S-ILS 28* | 283-½ 200 (200-½) | | | | |
| S-LOC 28** | 480-¾ | 397 (400-¾) | 480-⅞ | 397 (400-⅞) | |
| CIRCLING*** | 480-1 | 560-1 | 560-1½ | 660-2 | |
| | 382 (400-1) | 462 (500-1) | 462 (500-1½) | 562 (600-2) | |

ILS or LOC/DME RWY 28

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

SHEMYA I., ALEUTIAN I., ALASKA

VOR/DME or TACAN RWY 10

| | | |
|--|-------------------------|--|
| VORTAC SYA 109.0 Chan 27 | APCH CRS 092° | Rwy Idg 10,004 THRE 98 Arpt Elev 98 |
|--|-------------------------|--|

AL-1246 [USAF]

EARECKSON AS (PASY)

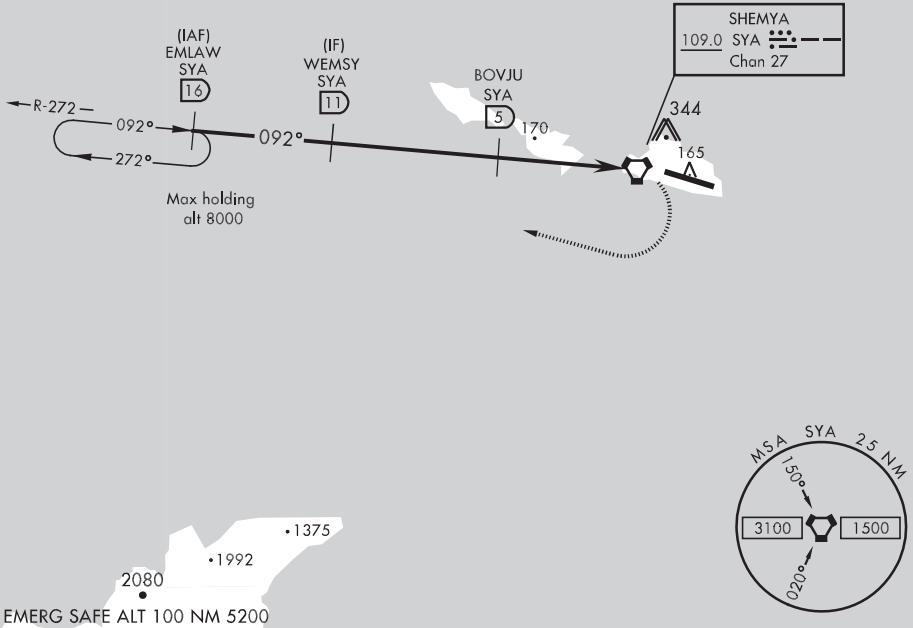
* When ALS inop, increase vis to 1½ miles.
** Circling Not Authorized in area N of Rwy 10-28.



MISSED APPROACH: Climb to 1200, then climbing right turn to 4000, intercept SYA R-272 direct EMLAW and hold.

| | | |
|--|---------------------------------|-----------------------|
| ANCHORAGE CENTER 119.1 339.8 | CTAF 127.2 0 352.05 0 | ASOS 135.65 |
|--|---------------------------------|-----------------------|

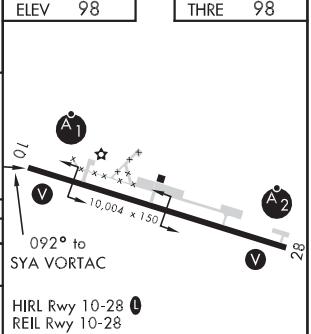
CAUTION: Numerous obstructions in area N of Rwy 10-28.



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | | | |
|-------------|------------------------|-----------|----------------------|---------|---------|
| EMLAW (16) | WEMSY (11) | BOVJU (5) | VORTAC | ELEV 98 | THRE 98 |
| 4000 | 2500 | 1800 | ELVEK (0.1) | | |
| 4.9 NM | | | 1.2 NM | | |
| CATEGORY | A | B | C | D | E |
| S-10 * | 580-1 482 (500-1) | | | | |
| CIRCLING ** | 580-1½ 482 (500-1½) | | 660-2 562 (600-2) | | |



SHEMYA I., ALEUTIAN I., ALASKA

52°43'N-174°07'E

EARECKSON AS (PASY)

Amdt 4 27JUN13

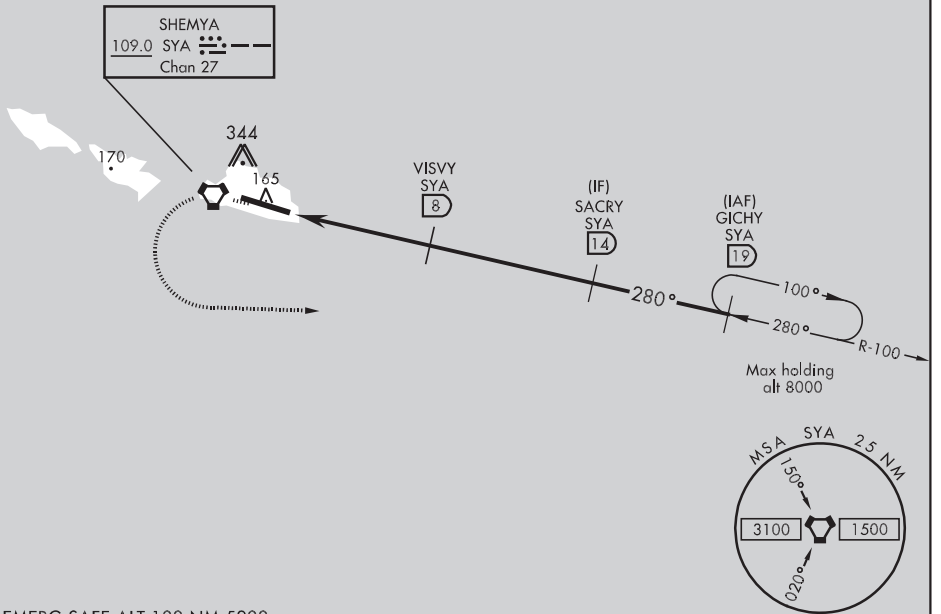
VOR/DME or TACAN RWY 10

VOR/DME or TACAN RWY 28

| | | | | |
|--|-------------------------|--|----------------|---|
| VORTAC SYA 109.0 Chan 27 | APCH CRS 280° | Rwy ldg 10,004 THRE 83 Arpt Elev 98 | AL-1246 [USAF] | EARECKSON AS (PASY) |
| * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles ** Circling Not Authorized in area N of Rwy 10-28. | | | SALS | MISSED APPROACH: Climbing left turn to 3000, intercept SYA R-100 direct GICHY and hold. |

| | | |
|--|---------------------------------|-----------------------|
| ANCHORAGE CENTER 119.1 339.8 | CTAF 127.2 0 352.05 0 | ASOS 135.65 |
|--|---------------------------------|-----------------------|

CAUTION: Numerous obstructions in area N of Rwy 10-28.



EMERG SAFE ALT 100 NM 5200

| | | | | | | |
|--------------------|--------------------------|-------------|-----------------|-----------------|----------|---------|
| | GICHY R-100 19 | | SACRY 14 | GICHY 19 | ELEV 98 | THRE 83 |
| VORTAC | FORCS 3 | 4.6 | 1600 | 2500 | 3000 | |
| | .3 NM | | 5 NM | | 2.63° | TCH 46 |
| CATEGORY | A | B | C | D | E | |
| S-28 * | 620-¾ | 537 (600-¾) | 620-1½ | 537 | (600-1½) | |
| ** CIRCLING | 620-1 | 522 (600-1) | 620-1½ | 562 | 660-2 | |
| | | | 522 (600-1½) | 562 (600-2) | | |

HIRL Rwy 10-28

REIL Rwy 10-28

VOR/DME or TACAN RWY 28

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-1246 [USAF]

EARECKSON AS (PASY)

SHEMYA ISLAND, ALASKA

CTAF
127.2 352.05

FIELD
ELEV
98

MB-100

FIRESTATION

HANGAR 2

HANGAR 3

ALT HOT CARGO

CONTROL TOWER (CLOSED)

BASE OPS

TRANSIENT RAMP

BAK-12

HANGAR 6

HANGAR 7

HANGAR 8

RWY 10-28
PCN 132 F/A/W/T

HOT CARGO AREA

ELEV
80

28

VAR 1.1° E
JUNE 2013
ANNUAL RATE OF CHANGE
0.1° W

10,004 x 150

A
440

52° 43' N

174° 07' E

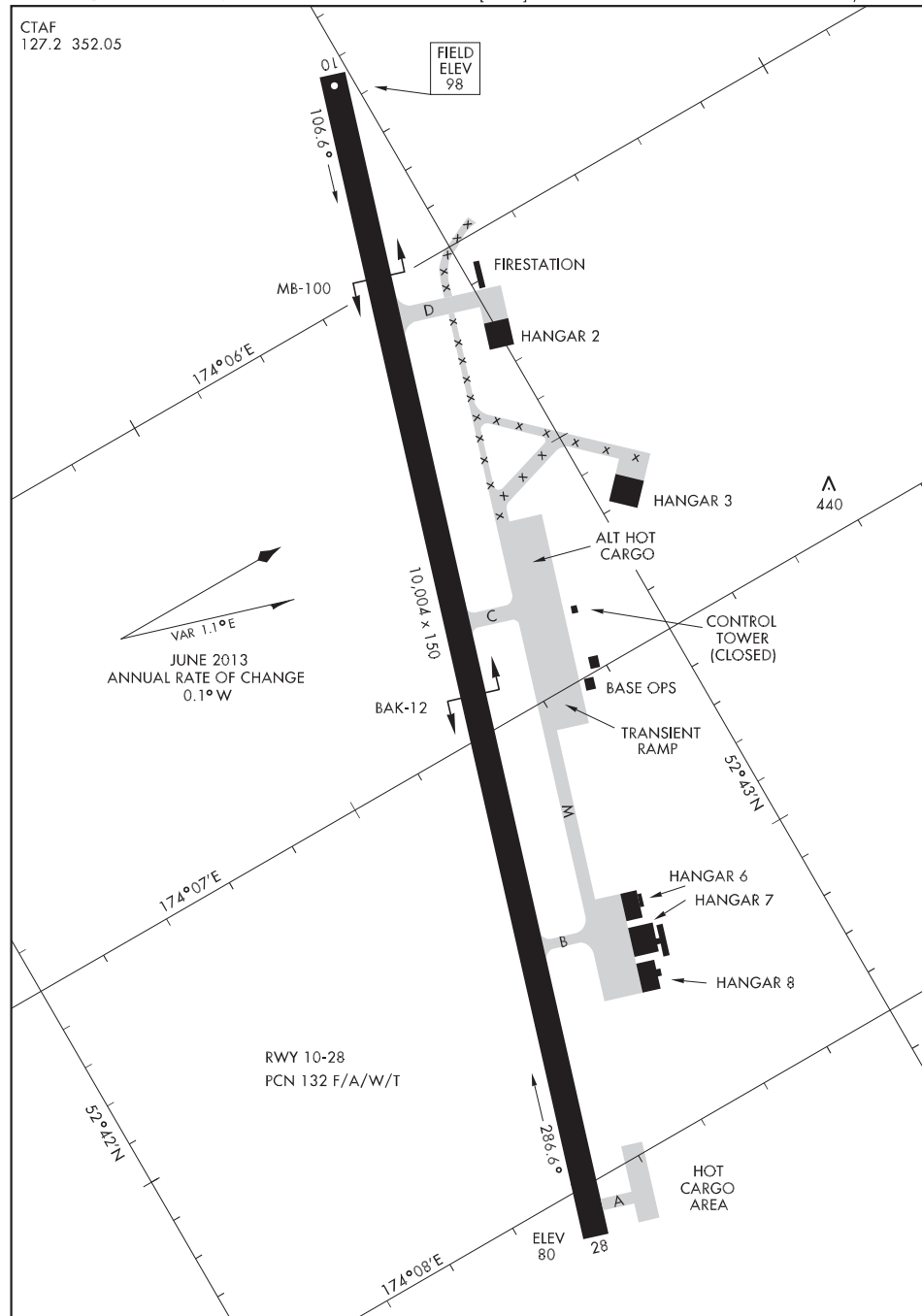
52° 42' N

174° 08' E

286.6°

106.6°

174° 06' E



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

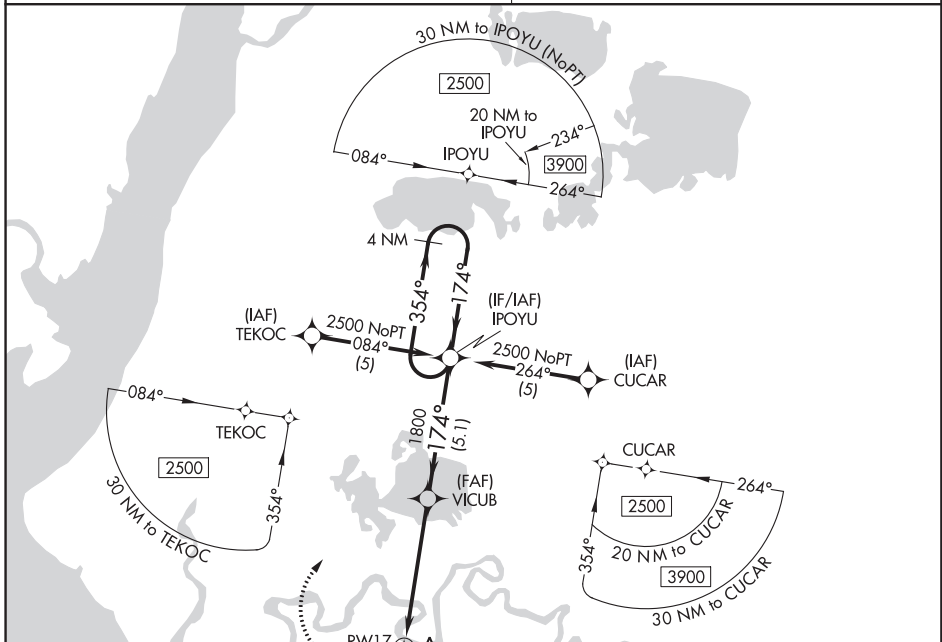
SHEMYA ISLAND, ALASKA
EARECKSON AS (PASY)

| | |
|------------------------|------------------------|
| APP CRS 174° | Rwy Idg 3242 |
| | TDZE 12 |
| | Apt Elev 12 |

RNAV (GPS) RWY 17

EEK (EEK) (PAEE)

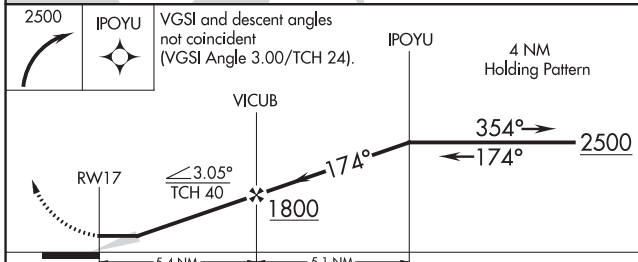
| | | |
|--|---|--|
| <p>▲ NA</p> <p>☼ -38°C</p> | <p>Use Bethel altimeter setting. DME/DME RNP- 0.3 NA.</p> | <p>MISSED APPROACH: Climbing right turn to 2500 direct IPOYU and hold.</p> |
| <p>ANCHORAGE CENTER 125.2 372.0</p> | | <p>CTAF 122.8</p> |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 12 | TDZE 12 |
|---------|---------|



| | |
|---------|---------|
| ELEV 12 | TDZE 12 |
|---------|---------|

MIRL Rwy 17-35
REIL Rwy 17 and 35

| CATEGORY | A | B | C | D |
|----------|-------|-------------|----|---|
| LNVA MDA | 620-1 | 608 (700-1) | NA | |
| CIRCLING | 740-1 | 728 (800-1) | NA | |

EEK, ALASKA

AL-10065 (FAA)

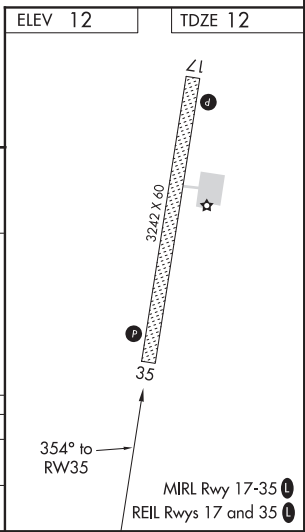
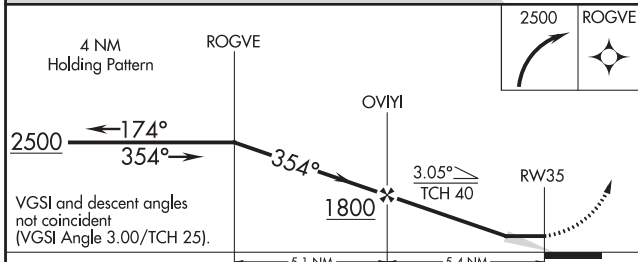
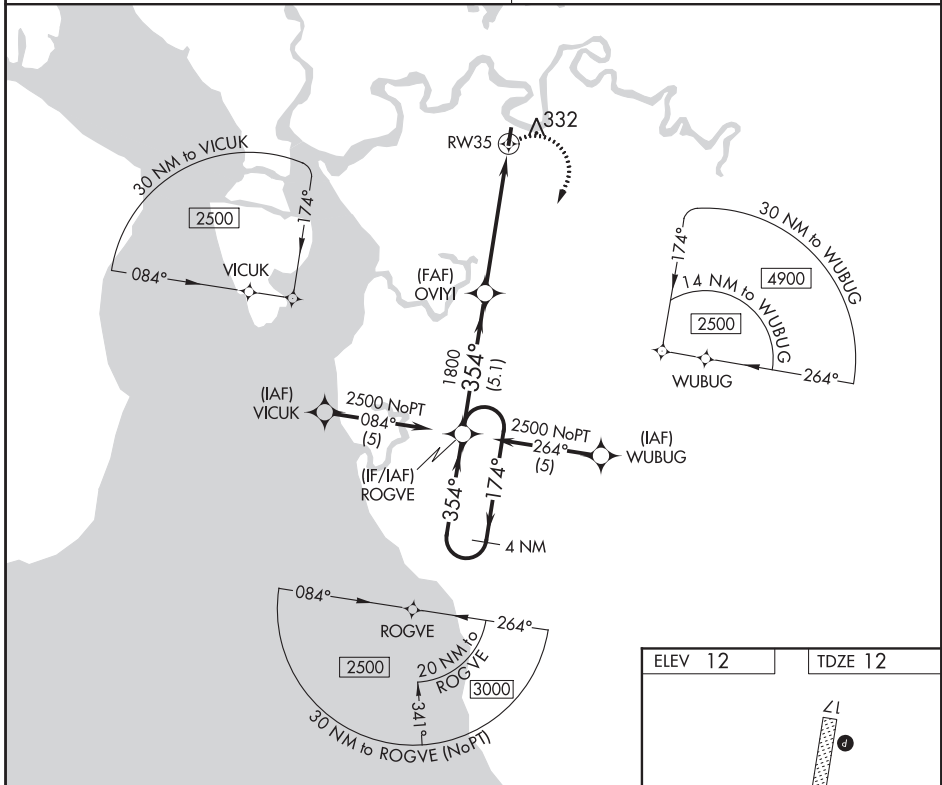
16315

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3242 |
| 354° | TDZE | 12 |
| | Apt Elev | 12 |

RNAV (GPS) RWY 35

EEK (EEK) (PAEE)

| | | |
|--|---|--|
| <p>▲ NA</p> <p>✳ -38°C</p> | <p>Use Bethel altimeter setting. DME/DME RNP- 0.3 NA.</p> | <p>MISSED APPROACH: Climbing right turn to 2500 direct ROGVE and hold.</p> |
| <p>ANCHORAGE CENTER 125.2 372.0</p> | | <p>CTAF 122.8</p> |



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|----|
| LNVA MDA | 620-1 | 608 (700-1) | | NA |
| CIRCLING | 740-1 | 728 (800-1) | | NA |

EEK, ALASKA
Orig-A 25SEP14

60°13'N-162°03'W

RNAV (GPS) RWY 35

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 12

EGEGIK (EII) (PAII)

| | |
|------------------------|------------------------|
| APP CRS 122° | Rwy Idg 5600 |
| | TDZE 84 |
| | Apt Elev 92 |

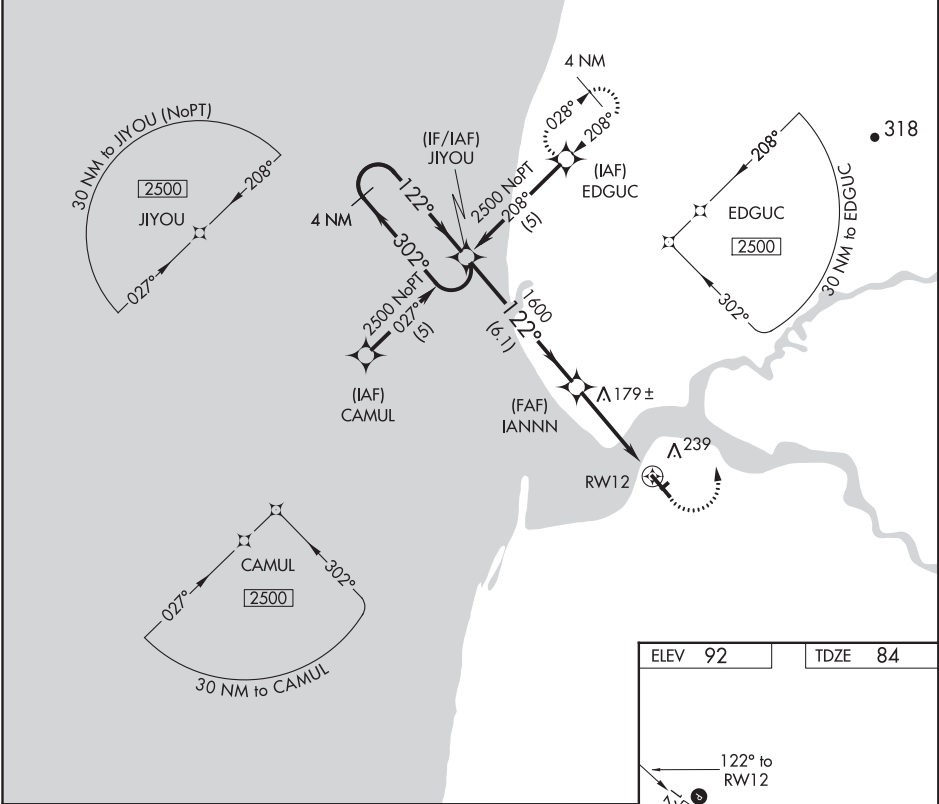
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct EDGUC and hold.

AWOS-3P
135.65

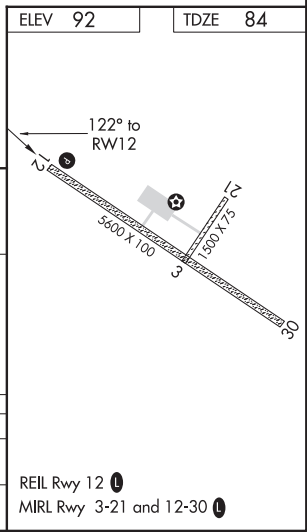
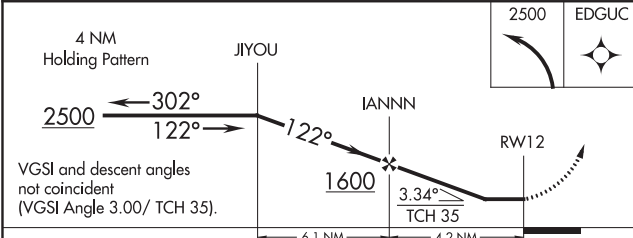
ANCHORAGE CENTER
124.8 354.0

CTAF
122.8



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|----|
| LNVA MDA | 500-1 | 416 (500-1) | 500-1¼ 416 (500-1¼) | NA |
| CIRCLING | 600-1 | 508 (600-1) | 600-1½ 508 (600-1½) | NA |

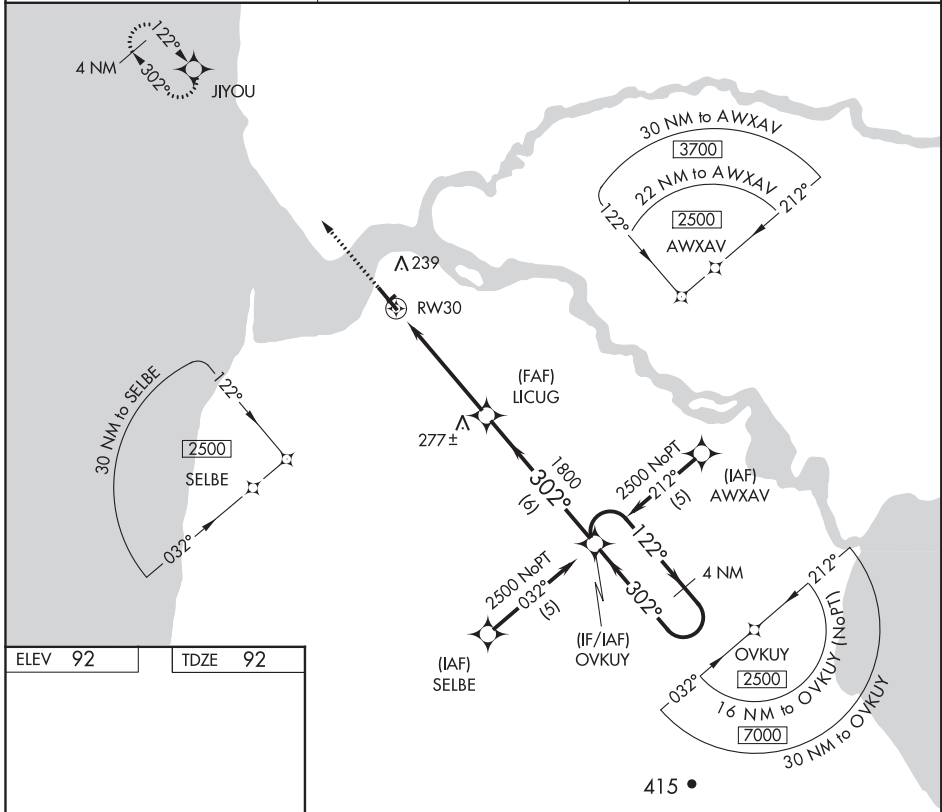
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5600 |
| 302° | TDZE | 92 |
| | Apt Elev | 92 |

RNAV (GPS) RWY 30

EGEGIK (EII) (PAII)

| | | |
|----------|---------------------|---|
| ▽ | DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 2500 direct JIYOU and hold. |
|----------|---------------------|---|

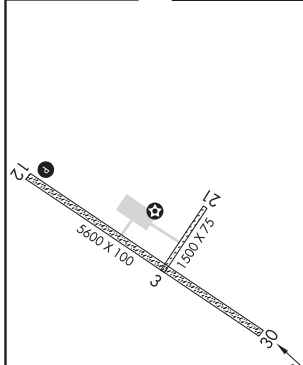
| | | |
|--------------------------|--|-------------------------------|
| AWOS-3P 135.65 | ANCHORAGE CENTER 124.8 354.0 | CTAF 122.8 ① |
|--------------------------|--|-------------------------------|



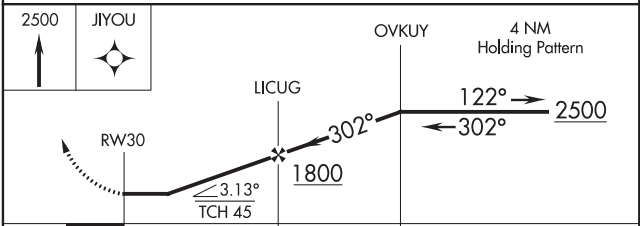
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 92 | TDZE 92 |
|---------|---------|



REIL Rwy 12 **①**
MIRL Rwy 3-21 and 12-30 **①**



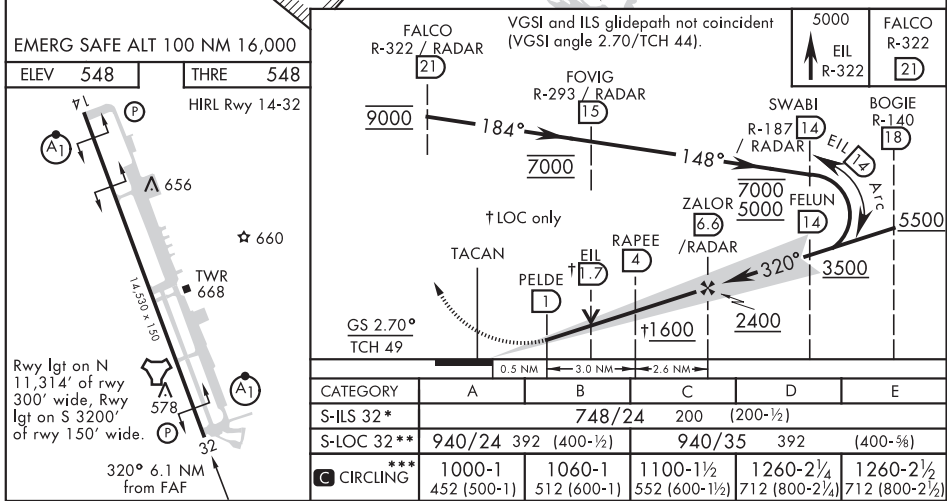
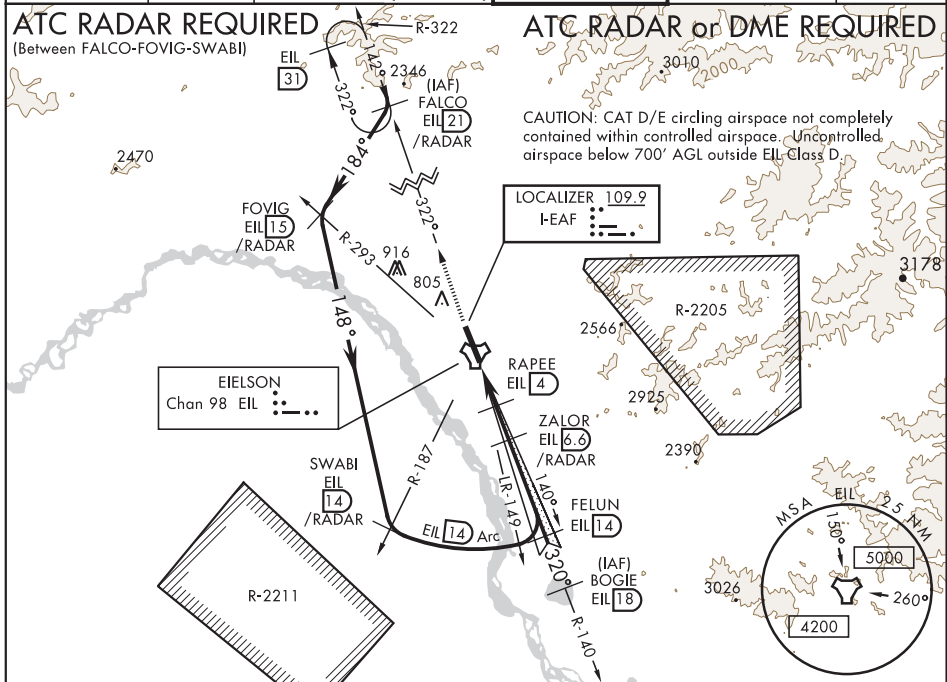
| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|----|
| LNAV MDA | 540-1 | 448 (500-1) | 540-1½ 448 (500-1½) | NA |
| CIRCLING | 600-1 | 508 (600-1) | 600-1½ 508 (600-1½) | NA |

FAIRBANKS, ALASKA

ILS or LOC/DME RWY 32

| | | | | |
|---|-------------------------|---|-----------------------|--|
| LOC I-FAF 109.9 | APCH CRS 320° | Rwy Ldg THRE Arpt Elev 14,530 548 548 | AL-1729 [USAF] | EIELSON AFB (PAEI) |
| ▼** When ALS inop, increase RVR to 40 and vis to ¼ mile. *** Circling not authorized E of Rwy 14-32. | | | ALSF-1 (A1) | MISSED APPROACH: Climb to 5000 on EIL TACAN R-322 to FALCO and hold. Continue climb-in-hold to 5000. |

| | | | |
|---|---------------------|--------------------|--------------|
| FAIRBANKS APP CON | EIELSON TOWER * | GND CON | CLNC DEL |
| ATIS * 119.9 273.5 ASOS 118.525 126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°) | 127.2 352.05 | 121.8 275.8 | 343.7 |



FAIRBANKS, ALASKA 64° 40'N-147° 06'W EIELSON AFB (PAEI)

Amtd 4 21JUL16

ILS or LOC/DME RWY 32

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

FAIRBANKS, ALASKA

RNAV (GPS) RWY 14

| | |
|-------------------------|--------------------------|
| APCH CRS 140° | Rwy ldg 14,530 |
| | THRE 534 |
| | Arpt Elev 548 |

AL-1729 [USAF]

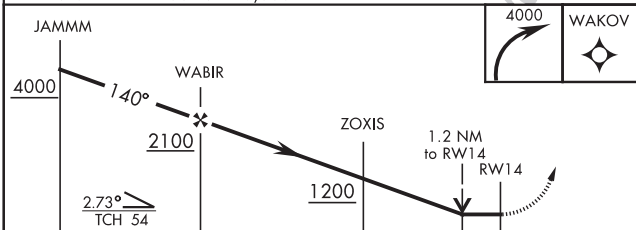
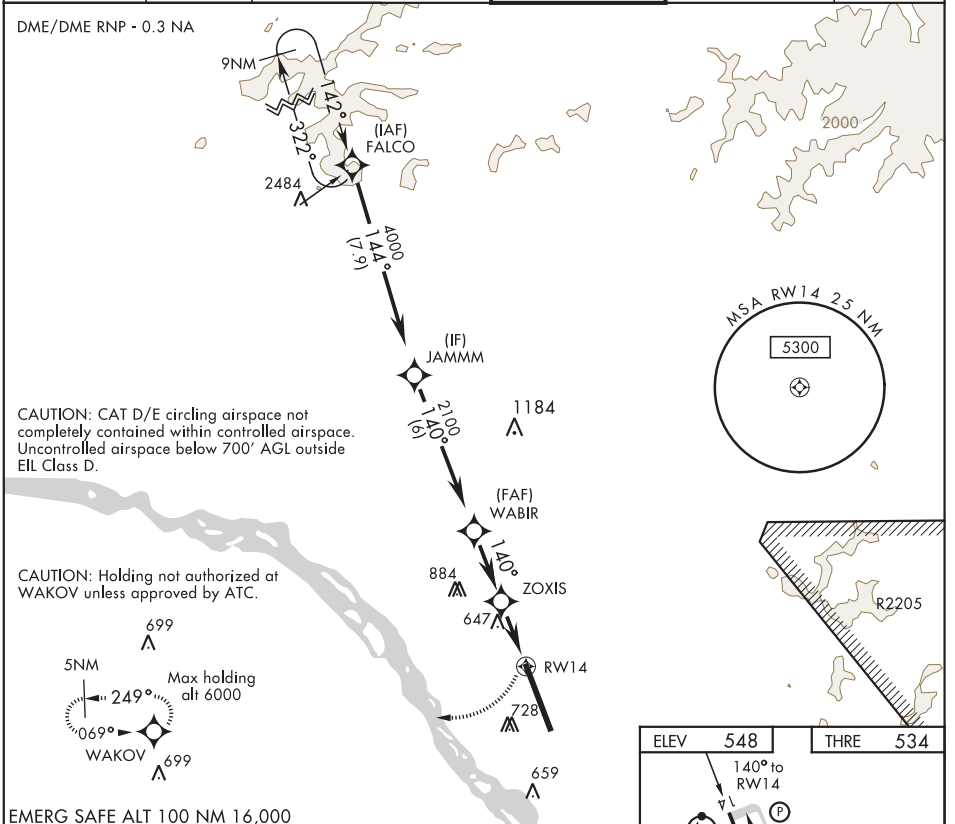
EIELSON AFB (PAEI)

▼ *When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.
 ** Circling NA NE RWY 14-32.

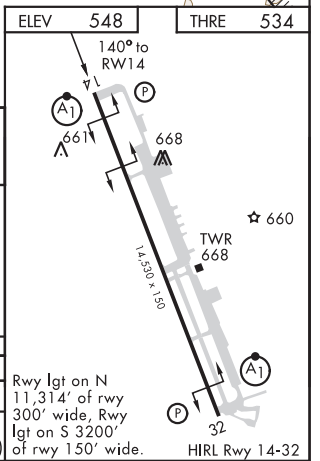
ALSF-1

MISSED APPROACH: Climbing right turn to 4000 direct WAKOV and hold. Continue climb-in-hold to 4000.

| | | | | | |
|------------------------------|------------------------|--|--|-------------------------------|--------------------------|
| ATIS ★ 119.9 273.5 | ASOS 118.525 | FAIRBANKS APP CON 126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°) | EIELSON TOWER ★ 127.2 352.05 | GND CON 121.8 275.8 | CLNC DEL 343.7 |
|------------------------------|------------------------|--|--|-------------------------------|--------------------------|



| CATEGORY | A | B | C | D | E |
|------------|-----------------------|-----------------------|-------------------------|-------------------------|-------------------------|
| LNAV MDA* | 940/24 | 406 (400-½) | 940/40 | 406 | (400-¾) |
| CIRCLING** | 1000-1 452 (500-1) | 1060-1 512 (600-1) | 1100-1½ 552 (600-1½) | 1260-2¼ 712 (800-2¼) | 1260-2½ 712 (800-2½) |



FAIRBANKS, ALASKA

64°40'N-147°06'W

EIELSON AFB (PAEI)

Amdt 3 21JUL16

RNAV (GPS) RWY 14

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

FAIRBANKS, ALASKA

RNAV (GPS) RWY 32

| | |
|-------------------------|--------------------------|
| APCH CRS 321° | Rwy ldg 14,530 |
| | THRE 548 |
| | Arprt Elev 548 |

AL-1729 [USAF]

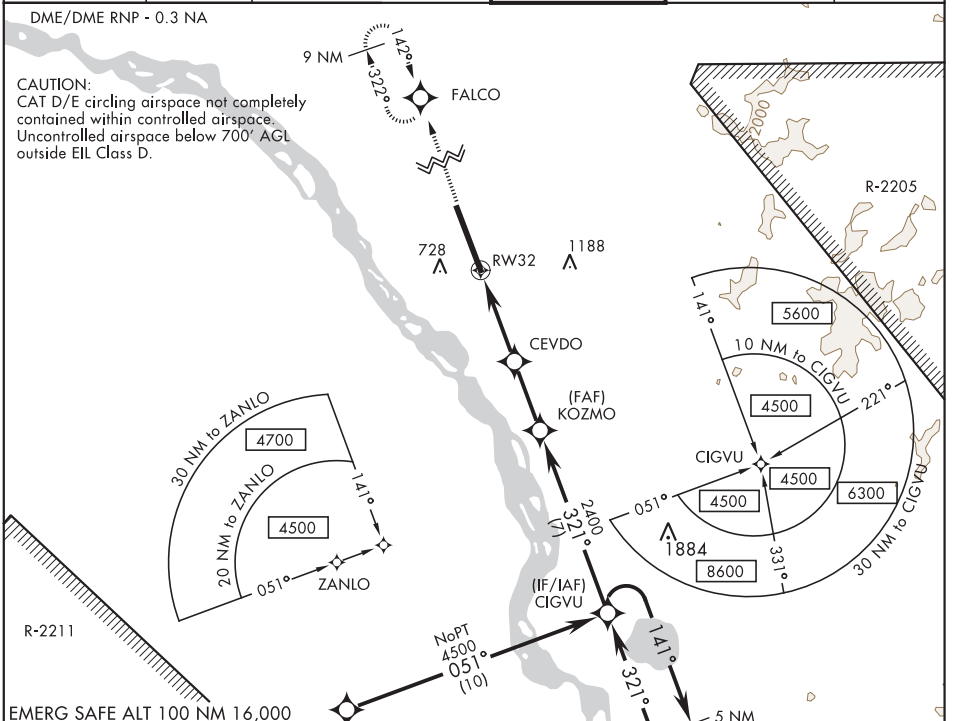
EIELSON AFB (PAEI)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.
**** Circling not authorized NE Rwy 14-32.**

ALSF-1

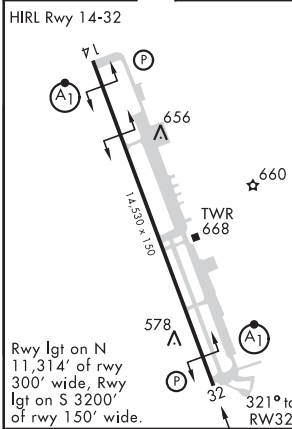
MISSED APPROACH: Climb to 5000 direct FALCO and hold. Continue climb-in-hold to 5000.

| | | | | | |
|-------------------------------------|-------------------------------|---|---|--------------------------------------|---------------------------------|
| ATIS ★ 119.9 273.5 | ASOS 118.525 | FAIRBANKS APP CON 126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°) | EIELSON TOWER ★ 127.2 352.05 | GND CON 121.8 275.8 | CLNC DEL 343.7 |
|-------------------------------------|-------------------------------|---|---|--------------------------------------|---------------------------------|

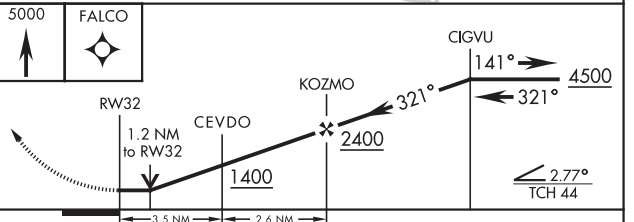


EMERG SAFE ALT 100 NM 16,000

| | |
|----------|----------|
| ELEV 548 | THRE 548 |
|----------|----------|



CAUTION: Approach Not Authorized from ZANLO when R-2211 active.



| | | | | | |
|---------------------|-----------------------|-----------------------|-------------------------|-------------------------|-------------------------|
| CATEGORY | A | B | C | D | E |
| LNVA MDA* | 940/24 | 392 (400-½) | 940/35 | 392 | (400-¾) |
| C CIRCLING** | 1000-1 452 (500-1) | 1060-1 512 (600-1) | 1100-1½ 552 (600-1½) | 1260-2¼ 712 (800-2¼) | 1260-2½ 712 (800-2½) |

FAIRBANKS, ALASKA

64°40'N-147°06'W

EIELSON AFB (PAEI)

Amdt 2 21JUL16

RNAV (GPS) RWY 32

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

FAIRBANKS, ALASKA

TACAN RWY 14

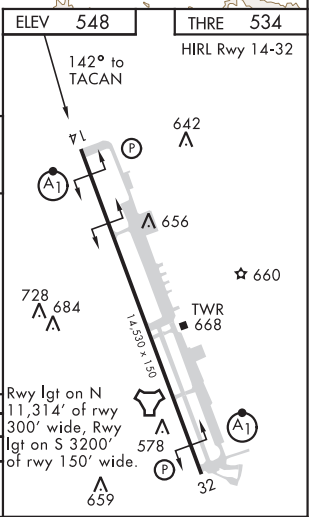
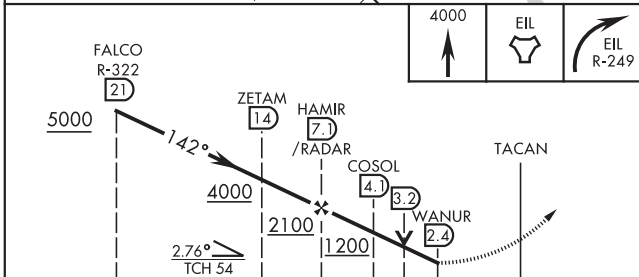
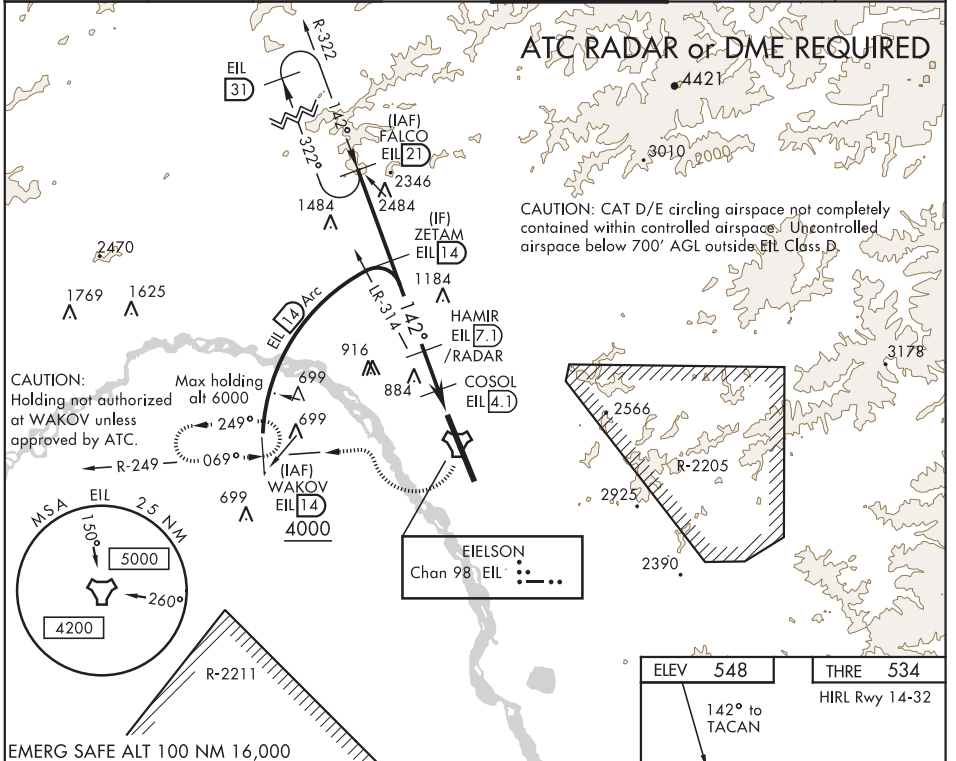
| | | | | |
|-----------------------------|-------------------------|--|----------------|--------------------|
| TACAN EIL Chan 98 | APCH CRS 142° | Rwy ldg 14,530 THRE 534 Arpt Elev 548 | AL-1729 [USAF] | EIELSON AFB (PAEI) |
|-----------------------------|-------------------------|--|----------------|--------------------|

▼ *When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.
 ** Circling not authorized E of Rwy 14-32.

ALSF-1 

MISSED APPROACH: Climb to 4000 direct EIL TACAN, continue climbing right turn to intercept EIL TACAN R-249 to WAKOV and hold. Continue climb-in hold to 4000.

| | | | | | |
|------------------------------|------------------------|--|--|-------------------------------|--------------------------|
| ATIS ★ 119.9 273.5 | ASOS 118.525 | FAIRBANKS APP CON 126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°) | EIELSON TOWER ★ 127.2 352.05 | GND CON 121.8 275.8 | CLNC DEL 343.7 |
|------------------------------|------------------------|--|--|-------------------------------|--------------------------|



| CATEGORY | A | B | C | D | E |
|-------------|-----------------------|-----------------------|-------------------------------|-------------------------------|-------------------------------|
| S-14* | 960/24 426 (500-1/2) | | 960/40 426 (500-3/4) | | |
| ** CIRCLING | 1000-1 452 (500-1) | 1060-1 512 (600-1) | 1100-1 1/2 552 (600-1 1/2) | 1260-2 1/4 712 (800-2 1/4) | 1260-2 1/2 712 (800-2 1/2) |

FAIRBANKS, ALASKA 64°40'N-147°06'W EIELSON AFB (PAEI)

Amtd 5 21JUL16

TACAN RWY 14

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

FAIRBANKS, ALASKA

TACAN RWY 32

| | | |
|--------------------------|----------------------|--|
| TACAN EIL Chan 98 | APCH CRS 320° | Rwy ldg THRE 14,530 Arpt Elev 548 |
|--------------------------|----------------------|--|

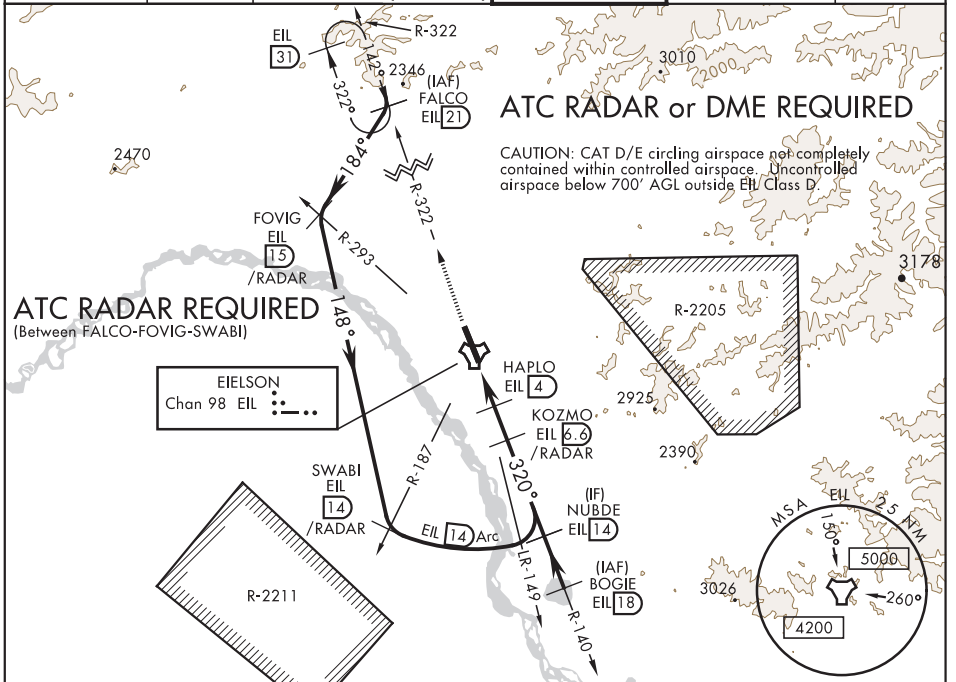
AL-1729 [USAF]

EIELSON AFB (PAEI)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.
** Circling not authorized E of Rwy 14-32.

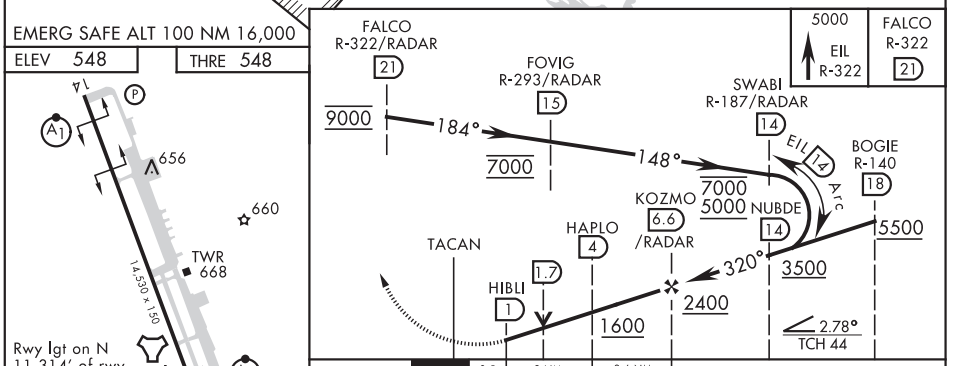
MISSED APPROACH: Climb to 5000 on EIL R-322 to FALCO (EIL R-322/21 DME) and hold.

| | | | | | |
|------------------------------|------------------------|--|--|-------------------------------|--------------------------|
| ATIS ★ 119.9 273.5 | ASOS 118.525 | FAIRBANKS APP CON 126.5 381.4 (360°-179°) 125.35 363.2 (180°-359°) | EIELSON TOWER ★ 127.2 352.05 | GND CON 121.8 275.8 | CLNC DEL 343.7 |
|------------------------------|------------------------|--|--|-------------------------------|--------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | | | | | |
|-------------|-----------------------|-----------------------|-------------------------|-------------------------|-------------------------|
| CATEGORY | A | B | C | D | E |
| | S-32 * | 940/24 392 (400-½) | | 940/35 392 (400-¾) | |
| CIRCLING ** | 1000-1 452 (500-1) | 1060-1 512 (600-1) | 1100-1½ 552 (600-1½) | 1260-2¼ 712 (800-2¼) | 1260-2½ 712 (800-2½) |

FAIRBANKS, ALASKA 64° 40'N-147° 06'W EIELSON AFB (PAEI)

Amtd 4 21JUL16

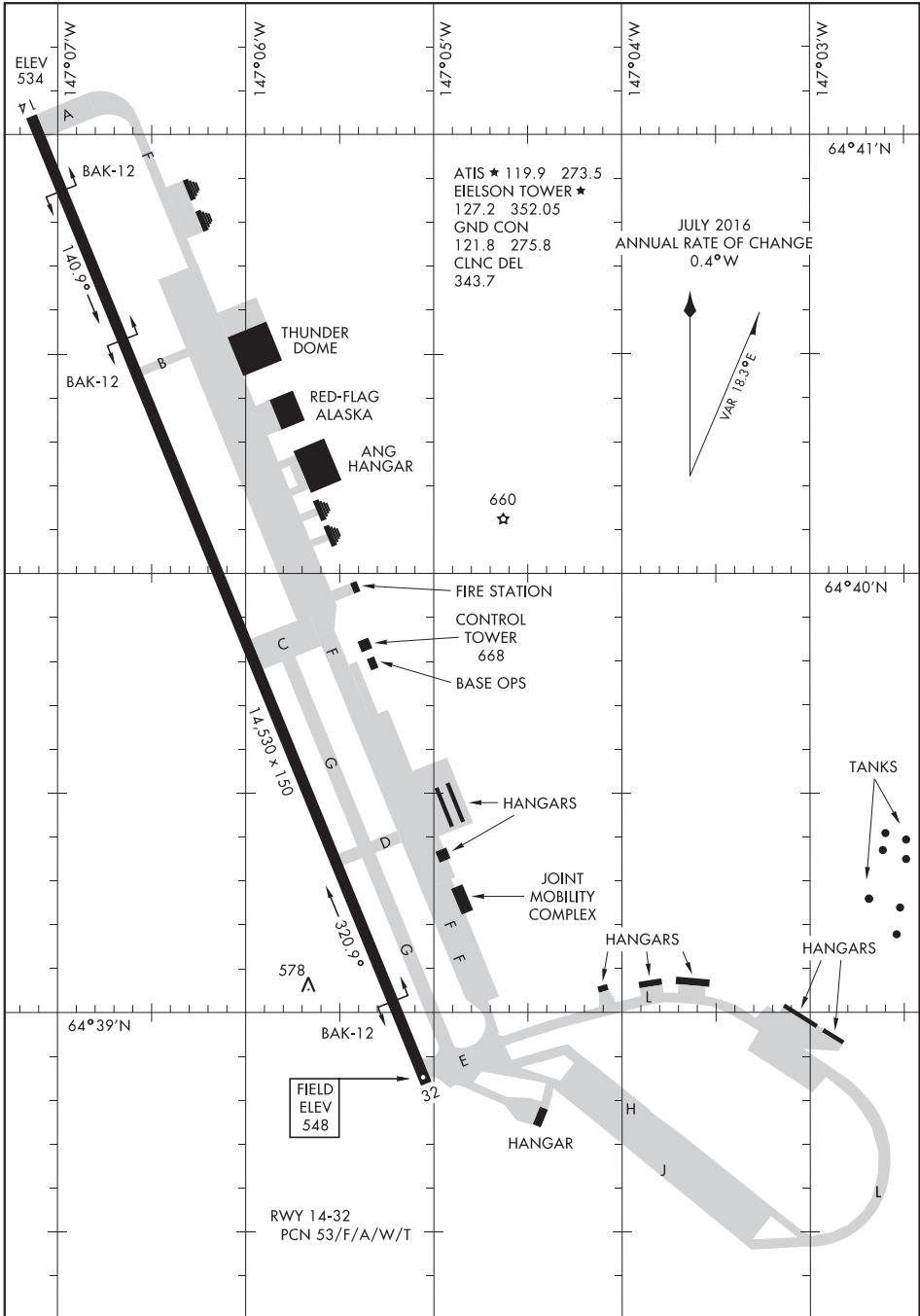
TACAN RWY 32

AIRPORT DIAGRAM

AFD-1729 [USAF]

EIELSON AFB (PAEI)

FAIRBANKS, ALASKA



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

FAIRBANKS, ALASKA

EIELSON AFB (PAEI)

ARUNY TWO DEPARTURE

SL-1729 [USAF]

EIELSON AFB (PAEI)

FAIRBANKS, ALASKA

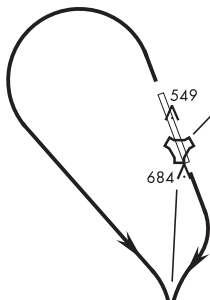
ATIS ★ 119.9 273.5
 CLNC DEL
 343.7
 EIELSON GND CON
 121.8 275.8
 EIELSON TOWER ★
 127.2 352.05
 FAIRBANKS DEP CON
 126.5 319.1

2184
 ▲

EIELSON
 Chan 98 EIL :—...
 L-3, 4, H-1

1188
 ▲

2534
 ▲



164°

20.9

ARUNY

R-164

EIELSON MOA

EIELSON MOA

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14 (ARUNY2·ARUNY): Turn right to intercept EIL TACAN R-164 to ARUNY. Maintain assigned altitude.

TAKE-OFF RWY 32 (ARUNY2·ARUNY): Turn left to intercept EIL TACAN R-164 to ARUNY. Maintain assigned altitude.

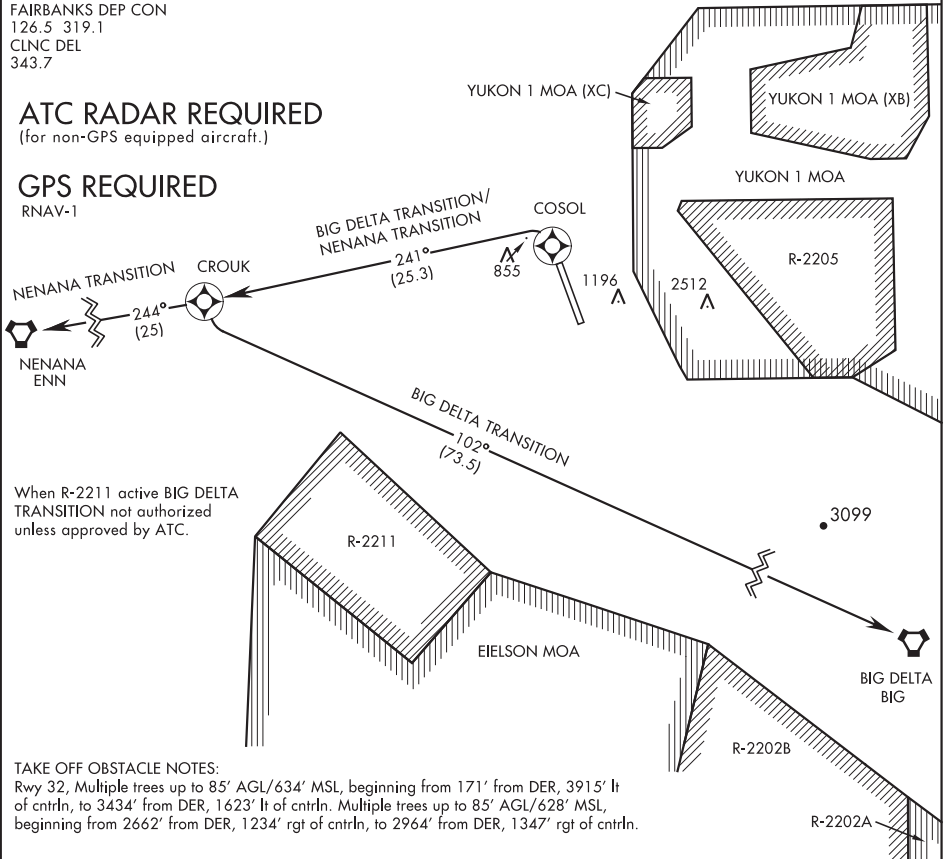
ARUNY TWO DEPARTURE

FAIRBANKS, ALASKA
 EIELSON AFB (PAEI)

ATIS ★
 119.9 273.5
 EIELSON GND CON
 121.8 275.8
 EIELSON TOWER ★
 127.2 352.05
 FAIRBANKS DEP CON
 126.5 319.1
 CLNC DEL
 343.7

ATC RADAR REQUIRED
 (for non-GPS equipped aircraft.)

GPS REQUIRED
 RNAV-1



When R-2211 active BIG DELTA TRANSITION not authorized unless approved by ATC.

TAKE OFF OBSTACLE NOTES:

Rwy 32, Multiple trees up to 85' AGL/634' MSL, beginning from 171' from DER, 3915' lt of cntrln, to 3434' from DER, 1623' lt of cntrln. Multiple trees up to 85' AGL/628' MSL, beginning from 2662' from DER, 1234' rgt of cntrln, to 2964' from DER, 1347' rgt of cntrln.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 32 (COSOL2·COSOL): Climb direct COSOL, thence...

BIG DELTA TRANSITION (COSOL2·BIG): Turn left, track 241° to CROUK then turn left, track 102° to BIG VORTAC.

NENANA TRANSITION (COSOL2·ENN): Turn left, track 241° to CROUK then track 244° to ENN VORTAC.

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

DELTA-FIVE DEPARTURE

SH-1729 [USAF]

FAIRBANKS, ALASKA

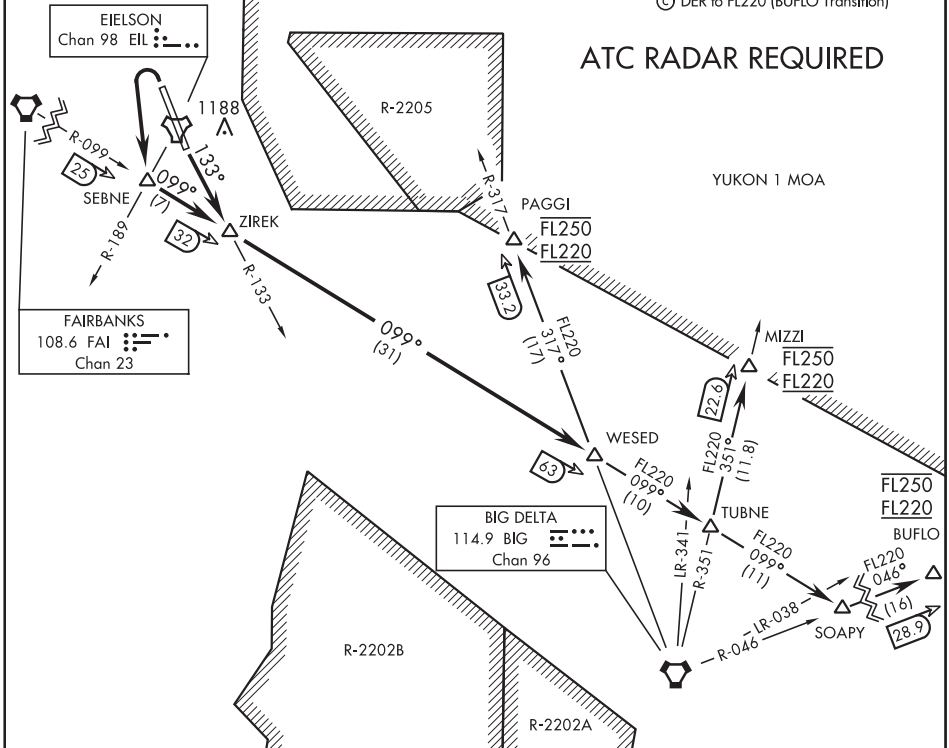
ATIS ★ 119.9 273.5
 CLNC DEL 343.7
 EIELSON GND CON 121.8 275.8
 EIELSON TOWER ★ 127.2 352.05
 FAIRBANKS DEP CON 126.5 319.1

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|------------------|-------|-----|-----|------|------|------|------|
| 4/32(A) V/V(fpm) | | 456 | 912 | 1368 | 1824 | 2280 | 2736 |
| 4/32(B) V/V(fpm) | | 410 | 820 | 1230 | 1640 | 2040 | 2450 |
| 4/32(C) V/V(fpm) | | 300 | 600 | 900 | 1200 | 1500 | 1800 |

ATC Climb Rate

- Ⓐ DER to FL220 (PAGGI Transition)
- Ⓑ DER to FL220 (MIZZI Transition)
- Ⓒ DER to FL220 (BUFLO Transition)

ATC RADAR REQUIRED



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14 (DELTA5.ZIREK): Intercept EIL TACAN R-133 to join FAI VORTAC R-099 at ZIREK and track outbound. Thence. . .

TAKE-OFF RWY 32 (DELTA5.ZIREK): Turn left to intercept FAI VORTAC R-099 at SEBNE. Proceed outbound direct ZIREK. Thence. . .

BUFLO GATE TRANSITION (DELTA5.BUFLO): Turn left at SOAPY and track outbound on BIG VORTAC R-046 to BUFLO. Cross BUFLO at FL220 block FL250.

MIZZI GATE TRANSITION (DELTA5.MIZZI): Turn left at TUBNE and track outbound on BIG VORTAC R-351 to MIZZI. Cross MIZZI at FL220 block FL250.

PAGGI GATE TRANSITION (DELTA5.PAGGI): Turn left at WESED and track outbound on BIG VORTAC R-317 to PAGGI. Cross PAGGI at FL220 block FL250.

DELTA-FIVE DEPARTURE

FAIRBANKS, ALASKA
 EIELSON AFB (PAEI)

HAPLO TWO DEPARTURE (RNAV)

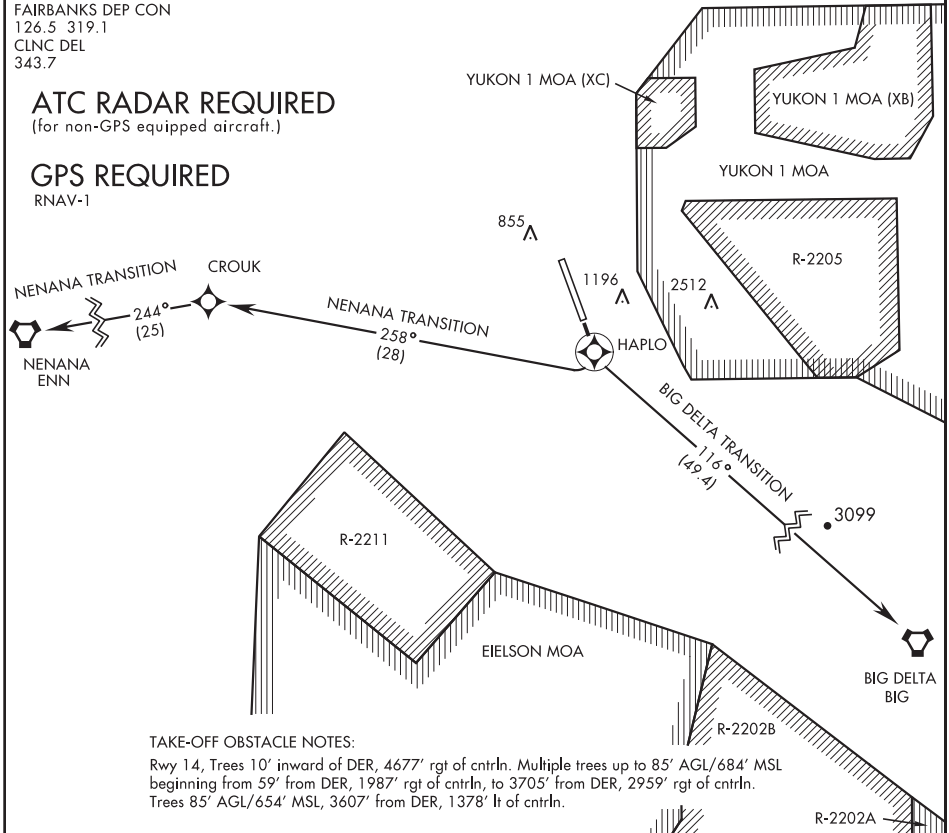
SL-1729 [USAF]

EIELSON AFB (PAEI)
FAIRBANKS, ALASKA

ATIS ★
 119.9 273.5
 EIELSON GND CON
 121.8 275.8
 EIELSON TOWER ★
 127.2 352.05
 FAIRBANKS DEP CON
 126.5 319.1
 CLNC DEL
 343.7

ATC RADAR REQUIRED
 (for non-GPS equipped aircraft.)

GPS REQUIRED
 RNAV-1



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14 (HAPLO2-HAPLO): Climb direct HAPLO, thence...

BIG DELTA TRANSITION (HAPLO2-BIG): Turn left, track 116° to BIG VORTAC.

NENANA TRANSITION (HAPLO2-ENN): Turn right, track 258° to CROUK then track 244° to ENN VORTAC.

HAPLO TWO DEPARTURE (RNAV)

FAIRBANKS, ALASKA
EIELSON AFB (PAEI)

Orig 15008

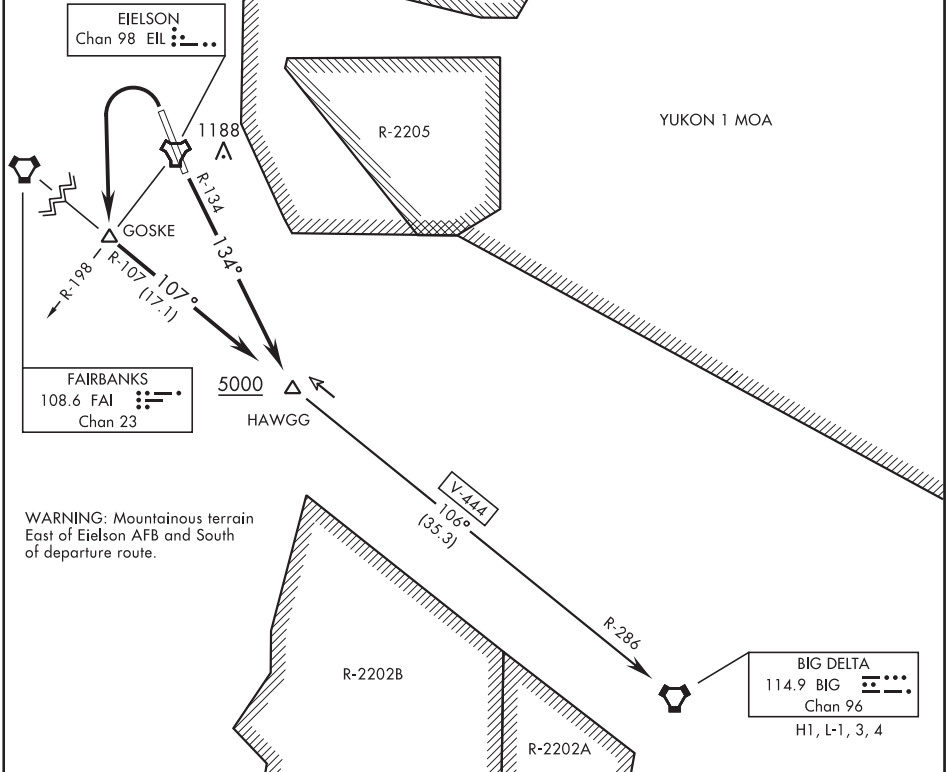
HAWGG SIX DEPARTURE (HAWGG6•HAWGG)

EIELSON AFB (PAEI)
SHL-1729 [USAF] FAIRBANKS, ALASKA

| ATIS ★ 119.9 273.5 | YUKON 2 MOA | Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|--------------------|-------------|-----|----------|-----|-----|-----|-----|------|------|
| CLNC DEL 343.7 | | 14 | V/V(fpm) | 250 | 490 | 730 | 970 | 1210 | 1450 |

ATC Climb Rate to 5000

ATC RADAR REQUIRED



WARNING: Mountainous terrain East of Eielson AFB and South of departure route.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn left to join EIL TACAN R-134 to FAI VORTAC R-107. Cross HAWGG at or above 5000. Thence . . .

TAKE-OFF RWY 32: Turn left to GOSKE then continue outbound FAI VORTAC R-107 to HAWGG. Cross HAWGG at or above 5000. Thence . . .

Intercept V-444 to BIG VORTAC, thence via assigned route.

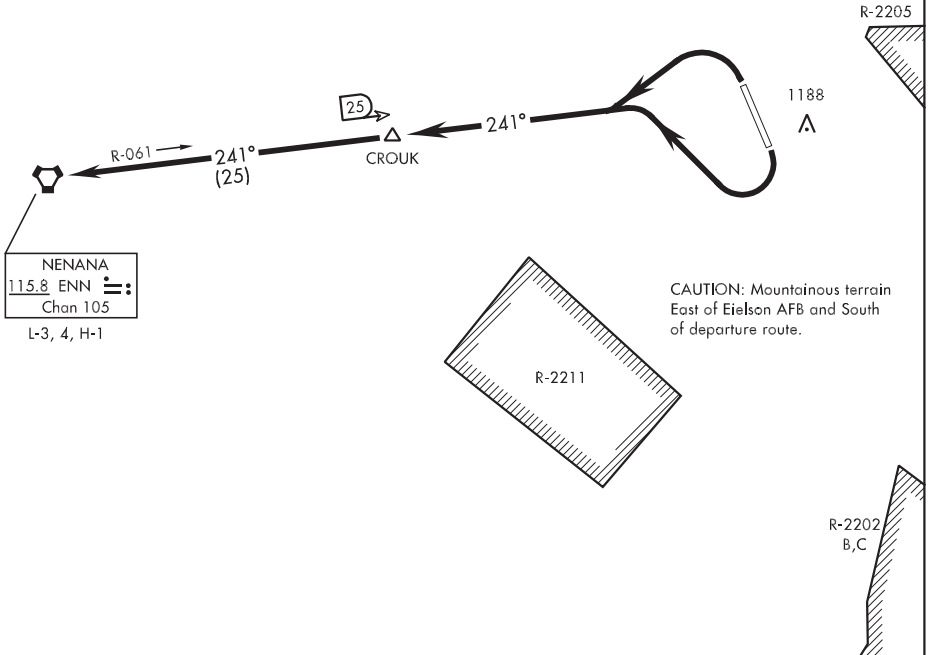
HAWGG SIX DEPARTURE (HAWGG6•HAWGG)

FAIRBANKS, ALASKA
EIELSON AFB (PAEI)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

ATIS ★ 119.9 273.5
 CLNC DEL
 343.7
 EIELSON GND CON
 121.8 275.8
 EIELSON TOWER ★
 127.2 352.05
 FAIRBANKS DEP CON
 126.5 319.1



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right to intercept ENN VORTAC R-061 and climb to assigned altitude, thence . . .

TAKE-OFF RWY 32: Turn left to intercept ENN VORTAC R-061 and climb to assigned altitude, thence . . .

Proceed to NENANA via R-061 then via assigned route.

WAPAX TWO DEPARTURE (WAPAX2 • WAPAX)

EIELSON AFB (PAEI)
FAIRBANKS, ALASKA

ATIS ★ 119.9 273.5
CLNC DEL
343.7
EIELSON GND CON
121.8 275.8
EIELSON TOWER ★
127.2 352.05
FAIRBANKS DEP CON
126.5 319.1

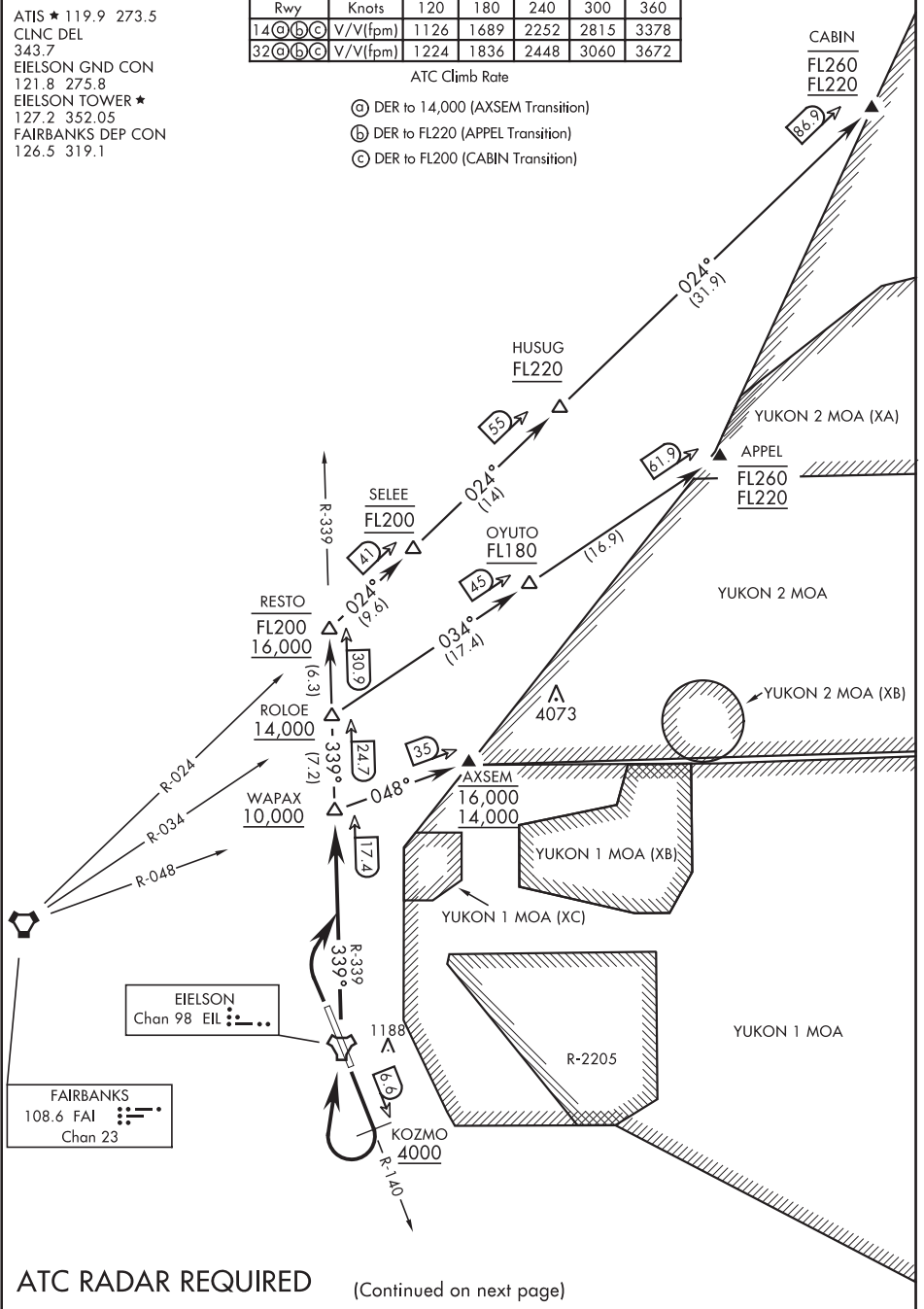
| Rwy | Knots | 120 | 180 | 240 | 300 | 360 |
|--------------|----------|------|------|------|------|------|
| 14 (A)(B)(C) | V/V(fpm) | 1126 | 1689 | 2252 | 2815 | 3378 |
| 32 (A)(B)(C) | V/V(fpm) | 1224 | 1836 | 2448 | 3060 | 3672 |

ATC Climb Rate

- (A) DER to 14,000 (AXSEM Transition)
- (B) DER to FL220 (APPEL Transition)
- (C) DER to FL200 (CABIN Transition)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



WAPAX TWO DEPARTURE (WAPAX2 • WAPAX)

FAIRBANKS, ALASKA
EIELSON AFB (PAEI)

WAPAX TWO DEPARTURE (WAPAX2 • WAPAX)

FAIRBANKS, ALASKA

SH-1729 [USAF]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right to intercept EIL TACAN R-140 to KOZMO. Cross KOZMO at or above 4000, then turn right direct EIL to intercept EIL R-339 outbound to WAPAX. Cross WAPAX at or above 10,000. Thence . . .

TAKE-OFF RWY 32: Turn right to intercept EIL TACAN R-339 to WAPAX. Cross WAPAX at or above 10,000. Thence . . .

APPEL GATE TRANSITION (WAPAX2.APPEL): Cross ROLOE at or above 14,000. Turn right track outbound on FAI VORTAC R-034 direct OYUTO, direct APPEL. Cross OYUTO at or above FL180, cross APPEL at or above FL220 block FL260.

AXSEM GATE TRANSITION (WAPAX2.AXSEM): Turn right and track outbound on FAI VORTAC R-048 to AXSEM. Cross AXSEM at or above 14,000 block 16,000.

CABIN GATE TRANSITION (WAPAX2.CABIN): Cross RESTO at or above 16,000 block FL200. Turn right and track outbound on FAI VORTAC R-024 direct SELEE, direct HUSUG, direct CABIN. Cross SELEE at FL200, cross HUSUG at or above FL220, cross CABIN at or above FL220 block FL260.

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

WAPAX TWO DEPARTURE (WAPAX2 • WAPAX)

FAIRBANKS, ALASKA

EIELSON AFB (PAEI)

ELIM, ALASKA

AL-10270 (FAA)

16035

| | | |
|--|------------------------|---|
| WAAS CH 58014 W01A | APP CRS 015° | Rwy Idg 3401 TDZE 162 Apt Elev 162 |
|--|------------------------|---|

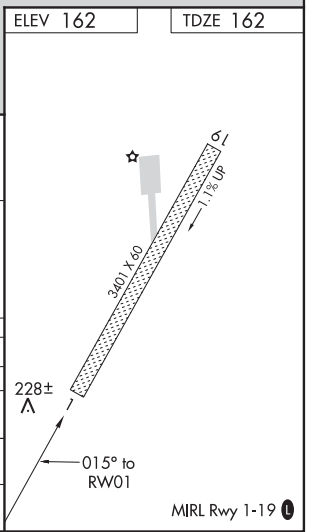
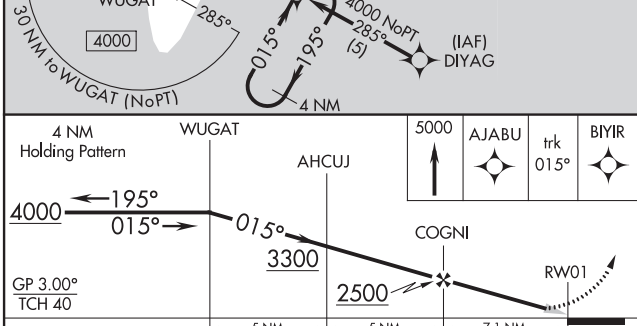
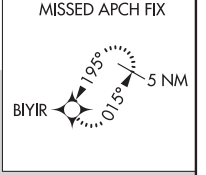
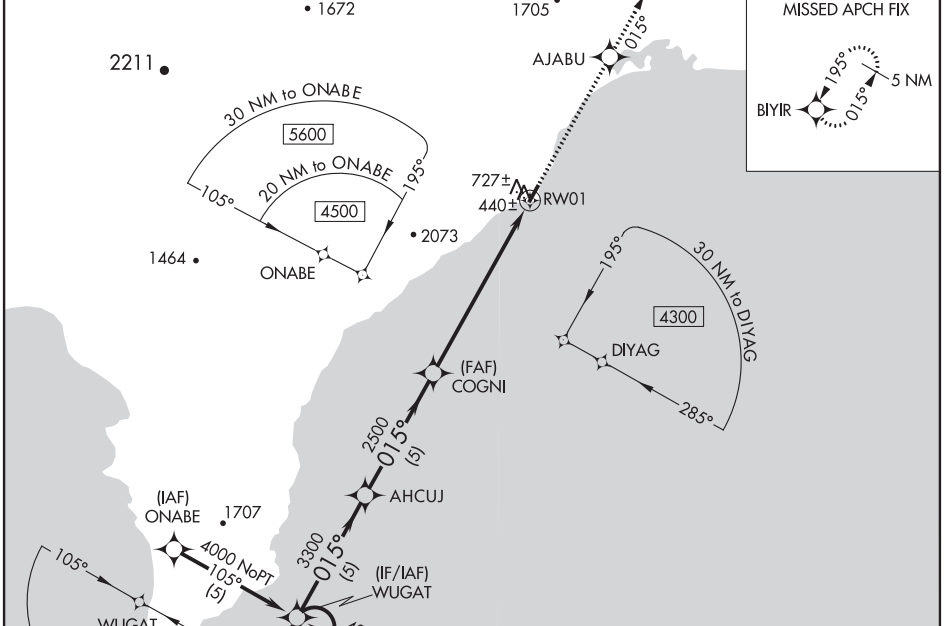
RNAV (GPS) RWY 1

ELIM (ELI) (PFEL)

⚠ Circling to Rwy 19 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 5000 direct AJABU and via track 015° to BIYR and hold, continue climb-in-hold to 5000.

⚠ NA Use Koyuk altimeter setting, when not received, use Unalut altimeter setting and increase all DA 344 feet and all MDA 360 feet, increase LPV all Cats visibility 1 1/4 mile and LNAV/VNAV all Cats visibility 1 mile.

| | | | |
|-------------------------------|------------------------|--|----------------------|
| KOYUK AWOS-3 134.95 | ASOS 121.425 | ANCHORAGE CENTER 133.3 290.4 | CTAF 122.8 |
|-------------------------------|------------------------|--|----------------------|



| CATEGORY | A | B | C | D |
|--------------|--------------------------------|--------------------------------|---|----|
| LPV DA | 666-1 3/4 | 504 (600-1 3/4) | | NA |
| LNAV/VNAV DA | 1494-5 | 1332 (1400-5) | | NA |
| LNAV MDA | 1120-1 1/4 958 (1000-1 1/4) | 1120-1 1/2 958 (1000-1 1/2) | | NA |
| CIRCLING | 1120-1 1/4 958 (1000-1 1/4) | 1120-1 1/2 958 (1000-1 1/2) | | NA |

ELIM, ALASKA
Orig 08APR10

64°37'N-162°16'W

ELIM (ELI) (PFEL) RNAV (GPS) RWY 1

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3401 |
| 195° | TDZE | 157 |
| | Apt Elev | 162 |

RNAV (GPS) RWY 19

ELIM (ELI) (PFEL)

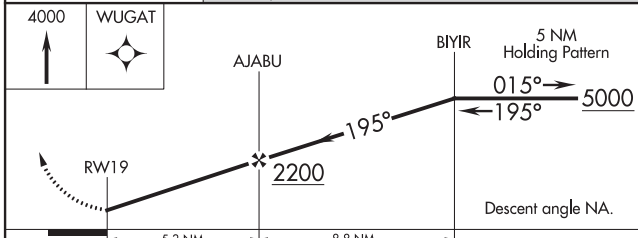
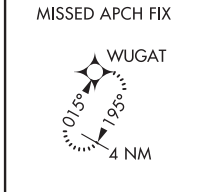
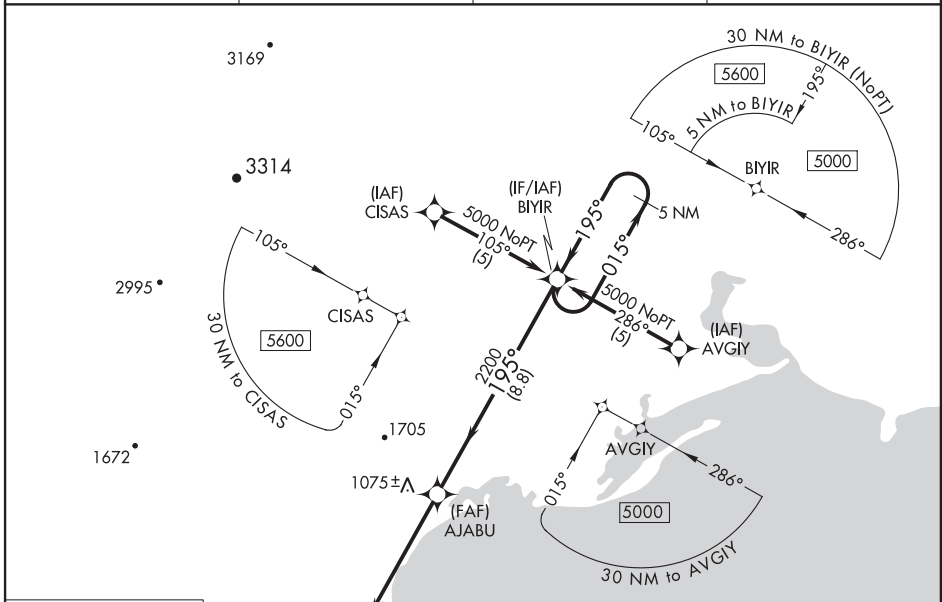
⚠ DME/DME RNP-0.3 NA. Use Koyuk altimeter setting, when not received, use Unalut altimeter setting and increase all MDA 360 feet. Rwy 19 Straight-in/Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA.

⚠ NA

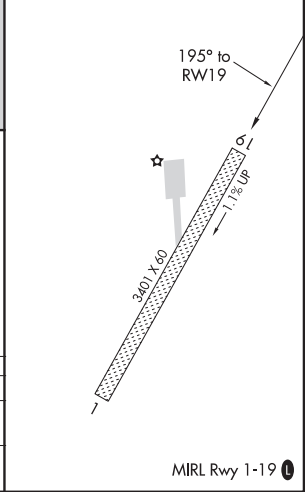
⚠ -14°C/7°F

MISSED APPROACH: Climb to 4000 direct WUGAT and hold.

| | | | |
|-------------------------------|------------------------|--|-------------------------------|
| KOYUK AWOS-3 134.95 | ASOS 121.425 | ANCHORAGE CENTER 133.3 290.4 | CTAF 122.8 ⓪ |
|-------------------------------|------------------------|--|-------------------------------|



| | |
|----------|----------|
| ELEV 162 | TDZE 157 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|---|----|
| LNVA MDA | 1420-1¼ 1263 (1300-1¼) | 1420-1½ 1263 (1300-1½) | | NA |
| CIRCLING | 1420-1¼ 1258 (1300-1¼) | 1420-1½ 1258 (1300-1½) | | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

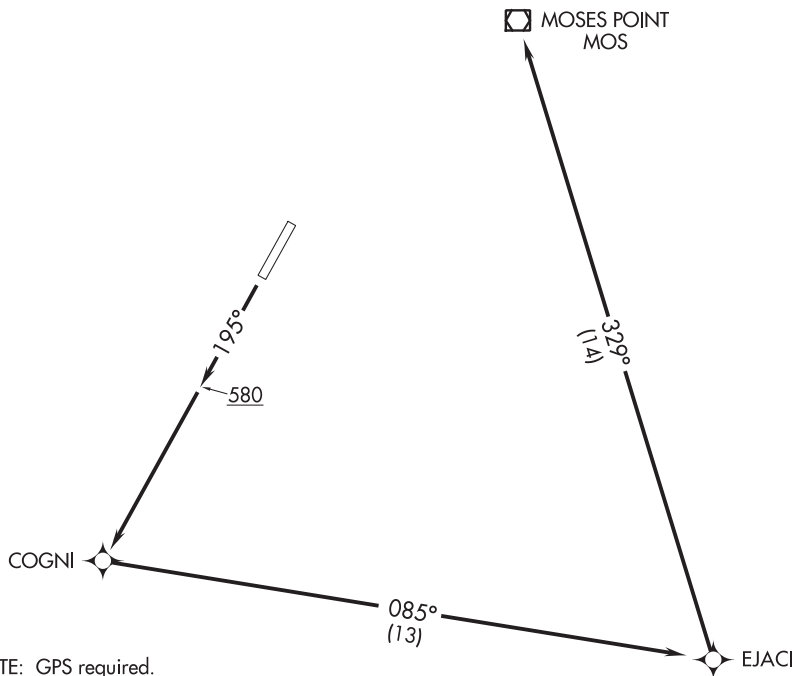
(MOS1.MOS) 15344

ELIM ONE DEPARTURE (OBSTACLE) (RNAV)

SL-10270 (FAA)

ELIM (ELI)(PFEL)
ELIM, ALASKA

ANCHORAGE CENTER
133.3 290.4



NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 1: NA- Obstacles.

Rwy 19: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 19: Multiple trees beginning 53' from DER, 302' right of centerline, up to 27' AGL/277' MSL.

Lt pole, 274' from DER, 277' left of centerline, 25' AGL/175' MSL.

Pole, 226' from DER, 279' left of centerline, 19' AGL/169' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 19: Climb heading 195° to 580, then climb direct COGNI, and left turn via 085° track to EJACI, and left turn via 329° track to MOS VOR/DME, maintain 6000. Thence. . . .

. . . .via assigned route.

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

ELIM ONE DEPARTURE (OBSTACLE) (RNAV)

(MOS1.MOS) 15344

ELIM, ALASKA
ELIM (ELI)(PFEL)

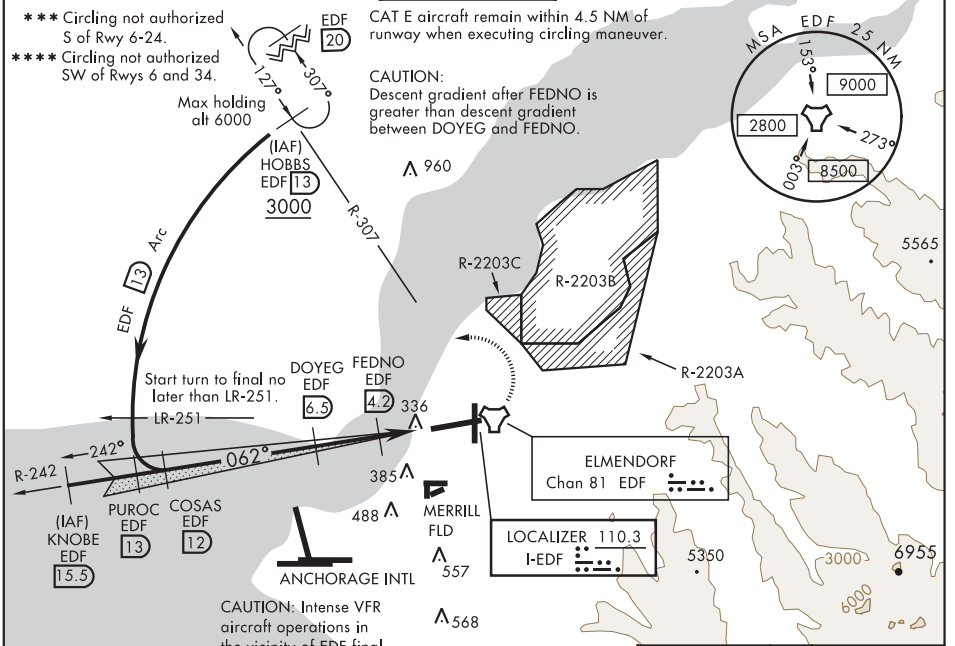
ANCHORAGE, ALASKA

ILS Y or LOC/DME RWY 6

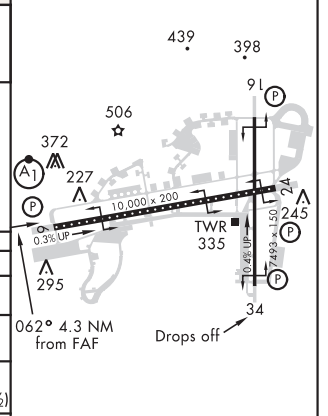
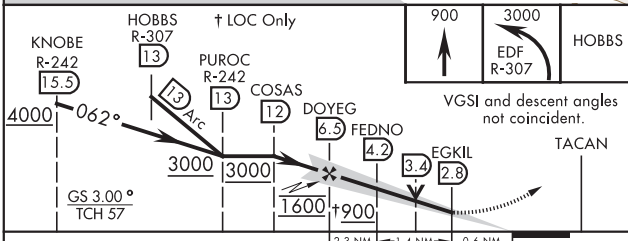
| | | | | |
|---------------------------|-------------------------|--|----------------|----------------------|
| LOC I-EDF 110.3 | APCH CRS 062° | Rwy Idg TDZE 174 Arpt Elev 213 | AL-1196 [USAF] | ELMENDORF AFB (PAED) |
|---------------------------|-------------------------|--|----------------|----------------------|

▽ * When ALS inop, increase RVR to 40, vis to ¾ mile.
****** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.

| | | | | | |
|------------------------------|---|--|-------------------------------|----------------------------------|-----|
| ATIS ★ 124.3 273.5 | ANCHORAGE APP CON North 118.6 290.5 South 123.8 259.3 | ELMENDORF TOWER 127.2 352.05 | GND CON 121.8 275.8 | CLNC DEL 128.8 306.925 | PAR |
|------------------------------|---|--|-------------------------------|----------------------------------|-----|



| | | |
|------------------------------|----------|----------|
| EMERG SAFE ALT 100 NM 15,200 | ELEV 213 | TDZE 174 |
|------------------------------|----------|----------|



| CATEGORY | A | B | C | D | E |
|--------------------------|--------|-------------|------------------------|------------------------|-------------------------|
| S-ILS 6* | 374/18 | | 200 | (200-½) | |
| S-LOC 6** | 620/24 | 446 (500-½) | 620/45 | 446 | (500-¾) |
| CIRCLING *** | 800-1 | 587 (600-1) | 820-1¾ 607 (700-1¾) | 820-2 607 (700-2) | 940-2½ 727 (800-2½) |
| RWY 34 CIRCLING MINIMUMS | | | | | |
| CIRCLING **** | 800-1 | 587 (600-1) | 920-2 707 (800-2) | 920-2¼ 707 (800-2¼) | 1420-3 1207 (1300-3) |

TDZL/CL Rwy 6
 HIRL all Rwy
 REIL Rwy 16

ANCHORAGE, ALASKA 61° 15'N-149° 48'W ELMENDORF AFB (PAED)

ILS Y or LOC/DME RWY 6

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

Amdt 1 15SEP16
TERPS

ANCHORAGE, ALASKA

ILS Z or LOC/DME RWY 6

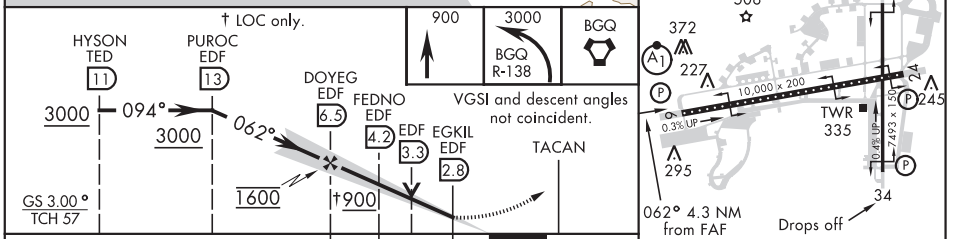
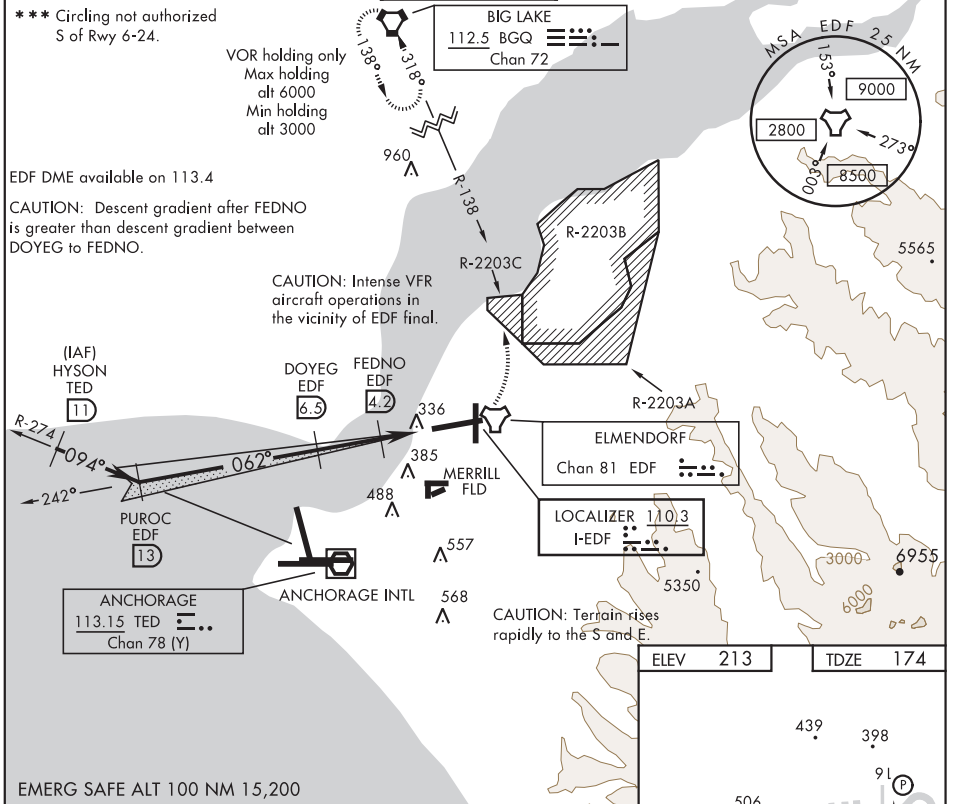
| | | | | |
|---------------------------|-------------------------|---|----------------|----------------------|
| LOC I-EDF 110.3 | APCH CRS 062° | Rwy Idg 10,000 TDZE 174 Arprt Elev 213 | AL-1196 [USAF] | ELMENDORF AFB (PAED) |
|---------------------------|-------------------------|---|----------------|----------------------|

* When ALS inop, increase RVR to 40, vis to 3/4 mile.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 3/8 miles.

 ALSF-1

 MISSED APPROACH: Climb to 900, then climbing left turn to 3000 and intercept BGQ R-138 to BGQ and hold.

| | | | | | |
|------------------------------|---|--|-------------------------------|----------------------------------|-----|
| ATIS * 124.3 273.5 | ANCHORAGE APP CON North 118.6 290.5 South 123.8 259.3 | ELMENDORF TOWER 127.2 352.05 | GND CON 121.8 275.8 | CLNC DEL 128.8 306.925 | PAR |
|------------------------------|---|--|-------------------------------|----------------------------------|-----|



| | | | | | |
|--------------|----------------------|----------------------|----------------------|------------------------------|--|
| CATEGORY | A | B | C | D | |
| S-ILS * | 374/18 | | 200 | (200-1/2) | |
| S-LOC ** | 620/24 | 446 (500-1/2) | 620/45 | 446 (500-3/4) | |
| CIRCLING *** | 800-1 587 (600-1) | 820-1 607 (700-1) | 920-2 707 (800-2) | 980-2 1/4 767 (800-2 1/4) | |

TDZL/CL Rwy 6
 HIRL all Rwy
 REL Rwy 16

ANCHORAGE, ALASKA 61° 15'N-149° 48'W ELMENDORF AFB (PAED)

ILS Z or LOC/DME RWY 6

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

Amdt 1 15SEP16
TERPS

ANCHORAGE, ALASKA

TACAN RWY 6

| | | | | | |
|------------|--------|----------|------|-----------|--------|
| TACAN Chan | EDF 81 | APCH CRS | 062° | Rwy Idg | 10,000 |
| | | | | TDZE | 174 |
| | | | | Arpt Elev | 213 |

AL-1196 [USAF]

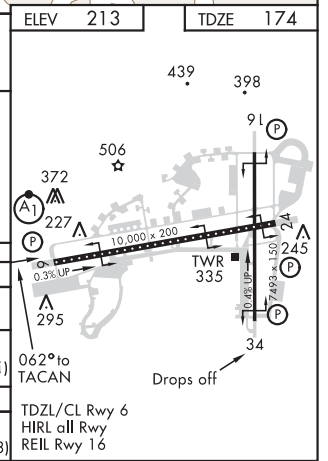
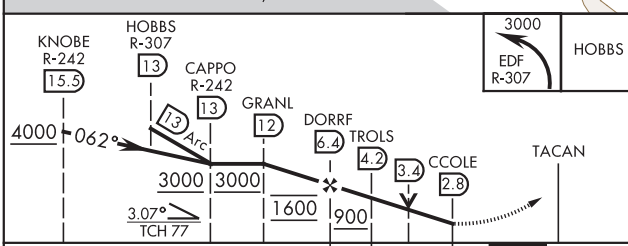
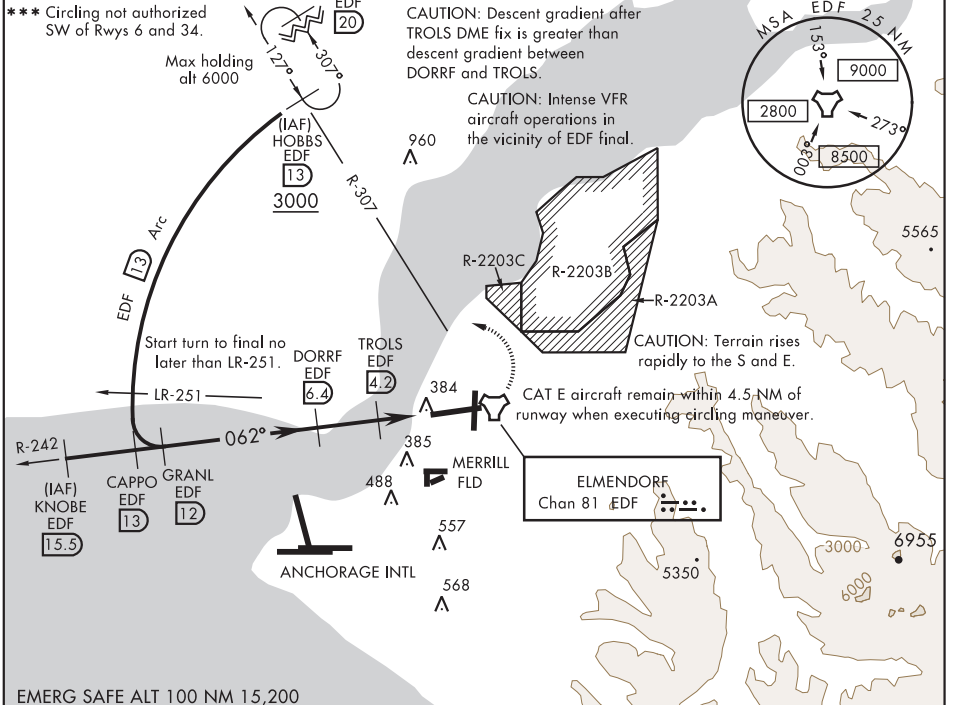
ELMENDORF AFB (PAED)

▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.
 ** Circling not authorized S of Rwy 6-24.

 ALSF-1

 MISSED APPROACH: Climbing left turn to 3000 via EDF R-307 to HOBBS and hold. Continue climb in hold to 3000.

| | | | | | |
|-------------|--|-----------------|-------------|---------------|-----|
| ATIS * | ANCHORAGE APP CON | ELMENDORF TOWER | GND CON | CLNC DEL | PAR |
| 124.3 273.5 | North 118.6 290.5 South 123.8 259.3 | 127.2 352.05 | 121.8 275.8 | 128.8 306.925 | |



| CATEGORY | A | B | C | D | E |
|--------------------------|--------|---------------|------------------------------|------------------------------|------------------------------|
| S-6 * | 640/24 | 466 (500-1/2) | 640/50 | 466 | (500-1) |
| CIRCLING ** | 840-1 | 627 (700-1) | 840-1 3/4 627 (700-1 3/4) | 840-2 627 (700-2) | 960-2 3/4 747 (800-2 3/4) |
| RWY 34 CIRCLING MINIMUMS | | | | | |
| CIRCLING *** | 840-1 | 627 (700-1) | 980-2 1/4 767 (800-2 1/4) | 980-2 1/2 767 (800-2 1/2) | 1420-3 1207 (1300-3) |

ANCHORAGE, ALASKA

61°15'N-149°48'W

ELMENDORF AFB (PAED)

Amdt 1 15SEP16
TERPS

TACAN RWY 6

AK, 10 NOV 2016 TO 05 JAN 2017

AK, 10 NOV 2016 TO 05 JAN 2017

ANCHORAGE, ALASKA

TACAN Y RWY 16

| | | | |
|------------|--------|---------------|-------------------------------------|
| TACAN Chan | EDF 81 | APCH CRS 133° | Rwy ldg TDZE 7493 Arprt Elev 213 |
|------------|--------|---------------|-------------------------------------|

AL-1196 [USAF]

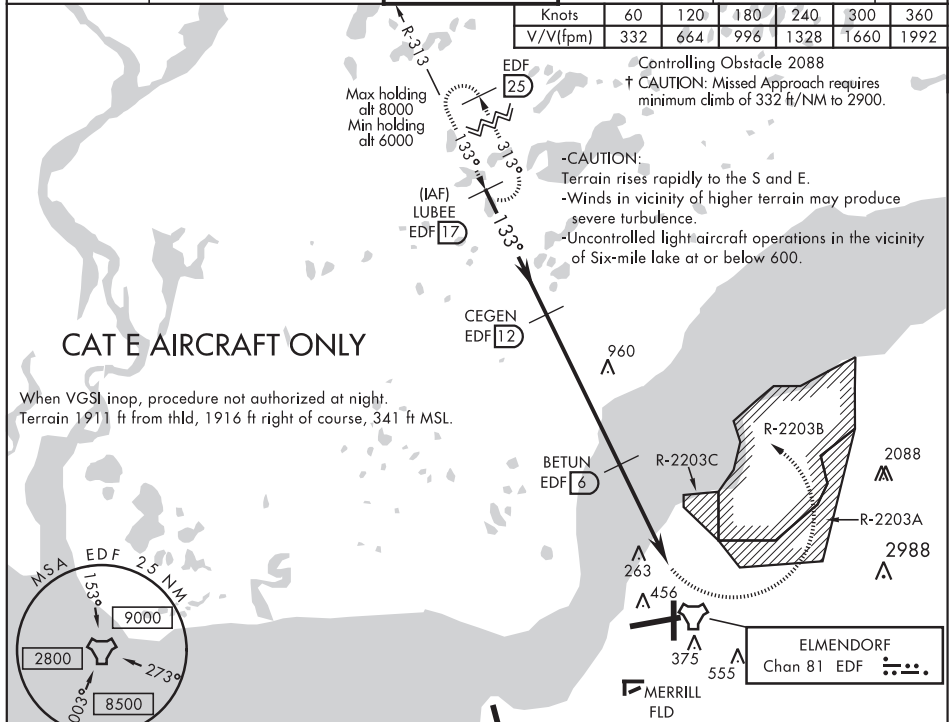
ELMENDORF AFB (PAED)

* Circling not authorized SW of Rwy 6 and 34.
 CAT E aircraft remain within 4.5 NM of runway when executing circling maneuver.

 † MISSED APPROACH: Climbing left turn to 6000 via EDF R-313 to LUBEE and hold. Continue climb-in-hold to 6000.

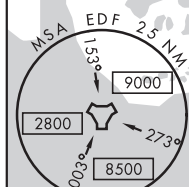
| | | | | | |
|-----------------------|---|---------------------------------|------------------------|---------------------------|-----|
| ATIS ★ 124.3 273.5 | ANCHORAGE APP CON North 118.6 290.5 South 123.8 259.3 | ELMENDORF TOWER 127.2 352.05 | GND CON 121.8 275.8 | CLNC DEL 128.8 306.925 | PAR |
|-----------------------|---|---------------------------------|------------------------|---------------------------|-----|

| | | | | | | |
|----------|-----|-----|-----|------|------|------|
| Knots | 60 | 120 | 180 | 240 | 300 | 360 |
| V/V(fpm) | 332 | 664 | 996 | 1328 | 1660 | 1992 |

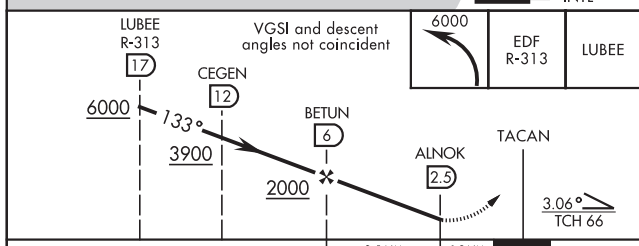


CAT E AIRCRAFT ONLY

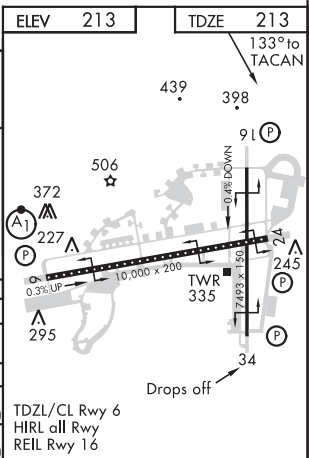
When VGSI inop, procedure not authorized at night.
Terrain 1911 ft from thld, 1916 ft right of course, 341 ft MSL.



EMERG SAFE ALT 100 NM 15,200



| | | | | | |
|--|----------------|---|---|---|-------------------------|
| CATEGORY | A | B | C | D | E |
| S-16 † | NOT AUTHORIZED | | | | 660-2½ 447 (500-2½) |
| Minima with 200 ft/NM Missed Approach Climb Gradient | | | | | |
| S-16 | NOT AUTHORIZED | | | | 1340-3 1127 (1200-3) |
| CIRCLING * | NOT AUTHORIZED | | | | 1420-3 1207 (1300-3) |



ANCHORAGE, ALASKA
Amdt 1 15SEP16
TERPS

61°15'N-149°48'W

ELMENDORF AFB (PAED)

TACAN Y RWY 16

AK, 10 NOV 2016 to 05 JAN 2017

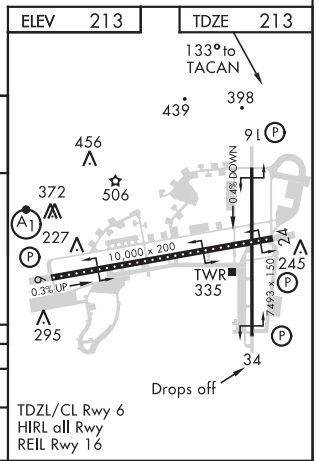
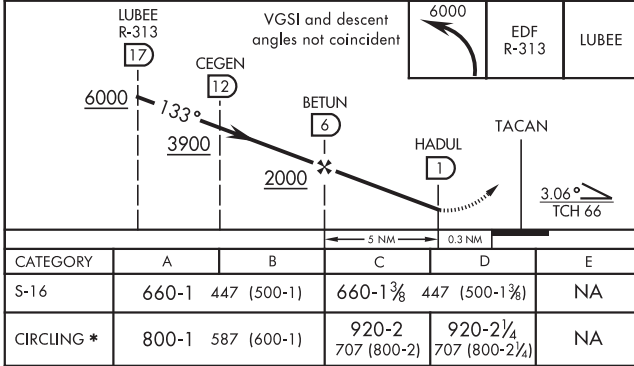
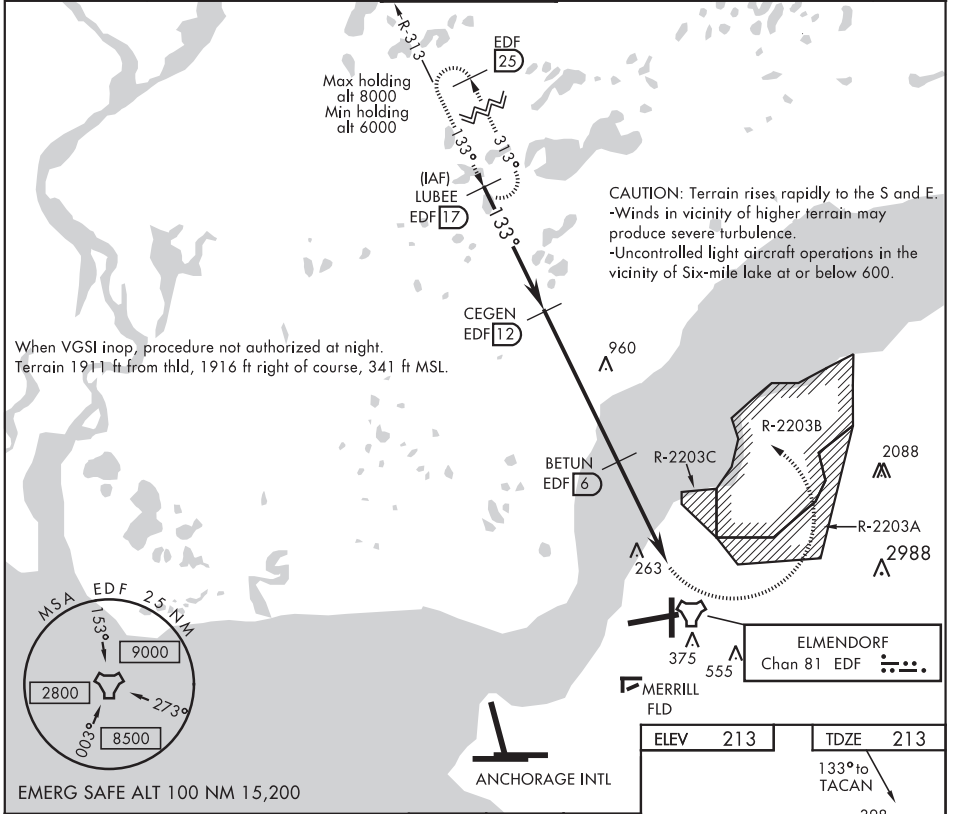
AK, 10 NOV 2016 to 05 JAN 2017

TACAN Z RWY 16

| | | | | | |
|----------------------|-----------------|----------------------|--|----------------|----------------------|
| TACAN Chan 81 | EDF 133° | APCH CRS 133° | Rwy ldg TDZE 7493 Arpt Elev 213 | AL-1196 [USAF] | ELMENDORF AFB (PAED) |
|----------------------|-----------------|----------------------|--|----------------|----------------------|

* Circling not authorized SW of Rwy 6 and 34. MISSED APPROACH: Climbing left turn to 6000 via EDF R-313 to LUBEE and hold. Continue climb-in-hold to 6000.

| | | | | | |
|------------------------------|---|--|-------------------------------|----------------------------------|-----|
| ATIS ★ 124.3 273.5 | ANCHORAGE APP CON North 118.6 290.5 South 123.8 259.3 | ELMENDORF TOWER 127.2 352.05 | GND CON 121.8 275.8 | CLNC DEL 128.8 306.925 | PAR |
|------------------------------|---|--|-------------------------------|----------------------------------|-----|



| | | | | | |
|------------|-------|-------------|----------------------|---|----|
| CATEGORY | A | B | C | D | E |
| S-16 | 660-1 | 447 (500-1) | 660-1 $\frac{3}{8}$ | 447 (500-1 $\frac{3}{8}$) | NA |
| CIRCLING * | 800-1 | 587 (600-1) | 920-2 707 (800-2) | 920-2 $\frac{1}{4}$ 707 (800-2 $\frac{1}{4}$) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

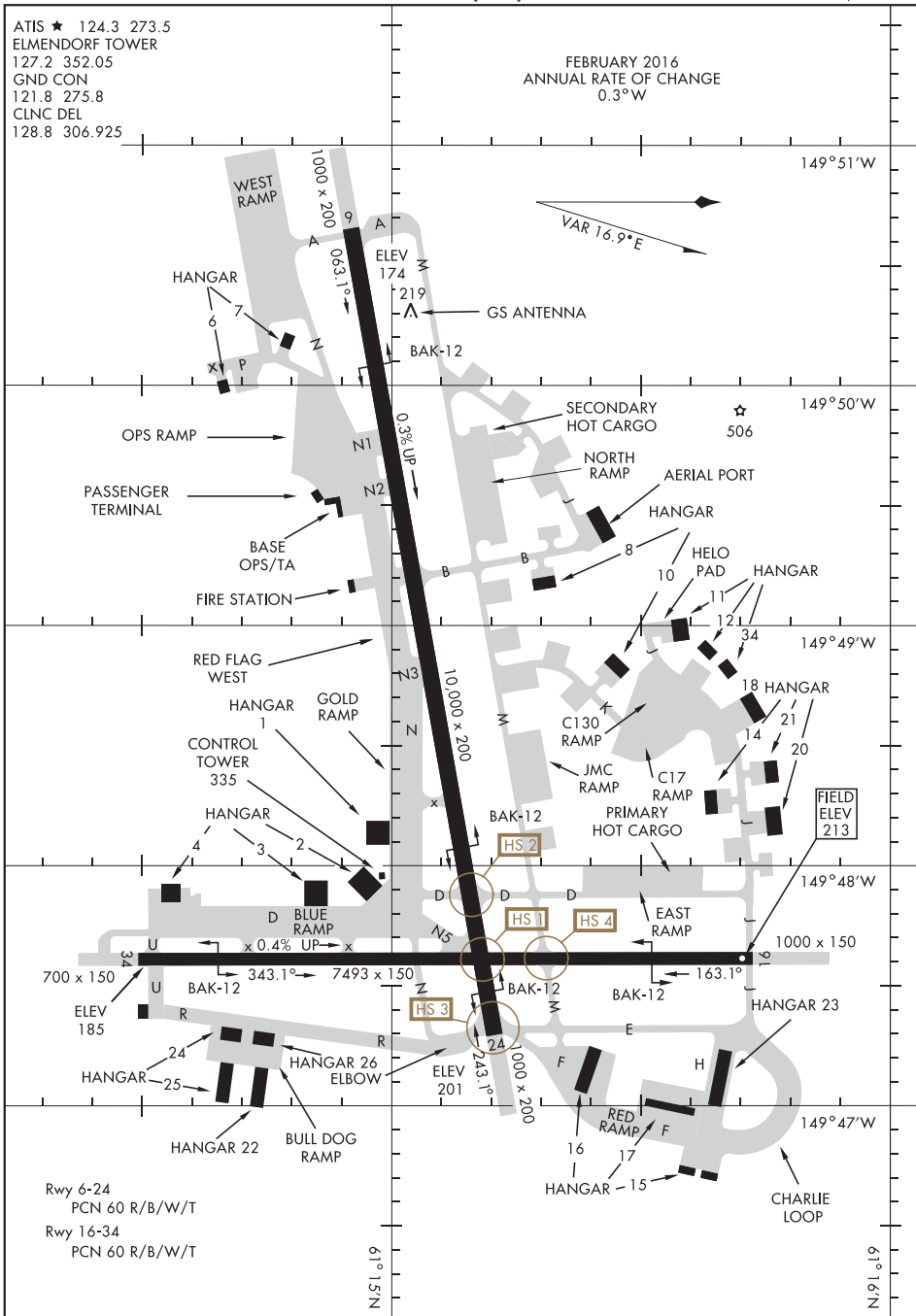
AIRPORT DIAGRAM

AFD-1196 [USAF]

ANCHORAGE, ALASKA

ATIS ★ 124.3 273.5
 ELMENDORF TOWER
 127.2 352.05
 GND CON
 121.8 275.8
 CLNC DEL
 128.8 306.925

FEBRUARY 2016
 ANNUAL RATE OF CHANGE
 0.3°W



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

ANCHORAGE, ALASKA
ELMENDORF AFB (PAED)

EEEEGL THREE DEPARTURE

SHL-1196 [USAF]

ELMENDORF AFB (PAED)

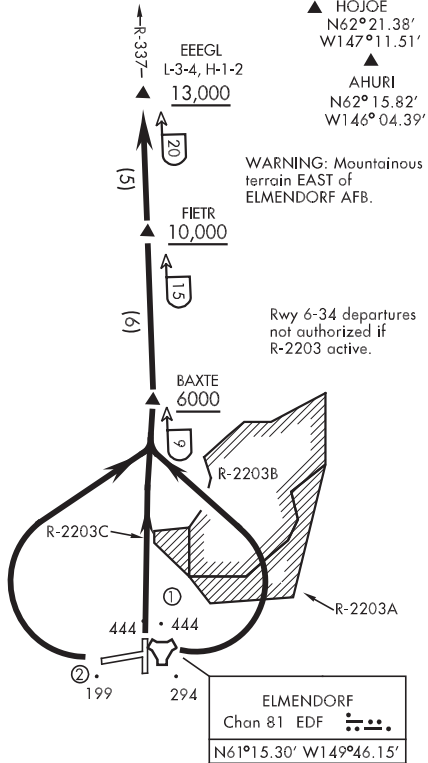
ANCHORAGE, ALASKA

ATIS ★ 124.3 273.5
 CLNC DEL 128.8 306.925
 GND CON 121.8 275.8
 ELMENDORF TOWER 127.2 352.05
 ANCHORAGE DEP CON 118.6 290.5
 SKWEN N62°03.10' W151°06.26'
 GERDE N61°53.90' W153°23.79'

SPAIR
 N60°37.16'
 W154°19.90'

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|-----|----------|-----|------|------|------|------|------|
| 6 | V/V(fpm) | 601 | 1202 | 1803 | 2404 | 3005 | 3606 |
| 24 | V/V(fpm) | 581 | 1162 | 1743 | 2324 | 2905 | 3486 |
| 34 | V/V(fpm) | 678 | 1356 | 2034 | 2712 | 3390 | 4068 |

ATC Climb Rate to 13,000



- 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.

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climbing left turn to FL200, intercept EDF R-337 outbound. Cross BAXTE at or above 6000, cross FIETR at or above 10,000, cross EEEGL at or above 13,000. Upon leaving 13,000, proceed on course. Maintain FL200 or ATC assigned altitude.

TAKE-OFF RUNWAY 24: Climbing right turn to FL200, intercept EDF R-337 outbound. Cross BAXTE at or above 6000, cross FIETR at or above 10,000, cross EEEGL at or above 13,000. Upon leaving 13,000, proceed on course. Maintain FL200 or ATC assigned altitude.

TAKE-OFF RUNWAY 34: Climb to FL200, intercept EDF R-337 outbound. Cross BAXTE at or above 6000, cross FIETR at or above 10,000, cross EEEGL at or above 13,000. Upon leaving 13,000, proceed on course. Maintain FL200 or ATC assigned altitude.

EMMONAK, ALASKA

AL-6916 (FAA)

16203

| | | |
|--|------------------------|---|
| WAAS CH 86702 W16A | APP CRS 163° | Rwy ldg 4601 TDZE 16 Apt Elev 16 |
|--|------------------------|---|

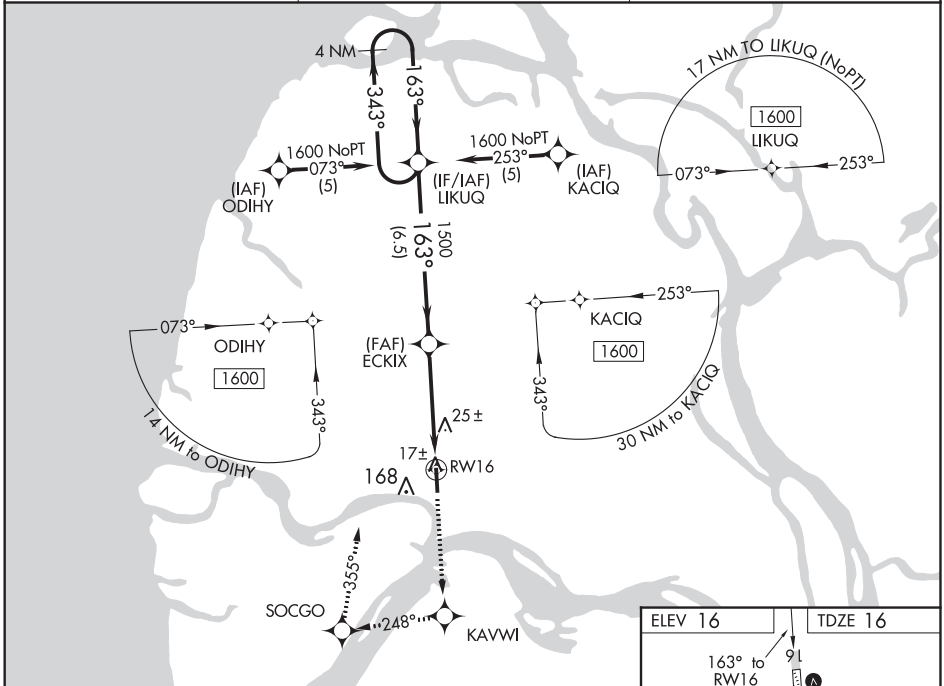
RNAV (GPS) RWY 16

EMMONAK (ENM) (PAEM)

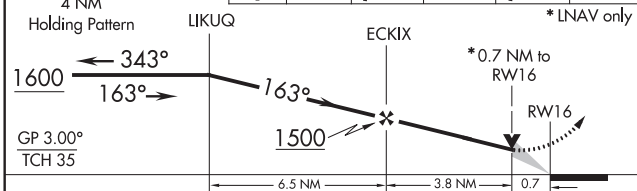
⚠ If local altimeter setting not received, use St Mary's altimeter setting and increase all DAs 168 feet and all MDAs 180 feet. VDP NA with St Mary's altimeter setting. DME/DME RNP- 0.3 NA. Baro-VNAV NA when using St Mary's altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 1600 direct KAVWI and right turn via 248° track to SOCGO and right turn via 355° track to LIKUQ and hold.

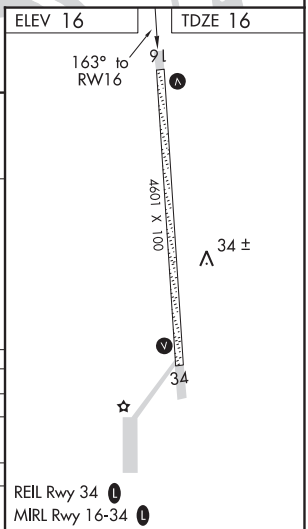
| | | |
|--------------------------|----------------------------------|----------------------|
| AWOS-3P 135.35 | ANCHORAGE CENTER 124.5 | CTAF 122.9 |
|--------------------------|----------------------------------|----------------------|



| | | | | |
|--|------|-------|-------|-------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32). | 1600 | KAVWI | SOCGO | LIKUQ |
|--|------|-------|-------|-------|



| CATEGORY | A | B | C | D |
|--------------|-------|-------------|------------------------|----------------------|
| LPV DA | | 266-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 280-1 | 264 (300-1) | |
| LNAV MDA | | 280-1 | 264 (300-1) | |
| CIRCLING | 520-1 | 504 (600-1) | 520-1½ 504 (600-1½) | 580-2 564 (600-2) |



EMMONAK, ALASKA
Amdt 2A 13NOV14

62°47'N-164°29'W

EMMONAK (ENM) (PAEM)

RNAV (GPS) RWY 16

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 42502 W34A | APP CRS 343° | Rwy ldg TDZE Apt Elev | 4601 16 16 |
|--|------------------------|-----------------------------|---------------------------------------|

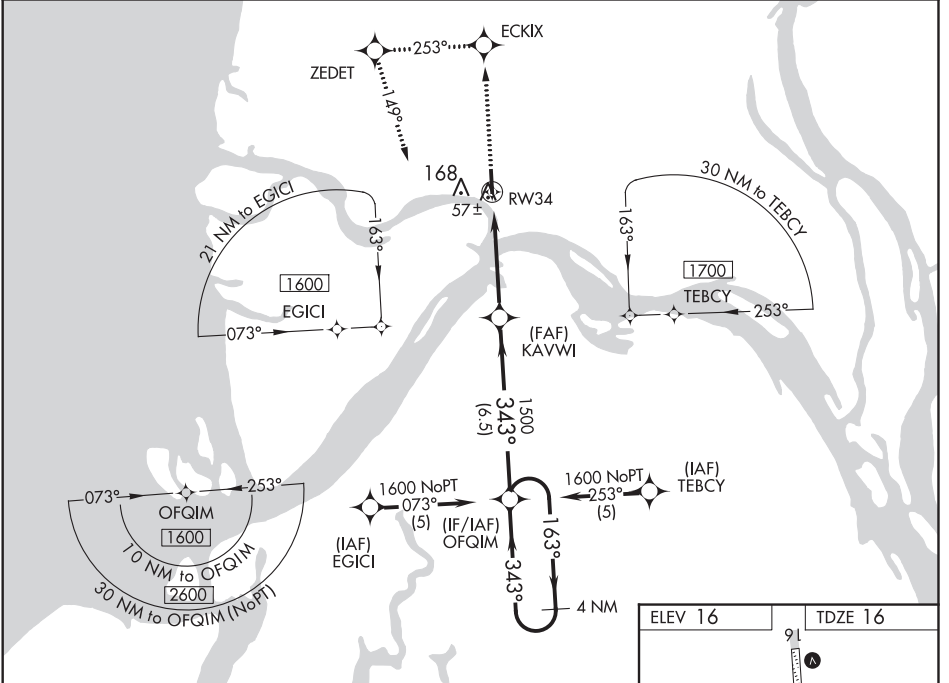
RNAV (GPS) RWY 34

EMMONAK (ENM) (PAEM)

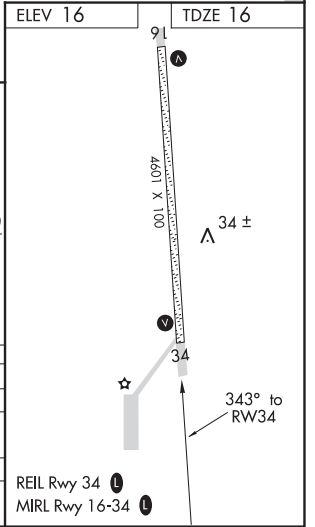
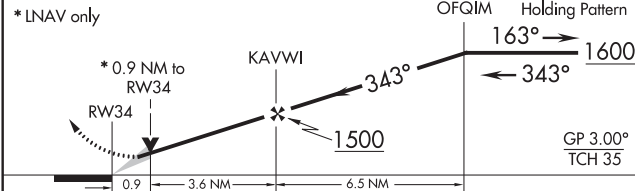
⚠ If local altimeter setting not received, use St Mary's altimeter setting and increase all DAs 168 feet and MDAs 180 feet. VDP NA with St Mary's altimeter setting. DME/DME RNP- 0.3 NA. Baro-VNAV NA when using St Mary's altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F).

⚠ MISSED APPROACH: Climb to 1600 direct ECKIX and left turn via 253° track to ZEDET and left turn via 149° track to OFQIM and hold.

| | | |
|--------------------------|----------------------------------|----------------------|
| AWOS-3P 135.35 | ANCHORAGE CENTER 124.5 | CTAF 122.9 |
|--------------------------|----------------------------------|----------------------|



| | | | | | | |
|------|-------|---------|-------|---------|-------|--|
| 1600 | ECKIX | tr 253° | ZEDET | tr 149° | OFQIM | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32). 4 NM Holding Pattern |
|------|-------|---------|-------|---------|-------|--|



| CATEGORY | A | B | C | D |
|--------------|-------|-------------|------------------------|----------------------|
| LPV DA | | 266-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 320-1 | 304 (400-1) | |
| LNAV MDA | | 320-1 | 304 (400-1) | |
| CIRCLING | 520-1 | 504 (600-1) | 520-1½ 504 (600-1½) | 580-2 564 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

EMMONAK, ALASKA

AL-6916 (FAA)

16203

| | | |
|---|------------------------|---|
| VOR/DME ENM 117.8 Chan 125 | APP CRS 159° | Rwy Idg 4601 TDZE 16 Apt Elev 16 |
|---|------------------------|---|

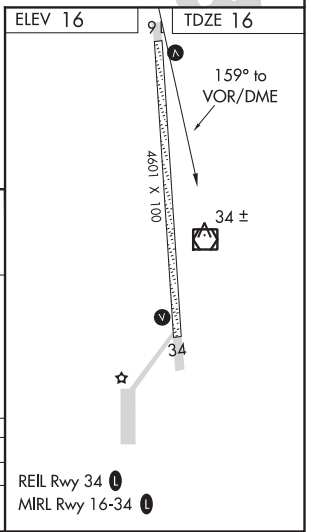
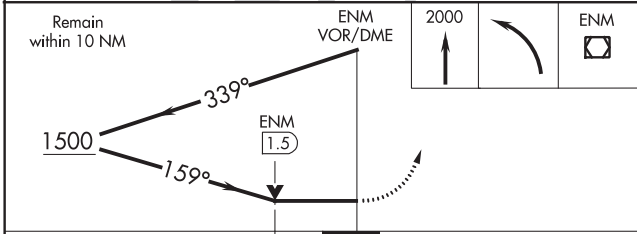
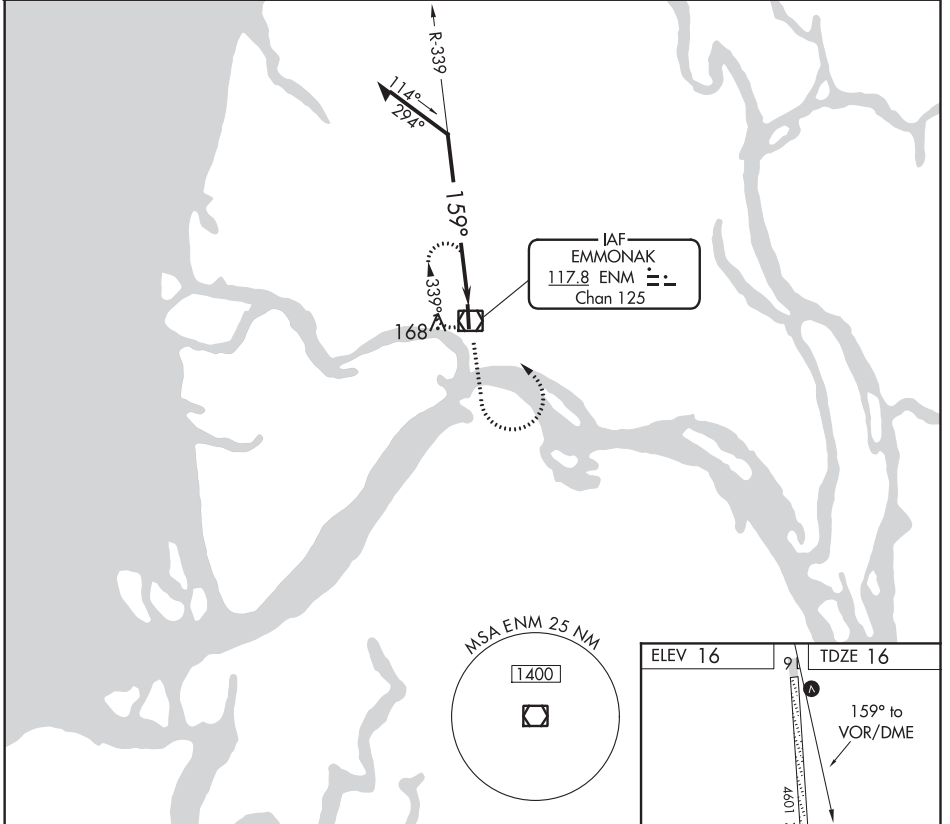
VOR RWY 16

EMMONAK (ENM) (PAEM)

⚠ If local altimeter setting not received, use St. Mary's altimeter setting and increase all MDAs 180 feet.
VDP not authorized with St. Mary's altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct ENM VOR/DME and hold.

| | | |
|--------------------------|----------------------------------|----------------------|
| AWOS-3P 135.35 | ANCHORAGE CENTER 124.5 | CTAF 122.9 |
|--------------------------|----------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

EMMONAK, ALASKA
Amdt 1A 13NOV14

62°47'N-164°29'W

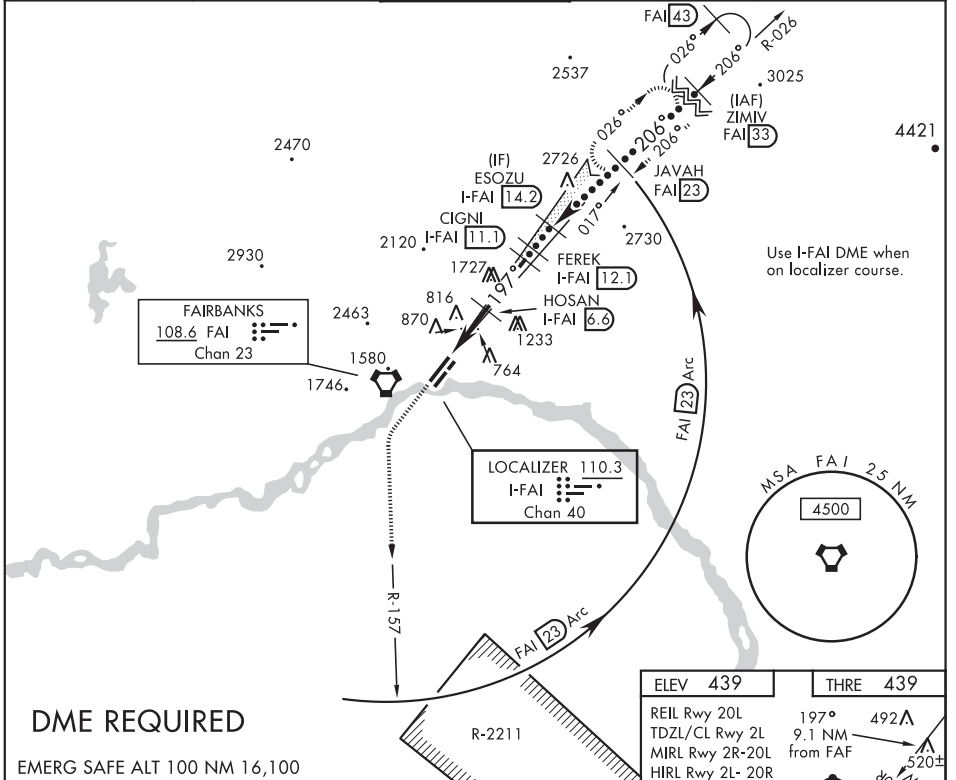
EMMONAK (ENM) (PAEM)

VOR RWY 16

HI-ILS or LOC/DME RWY 20R

| | | | | |
|---|-------------------------|--|-----------------|---|
| LOC/DME I-FAI 110.3 Chan 40 | APCH CRS 197° | Rwy ldg 11,050 THRE 439 Arpt Elev 439 | JAL-1234 [USAF] | FAIRBANKS INTL (PAFA) |
| ** When ALS inop, increase RVR to 40 and vis to 3/4 mile. *** Circling not authorized W of Rwy 2L-20R. | | | MALSR A5 | MISSED APPROACH: Climb to 8000 via heading 197° and FAI VORTAC R-157 to 23 DME, arc northbound to JAVAH/FAI VORTAC 23 DME and hold. |

| | | | | |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|
| ATIS 124.4 | FAIRBANKS APP CON 125.35 363.2 | FAIRBANKS TOWER 118.3 257.8 | GND CON 121.9 | CLNC DEL 127.6 |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|

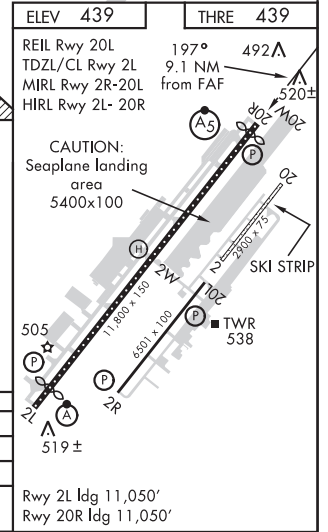
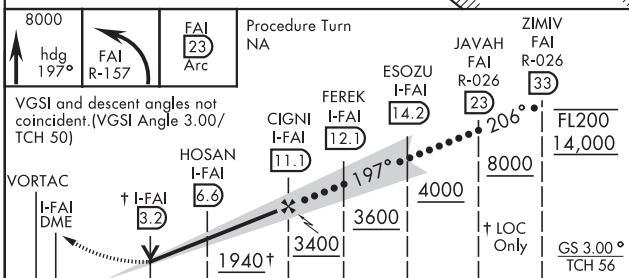


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

DME REQUIRED

EMERG SAFE ALT 100 NM 16,100



| | | | |
|-------------|----------------------------|-----------------------|-----------------------|
| CATEGORY | C | D | E |
| S-ILS 20R** | 639/24 | 200 (200-1/2) | |
| S-LOC 20R** | 880/45 | 441 (500-7/8) | |
| CIRCLING*** | 900-1 1/2 461 (500-1/2) | 1000-2 561 (600-2) | 1020-2 581 (600-2) |

HI-ILS or LOC/DME RWY 20R

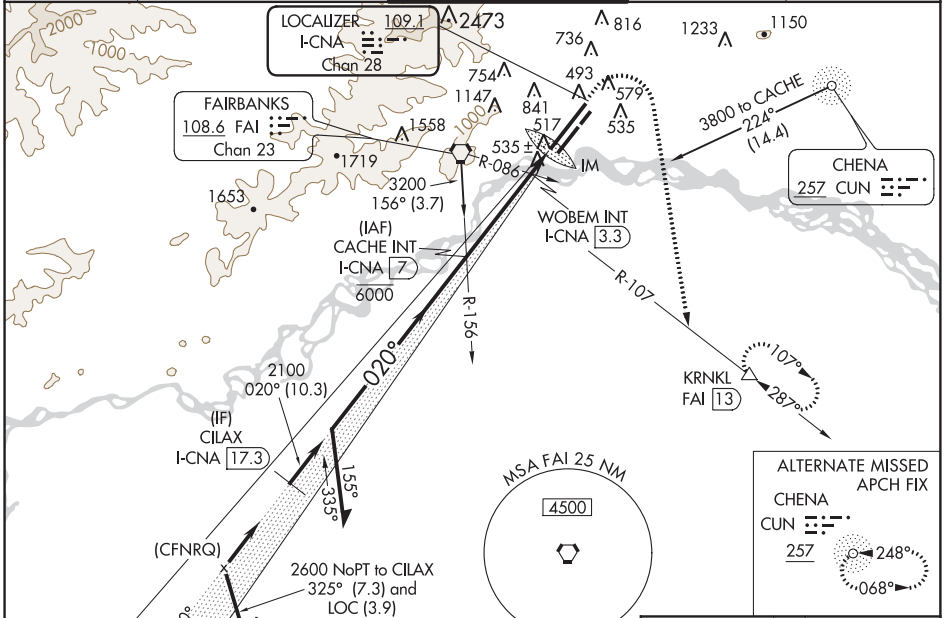
| | | |
|---|------------------------|--|
| LOC/DME I-CNA 109.1 Chan 28 | APP CRS 020° | Rwy Idg 11050 TDZE 439 Apt Elev 439 |
|---|------------------------|--|

ILS or LOC RWY 2L

FAIRBANKS INTL (FAI) (PAFA)

| | | |
|---|----------------------------|---|
| <p>⚠ Circling NA west of Rwy 2L-20R. DME required. For inop ALSF-2, increase S-ILS 2L Cat E visibility to RVR 4000 and S-LOC 2L Cat C/D/E visibility to 1/2 mile. For inop ALSF-2 when using WOBEM fix minimums, increase S-LOC 2L visibility Cat C/D/E to RVR 5500.</p> | <p>ALSF-2 A</p> | <p>MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on heading 170° and FAI VORTAC R-107 to KRNL/FAI 13 DME and hold, continue climb-in-hold to 5000.</p> |
|---|----------------------------|---|

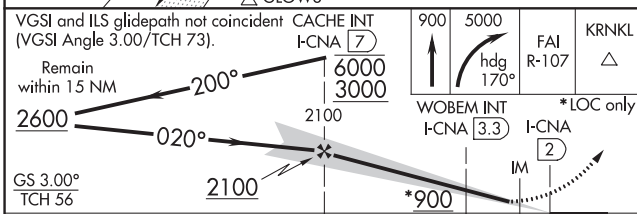
| | | | | |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|
| ATIS 124.4 | FAIRBANKS APP CON 125.35 363.2 | FAIRBANKS TOWER 118.3 257.8 | GND CON 121.9 | CLNC DEL 127.6 |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|-------------------|
| ELEV 439 | D TDZE 439 |
|----------|-------------------|



| | | | | | | |
|--|----------------------|----------------------|------------------------------|-----------------------|-------------------------------|-----|
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73). Remain within 15 NM | 2600 | 2100 | 900 | 3.7 NM | 1.1 NM | 0.2 |
| GS 3.00° TCH 56 | 200° | 020° | *900 | | | |
| CATEGORY | A | B | C | D | E | |
| S-ILS 2L | | 639/18 | 200 (200-1/2) | | | |
| S-LOC 2L | 900/24 | 461 (500-1/2) | 900/50 | 461 (500-1) | | |
| C CIRCLING | 900-1 | 461 (500-1) | 900-1 1/2 461 (500-1 1/2) | 1020-2 581 (600-2) | 1060-2 1/4 621 (700-2 1/4) | |
| WOBEM FIX MINIMUMS (DUAL VOR RECEIVER OR DME REQUIRED) | | | | | | |
| S-LOC 2L | 800/24 | 361 (400-1/2) | 800/35 | 361 (400-3/4) | | |
| C CIRCLING | 880-1 441 (500-1) | 900-1 461 (500-1) | 900-1 1/2 461 (500-1 1/2) | 1020-2 581 (600-2) | 1060-2 1/4 621 (700-2 1/4) | |

CAUTION: Seaplane landing area.

REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| | | |
|---|------------------------|--|
| LOC/DME I-FAI 110.3 Chan 40 | APP CRS 200° | Rwy Idg 11050 TDZE 439 Apt Elev 439 |
|---|------------------------|--|

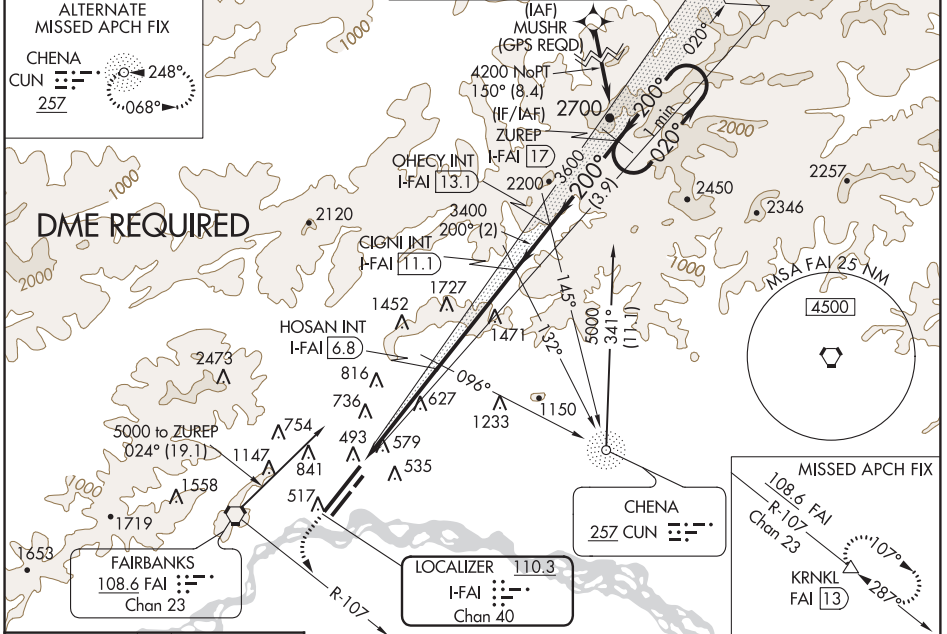
ILS or LOC RWY 20R

FAIRBANKS INTL (FAI) (PAFA)

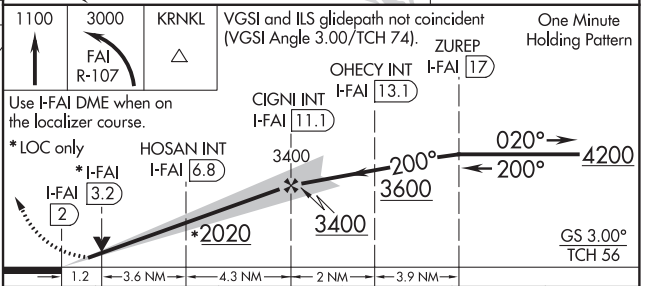
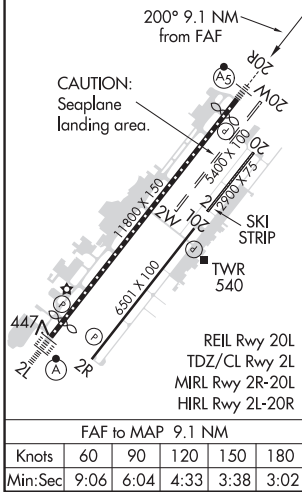
⚠ Inop table does not apply to S-LOC 20R Cats C/D/E. Circling NA west of Rwy 2L-20R. For inop MALSRS increase S-ILS 20R Cat E visibility to RVR 4000, HOSAN fix minimums increase S-LOC 20R Cat E visibility to 1 3/8 mile. DME required.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRS MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAI VORTAC R-107 to KRNL/FAI 13 DME and hold.

| | | | | |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|
| ATIS 124.4 | FAIRBANKS APP CON 125.35 363.2 | FAIRBANKS TOWER 118.3 257.8 | GND CON 121.9 | CLNC DEL 127.6 |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|



| | |
|----------|-------------------|
| ELEV 439 | D TDZE 439 |
|----------|-------------------|



| CATEGORY | A | B | C | D | E |
|--|-------------------------------|-------------------------------|------------------------------|-----------------------|-------------------------------|
| S-ILS 20R # | 639/24 200 (200-1/2) | | | | |
| S-LOC 20R | 2020/60 1581 (1600-1/4) | 2020-1 1/2 1581 (1600-1/2) | 2020-3 1581 (1600-3) | | |
| CIRCLING | 2020-1 1/4 1581 (1600-1/4) | 2020-1 1/2 1581 (1600-1/2) | 2020-3 1581 (1600-3) | | |
| HOSAN FIX MINIMUMS (ADF or DME REQUIRED) | | | | | |
| S-LOC 20R | 880/24 441 (500-1/2) | 880/45 441 (500-3/4) | | 880/45 441 (500-3/4) | |
| CIRCLING | 880-1 441 (500-1) | 900-1 461 (500-1) | 900-1 1/2 461 (500-1 1/2) | 1020-2 581 (600-2) | 1060-2 1/4 621 (700-2 1/4) |

AK, 10 NOV 2016 to 05 JAN 2017

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| | | |
|---|------------------------|--|
| LOC/DME I-CNA 109.1 Chan 28 | APP CRS 020° | Rwy Idg 11050 TDZE 439 Apt Elev 439 |
|---|------------------------|--|

ILS RWY 2L (SA CAT I)

FAIRBANKS INTL (FAI) (PAFA)

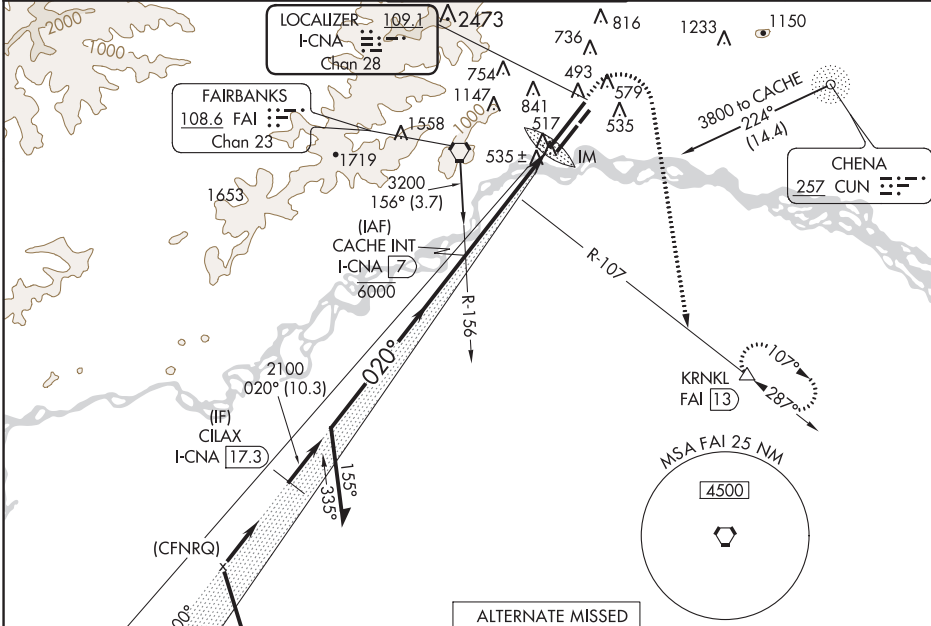
⚠ DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

⚠ -20°C/-4°F

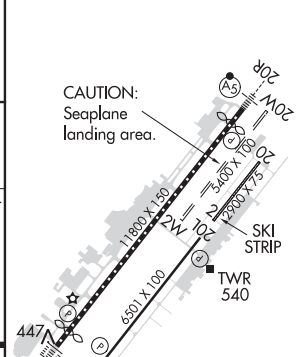
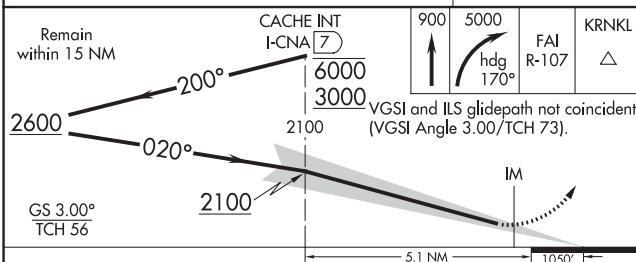
ALSF-2

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on heading 170° and FAI VORTAC R-107 to KRNL/FAI 13 DME and hold, continue climb-in-hold to 5000.

| | | | | |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|
| ATIS 124.4 | FAIRBANKS APP CON 125.35 363.2 | FAIRBANKS TOWER 118.3 257.8 | GND CON 121.9 | CLNC DEL 127.6 |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|



| | |
|----------|-------------------|
| ELEV 439 | D TDZE 439 |
|----------|-------------------|



| | | | | |
|----------|---|-----------|-----|--------|
| CATEGORY | A | B | C | D |
| S-ILS 2L | | RA 139/14 | 150 | DA 589 |

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---|------------------------|--|
| LOC/DME I-FAI 110.3 Chan 40 | APP CRS 200° | Rwy Idg 11050 TDZE 439 Apt Elev 439 |
|---|------------------------|--|

ILS RWY 20R (SA CAT I & II)

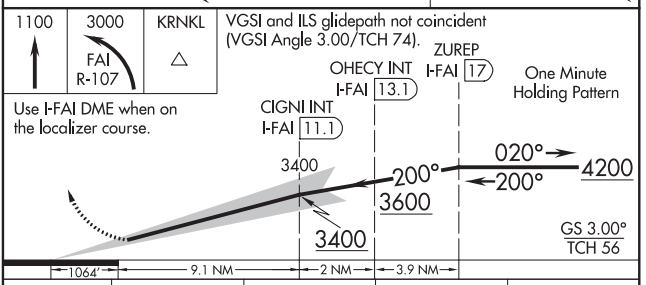
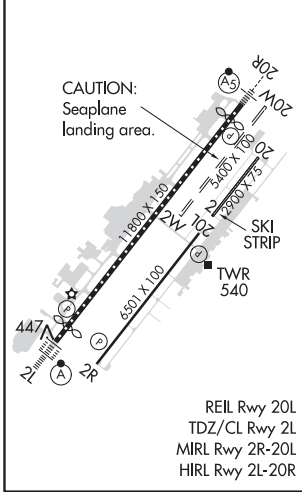
FAIRBANKS INTL (FAI) (PAFA)

| | | | |
|--|---|-------|--|
| | DME Required. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. | MALSR | MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAI VORTAC R-107 to KRNLK/FAI 13 DME and hold. |
|--|---|-------|--|

| | | | | |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|
| ATIS 124.4 | FAIRBANKS APP CON 125.35 363.2 | FAIRBANKS TOWER 118.3 257.8 | GND CON 121.9 | CLNC DEL 127.6 |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|



| | | |
|----------|----------|----------|
| ELEV 439 | D | TDZE 439 |
|----------|----------|----------|



| | | | | |
|-----------|-------------------------------|---|---|---|
| CATEGORY | A | B | C | D |
| S-ILS 20R | SA CAT I RA 149/14 150 DA 589 | | | |
| S-ILS 20R | SA CAT II RA 99/12 100 DA 539 | | | |

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---|------------------------|--|
| LOC/DME I-CNA 109.1 Chan 28 | APP CRS 020° | Rwy Idg 11050 TDZE 439 Apt Elev 439 |
|---|------------------------|--|

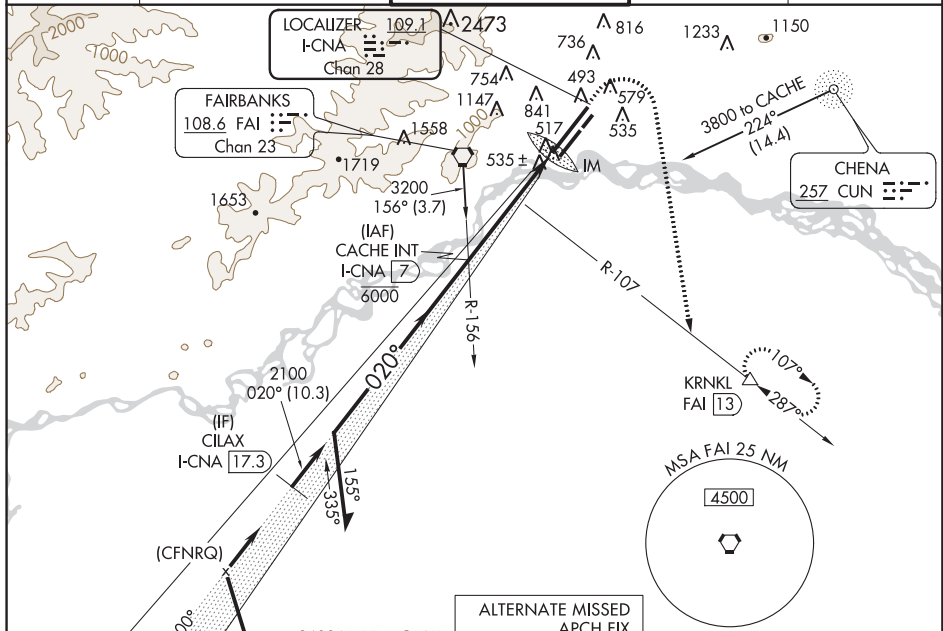
ILS RWY 2L (CAT II & III)
FAIRBANKS INTL (FAI) (PAFA)

⚠ DME required. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

⚠ -20°C/-4°F

ALSIF-2 MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on heading 170° and FAI VORTAC R-107 to KRNL/FAI 13 DME and hold, continue climb-in-hold to 5000.

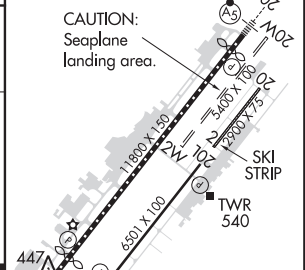
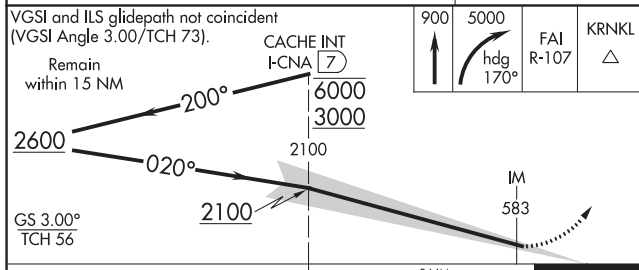
| | | | | |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|
| ATIS 124.4 | FAIRBANKS APP CON 125.35 363.2 | FAIRBANKS TOWER 118.3 257.8 | GND CON 121.9 | CLNC DEL 127.6 |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|



ELEV 439 **D** **TDZE 439**

ALTERNATE MISSED APCH FIX
CHENA CUN 257 **248°** **0.068°**

MSA FAI 25 NM
4500



| | | | | |
|----------|-----------------------------|---|---|---|
| CATEGORY | A | B | C | D |
| S-ILS 2L | CAT II RA 104/12 100 DA 539 | | | |
| S-ILS 2L | CAT III RVR 06 | | | |

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 20L
TDZ/CL Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

AK: 10 NOV 2016 to 05 JAN 2017

AK: 10 NOV 2016 to 05 JAN 2017

| | |
|-------------|----------------------|
| APP CRS | Rwy ldg 11050 |
| 017° | TDZE 439 |
| | Apt Elev 439 |

RNAV (RNP) Z RWY 2L

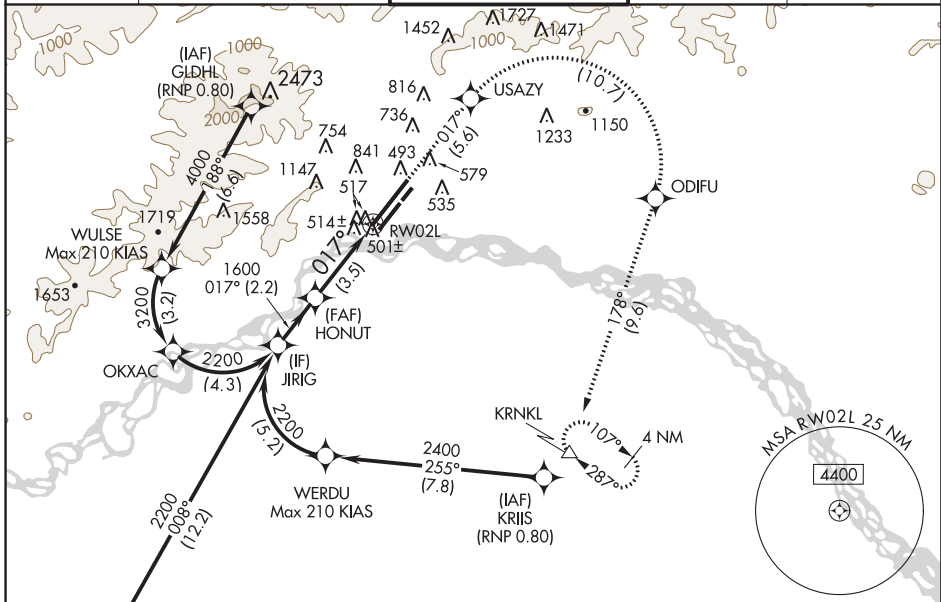
FAIRBANKS INTL (FAI) (PAFA)

▼ For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 47°C (117°F). GPS and RF required. For inoperative ALSF, increase *RNP 0.15 all Cats visibility to 1, #RNP 0.30 all Cats visibility to 1½, and RNP 0.30 all Cats visibility to 1½.
 *Missed approach requires a minimum climb of 230 feet per NM to 2500.
 #Missed approach requires a minimum climb of 215 feet per NM to 2500.



MISSED APPROACH: Climb to 5000 on track 017° to USAZY and right turn to ODIFU and on track 178° to KRNL and hold.

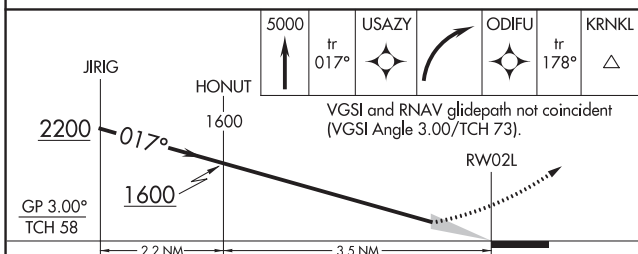
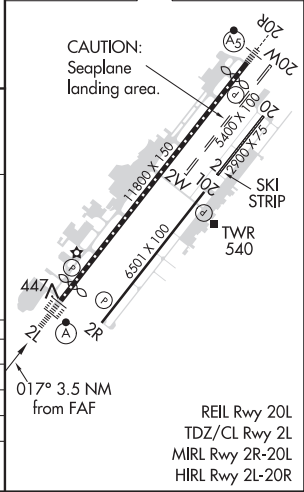
| | | | | |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|
| ATIS 124.4 | FAIRBANKS APP CON 125.35 363.2 | FAIRBANKS TOWER 118.3 257.8 | GND CON 121.9 | CLNC DEL 127.6 |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|----------|----------|----------|
| ELEV 439 | D | TDZE 439 |
|----------|----------|----------|



| CATEGORY | A | B | C | D |
|---------------|---|--------|-------------|---|
| RNP 0.15 DA * | | 749/24 | 310 (400-½) | |
| RNP 0.30 DA # | | 837/45 | 398 (400-¾) | |
| RNP 0.30 DA | | 899/50 | 460 (500-1) | |

AUTHORIZATION REQUIRED

FAIRBANKS, ALASKA

AL-1234 (FAA)


16147

| | |
|-------------|----------------------|
| APP CRS | Rwy ldg 11050 |
| 197° | TDZE 439 |
| | Apt Elev 439 |

RNAV (RNP) Z RWY 20R

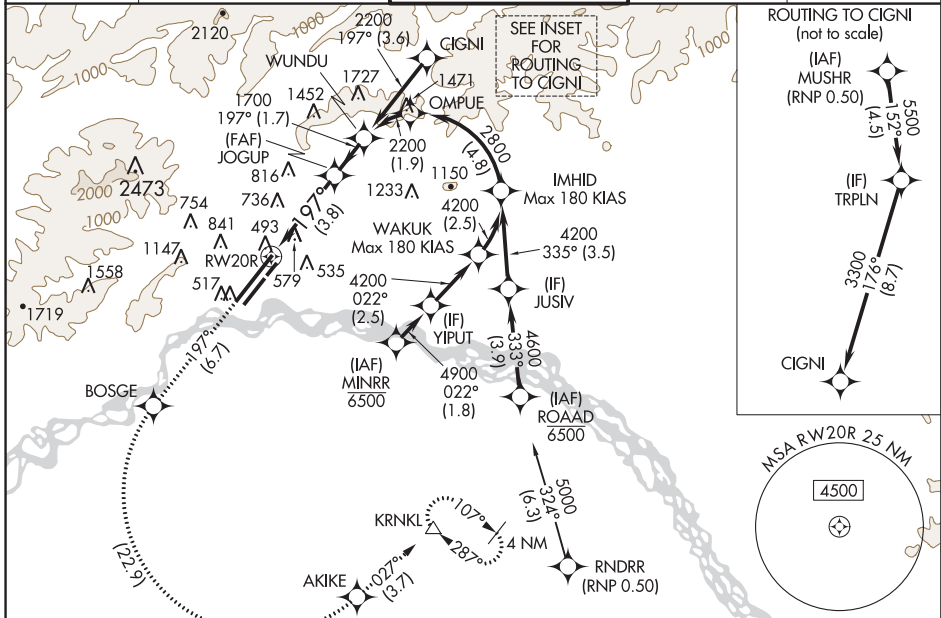
FAIRBANKS INTL (FAI) (PAFA)

▽ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). RF required. GPS required.
☁ -20°C/-4°F For inoperative MALS, increase RNP 0.10 all Cats visibility to ½. For inoperative MALS, increase RNP 0.22 all Cats visibility to 1¼. For inoperative MALS, increase RNP 0.30 all Cats visibility to 1½.

MALS R 


MISSED APPROACH: Climb to 4000 on track 197° to BOSGE then left turn to AKIKE then on track 027° to KRNLK and hold.

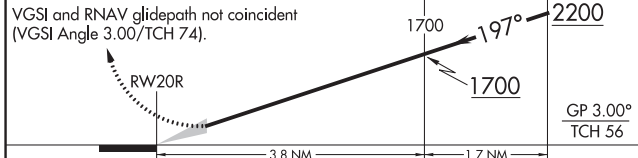
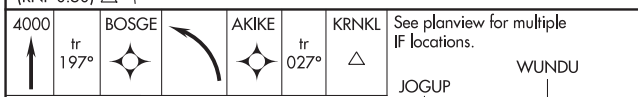
| | | | | |
|--------------|---------------------|--------------------|--------------|--------------|
| ATIS | FAIRBANKS APP CON | FAIRBANKS TOWER | GND CON | CLNC DEL |
| 124.4 | 125.35 363.2 | 118.3 257.8 | 121.9 | 127.6 |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

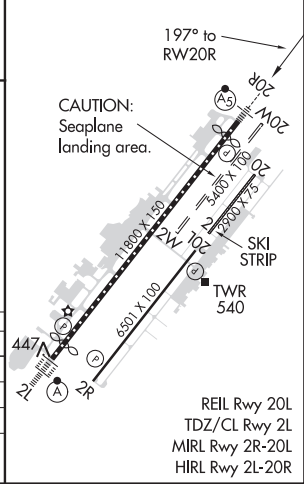
GLOWS (RNP 0.50)  Procedure NA for arrivals at GLOWS on V438, T227 southwest bound.



| CATEGORY | A | B | C | D |
|-------------|---|--------|--------------|---|
| RNP 0.10 DA | | 724/24 | 285 (300-½) | |
| RNP 0.22 DA | | 800/40 | 361 (400-¾) | |
| RNP 0.30 DA | | 924/60 | 485 (500-1¼) | |

AUTHORIZATION REQUIRED

| | | |
|----------|----------|----------|
| ELEV 439 | D | TDZE 439 |
|----------|----------|----------|



FAIRBANKS, ALASKA
 Orig-A 13NOV14

64°49'N-147°51'W

FAIRBANKS INTL (FAI) (PAFA)

RNAV (RNP) Z RWY 20R

REIL Rwy 20L
 TDZ/CL Rwy 2L
 MRL Rwy 2R-20L
 HIRL Rwy 2L-20R

| | | | |
|---------------------------------|------------------------|-----------------------------|---|
| WAAS CH 53612 W02A | APP CRS 020° | Rwy ldg TDZE Apt Elev | 6501 433 439 |
|---------------------------------|------------------------|-----------------------------|---|

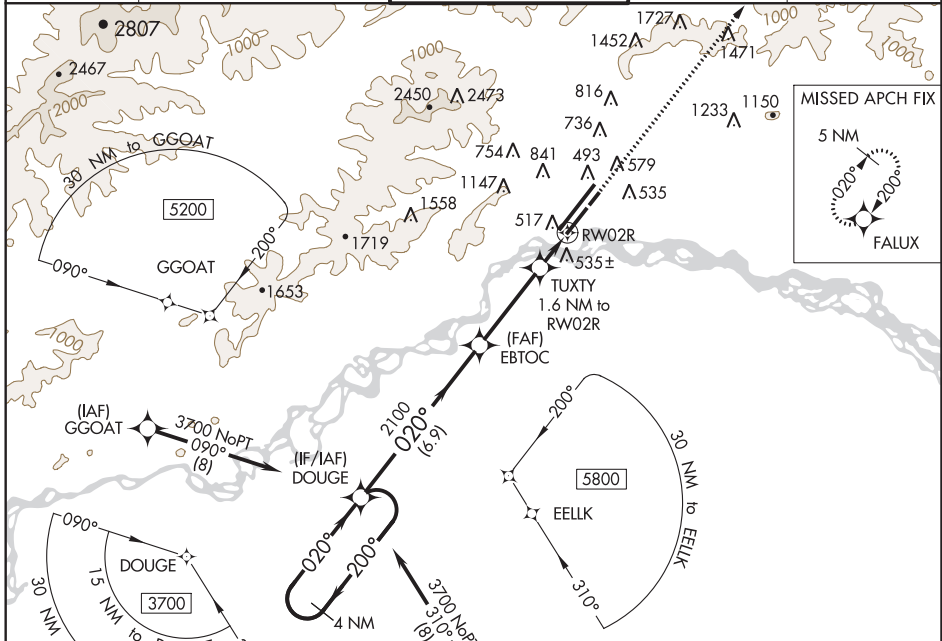
RNAV (GPS) RWY 2R

FAIRBANKS INTL (FAI) (PAFA)

⚠ Circling NA west of Rwy 2L/20R. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F).

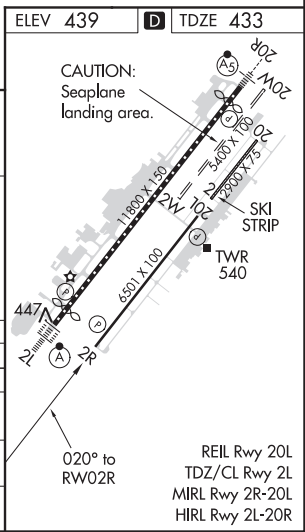
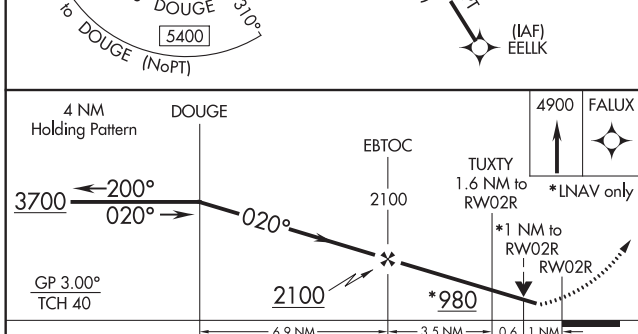
MISSED APPROACH: Climb to 4900 direct FALUX and hold, continue climb-in-hold to 4900.

| | | | | |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|
| ATIS 124.4 | FAIRBANKS APP CON 125.35 363.2 | FAIRBANKS TOWER 118.3 257.8 | GND CON 121.9 | CLNC DEL 127.6 |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|------------------------|-----------------------|
| LPV DA | | 683-7/8 | 250 (300-7/8) | |
| LNAV/VNAV DA | | 731-1 | 298 (300-1) | |
| LNAV MDA | | 800-1 | 367 (400-1) | |
| C CIRCLING | 880-1 441 (500-1) | 900-1 461 (500-1) | 900-1½ 461 (500-1½) | 1020-2 581 (600-2) |

FAIRBANKS, ALASKA

AL-1234 (FAA)

16147

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 93812 W20A | APP CRS 200° | Rwy Idg TDZE Apt Elev | 6501 434 439 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 20L

FAIRBANKS INTL (FAI) (PAFA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Circling NA west of Rwy 2L/20R. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3700 direct DOUGE and hold, continue climb-in-hold to 3700.

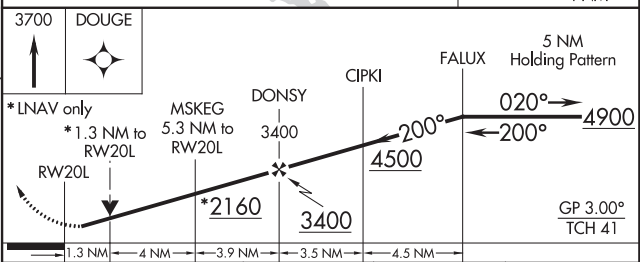
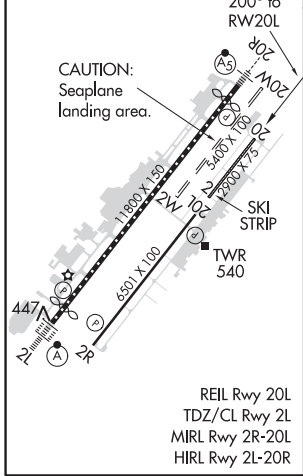
| | | | | |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|
| ATIS 124.4 | FAIRBANKS APP CON 125.35 363.2 | FAIRBANKS TOWER 118.3 257.8 | GND CON 121.9 | CLNC DEL 127.6 |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|-----------------|----------|-----------------|
| ELEV 439 | D | TDZE 434 |
|-----------------|----------|-----------------|



| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|------------------------------|-----------------------|
| LPV DA | | 684-7/8 | 250 (300-7/8) | |
| LNAV/VNAV DA | | 702-7/8 | 268 (300-7/8) | |
| LNAV MDA | 880-1 | 446 (500-1) | 880-1 2/3 | 446 (500-1 1/2) |
| C CIRCLING | 880-1 441 (500-1) | 900-1 461 (500-1) | 900-1 1/2 461 (500-1 1/2) | 1020-2 581 (600-2) |

FAIRBANKS, ALASKA
Amdt 1 10DEC15

64°49'N-147°51'W

FAIRBANKS INTL (FAI) (PAFA) RNAV (GPS) RWY 20L

| | | |
|--|------------------------|--|
| WAAS CH 57915 W02B | APP CRS 020° | Rwy ldg 11050 TDZE 439 Apt Elev 439 |
|--|------------------------|--|

RNAV (GPS) Y RWY 2L

FAIRBANKS INTL (FAI) (PAFA)

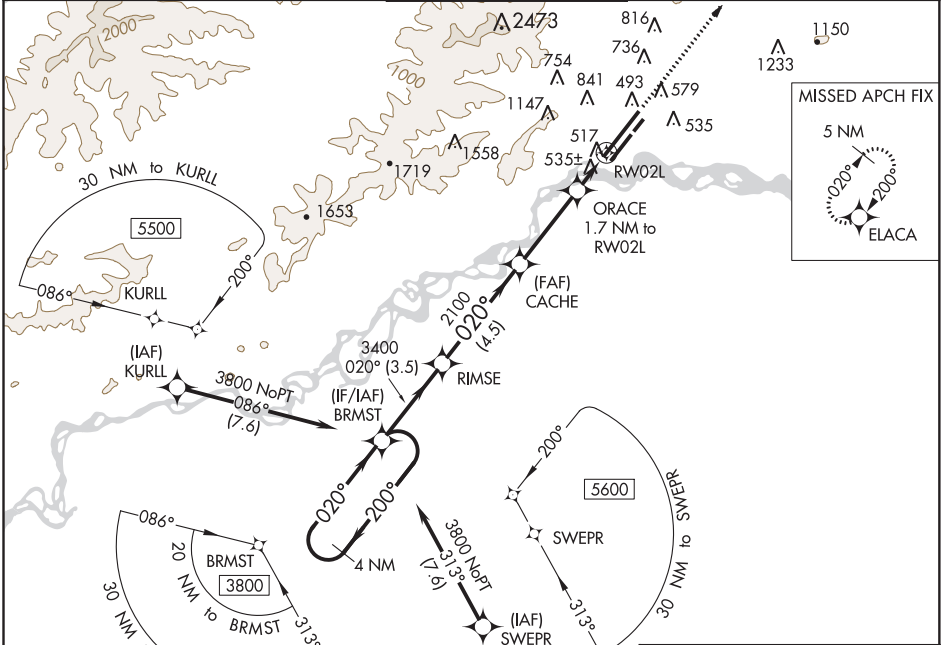
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA west of Rwy 2L-20R. For inop ALSF-2, increase LNAV/VNAV to RVR 4500 all Cats and LNAV to RVR 5500 Cat C and D.

ALSF-2



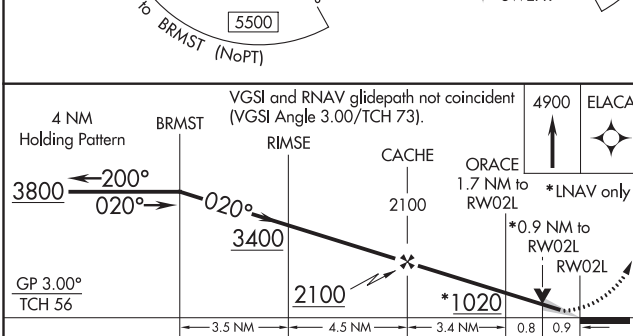
MISSED APPROACH: Climb to 4900 direct ELACA and hold, continue climb-in hold to 4900.

| | | | | |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|
| ATIS 124.4 | FAIRBANKS APP CON 125.35 363.2 | FAIRBANKS TOWER 118.3 257.8 | GND CON 121.9 | CLNC DEL 127.6 |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|

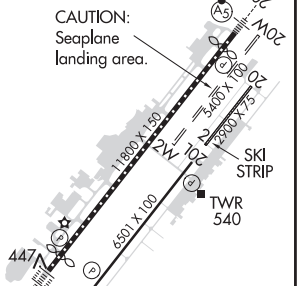


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|----------|----------|
| ELEV 439 | TDZE 439 |
|----------|----------|



| CATEGORY | A | B | C | D |
|---------------|----------------------|----------------------|-----------------------|-----------------------|
| LPV DA | | 639/24 | 200 (200-½) | |
| LNAV/ VNAV DA | | 720/24 | 281 (300-½) | |
| LNAV MDA | 800/24 | 361 (400-½) | 800/35 | 361 (400-¾) |
| CIRCLING | 880-1 441 (500-1) | 900-1 461 (500-1) | 900-1½ 461 (500-½) | 1020-2 581 (600-2) |

REIL Rwy 20L
TDZ/CL Rwy 2L
MRL Rwy 2R-20L
HIRL Rwy 2L-20R

RNAV (GPS) Y RWY 20R

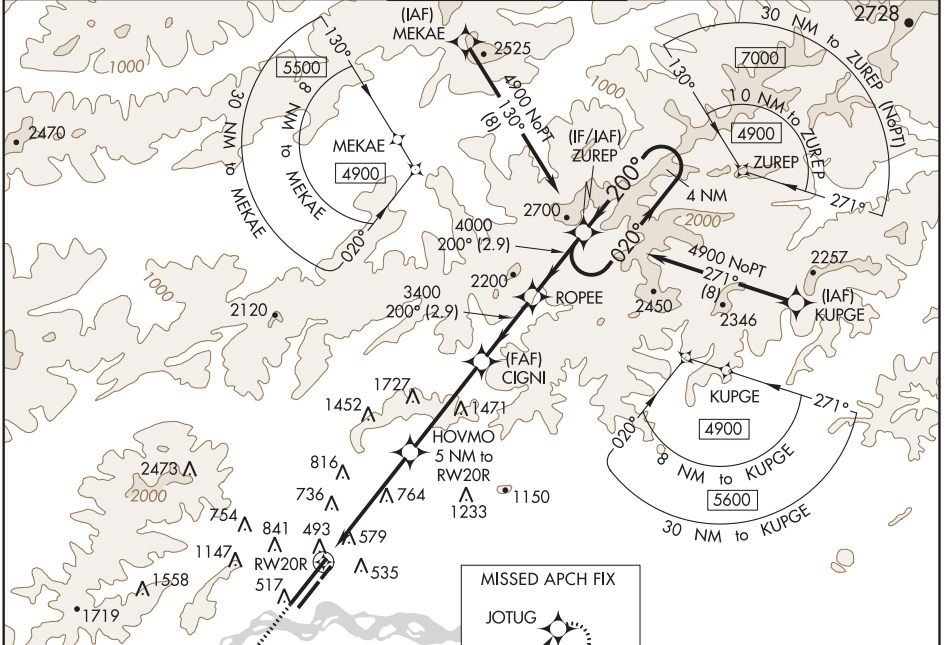
FAIRBANKS INTL (FAI) (PAFA)

| | | |
|---------------------------------|------------------------|--|
| WAAS CH 58329 W20B | APP CRS 200° | Rwy ldg 11050 TDZE 439 Apt Elev 439 |
|---------------------------------|------------------------|--|

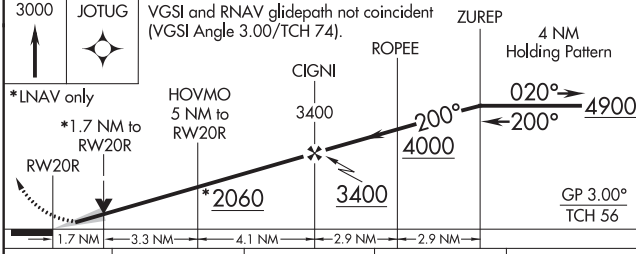
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Circling NA west of Rwy 2L-20R. DME/DME RNP-0.3 NA.

MALSR
 MISSED APPROACH:
Climb to 3000 direct JOTUG and hold.

| | | | | |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|
| ATIS 124.4 | FAIRBANKS APP CON 125.35 363.2 | FAIRBANKS TOWER 118.3 257.8 | GND CON 121.9 | CLNC DEL 127.6 |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|

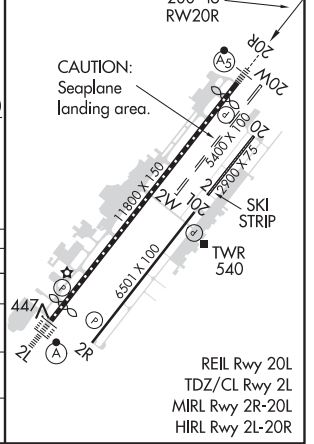


MISSED APCH FIX
JOTUG
 020°
4 NM



| | |
|----------|-------------------|
| ELEV 439 | D TDZE 439 |
|----------|-------------------|

| | | | | | |
|-------------------|---------------------|---|-------------|--------------|----------------------|
| 3000 | JOTUG | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 74). | | | |
| *LNAV only | HOVMO 5 NM to RW20R | CIGNI 3400 | ROPEE 4000 | ZUREP 4900 | 4 NM Holding Pattern |
| *1.7 NM to RW20R | *2060 | 3400 | 4000 | 4900 | GP 3.00° TCH 56 |
| 1.7 NM | 3.3 NM | 4.1 NM | 2.9 NM | 2.9 NM | |
| CATEGORY | A | B | C | D | |
| LPV DA | 639/24 | | 200 (200-½) | | |
| LNAV/VNAV DA | 1148-2 | | 709 (800-2) | | |
| LNAV MDA | 1020/24 | 581 (600-½) | 1020/60 | 581 (600-1¼) | |
| C CIRCLING | 1020-1 | 581 (600-1) | 1020-1¾ | 581 (600-1¾) | 1020-2 |
| | | | | | 581 (600-2) |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

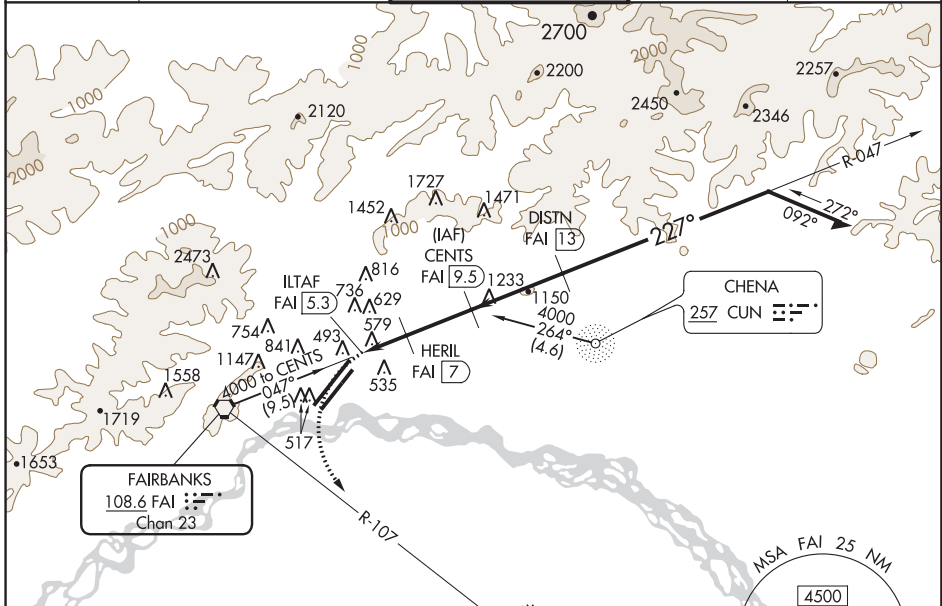
| | | |
|---------------------------------------|------------------------|--|
| VORTAC FAI 108.6 Chan 23 | APP CRS 227° | Rwy Idg 11050 TDZE 439 Apt Elev 439 |
|---------------------------------------|------------------------|--|

VOR/DME or TACAN RWY 20R

FAIRBANKS INTL (FAI) (PAFA)

| | | |
|---|-----------|---|
| <p>Inoperative table does not apply. Circling NA west of Rwy 2L-20R. Helicopter visibility reduction below RVR 4000 NA.</p> | MALSR | MISSED APPROACH: Climbing left turn to 4000 on heading 160° and FAI VORTAC R-107 to KRNL/FAI 13 DME and hold, continue climb-in-hold to 4000. |
|---|-----------|---|

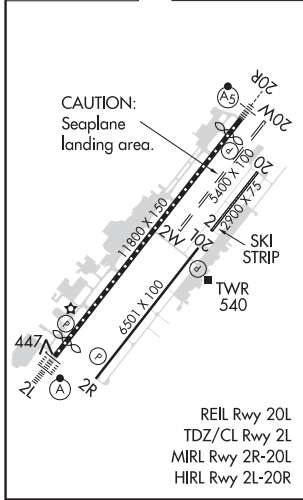
| | | | | |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|
| ATIS 124.4 | FAIRBANKS APP CON 125.35 363.2 | FAIRBANKS TOWER 118.3 257.8 | GND CON 121.9 | CLNC DEL 127.6 |
|----------------------|--|---------------------------------------|-------------------------|--------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|----------|----------|----------|
| ELEV 439 | D | TDZE 439 |
|----------|----------|----------|



| | | | | | |
|-------------------|-----------------|---------------|-----------------|--|---------------------|
| 4000 | FAI R-107 | KRNL | CENTS FAI [9.5] | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 74). | |
| hdg 160° | | | | 047° | Remain within 15 NM |
| | ILTAF FAI [5.3] | HERIL FAI [7] | DISTN FAI [13] | 227° | 4000 |
| | | | | 3.26° TCH 74 | 3300 |
| | | | | 2200 | 1300 |
| | 0.7 | 0.7 | 1 NM | 2.5 NM | 3.5 NM |
| CATEGORY | A | B | C | D | E |
| S-20R | 940/55 | 501 (600-1¼) | 940-1⅓ | 501 (600-1⅓) | |
| C CIRCLING | 940-1 | 501 (600-1) | 940-1½ | 1000-2 | 1100-2¼ |
| | | | 501 (600-1½) | 561 (600-2) | 661 (700-2¼) |

AIRPORT DIAGRAM

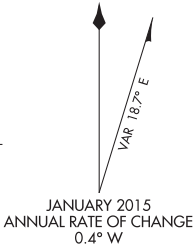
AL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

ATIS
 124.4
 FAIRBANKS TOWER
 118.3 257.8
 GND CON
 121.9
 CLNC DEL
 127.6

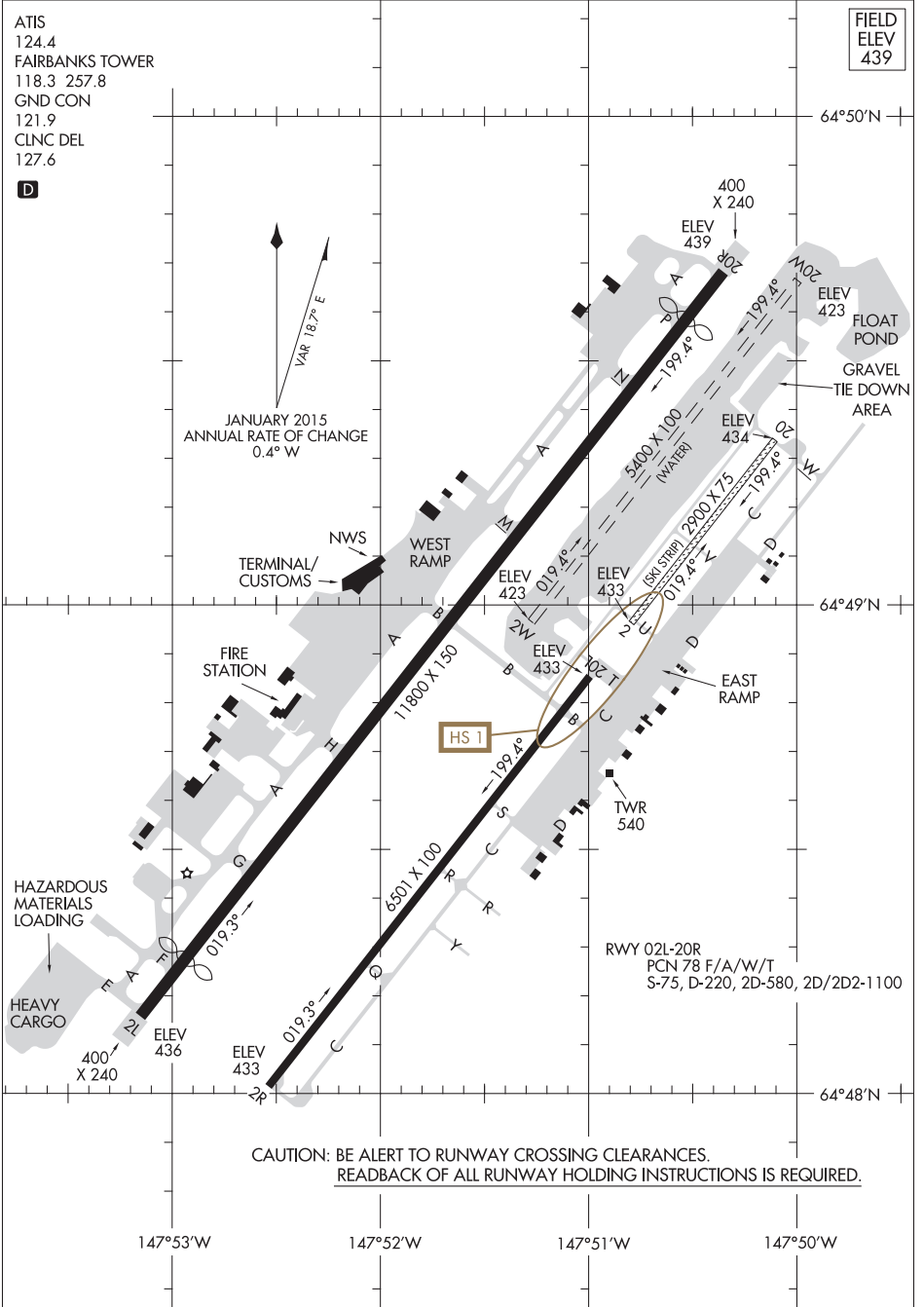
FIELD
 ELEV
 439

D



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI) (PAFA)

ATIS 124.4
CLNC DEL
127.6
GND CON
121.9
FAIRBANKS TOWER
118.3 257.8
FAIRBANKS DEP CON
125.35 363.2 (180°-359°)
126.5 381.4 (360°-179°)

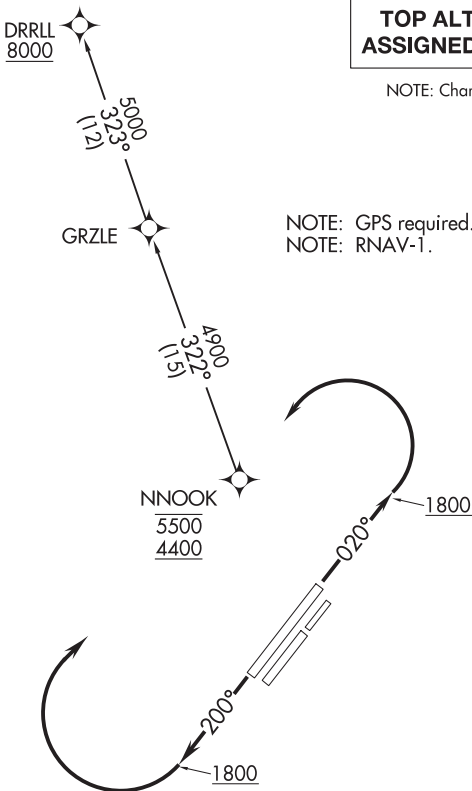
**TOP ALTITUDE:
ASSIGNED BY ATC**

NOTE: Chart not to scale.

NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF MINIMUMS

Rwy 2L: Standard with minimum climb of 500' per NM to 1800.
Rwy 20R: Standard with minimum climb of 500' per NM to 3000.



TAKEOFF OBSTACLE NOTES

- Rwy 2L: Building 330' from DER, 251' left of centerline, 13' AGL/448' MSL.
Trees beginning 2256' from DER, 937' right of centerline, up to 84' AGL/517' MSL.
Pole, transmission line, catenary and trees beginning 1961' from DER, 666' left of centerline, up to 78' AGL/514' MSL.
- Rwy 20R: Building 7' from DER, 424' right of centerline, 22' AGL/447' MSL.
Light and navaid 10' from DER, 65' right of centerline, 1' AGL/437' MSL.
Light 10' from DER, 64' left of centerline, 1' AGL/436' MSL.
Trees beginning 1093' from DER, 786' left of centerline, up to 54' AGL/483' MSL
Trees beginning 1799' from DER, 714' right of centerline, up to 66' AGL/492' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb heading 020° to 1800, then left turn direct NNOOK, cross NNOOK at or above 4400 and at or below 5500, then on DRRLL Transition.
TAKEOFF RUNWAY 20R: Climb heading 200° to 1800, then right turn direct NNOOK, cross NNOOK at or above 4400 and at or below 5500, then on DRRLL Transition.

DRRL TRANSITION (DRRL2.DRRL)

GALENA FIVE DEPARTURE

SL-1234 (FAA)

AK, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/2R: Climb heading 035° to 2200, then left turn direct FAI VORTAC, thence

TAKEOFF RUNWAYS 20L/20R: Climb heading 200° to 2000, then right turn heading 274°, thence

. . . intercept FAI R-242 to ENN R-255, then on ENN R-255 and GAL R-072 to GAL VOR/DME, then continue climb on assigned route and altitude.

| |
|--------------------------------|
| GALENA 114.8 GAL Chan 95 |
| N64° 44.29' - W156° 46.63' |
| L-3-4, H-1-2 |

NOTE: Chart not to scale.



TAKEOFF OBSTACLE NOTES

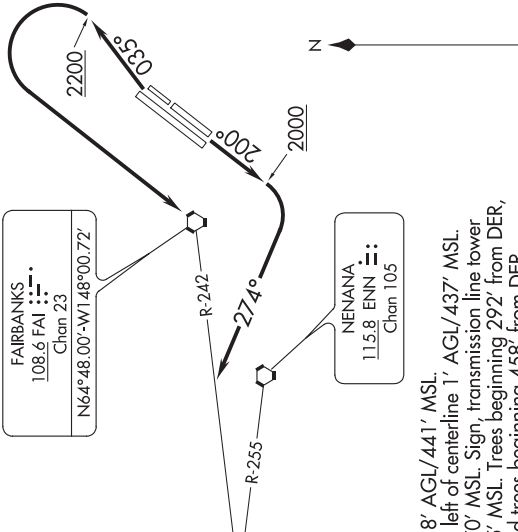
- Rwy 2L:** Building 330' from DER, 251' left of centerline, 13' AGL/448' MSL. Trees beginning 2256' from DER, 937' right of centerline, up to 84' AGL/517' MSL. Pole, transmission line, catenary and trees beginning 1961' from DER, 666' left of centerline, up to 78' AGL/514' MSL.
- Rwy 2R:** Buildings, vehicles on road, bushes, signs, fence, tanks and trees beginning abeam DER, 244' left of centerline, up to 15' AGL/448' MSL. Signs and aircraft on ramp beginning 11' from DER, 247' right of centerline, up to 8' AGL/441' MSL. Light 9' from DER, 30' right of centerline 1' AGL/434' MSL. Light 9' from DER, 30' left of centerline 1' AGL/437' MSL. Sign and transmission line tower and trees beginning 292' from DER, and catenaries beginning 49' from DER, 457' left of centerline, up to 37' AGL/465' MSL. Trees beginning 292' from DER, 552' right of centerline, up to 72' AGL/501' MSL. Pole, transmission line tower and trees beginning 458' from DER, 546' left of centerline, up to 49' AGL/480' MSL. Trees beginning 1225' from DER, 236' right of centerline, up to 62' AGL/492' MSL. 70' AGL/501' MSL. Trees beginning 1895' from DER, 131' left of centerline, up to 62' AGL/492' MSL.
- Rwy 20L:** Building 7' from DER, 424' right of centerline, 22' AGL/447' MSL. Light and Navaid 10' from DER, 65' right of centerline, 1' AGL/437' MSL. Light 10' from DER, 64' left of centerline, 1' AGL/436' MSL. Trees beginning 1093' from DER, 786' left of centerline, up to 54' AGL/483' MSL. Trees beginning 1799' from DER, 714' right of centerline, up to 66' AGL/492' MSL.

TAKEOFF MINIMUMS
Rwys 20R/20L: Standard.
Rwys 2L/2R: Standard with a minimum climb of 230' per NM to 2200.

NOTE: DME Required

| |
|-----------------------------------|
| FAIRBANKS 108.6 FAI Chan 23 |
| N64° 48.00' - W148° 00.72' |

| |
|---------------------------------|
| NENANA 115.8 ENN Chan 105 |
|---------------------------------|



GALENA FIVE DEPARTURE

AK, 10 NOV 2016 to 05 JAN 2017

MCKINLEY ONE DEPARTURE

SL-1234 (FAA)

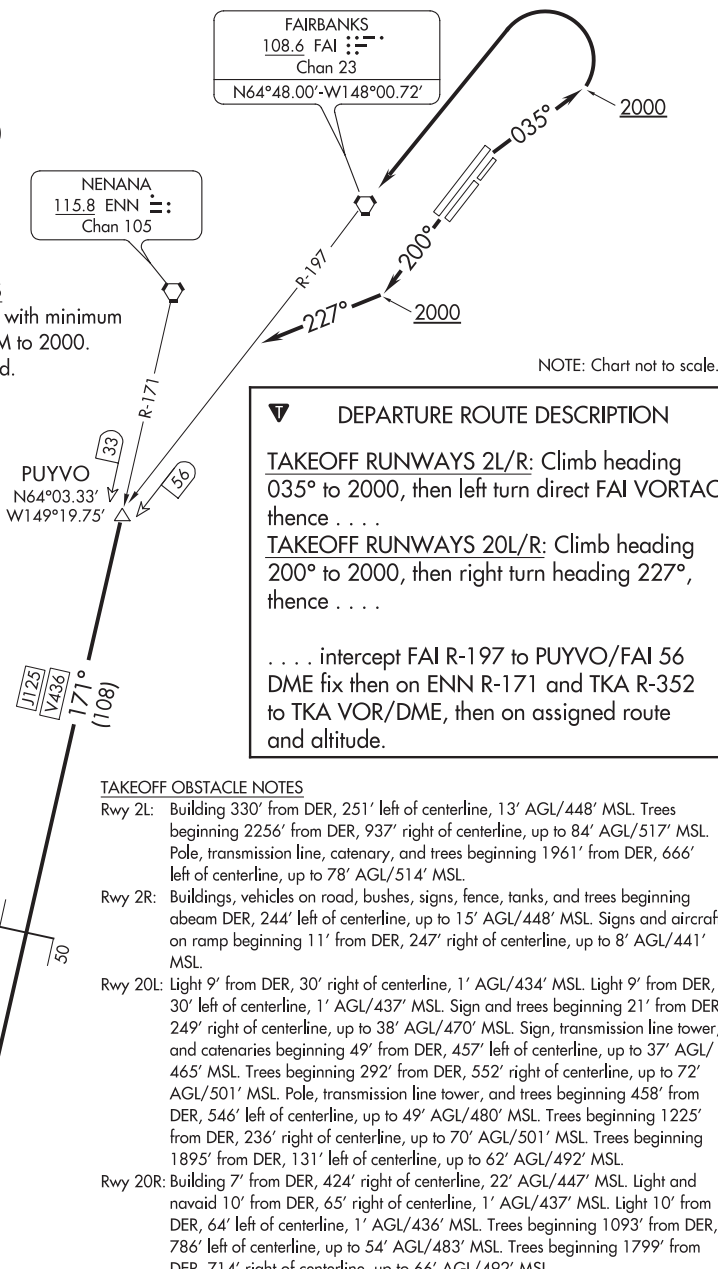
FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

ATIS 124.4
 CLNC DEL
 127.6
 GND CON
 121.9
 FAIRBANKS TOWER
 118.3 257.8
 FAIRBANKS DEP CON
 125.35 363.2 (180°-359°)
 126.5 381.4 (360°-179°)

NOTE: DME required.

TAKEOFF MINIMUMS

Rwys 2L/R: Standard with minimum
 climb of 230' per NM to 2000.
 Rwys 20L/R: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb heading 035° to 2000, then left turn direct FAI VORTAC, thence

TAKEOFF RUNWAYS 20L/R: Climb heading 200° to 2000, then right turn heading 227°, thence

. . . . intercept FAI R-197 to PUYVO/FAI 56 DME fix then on ENN R-171 and TKA R-352 to TKA VOR/DME, then on assigned route and altitude.

TAKEOFF OBSTACLE NOTES

- Rwy 2L: Building 330' from DER, 251' left of centerline, 13' AGL/448' MSL. Trees beginning 2256' from DER, 937' right of centerline, up to 84' AGL/517' MSL. Pole, transmission line, catenary, and trees beginning 1961' from DER, 666' left of centerline, up to 78' AGL/514' MSL.
- Rwy 2R: Buildings, vehicles on road, bushes, signs, fence, tanks, and trees beginning abeam DER, 244' left of centerline, up to 15' AGL/448' MSL. Signs and aircraft on ramp beginning 11' from DER, 247' right of centerline, up to 8' AGL/441' MSL.
- Rwy 20L: Light 9' from DER, 30' right of centerline, 1' AGL/434' MSL. Light 9' from DER, 30' left of centerline, 1' AGL/437' MSL. Sign and trees beginning 21' from DER, 249' right of centerline, up to 38' AGL/470' MSL. Sign, transmission line tower, and catenaries beginning 49' from DER, 457' left of centerline, up to 37' AGL/465' MSL. Trees beginning 292' from DER, 552' right of centerline, up to 72' AGL/501' MSL. Pole, transmission line tower, and trees beginning 458' from DER, 546' left of centerline, up to 49' AGL/480' MSL. Trees beginning 1225' from DER, 236' right of centerline, up to 70' AGL/501' MSL. Trees beginning 1895' from DER, 131' left of centerline, up to 62' AGL/492' MSL.
- Rwy 20R: Building 7' from DER, 424' right of centerline, 22' AGL/447' MSL. Light and navaid 10' from DER, 65' right of centerline, 1' AGL/437' MSL. Light 10' from DER, 64' left of centerline, 1' AGL/436' MSL. Trees beginning 1093' from DER, 786' left of centerline, up to 54' AGL/483' MSL. Trees beginning 1799' from DER, 714' right of centerline, up to 66' AGL/492' MSL.

AK: 10 NOV 2016 to 05 JAN 2017

AK: 10 NOV 2016 to 05 JAN 2017

MCKINLEY ONE DEPARTURE

(PUYVO2.PUYVO) 15344

PUYVO TWO DEPARTURE (RNAV)

SL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

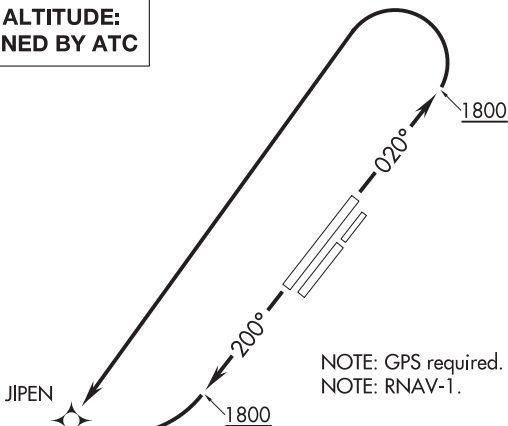
ATIS 124.4
CLINC DEL
127.6
GND CON
121.9
FAIRBANKS TOWER
118.3 257.8
FAIRBANKS DEP CON
125.35 363.2 (180°-359°)
126.5 381.4 (360°-179°)

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS

Rwy 2L: Standard with minimum climb
of 500' per NM to 3100.
Rwy 20R: Standard with minimum climb
of 500' per NM to 1800.

NOTE: GPS required.
NOTE: RNAV-1.



TAKEOFF OBSTACLE NOTES

Rwy 2L: Building 330' from DER, 251' left of centerline, 13' AGL/448' MSL.
Trees beginning 2256' from DER, 937' right of centerline, up to 84' AGL/517' MSL.
Pole, transmission line, catenary, and trees beginning 1961' from DER, 666' left of centerline, up to 78' AGL/514' MSL.

Rwy 20R: Building 7' from DER, 424' right of centerline, 22' AGL/447' MSL.
Light and navaid 10' from DER, 65' right of centerline, 1' AGL/437' MSL.
Light 10' from DER, 64' left of centerline, 1' AGL/436' MSL.
Trees beginning 1093' from DER, 786' left of centerline, up to 54' AGL/483' MSL.
Trees beginning 1799' from DER, 714' right of centerline, up to 66' AGL/492' MSL.

NOTE: Chart not to scale.

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

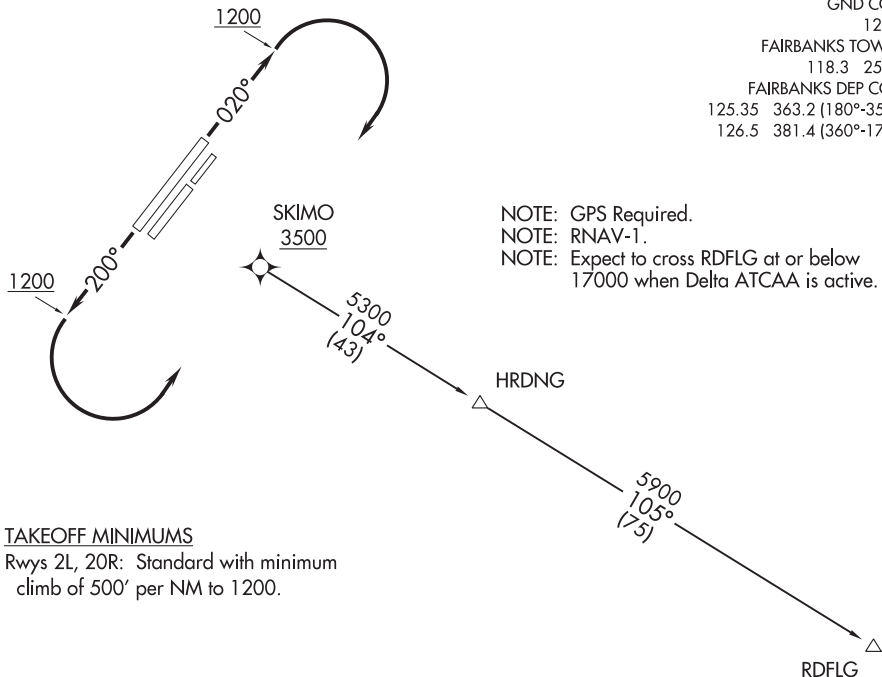
TAKEOFF RUNWAY 2L: Climb heading 020° to 1800, then left turn direct JIPEN, then on PUYVO transition.
TAKEOFF RUNWAY 20R: Climb heading 200° to 1800, then right turn direct JIPEN, then on PUYVO transition.
PUYVO TRANSITION (PUYVO2.PUYVO)

PUYVO TWO DEPARTURE (RNAV)
(PUYVO2.PUYVO) 15344

FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI) (PAFA)

**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS 124.4
CLNC DEL 127.6
GND CON 121.9
FAIRBANKS TOWER 118.3 257.8
FAIRBANKS DEP CON 125.35 363.2 (180°-359°)
126.5 381.4 (360°-179°)



NOTE: GPS Required.
NOTE: RNAV-1.
NOTE: Expect to cross RDFLG at or below 17000 when Delta ATCAA is active.

TAKEOFF MINIMUMS

Rwys 2L, 20R: Standard with minimum climb of 500' per NM to 1200.

TAKEOFF OBSTACLE NOTES

- Rwy 2L: Building 330' from DER, 251' left of centerline, 13' AGL/448' MSL.
Trees beginning 2256' from DER, 937' right of centerline, up to 84' AGL/517' MSL.
Pole, transmission line, catenary and trees beginning 1961' from DER, 666' left of centerline, up to 78' AGL/514' MSL.
- Rwy 20R: Building 7' from DER, 424' right of centerline, 22' AGL/447' MSL.
Light and navaid 10' from DER, 65' right of centerline, 1' AGL/437' MSL.
Light 10' from DER, 64' left of centerline, 1' AGL/436' MSL.
Trees beginning 1093' from DER, 786' left of centerline, up to 54' AGL/483' MSL.
Trees beginning 1799' from DER, 714' right of centerline, up to 66' AGL/492' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb heading 020° to 1200, then right turn direct SKIMO, cross SKIMO at or above 3500, then on RDFLG transition.

TAKEOFF RUNWAY 20R: Climb heading 200° to 1200, then left turn direct SKIMO, cross SKIMO at or above 3500, then on RDFLG transition.

RDFLG TRANSITION (RDFLG2.RDFLG)

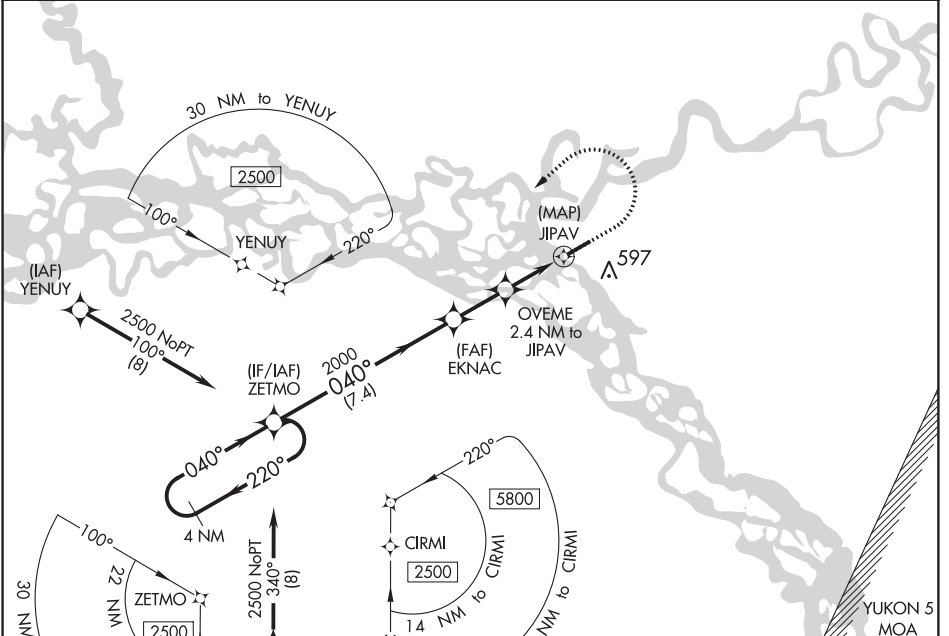
| | |
|------------------------|------------------------|
| APP CRS 040° | Rwy Idg 5000 |
| | TDZE 447 |
| | Apt Elev 447 |

RNAV (GPS) RWY 4

FORT YUKON (FYU) (PFYU)

| | | |
|-------------|---|--|
| -45°C/-49°F | Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. | MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct ZETMO and hold. |
|-------------|---|--|

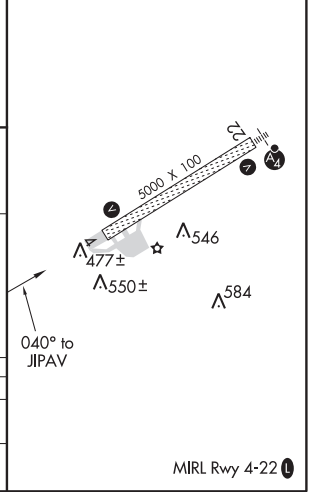
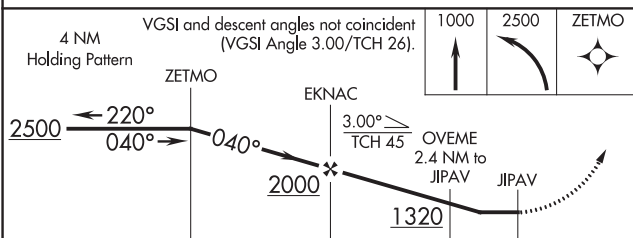
| | | | |
|------------------------|--|----------------------------------|----------------------|
| AWOS-3 125.8 | ANCHORAGE CENTER 135.0 225.4 | FAIRBANKS RADIO 122.05 | CTAF 122.5 |
|------------------------|--|----------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|-----------------|-----------------|
| ELEV 447 | TDZE 447 |
|-----------------|-----------------|



| CATEGORY | A | B | C | D |
|-----------|----------------------|----------------------|------------------------|-----------------------|
| LNNAV MDA | 860-1 | 413 (500-1) | 860-1½ | 413 (500-1½) |
| CIRCLING | 860-1 413 (500-1) | 900-1 453 (500-1) | 900-1½ 453 (500-1½) | 1000-2 553 (600-2) |

MRL Rwy 4-22

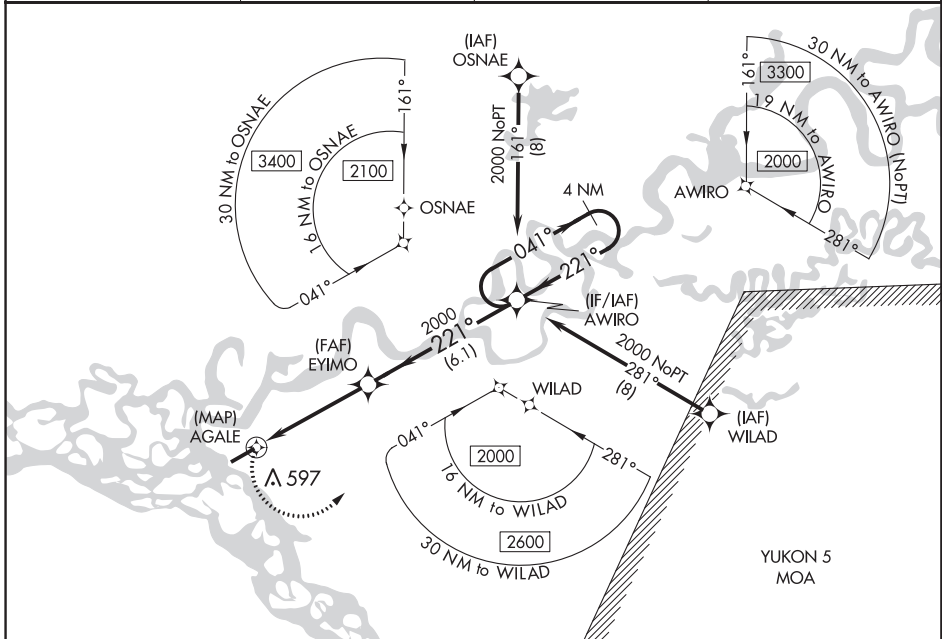
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5000 |
| 221° | TDZE | 447 |
| | Apt Elev | 447 |

RNAV (GPS) RWY 22

FORT YUKON (FYU) (PFYU)

| | | |
|--|---------------------|--|
| <p>⚠ Inop table does not apply. Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.</p> | <p>MALSF</p> | <p>MISSED APPROACH: Climbing left turn to 2000 direct AWIRO and hold.</p> |
|--|---------------------|--|

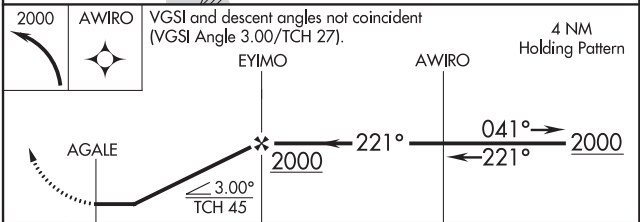
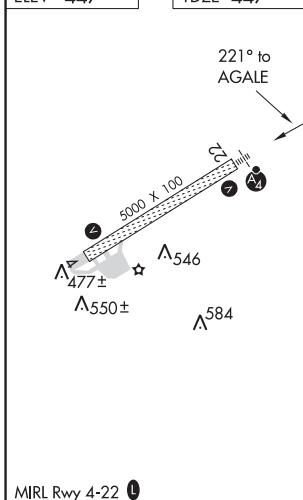
| | | | |
|------------------------|--|----------------------------------|------------------------|
| AWOS-3 125.8 | ANCHORAGE CENTER 135.0 225.4 | FAIRBANKS RADIO 122.05 | CTAF 122.5 0 |
|------------------------|--|----------------------------------|------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 447 | TDZE 447 |
|----------|----------|



| CATEGORY | A | B | C | D |
|-------------------|-------|-------------|-----------------|-----------------|
| LNAV MDA | 960-1 | 513 (600-1) | 960-1 3/8 | 513 (600-1 3/8) |
| C CIRCLING | 960-1 | 513 (600-1) | 960-1 1/2 | 1000-2 |
| | | | 513 (600-1 1/2) | 553 (600-2) |

| | | |
|--|------------------------|---|
| VORTAC FYU 114.4 Chan 91 | APP CRS 236° | Rwy Idg 5000 TDZE 447 Apt Elev 447 |
|--|------------------------|---|

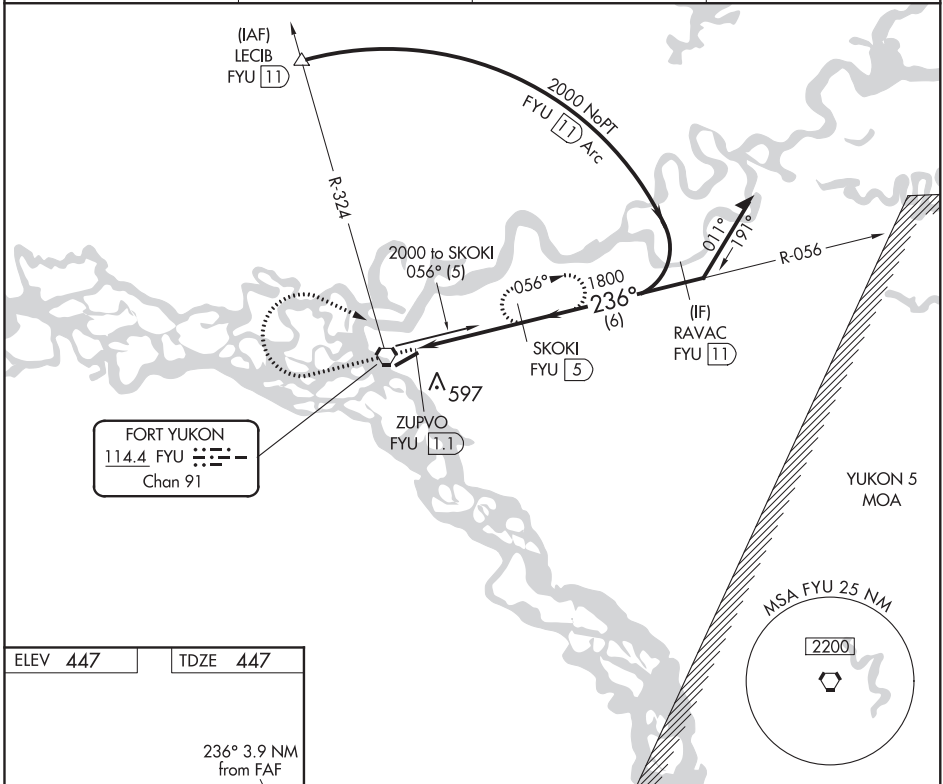
VOR/DME or TACAN RWY 22

FORT YUKON (FYU) (PFYU)

⚠ Inop table does not apply. Circling NA southeast of Rwy 4-22. Rwy 22 Straight-In and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA.

MALSF MISSED APPROACH: Climb to 2000 then right turn on heading 100° and FYU VORTAC R-056 to SKOKI/5 DME and hold.

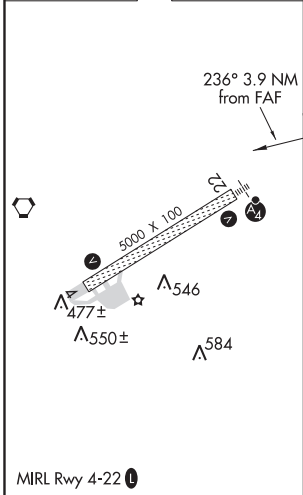
| | | | |
|------------------------|--|----------------------------------|-------------------------------|
| AWOS-3 125.8 | ANCHORAGE CENTER 135.0 225.4 | FAIRBANKS RADIO 122.05 | CTAF 122.5 0 |
|------------------------|--|----------------------------------|-------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|-----------------|-----------------|
| ELEV 447 | TDZE 447 |
|-----------------|-----------------|



| | | | | | | |
|-------------------|---|----------|-------------|---|--|--|
| 2000 | ↑ | hdg 100° | FYU R-056 | SKOKI FYU (5) | SKOKI FYU (5) | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 27). |
| | | | | | | Remain within 10 NM |
| CATEGORY | | A | B | C | D | |
| S-22 | | 960-1 | 513 (600-1) | 960-1 ³ / ₈ | 513 (600-1 ³ / ₈) | |
| C CIRCLING | | 960-1 | 513 (600-1) | 960-1 ¹ / ₂ 513 (600-1 ¹ / ₂) | 1000-2 553 (600-2) | |

| | | |
|--|------------------------|---|
| WAAS CH 86907 W07A | APP CRS 072° | Rwy ldg 6646 TDZE 150 Apt Elev 153 |
|--|------------------------|---|

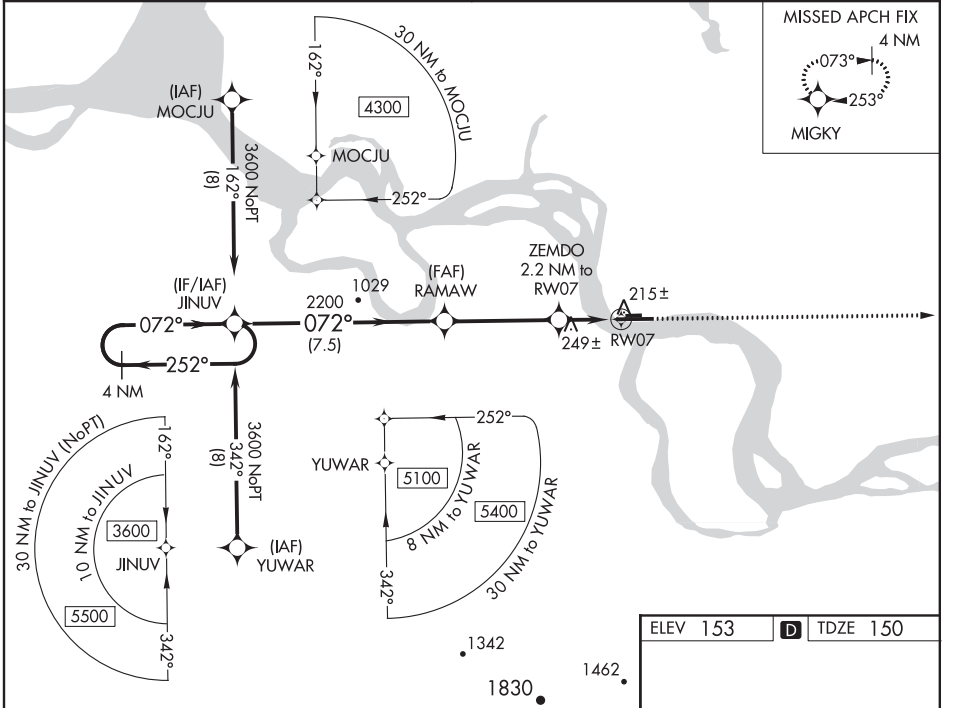
RNAV (GPS) RWY 7

EDWARD G PITKA SR (GAL)(PAGA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 42°C (109°F).
 ▲ DME/DME RNP-0.3 NA. Baro-VNAV NA when using Ruby altimeter setting. When local altimeter setting not received, use Ruby altimeter setting: increase LPV DA to 556 feet and visibility 3/8 mile all Cats; increase LNAV/VNAV DA to 667 feet and visibility 1/2 mile all Cats; increase all MDA 160 feet and LNAV visibility Cat C and D 1/2 mile; Circling Cat C and D 1/2 mile. When VGSI inop, procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 4000 direct MIGKY and hold.

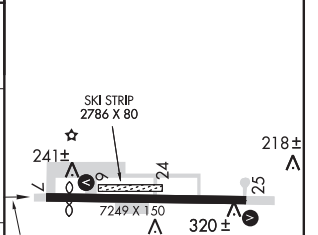
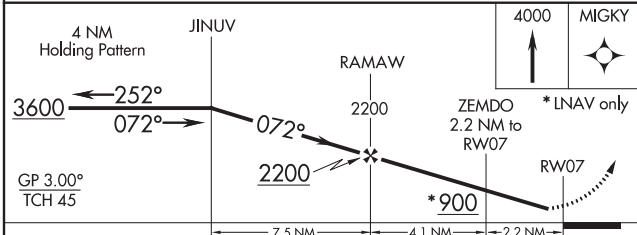
| | | | |
|--------------------------|--|---------------------------------|----------------------|
| AWOS-3 132.525 | ANCHORAGE CENTER 127.0 290.2 | FAIRBANKS RADIO 122.2 | CTAF 123.0 |
|--------------------------|--|---------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|-------------------|
| ELEV 153 | D TDZE 150 |
|----------|-------------------|



| CATEGORY | A | B | C | D |
|--------------|-------|-------------|--------------|--------------|
| LPV DA | | 400-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 511-1¼ | 361 (400-1¼) | |
| LNAV MDA | 560-1 | 410 (500-1) | 560-1⅛ | 410 (500-1⅛) |
| CIRCLING | 620-1 | 467 (500-1) | 620-1½ | 720-2 |
| | | | 467 (500-1½) | 567 (600-2) |

REIL Rwy 7 **0**
HIRL Rwy 7-25 **0**

GALENA, ALASKA

AL-1229 (FAA)

15176

| | | |
|--|------------------------|---|
| WAAS CH 77707 W25A | APP CRS 253° | Rwy Idg 7249 TDZE 153 Apt Elev 153 |
|--|------------------------|---|

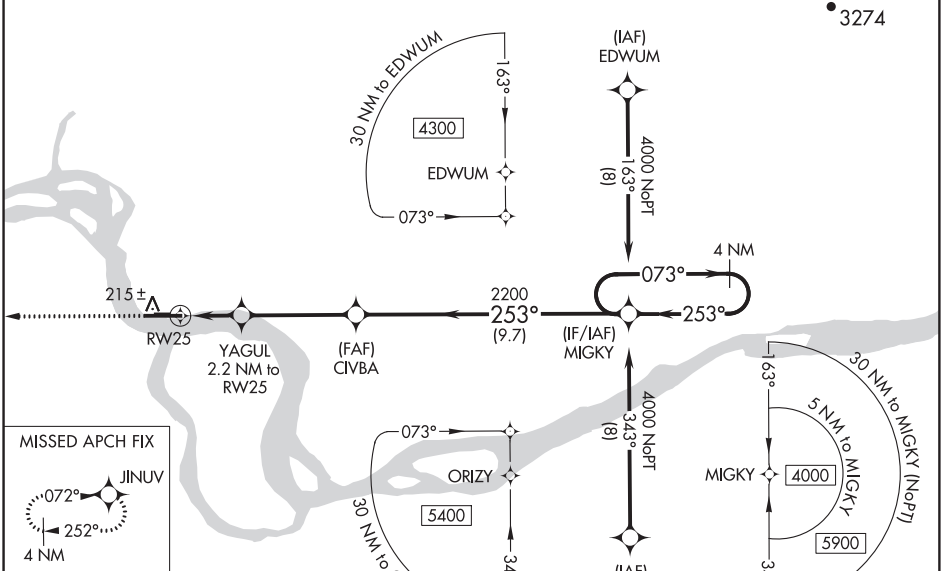
RNAV (GPS) RWY 25

EDWARD G PITKA SR (GAL)(PAGA)

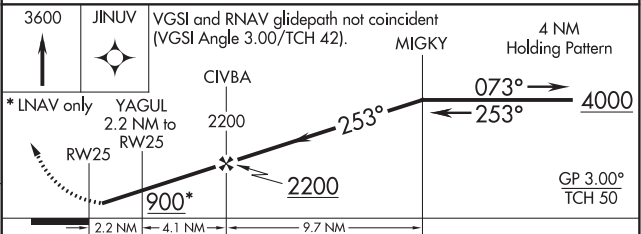
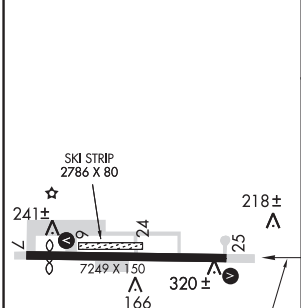
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 42°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Ruby altimeter setting. When local altimeter setting not received, use Ruby altimeter setting: increase LPV DA to 561 feet and visibility 3/8 mile all Cats; increase LNAV/VNAV DA to 639 feet and visibility 1/2 mile all Cats; increase all MDA 160 feet and visibility LNAV Cat C and D 1/2 mile; Circling C and D 1/4 mile. Procedure NA at night.

MISSED APPROACH: Climb to 3600 direct JINUV and hold.

| | | | |
|--------------------------|--|---------------------------------|----------------------|
| AWOS-3 132.525 | ANCHORAGE CENTER 127.0 290.2 | FAIRBANKS RADIO 122.2 | CTAF 123.0 |
|--------------------------|--|---------------------------------|----------------------|



| | | |
|----------|----------|----------|
| ELEV 153 | D | TDZE 153 |
|----------|----------|----------|



| CATEGORY | A | B | C | D |
|--------------|---------------------------|---|---|---|
| LPV DA | 403-1 250 (300-1) | | | |
| LNAV/VNAV DA | 481-1 1/8 328 (400-1 1/8) | | | |
| LNAV MDA | 580-1 427 (500-1) | | 580-1 1/4 427 (500-1 1/4) | |
| CIRCLING | 620-1 467 (500-1) | | 620-1 1/2 467 (500-1 1/2) 720-2 567 (600-2) | |

GALENA, ALASKA
Amdt 2B 13NOV14

64°44'N-156°56'W

EDWARD G PITKA SR (GAL)(PAGA)
RNAV (GPS) RWY 25

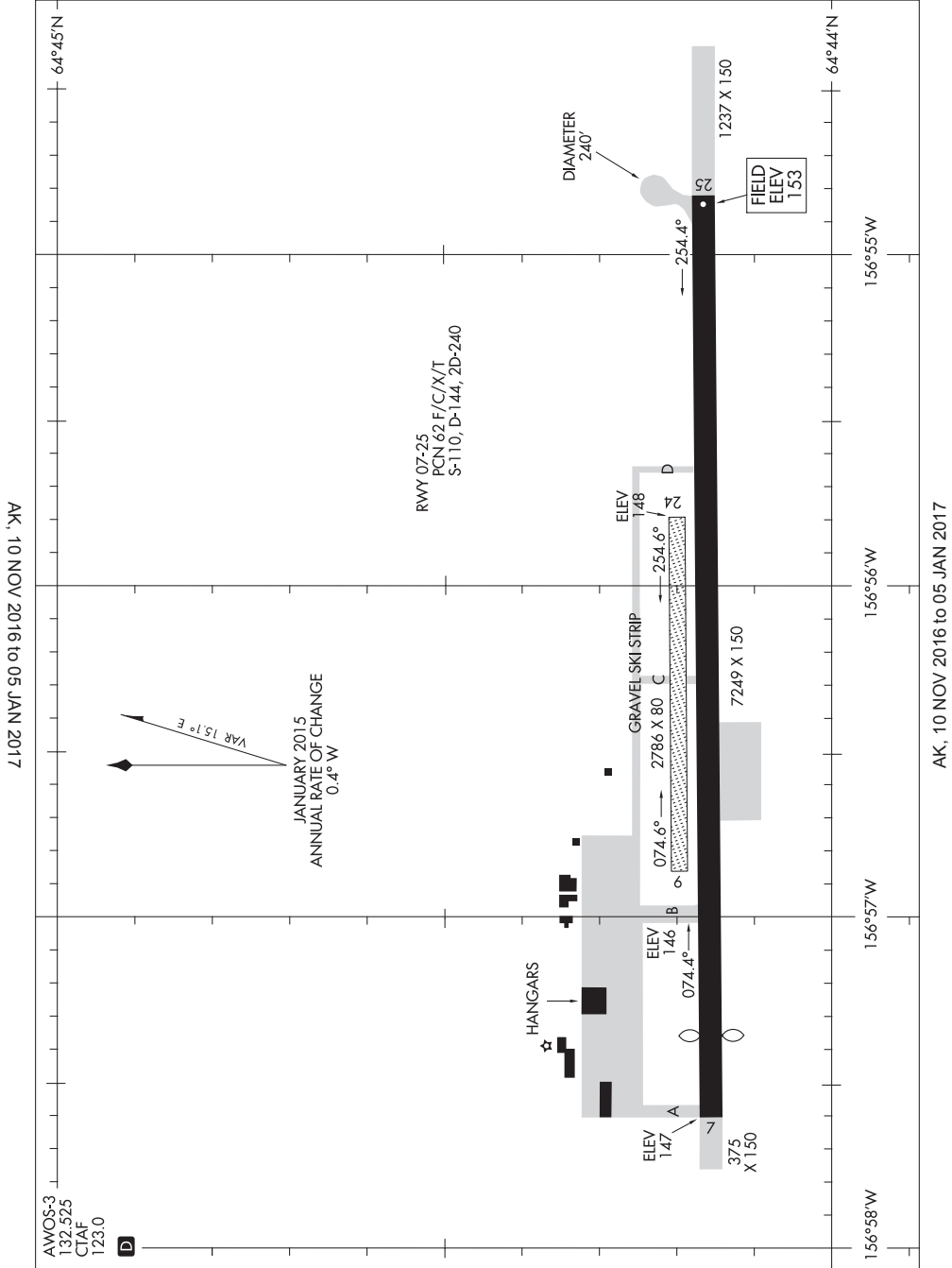
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-1229 (FAA)

EDWARD G PITKA SR (GAL) (PAGA)
GALENA, ALASKA



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

AK-3-SOMW
132,525
CTAF
123.0

AIRPORT DIAGRAM

GALENA, ALASKA
EDWARD G PITKA SR (GAL) (PAGA)

GAMBELL, ALASKA

AL-6687 (FAA)

16091

| | | |
|---------------------------------|------------------------|---|
| WAAS CH 86635 W16A | APP CRS 164° | Rwy Idg TDZE 29 Apt Elev 29 |
|---------------------------------|------------------------|---|

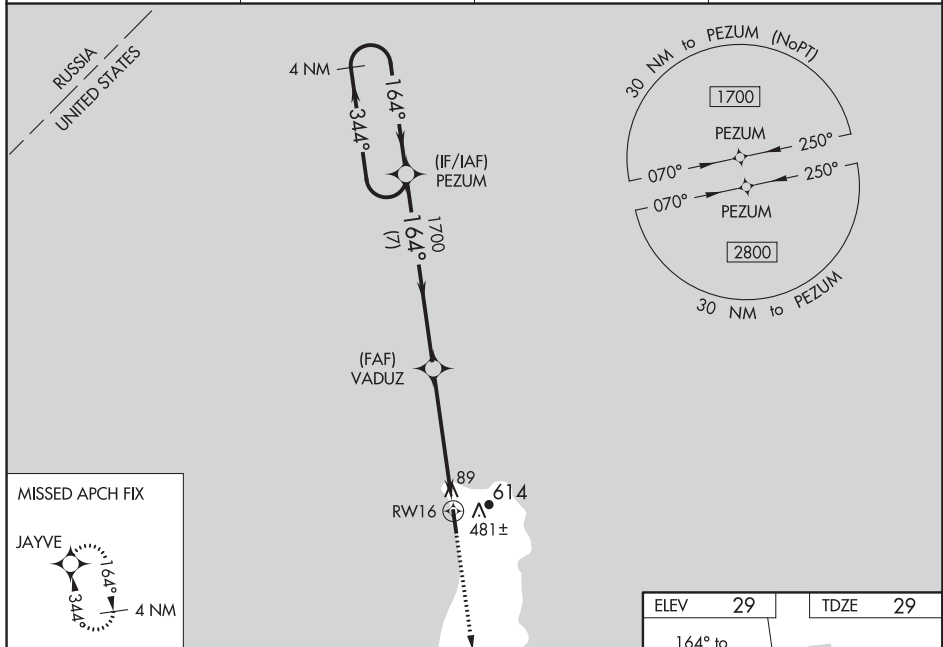
RNAV (GPS) RWY 16

GAMBELL (GAM) (PAGM)

Baro-VNAV NA when using Savoonga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Circling NA northeast of Rwy 16-34. DME/DME RNP-0.3 NA. VDP NA with Savoonga altimeter setting. When local altimeter setting not received, use Savoonga altimeter setting and increase all DA 82 feet and MDA 100 feet. Increase LPV all Cats visibility ¼ mile. Increase LNAV/VNAV all Cats visibility ⅓ mile. Increase LNAV Cat A visibility ¼ mile. Increase Circling Cat A and C visibility ¼ mile, Cat D visibility ½ mile.

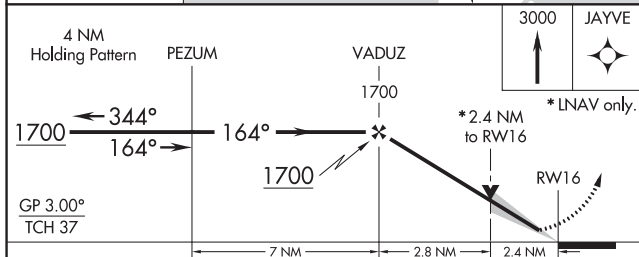
MISSED APPROACH:
Climb to 3000 direct
JAYVE and hold.

| | | | |
|------------------------|--|----------------------------|---------------------------------|
| AWOS-3 125.9 | ANCHORAGE CENTER 132.2 281.4 | NOME RADIO 122.0 | CTAF 122.7 0 * |
|------------------------|--|----------------------------|---------------------------------|

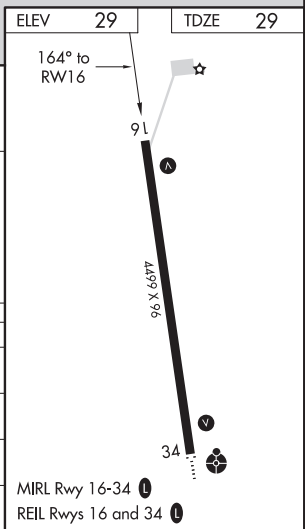


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|--------------|-------------------------|------------------------|--------|--------------|
| LPV DA | 279-7/8 250 (300-7/8) | | | |
| LNAV/VNAV DA | 578-17/8 549 (600-17/8) | | | |
| LNAV MDA | 820-1 791 (800-1) | 820-1¼ 791 (800-1¼) | 820-2½ | 791 (800-2½) |
| CIRCLING | 820-1 791 (800-1) | 820-1¼ 791 (800-1¼) | 860-2½ | 831 (900-2½) |



GAMBELL, ALASKA
Orig-A 31MAR16

63°46'N-171°44'W

GAMBELL (GAM) (PAGM) RNAV (GPS) RWY 16

| | | |
|--|------------------------|---|
| WAAS CH 82135 W34A | APP CRS 344° | Rwy Idg 4499 TDZE 29 Apt Elev 29 |
|--|------------------------|---|

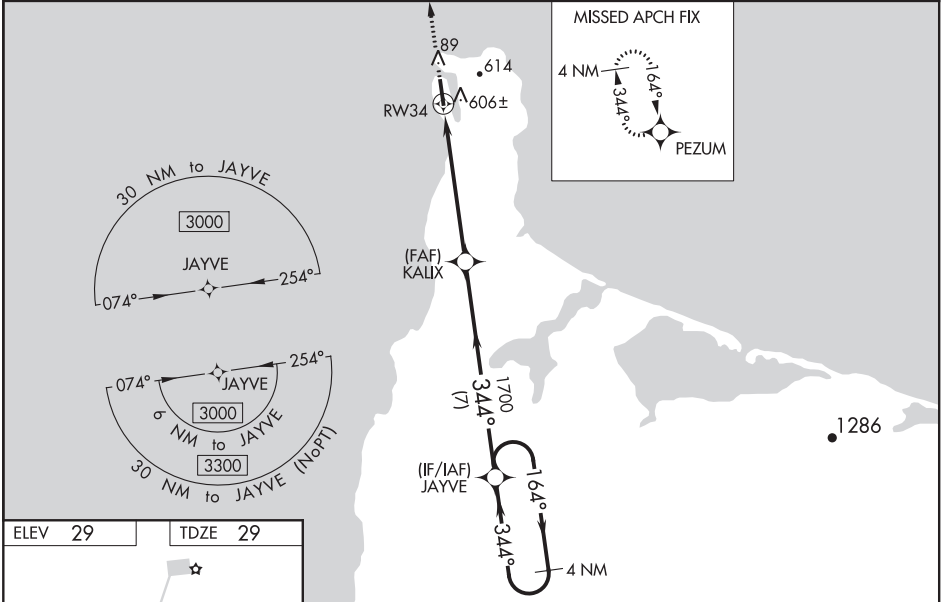
RNAV (GPS) RWY 34

GAMBELL (GAM)(PAGM)

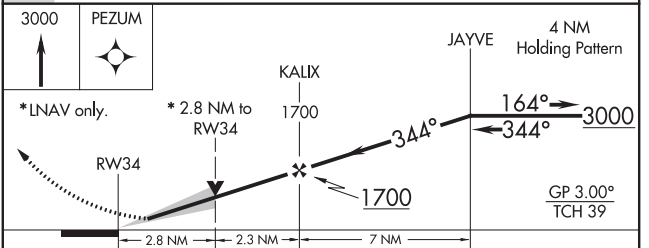
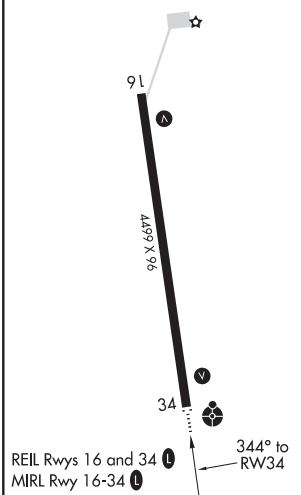
▼ Baro-VNAV and VDP NA when using Savoonga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).
▲ Circling NA NE of Rwy 16-34. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Savoonga altimeter setting and increase all DA 82 feet, increase LPV all Cats visibility ¼ mile, and LNAV/VNAV all Cats visibility by 1 mile; increase all MDA 100 feet and LNAV visibility Cat B ¼ mile, Cat C and D ½ mile; increase Circling Cats B and C ¼ mile. For inop ODALS when using Savoonga altimeter setting increase LPV all Cats visibility ½ mile. For inop ODALS increase LPV all Cats visibility ½ mile. Inop table does not apply to LNAV/VNAV all Cats, and LNAV Cats C and D. When using Savoonga altimeter setting inop table does not apply to LNAV/VNAV all Cats, and LNAV Cats C and D.

ODALS MISSED APPROACH: Climb to 3000 direct PEZUM and hold.

| | | | |
|------------------------|--|----------------------------|-------------------------|
| AWOS-3 125.9 | ANCHORAGE CENTER 132.2 281.4 | NOME RADIO 122.0 | CTAF 122.7 0* |
|------------------------|--|----------------------------|-------------------------|



| | |
|---------|---------|
| ELEV 29 | TDZE 29 |
|---------|---------|



| CATEGORY | A | B | C | D |
|-------------------|--------|---------------|-------------|---------------|
| LPV DA | 279-¾ | | 250 (300-¾) | |
| LNAV/VNAV DA | 866-3 | | 837 (900-3) | |
| LNAV MDA | 960-1 | 931 (1000-1) | 960-2½ | 931 (1000-2½) |
| C CIRCLING | 960-1¼ | 931 (1000-1¼) | 960-2¾ | 931 (1000-3) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

GAMBELL, ALASKA

AL-6687 (FAA)

15344

| | | |
|---|------------------------|---|
| NDB/DME GAM 369 Chan 92 (114.5) | APP CRS 345° | Rwy Idg 4499 TDZE 26 Apt Elev 27 |
|---|------------------------|---|

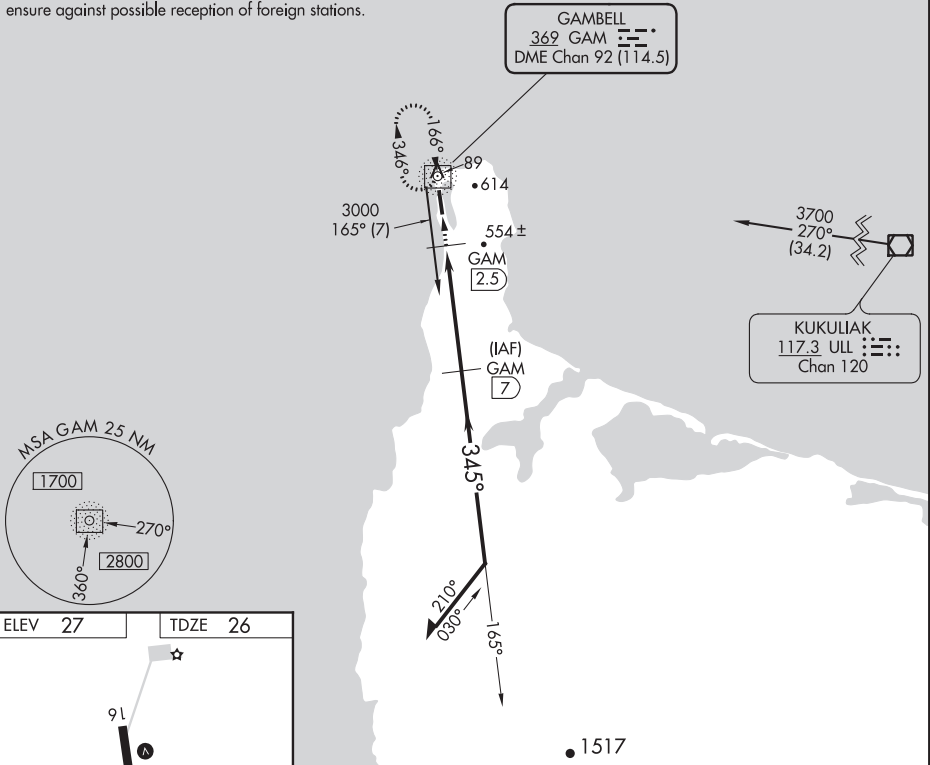
NDB/DME RWY 34

GAMBELL(GAM)(PAGM)

| | | |
|--|-----------|---|
| Circling NA northeast of Rwy 16-34. -26°C/-15°F | ODALS | MISSED APPROACH: Climb to 3000 direct GAM NDB/DME and in GAM NDB/DME holding pattern. |
|--|-----------|---|

| | | | |
|------------------------|--|----------------------------|--------------------------|
| AWOS-3 125.9 | ANCHORAGE CENTER 132.2 281.4 | NOME RADIO 122.0 | CTAF 122.7 0 * |
|------------------------|--|----------------------------|--------------------------|

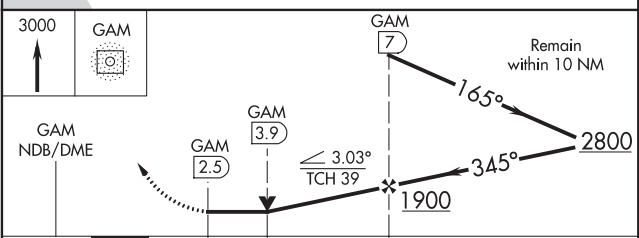
CAUTION: GAM aural ident should be monitored to ensure against possible reception of foreign stations.



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|--------------------------------------|---------|
| ELEV 27 | TDZE 26 |
| | |
| REIL Rwy 16 and 34 MIRL Rwy 16-34 | |



| CATEGORY | A | B | C | D |
|----------|---------------------|---------------------|---------------------|---------------------|
| S-34 | 880-1½ 854 (900-1½) | 880-2½ 854 (900-2½) | 880-2½ 854 (900-2¾) | 880-2¾ 854 (900-2¾) |
| CIRCLING | 880-1½ 853 (900-1½) | 880-2½ 853 (900-2½) | 880-2½ 853 (900-2½) | 880-2¾ 853 (900-2¾) |

GAMBELL, ALASKA
Amdt 2B 22AUG13

63°46'N-171°44'W

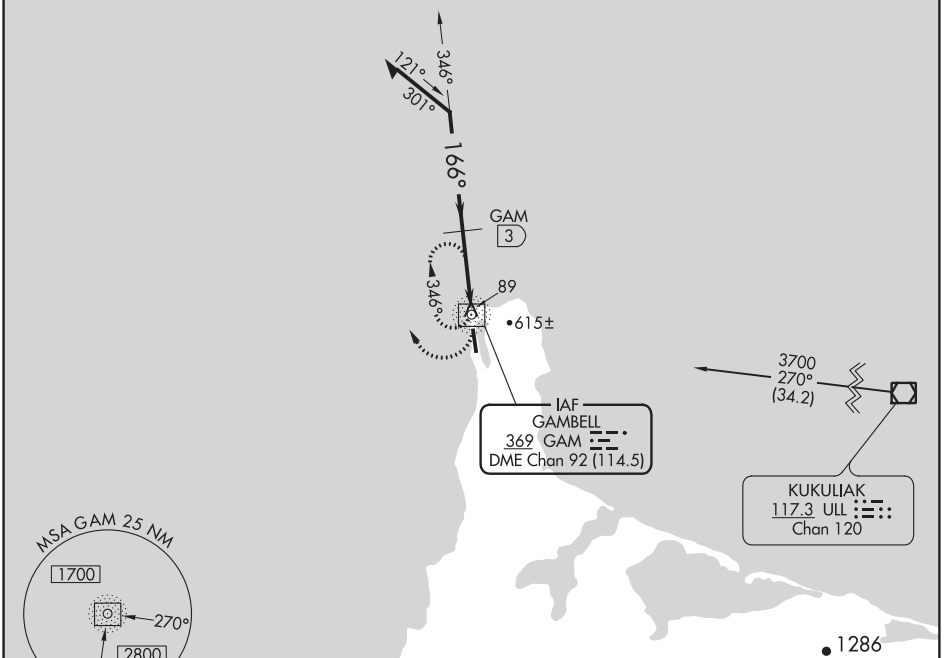
GAMBELL(GAM)(PAGM) NDB/DME RWY 34

| | | | |
|-----------------|---------|----------|------|
| NDB/DME GAM | APP CRS | Rwy Idg | 4499 |
| 369 | 166° | TDZE | 27 |
| Chan 92 (114.5) | | Apt Elev | 27 |

NDB RWY 16

GAMBELL(GAM)(PAGM)

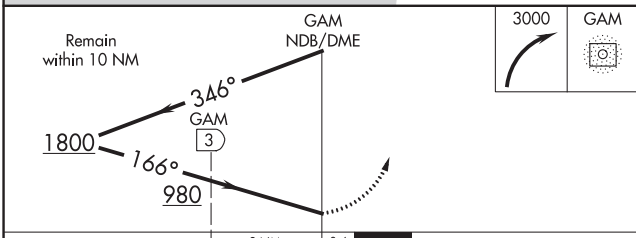
| | | | |
|--|------------------|--|----------|
| Circling NA northeast of Rwy 16-34. -26°C/-15°F | | MISSED APPROACH: Climbing right turn to 3000 in GAM NDB/DME holding pattern. | |
| AWOS-3 | ANCHORAGE CENTER | NOME RADIO | CTAF |
| 125.9 | 132.2 281.4 | 122.0 | 122.7 0* |



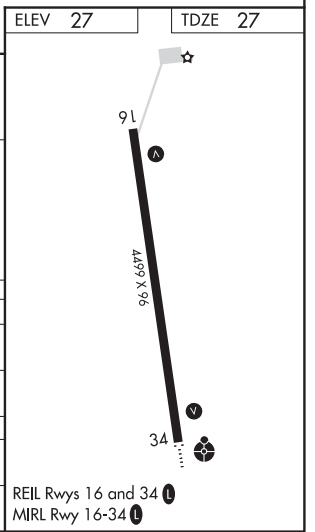
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|------|----|------|----|
| ELEV | 27 | TDZE | 27 |
|------|----|------|----|



| CATEGORY | A | B | C | D |
|--------------|-------------------------|-------------------------|------------------------|----------------------|
| S-16 | 980-1¼ 953 (1000-1¼) | 980-1½ 953 (1000-1½) | 980-3 | 953 (1000-3) |
| CIRCLING | 980-1¼ 953 (1000-1¼) | 980-1½ 953 (1000-1½) | 980-3 | 953 (1000-3) |
| DME MINIMUMS | | | | |
| S-16 | 920-1¼ | 893 (900-1¼) | 920-2¾ 893 (900-2¾) | 920-3 893 (900-3) |
| CIRCLING | 920-1¼ | 893 (900-1¼) | 920-2¾ 893 (900-2¾) | 920-3 893 (900-3) |



GOLOVIN, ALASKA

AL-10155 (FAA)

15344

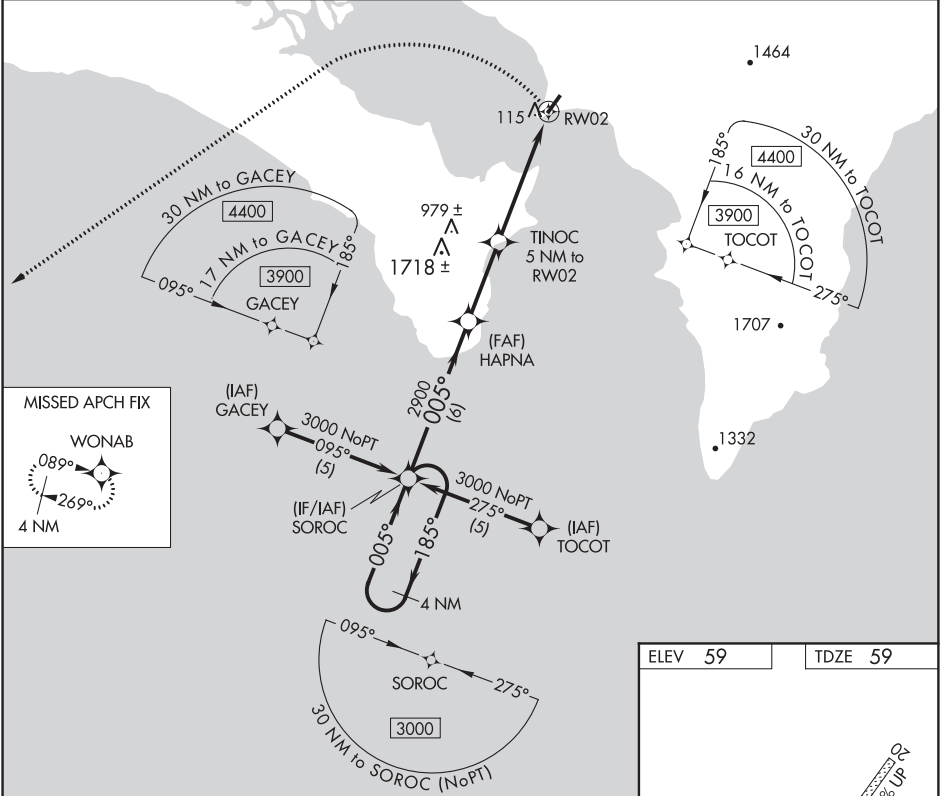
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4000 |
| 005° | TDZE | 59 |
| | Apt Elev | 59 |

RNAV (GPS) RWY 2

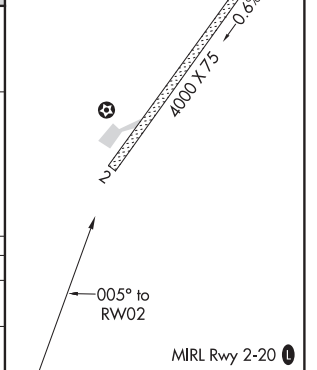
GOLOVIN (GLV) (PAGL)

| | | | |
|--------------------------------|--|--|--|
| -20°C/-4°F DME/DME RNP-0.3 NA. | | MISSED APPROACH: Climbing left turn to 3000 direct WONAB and hold. | |
|--------------------------------|--|--|--|

| | | | |
|-------------------------|--|-----------------------------|----------------------|
| AWOS-3 135.75 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 122.05 | CTAF 122.9 |
|-------------------------|--|-----------------------------|----------------------|



| | | | | | | | | |
|--|----------------------|----------------------|------------------------|----|--------------------|--|--------|--|
| 4 NM Holding Pattern 3000 ← 185° 005° → VGS1 and descent angles not coincident. | SOROC | | HAPNA | | TINOC 5 NM to RW02 | | WONAB | |
| | 6 NM | | 3 NM | | 3.8 NM | | 1.2 NM | |
| 3000 185° 005° 2900 3.31° TCH 30 1840 1.2 NM to RW02 | | | | | | | | |
| CATEGORY | A | B | C | D | | | | |
| RNAV MDA | 460-1 | 401 (400-1) | 460-1¼ 401 (400-1¼) | NA | | | | |
| CIRCLING | 480-1 421 (500-1) | 540-1 481 (500-1) | 680-1¾ 621 (700-1¾) | NA | | | | |



GOLOVIN, ALASKA
Orig 22DEC05

64°33'N-163°00'W

GOLOVIN (GLV) (PAGL)

RNAV (GPS) RWY 2

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

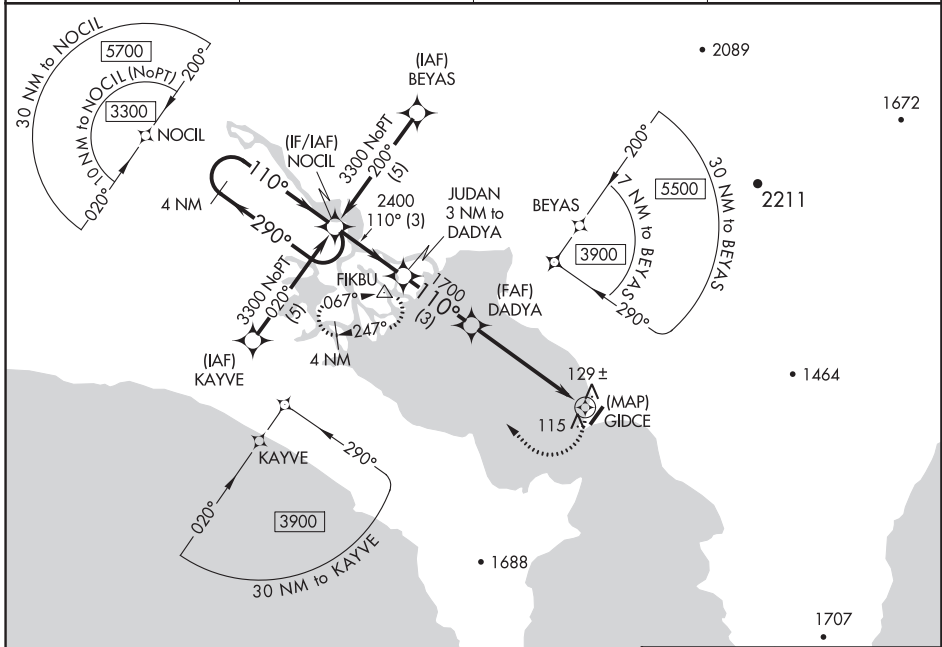
| | | |
|------------------------|-----------------------------|-------------------------|
| APP CRS 110° | Rwy Idg TDZE Apt Elev | N/A N/A 59 |
|------------------------|-----------------------------|-------------------------|

RNAV (GPS)-A

GOLOVIN (GLV) (PAGL)

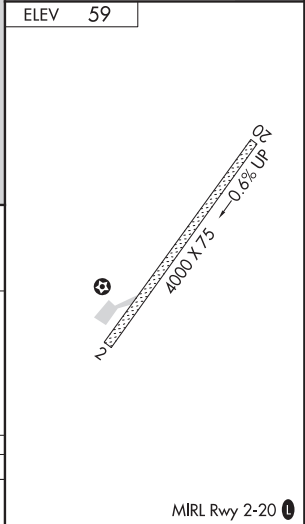
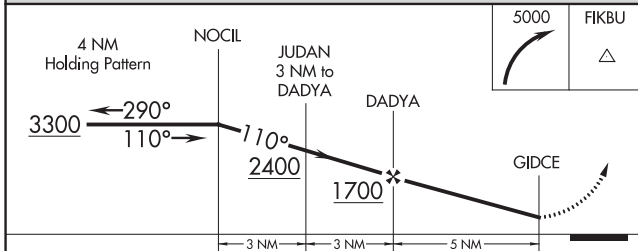
| | | |
|------------|---------------------|---|
| -20°C/-4°F | DME/DME RNP-0.3 NA. | MISSED APPROACH: Climbing right turn to 5000 direct FIKBU and hold, continue climb-in-hold to 5000. |
|------------|---------------------|---|

| | | | |
|-------------------------|--|-----------------------------|----------------------|
| AWOS-3 135.75 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 122.05 | CTAF 122.9 |
|-------------------------|--|-----------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

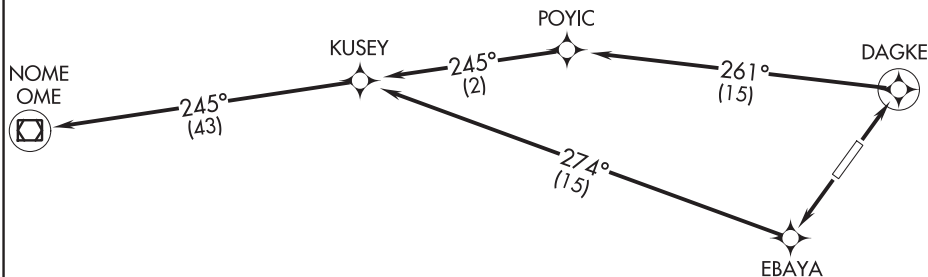
AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----|
| CIRCLING | 480-1 421 (500-1) | 540-1 481 (500-1) | 680-1¾ 621 (700-1¾) | NA |

(OME1.OME) 15344

NOME ONE DEPARTURE (OBSTACLE) (RNAV)

GOLOVIN (GLV) (PAGL)
SL-10155 (FAA) GOLOVIN, ALASKAAWOS-3
135.75
CTAF
122.9

NOTE: GPS required.

NOTE: RNAV 1

TAKEOFF MINIMUMS

Rwy 2: Standard with minimum climb of 260' per NM to 1200.

Rwy 20: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 2: Multiple trees beginning 100' from DER, 454' left of centerline, up to 30' AGL/55' MSL.

Multiple trees beginning 1.8 NM from DER, 3200' right of centerline, up to 30' AGL/379' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTIONTAKEOFF RUNWAY 2: Climb direct DAGKE, then left turn via 261° track to POYIC, then via 245° track to KUSEY, thenceTAKEOFF RUNWAY 20: Climb direct EBAYA, then via 274° track to KUSEY, thence

. . . . Proceed via 245° track to OME VORTAC, maintain 5000.

NOME ONE DEPARTURE (OBSTACLE) (RNAV)

(OME1.OME) 15344

GOLOVIN, ALASKA
GOLOVIN (GLV) (PAGL)

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 56307 W15A | APP CRS 148° | Rwy Idg TDZE Apt Elev | 5001 1586 1586 |
|--|------------------------|-----------------------------|---|

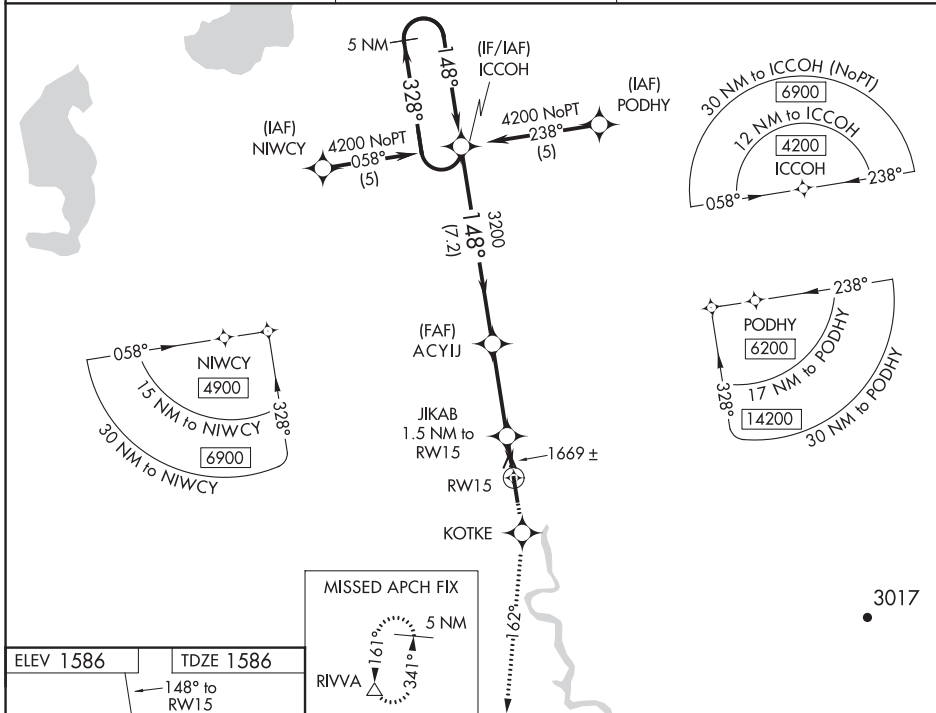
RNAV (GPS) RWY 15

GULKANA (GKN) (PAGK)

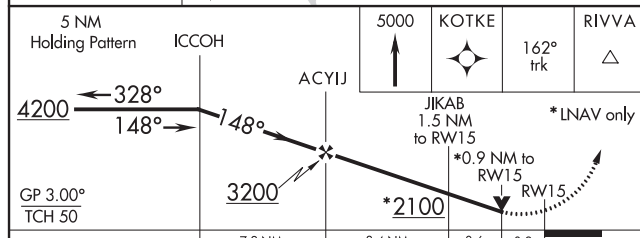
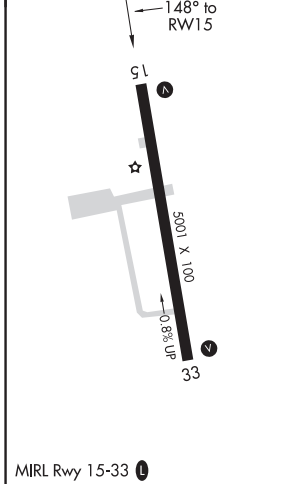
W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5000 direct KOTKE and via 162° track to RIVVA and hold.

| | | |
|-----------------------|--|-------------------------------|
| ASOS 134.85 | ANCHORAGE CENTER 119.5 317.5 | CTAF 122.9 Q |
|-----------------------|--|-------------------------------|



| | |
|-----------|-----------|
| ELEV 1586 | TDZE 1586 |
|-----------|-----------|



| CATEGORY | A | B | C | D |
|--------------|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV DA | | 1918-1¼ | 332 (400-1¼) | |
| LNAV/VNAV DA | | 1952-1¼ | 366 (400-1¼) | |
| LNAV MDA | | 1920-1 | 334 (400-1) | |
| CIRCLING | 1980-1 394 (400-1) | 2040-1 454 (500-1) | 2040-1½ 454 (500-1½) | 2140-2 554 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

GULKANA, ALASKA

AL-1220 (FAA)

15288

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 42507 W33A | APP CRS 328° | Rwy Idg TDZE Apt Elev | 5001 1573 1586 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 33

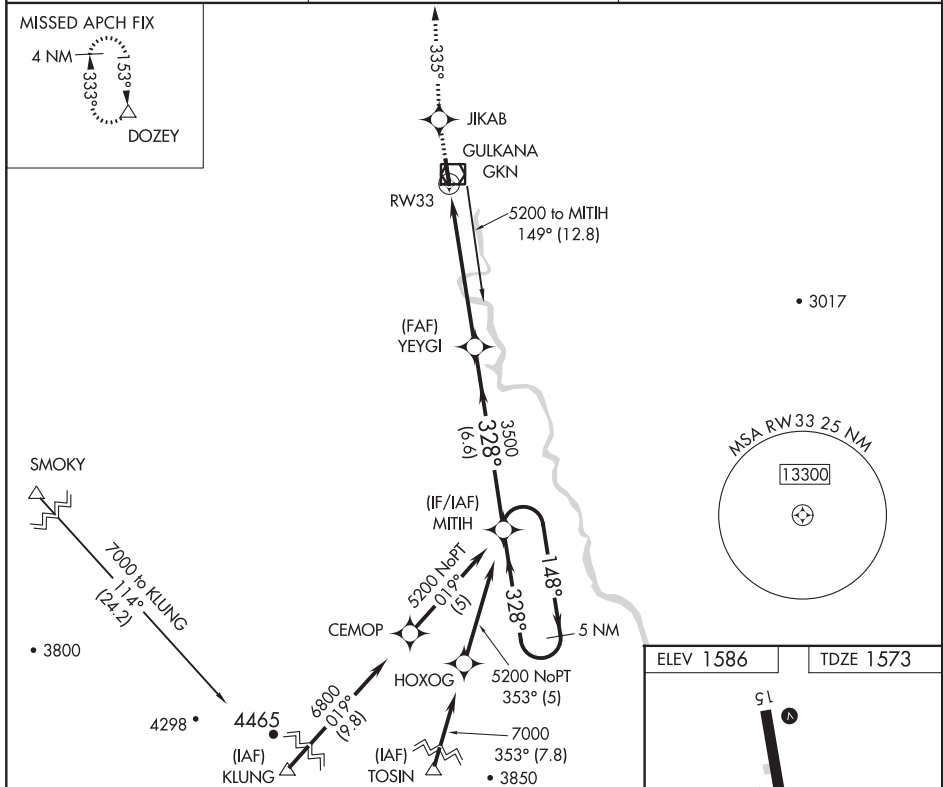
GULKANA (GKN) (PAGK)

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

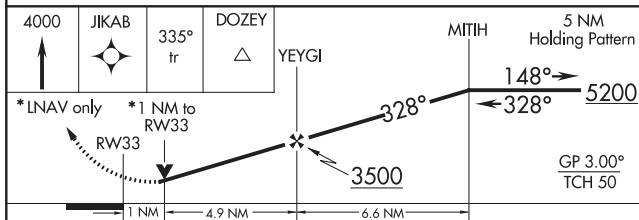
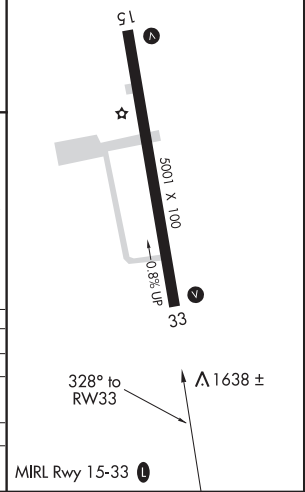
W MISSED APPROACH: Climb to 4000 direct JIKAB and via 335° track to DOZEY and hold.

33 -37°C/-35°F

| | | |
|-----------------------|--|----------------------|
| ASOS 134.85 | ANCHORAGE CENTER 119.5 317.5 | CTAF 122.9 |
|-----------------------|--|----------------------|



| | |
|-----------|-----------|
| ELEV 1586 | TDZE 1573 |
|-----------|-----------|



| CATEGORY | A | B | C | D |
|--------------|-------------|-------------|--------------|-------------|
| LPV DA | | 1890-1¼ | 317 (400-1¼) | |
| LNAV/VNAV DA | | 1908-1¼ | 335 (400-1¼) | |
| LNAV MDA | | 1900-1 | 327 (400-1) | |
| CIRCLING | 1980-1 | 2040-1 | 2040-1½ | 2140-2 |
| | 394 (400-1) | 454 (500-1) | 454 (500-1½) | 554 (600-2) |

GULKANA, ALASKA
Amdt 2 31JUL08

62° 09' N-145° 27' W

GULKANA (GKN) (PAGK) RNAV (GPS) RWY 33

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

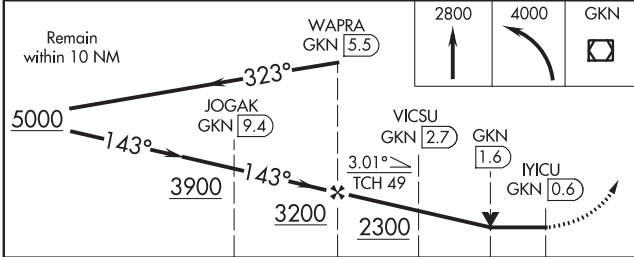
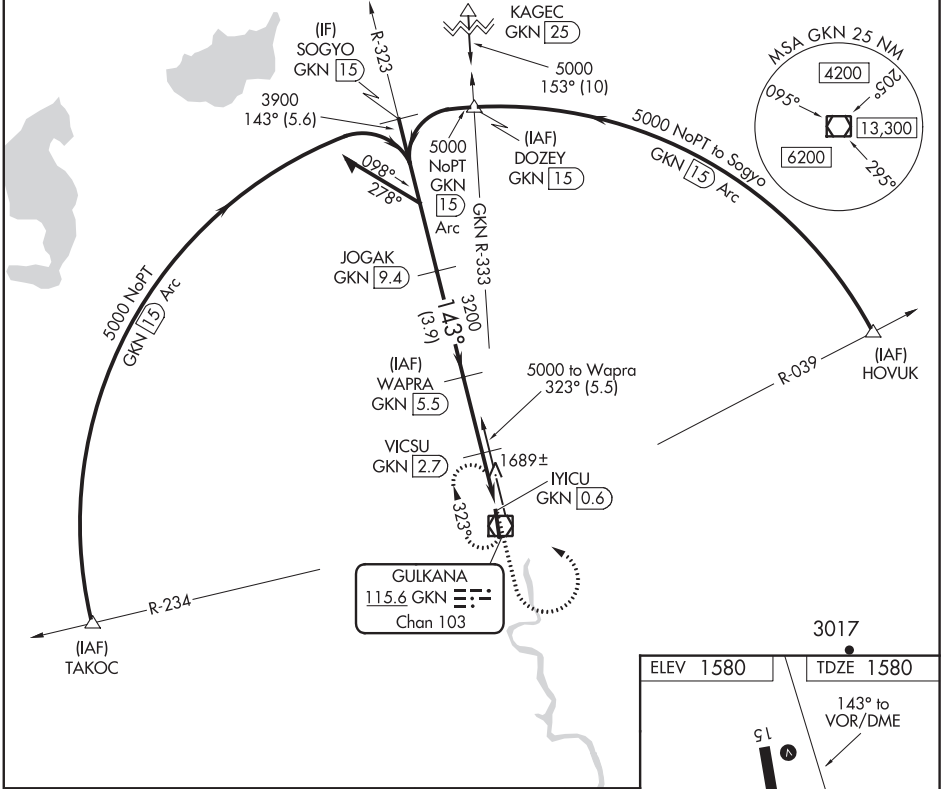
| | | |
|--|------------------------|---|
| VOR/DME GKN 115.6 Chan 103 | APP CRS 143° | Rwy Idg 5001 TDZE 1580 Apt Elev 1580 |
|--|------------------------|---|

VOR/DME RWY 15

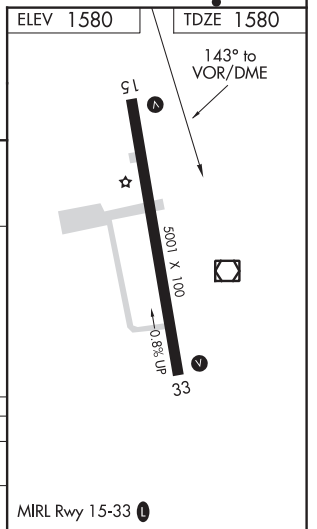
GULKANA (GKN) (PAGK)

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct GULKANA VOR/DME and hold, continue climb-in-hold to 4000.

| | | |
|-----------------------|--|------------------------|
| ASOS 134.85 | ANCHORAGE CENTER 119.5 317.5 | CTAF 122.9 0 |
|-----------------------|--|------------------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-15 | 1940-1 | 360 (400-1) | | 1940-1¼ 360 (400-1¼) |
| CIRCLING | 2000-1 420 (500-1) | 2040-1 460 (500-1) | 2040-1½ 460 (500-1½) | 2140-2 560 (600-2) |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 53525 W29B | APP CRS 295° | Rwy Idg TDZE Apt Elev | 6721 31 35 |
|--|------------------------|-----------------------------|---------------------------------------|

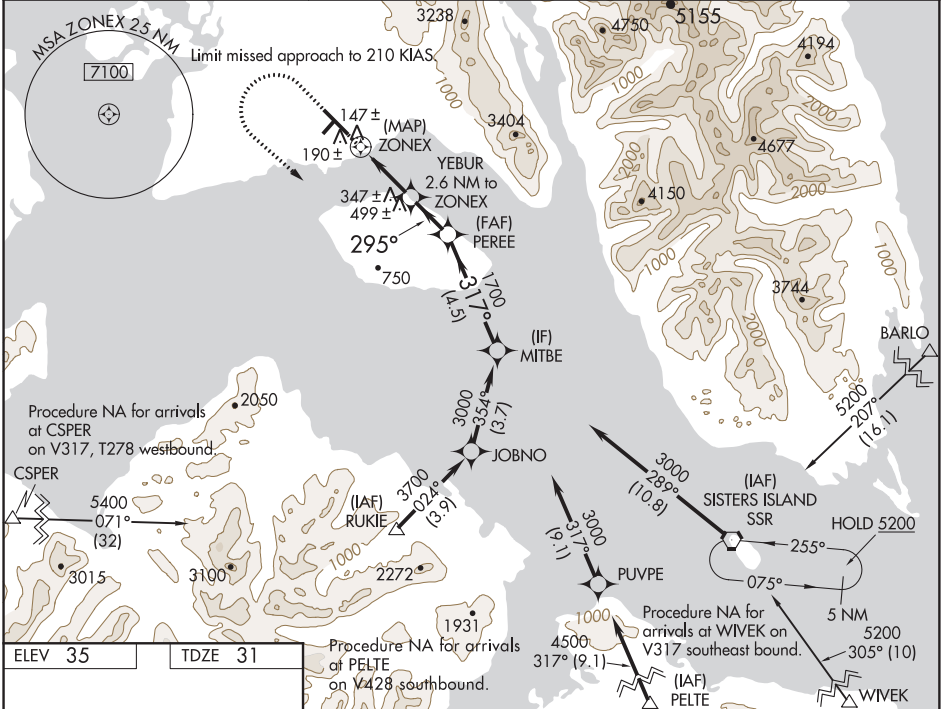
RNAV (GPS) RWY 29

GUSTAVUS(GST)(PAGS)

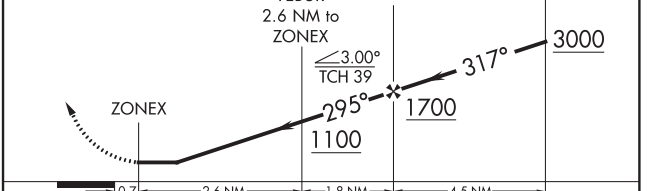
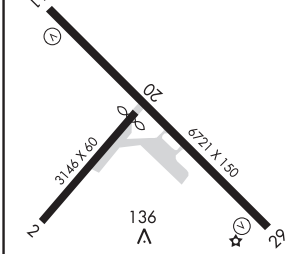
⚠ When local altimeter setting not received, procedure NA.
⚠ Circling NA northeast of Rwy 11-29. DME/DME RNP-0.3 NA.
 Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct SSR VORTAC and hold.

| | | |
|-------------------------|---|----------------------|
| AWOS-3P 125.9 | ANCHORAGE CENTER 133.2 360.65 | CTAF 122.5 |
|-------------------------|---|----------------------|



| | |
|---------|---------|
| ELEV 35 | TDZE 31 |
|---------|---------|



| CATEGORY | A | B | C | D |
|-------------------|-------------------|-------------|-------------------------------|-------------------------|
| LP MDA | 400-1 369 (400-1) | | | |
| LNAV MDA | 660-1 | 629 (700-1) | 660-1 3/4 | 629 (700-1 3/4) |
| C CIRCLING | 660-1 | 625 (700-1) | 960-2 3/4 925 (1000-2 3/4) | 1200-3 1165 (1200-3) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| VORTAC SSR 114.0 Chan 87 | APP CRS 297° | Rwy Idg TDZE Apt Elev | 6721 31 35 |
|--|------------------------|-----------------------------|---------------------------------------|

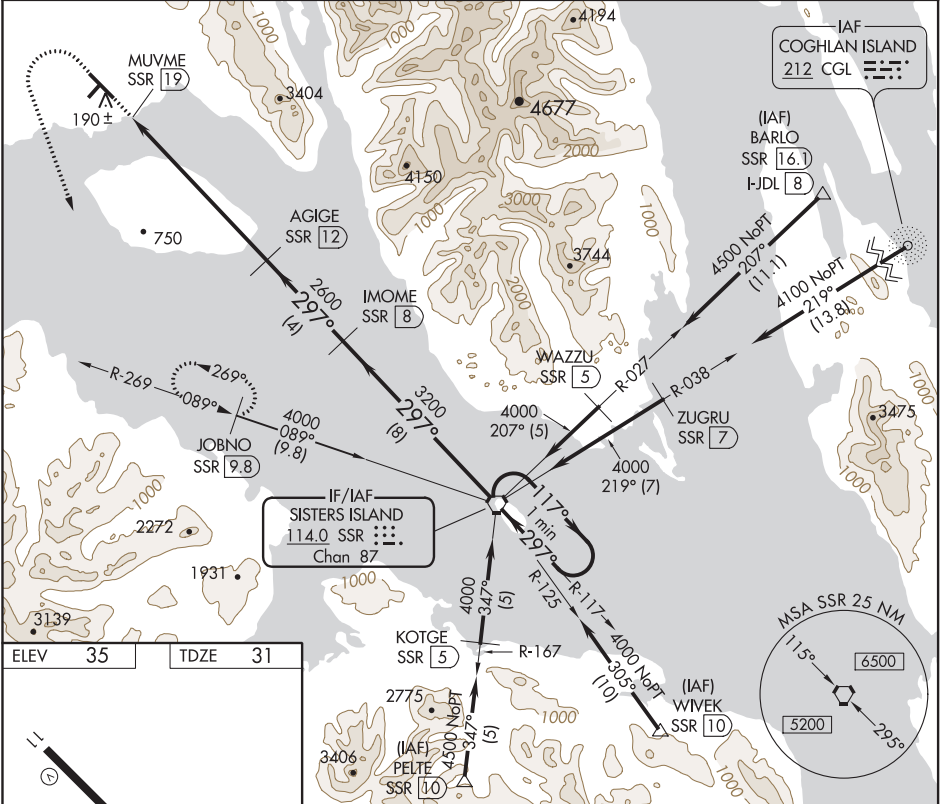
VOR/DME RWY 29

GUSTAVUS (GST)(PAGS)

⚠ Circling NA northeast of Rwy 11-29.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 on heading 140° and on SSR VORTAC R-269 to JOBNO/9.8 DME and hold.

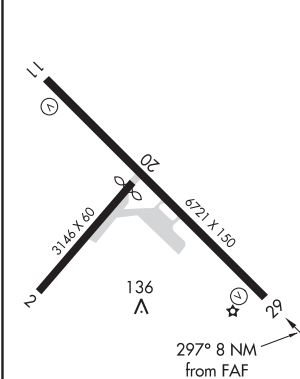
| | | | |
|-------------------------|---|-------------------------------|----------------------|
| AWOS-3P 125.9 | ANCHORAGE CENTER 133.2 360.65 | JUNEAU RADIO 122.65 | CTAF 122.5 |
|-------------------------|---|-------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

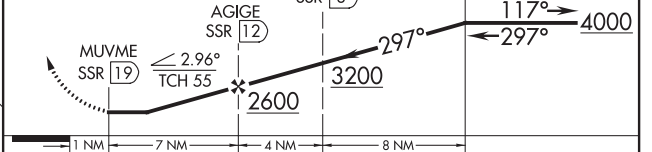
AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 35 | TDZE 31 |
|---------|---------|



| |
|--------------------------------------|
| MIRL Rwy 11-29 REIL Rwy 11 and 29 |
|--------------------------------------|

| | | | | | | |
|------|------|-----------|-------|--|------------|----------------------------|
| 2000 | 4000 | SSR R-269 | JOBNO | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39). | SSR VORTAC | One Minute Holding Pattern |
|------|------|-----------|-------|--|------------|----------------------------|

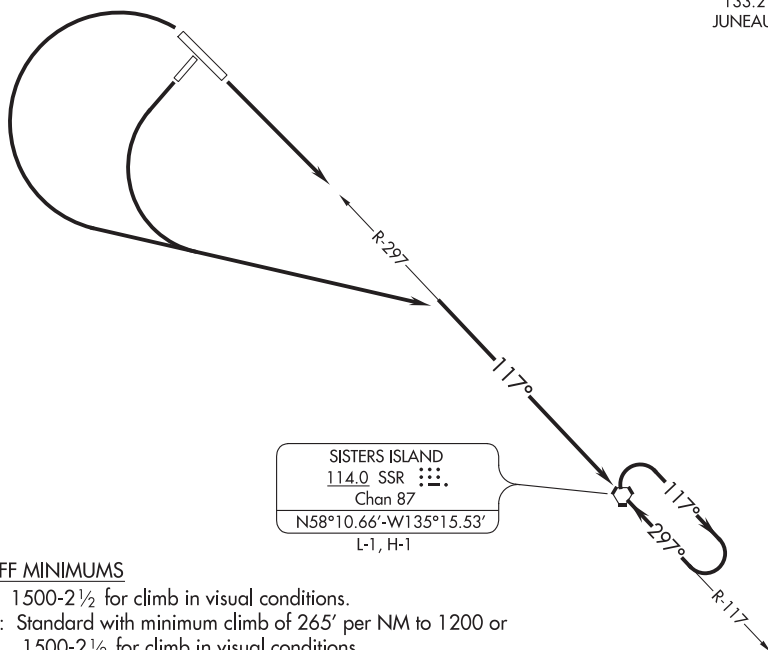


| CATEGORY | A | B | C | D |
|-------------------|---------------------------|---------------------------|--------|---------------|
| S-29 | 1260-1¼ 1229 (1300-1¼) | 1260-1½ 1229 (1300-1½) | 1260-3 | 1229 (1300-3) |
| C CIRCLING | 1260-1¼ 1225 (1300-1¼) | 1260-1½ 1225 (1300-1½) | 1260-3 | 1225 (1300-3) |

(GSTVS1.SSR) 15288

GUSTAVUS ONE DEPARTURE (OBSTACLE)

SL-1192 (FAA)

GUSTAVUS (GST)(PAGS)
GUSTAVUS, ALASKAANCHORAGE CENTER
133.2 360.65
JUNEAU RADIO
122.65**TAKEOFF MINIMUMS**

Rwy 2: 1500-2½ for climb in visual conditions.

Rwy 11: Standard with minimum climb of 265' per NM to 1200 or
1500-2½ for climb in visual conditions.Rwy 20: Standard with minimum climb of 323' per NM to 1200 or
1500-2½ for climb in visual conditions.

Rwy 29: Standard.

TAKEOFF OBSTACLE NOTESRwy 11: Trees beginning 1009' from DER, 151' left and right of centerline, up to 140' AGL/147' MSL.
Bush 140' from DER, 472' right of centerline, 24' AGL/34' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION**TAKEOFF RUNWAY 2:** Climb in visual conditions to cross Gustavus Airport at or above 1500, continue climb to at or above 3000 via SSR VORTAC R-297 to SSR VORTAC. When executing VCOA, notify ATC prior to departure.**TAKEOFF RUNWAY 11:** Climbing right turn to at or above 3000 to intercept SSR VORTAC R-297 to SSR VORTAC or climb in visual conditions to cross Gustavus Airport at or above 1500 then climb to at or above 3000 via SSR R-297 to SSR VORTAC. When executing VCOA, notify ATC prior to departure.**TAKEOFF RUNWAY 20:** Climbing left turn to at or above 3000 to intercept SSR VORTAC R-297 to SSR VORTAC or climb in visual conditions to cross Gustavus Airport at or above 1500 then climb to at or above 3000 via R-297 to SSR VORTAC. When executing VCOA, notify ATC prior to departure.**TAKEOFF RUNWAY 29:** Climbing left turn to at or above 3000 to intercept SSR VORTAC R-297 to SSR VORTAC.

GUSTAVUS ONE DEPARTURE (OBSTACLE)

(GSTVS1.SSR) 15288

GUSTAVUS, ALASKA
GUSTAVUS (GST)(PAGS)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4000 |
| 013° | TDZE | 69 |
| | Apt Elev | 70 |

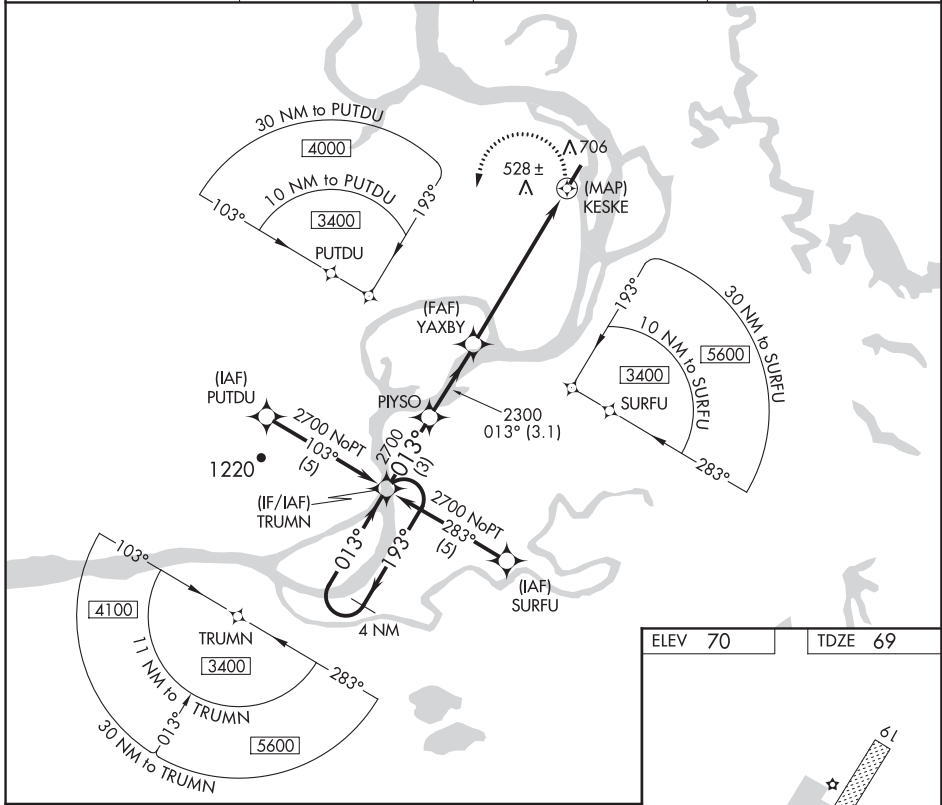
RNAV (GPS) RWY 1

HOLY CROSS (HCA) (PAHC)

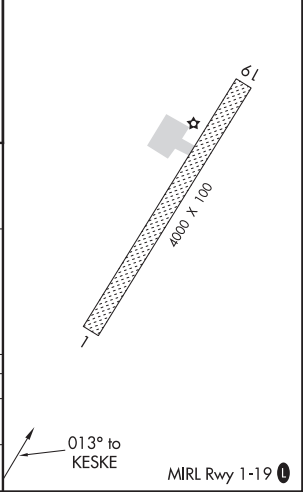
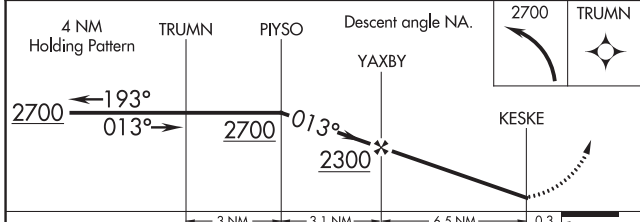
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet, and increase LNAV and Circling Cat A, B and D visibility ¼ mile and Cat C visibility ½ mile. Circling NA west of Rwy 1-19. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climbing left turn to 2700 direct TRUMN and hold.

| | | | |
|------------------------|--|------------------------------|-------------------------------|
| ASOS 118.325 | ANCHORAGE CENTER 118.15 251.05 | KENAI RADIO 122.45 | CTAF 122.8 0 |
|------------------------|--|------------------------------|-------------------------------|



| | |
|---------|---------|
| ELEV 70 | TDZE 69 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|----------------------|------------------------|------------------------|------------------------|
| LNAV MDA | 940-1 871 (900-1) | 940-1¼ 871 (900-1¼) | 940-2½ 871 (900-2½) | 940-2¾ 871 (900-2¾) |
| CIRCLING | 940-1 870 (900-1) | 940-1¼ 870 (900-1¼) | 940-2½ 870 (900-2½) | 940-2¾ 870 (900-2¾) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

HOLY CROSS, ALASKA

AL-9470 (FAA)

15344

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4000 |
| 193° | TDZE | 70 |
| | Apt Elev | 70 |

RNAV (GPS) RWY 19

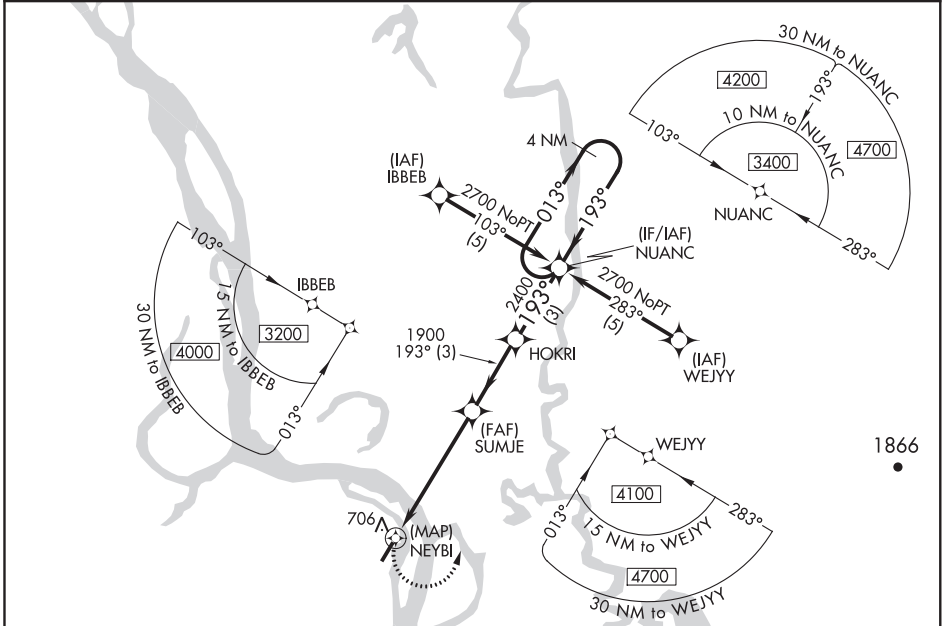
HOLY CROSS (HCA) (PAHC)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anvik altimeter setting and increase all MDAs 120 feet, and increase LNAV Cat B and C, and Circling Cat B and C visibility 1/4 mile. Circling NA west of runway 1-19. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climbing left turn to 2700 direct NUANC and hold.

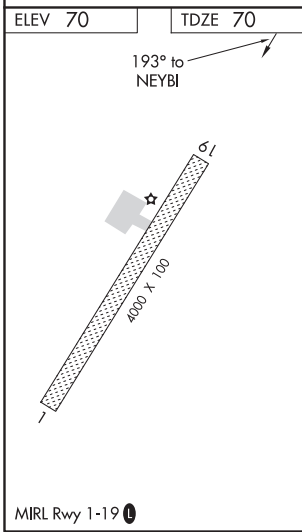
❄ -25°C/-13°F

| | | | |
|------------------------|--|------------------------------|----------------------|
| ASOS 118.325 | ANCHORAGE CENTER 118.15 251.05 | KENAI RADIO 122.45 | CTAF 122.8 |
|------------------------|--|------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | | | | |
|----------|------------|-------------------|--------------------------------|------------------------|
| 2700 | NUANC | Descent angle NA. | NUANC | 4 NM Holding Pattern |
| | | HOKRI | | |
| | | SUMJE | | |
| | | NEYBI | | |
| 0.2 | 5.3 NM | 3 NM | 3 NM | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 1020-1 1/4 | 950 (1000-1 1/4) | 1020-2 3/4 950 (1000-2 3/4) | 1020-3 950 (1000-3) |
| CIRCLING | 1020-1 1/4 | 950 (1000-1 1/4) | 1020-2 3/4 950 (1000-2 3/4) | 1020-3 950 (1000-3) |

HOLY CROSS, ALASKA
Orig-B 29MAY14

62°11'N-159°46'W

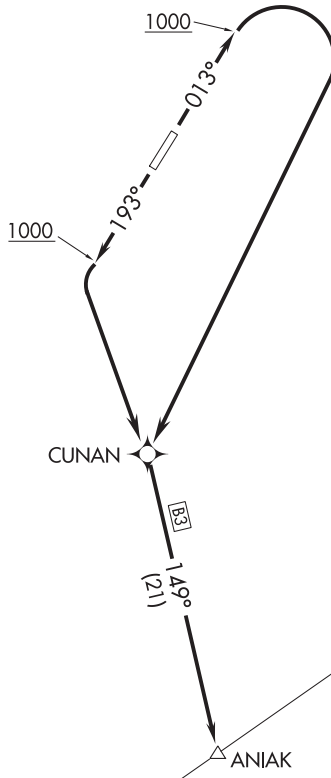
HOLY CROSS (HCA) (PAHC)

RNAV (GPS) RWY 19

ANIAK TWO DEPARTURE (RNAV)

**TOP ALTITUDE:
ASSIGNED BY ATC**

ANCHORAGE CENTER
118.15 251.05
ASOS
118.325
CTAF
122.8



TAKEOFF MINIMUMS

Rwy 1, 19: Standard.

NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF OBSTACLE NOTES

Rwy 1: Multiple trees beginning 11' from DER, 163' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 14' from DER, 140' left of centerline, up to 60' AGL/159' MSL.

Rwy 19: Multiple trees beginning 21' from DER, 98' right of centerline, up to 60' AGL/159' MSL. Multiple trees beginning 47' from DER, 117' left of centerline, up to 60' AGL/159' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 013° to 1000, then right turn direct CUNAN, then via depicted route, thence. . . .

TAKEOFF RUNWAY 19: Climb heading 193° to 1000, then direct CUNAN, then via depicted route, thence. . . .

. . . .maintain 3700 or as assigned by ATC.

ANIAK TWO DEPARTURE (RNAV)

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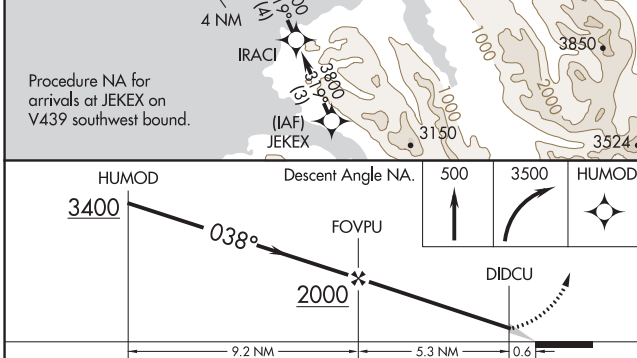
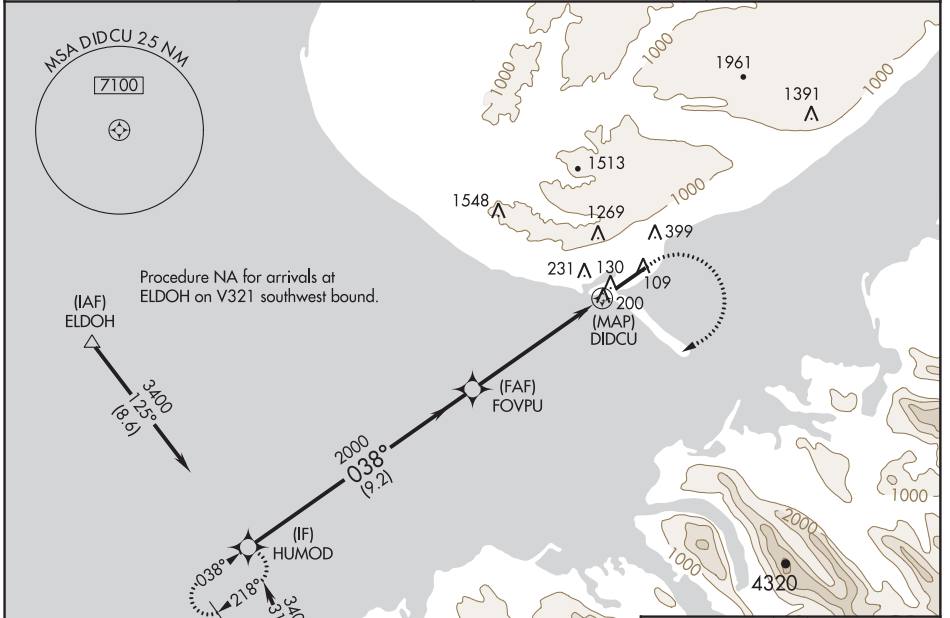
| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 86933 W04B | APP CRS 038° | Rwy Idg TDZE Apt Elev | 6701 78 84 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) Y RWY 4

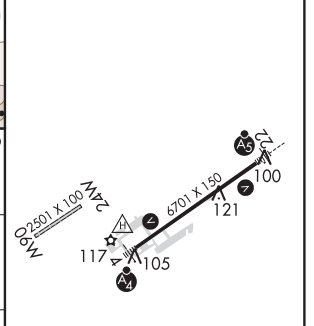
HOMER (HOM) (PAHO)

| | | |
|--|--------------------|--|
| <p>⚠ When local altimeter setting not received, procedure NA. For inop MALSF, increase LP Cats C and D visibility to 1½ and LNAV Cats C and D visibility to 2. ❄ -24°C/-11°F Circling NA northwest of Rwy 4-22. DME/DME RNP-0.3 NA. Inop table does not apply to LP and LNAV Cats A/B.</p> | <p>MALSF </p> | <p>MISSED APPROACH: Climb to 500 then climbing right turn to 3500 direct HUMOD and hold.</p> |
|--|--------------------|--|

| | | | |
|-----------------------|--|---|-------------------------------------|
| AFIS 135.65 | ANCHORAGE CENTER 125.9 270.3 | HOMER RADIO 123.6 (CTAF) 0 | UNICOM 122.7 123.0 123.05 |
|-----------------------|--|---|-------------------------------------|



| | |
|---------|---------|
| ELEV 84 | TDZE 78 |
|---------|---------|



| CATEGORY | A | B | C | D |
|-------------------|-------------------|-------------|----------------------|------------------------|
| LP MDA | 460-1 382 (400-1) | | | |
| LNAV MDA | 760-1 | 682 (700-1) | 760-1¾ | 682 (700-1¾) |
| C CIRCLING | 760-1 | 676 (700-1) | 760-2 676 (700-2) | 760-2¼ 676 (700-2¼) |

HIRL Rwy 4-22 **0**

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

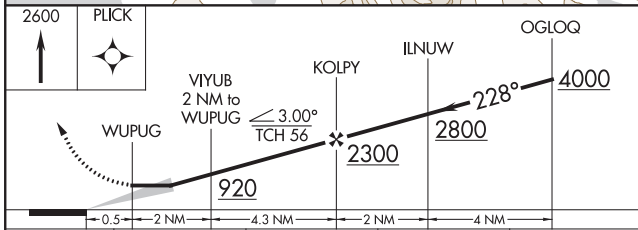
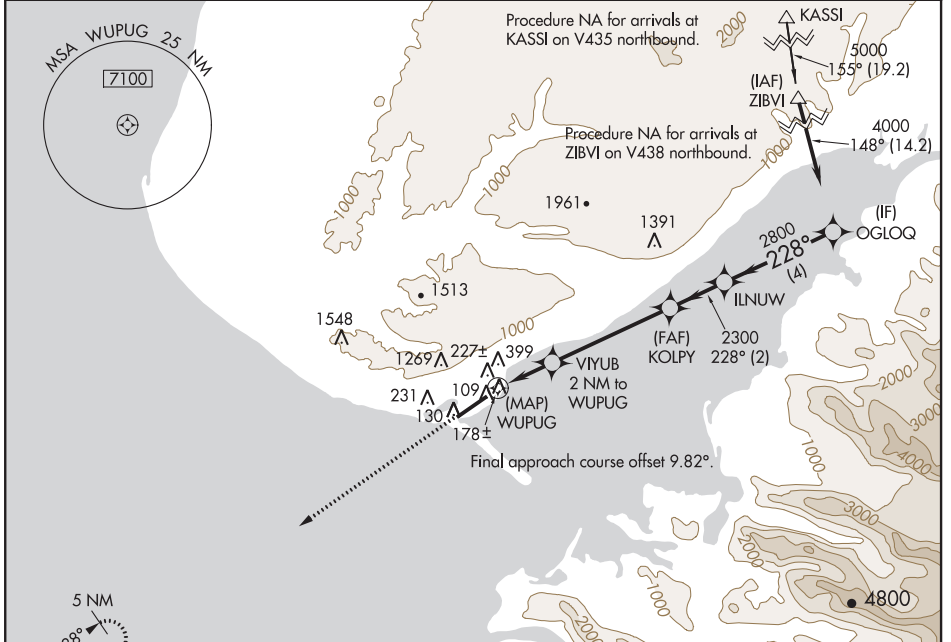
| | | | |
|---|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 72633 W 22B | APP CRS 228° | Rwy Idg TDZE Apt Elev | 6701 84 84 |
|---|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) Y RWY 22

HOMER (HOM) (PAHO)

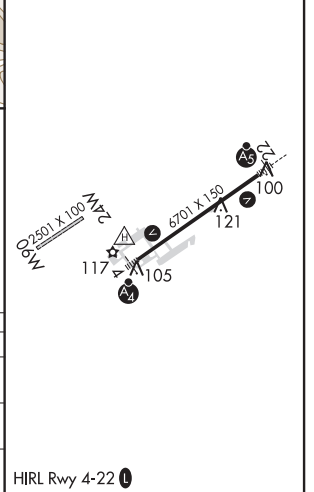
| | | |
|--|--|--|
| | | MISSED APPROACH: Climb to 2600 direct PLICK and hold. |
| | | |

| | | | |
|-----------------------|--|------------------------------------|-------------------------------------|
| AFIS 135.65 | ANCHORAGE CENTER 125.9 270.3 | HOMER RADIO 123.6 (CTAF) | UNICOM 122.7 123.0 123.05 |
|-----------------------|--|------------------------------------|-------------------------------------|



| | | | | |
|----------|-------------------|-------------|----------------------|------------------------|
| CATEGORY | A | B | C | D |
| LP MDA | 500-1 416 (500-1) | | | |
| LNAV MDA | 760-1 | 676 (700-1) | 760-1½ | 676 (700-1½) |
| CIRCLING | 760-1 | 676 (700-1) | 760-2 676 (700-2) | 760-2¼ 676 (700-2¼) |

| | |
|---------|---------|
| ELEV 84 | TDZE 84 |
|---------|---------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|---|-------------|
| WAAS CH 86302 W04A | APP CRS 038° | Rwy Idg TDZE 78 Apt Elev 84 | 6701 |
|--|------------------------|---|-------------|

RNAV (GPS) Z RWY 4

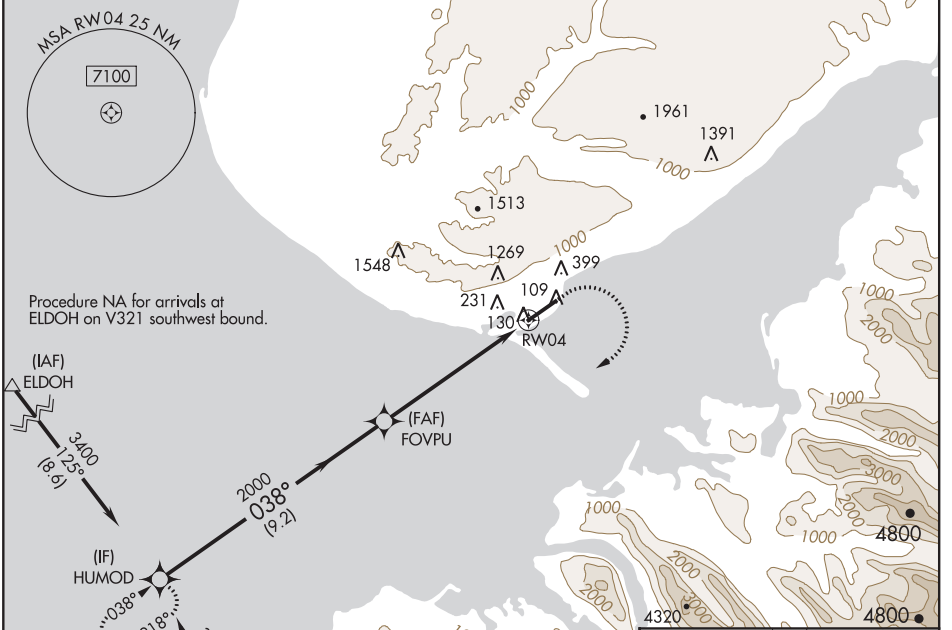
HOMER (HOM) (PAHO)

M For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-6°F) or above 54°C (130°F). When local altimeter setting not received, procedure NA. For inop MALSF, increase LNAV/VNAV all Cats visibility to 1½. DME/DME RNP-0.3 NA.

MALSF 

MISSED APPROACH: Climb to 500 then climbing right turn to 3500 direct HUMOD and hold.

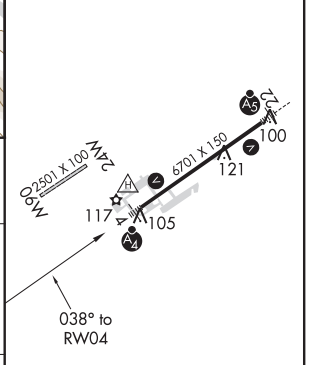
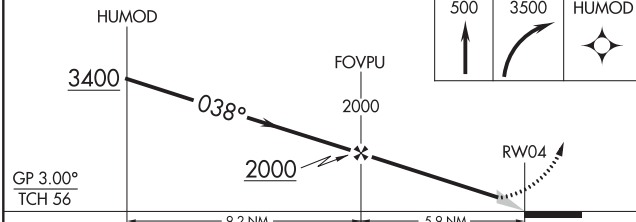
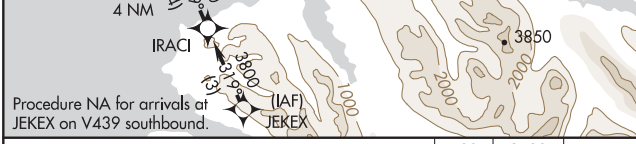
| | | | |
|-----------------------|--|--|-------------------------------------|
| AFIS 135.65 | ANCHORAGE CENTER 125.9 270.3 | HOMER RADIO 123.6 (CTAF)  | UNICOM 122.7 123.0 123.05 |
|-----------------------|--|--|-------------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

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| | |
|----------------|----------------|
| ELEV 84 | TDZE 78 |
|----------------|----------------|




| | | | | |
|--------------|---|--------|--------------|---|
| CATEGORY | A | B | C | D |
| LPV DA | | 444-1 | 366 (400-1) | |
| LNAV/VNAV DA | | 558-1½ | 480 (500-1½) | |

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 82402 W22A | APP CRS 218° | Rwy Idg TDZE Apt Elev | 6701 84 84 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) Z RWY 22

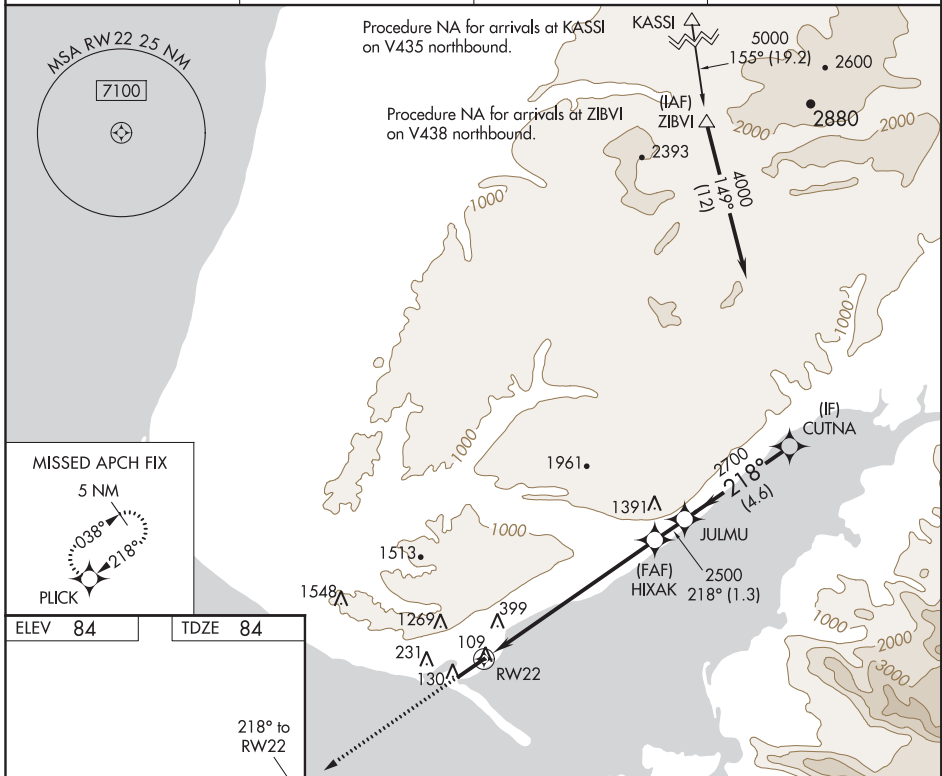
HOMER (HOM) (PAHO)

⚠ Inop table does not apply to LPV minimums. When local altimeter setting not received, procedure NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to 2½ miles. DME/DME RNP-0.3 NA. Baro-VNAV NA.

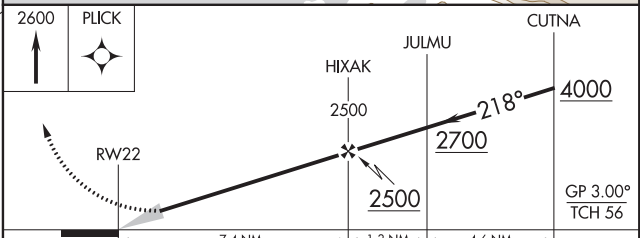
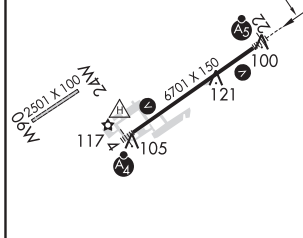
MALSR 

MISSED APPROACH:
Climb to 2600 direct **PLICK** and hold.

| | | | |
|-----------------------|--|--------------------------------------|-------------------------------------|
| AFIS 135.65 | ANCHORAGE CENTER 125.9 270.3 | HOMER RADIO 123.6 (CTAF) 0 | UNICOM 122.7 123.0 123.05 |
|-----------------------|--|--------------------------------------|-------------------------------------|



| | |
|----------------|----------------|
| ELEV 84 | TDZE 84 |
|----------------|----------------|



| | | | | |
|--------------|---|--------|--------------|---|
| CATEGORY | A | B | C | D |
| LPV DA | | 386-1 | 302 (400-1) | |
| LNAV/VNAV DA | | 713-1½ | 629 (700-1½) | |

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| | | | |
|---|------------------------|-----------------------------|---------------------------------------|
| LOC/DME I-HOM 109.3 Chan 30 | APP CRS 218° | Rwy Idg TDZE Apt Elev | 6701 84 84 |
|---|------------------------|-----------------------------|---------------------------------------|

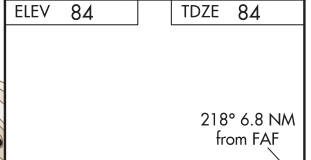
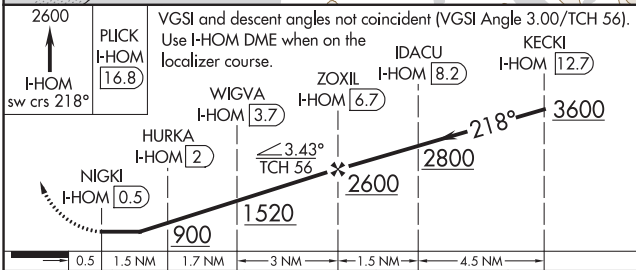
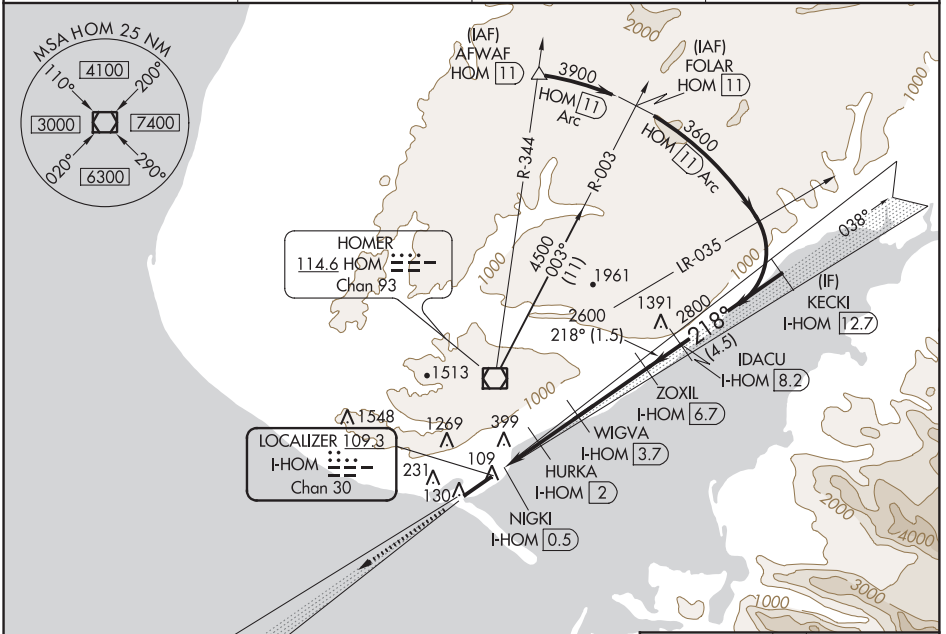
LOC/DME BC RWY 22

HOMER (HOM) (PAHO)

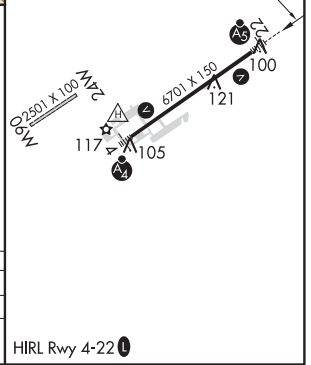
⚠ Inop table does not apply to Cats A and B.
 When local altimeter setting not received, procedure NA.
 For inop MALS, increase S-22 Cats C and D visibility to 1½.
❄ -24°C/-11°F
 Circling NA northwest of Rwy 4-22.

MALS 
MISSED APPROACH: Climb to 2600 on I-HOM localizer SW course 218° to PLICK/I-HOM 16.8 DME and hold.

| | | | |
|-----------------------|--|--|-------------------------------------|
| AFIS 135.65 | ANCHORAGE CENTER 125.9 270.3 | HOMER RADIO 123.6 (CTAF)  | UNICOM 122.7 123.0 123.05 |
|-----------------------|--|--|-------------------------------------|



| | | | | |
|----------|----------------------|----------------------|------------------------|------------------------|
| CATEGORY | A | B | C | D |
| S-22 | | 460-1 | 376 (400-1) | |
| CIRCLING | 500-1 416 (500-1) | 540-1 456 (500-1) | 600-1½ 516 (600-1½) | 760-2¼ 676 (700-2¼) |



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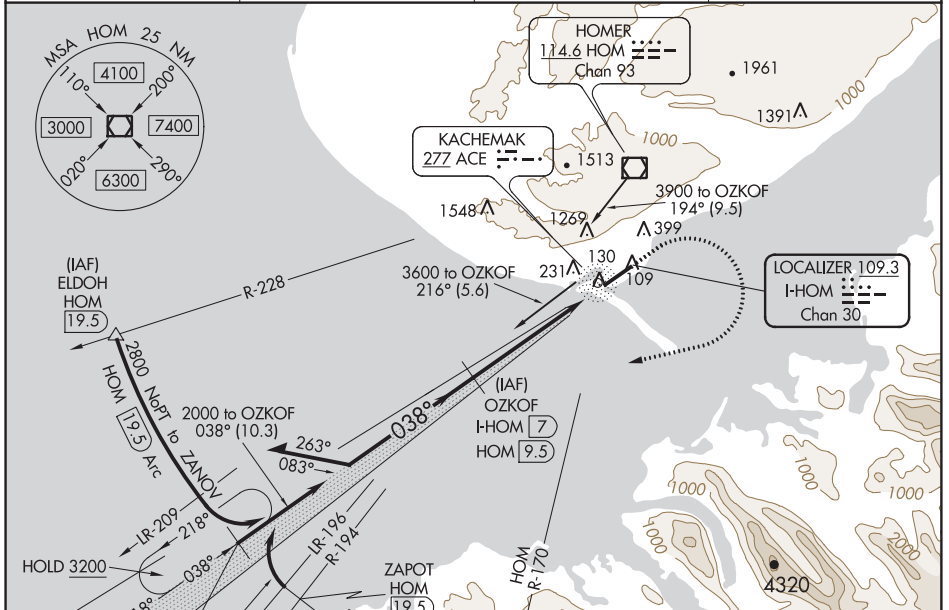
| | | | |
|---|------------------------|-----------------------------|---------------------------------------|
| LOC/DME I-HOM 109.3 Chan 30 | APP CRS 038° | Rwy Idg TDZE Apt Elev | 6701 78 84 |
|---|------------------------|-----------------------------|---------------------------------------|

LOC/DME RWY 4 HOMER (HOM)(PAHO)

⚠ Inop table does not apply to S-4 Cats A and B.
 When local altimeter setting not received, procedure NA.
 For inop MALSF, increase S-4 Cats C and D visibility to 1½.
❄ -24°C/-11°F
 Circling NA northwest of Rwy 4-22.
 ADF required. DME required.

MALSF
 MISSED APPROACH: Climb to 500 then climbing right turn to 3200 on heading 230° and on ACE NDB brg-217° to ZANOV/I-HOM LOC 17.3 DME and hold.

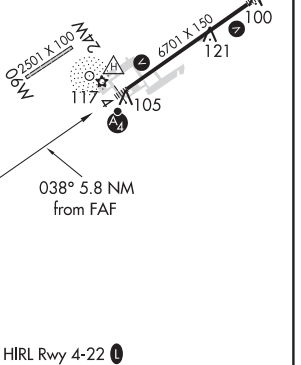
| | | | |
|-----------------------|--|---|-------------------------------------|
| AFIS 135.65 | ANCHORAGE CENTER 125.9 270.3 | HOMER RADIO 123.6 (CTAF) 0 | UNICOM 122.7 123.0 123.05 |
|-----------------------|--|---|-------------------------------------|



| | |
|---------|---------|
| ELEV 84 | TDZE 78 |
|---------|---------|



| | | | | |
|----------|----------------------|----------------------|------------------------|------------------------|
| CATEGORY | A | B | C | D |
| | | 460-1 | 382 (400-1) | |
| S-4 | | | | |
| CIRCLING | 500-1 416 (500-1) | 540-1 456 (500-1) | 600-1½ 516 (600-1½) | 760-2¼ 676 (700-2¼) |



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HOOPER BAY, ALASKA

AL-6831 (FAA)

16203

| | | |
|--|------------------------|---|
| WAAS CH 82224 W13A | APP CRS 136° | Rwy Idg 3300 TDZE 13 Apt Elev 13 |
|--|------------------------|---|

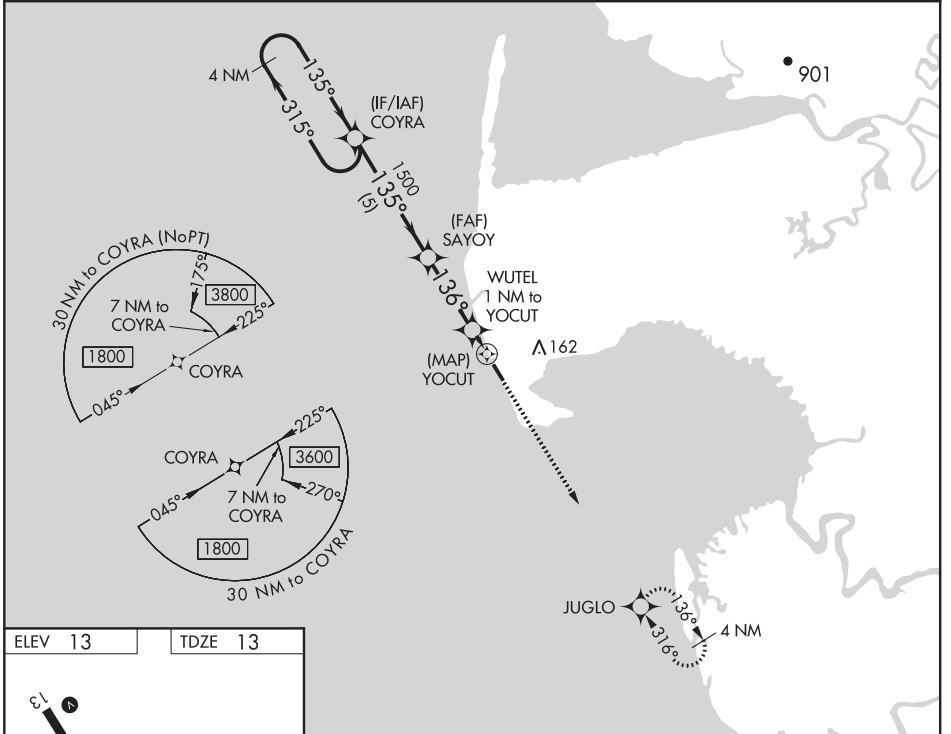
RNAV (GPS) RWY 13

HOOPER BAY (HPB) (PAHP)

⚠ When local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDA 60 feet, and Cat C/D visibility 1/8 mile.
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 1800 direct JUGLO and hold.

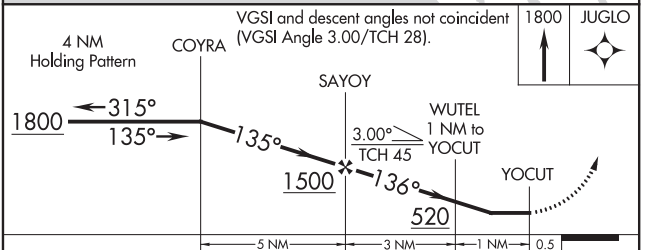
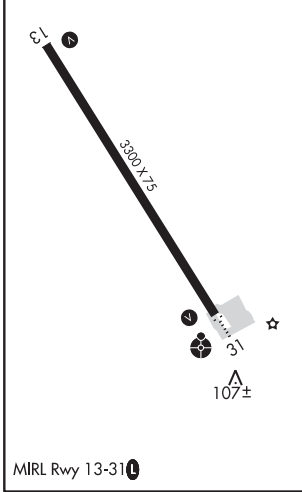
| | | |
|-------------------------|-----------------------------|----------------------|
| AWOS-3P 135.1 | KENAI RADIO 122.4 | CTAF 123.0 |
|-------------------------|-----------------------------|----------------------|



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| | |
|---------|---------|
| ELEV 13 | TDZE 13 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------------|----------------------|
| LP MDA | 320-1 | 307 (400-1) | 320-7/8 | 307 (400-7/8) |
| LNAV MDA | 320-1 | 307 (400-1) | 320-7/8 | 307 (400-7/8) |
| CIRCLING | 420-1 407 (500-1) | 480-1 467 (500-1) | 480-1 1/2 467 (500-1 1/2) | 580-2 567 (600-2) |

HOOPER BAY, ALASKA
 Amdt 1B 21JUL16

61°31'N-166°09' W

HOOPER BAY (HPB) (PAHP)

RNAV (GPS) RWY 13

| | | |
|---------------------------------|------------------------|---|
| WAAS CH 65725 W31A | APP CRS 316° | Rwy Idg 3300 TDZE 13 Apt Elev 13 |
|---------------------------------|------------------------|---|

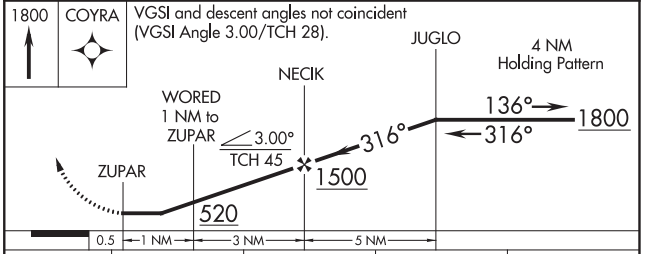
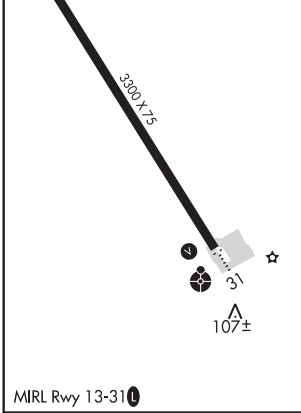
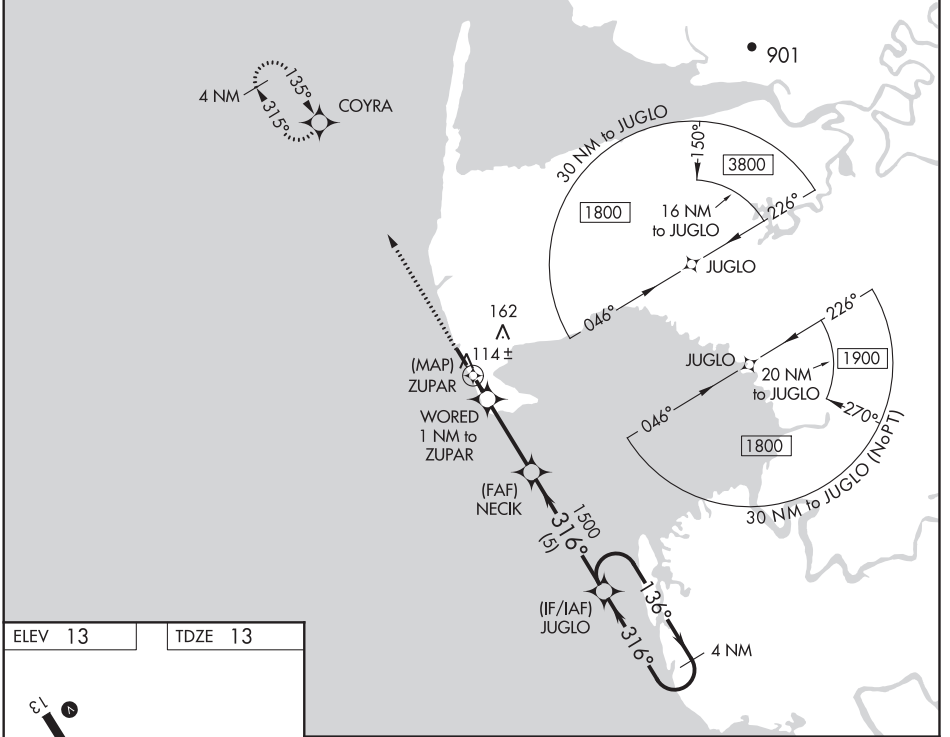
RNAV (GPS) RWY 31

HOOPER BAY (HPB) (PAHP)

⚠ Inoperative table does not apply. When local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDA 60 feet and Cat C/D visibility ¼ mile. When VGSI inop, straight-in/circling Rwy 31 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

ODALS MISSED APPROACH: Climb to 1800 direct COYRA and hold.

| | | |
|-------------------------|-----------------------------|----------------------|
| AWOS-3P 135.1 | KENAI RADIO 122.4 | CTAF 123.0 |
|-------------------------|-----------------------------|----------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----------------------|
| LP MDA | | 380-1 | 367 (400-1) | |
| LNAV MDA | | 380-1 | 367 (400-1) | |
| CIRCLING | 420-1 407 (500-1) | 480-1 467 (500-1) | 480-1½ 467 (500-1½) | 580-2 567 (600-2) |

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HOOPER BAY, ALASKA

AL-6831 (FAA)

16203

| | | |
|---|------------------------|---|
| VOR/DME HPB 115.2 Chan 99 | APP CRS 313° | Rwy Idg 3300 TDZE 13 Apt Elev 13 |
|---|------------------------|---|

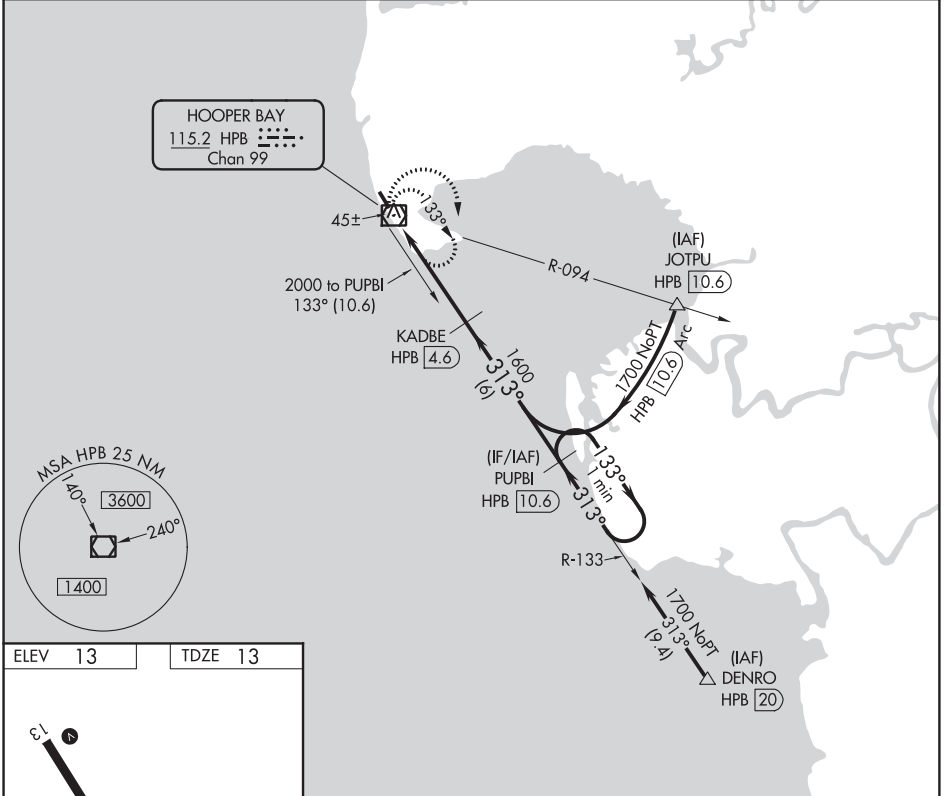
VOR/DME RWY 31

HOOPER BAY (HPB) (PAHP)

⚠ When local altimeter setting not received, use Scammon Bay altimeter setting and increase all MDA 60 feet and S-31 Cats C/D visibility ¼ mile. Inoperative table does not apply. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

ODALS MISSED APPROACH:
Climbing right turn to 2000 in HPB VOR/DME holding pattern.

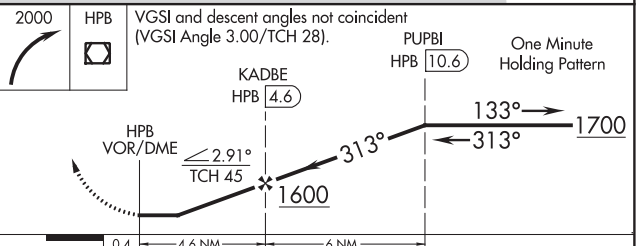
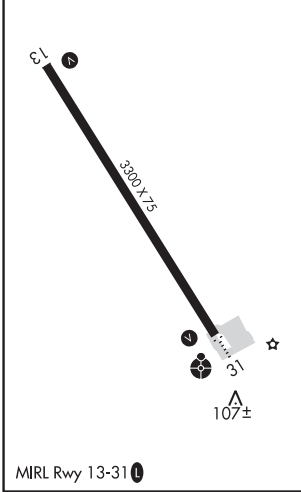
| | | |
|-------------------------|-----------------------------|----------------------|
| AWOS-3P 135.1 | KENAI RADIO 122.4 | CTAF 123.0 |
|-------------------------|-----------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

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| | |
|---------|---------|
| ELEV 13 | TDZE 13 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|------------------------|
| S-31 | 380-1 | 367 (400-1) | | 380-1¼ 367 (400-1¼) |
| CIRCLING | 420-1 407 (500-1) | 480-1 467 (500-1) | 480-1½ 467 (500-1½) | 580-2 567 (600-2) |

HOOPER BAY, ALASKA
Orig-C 21JUL16

61°31'N-166°09'W

HOOPER BAY (HPB) (PAHP) VOR/DME RWY 31

RNAV (GPS) RWY 3

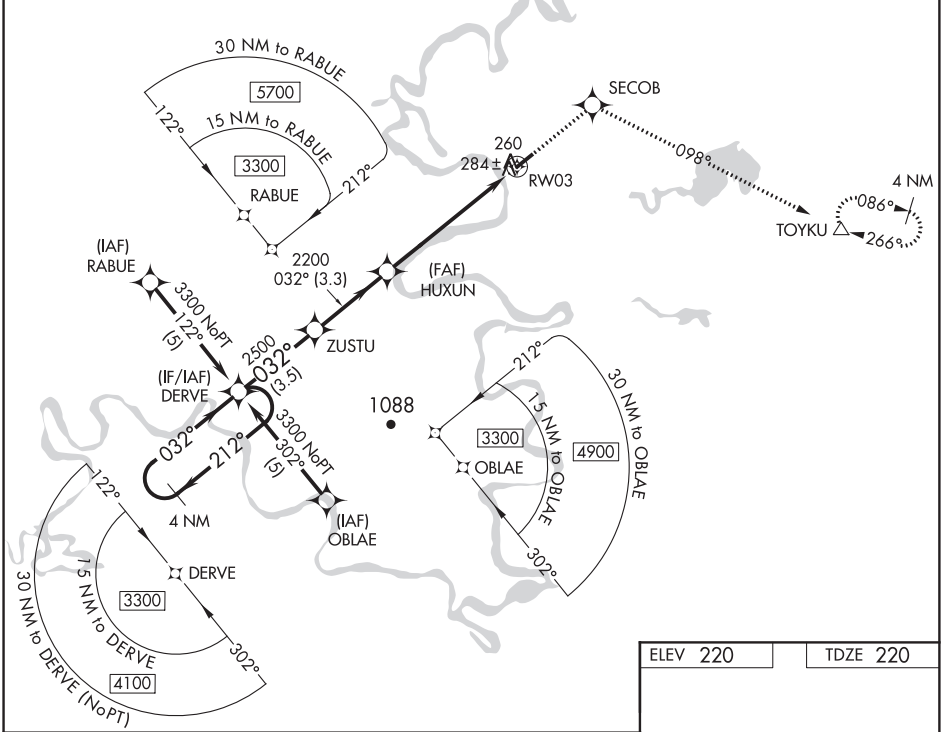
HUSLIA (HLA)(PAHL)

| | | |
|--|------------------------|---|
| WAAS CH 42608 W03A | APP CRS 032° | Rwy Idg 4000 TDZE 220 Apt Elev 220 |
|--|------------------------|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C(-13°F) or above 48°C (118°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

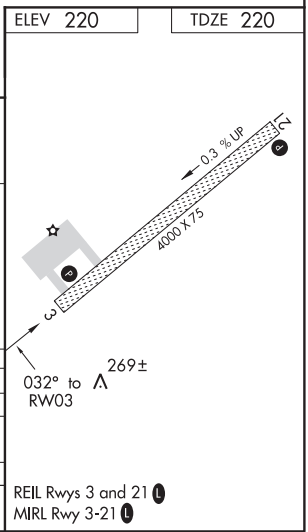
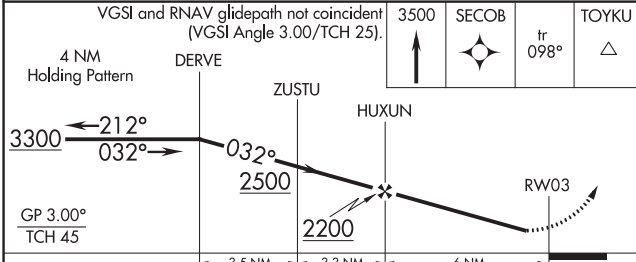
MISSED APPROACH: Climb to 3500 direct SECOB and via 098° track to TOYKU and hold, continue climb-in-hold to 3500.

| | | | |
|-------------------------|--|---------------------------------|---------------------------------|
| AWOS-3 135.75 | ANCHORAGE CENTER 127.0 290.2 | FAIRBANKS RADIO 122.4 | UNICOM 122.8 (CTAF) 0 |
|-------------------------|--|---------------------------------|---------------------------------|



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| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA | 525-1 | | 305 (400-1) | |
| LNAV/VNAV DA | 567-1¼ | | 347 (400-1¼) | |
| LNAV MDA | 540-1 | | 320 (400-1) | |
| CIRCLING | 600-1 380 (400-1) | 680-1 460 (500-1) | 680-1½ 460 (500-1½) | 780-2 560 (600-2) |

HUSLIA, ALASKA

AL-9273 (FAA)

15344

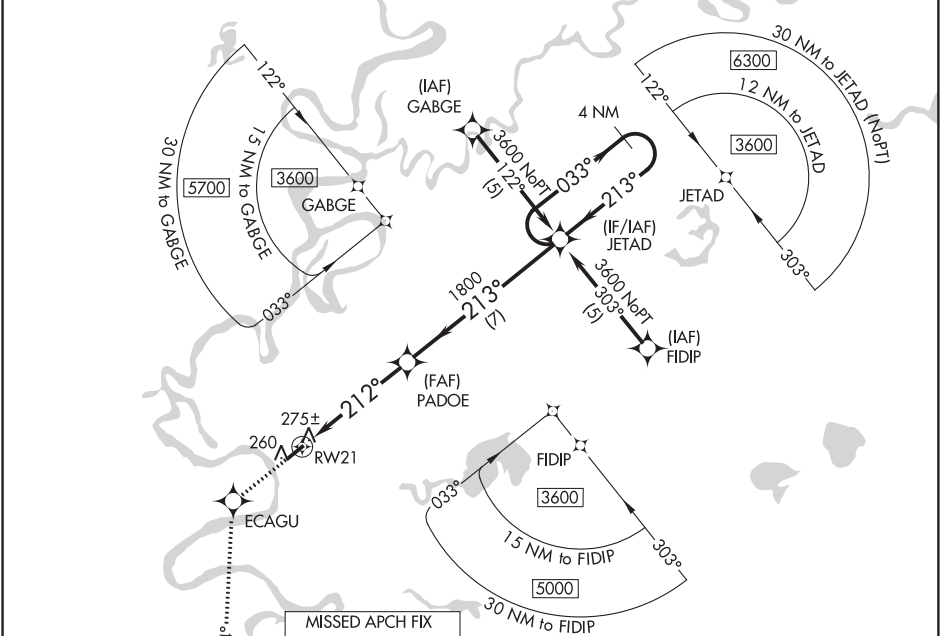
| | | |
|--|------------------------|---|
| WAAS CH 61108 W21A | APP CRS 212° | Rwy Idg 4000 TDZE 217 Apt Elev 220 |
|--|------------------------|---|

RNAV (GPS) RWY 21

HUSLIA (HLA)(PAHL)

| | | |
|-------------|---|---|
| -31°C/-24°F | For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3000 direct ECAGU and via 164° track to HISOB and hold. |
|-------------|---|---|

| | | | |
|-------------------------|--|---------------------------------|-------------------------------|
| AWOS-3 135.75 | ANCHORAGE CENTER 127.0 290.2 | FAIRBANKS RADIO 122.4 | UNICOM 122.8 (CTAF) |
|-------------------------|--|---------------------------------|-------------------------------|

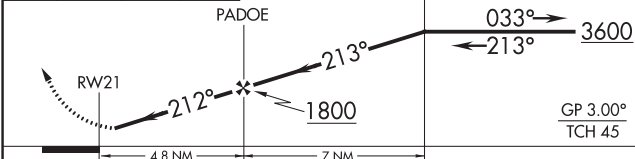


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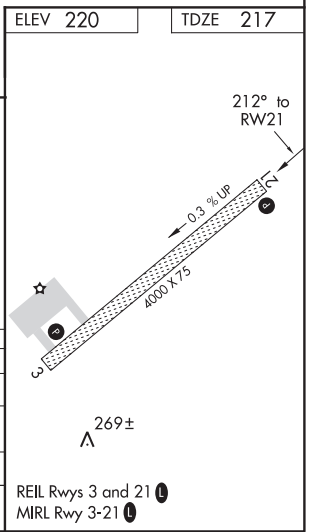
AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 220 | TDZE 217 |
|----------|----------|

3000 ECAGU tr 164° HISOB
 VGSi and RNAV glidepath not coincident
 (VGSi Angle 3.00°/TCH 25).



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA | | 517-1 | 300 (300-1) | |
| LNAV/VNAV DA | | 549-1¼ | 332 (400-1¼) | |
| LNAV MDA | | 540-1 | 323 (400-1) | |
| CIRCLING | 600-1 380 (400-1) | 680-1 460 (500-1) | 680-1½ 460 (500-1½) | 780-2 560 (600-2) |



HUSLIA, ALASKA
 Amdt 2A 06FEB14

65°42' N-156°21' W

HUSLIA (HLA)(PAHL) RNAV (GPS) RWY 21

REIL Rwy 3 and 21
 MRL Rwy 3-21

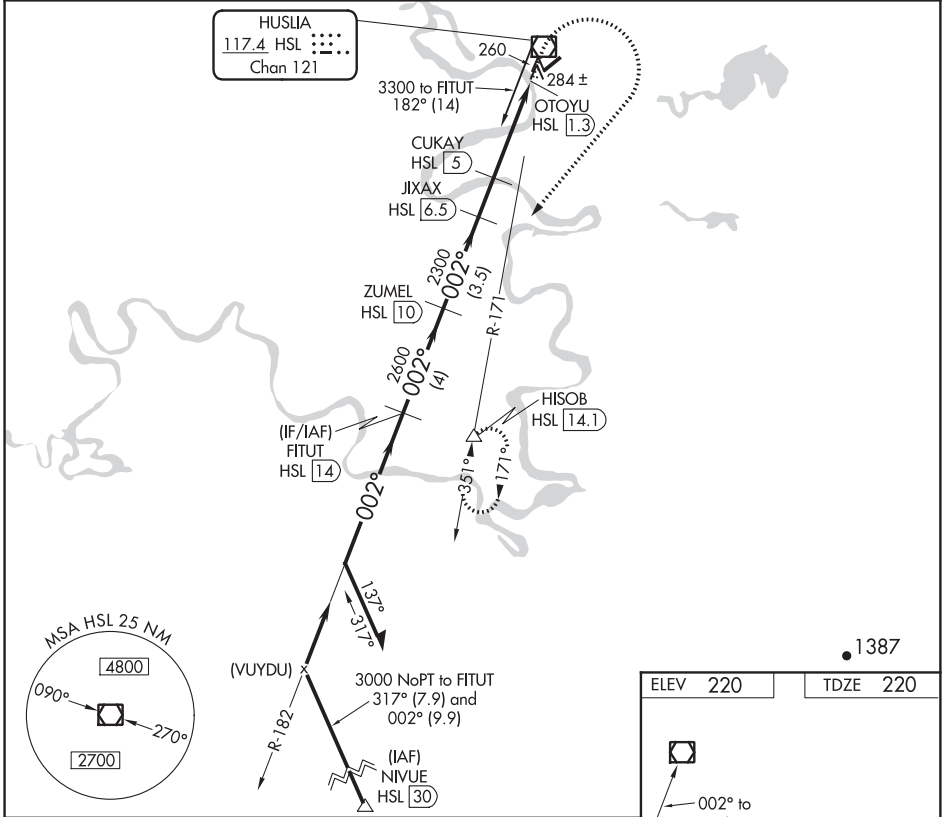
| | | |
|---|------------------------|--|
| VOR/DME HSL 117.4 Chan 121 | APP CRS 002° | Rwy Idg TDZE Apt Elev 4000 220 220 |
|---|------------------------|--|

VOR/DME RWY 3

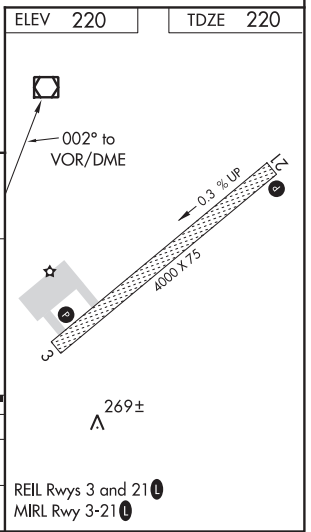
HUSLIA (HLA)(PAHL)

H Helicopter visibility reduction below $\frac{3}{4}$ SM NA. MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on heading 201° and HSL R-171 to HISOB/14.1 DME and hold.

| | | | |
|-------------------------|--|---------------------------------|---------------------------------|
| AWOS-3 135.75 | ANCHORAGE CENTER 127.0 290.2 | FAIRBANKS RADIO 122.4 | UNICOM 122.8 (CTAF) 0 |
|-------------------------|--|---------------------------------|---------------------------------|



| | | | | | |
|--|----------------------|----------------------|------------------------|----------------------|---------------|
| Remain within 10 NM | FITUT HSL 14 | 700 | 3000 | HSL R-171 | HISOB |
| | 3000 | ZUMEL HSL 10 | JIXAX HSL 6.5 | CUKAY HSL 5 | OTOYU HSL 1.3 |
| VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 25). | 3000 | 2600 | 2300 | 1760 | |
| | 182° | 002° | 3.35° | TCH 40 | |
| | 4 NM | 3.5 NM | 1.5 NM | 3.7 NM | 0.6 NM |
| CATEGORY | A | B | C | D | |
| S-3 | 540-1 | | 320 (400-1) | | |
| CIRCLING | 600-1 380 (400-1) | 680-1 460 (500-1) | 680-1½ 460 (500-1½) | 780-2 560 (600-2) | |



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AK, 10 NOV 2016 to 05 JAN 2017

| | |
|------------------------|------------------------|
| APP CRS 053° | Rwy Idg 3000 |
| | TDZE 90 |
| | Apt Elev 90 |

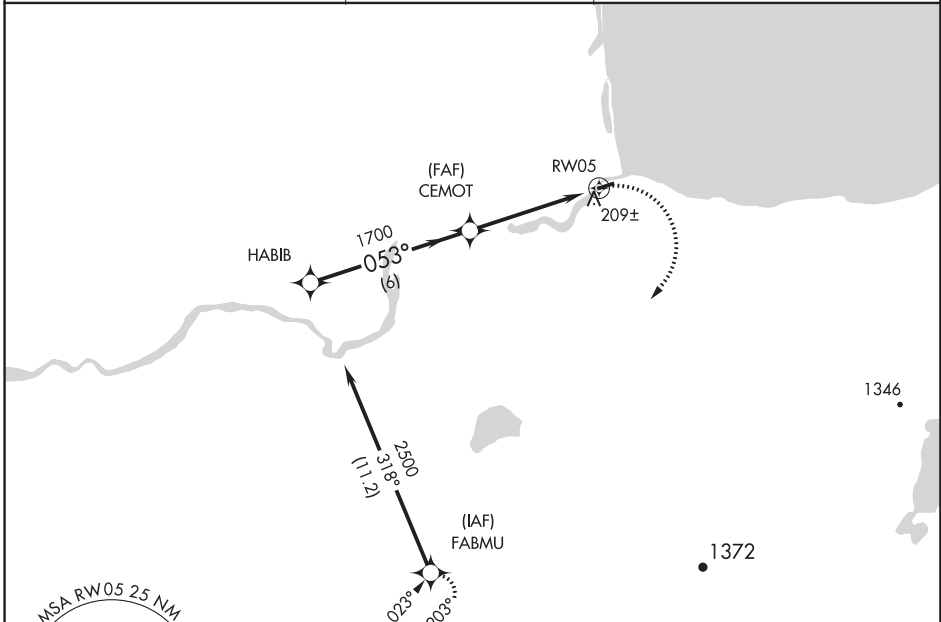
RNAV (GPS) RWY 5

IGIUGIG (IGG)(PAIG)

⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

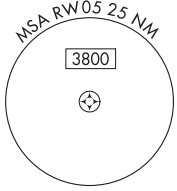
MISSED APPROACH: Climbing right turn to 3000 direct FABMU and hold.

| | | |
|---------------------------|----------------------------------|----------------------|
| AWOS-3P 119.925 | ANCHORAGE CENTER 118.8 | CTAF 122.8 |
|---------------------------|----------------------------------|----------------------|

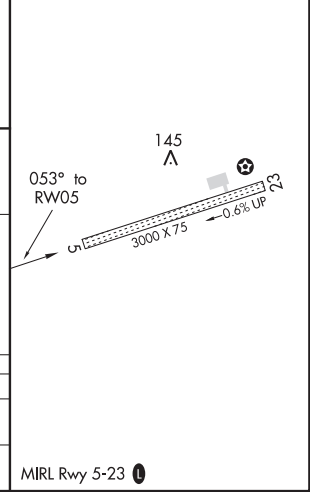
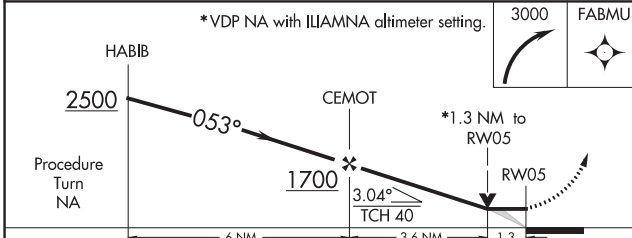


AK, 10 NOV 2016 to 05 JAN 2017

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| | |
|---------|---------|
| ELEV 90 | TDZE 90 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|---|----|
| LNVA MDA | 460-1 | 370 (400-1) | | NA |
| CIRCLING | 520-1 430 (500-1) | 540-1 450 (500-1) | | NA |

| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 233° | Rwy Idg TDZE Apt Elev | 3000 90 90 |
|------------------------|-----------------------------|---------------------------------------|

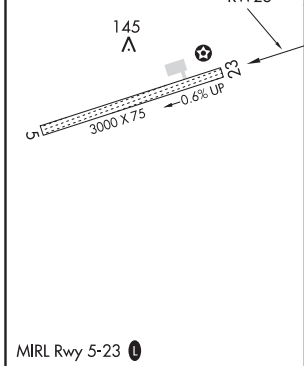
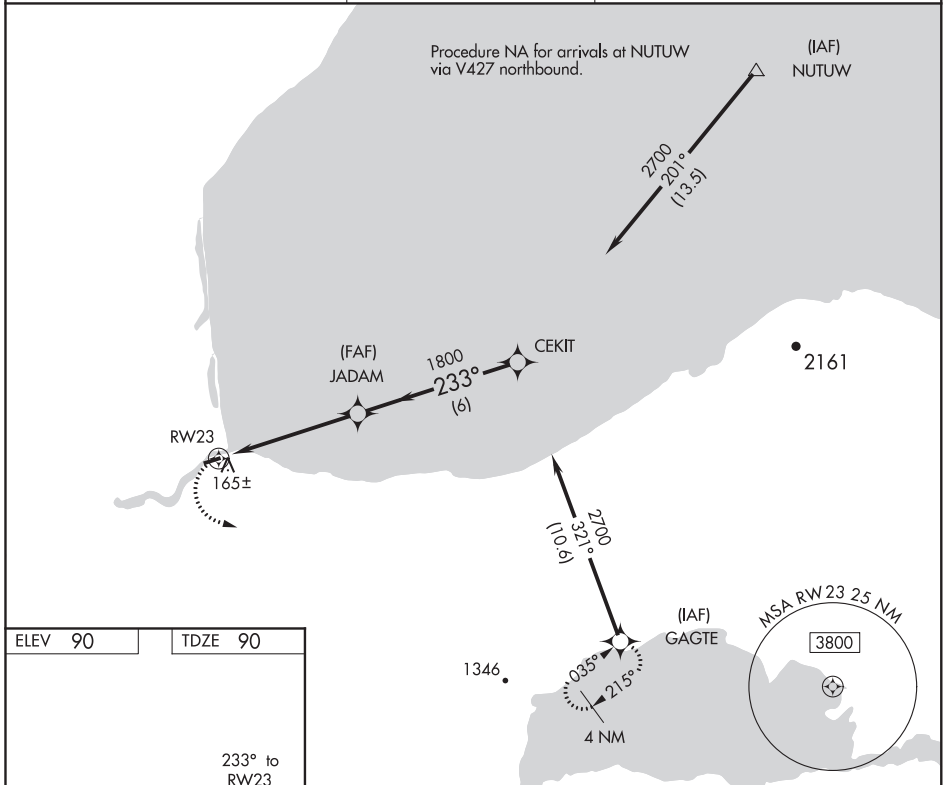
RNAV (GPS) RWY 23

IGIUGIG (IGG)(PAIG)

⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Iliamna altimeter setting and increase all MDAs 120 feet.

⚠ MISSED APPROACH: Climbing left turn to 4000 direct GAGTE and hold.

| | | |
|---------------------------|----------------------------------|-------------------------------|
| AWOS-3P 119.925 | ANCHORAGE CENTER 118.8 | CTAF 122.8 📶 |
|---------------------------|----------------------------------|-------------------------------|



| | | | | | |
|----------|----------------------|---|--------|------|-------------------|
| 4000 | GAGTE | * VDP NA with ILLIAMNA altimeter setting. | | | |
| | | JADAM | CEKIT | 2700 | Procedure Turn NA |
| | | * 1.3 NM to RWY 23 | | 1800 | |
| | | ≤ 3.04° TCH 40 | | | |
| | | 1.3 | 3.9 NM | 6 NM | |
| CATEGORY | A | B | C | D | |
| LNAV MDA | 440-1 | 350 (400-1) | | NA | |
| CIRCLING | 520-1 430 (500-1) | 540-1 450 (500-1) | | NA | |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

ILIAMNA, ALASKA

AL-1251 (FAA)

16091

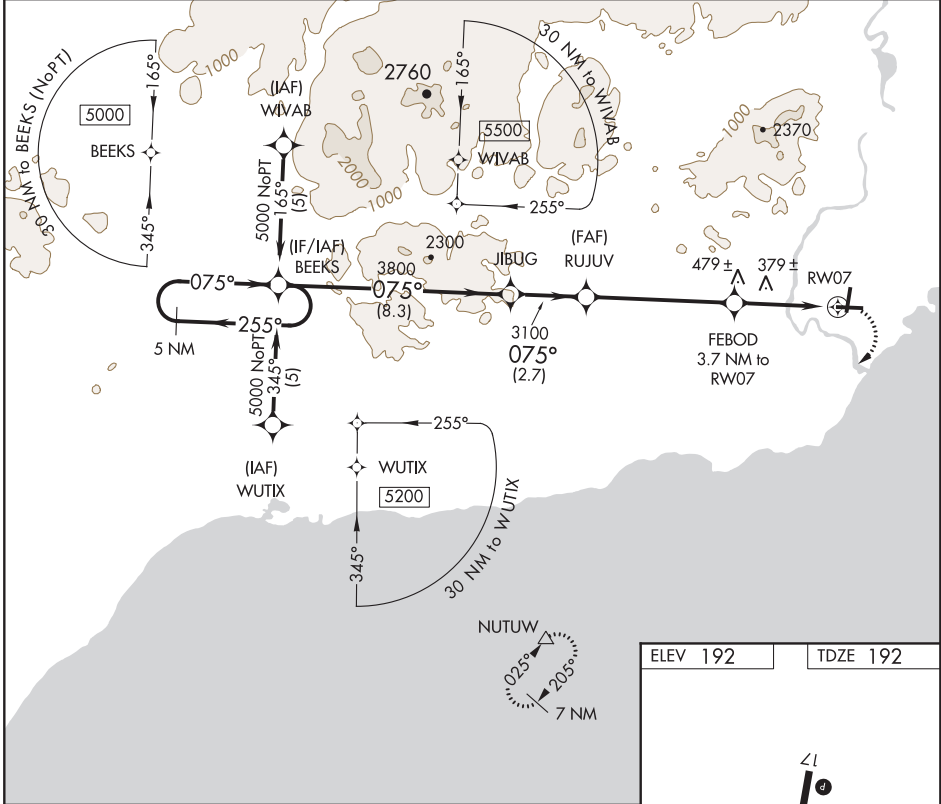
RNAV (GPS) RWY 7

ILIAMNA (ILI) (PAIL)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5086 |
| 075° | TDZE | 192 |
| | Apt Elev | 192 |

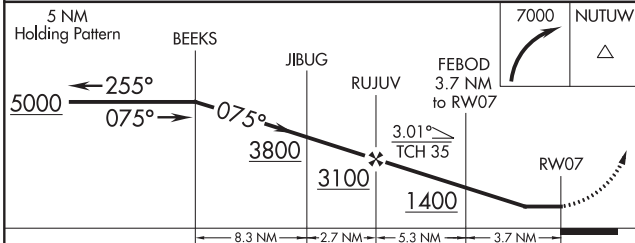
| | |
|--|--|
| DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. | MISSED APPROACH: Climbing right turn to 7000 direct NUTUW and hold, continue climb-in-hold 7000. |
|--|--|

| | | |
|-----------------------|----------------------------------|--------------------------------------|
| AFIS 134.95 | ANCHORAGE CENTER 118.8 | ILIAMNA RADIO 123.6 (CTAF) |
|-----------------------|----------------------------------|--------------------------------------|

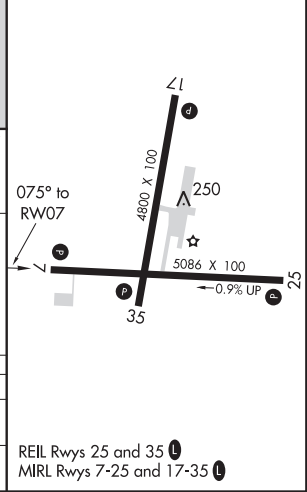


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|----------|----------|
| ELEV 192 | TDZE 192 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|------------------------|------------------------|
| LNVA MDA | 680-1 488 (500-1) | | 680-1½ 488 (500-1½) | 680-1½ 488 (500-1½) |
| CIRCLING | 680-1 488 (500-1) | | 700-1½ 508 (600-1½) | 780-2 588 (600-2) |

REIL Rwy 25 and 35
 MIRL Rwy 7-25 and 17-35

ILIAMNA, ALASKA
 Amdt 3 12MAR09

59° 45' N-154° 55' W

ILIAMNA (ILI) (PAIL)

RNAV (GPS) RWY 7

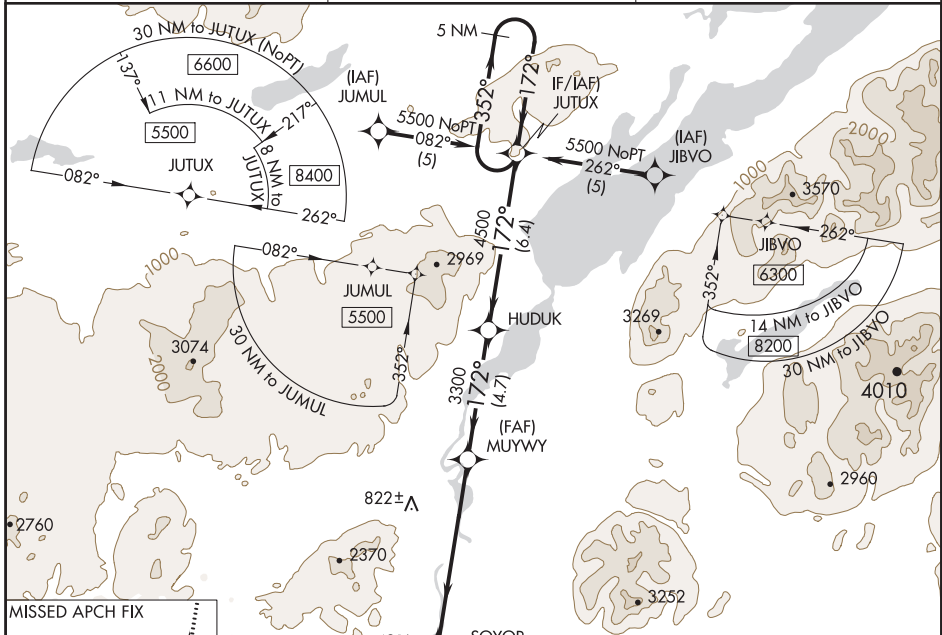
| | |
|------------------------|---|
| APP CRS 172° | Rwy Idg 4800 TDZE 183 Apt Elev 192 |
|------------------------|---|

RNAV (GPS) RWY 17

ILIAMNA (ILI) (PAIL)

| | | |
|-----------|---|---|
| -18°C/0°F | DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. | MISSED APPROACH: Climb to 7000 direct AGONE and via 230° track to NUTUW and hold, continue climb-in-hold to 7000. |
|-----------|---|---|

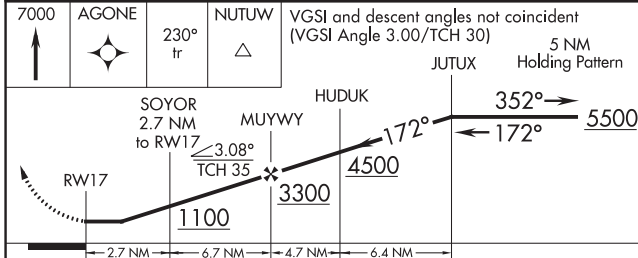
| | | |
|-----------------------|----------------------------------|--|
| AFIS 134.95 | ANCHORAGE CENTER 118.8 | ILIAMNA RADIO 123.6 (CTAF) ① |
|-----------------------|----------------------------------|--|



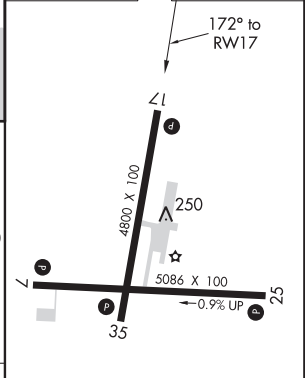
AK, 10 NOV 2016 TO 05 JAN 2017

AK, 10 NOV 2016 TO 05 JAN 2017

| | | | | |
|------|-------|---------|-------|---|
| 7000 | AGONE | 230° tr | NUTUW | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 30) |
| | | | | JUTUX 5 NM Holding Pattern |



| | |
|----------|----------|
| ELEV 192 | TDZE 183 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|------------------------|
| LNVA MDA | 700-1 | 517 (600-1) | 700-1½ 517 (600-1½) | 700-1¾ 517 (600-1¾) |
| CIRCLING | 700-1 | 508 (600-1) | 700-1½ 508 (600-1½) | 780-2 588 (600-2) |

REIL Rwy 25 and 35 ①
MIRL Rwy 7-25 and 17-35 ①

ILIAMNA, ALASKA

AL-1251 (FAA)

16091

| | | |
|---------------------------------|------------------------|---|
| WAAS CH 45910 W25A | APP CRS 256° | Rwy Idg 5086 TDZE 174 Apt Elev 192 |
|---------------------------------|------------------------|---|

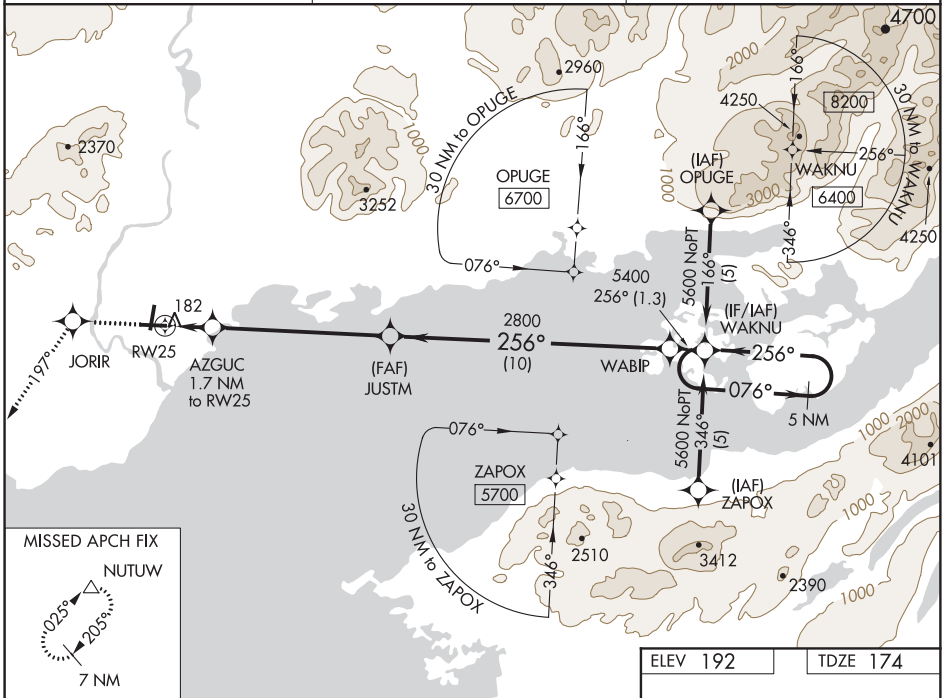
RNAV (GPS) RWY 25

ILIAMNA (ILI) (PAIL)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13° F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

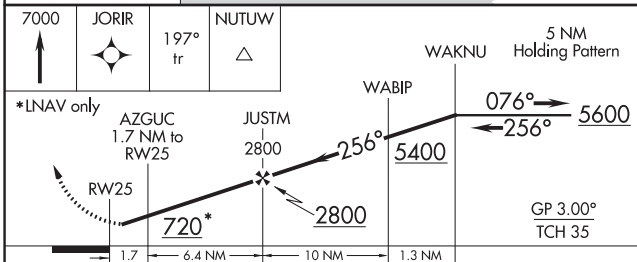
MISSED APPROACH: Climb to 7000 direct JORIR and via 197° track to NUTUW and hold, continue climb-in-hold to 7000.

| | | |
|-----------------------|----------------------------------|--------------------------------------|
| AFIS 134.95 | ANCHORAGE CENTER 118.8 | ILIAMNA RADIO 123.6 (CTAF) |
|-----------------------|----------------------------------|--------------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|---|----------|
| ELEV 192 | TDZE 174 |
| | |
| REIL Rwy 25 and 35 MIRL Rwy 7-25 and 17-35 | |

| CATEGORY | A | B | C | D |
|--------------|-------|-------------|------------------------|----------------------|
| LPV DA | | 424-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 441-1 | 267 (300-1) | |
| LNAV MDA | | 480-1 | 306 (300-1) | |
| CIRCLING | 680-1 | 488 (500-1) | 700-1½ 508 (600-1½) | 780-2 588 (600-2) |

ILIAMNA, ALASKA
Amdt 1 07MAY09

59°45'N-154°55'W

ILIAMNA (ILI) (PAIL)

RNAV (GPS) RWY 25

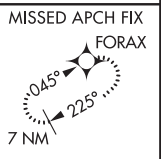
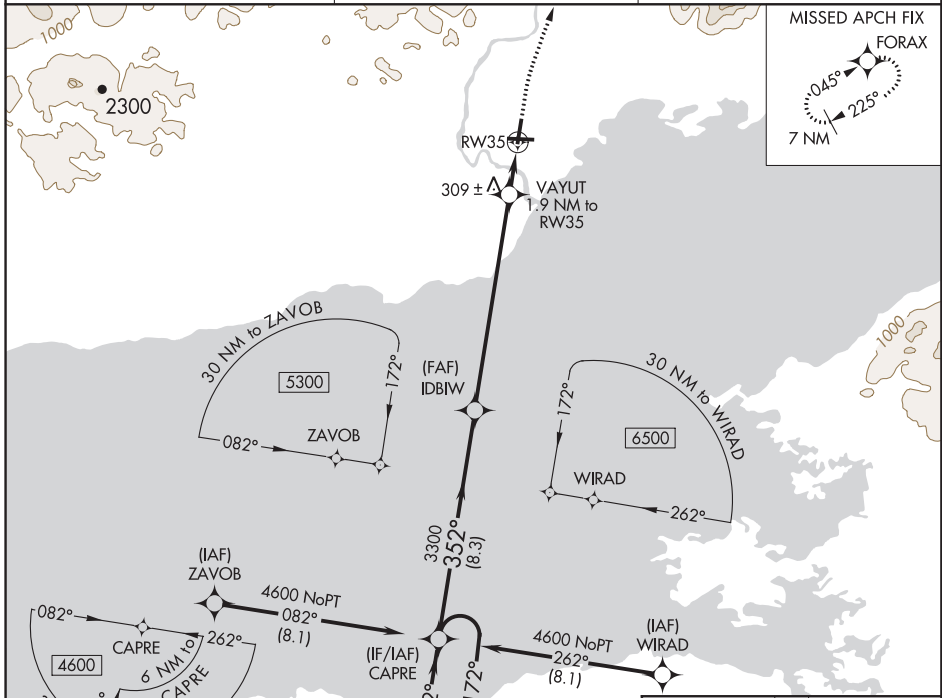
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 82110 W35A | APP CRS 352° | Rwy Idg TDZE Apt Elev | 4800 179 192 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 35

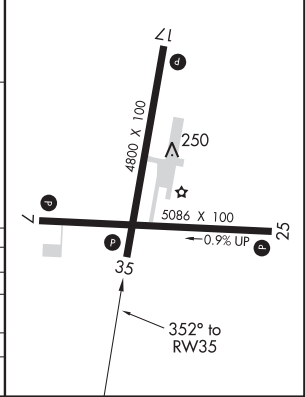
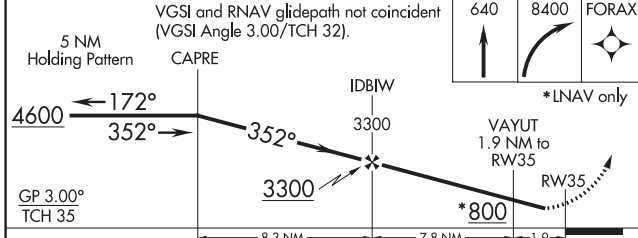
ILIAMNA (ILI) (PAIL)

| | | |
|-----------|--|---|
| -18°C/0°F | DME/DME RNP- 0.3 NA. Helicopter visibility reduction below ¾ SM NA. | MISSED APPROACH: Climb to 640 then climbing right turn to 8400 direct FORAX and hold, continue climb-in-hold to 8400. |
|-----------|--|---|

| | | |
|-----------------------|----------------------------------|--------------------------------------|
| AFIS 134.95 | ANCHORAGE CENTER 118.8 | ILIAMNA RADIO 123.6 (CTAF) |
|-----------------------|----------------------------------|--------------------------------------|



| | |
|-------------------------|----------|
| ELEV 192 | TDZE 179 |
| REIL Rwy 25 and 35 | |
| MIRL Rwy 7-25 and 17-35 | |



| CATEGORY | A | B | C | D |
|---------------|-------------------|-------|-----------------------|-------------------|
| LPV DA | | 429-1 | 250 (300-1) | |
| LNNAV/VNAV DA | | 429-1 | 250 (300-1) | |
| LNNAV MDA | 560-1 381 (400-1) | | 560-1 381 (400-1 1/8) | |
| CIRCLING | 720-1 528 (600-1) | | 720-1 528 (600-1 1/2) | 760-2 568 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

ILIAMNA, ALASKA

AL-1251 (FAA)

16091

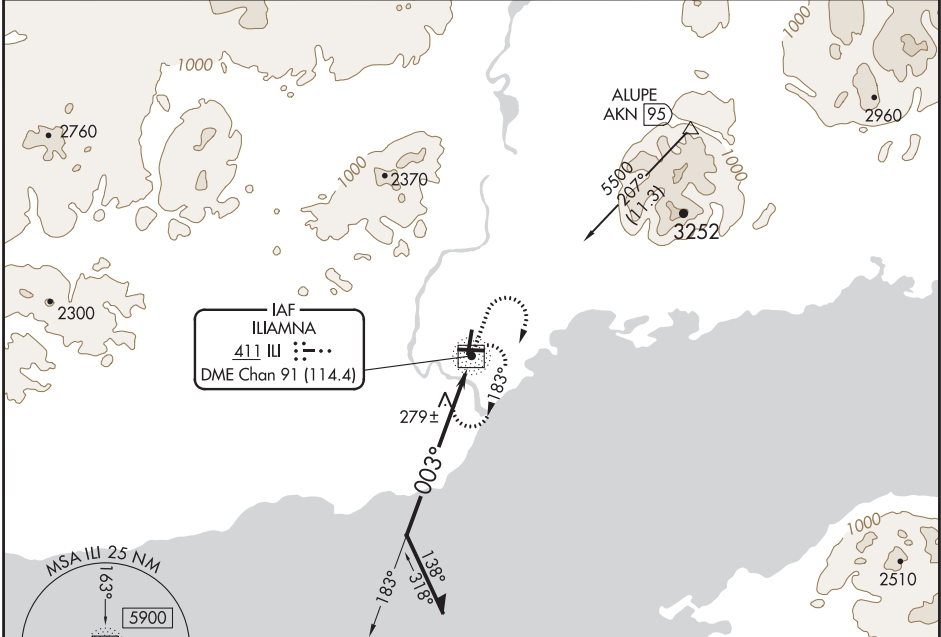
| | | | |
|---------------------------|------------------------|-----------------------------|---|
| NDB/DME ILI 411 | APP CRS 003° | Rwy Idg TDZE Apt Elev | 4800 179 192 |
| Chan 91 (114.4) | | | |

NDB RWY 35

ILIAMNA (ILI) (PAIL)

⚠ -18°C/0°F Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 183° then climbing right turn to 4800 direct ILI NDB/DME and hold, continue climb-in-hold to 4800. When authorized by ATC, climb-in-hold to 7000.

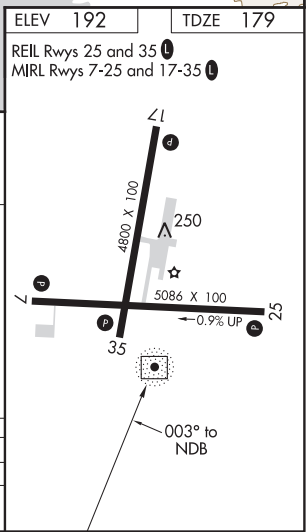
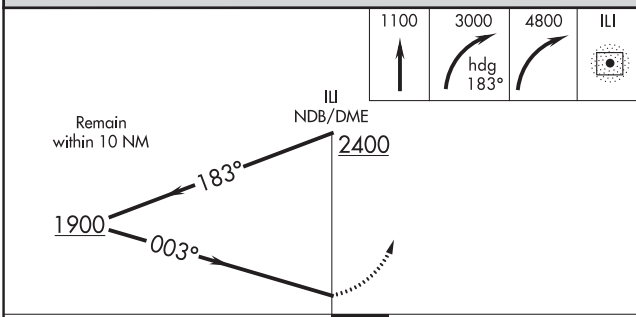
| | | |
|-----------------------|----------------------------------|---|
| AFIS 134.95 | ANCHORAGE CENTER 118.8 | ILIAMNA RADIO 123.6 (CTAF) Ⓛ |
|-----------------------|----------------------------------|---|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------------------------------|-----------------|
| ELEV 192 | TDZE 179 |
| REIL Rwy 25 and 35 Ⓛ | |
| MIRL Rwy 7-25 and 17-35 Ⓛ | |



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|----------------------|
| S-35 | 680-1 | 501 (500-1) | 680-1½ | 501 (500-1½) |
| CIRCLING | 680-1 | 488 (500-1) | 700-1½ 508 (600-1½) | 780-2 588 (600-2) |

ILIAMNA, ALASKA
Amdt 2 12MAR09

59°45'N-154°55'W

ILIAMNA (ILI) (PAIL)

NDB RWY 35

RNAV (GPS) RWY 24

| | | |
|-------------------------|--|--------------------------|
| APCH CRS 243° | Rwy Idg THRE 4100 960 | Arpt Elev 1261 |
|-------------------------|--|--------------------------|

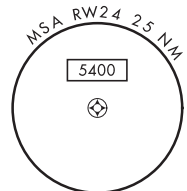
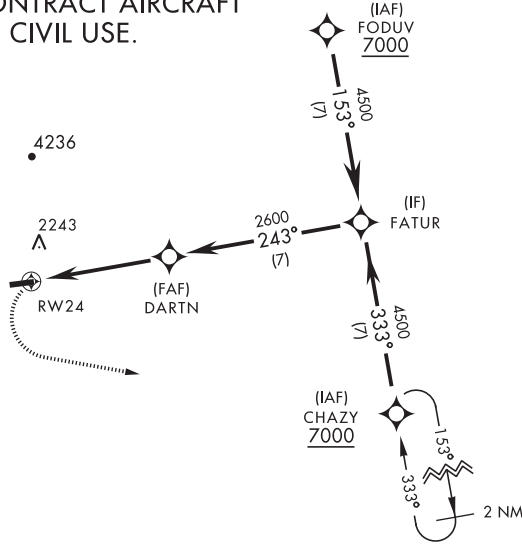
AL-2335 [USAF]

INDIAN MOUNTAIN LRSS (PAIM)

| | |
|---|---|
| <p>▼ Night operations not authorized. DME/DME RNP -0.3 NA.</p> | <p>MISSED APPROACH: Climbing left turn to 7000 direct CHAZY and hold. Continue climb in hold to 7000.</p> |
|---|---|

| | | | |
|--|---|--------------------------------|---------------|
| <p>ANCHORAGE CENTER APP/DEP CON 124.6 352.0</p> | <p>RCO 122.6 (FAIRBANKS)</p> | <p>CTAF 126.2 0</p> | <p>AWOS-3</p> |
|--|---|--------------------------------|---------------|

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY. NOT FOR CIVIL USE.



CAUTION: Terrain 982 ft MSL, 200 ft from threshold, 400 ft left of course.

CAUTION: Rwy located on a slope of a 3415' mountain with West end at the base of cliff, Approach only from the East.

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

EMERG SAFE ALT 100 NM FROM RW24 9900

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | | |
|--------------------------|-----------------------------------|---------------------------------------|---------------------------------|----------------------|
| <p>7000 CHAZY</p> | <p>FATUR 4500</p> | <p>ELEV 1261</p> | <p>THRE 960</p> | |
| <p>RW24</p> | | <p>Land Rwy 24 Take-off Rwy 6</p> | | |
| <p>CATEGORY</p> | <p>A</p> | <p>B</p> | <p>C</p> | <p>D</p> |
| <p>RNAV MDA</p> | <p>2260-1¼ 1300 (1000-1¼)</p> | <p>2260-1½ 1300 (1000-1½)</p> | <p>2260-3 1300 (1000-3)</p> | |
| <p>C CIRCLING</p> | <p>NOT AUTHORIZED</p> | | | <p>REIL Rwy 24 0</p> |

RNAV (GPS) RWY 24

UTOPIA CREEK, ALASKA

NDB RWY 24

| | | |
|---|-------------------------|--|
| NDB/DME UTO 272 Chan 22 (Y) | APCH CRS 252° | Rwy ldg THRE Arpt Elev 4100 960 1261 |
|---|-------------------------|--|

AL-2335 [USAF]

INDIAN MOUNTAIN LRRS (PAIM)

▼ Night operations not authorized. MISSED APPROACH: Climb to 5000, then climbing left turn to 6400 direct UTO NDB and hold. Continue climb climb-in-hold to 6400.

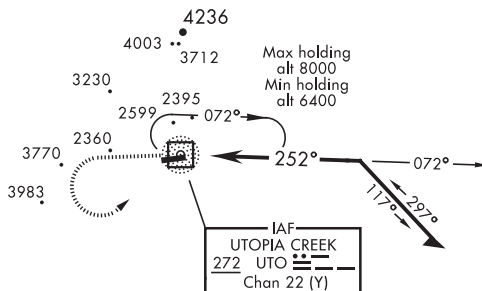
| | | | |
|--|------------------------------------|------------------------|--------|
| ANCHORAGE CENTER APP/DEP CON 124.6 352.0 | RCO 122.6 (FAIRBANKS) | CTAF 126.2 0 | AWOS-3 |
|--|------------------------------------|------------------------|--------|

CAUTION: Rwy located on a slope of a 3415' mountain with W end at the base of cliff, APPROACH ONLY FROM THE EAST.

CAUTION: Terrain, 982' MSL, 200' from thld, 872' left of course.

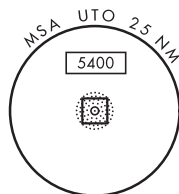
Successful go around improbable if initiated past MAP.

Uncontrolled Airspace below 700' AGL within 4 NM of Indian Mountain airport.



MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

NOT FOR CIVIL USE



EMERG SAFE ALT 100 NM 9900

| | | | | | | | |
|-----------|---------------------------|---------------------------|---------|------------------------|-----------|---------------|--|
| 5000 ↑ | 6400 ↖ | UTO | NDB/DME | Remain within 10 NM | ELEV 1261 | THRE 960 | |
| | | | | | | | |
| CATEGORY | A | B | C | D | | | |
| S-24 | 3540-1¼ 2580 (2300-1¼) | 3540-1½ 2580 (2300-1½) | 3540-3 | 2580 (2300-3) | | | |
| CIRCLING | NOT AUTHORIZED | | | | | REIL Rwy 24 0 | |

UTOPIA CREEK, ALASKA
Orig 30APR15

66°00'N-153°42'W

INDIAN MOUNTAIN LRRS (PAIM)

NDB RWY 24

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

CLYDD TWO DEPARTURE (OBSTACLE) (RNAV) (CLYDD2•ELCON)

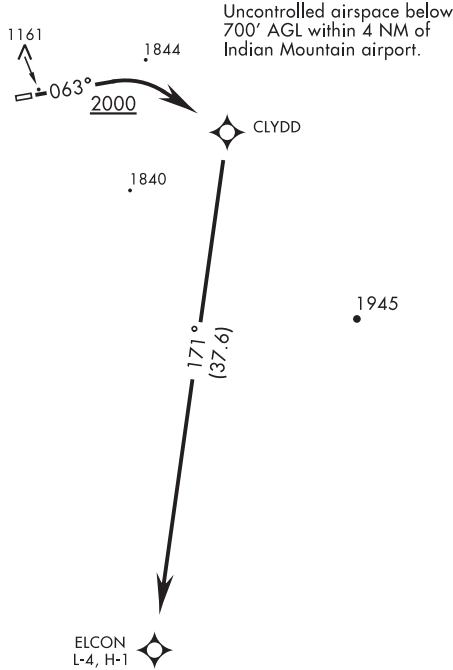
UTOPIA CREEK, ALASKA

AWOS-3
CTAF
126.2
ANCHORAGE CNTR
124.6 352.0

SL-2335 (USAF)

| Rwy | Knots | 60 | 120 | 180 | 240 |
|-----|----------|-----|-----|-----|-----|
| 06 | V/V(fpm) | 239 | 478 | 717 | 956 |

Minimum Climb Rate to 1400
Controlling Obstacle 1161



Not for civil use.
Military certified aircrew or
authorized contract aircraft only.

GPS REQUIRED

DME/DME RNP - 0.3 NA
Night operations not authorized.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 06: Climb heading 063° to 2000, then right turn direct CLYDD, then right turn on track 171° to ELCON, climb and maintain 8000.

TAKE-OFF RWY 24: NA

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

JUNEAU, ALASKA

AL-1191 (FAA)

15344

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 8457 |
| 070° | TDZE | 25 |
| | Apt Elev | 26 |

RNAV (GPS) V RWY 8

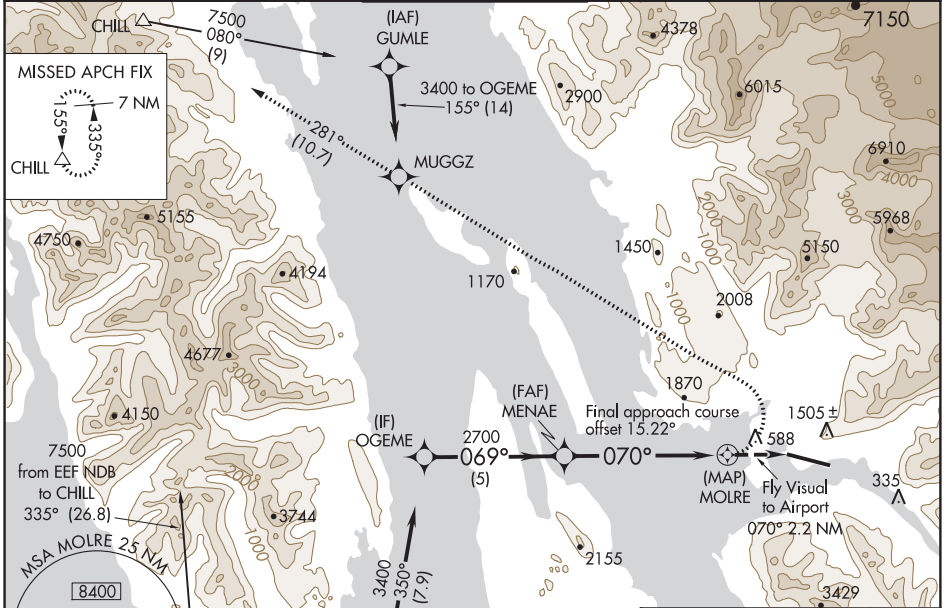
JUNEAU INTL (JNU)(PAJN)

⚠ Circling NA at night. When VGSi inop, procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Lead-in lights not aligned with final approach course. For inop Lead-in lights, increase visibility to 4 NM. Circling NA north of Rwy 8-26.
⚠ -13°C/-9°F
 * Missed approach requires minimum climb of 363 feet per NM to 3200.



MISSED APPROACH: Climbing left turn to 9000 direct MUGGZ and on track 281° to CHILL and hold, continue climb-in-hold to 9000.

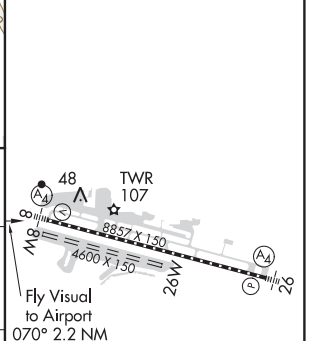
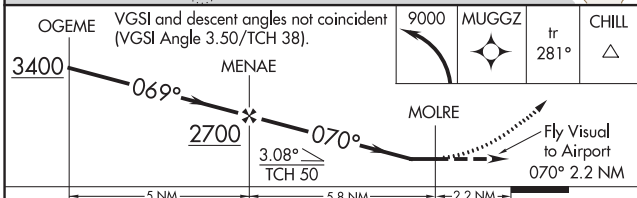
| | | | | |
|----------------------|----------------------------------|---|-------------------------|------------------------------|
| ATIS 135.2 | ANCHORAGE CENTER 133.9 | JUNEAU TOWER * 118.7 (CTAF) 278.3 | GND CON 121.9 | JUNEAU RADIO 122.2 |
|----------------------|----------------------------------|---|-------------------------|------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 26 | TDZE 25 |
|---------|---------|



| CATEGORY | A | B | C | D |
|-------------------|--------|---------------|---|----|
| LNAV MDA* | 1880-2 | 1855 (1900-2) | | NA |
| LNAV MDA | 2340-3 | 2315 (2400-3) | | NA |
| C CIRCLING | 2340-3 | 2314 (2400-3) | | NA |

RLS Rwy 8
 REIL Rwys 8 and 26
 HIRL Rwy 8-26

JUNEAU, ALASKA
 Amdt 2B 13NOV14

58°21'N-134°35'W

JUNEAU INTL (JNU)(PAJN)

RNAV (GPS) V RWY 8

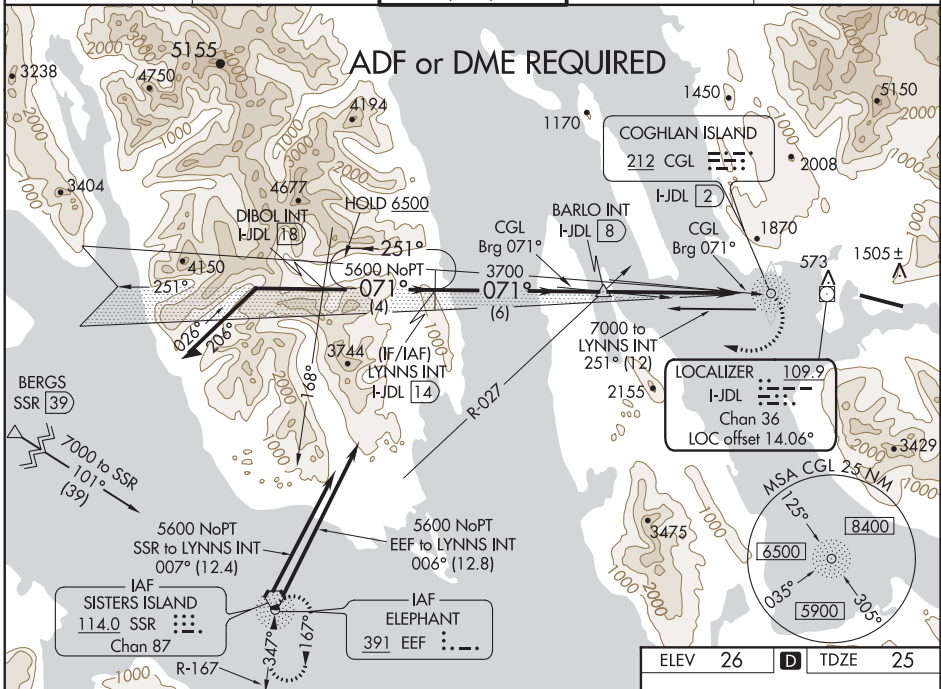
| | | |
|---|------------------------|--|
| LOC/DME I-JDL 109.9 Chan 36 | APP CRS 071° | Rwy Idg 8457 TDZE 25 Apt Elev 26 |
|---|------------------------|--|

LDA X RWY 8

JUNEAU INTL (JNU) (PAJN)

| | | | |
|--|---|-----------|---|
| | When VGSI inop, procedure NA at night. Circling NA north of Rwy 8/26. ADF required. CAUTION: Any go-around after passing MAP will not provide standard obstruction clearance. | MALSF | MISSED APPROACH: Immediate climbing right turn to 5600 on heading 310° and on CGL NDB Brg-251° to intercept SSR VORTAC R-027 direct SSR VORTAC or EEF NDB and hold. |
| | -13°C/-9°F | | |

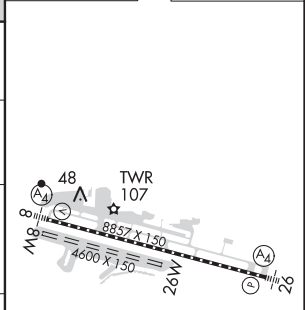
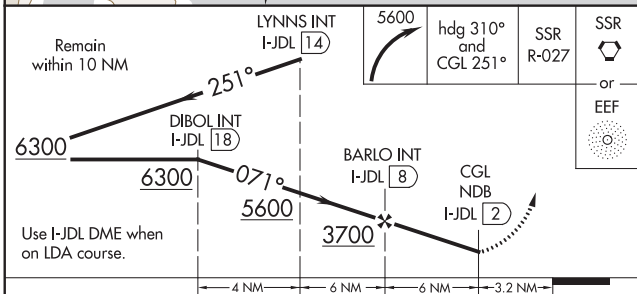
| | | | | |
|----------------------|----------------------------------|--|-------------------------|------------------------------|
| ATIS 135.2 | ANCHORAGE CENTER 133.9 | JUNEAU TOWER* 118.7 (CTAF) 278.3 | GND CON 121.9 | JUNEAU RADIO 122.2 |
|----------------------|----------------------------------|--|-------------------------|------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---------|----------|---------|
| ELEV 26 | D | TDZE 25 |
|---------|----------|---------|



| CATEGORY | A | B | C | D |
|----------------|-------------------------|---------------------------|---------------------------|---------------------------|
| S-LDA 8 | 3200-4 | 3175 (3200-4) | | NA |
| CIRCLING | 3200-4 | 3174 (3200-4) | 3340-4 3314 (3400-4) | 3640-4 3614 (3700-4) |
| NIGHT MINIMUMS | | | | |
| S-LDA 8 | 3200-4 | 3175 (3200-4) | | NA |
| CIRCLING | 3200-5 3174 (3200-5) | 3200-10 3174 (3200-10) | 3340-10 3314 (3400-10) | 3640-10 3614 (3700-10) |

RLS Rwy 8
REIL Rws 8 and 26
HIRL Rwy 8-26

AIRPORT DIAGRAM

JUNEAU INTL (JNU)(PAJN)
JUNEAU, ALASKA

AL-1191 (FAA)

ATIS
135.2
JUNEAU TOWER*
118.7 278.3
GND CON
121.9
CLNC DEL
121.9



FIELD
ELEV
25

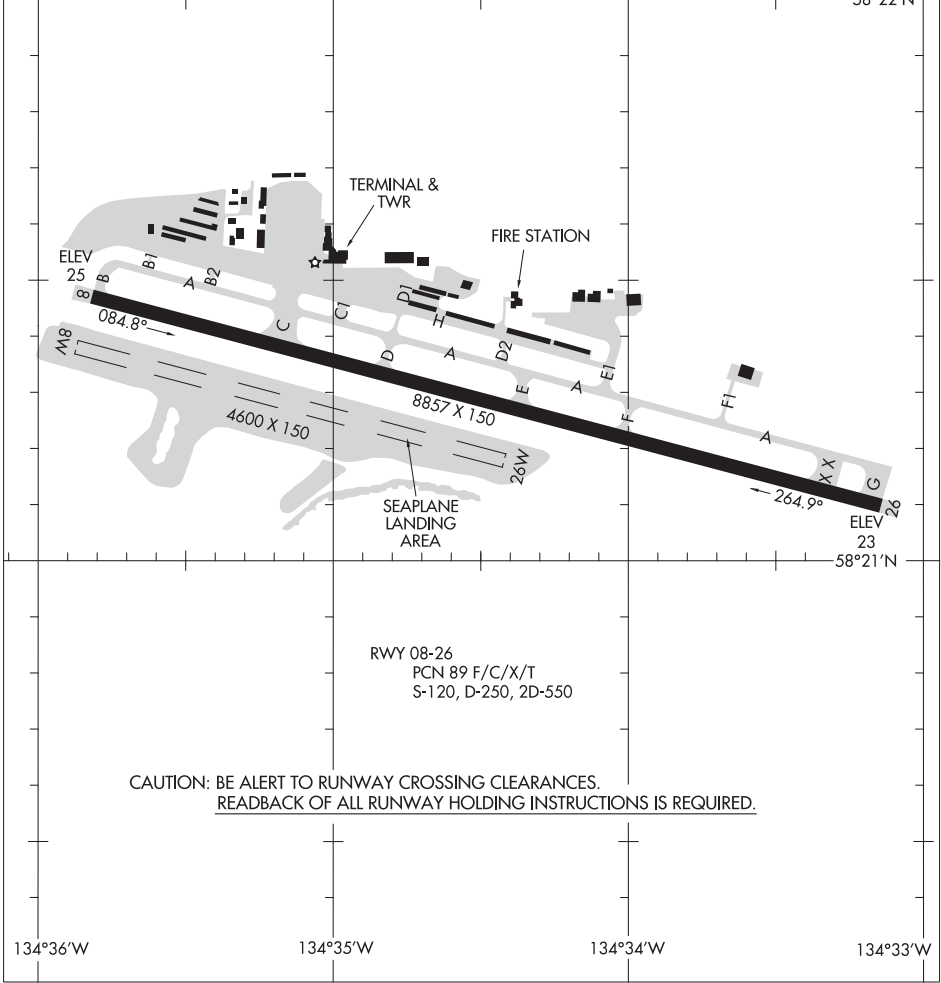
VAR 20.0° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.3° W

1514 ±
▲

58°22'N

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



RWY 08-26
PCN 89 F/C/X/T
S-120, D-250, 2D-550

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

134°36'W

134°35'W

134°34'W

134°33'W

AIRPORT DIAGRAM

JUNEAU, ALASKA
JUNEAU INTL (JNU) (PAJN)

JUNEAU FIVE DEPARTURE (OBSTACLE)

SL-1191 (FAA)

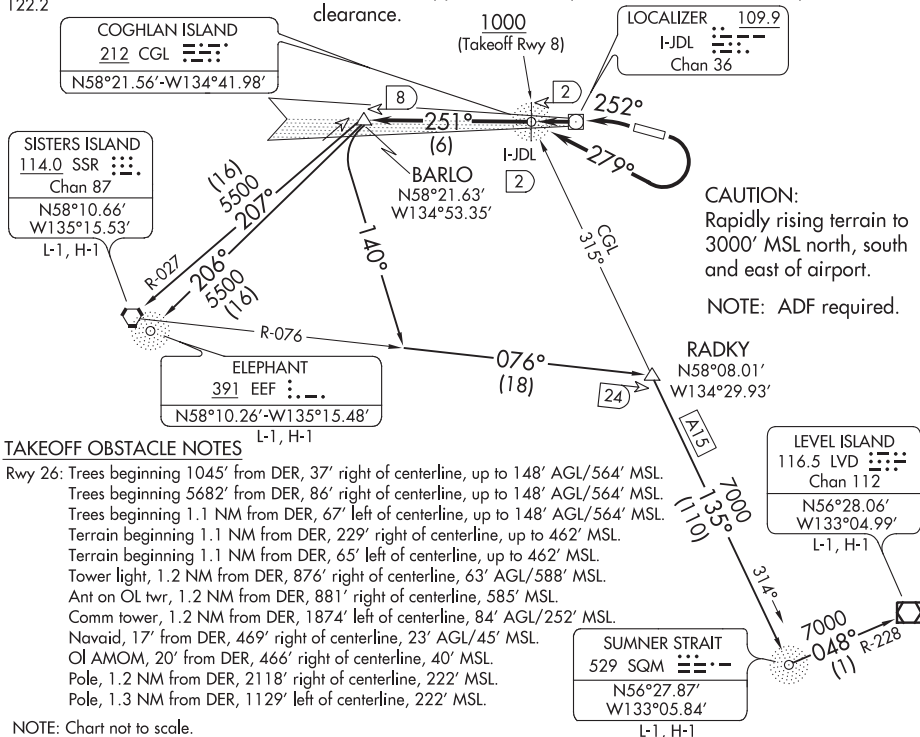
JUNEAU INTL (JNU)(PAJN)
JUNEAU, ALASKA

ATIS
135.2
GND CON
121.9
JUNEAU TOWER*
118.7 (CTAF) 278.3
ANCHORAGE CENTER
133.9
JUNEAU RADIO
122.2

TAKEOFF MINIMUMS

Rwy 8: 1000-3 with minimum climb from 1000 as stated per transition.
Rwy 26: Standard with minimum climb of 595' per NM to 800, then as stated per transition, or 600-2 with minimum as stated per transition.

NOTE: SSR/EEF transition: Minimum climb of 330' per NM to 2800.
LVD and SQM transitions: Minimum climb of 385' per NM to 4600'.
NOTE: Obtain ATC approval for this procedure if not issued as part of the IFR clearance.



TAKEOFF OBSTACLE NOTES

- Rwy 26: Trees beginning 1045' from DER, 37' right of centerline, up to 148' AGL/564' MSL.
- Trees beginning 5682' from DER, 86' right of centerline, up to 148' AGL/564' MSL.
- Trees beginning 1.1 NM from DER, 67' left of centerline, up to 148' AGL/564' MSL.
- Terrain beginning 1.1 NM from DER, 229' right of centerline, up to 462' MSL.
- Terrain beginning 1.1 NM from DER, 65' left of centerline, up to 462' MSL.
- Tower light, 1.2 NM from DER, 876' right of centerline, 63' AGL/588' MSL.
- Ant on OL twr, 1.2 NM from DER, 881' right of centerline, 585' MSL.
- Comm tower, 1.2 NM from DER, 1874' left of centerline, 84' AGL/252' MSL.
- Navaid, 17' from DER, 469' right of centerline, 23' AGL/45' MSL.
- Ol AMOM, 20' from DER, 466' right of centerline, 40' MSL.
- Pole, 1.2 NM from DER, 2118' right of centerline, 222' MSL.
- Pole, 1.3 NM from DER, 1129' left of centerline, 222' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn as soon as practical. Climb in visual conditions direct CGL NDB or heading 279° to I-JDL West course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL West course/2 DME at or above 1000 MSL), thence. . .

TAKEOFF RUNWAY 26: Climbing left turn heading 252° to CGL NDB or I-JDL West course/2 DME, thence. . .

. . . via I-JDL West course or 251° bearing from CGL NDB to BARLO INT/I-JDL 8 DME, thence via (transition).

LEVEL ISLAND TRANSITION (JNU5.LVD): From over BARLO INT via heading 140° and SSR R-076 to RADKY INT, then via SQM bearing 314° to SQM NDB, then via SQM bearing 048° and LVD R-228 to LVD VOR/DME.

SISTERS ISLAND/ELEPHANT TRANSITION (JNU5.SSR): From over BARLO INT via SSR R-027 to SSR VORTAC, or from over BARLO INT via EEF bearing 026° to EEF NDB.

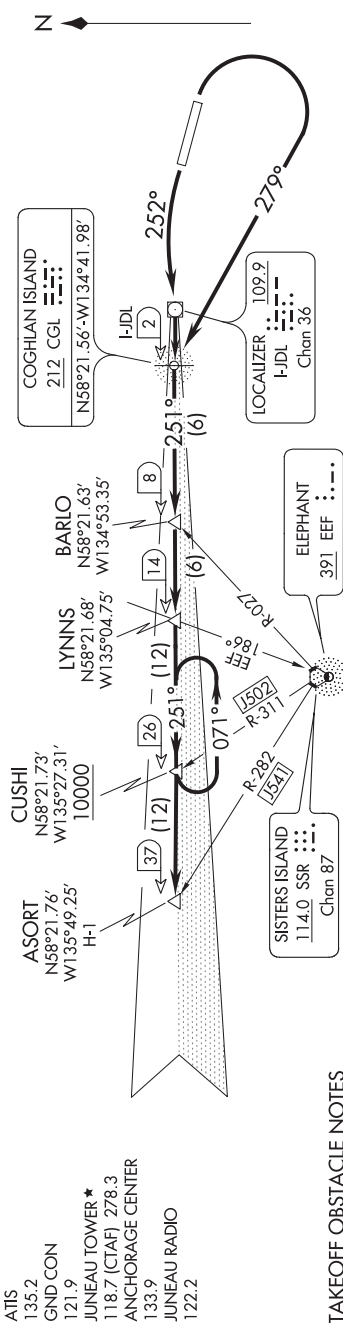
SUMNER STRAIT TRANSITION (JNU5.SQM): From over BARLO INT via heading 140° and SSR R-076 to RADKY INT, then via SQM bearing 314° to SQM NDB.

JUNEAU FIVE DEPARTURE (OBSTACLE)

AK: 10 NOV 2016 TO 05 JAN 2017

AK: 10 NOV 2016 TO 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



CAUTION: Rapidly rising terrain to 3000' MSL, north, south and east of airport. Terrain 1270' MSL and 1718' MSL approximately 2 NM SSE of Rwy 08.

NOTE: If climb-in-holding anticipated at CUSHI INT, advise ATC prior to departure.

NOTE: ADF or DME required.

TAKEOFF OBSTACLE NOTES

Rwy 26: Trees beginning 1045' from DER, 37' right of centerline, up to 148' AGL/564' MSL. Trees beginning 5682' from DER, 86' right of centerline, up to 148' AGL/564' MSL. Trees beginning 1.1 NM from DER, 67' left of centerline, up to 148' AGL/564' MSL. Terrain beginning 1.1 NM from DER, 229' right of centerline, up to 462' MSL. Terrain beginning 1.1 NM from DER, 65' left of centerline, up to 462' MSL. Tower light, 1.2 NM from DER, 876' right of centerline, 63' AGL/588' MSL. Ant on OL, 1.2 NM from DER, 881' right of centerline, 585' MSL. Comm tower, 1.2 NM from DER, 1874' left of centerline, 84' AGL/252' MSL. Navaid, 17' from DER 469' right of centerline, 23' AGL/45' MSL. OL AMOM, 20' DER, 466' right of centerline, 40' MSL. Pole, 1.2 NM from DER, 2118' right of centerline, 222' MSL. Pole, 1.3 NM from DER, 1129' left of centerline, 222' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn as soon as practical. Climb in visual conditions direct CGL NDB or heading 279° to I-JDL West course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL West course/2 DME at or above 1000 MSL), thence

TAKEOFF RUNWAY 26: Climbing left turn heading 252° to CGL NDB or I-JDL West course/2 DME, thence

. . . . via I-JDL West course or 251° bearing from CGL NDB to cross CUSHI INT/I-JDL 26 DME at or above 10000, then on I-JDL West course or CGL NDB bearing 251° to ASORT INT/I-JDL 37 DME.

TAKEOFF MINIMUMS

Rwy 26: Standard with minimum climb of 595' per NM to 800, then 360' per NM to 10000, or 600-2 with minimum of 360' per NM to 10000.

Rwy 8: 1000-3 with minimum climb 350' per NM from 1000 to 10000.

NOTE: Chart not to scale.

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|------------------------|------------------------|
| APP CRS 094° | Rwy Idg 4000 |
| | TDZE 166 |
| | Apt Elev 172 |

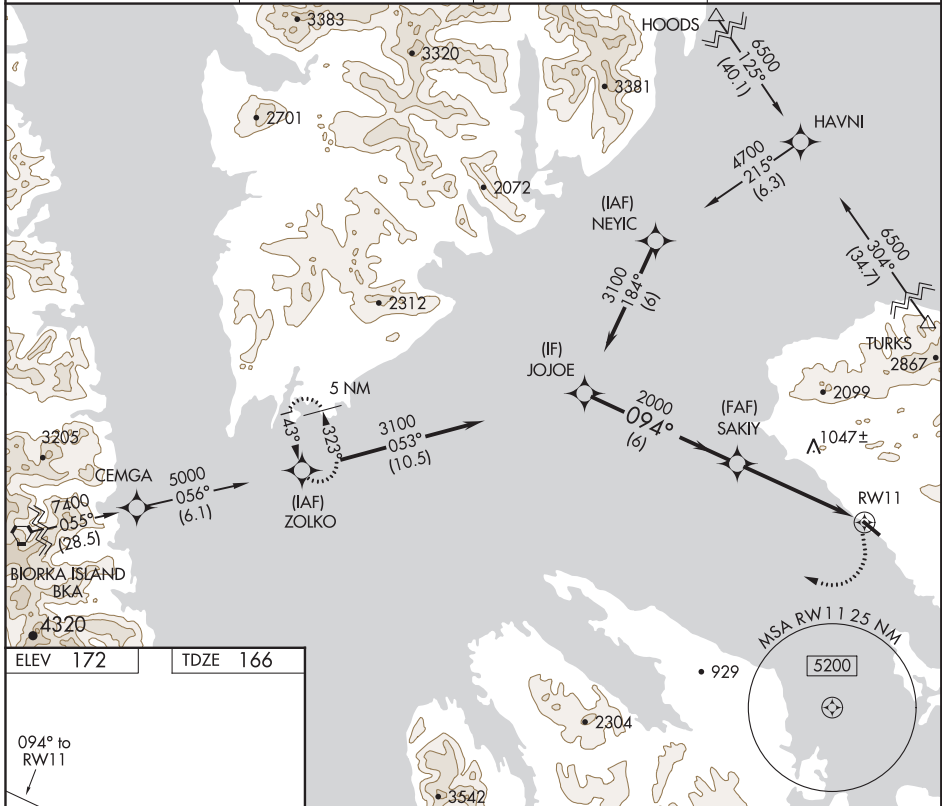
RNAV (GPS) RWY 11

KAKE (AFE)(PAFE)

⚠ When VGSI inoperative, procedure NA at night. Circling NA north of Rwy 11-29.
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Petersburg James A Johnson altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 5000 direct ZOLKO and hold.

| | | | |
|-------------------------|--|------------------------------------|----------------------|
| AWOS-3 135.25 | ANCHORAGE CENTER 118.0 132.175 | SITKA RADIO 121.3 122.65 | CTAF 122.9 |
|-------------------------|--|------------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

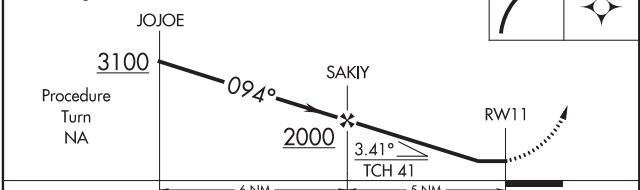
AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 172 | TDZE 166 |
|----------|----------|

094° to RWY 11

REIL Rwy 11 **Ⓛ**
 MIRL Rwy 11-29 **Ⓛ**

VGSI and descent angles not coincident.
 (VGSI Angle 3.00/TCH 41).



| CATEGORY | A | B | C | D |
|----------|--------------------------|--------------------------|------------------------|----|
| LNAV MDA | 1120-1¼ 954 (1000-1¼) | 1120-1½ 954 (1000-1½) | 1120-3 954 (1000-3) | NA |
| CIRCLING | 1120-1¼ 948 (1000-1¼) | 1120-1½ 948 (1000-1½) | 1120-3 948 (1000-3) | NA |

KAKE, ALASKA

AL-9231 (FAA)

15120

| | | |
|---------------------------|------------------------|---|
| NDB/DME AFE 223 | APP CRS 085° | Rwy Idg 4000 TDZE 166 Apt Elev 172 |
| Chan 91 (114.4) | | |

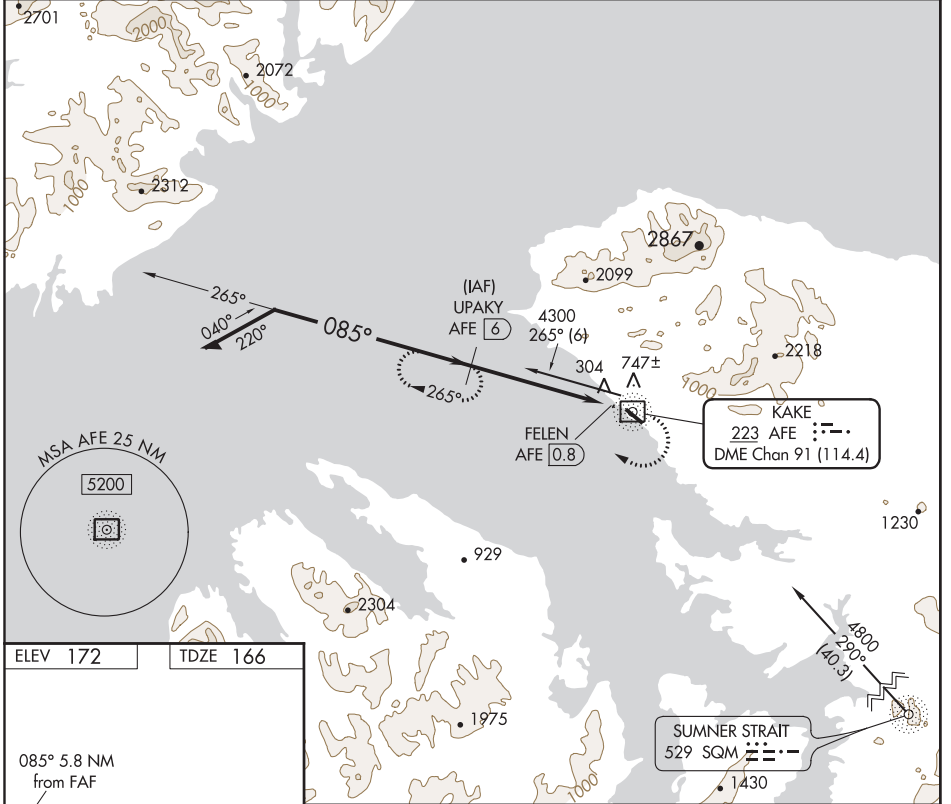
NDB/DME RWY 11

KAKE (AFE)(PAFE)

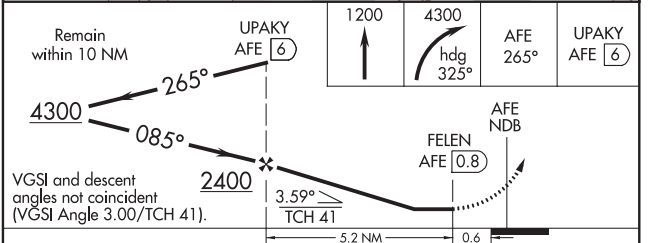
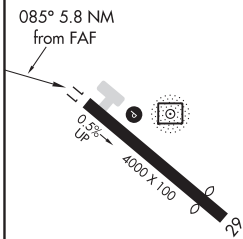
⚠ When VGSI inoperative, procedure NA at night. Circling NA north of Rwy 11-29. Visibility reduction by helicopters NA. When local altimeter setting not received, use Petersburg James A Johnson altimeter setting and increase all MDAs 100 feet, and increase Cats B and C visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing right turn to 4300 via heading 325° and 265° bearing from AFE NDB/DME to UPAKY/6 DME and hold.

| | | | |
|-------------------------|--|------------------------------------|------------------------|
| AWOS-3 135.25 | ANCHORAGE CENTER 118.0 132.175 | SITKA RADIO 121.3 122.65 | CTAF 122.9 0 |
|-------------------------|--|------------------------------------|------------------------|



| | |
|----------|----------|
| ELEV 172 | TDZE 166 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|---|-----------------------|----|
| S-11 | 1100-1¼ 934 (1000-1¼) | | 1100-2¾ 934 (1000-2¾) | NA |
| CIRCLING | 1100-1¼ 928 (1000-1¼) | | 1100-2¾ 928 (1000-2¾) | NA |

KAKE, ALASKA
Amdt 1 31JUL08

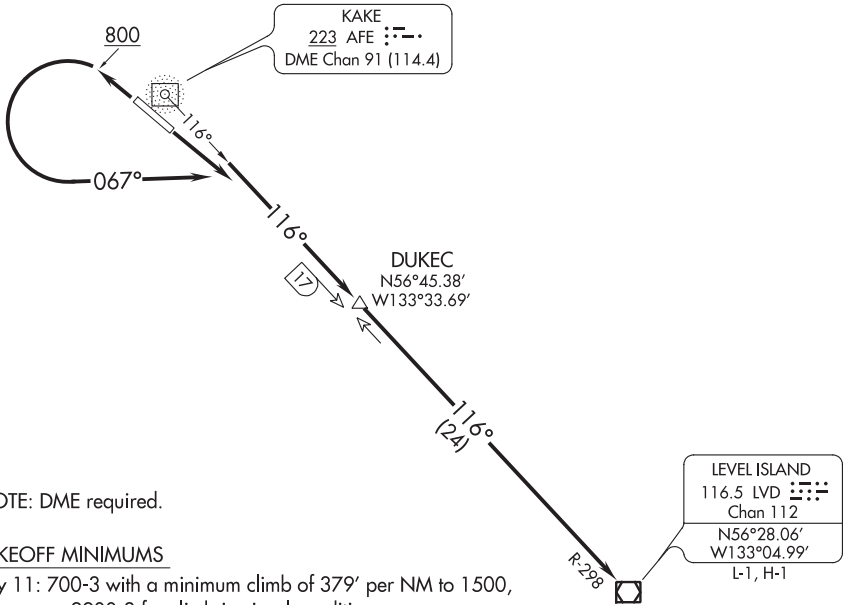
56°58'N-133°55'W

KAKE (AFE)(PAFE) NDB/DME RWY 11

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

ANCHORAGE CENTER
118.0 132.175



NOTE: DME required.

TAKEOFF MINIMUMS

- Rwy 11: 700-3 with a minimum climb of 379' per NM to 1500, or 2900-3 for climb in visual conditions.
- Rwy 29: 700-3 with a minimum climb of 390' per NM to 1100, or 2900-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES

- Rwy 11: Terrain beginning 644' from DER, 635' left of centerline, up to 399' MSL.
Trees beginning 3751' from DER, 982' left of centerline, 148' AGL/647' MSL.
- Rwy 29: Treeline beginning 152' from DER, 198' left of centerline, up to 148' AGL/347' MSL.
Tower 6356' from DER, 175' left of centerline, 191' AGL/328' MSL.
Ship 1645' from DER, 916' left of centerline, up to 208' AGL/208' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb to 5000 on 116° bearing from AFE NDB/DME to DUKEC/17 DME, then on 116° course to LVD VOR/DME before proceeding on course, or climb in visual conditions to cross AFE NDB/DME at or above 2900 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF RUNWAY 29: Climb to 800, then climbing left turn to 5000 on heading 067° and 116° bearing from AFE NDB/DME to DUKEC/17 DME, then on 116° course to LVD VOR/DME before proceeding on course, or climb in visual conditions to cross AFE NDB/DME at or above 2900 before proceeding on course. When executing VCOA, notify ATC prior to departure.

KALSAG, ALASKA

AL-9461 (FAA)

16259

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3198 |
| 063° | TDZE | 55 |
| | Apt Elev | 55 |

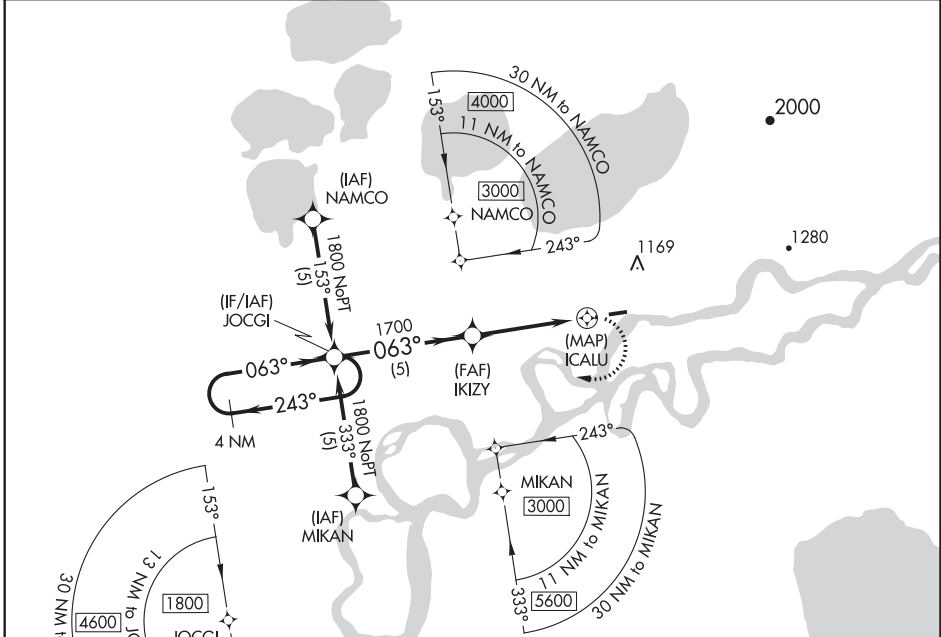
RNAV (GPS) RWY 6

KALSAG (KLG)(PALG)

Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Aniak altimeter setting and increase all MDAs 60 feet. VDP NA when using Aniak altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 direct JOCGI WP and hold.

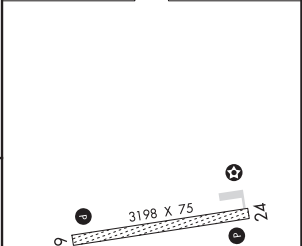
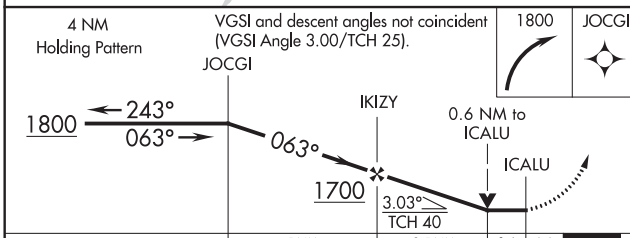
| | | |
|---------------------------|--|-------------------------------|
| AWOS-3P 119.025 | ANCHORAGE CENTER 118.15 251.05 | UNICOM 122.8 (CTAF) |
|---------------------------|--|-------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 55 | TDZE 55 |
|---------|---------|



| | | | | |
|----------|-------|-------------|---|----|
| CATEGORY | A | B | C | D |
| RNAV MDA | 540-1 | 485 (500-1) | | NA |
| CIRCLING | 540-1 | 485 (500-1) | | NA |

MIRL Rwy 6-24

KALSAG, ALASKA
 Orig-A 02MAY13

61°32'N-160°20'W

KALSAG (KLG)(PALG) RNAV (GPS) RWY 6

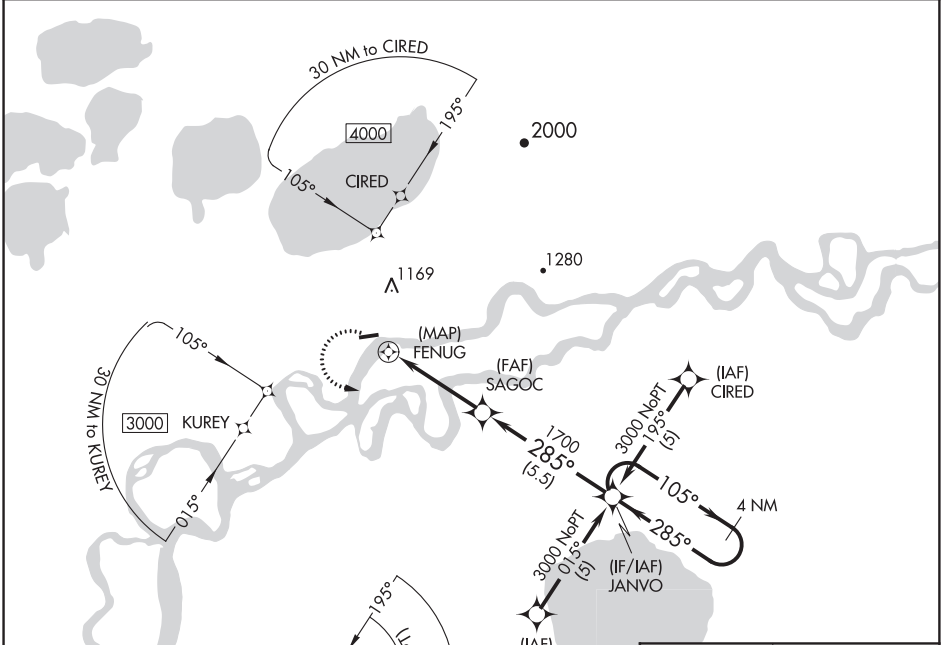
| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 285° | Rwy Idg TDZE Apt Elev | N/A N/A 55 |
|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS)-A

KALSAG (KLG)(PALG)

⚠ Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA.
⚠ If local altimeter setting not received, use Aniak altimeter setting and increase all MDAs 60 feet.
⚠ MISSED APPROACH: Climbing left turn to 3000 direct JANVO and hold.

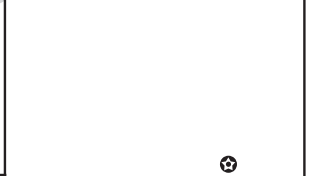
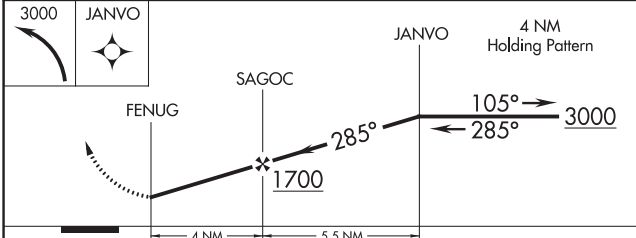
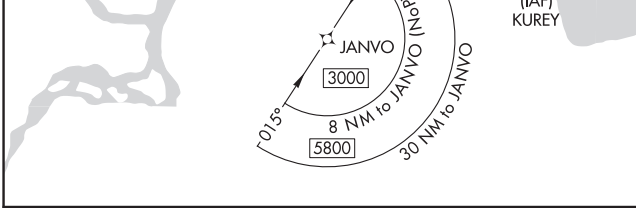
| | | |
|---------------------------|--|--|
| AWOS-3P 119.025 | ANCHORAGE CENTER 118.15 251.05 | UNICOM 122.8 (CTAF) 📶 |
|---------------------------|--|--|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| |
|---------|
| ELEV 55 |
|---------|



| | | | | |
|----------|-------|-------------|----|---|
| CATEGORY | A | B | C | D |
| CIRCLING | 540-1 | 485 (500-1) | NA | |

MIRL Rwy 6-24 **📶**

(CABOT2.CABOT) 16259

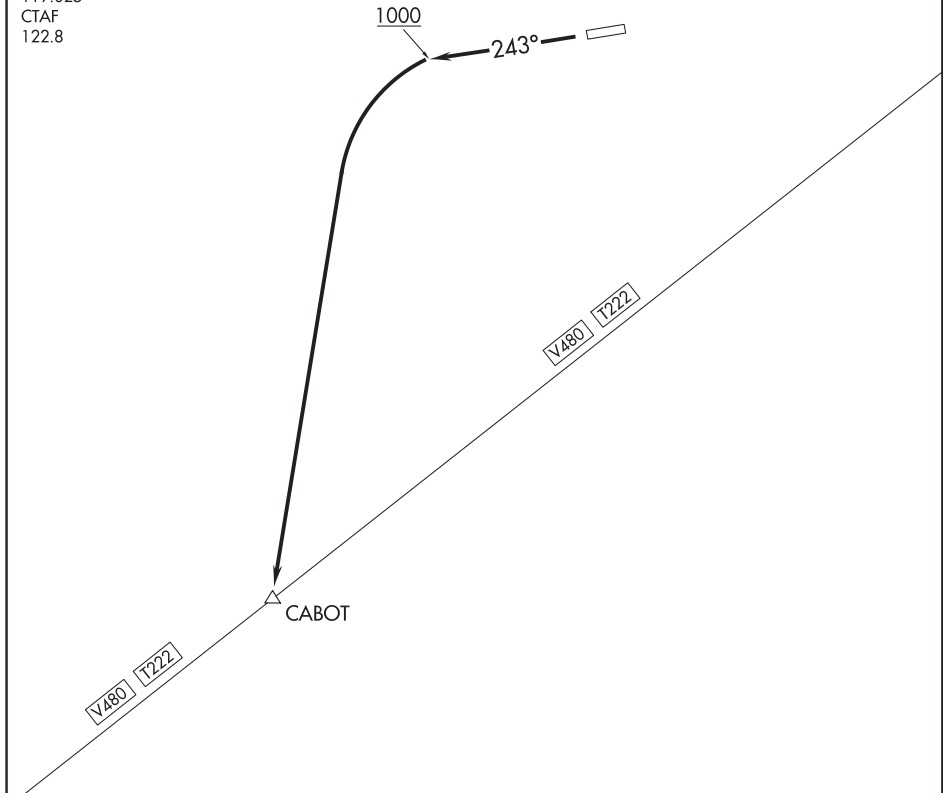
258
SL-9461 (FAA)

KALSKAG (KLG) (PALG)
KALSKAG, ALASKA

CABOT TWO DEPARTURE (RNAV)

ANCHORAGE CENTER
118.15 251.05
AWOS-3P
119.025
CTAF
122.8

**TOP ALTITUDE:
ASSIGNED BY ATC**



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 24: Standard.

Rwy 6: NA- high terrain.

TAKEOFF OBSTACLE NOTES

Rwy 24: Numerous trees beginning 1000' from DER, on centerline, up to 100' AGL/154' MSL.

Numerous trees beginning 750' from DER, 500' right of centerline, up to 100' AGL/154' MSL.

Numerous trees beginning 960' left of centerline, up to 100' AGL/154' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb heading 243° to 1000, then direct CABOT, maintain 4000 or as assigned by ATC.

CABOT TWO DEPARTURE (RNAV)

(CABOT2.CABOT) 21JUL16

KALSKAG, ALASKA
KALSKAG (KLG) (PALG)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3986 |
| 018° | TDZE | 181 |
| | Apt Elev | 181 |

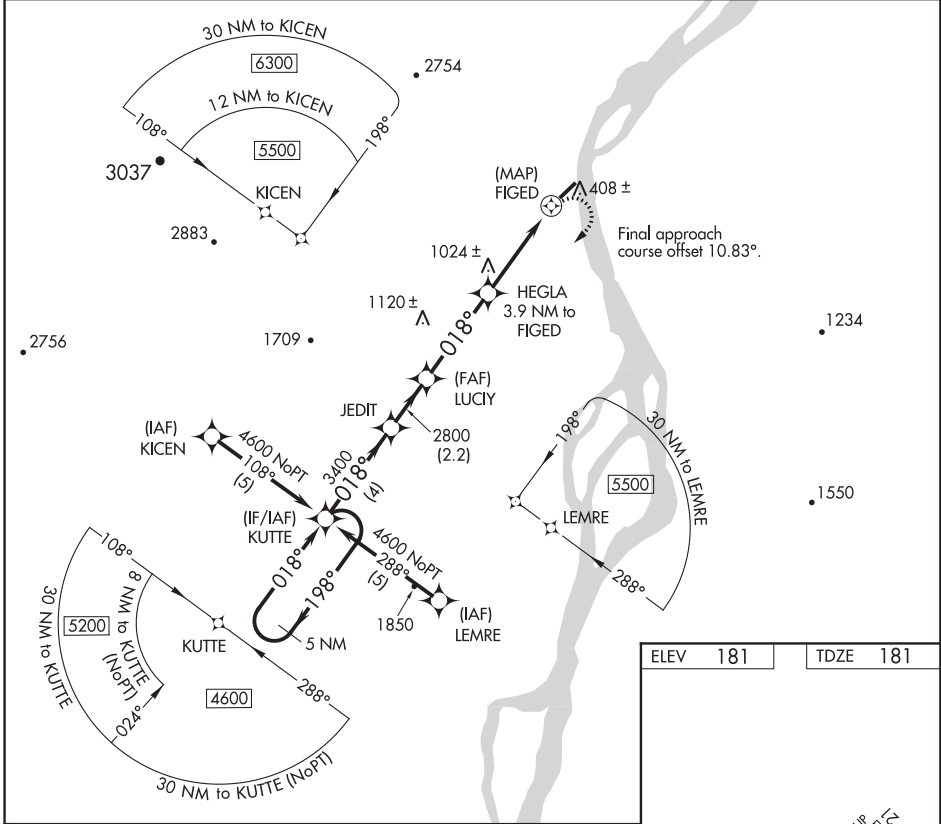
RNAV (GPS) RWY 3

KALTAG (KAL)(PAKV)

DME/DME RNP-0.3 NA.
 Helicopter visibility reduction below 1 SM NA.
 Night Landing: Rwy 3 NA.

MISSED APPROACH: Climbing right turn to 4600 direct KUTTE and hold.

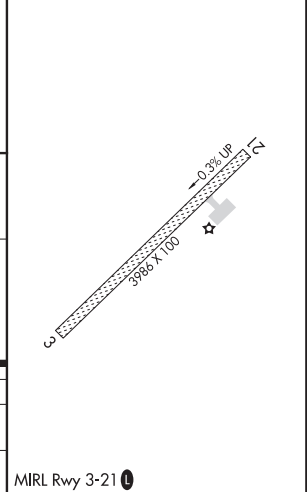
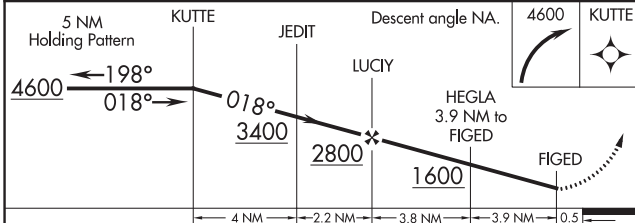
| | | |
|-----------------------|--|----------------------|
| ASOS 135.25 | ANCHORAGE CENTER 127.0 290.2 | CTAF 122.9 |
|-----------------------|--|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|------|-----|------|-----|
| ELEV | 181 | TDZE | 181 |
|------|-----|------|-----|



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| LNVA MDA | 1280-1¼ 1099 (1100-1¼) | 1280-1½ 1099 (1100-1½) | 1280-3 1099 (1100-3) | NA |
| CIRCLING | 1280-1¼ 1099 (1100-1¼) | 1280-1½ 1099 (1100-1½) | 1280-3 1099 (1100-3) | NA |

| | | |
|--|------------------------|---|
| WAAS CH 53315 W21A | APP CRS 209° | Rwy ldg 3986 TDZE 175 Apt Elev 181 |
|--|------------------------|---|

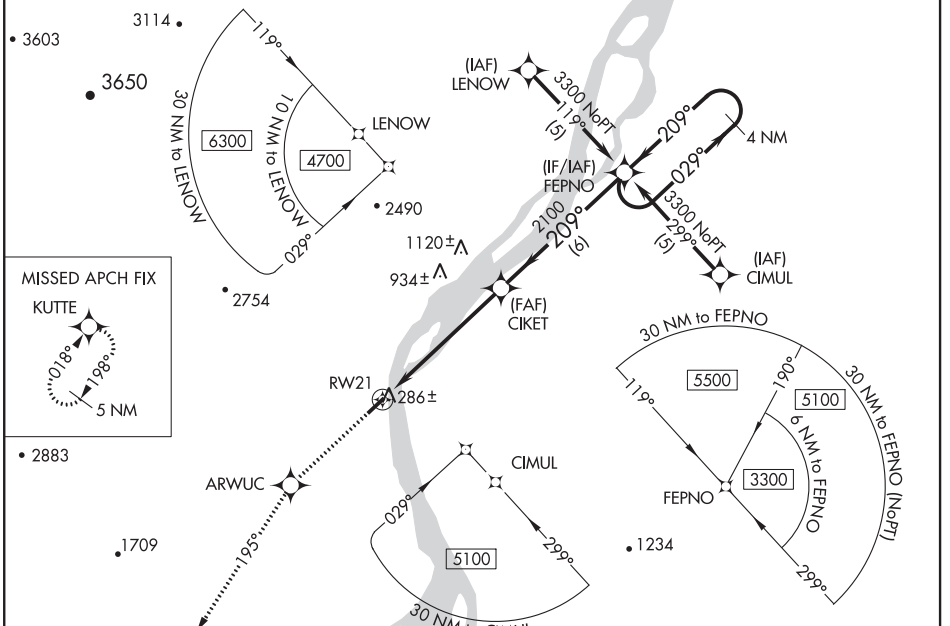
RNAV (GPS) RWY 21

KALTAG (KAL)(PAKV)

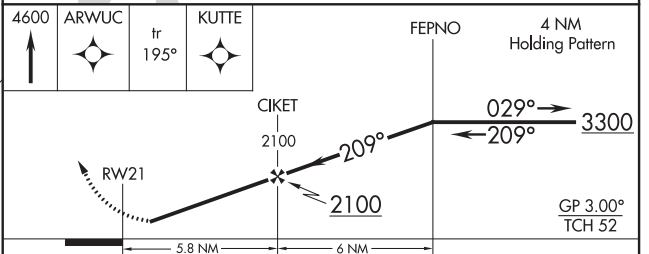
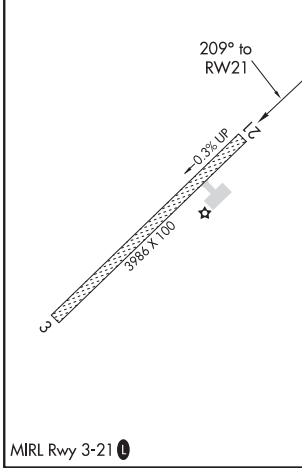
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).
⚠ DME/DME RNP: 0.3 NA. Night Landing: Rwy 3 NA.
⚠ Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4600 direct ARWUC and via track 195° to KUTTE and hold, continue climb-in-hold to 4600.

| | | |
|-----------------------|--|----------------------|
| ASOS 135.25 | ANCHORAGE CENTER 127.0 290.2 | CTAF 122.9 |
|-----------------------|--|----------------------|



| | |
|-----------------|-----------------|
| ELEV 181 | TDZE 175 |
|-----------------|-----------------|



| CATEGORY | A | B | C | D |
|--------------|----------------------|------------------------|------------------------|----|
| LPV DA | 493-1 318 (400-1) | | | NA |
| LNAV/VNAV DA | 598-1½ 423 (500-1½) | | | NA |
| LNAV MDA | 960-1 785 (800-1) | 960-1¼ 785 (800-1¼) | 960-2¼ 785 (800-2¼) | NA |
| CIRCLING | 960-1 779 (800-1) | 960-1¼ 779 (800-1¼) | 960-2¼ 779 (800-2¼) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

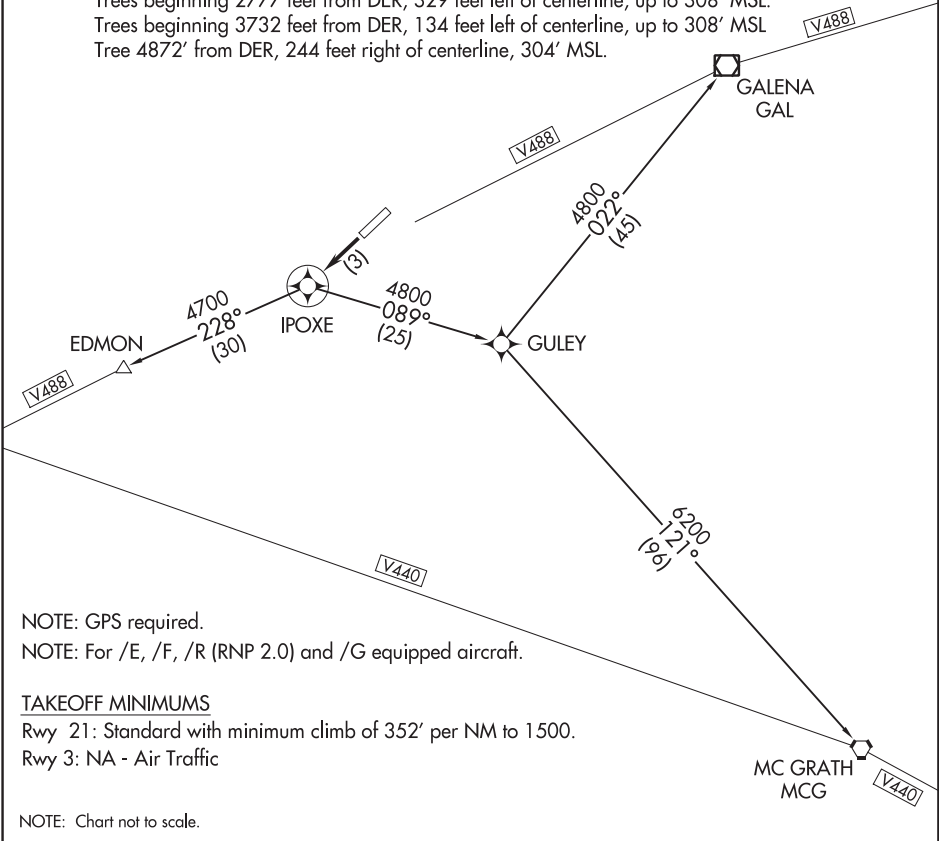
ANCHORAGE CENTER
127.0 290.2

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF OBSTACLE NOTE

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

AK, 10 NOV 2016 to 05 JAN 2017



AK, 10 NOV 2016 to 05 JAN 2017

NOTE: GPS required.
NOTE: For /E, /F, /R (RNP 2.0) and /G equipped aircraft.

TAKEOFF MINIMUMS

Rwy 21: Standard with minimum climb of 352' per NM to 1500.
Rwy 3: NA - Air Traffic

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 21: Climb direct IPOXE WP, thence....
....via assigned (transition), maintain 5500'.
- EDMON TRANSITION (IPOXE2.EDMON)
- GALENA TRANSITION (IPOXE2.GAL)
- MC GRATH TRANSITION (IPOXE2.MCG)

(KACLE2.KACLE) 16203

KACLE TWO DEPARTURE(RNAV)

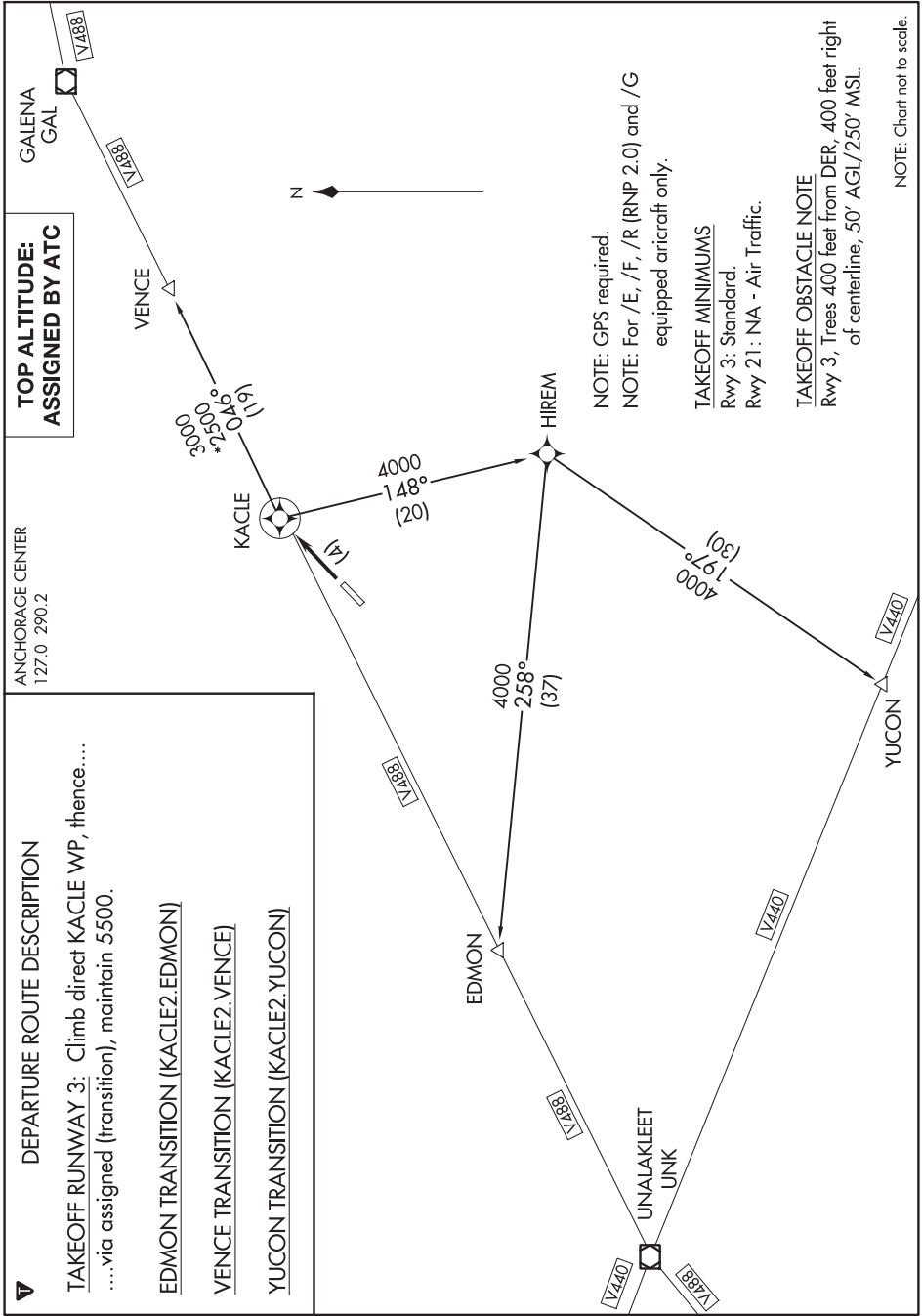
SL-10158 (FAA)

KALTAG (KAL) (PAKV)

KALTAG, ALASKA

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



KACLE TWO DEPARTURE(RNAV)

(KACLE2.KACLE) 21JUL16

KALTAG, ALASKA

KALTAG (KAL) (PAKV)

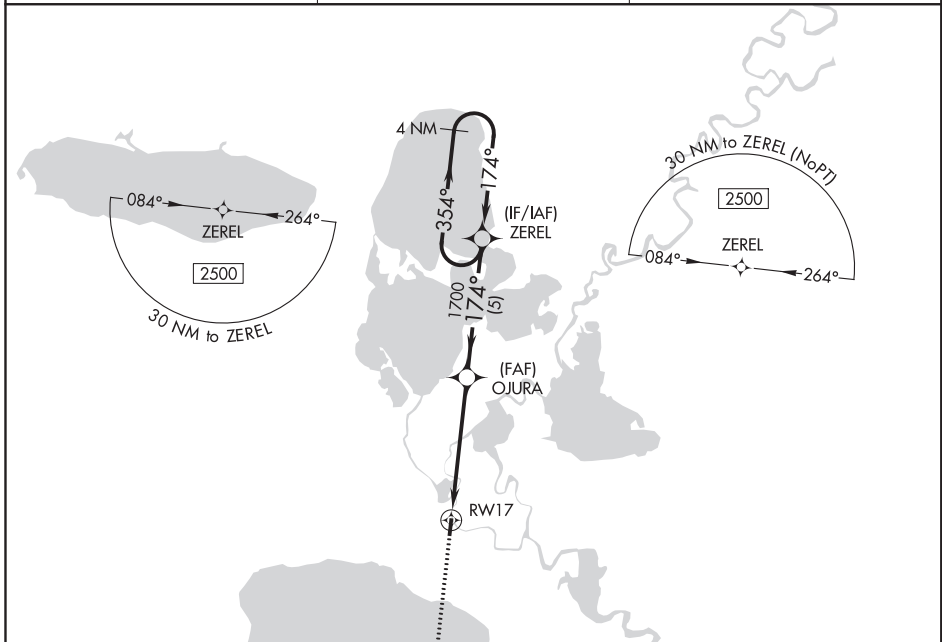
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3000 |
| 174° | TDZE | 48 |
| | Apt Elev | 48 |

RNAV (GPS) RWY 17

KASIGLUK (ZØ9) (PFKA)

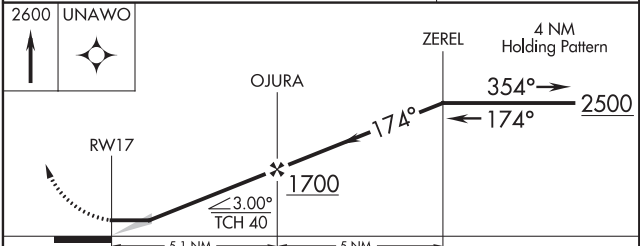
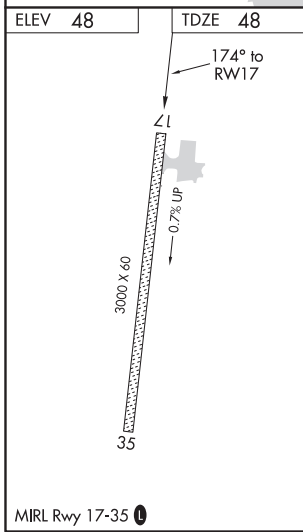
| | |
|--|---|
| DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 2600 direct UNAWO and hold. |
| NA. Use Bethel altimeter setting, when not received, procedure NA. | |

| | | |
|-----------------------------|--|----------------------|
| BETHEL ATIS 119.8 | ANCHORAGE CENTER 125.2 372.0 | CTAF 122.9 |
|-----------------------------|--|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|-------|-------------|----|---|
| LNAV MDA | 640-1 | 592 (600-1) | NA | |
| CIRCLING | 720-1 | 672 (700-1) | NA | |

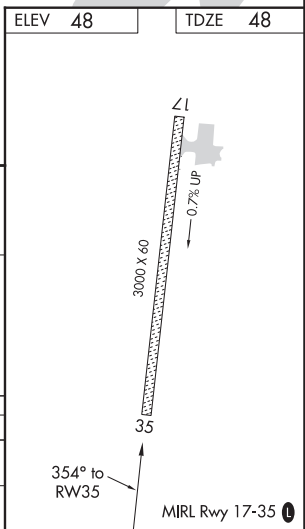
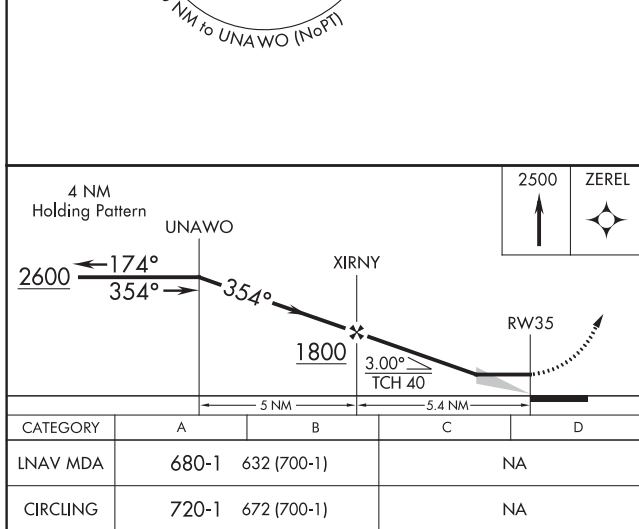
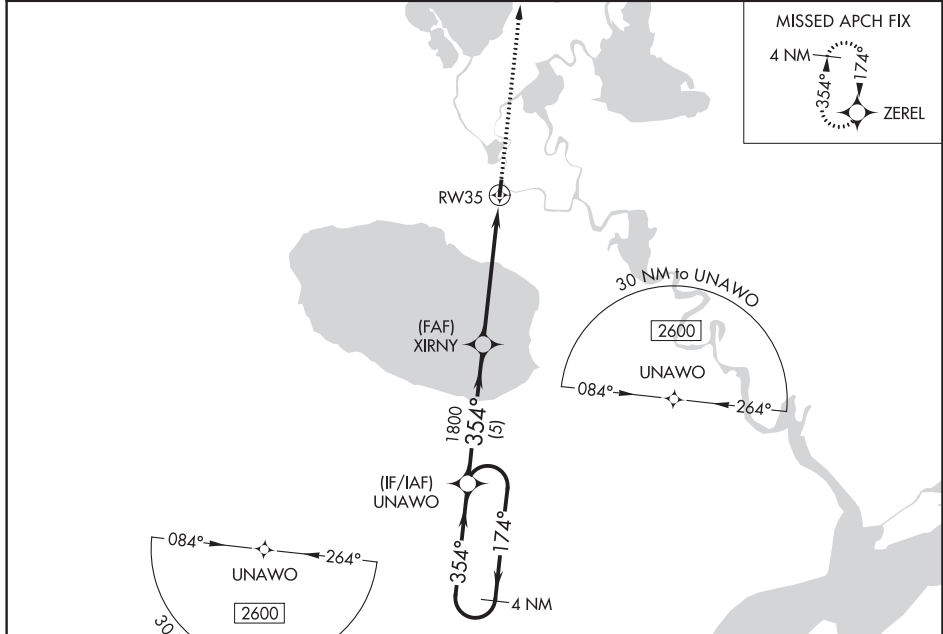
| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 354° | Rwy Idg TDZE Apt Elev | 3000 48 48 |
|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 35

KASIGLUK (Z09) (P/FKA)

| | |
|---|--|
| <p>▽ DME/DME RNP-0.3 NA.</p> <p>△ NA Use Bethel altimeter setting, when not received, procedure NA.</p> | <p>MISSED APPROACH: Climb to 2500 direct ZEREL and hold.</p> |
|---|--|

| | | |
|-----------------------------|--|----------------------|
| BETHEL ATIS 119.8 | ANCHORAGE CENTER 125.2 372.0 | CTAF 122.9 |
|-----------------------------|--|----------------------|



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KENAI, ALASKA

AL-1235 (FAA)

16035

| | | | |
|--|------------------------|-----------------------------|--|
| WAAS CH 69404 W02A | APP CRS 016° | Rwy Idg TDZE Apt Elev | 7575 94 100 |
|--|------------------------|-----------------------------|--|

RNAV (GPS) RWY 2L

KENAI MUNI (ENA) (PAEN)

⚠ Baro-VNAV NA when using Soldotna altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Soldotna altimeter setting: increase LPV DA to 366 feet and LNAV/VNAV DA to 429 feet and all MDA 40 feet; increase LPV and LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility 1/8 mile; increase Circling Cat D visibility 1/4 mile. VDP NA when using Soldotna altimeter setting. Night Landing: Rwy 2R, 20L NA.

MISSED APPROACH:
Climb to 2000 direct TBONE and hold.

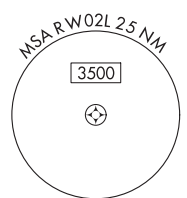
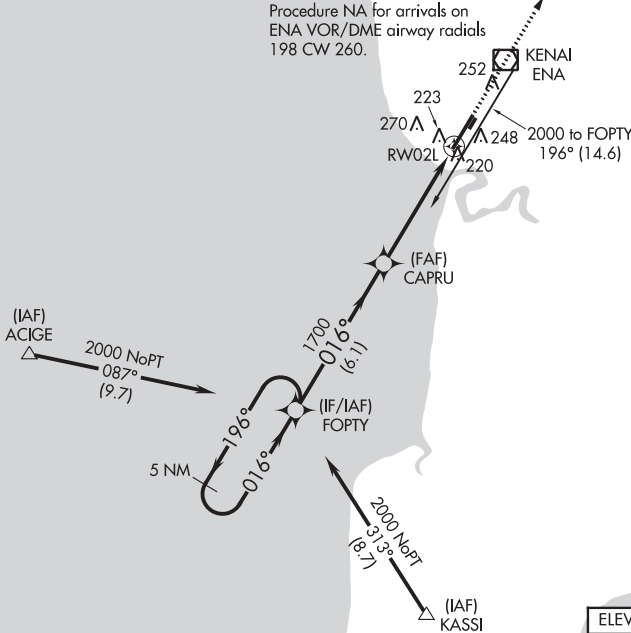
| | | | | | |
|-----------------------|--|--|--------------------------|------------------------------|-------------------------|
| ATIS 133.35 | ANCHORAGE CENTER 125.7 379.1 | KENAI TOWER* 121.3 (CTAF) 0 239.3 | GND CON 118.75 | KENAI RADIO 122.65 | UNICOM 122.95 |
|-----------------------|--|--|--------------------------|------------------------------|-------------------------|

Procedure NA for arrivals on ENA VOR/DME airway radials 198 CW 260.

MISSED APCH FIX

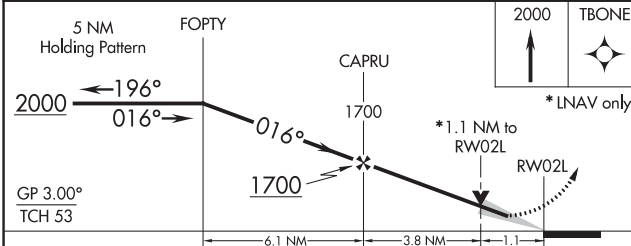


700

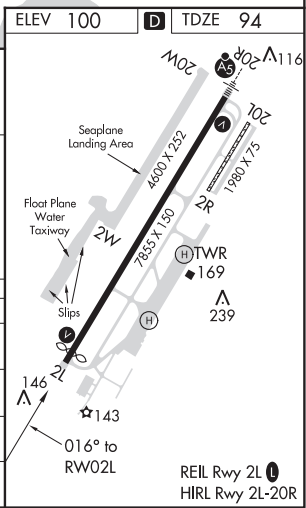


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| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|------------------------------|----------------------|
| LPV DA | 344-3/4 | | 250 (300-3/4) | |
| LNAV/VNAV DA | 407-1 | | 313 (400-1) | |
| LNAV MDA | 480-1 386 (400-1) | | 480-1 1/8 386 (400-1 1/8) | |
| C CIRCLING | 560-1 460 (500-1) | 580-1 480 (500-1) | 580-1 1/2 480 (500-1 1/2) | 740-2 640 (700-2) |



KENAI, ALASKA
Amdt 3 10DEC15

60°34'N-151°15'W

KENAI MUNI (ENA) (PAEN) RNAV (GPS) RWY 2L

| | | |
|--|------------------------|--|
| WAAS CH 99504 W20A | APP CRS 196° | Rwy Idg 7575 TDZE 98 Apt Elev 100 |
|--|------------------------|--|

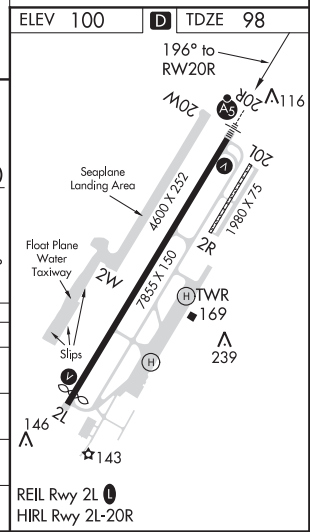
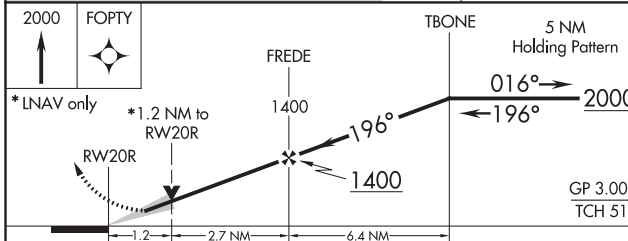
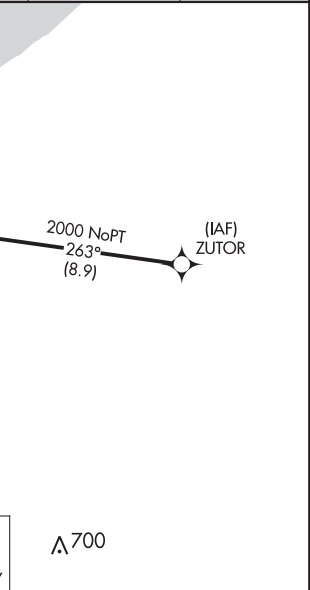
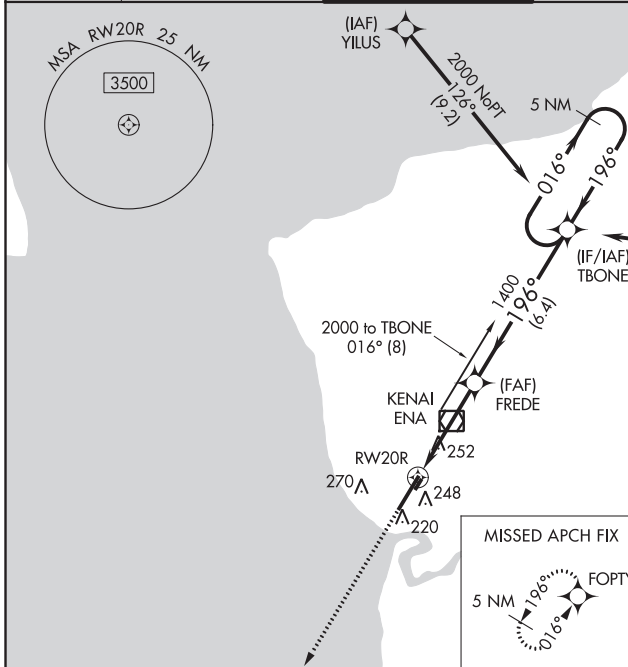
RNAV (GPS) RWY 20R

KENAI MUNI (ENA) (PAEN)

⚠ Night Landing: Rwy 2L, 20R NA. Baro-VNAV NA when using Soldotna altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Soldotna altimeter setting. When local altimeter setting not received, use Soldotna altimeter setting and increase all DA 22 feet and all MDA 40 feet, increase LNAV visibility Cat C and D to RVR 5000.

MALSR  MISSED APPROACH: Climb to 2000 direct FOPTY and hold.

| | | | | | |
|-----------------------|--|---|--------------------------|------------------------------|-------------------------|
| ATIS 133.35 | ANCHORAGE CENTER 125.7 379.1 | KENAI TOWER* 121.3 (CTAF) 239.3 | GND CON 118.75 | KENAI RADIO 122.65 | UNICOM 122.95 |
|-----------------------|--|---|--------------------------|------------------------------|-------------------------|



| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|-----------------------|----------------------|
| LPV DA | | 298/24 | 200 (200-½) | |
| LNAV/VNAV DA | | 348/24 | 250 (300-½) | |
| LNAV MDA | 520/24 | 422 (500-½) | 520/40 | 422 (500-¾) |
| C CIRCLING | 560-1 460 (500-1) | 580-1 480 (500-1) | 580-1½ 480 (500-½) | 740-2 640 (700-2) |

AK, 10 NOV 2016 to 05 JAN 2017

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| | | | |
|--|------------------------|--|-------------|
| VOR/DME ENA 117.6 Chan 123 | APP CRS 012° | Rwy Idg TDZE 94 Apt Elev 100 | 7575 |
|--|------------------------|--|-------------|

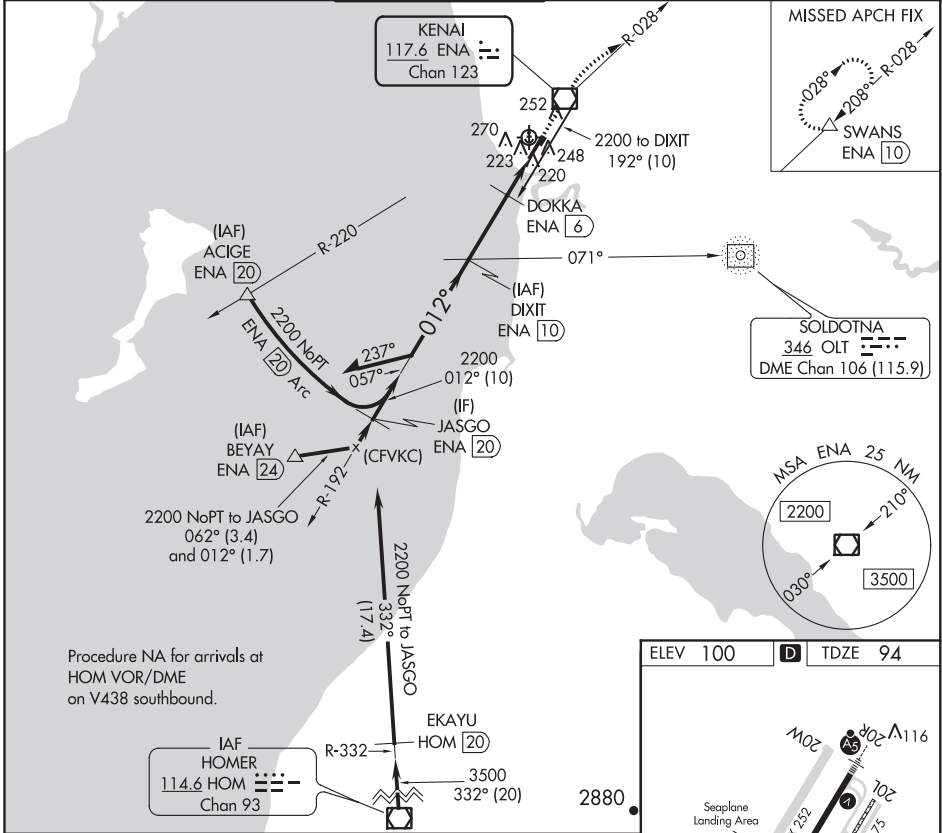
VOR/DME RWY 2L

KENAI MUNI (ENA) (PAEN)

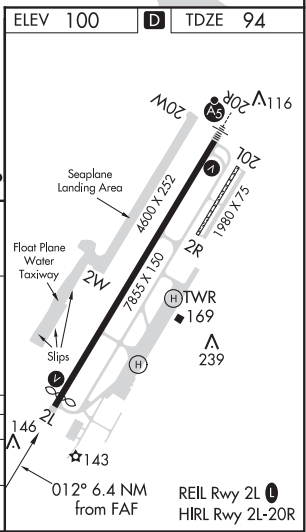
⚠ When local altimeter setting not received, use Soldotna altimeter setting and increase all MDA 40 feet; increase S-2L Cat C and D visibility $\frac{1}{8}$ mile and Circling Cat D visibility $\frac{1}{4}$ mile. Night landing: Rwy 2R, 20L NA. VDP NA with Soldotna altimeter setting.

MISSED APPROACH: Climb to 2000 direct ENA VOR/DME and on ENA VOR/DME R-028 to SWANS/ENA 10 DME and hold.

| | | | | | |
|-----------------------|--|--|--------------------------|------------------------------|-------------------------|
| ATIS 133.35 | ANCHORAGE CENTER 125.7 379.1 | KENAI TOWER* 121.3 (CTAF) 239.3 | GND CON 118.75 | KENAI RADIO 122.65 | UNICOM 122.95 |
|-----------------------|--|--|--------------------------|------------------------------|-------------------------|



Procedure NA for arrivals at HOM VOR/DME on V438 southbound.



| | | | | | | |
|---------------------|----------------------|----------------------|---|----------------------------|---------|---------|
| Remain within 10 NM | DIXIT ENA 10 | | 2000 | ENA | ENA | SWANS |
| | 192° | | 2200 | 012° | 2200 | 192° |
| | 3.02° TCH 53 | | 900 | DOKKA ENA 6 | ENA 4.6 | ENA 3.6 |
| | 4 NM | | 1.4 NM | 1.1 NM | | |
| CATEGORY | A | B | C | D | | |
| S-2L | 480-1 | 386 (400-1) | 480-1 $\frac{1}{8}$ | 386 (400-1 $\frac{1}{8}$) | | |
| C CIRCLING | 560-1 460 (500-1) | 580-1 480 (500-1) | 580-1 $\frac{1}{2}$ 480 (500-1 $\frac{1}{2}$) | 740-2 640 (700-2) | | |

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| | | | |
|--|------------------------|-----------------------------|--|
| VOR/DME ENA 117.6 Chan 123 | APP CRS 192° | Rwy Idg TDZE Apt Elev | 7575 98 100 |
|--|------------------------|-----------------------------|--|

VOR RWY 20R

KENAI MUNI (ENA) (PAEN)

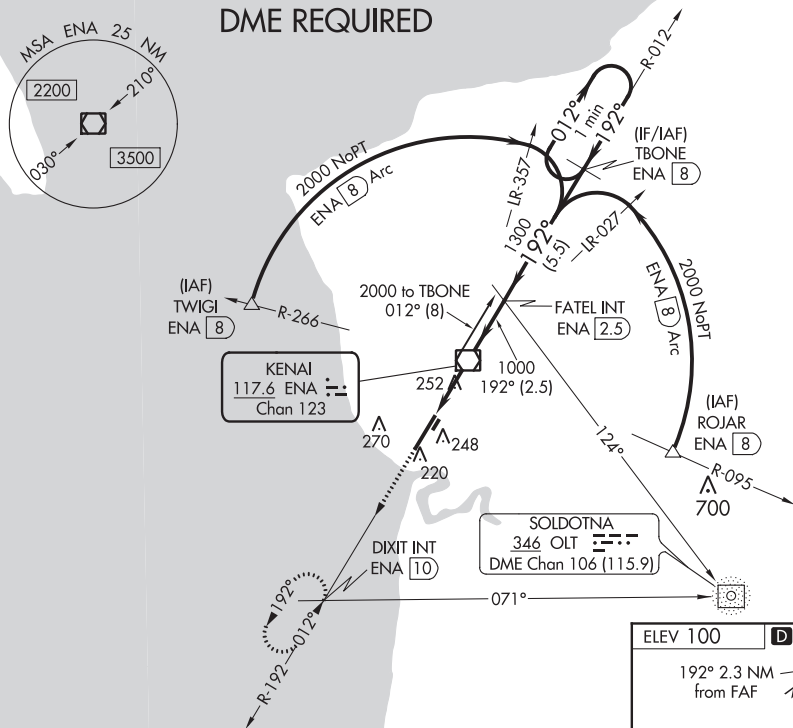
⚠ Night Landing: Rwy 2R, 20L NA. ADF or DME required. VDP NA when using Soldotna altimeter setting. When local altimeter setting not received, use Soldotna altimeter setting and increase all MDA 40 feet, increase S-20R Cats C and D visibility to RVR 5000.



MISSED APPROACH:
Climb to 2200 on ENA
VOR/DME R-192 to DIXIT
INT/ENA 10 DME and hold.

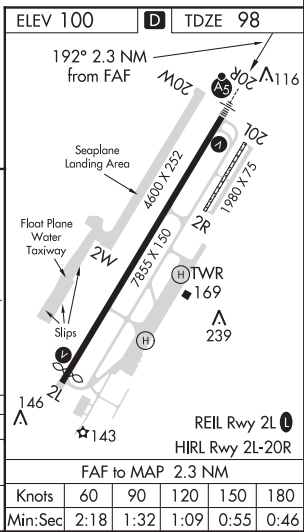
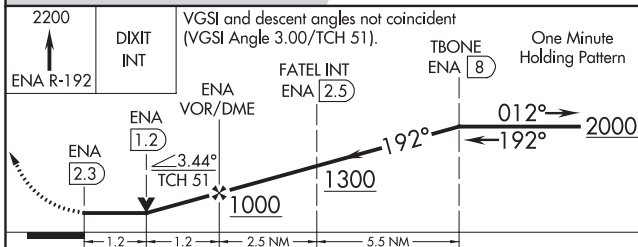
| | | | | | |
|-----------------------|--|--|--------------------------|------------------------------|-------------------------|
| ATIS 133.35 | ANCHORAGE CENTER 125.7 379.1 | KENAI TOWER* 121.3 (CTAF) 0 239.3 | GND CON 118.75 | KENAI RADIO 122.65 | UNICOM 122.95 |
|-----------------------|--|--|--------------------------|------------------------------|-------------------------|

DME REQUIRED



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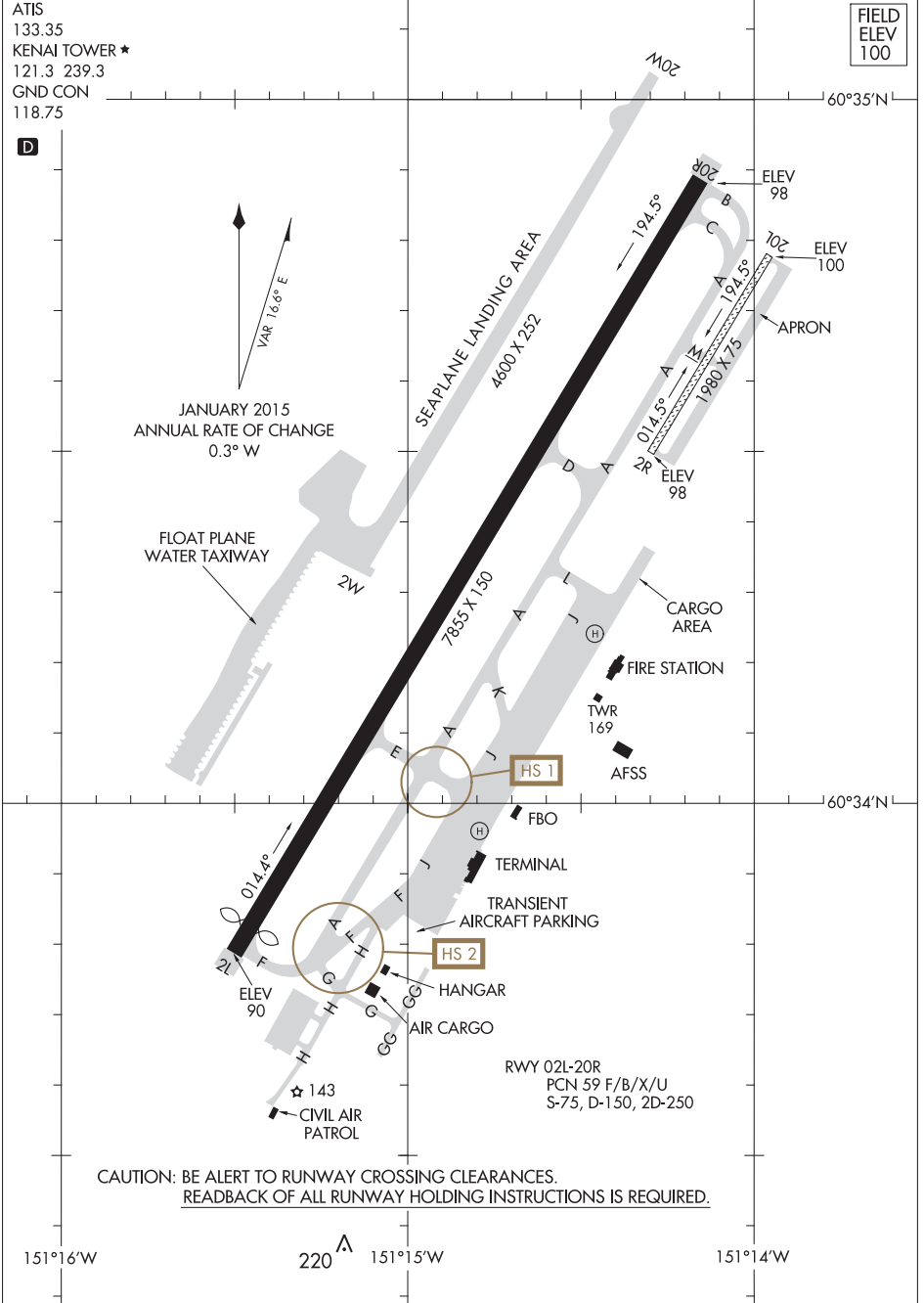
| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|-----------------------|----------------------|
| S-20R | 520/24 422 (500-½) | | 520/40 422 (500-¾) | |
| C CIRCLING | 560-1 460 (500-1) | 580-1 480 (500-1) | 580-1½ 480 (500-½) | 740-2 640 (700-2) |

| | |
|----------------------|--------------------------|
| ELEV 100 | D TDZE 98 |
| 192° 2.3 NM from FAF | |
| Knots | 60 90 120 150 180 |
| Min:Sec | 2:18 1:32 1:09 0:55 0:46 |

AIRPORT DIAGRAM

KENAI MUNI (ENA)(PAEN)
KENAI, ALASKA

AL-1235 (FAA)



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

KENAI, ALASKA
KENAI MUNI (ENA)(PAEN)

| | | |
|--|------------------------|--|
| LOC/DME I-ECH 109.3 Chan 30 | APP CRS 115° | Rwy Idg TDZE Apt Elev 7500 92 92 |
|--|------------------------|--|

ILS Y or LOC Y RWY 11

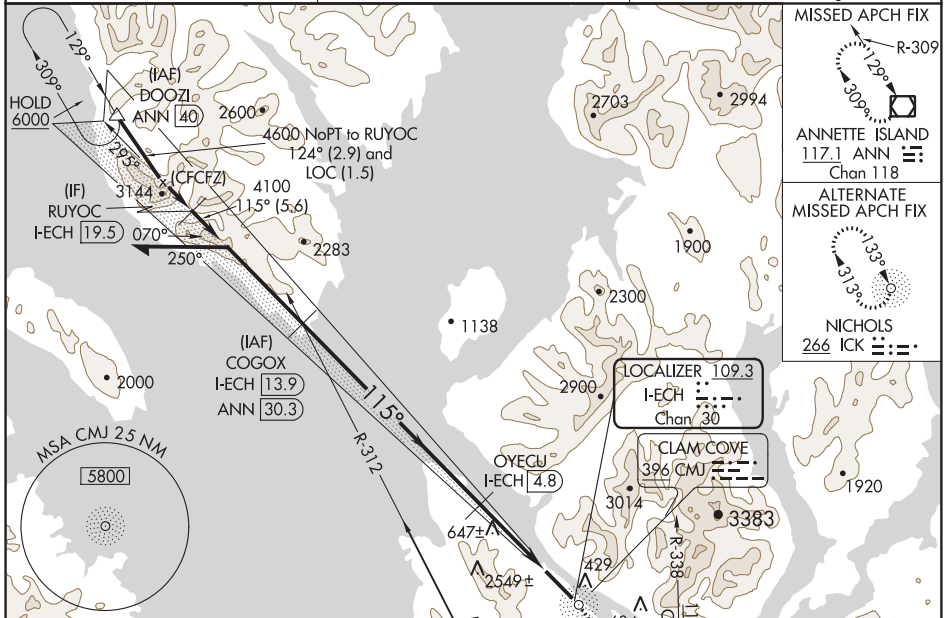
KETCHIKAN INTL (KTN)(PAKT)

⚠ DME and ADF required. For inop MALS/R, increase \pm S-ILS 11 visibility to RVR 6000 and S-LOC 11 Cats C and D visibility to 2½. #RVR 1800 authorized with the use of FD or AP or HUD to DA.

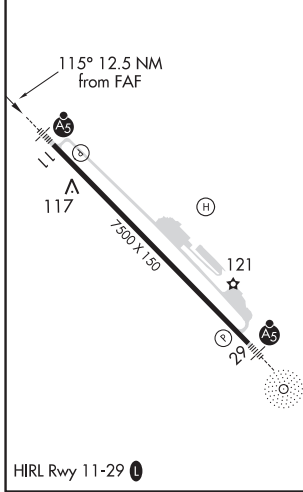
MALS/R

MISSED APPROACH: Climb to 5000 direct CMJ NDB and on CMJ NDB bearing 124° to UCARU/I-ECH 6.6 DME and on ANN VOR/DME R-338 to ANN VOR/DME and hold. \pm S-ILS 11 missed approach requires minimum climb of 305 feet per NM to 4000. #S-ILS 11 missed approach requires minimum climb of 270 feet per NM to 4000. S-LOC 11 missed approach requires minimum climb of 235 feet per NM to 4000. If unable to meet climb gradients, see LOC X RWY 11.

| | | |
|-----------------------|--|--|
| AFIS 134.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 123.6 (CTAF) |
|-----------------------|--|--|



| | |
|---------|---------|
| ELEV 92 | TDZE 92 |
|---------|---------|



| | | | | | | |
|---|------------------|----------|----------|-----------------|-----------|--------|
| Use I-ECH DME when on the localizer course. | COGOX I-ECH 13.9 | 5000 CMJ | CMJ 124° | UCARU I-ECH 6.6 | ANN R-338 | ANN |
| Remain within 10 NM | | | | | | |
| 4600 | 295° | 4100 | 115° | 4100 | 1220 | |
| GS 3.00° | | | | | | |
| TCH 50 | | | | | | |
| | | | | 9.1 NM | 1.1 NM | 2.3 NM |

| CATEGORY | A | B | C | D |
|-----------|-----------------------|-----------------------|-------------|--------------|
| #S-ILS 11 | | 292/24 | 200 (200-½) | |
| †S-ILS 11 | | 481/45 | 389 (400-¾) | |
| S-LOC 11 | 880/24 788 (800-½) | 880/40 788 (800-¾) | 880-1¾ | 788 (800-1¾) |

AK, 10 NOV 2016 to 05 JAN 2017


AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|--|------------------------|---|
| LOC/DME I-ECH 109.3 Chan 30 | APP CRS 115° | Rwy Idg 7500 TDZE 92 Apt Elev 92 |
|--|------------------------|---|

ILS Z or LOC Z RWY 11

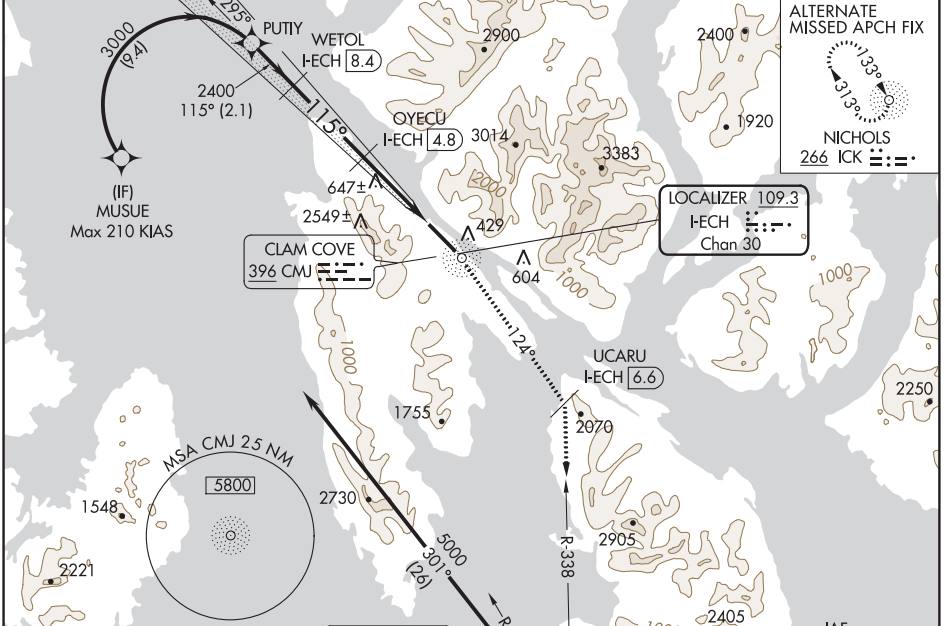
KETCHIKAN INTL (KTN)(PAKT)

RF, GPS, DME and ADF required.
▲ For inop MALSR, increase S-LOC 11 Cats C and D visibility to 2½.
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

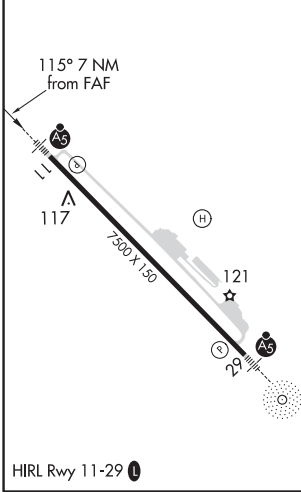
MALSR


MISSED APPROACH: Climb to 5000 direct CMJ NDB and on CMJ NDB bearing 124° to UCARU I-ECH 6.6 DME and on ANN VOR/DME R-338 to ANN VOR/DME and hold. #S-ILS 11 missed approach requires minimum climb of 305 feet per NM to 4000. S-LOC 11 missed approach requires minimum climb of 235 feet per NM to 4000. If unable to meet climb gradients, see LOC X RWY 11.

| | | |
|-----------------------|--|--|
| AFIS 134.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 123.6 (CTAF) 0 |
|-----------------------|--|--|



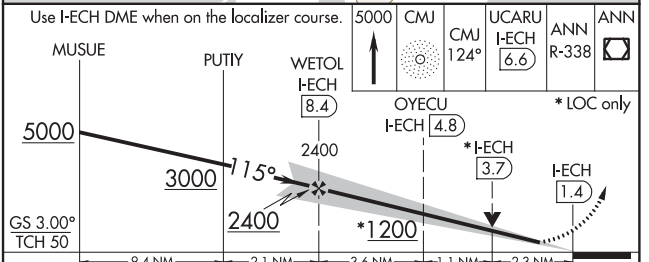
| | |
|---------|---------|
| ELEV 92 | TDZE 92 |
|---------|---------|



Procedure NA for arrivals on ANN VOR/DME airway radials 290 CW 309.

NICHOLS 266 ICK


IAF ANNETTE ISLAND 117.1 ANN

| CATEGORY | A | B | C | D |
|-----------|-----------------------|-----------------------|------------------------|---|
| #S-ILS 11 | 292/24 200 (200-½) | | | |
| S-LOC 11 | 880/24 788 (800-½) | 880/40 788 (800-¾) | 880-1¼ 788 (800-1¼) | |

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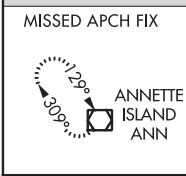
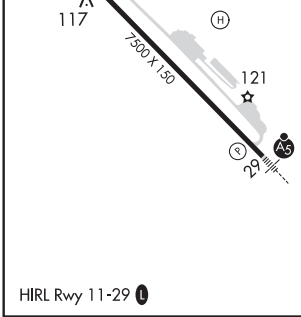
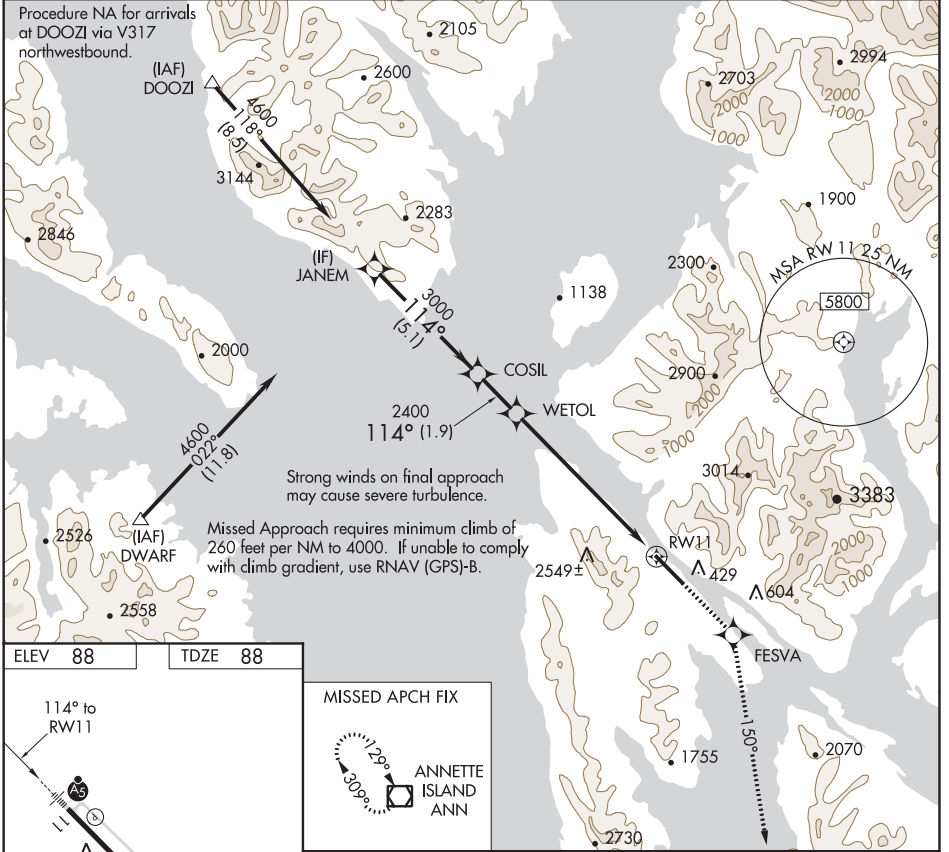
| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 58009 W11A | APP CRS 114° | Rwy Idg TDZE Apt Elev | 7500 88 88 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 11

KETCHIKAN INTL (KTN)(PAKT)

| | | |
|---|-------|---|
| For inoperative MALSR, increase LPV DA visibility to RVR 6000. DME/DME RNP-0.3 NA. | MALSR | MISSED APPROACH: Climb to 5000 direct FESVA and via 150° track to ANN VOR/DME and hold. |
| | | |

| | | |
|-----------------------|--|--|
| AFIS 134.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 123.6 (CTAF) |
|-----------------------|--|--|



| | | | | | | | |
|-------------------|--------------------|-------|--------|--------|-------|---------|-----|
| Procedure Turn NA | JANEM | COSIL | WETOL | 5000 | FESVA | 150° tr | ANN |
| | 4600 | 3000 | 2400 | | | | |
| GP 3.00° TCH 50 | 5.1 NM | | 1.9 NM | 6.8 NM | | | |
| CATEGORY | A | B | C | D | | | |
| LPV DA | 438/40 350 (400-¾) | | | | | | |

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AK: 10 NOV 2016 to 05 JAN 2017

KETCHIKAN, ALASKA

AL-6053 (FAA)

14317

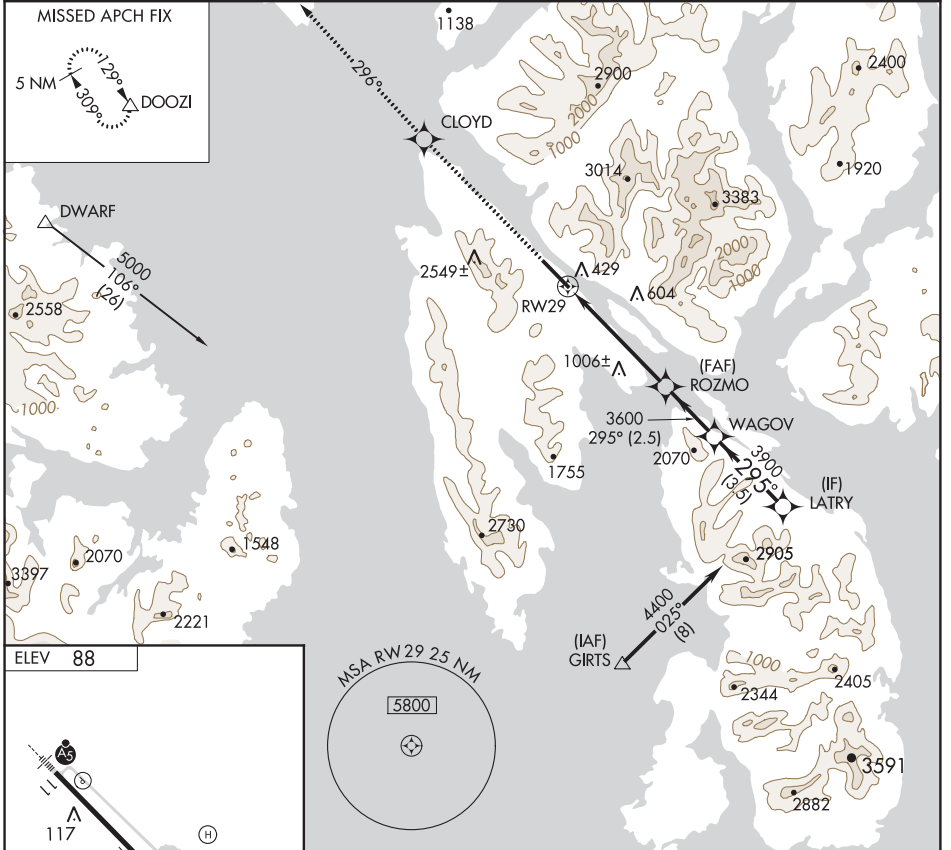
| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 295° | Rwy Idg TDZE Apt Elev | N/A N/A 88 |
|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS)-B

KETCHIKAN INTL (KTN)(PAKT)

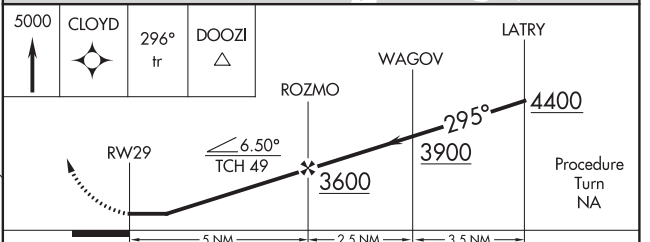
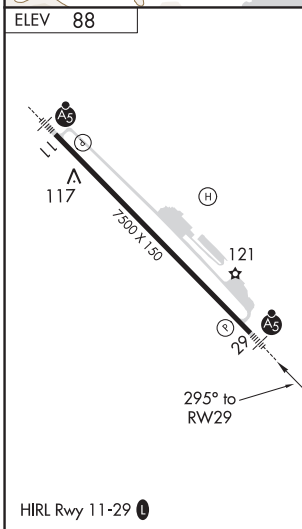
| | | |
|-------------|--|---|
| ▽ NA | DME/DME RNP- 0.3 NA. Procedure NA at night. | MISSED APPROACH: Climb to 5000 direct CLOYD and via 296° track to DOOZI and hold. |
|-------------|--|---|

| | | |
|-----------------------|--|---|
| AFIS 134.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 123.6 (CTAF) 📻 |
|-----------------------|--|---|



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AK: 10 NOV 2016 to 05 JAN 2017



| | | | | |
|----------|---------------------------|---------------------------|-------------------------|-------------------------|
| CATEGORY | A | B | C | D |
| CIRCLING | 2440-1¼ 2352 (2400-1¼) | 2700-1½ 2612 (2700-1½) | 2900-3 2812 (2900-3) | 3280-3 3192 (3200-3) |

KETCHIKAN, ALASKA
Orig 25SEP08

55°21'N-131°43'W

KETCHIKAN INTL (KTN)(PAKT)

RNAV (GPS)-B

| | | |
|---|------------------------|---|
| LOC/DME I-ECH 109.3 Chan 30 | APP CRS 115° | Rwy Idg 7500 TDZE 92 Apt Elev 92 |
|---|------------------------|---|

LOC X RWY 11

KETCHIKAN INTL (KTN)(PAKT)

⚠ Circling NA at night.
Inoperative table does not apply.
DME and ADF required.

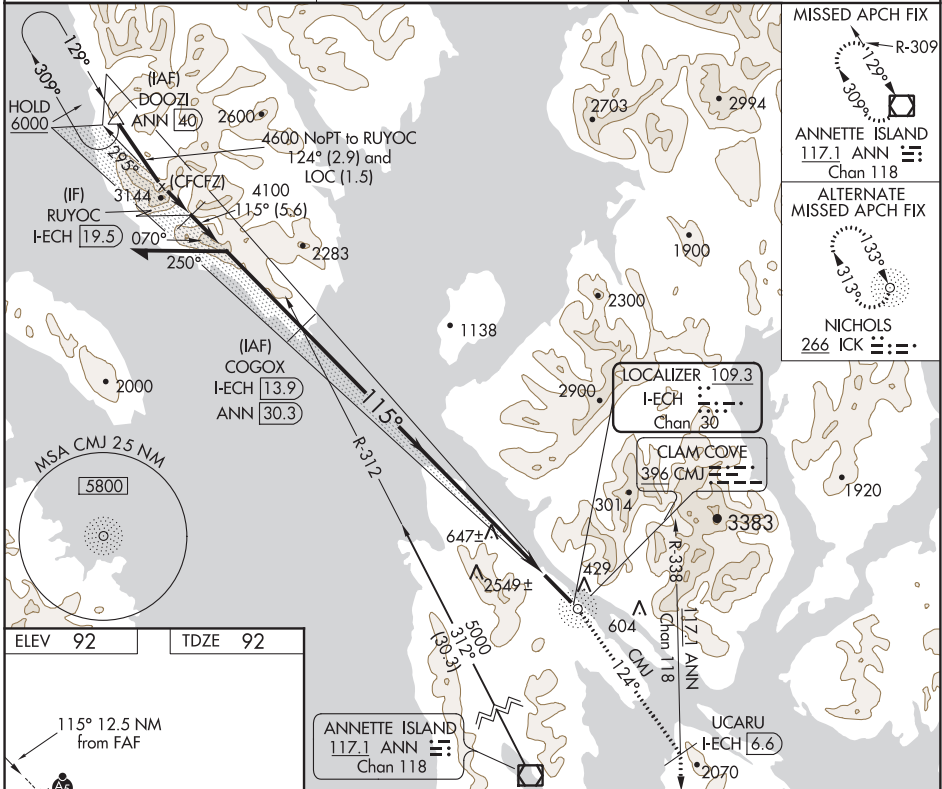
MALSR

MISSED APPROACH: Climb to 5000 direct CMJ NDB then on CMJ NDB bearing 124° to UCARU/I-ECH 6.6 DME and on ANN VOR/DME R-338 to ANN VOR/DME and hold.

AFIS
134.45

ANCHORAGE CENTER
118.5 284.6

KETCHIKAN RADIO
123.6 (CTAF) 0



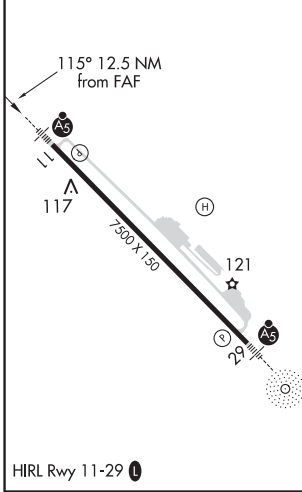
MISSED APCH FIX

R-309
ANNETTE ISLAND
117.1 ANN
Chan 118

ALTERNATE MISSED APCH FIX

NICHOLS
266 ICK

| | |
|---------|---------|
| ELEV 92 | TDZE 92 |
|---------|---------|



Remain within 10 NM

COGOX I-ECH 13.9

5000 CMJ CMJ 124° UCARU I-ECH 6.6 ANN R-338 ANN

4600 295° 115° 4100

Use I-ECH DME when on the localizer course.

I-ECH 6.6 I-ECH 1.4

3.00° TCH 50

7.3 NM 5.2 NM

| CATEGORY | A | B | C | D |
|-------------------|---------------------------|---------------------------|-------------------------|-------------------------|
| S-11 | 1780-1¼ 1688 (1700-1¼) | 1780-1½ 1688 (1700-1½) | 1780-3 | 1688 (1700-3) |
| C CIRCLING | 2100-1¼ 2008 (2100-1¼) | 2640-1½ 2548 (2600-1½) | 3020-3 2928 (3000-3) | 3300-3 3208 (3300-3) |

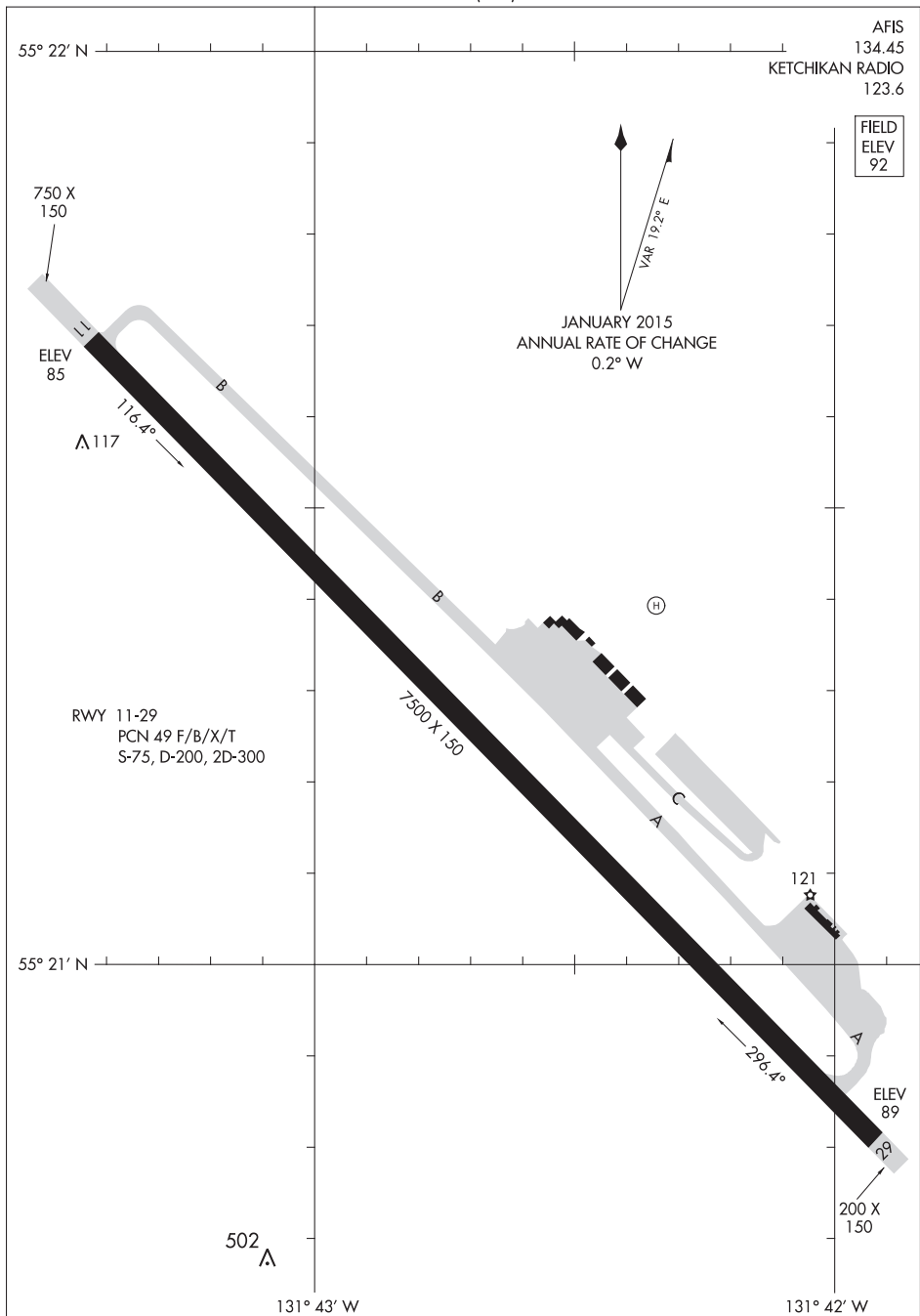
AK, 10 NOV 2016 to 05 JAN 2017

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AIRPORT DIAGRAM

AL-6053 (FAA)

KETCHIKAN INTL (KTN)(PAKT)
KETCHIKAN, ALASKA



AK, 10 NOV 2016 to 05 JAN 2017

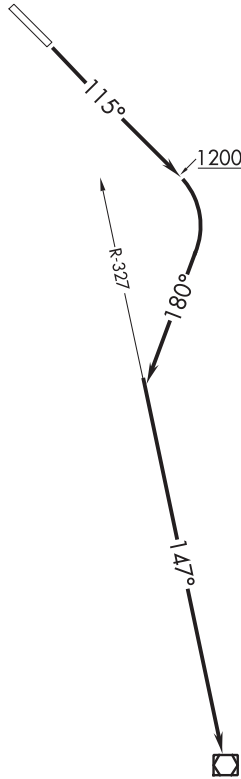
AK, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

15344

KETCHIKAN, ALASKA
KETCHIKAN INTL (KTN)(PAKT)

AFIS
134.45
ANCHORAGE CENTER
118.5 284.6
CTAF
123.6
UNICOM
122.95



ANNETTE ISLAND
 117.1 ANN
 Chan 118
 N55° 03.62' - W131° 34.70'
 L-1, H-1

AK, 10 NOV 2016 to 05 JAN 2017

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TAKEOFF MINIMUMS

Rwy 11: 300-1 with minimum climb of 340' per NM to 3400.
Rwy 29: NA - ATC.

TAKEOFF OBSTACLE NOTES

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.

NOTE: Chart not to scale.

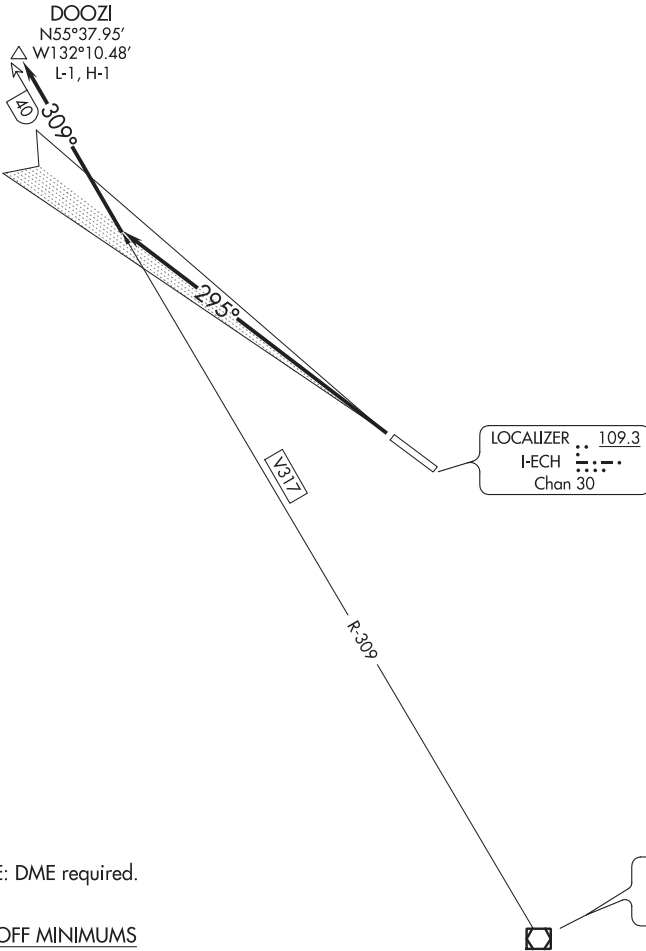
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 115° to 1200, then climbing right turn to 5000 via heading 180° to intercept ANN R-327 to ANN VOR/DME before proceeding on course.

(SKOWL1.DOOZI) 15288

SKOWL ONE DEPARTURE (OBSTACLE) SL-6053 (FAA)

KETCHIKAN INTL (KTN)(PAKT)
KETCHIKAN, ALASKA



AFIS 134.45
ANCHORAGE CENTER 118.5 284.6
CTAF 123.6
UNICOM 122.95

AK, 10 NOV 2016 to 05 JAN 2017

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NOTE: DME required.

TAKEOFF MINIMUMS

Rwy 11: NA - ATC.

Rwy 29: 400-1¼ with minimum climb of 380' per NM to 5300.

TAKEOFF OBSTACLE NOTES

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.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 29: Climb to assigned altitude via I-ECH Localizer NW course 295° to intercept/join ANN VOR/DME R-309/V317 to DOOZI/40 DME before proceeding on course.

SKOWL ONE DEPARTURE (OBSTACLE)

(SKOWL1.DOOZI) 15288

KETCHIKAN, ALASKA
KETCHIKAN INTL (KTN)(PAKT)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3400 |
| 064° | TDZE | 171 |
| | Apt Elev | 171 |

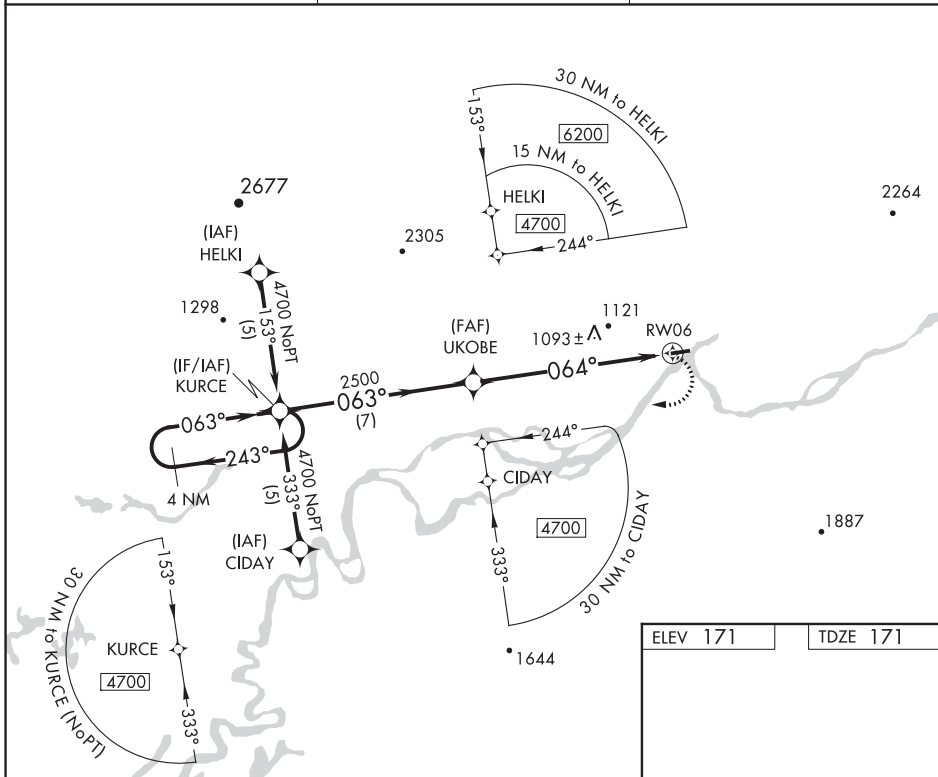
RNAV (GPS) RWY 6

BOB BAKER MEMORIAL (IAN)(PAIK)

▼ DME/DME RNP-0.3 NA.
▲ NA Use Selawik altimeter setting.
⊛ -21°C/-6°F Night Landing: Rwy 6 NA.
 Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 4700 direct KURCE and hold.

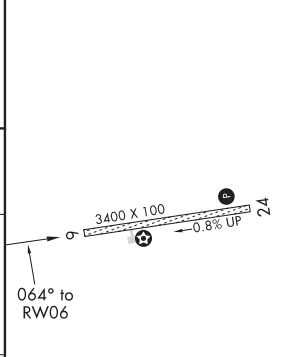
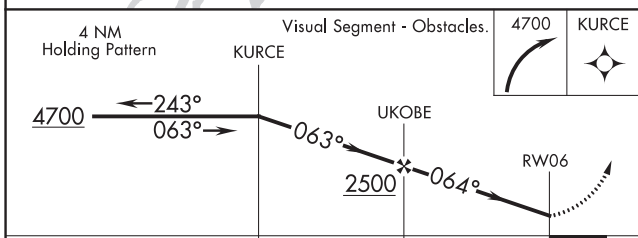
| | | |
|--------------------------|--|------------------------|
| AWOS-3 119.025 | ANCHORAGE CENTER 119.2 263.0 | CTAF 122.7 0 |
|--------------------------|--|------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

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| | |
|----------|----------|
| ELEV 171 | TDZE 171 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| LNVA MDA | 1400-1¼ 1229 (1300-1¼) | 1400-1½ 1229 (1300-1½) | 1400-3 1229 (1300-3) | NA |
| CIRCLING | 1400-1¼ 1229 (1300-1¼) | 1400-1½ 1229 (1300-1½) | 1400-3 1229 (1300-3) | NA |

MIRL Rwy 6-24 **0**
REIL Rwy 24 **0**

| | |
|------------------------|------------------------|
| APP CRS 244° | Rwy Idg 3400 |
| | TDZE 169 |
| | Apt Elev 171 |

RNAV (GPS) RWY 24

BOB BAKER MEMORIAL (IAN) (PAIK)

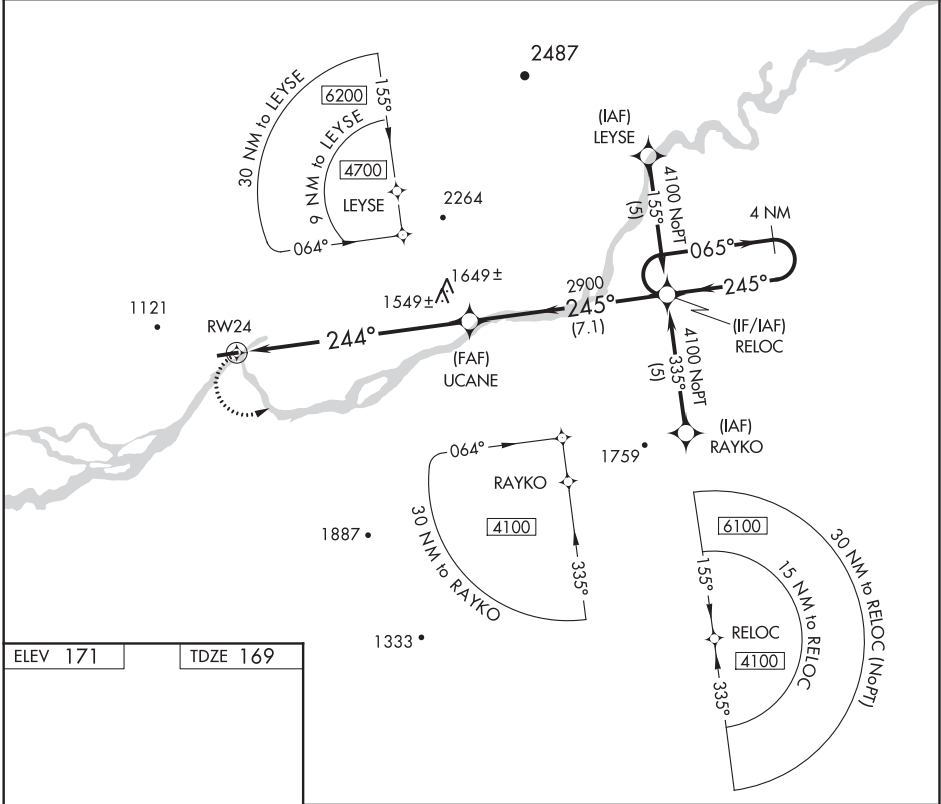
NA Procedure NA at night. Use Selawik altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 4100 direct RELOC and hold.

AWOS-3
119.025

ANCHORAGE CENTER
119.2 263.0

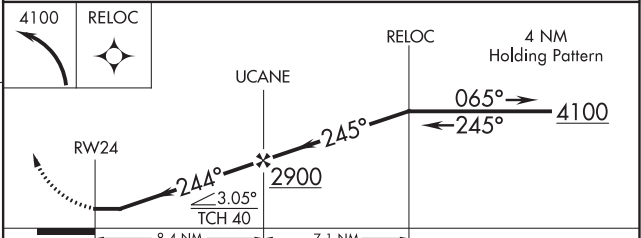
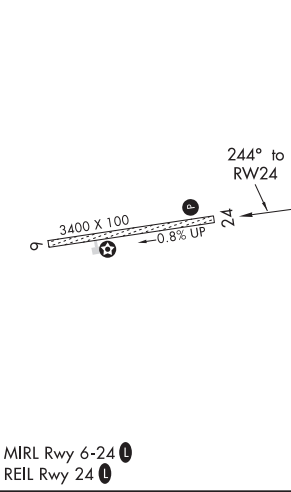
CTAF
122.7



AK, 10 NOV 2016 to 05 JAN 2017

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| | |
|----------|----------|
| ELEV 171 | TDZE 169 |
|----------|----------|



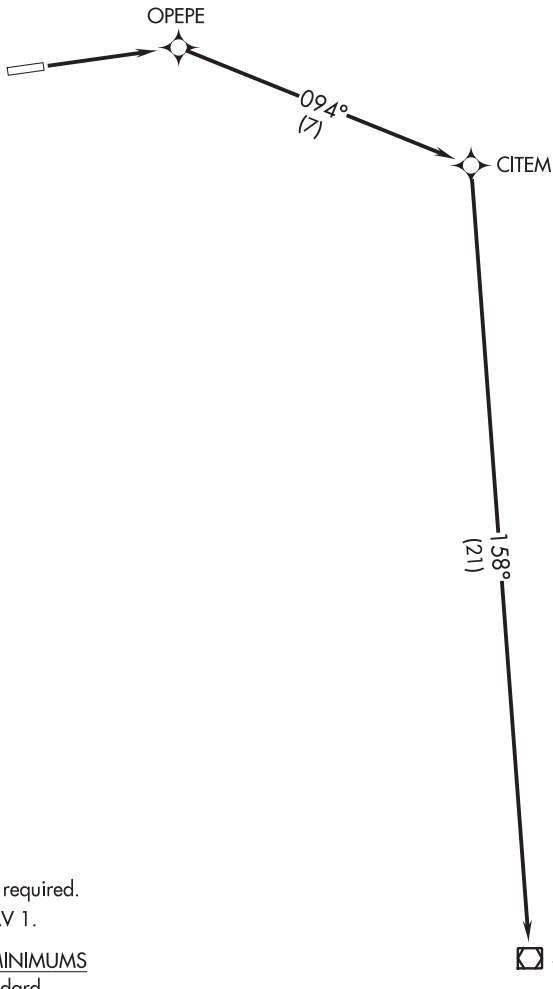
| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| LNAV MDA | 2000-1¼ 1831 (1900-1¼) | 2000-1½ 1831 (1900-1½) | 2000-3 1831 (1900-3) | NA |
| CIRCLING | 2000-1¼ 1829 (1900-1¼) | 2000-1½ 1829 (1900-1½) | 2000-3 1829 (1900-3) | NA |

SELAWIK ONE DEPARTURE (OBSTACLE) (RNAV)

SL-10234 (FAA)

KIANA, ALASKA

AWOS-3
 119.025
 ANCHORAGE CENTER
 119.2 263.0
 CTAF
 122.7



NOTE: GPS required.
 NOTE: RNAV 1.

TAKEOFF MINIMUMS
 Rwy 6: Standard.
 Rwy 24: NA - obstacles.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb direct OPEPE WP, then via depicted route to WLK VOR/DME, maintain 4000.

| | | |
|------------------------|-----------------------------|--|
| APP CRS 285° | Rwy Idg TDZE Apt Elev | N/A N/A 155 |
|------------------------|-----------------------------|--|

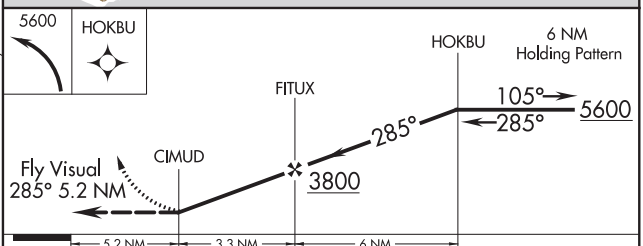
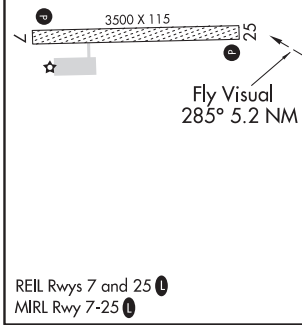
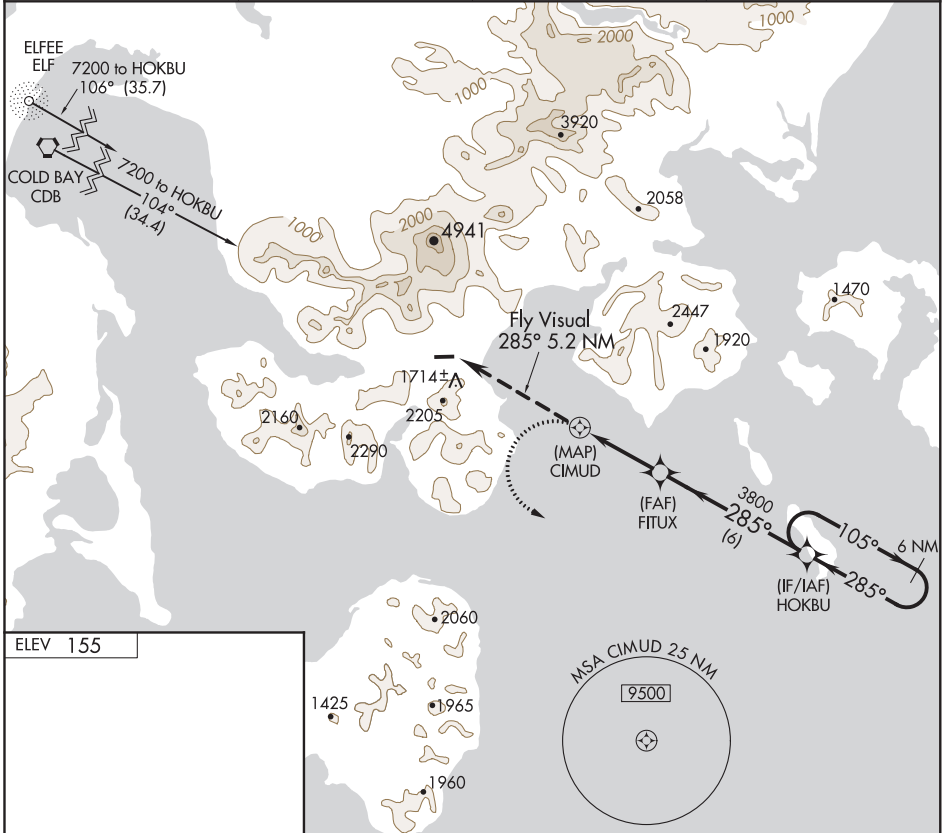
RNAV (GPS)-A

KING COVE (KVC)(PAVC)

⚠ Circling NA north of Rwy 7-25. Procedure NA at night.
⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cold Bay altimeter setting.
❄ -13°C/9°F

MISSED APPROACH: Climbing left turn to 5600 direct HOKBU and hold, continue climb in hold to 5600. When authorized by ATC, climb-in-hold to 7200 then proceed direct ELFEE NDB.

| | | | |
|---------------------------|--------------------------------|--|----------------------|
| AWOS-3P 118.325 | COLD BAY ASOS 135.75 | ANCHORAGE CENTER 118.5 278.3 | CTAF 122.9 |
|---------------------------|--------------------------------|--|----------------------|



| | | | | |
|----------|-------------------------|-------------------------|----|---|
| CATEGORY | A | B | C | D |
| CIRCLING | 2080-6 1925 (2000-6) | 2180-6 2025 (2100-6) | NA | |

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AK, 10 NOV 2016 to 05 JAN 2017

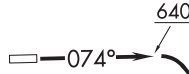
(COLD1.CDB) 16147

COLD BAY ONE DEPARTURE (OBSTACLE) (RNAV)

KING COVE (KVC)((PAVC)
SL-9292 (FAA) KING COVE, ALASKA

ANCHORAGE CENTER
118.5 278.3
AWOS-3P
118.325
CTAF
122.9

COLD BAY
CDB



CIMUD

166°
(10)

JIMAV

211°
(10)

OKDIE

318°
(32)

NOTE: Cat C & D NA.

NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 7: Standard with a minimum climb of 245' per NM to 640.

Do not exceed 160K until passing JIMAV.

Rwy 25: NA-obstacles.

TAKEOFF OBSTACLE NOTES

Rwy 7: Trees 193' from DER, 523' right of centerline, 15' AGL/214' MSL.

Trees 634' from DER, 649' left of centerline, 15' AGL/214' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb via heading 074° to 640, then climbing right turn to 4000 direct CIMUD, and via 166° track to JIMAV, and via 211° track to OKDIE and right turn via 318° track to CDB VORTAC.

COLD BAY ONE DEPARTURE (OBSTACLE) (RNAV)

(COLD1.CDB) 17MAR05

KING COVE, ALASKA
KING COVE (KVC)((PAVC)

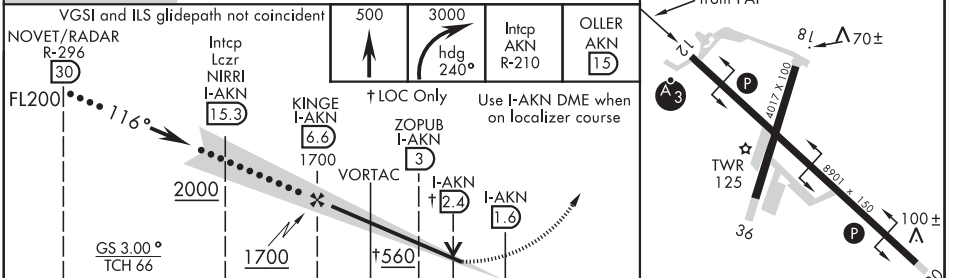
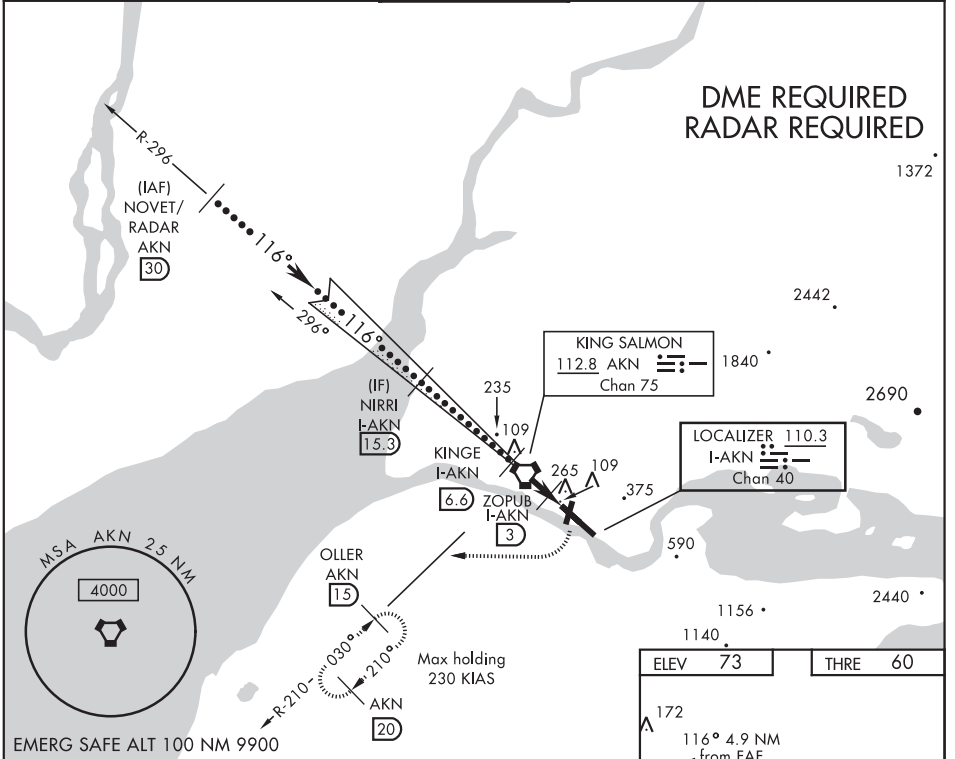
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

KING SALMON, ALASKA

HI-ILS or LOC/DME RWY 12

| | | | | |
|---|--|--|-------------------------|-----------------------------|
| LOC/DME I-AKN 110.3 Chan 40 | APCH CRS 116° | Rwy ldg THRE Arpt Elev 8901 60 73 | JAL-1237 [USAF] | KING SALMON (PAKN) |
| ⚠ *When ALS inop, increase CAT CDE vis to ¾ mile. **When ALS inop, increase CAT CDE vis to ⅞ mile. Autopilot coupled approaches not authorized below 500' MSL. | | SSALR A-3 MISSED APPROACH: Climb to 500', then climbing right turn to 3000' via heading 240° and AKN VORTAC R-210 to OLLER/AKN 1.5 DME and hold. | | |
| ATIS★ 128.8 | ANCHORAGE CENTER 124.8 354.0 | KING SALMON TOWER★ 118.3 279.5 | GND CON 121.9 | CTAF 121.9 352.05 |



| | | | |
|------------|------------------------|----------------------|------------------------|
| CATEGORY | C | D | E |
| S-ILS 12* | 260-½ | 200 (200-½) | |
| S-LOC 12** | 360-½ | 300 (300-½) | |
| CIRCLING | 580-1½ 507 (600-1½) | 640-2 567 (600-2) | 880-2¾ 807 (900-2¾) |

KING SALMON, ALASKA 58°41'N-156°39'W KING SALMON (PAKN)

HI-ILS or LOC/DME RWY 12

AK, 10 NOV 2016 TO 05 JAN 2017

AK, 10 NOV 2016 TO 05 JAN 2017

| | | |
|--|------------------------|---|
| WAAS CH 72608 W12A | APP CRS 116° | Rwy Idg 8501 TDZE 62 Apt Elev 73 |
|--|------------------------|---|

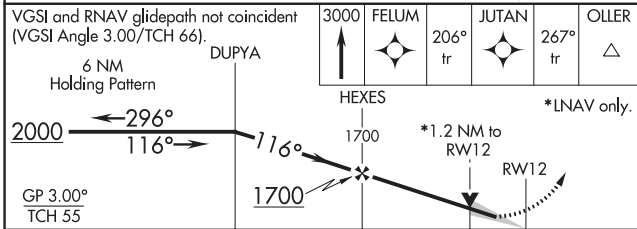
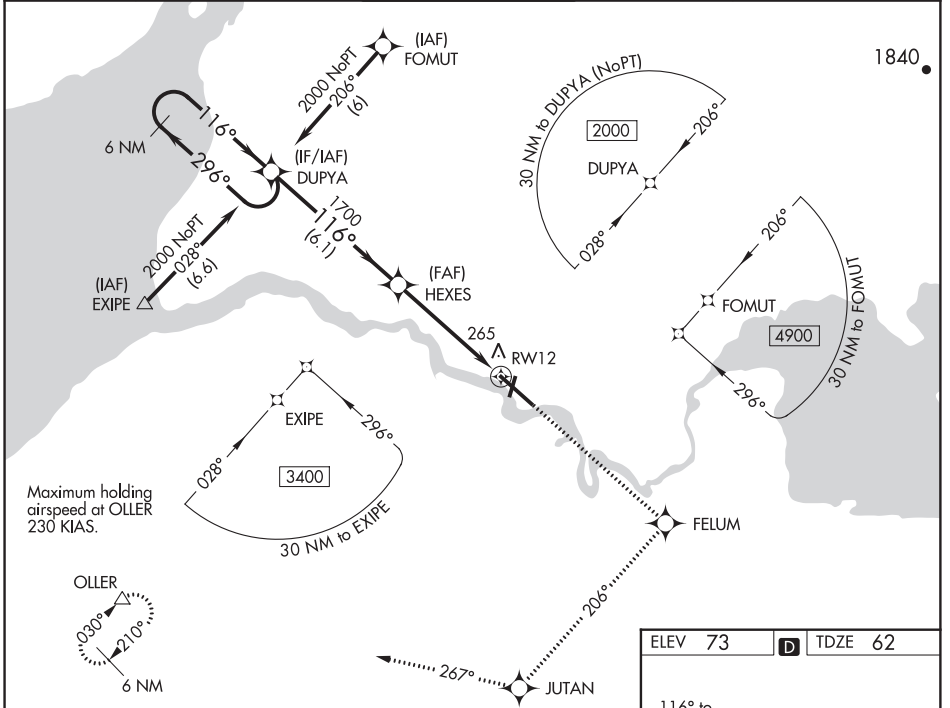
RNAV (GPS) RWY 12

KING SALMON (AKN)(PAKN)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. For inoperative ALSF increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E visibility to 1¼ mile, LNAV Cat E visibility to 1½ mile.

SSALR MISSED APPROACH: Climb to 3000 direct FELUM and via 206° track to JUTAN and via 206° track to OLLER and hold.

| | | | | |
|----------------------|--|--|-------------------------|-----------------------------|
| ATIS 128.8 | ANCHORAGE CENTER 124.8 354.0 | KING SALMON TOWER* 118.3 279.5 | GND CON 121.9 | CTAF 121.9 352.05 |
|----------------------|--|--|-------------------------|-----------------------------|



| | | |
|---------|----------|---------|
| ELEV 73 | D | TDZE 62 |
|---------|----------|---------|

REIL Rwy 12 **Ⓛ**
MIRL Rwy 18-36 **Ⓛ**
HIRL Rwy 12-30 **Ⓛ**

| CATEGORY | A | B | C | D | E |
|--------------|-------------------|-------------------|-------------------|---------------------|---|
| LPV DA | 317-½ 255 (300-½) | | | | |
| LNAV/VNAV DA | 524-1 462 (500-1) | | | 524-1¼ 462 (500-1¼) | |
| LNAV MDA | 520-½ 458 (500-½) | 520-¾ 458 (500-¾) | | 520-1 458 (500-1) | |
| CIRCLING | 580-1 507 (600-1) | 580-½ 507 (600-½) | 640-2 567 (600-2) | 720-2¼ 647 (700-2¼) | |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|---------------------------------|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 77908 W30A | APP CRS 296° | Rwy Idg TDZE Apt Elev | 8501 73 73 |
|---------------------------------|------------------------|-----------------------------|---------------------------------------|

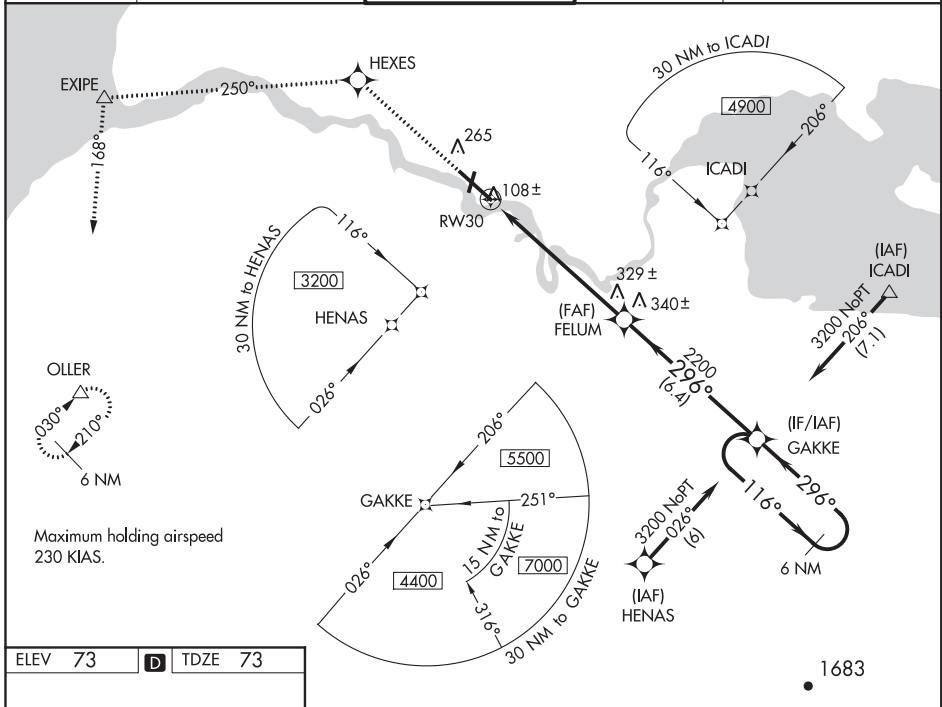
RNAV (GPS) RWY 30

KING SALMON (AKN)(PAKN)

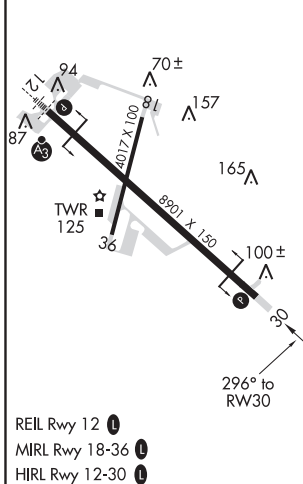
V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

A MISSED APPROACH: Climb to 3000 direct HEXES and via 250° track to EXIPE and via 168° track to OLLER and hold.

| | | | | |
|----------------------|--|---|-------------------------|-------------------------------|
| ATIS 128.8 | ANCHORAGE CENTER 124.8 354.0 | KING SALMON TOWER* 118.3 279.5 | GND CON 121.9 | CTAF 121.9 0 352.05 |
|----------------------|--|---|-------------------------|-------------------------------|



| | | |
|---------|----------|---------|
| ELEV 73 | D | TDZE 73 |
|---------|----------|---------|



| | | | | | | | | |
|--------------|-------------------|-------------|------------------------|----------------------|------------------------|--------------------------------|-------|----------------------|
| 3000 | ↑ | HEXES | 250° tr | EXIPE | 168° tr | OLLER | GAKKE | 6 NM Holding Pattern |
| | | FELUM | | RW30 | | 2200 → 296° → 3200 ← 296° ← | | |
| CATEGORY | A | B | C | D | E | | | |
| LPV DA | 323-1 250 (300-1) | | | | | | | |
| LNAV/VNAV DA | 358-1 285 (300-1) | | | | | | | |
| LNAV MDA | 600-1 | 527 (600-1) | 600-1½ 527 (600-1½) | 600-1¾ 527 (600-1¾) | 600-2 527 (600-2) | | | |
| CIRCLING | 600-1 | 527 (600-1) | 600-1½ 527 (600-1½) | 640-2 567 (600-2) | 720-2¼ 647 (700-2¼) | | | |

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AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---|------------------------|---|
| LOC/DME I-AKN 110.3 Chan 40 | APP CRS 296° | Rwy Idg 8501 TDZE 73 Apt Elev 73 |
|---|------------------------|---|

LOC/DME BC RWY 30

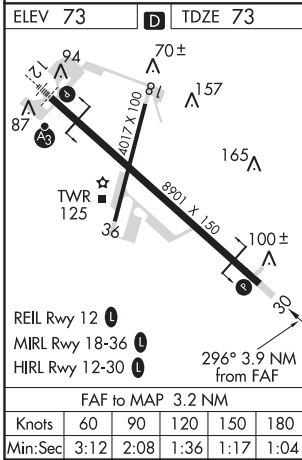
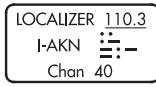
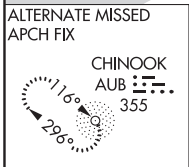
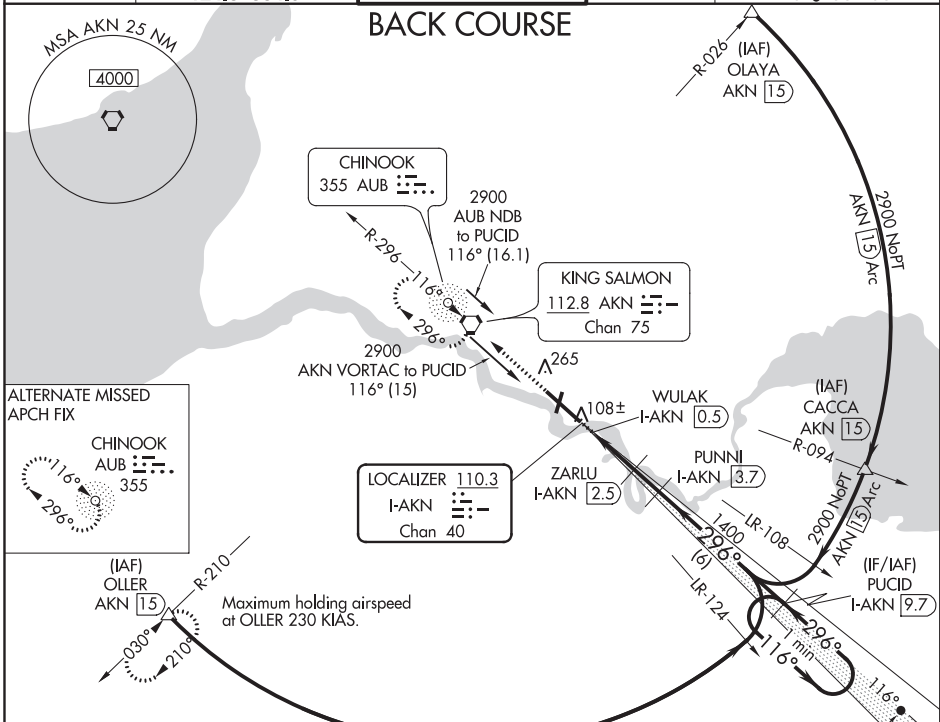
KING SALMON (AKN)(PAKN)

V When VGSI inop, Straight-in Circling Rwy 30 procedure NA at night.
A Visibility reduction by helicopters NA.
31 -31°C/-24°F

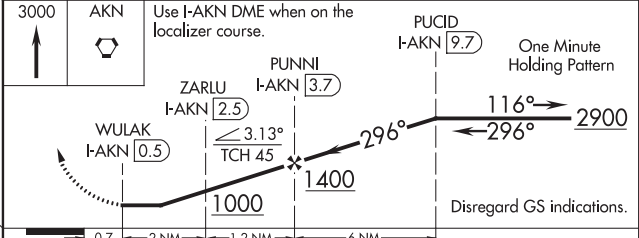
MISSED APPROACH: Climb to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT climb to 500 then climbing left turn to 3000 on heading 230° and on AKN VORTAC R-210 to OLLER/15 DME and hold SW, right turn, 030° inbound).

| | | | | |
|----------------------|--|--|-------------------------|-----------------------------|
| ATIS 128.8 | ANCHORAGE CENTER 124.8 354.0 | KING SALMON TOWER* 118.3 279.5 | GND CON 121.9 | CTAF 121.9 352.05 |
|----------------------|--|--|-------------------------|-----------------------------|

BACK COURSE



Terminal route OLLER (IAF) to PUCID on 15 DME Arc NA for TACAN only equipped aircraft.



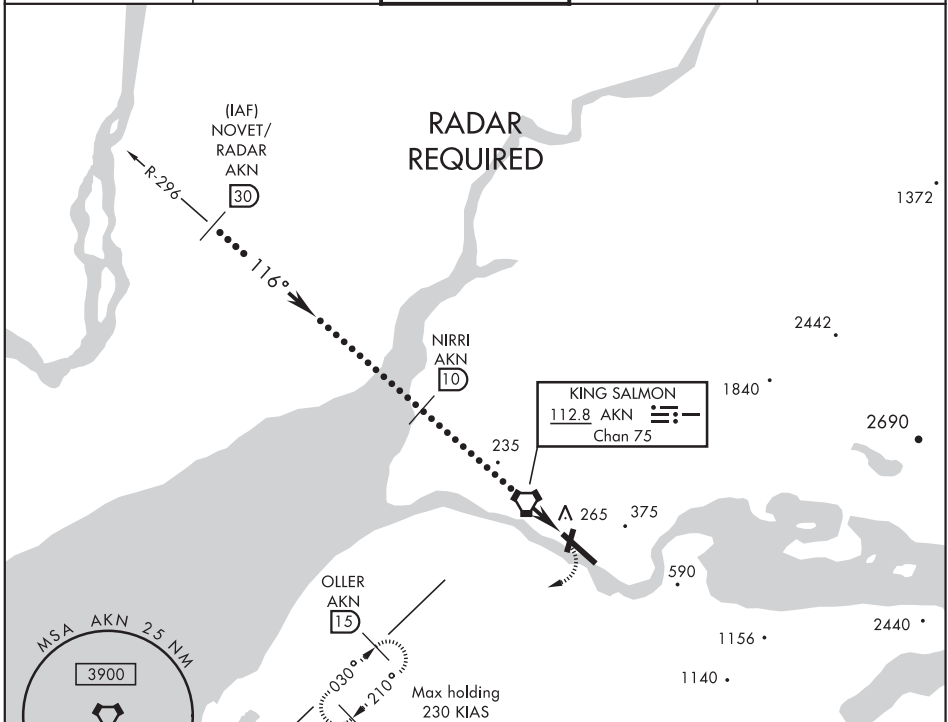
| | | | | | |
|----------|-------------------|---------------------|-------------------|---------------------|---|
| CATEGORY | A | B | C | D | E |
| S-30 | 360-1 287 (300-1) | | | | |
| CIRCLING | 580-1 507 (600-1) | 580-1½ 507 (600-1½) | 640-2 567 (600-2) | 880-2¾ 807 (900-2¾) | |

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AK, 10 NOV 2016 to 05 JAN 2017

| | | | | |
|--|-------------------------|--|--------------------|--|
| VORTAC AKN 112.8 Chan 75 | APCH CRS 116° | Rwy ldg TDZE 8901 Arprt Elev 62 73 | JAL-1237 [USAF] | KING SALMON (PAKN) |
| * When ALS inop, increase CAT E vis to 1½ miles. | | | SSALR A3 | MISSED APPROACH: Climbing right turn to 3000 via heading 238° and AKN VORTAC R-210 to OLLER/15 DME and hold. |

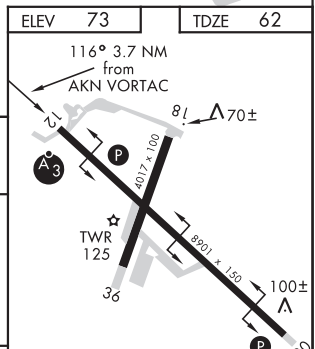
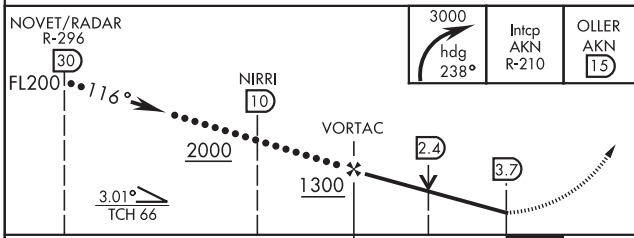
| | | | | |
|-----------------------|--|--|-------------------------|-----------------------------|
| ATIS★ 128.8 | ANCHORAGE CENTER 124.8 354.0 | KING SALMON TOWER★ 118.3 279.5 | GND CON 121.9 | CTAF 121.9 352.05 |
|-----------------------|--|--|-------------------------|-----------------------------|



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AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|----------------------------|---------|---------|
| EMERG SAFE ALT 100 NM 9900 | ELEV 73 | TDZE 62 |
|----------------------------|---------|---------|



| CATEGORY | C | D | E |
|----------|------------------------|----------------------|------------------------|
| S-12* | 520-¾ 458 (500-¾) | 520-1 | 458 (500-1) |
| CIRCLING | 580-1½ 507 (600-1½) | 640-2 567 (600-2) | 720-2¼ 647 (700-2¼) |

KING SALMON, ALASKA 58°41'N-156°39'W KING SALMON (PAKN)
Amdt 4 14149

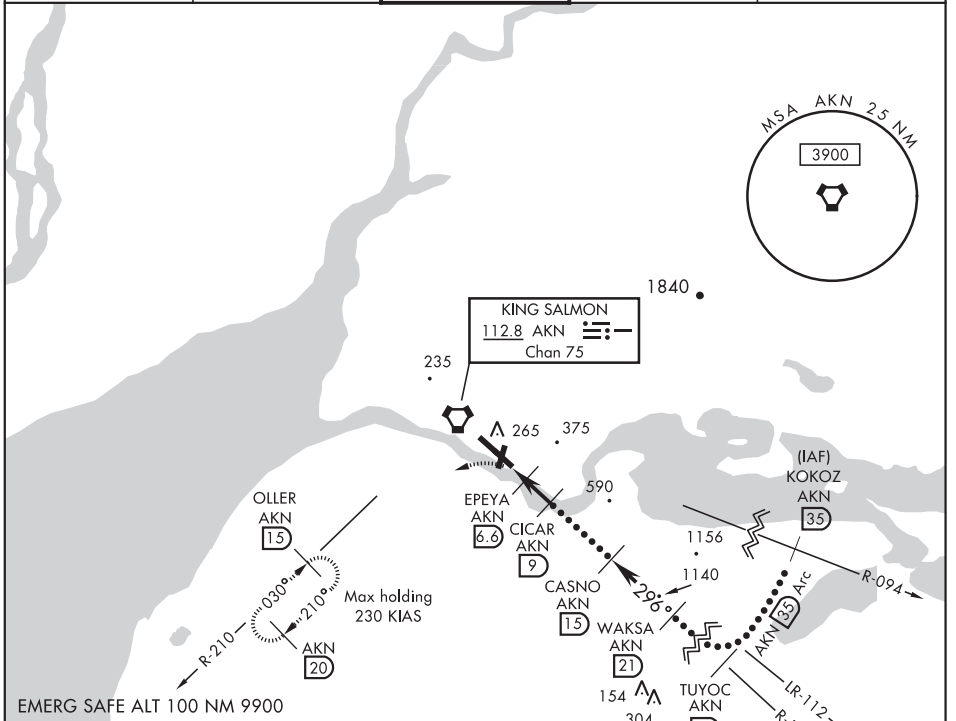
KING SALMON, ALASKA

HI-VOR/DME or TACAN RWY 30

| | | | | | |
|--|-------------------------|--|-------------|-----------------|--------------------|
| VORTAC AKN 112.8 Chan 75 | APCH CRS 296° | Rwy ldg TDZE 73 Arpt Elev 73 | 8901 | JAL-1237 [USAF] | KING SALMON (PAKN) |
|--|-------------------------|--|-------------|-----------------|--------------------|

MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via heading 222° and AKN VORTAC R-210 to OLLER/AKN 15 DME and hold.

| | | | | |
|------------------------|--|---|-------------------------|-----------------------------|
| ATIS ★ 128.8 | ANCHORAGE CENTER 124.8 354.0 | KING SALMON TOWER ★ 118.3 279.5 | GND CON 121.9 | CTAF 121.9 352.05 |
|------------------------|--|---|-------------------------|-----------------------------|

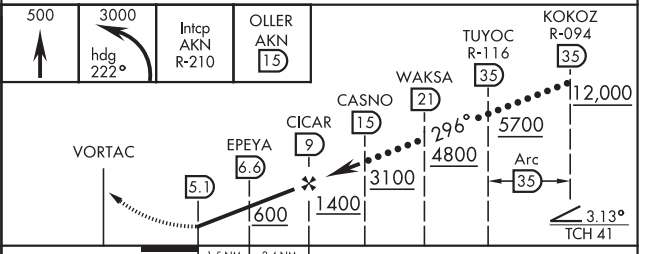
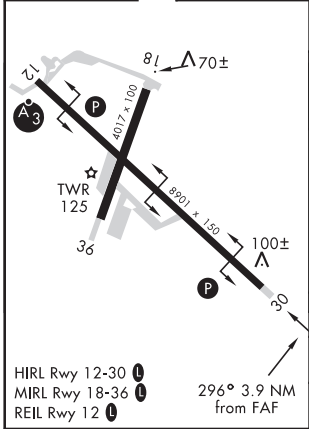


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 9900

| | |
|---------|---------|
| ELEV 73 | TDZE 73 |
|---------|---------|



| CATEGORY | C | D | E |
|----------|------------------------|----------------------|------------------------|
| S-30 | 420-1 347 (400-1) | 420-1¼ | 347 (400-1¼) |
| CIRCLING | 580-1½ 507 (600-1½) | 640-2 567 (600-2) | 720-2¼ 647 (800-2¼) |

KING SALMON, ALASKA 58°41'N-156°39'W KING SALMON (PAKN)

Amtd 4 14149

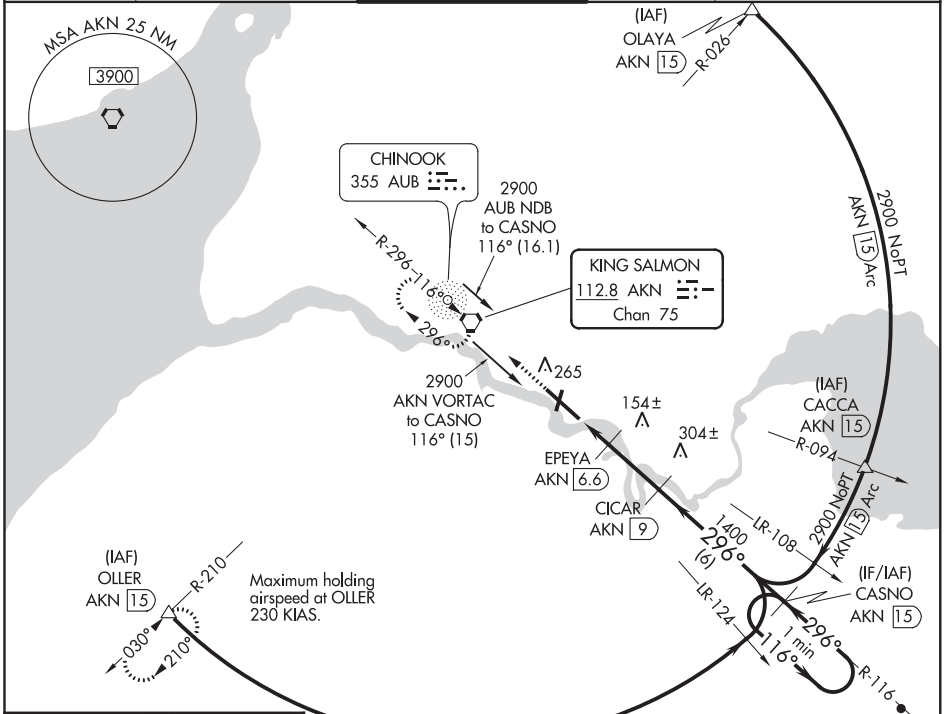
HI-VOR/DME or TACAN RWY 30

| | | |
|---------------------------------------|------------------------|--|
| VORTAC AKN 112.8 Chan 75 | APP CRS 296° | Rwy Idg TDZE Apt Elev 8501 73 73 |
|---------------------------------------|------------------------|--|

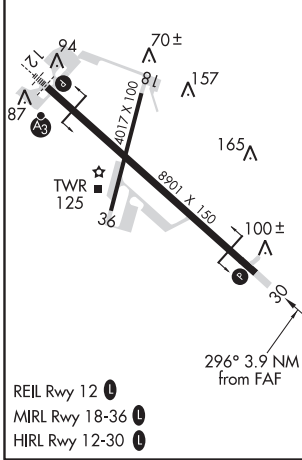
VOR/DME or TACAN RWY 30

KING SALMON (AKN)(PAKN)

| | | | | |
|--|---|--|---|-------------------------|
| | MISSED APPROACH: Climb to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climb to 500, then climbing left turn to 3000 via heading 222° and AKN VORTAC R-210 to OLLER/AKN 15 DME and hold SW, right turn, 030° inbound). | | | |
| | ATIS 128.8 | ANCHORAGE CENTER 124.8 354.0 | KING SALMON TOWER * 118.3 279.5 | GND CON 121.9 |

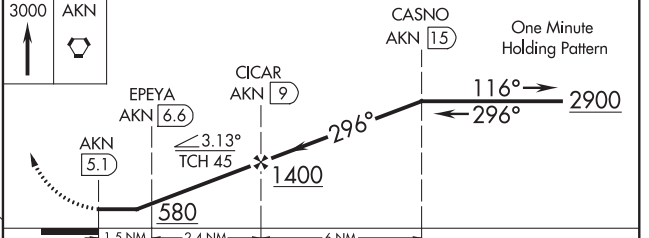


| | |
|---------|------------------|
| ELEV 73 | D TDZE 73 |
|---------|------------------|



*2900 NoPT AKN (15) Arc

*Terminal Route OLLER (IAF) to CASNO via 15 DME Arc NA for TACAN only equipped aircraft.



| CATEGORY | A | B | C | D | E |
|----------|-------|-------------|------------------------|----------------------|------------------------|
| S-30 | 420-1 | 347 (400-1) | | 420-1½ | 347 (400-1½) |
| CIRCLING | 580-1 | 507 (600-1) | 580-1½ 507 (600-1½) | 640-2 567 (600-2) | 720-2¼ 647 (700-2¼) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

KING SALMON, ALASKA

AL-1237 (FAA)

15288

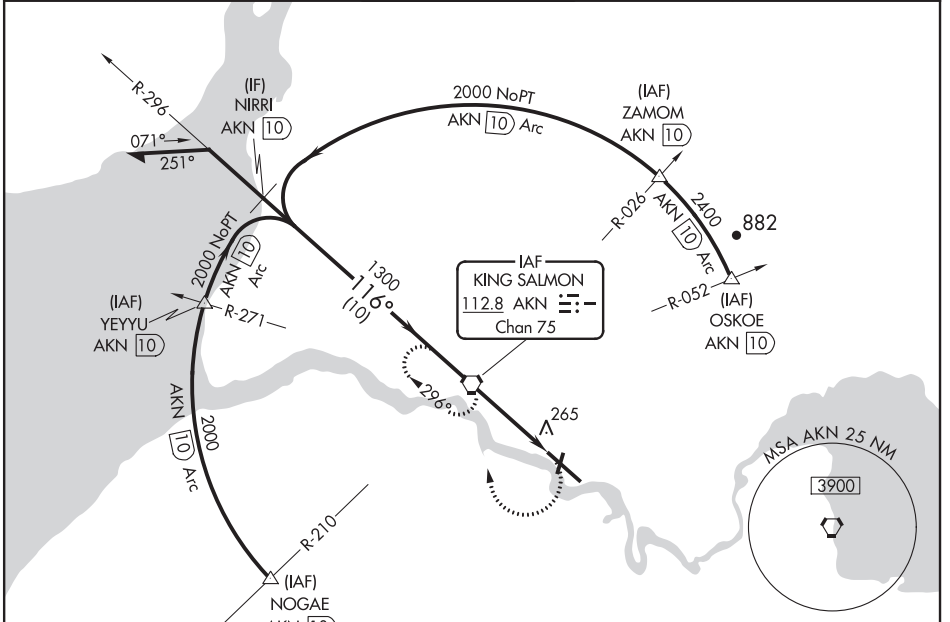
| | | |
|--|------------------------|--|
| VORTAC AKN 112.8 Chan 75 | APP CRS 116° | Rwy Idg TDZE Apt Elev 8501 62 73 |
|--|------------------------|--|

VOR or TACAN RWY 12

KING SALMON (AKN)(PAKN)

| | | | |
|--|---|--|--|
| | For inoperative ALSF, increase Cat E visibility to 1½ mile. | | MISSED APPROACH: Climbing right to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climbing right turn to 3000 via heading 238° and AKN VORTAC R-210 to OLLER 15 DME and hold SW, right turn, 030° inbound.) |
| | | | |

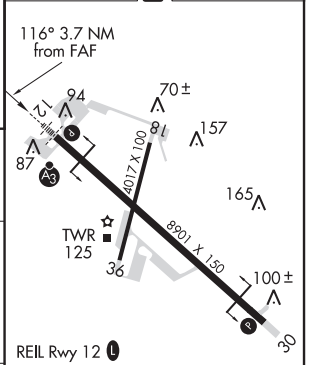
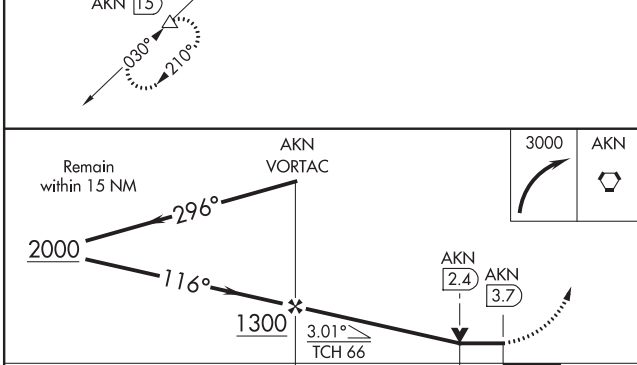
| | | | | |
|----------------------|--|--|-------------------------|-----------------------------|
| ATIS 128.8 | ANCHORAGE CENTER 124.8 354.0 | KING SALMON TOWER* 118.3 279.5 | GND CON 121.9 | CTAF 121.9 352.05 |
|----------------------|--|--|-------------------------|-----------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---------|--|---------|
| ELEV 73 | | TDZE 62 |
|---------|--|---------|



| CATEGORY | A | B | C | D | E |
|----------|-------------------|---|---------------------|-------------------|---------------------|
| S-12 | 520-½ 458 (500-½) | | 520-¾ 458 (500-¾) | 520-1 458 (500-1) | |
| CIRCLING | 580-1 507 (600-1) | | 580-1½ 507 (600-1½) | 640-2 567 (600-2) | 720-2¼ 647 (700-2¼) |

| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 3.7 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

KING SALMON, ALASKA
Amdt 13 25SEP08

58°41'N-156°39'W

KING SALMON (AKN)(PAKN)

VOR or TACAN RWY 12

AIRPORT DIAGRAM

AL-1237 (FAA)

KING SALMON (AKN)(PAKN)
KING SALMON, ALASKA

ATIS
128.8
KING SALMON TOWER *
118.3 279.5
GND CON
121.9



JANUARY 2015
ANNUAL RATE OF CHANGE
0.3° W

USAF AREA

BASE OPS

600 X 250

MILITARY RAMP

ELEV 60

CIVIL RAMP

BAK-12

4017 X 100

ELEV 66

TWR
125

ELEV 60

EAST RAMP

8901 X 150

FIELD
ELEV 73

RWY 12-30
PCN 67 F/B/X/T
S-67, D-90, 2S-175, 2D-175,
2D/2D2-335
RWY 18-36
PCN 66 F/B/X/T
S-30, D-50

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

156°40'W

156°39'W

156°38'W

58°41'N

165
A

58°40'N

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

KING SALMON, ALASKA
KING SALMON (AKN)(PAKN)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3000 |
| 122° | TDZE | 13 |
| | Apt Elev | 13 |

RNAV (GPS) RWY 12

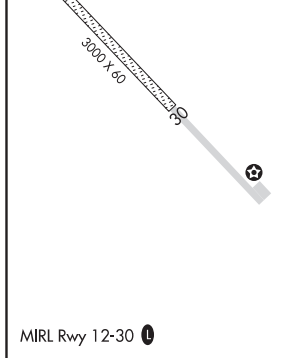
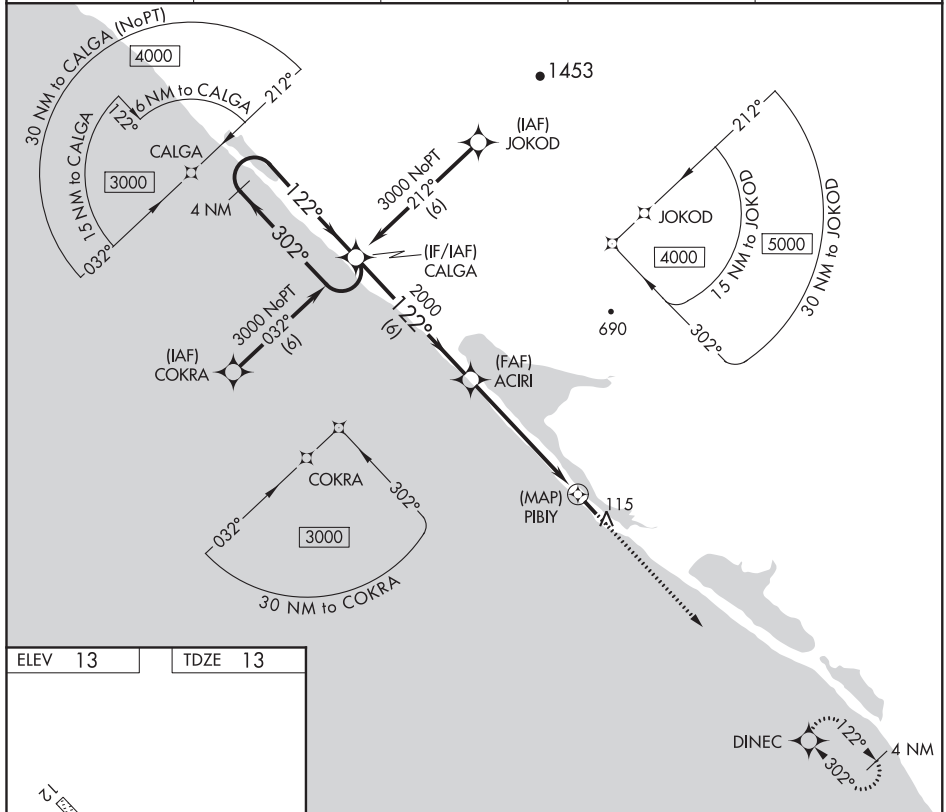
KIVALINA (KVL)(PAVL)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Noatak altimeter setting and increase all MDA 340 feet and Cat C visibility ¾ mile.

⚠ MISSED APPROACH: Climb to 3000 direct DINEC and hold.

⚠ -33°C/-27°F

| | | | | |
|--------------|---------------|--------------------|----------------|-----------------------|
| ASOS | NOATAK AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | UNICOM |
| 135.8 | 135.75 | 119.2 263.0 | 122.55 | 122.8 (CTAF) 0 |



| | | | |
|----------------------|----------------------|----------------------|------------------------|
| 4 NM Holding Pattern | CALGA | 3000 | DINEC |
| 3000 | ← 302° | → 122° | ↑ |
| | | 122° | ⬠ |
| | | ACIRI | |
| | | 2000 | PIBIY |
| | | 3.06° TCH 40 | |
| | | 6 NM | 5.6 NM |
| | | 0.4 | |
| CATEGORY | A | B | C |
| LNAV MDA | 340-1 327 (400-1) | | |
| CIRCLING | 440-1 427 (500-1) | 480-1 467 (500-1) | 480-1½ 467 (500-1½) |
| | | | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 302° |
| 302° | TDZE | 13 |
| | Apt Elev | 13 |

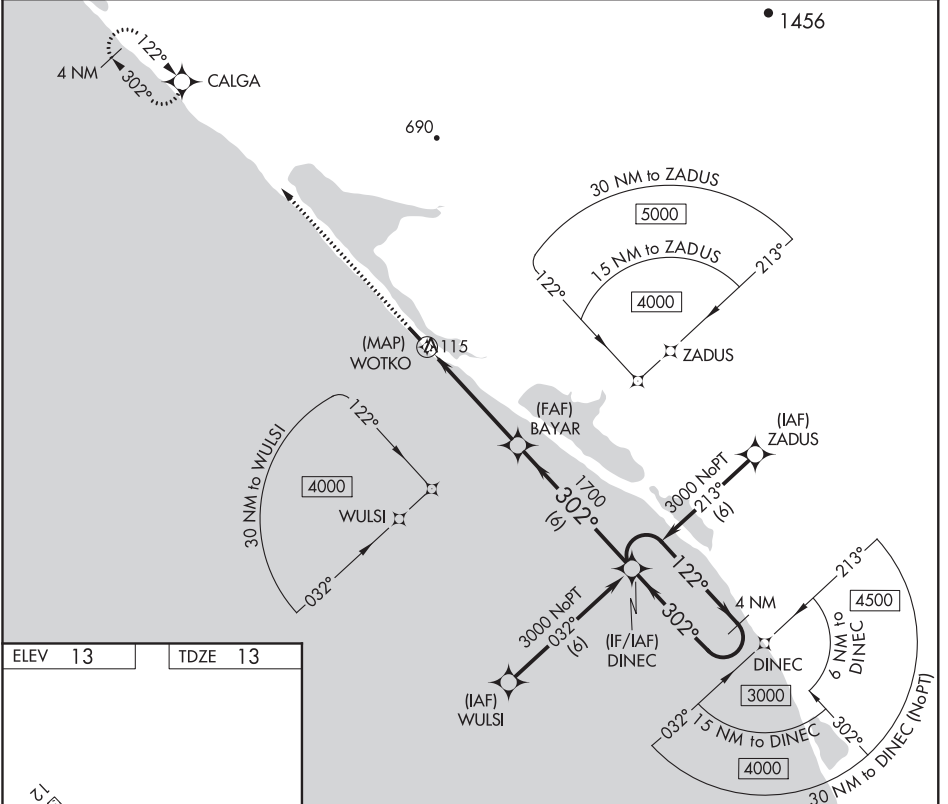
RNAV (GPS) RWY 30

KIVALINA (KVL)(PAVL)

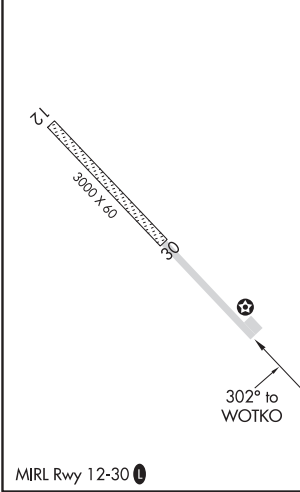
⚠ DME/DME or RNP-0.3 NA. When local altimeter setting not received, use Noatak altimeter setting and increase all MDA 340 feet and LNAV Cat C visibility 1 mile and Circling Cat C visibility ¾ mile. VDP NA when using Noatak altimeter setting.

⚠ MISSED APPROACH: Climb to 3000 direct CALGA and hold.

| | | | | |
|--------------|---------------|--------------------|----------------|------------------------------|
| ASOS | NOATAK AWOS-3 | ANCHORAGE CENTER | KOTZEBUE RADIO | UNICOM |
| 135.8 | 135.75 | 119.2 263.0 | 122.55 | 122.8 (CTAF) 📻 |



| | |
|---------|---------|
| ELEV 13 | TDZE 13 |
|---------|---------|



| | | | |
|----------|----------------------|----------------------|------------------------|
| 3000 | CALGA | DINEC | 4 NM Holding Pattern |
| ↑ | ✦ | | |
| | | BAYAR | |
| | | WOTKO | |
| | | 1700 | |
| | | 302° | 122° |
| | | ← 302° | → 3000 |
| | | 0.4 | 0.6 |
| | | 4.2 NM | 6 NM |
| CATEGORY | A | B | C |
| LNAV MDA | 380-1 | 367 (400-1) | NA |
| CIRCLING | 440-1 427 (500-1) | 480-1 467 (500-1) | 480-1½ 467 (500-1½) |

MIRL Rwy 12-30 **📻**

KIVALINA, ALASKA

Amdt 1A 07MAR13

67°44'N-164°34'W

295

RNAV (GPS) RWY 30

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 58032 W02A | APP CRS 024° | Rwy Idg TDZE Apt Elev | 5000 57 80 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 2

KLAWOCK (AKW) (PAKW)

⚠ DME/DME RNP-0.3 NA. Circling NA east of Rwy 2-20. MISSED APPROACH: Climbing left turn to 4200 direct BOHBI and hold, continue climb-in-hold to 4200. (Do not exceed 210 KIAS)

⚠ When local altimeter setting not received procedure NA.

⚠ -11°C/12°F Helicopter visibility reduction below ¼ SM NA.

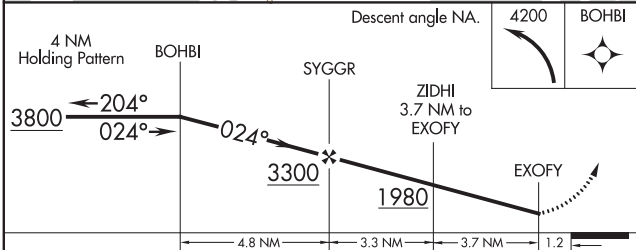
| | | | |
|-----------------------|--|---|----------------------|
| ASOS 135.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 122.25 Ⓛ | CTAF 120.9 |
|-----------------------|--|---|----------------------|



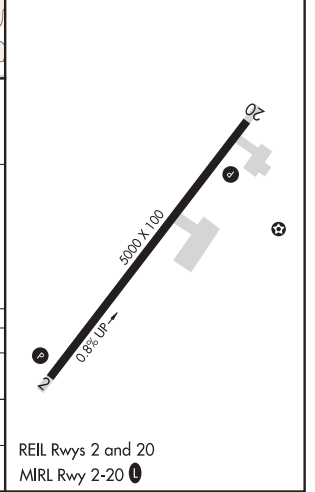
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 80 | TDZE 57 |
|---------|---------|



| CATEGORY | A | B | C | D |
|-------------------|---------|----------------|-------------------------|----|
| LP MDA | 1140-1½ | 1083 (1100-1½) | 1140-3 1083 (1100-3) | NA |
| LNAV MDA | 1560-1½ | 1503 (1500-1½) | 1560-3 1503 (1500-3) | NA |
| C CIRCLING | 1560-1½ | 1480 (1500-1½) | 1560-3 1480 (1500-3) | NA |



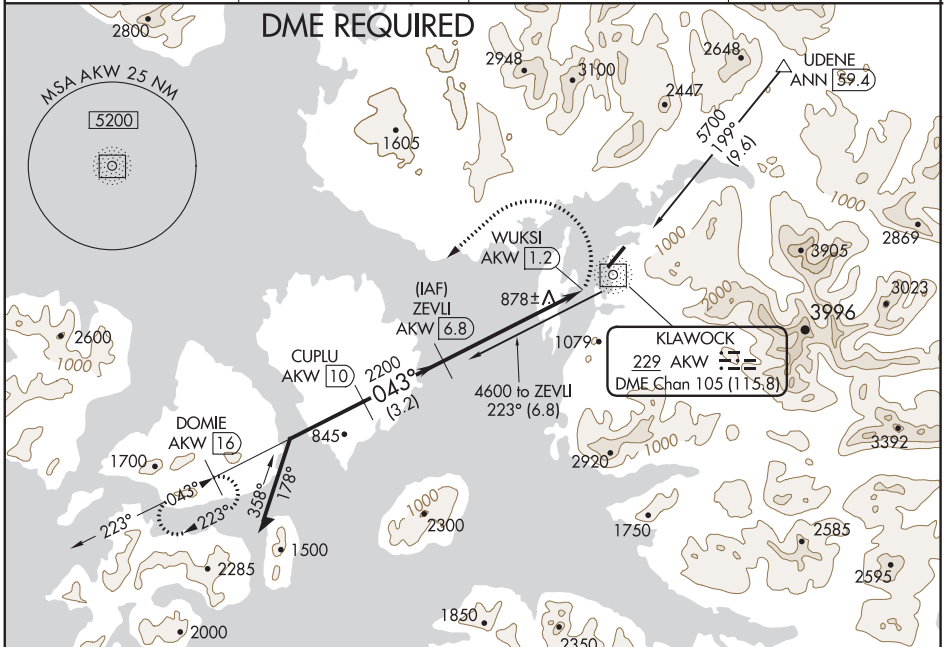
| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| NDB/DME AKW 229 | APP CRS 043° | Rwy ldg TDZE Apt Elev | 5000 57 80 |
| Chan 105 (115.8) | | | |

NDB/DME RWY 2

KLAWOCK (AKW) (PAKW)

| | |
|---|---|
| <p>Circling NA east of Rwy 2-20. -11°C/12°F</p> | <p>MISSED APPROACH: Climbing left turn to 3500 on heading 208° and AKW NDB/DME bearing 223° to DOMIE/16 DME and hold.</p> |
|---|---|

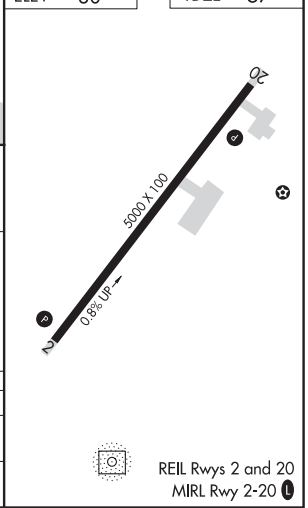
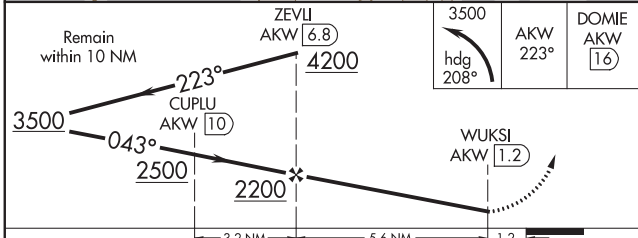
| | | | |
|-----------------------|--|------------------------------------|----------------------|
| ASOS 135.45 | ANCHORAGE CENTER 118.5 284.6 | KETCHIKAN RADIO 122.25 0 | CTAF 120.9 |
|-----------------------|--|------------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|------|----|------|----|
| ELEV | 80 | TDZE | 57 |
|------|----|------|----|



| CATEGORY | A | B | C | D |
|-------------------|------------------------|---|-------------------------|----|
| S-2 | 1180-1½ 1123 (1100-1½) | | 1180-3 1123 (1100-3) | NA |
| C CIRCLING | 1180-1½ 1100 (1100-1½) | | 1180-3 1100 (1100-3) | NA |

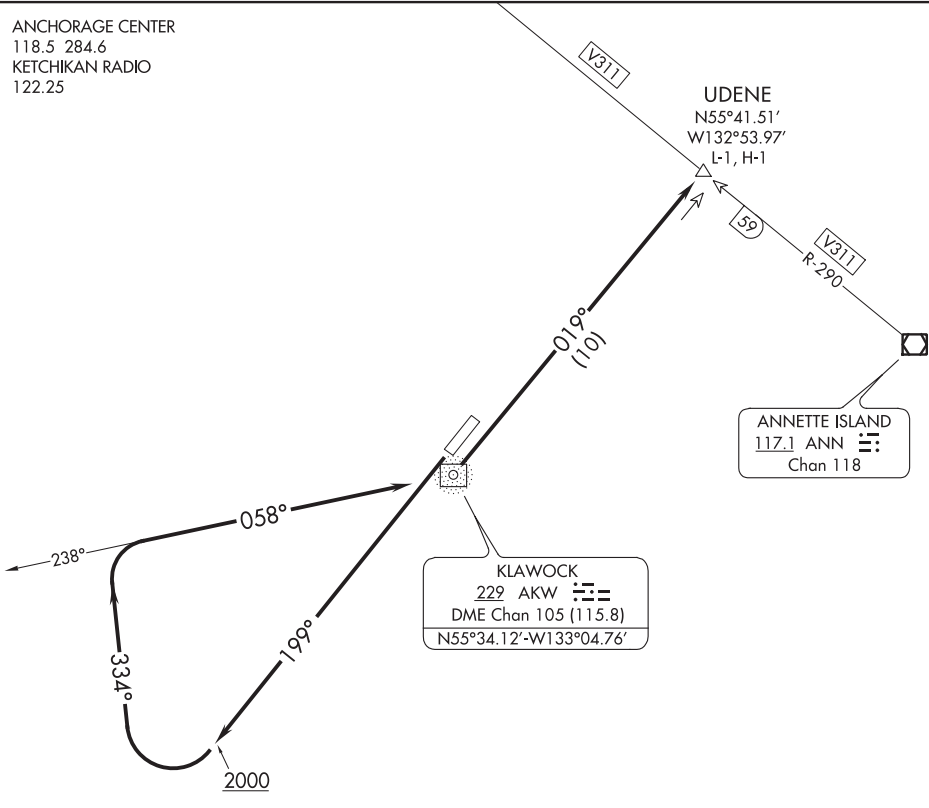
REIL Rwy 2 and 20
MIRL Rwy 2-20

(KLWOK1.UDENE) 15288

KLAWOCK ONE DEPARTURE (OBSTACLE)

KLAWOCK (AKW)(PAKW)
 KLAWOCK, ALASKA

ANCHORAGE CENTER
 118.5 284.6
 KETCHIKAN RADIO
 122.25



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS

Rwy 2: NA- obstacles.
 Rwy 20: Standard with minimum climb of 422' per NM to 1500.

TAKEOFF OBSTACLE NOTES

Rwy 20: Trees beginning 4811' from DER, 1716' right of centerline, up to 158' AGL/557' MSL.
 Trees beginning 5964' from DER, 1370' left of centerline, up to 158' AGL/357' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 199° to 2000, then climbing right turn to 6000 on heading 334° to intercept bearing 238° from AKW NDB/DME to AKW NDB/DME, then on bearing 019° to UDENE INT/ANN 59 DME.

KLAWOCK ONE DEPARTURE (OBSTACLE)
 (KLWOK1.UDENE) 15288

KLAWOCK, ALASKA
 KLAWOCK (AKW)(PAKW)

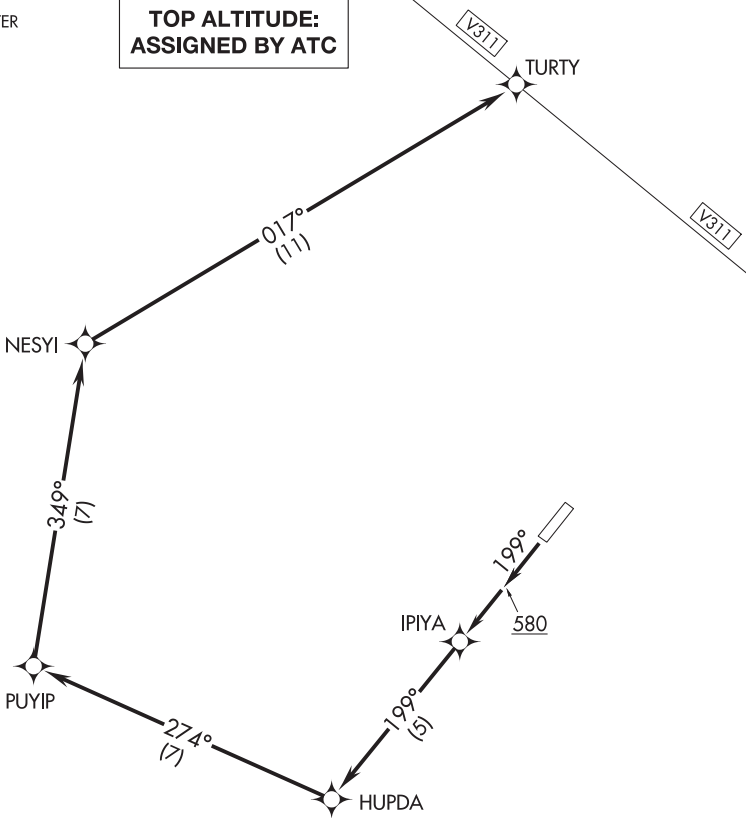
(TURTY3.TURTY) 16203

TURTY THREE DEPARTURE (RNAV) SL-9230 (FAA)

KLAWOCK (AKW)(PAKW)
KLAWOCK, ALASKA

ANCHORAGE CENTER
118.5 284.6
CTAF
120.9
ASOS
135.45

**TOP ALTITUDE:
ASSIGNED BY ATC**



NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 2: NA- Obstacles.

Rwy 20: Standard with minimum climb of 422' per NM to 2500.

TAKEOFF OBSTACLE NOTES

Rwy 20: Trees beginning 4811' from DER, 1716' right of centerline, up to 158' AGL/557' MSL.

Trees 5964' from DER, 1370' left of centerline, up to 158' AGL/357' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 199° to 580, then climb to 6000 direct IPIYA and on depicted route to TURTY.

TURTY THREE DEPARTURE (RNAV)

(TURTY3.TURTY) 21JUL16

KLAWOCK, ALASKA
KLAWOCK (AKW)(PAKW)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

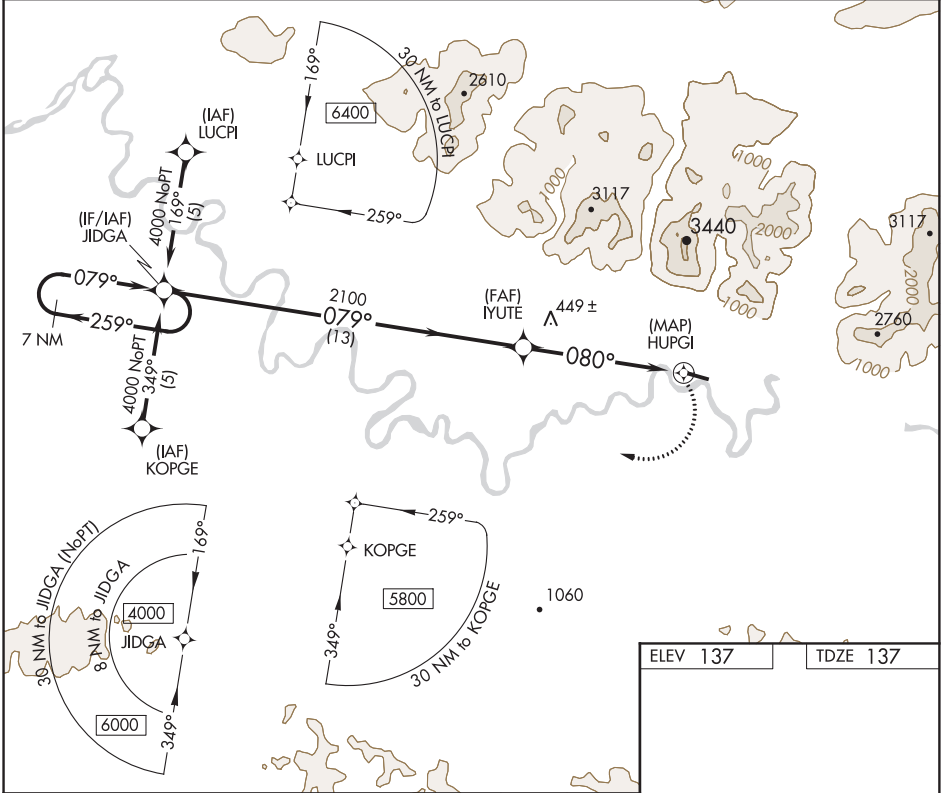
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4020 |
| 080° | TDZE | 137 |
| | Apt Elev | 137 |

RNAV (GPS) RWY 9

KOBUK (OBU) (PAOB)

| | | |
|-------------------|--|---|
| NA -45°C/-49°F | Use Ambler altimeter setting. Circling NA north of Rwy 9-27. | MISSED APPROACH: Climbing right turn to 4000 direct JIDGA and hold. |
| | DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. | |

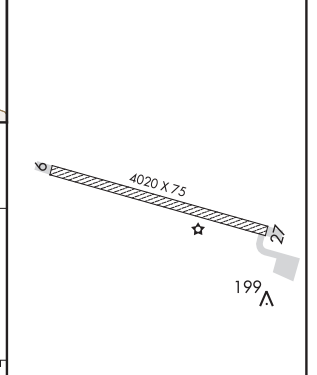
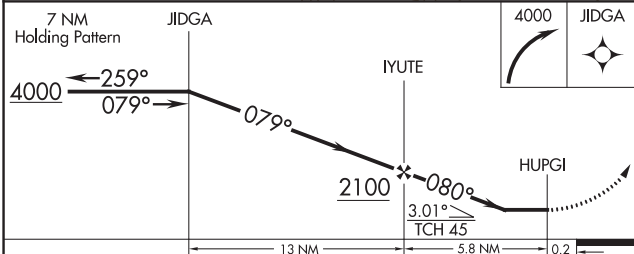
| | | | |
|-------------------------------|--|--------------------------------|----------------------|
| AMBLER AWOS-3 132.1 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.0 | CTAF 122.7 |
|-------------------------------|--|--------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 137 | TDZE 137 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|----------------------|
| LNVA MDA | 780-1 | 643 (700-1) | 780-1¾ 643 (700-1¾) | 780-2 643 (700-2) |
| CIRCLING | 780-1 | 643 (700-1) | 780-1¾ 643 (700-1¾) | 780-2 643 (700-2) |

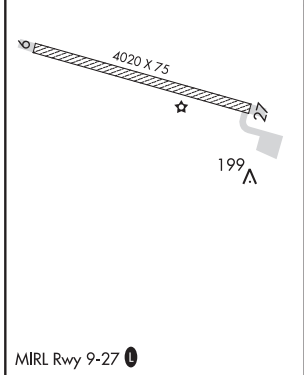
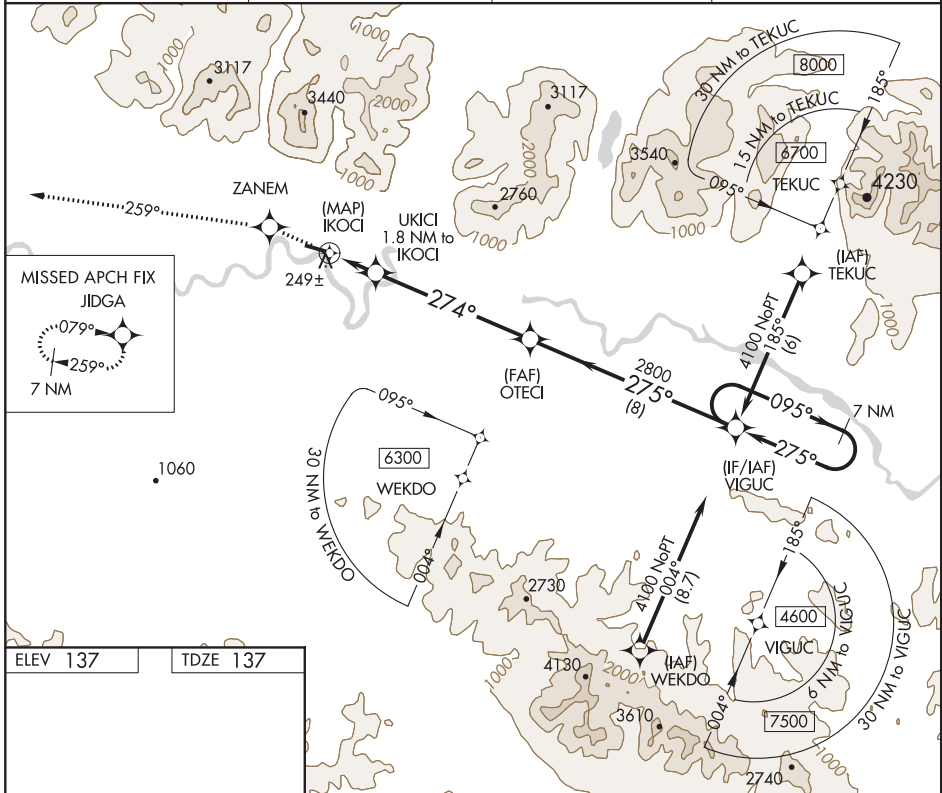
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4020 |
| 274° | TDZE | 137 |
| | Apt Elev | 137 |

RNAV (GPS) RWY 27

KOBUK (OBU) (PAOB)

NA Use Amber altimeter setting. Circling NA north of Rwy 9-27.
MISSED APPROACH: Climb 4000 direct ZANEM and via 259° track to JIDGA and hold.

| | | | |
|-------------------------------|--|--------------------------------|----------------------|
| AMBLER AWOS-3 132.1 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.0 | CTAF 122.7 |
|-------------------------------|--|--------------------------------|----------------------|



| | | | | | |
|----------|-------|-----------------------|--------------|--------------|----------------------|
| 4000 | ZANEM | 259° tr | JIDGA | VIGUC | 7 NM Holding Pattern |
| ↑ | ✧ | | ✧ | ✧ | |
| | IKOCI | UKICI 1.8 NM to IKOCI | OTECI | VIGUC | |
| | 820 | 274° | 275° | 275° | 4100 |
| | 0.2 | 1.8 NM | 6 NM | 8 NM | |
| CATEGORY | A | B | C | D | |
| LNAV MDA | 640-1 | 503 (600-1) | 640-1½ | 503 (600-1½) | |
| CIRCLING | 700-1 | 563 (600-1) | 700-1½ | 740-2 | 603 (700-2) |
| | | | 563 (600-1½) | | |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

KODIAK, ALASKA

AL-1238 (FAA)

16315

| | | |
|---|------------------------|---|
| LOC/DME I-ADQ 110.9 Chan 46 | APP CRS 258° | Rwy Idg 7533 TDZE 32 Apt Elev 80 |
|---|------------------------|---|

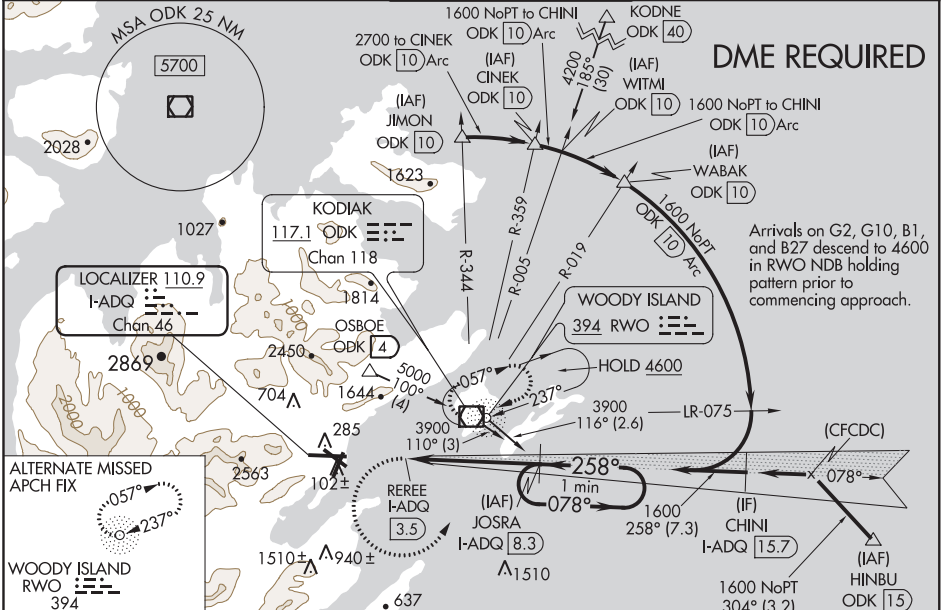
ILS Y or LOC Y RWY 26

KODIAK (ADQ)(PADQ)

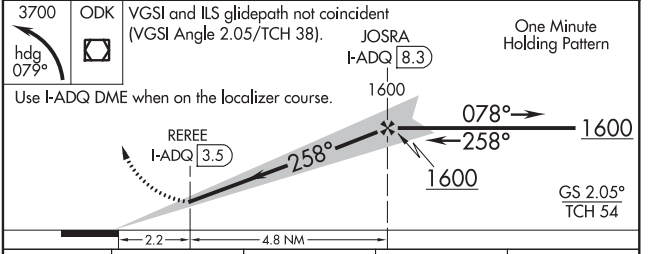
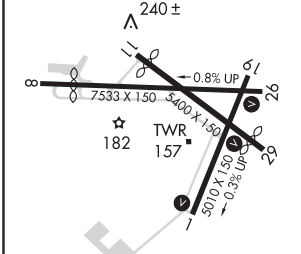
⚠ Circling NA to Rwys 8, 11 and 19. Circling NA north of Rwy 8-26 and west of Rwy 1-19. Night landing: Rwy 1 NA. Rapidly rising terrain north, west, and south of airport. ILS unusable from 2 DME inbound. When advised by ATC of tall ships in the harbor procedure NA. DME required.

⚠ MISSED APPROACH: Climbing left turn to 3700 on heading 079° then direct ODK VOR/DME and hold.

| | | | | |
|-----------------------|--|--|-------------------------|------------------------|
| ATIS 134.45 | ANCHORAGE CENTER 125.1 281.4 | KODIAK TOWER* 119.8 (CTAF) 239.0 | GND CON 121.9 | UNICOM 122.8 |
|-----------------------|--|--|-------------------------|------------------------|



| | |
|---------|------------------|
| ELEV 80 | D TDZE 32 |
|---------|------------------|



| CATEGORY | A | B | C | D |
|-------------------|------------------------|------------------------|------------------------|-------------------------|
| S-ILS | 636-3 | 604 (600-3) | | 818-3 786 (800-3) |
| S-LOC 26 | 640-2½ | 608 (600-2½) | | 1060-3 1028 (1000-3) |
| C CIRCLING | 660-2½ 580 (600-2½) | 720-2½ 640 (700-2½) | 940-2½ 860 (900-2½) | 2020-3 1940 (2000-3) |

REIL Rwys 1 and 26
HIRL Rwys 1-19, 8-26 and 11-29

KODIAK, ALASKA
Amdt 3A 10NOV16

57°45'N-152°30'W

ILS Y or LOC Y RWY 26

KODIAK (ADQ)(PADQ)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 7533 |
| 258° | TDZE | 32 |
| | Apt Elev | 80 |

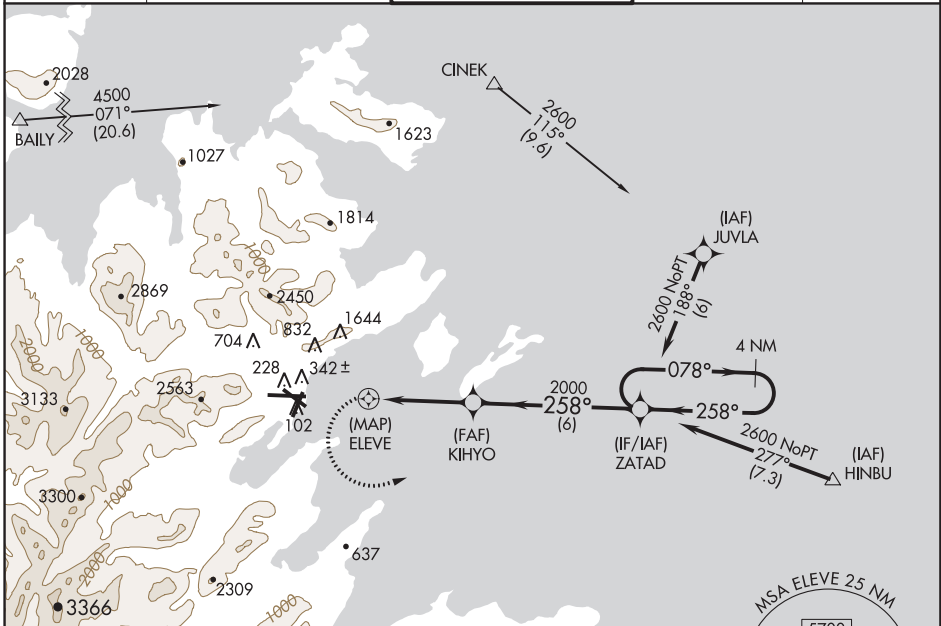
RNAV (GPS) RWY 26

KODIAK (ADQ)(PADQ)

⚠ Circling NA north of Rwy 8-26 and west of Rwy 1-19. Night landing: Rwy 1 NA. Circling to Rws 8, 11 and 19 NA. Rapidly rising terrain north, west, and south of airport. When advised by ATC of tall ships in the harbor, procedure NA at night. DME/DME RNP-0.3 NA.

⚠ MISSED APPROACH: Climbing left turn to 3700 direct ZATAD and hold, continue climb-in-hold to 3700.

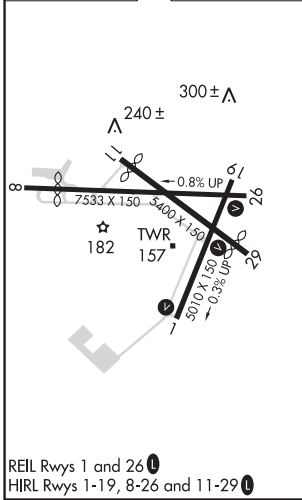
| | | | | |
|-----------------------|--|---|-------------------------|------------------------|
| ATIS 134.45 | ANCHORAGE CENTER 125.1 281.4 | KODIAK TOWER * 119.8 (CTAF) 239.0 | GND CON 121.9 | UNICOM 122.8 |
|-----------------------|--|---|-------------------------|------------------------|



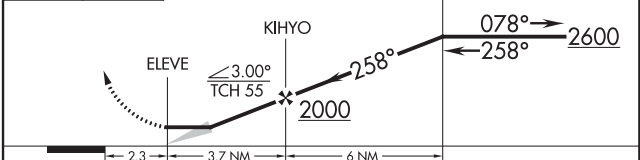
AK, 10 NOV 2016 to 05 JAN 2017

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| | | |
|---------|----------|---------|
| ELEV 80 | D | TDZE 32 |
|---------|----------|---------|



3700 ZATAD VGSi and RNAV glidepath not coincident. (VGSi Angle 2.05/TCH 38) 4 NM Holding Pattern



| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|------------------------|-------------------------|
| LNAV MDA | 600-3 | 568 (600-3) | 1020-3 988 (1000-3) | 1780-3 1748 (1700-3) |
| C CIRCLING | 660-3 580 (600-3) | 720-3 640 (700-3) | 1020-3 940 (1000-3) | 2020-3 1940 (2000-3) |

KODIAK, ALASKA
Amdt 2 15OCT15

57°45'N-152°30'W

RNAV (GPS) RWY 26

KODIAK, ALASKA

AL-1238 (FAA)

16203

| | | |
|--|------------------------|---|
| VOR/DME ODK 117.1 Chan 118 | APP CRS 237° | Rwy Idg 7533 TDZE 32 Apt Elev 80 |
|--|------------------------|---|

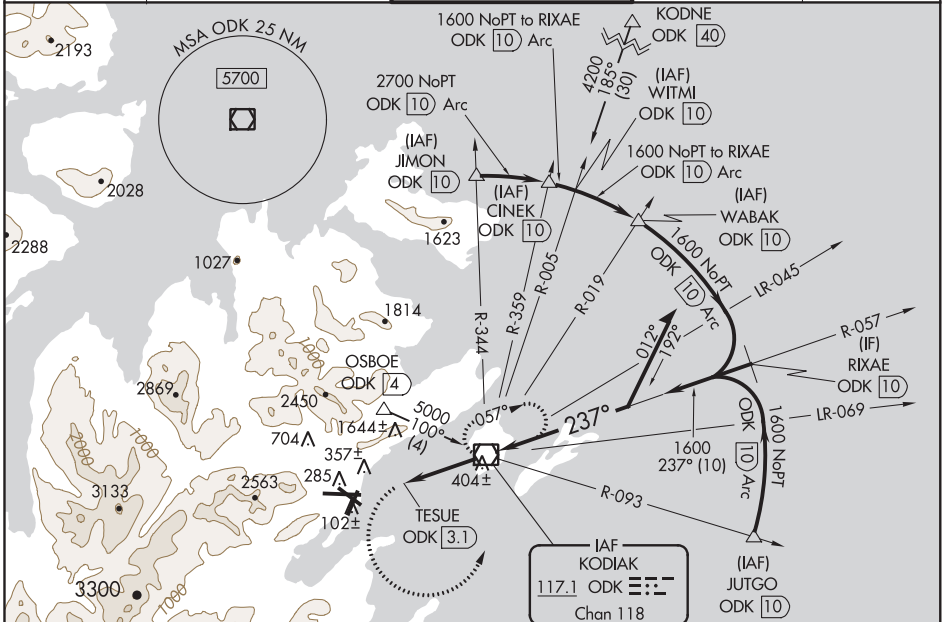
VOR RWY 26

KODIAK (ADQ)(PADQ)

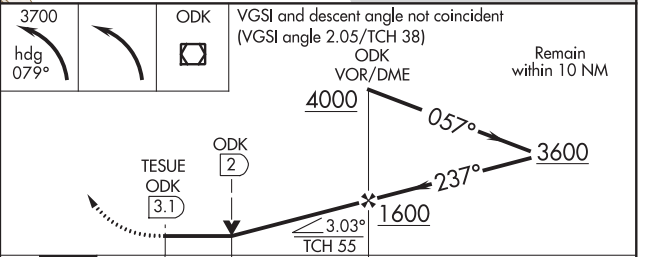
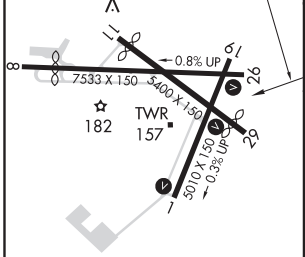
⚠ Circling NA north of Rwy 8-26 and west of Rwy 1-19. Night landing: Rwy 1 NA. Rapidly rising terrain north, west, and south of airport. Circling to Rwy 8, 11 and 19 NA. When advised by ATC of tall ships in the harbor procedure NA at night.

⚠ MISSED APPROACH: Climbing left turn to 3700 on heading 079° then left turn direct ODK VOR/DME and hold.

| | | | | |
|-----------------------|--|--|-------------------------|------------------------|
| ATIS 134.45 | ANCHORAGE CENTER 125.1 281.4 | KODIAK TOWER* 119.8 (CTAF) 239.0 | GND CON 121.9 | UNICOM 122.8 |
|-----------------------|--|--|-------------------------|------------------------|



| | | |
|---------|----------|---------|
| ELEV 80 | D | TDZE 32 |
|---------|----------|---------|



| | | | | |
|-------------------------------|----------------------|----------------------|------------------------|-------------------------|
| REIL Rws 1 and 26 | | | | |
| HIRL Rws 1-19, 8-26 and 11-29 | | | | |
| FAF to MAP 3.1 NM | | | | |
| Knots | 60 | 90 | 120 | 150 |
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 |
| 1:02 | | | | |
| CATEGORY | A | B | C | D |
| S-26 | 660-2 628 (600-2) | | | |
| C CIRCLING | 660-2 580 (600-2) | 720-2 640 (700-2) | 940-2½ 860 (900-2½) | 2020-3 1940 (2000-3) |

KODIAK, ALASKA
Amdt 3 15OCT15

57°45'N-152°30'W

KODIAK (ADQ)(PADQ)

VOR RWY 26

AK, 10 NOV 2016 to 05 JAN 2017

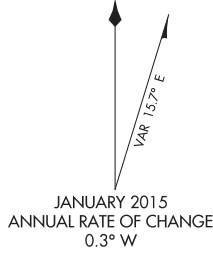
AK, 10 NOV 2016 to 05 JAN 2017

16203
AIRPORT DIAGRAM

AL-1238 (FAA)

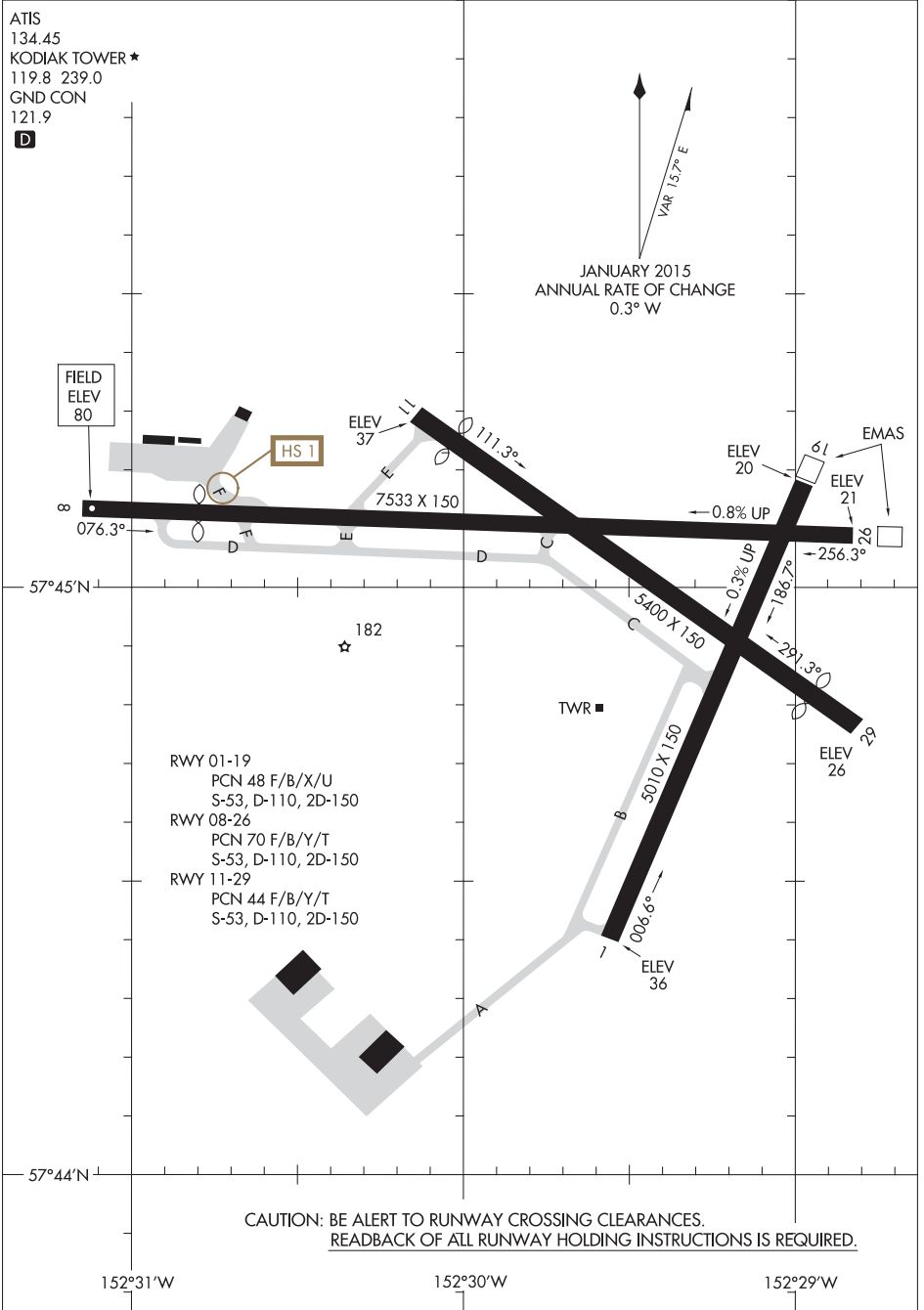
KODIAK (ADQ)(PADQ)
 KODIAK, ALASKA

ATIS
 134.45
 KODIAK TOWER ★
 119.8 239.0
 GND CON
 121.9
D



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



RWY 01-19
 PCN 48 F/B/X/U
 S-53, D-110, 2D-150
 RWY 08-26
 PCN 70 F/B/Y/T
 S-53, D-110, 2D-150
 RWY 11-29
 PCN 44 F/B/Y/T
 S-53, D-110, 2D-150

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

AIRPORT DIAGRAM
 16203

KODIAK, ALASKA
KODIAK (ADQ)(PADQ)

(KODI7.ODK) 15288

KODIAK SEVEN DEPARTURE (OBSTACLE)

SL-1238 (FAA)

KODIAK (ADQ) (PADQ)

KODIAK, ALASKA

TAKEOFF MINIMUMS

Rwy 26: NA - Terrain.

Rwy 1: 1100-2 with a minimum climb of 445' per NM to 400, maintain 210K or less until established on the ODK R-240 or 062° course to RWO NDB, or 3200-3 for VCOA.

Rwy 8: Standard.

Rwy 11: 400-2 or standard with minimum climb of 258' per NM to 500.

Rwy 19: Standard with the following minimum climb requirements:

150K or less, 400' per NM to 1200; more than 150K, 530' per NM to 1900, or 3200-3 for VCOA. Resume normal speed after passing ODK VOR/DME, RWO NDB.

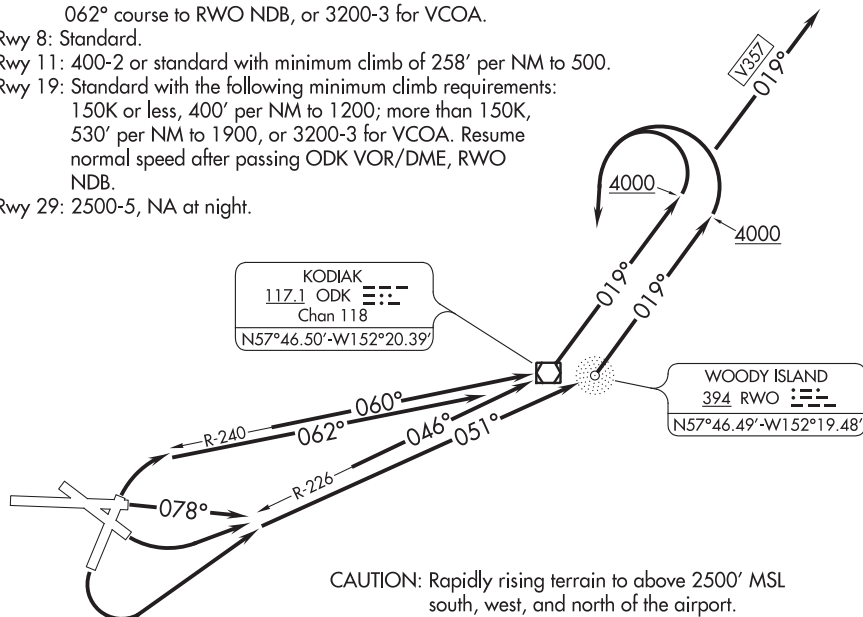
Rwy 29: 2500-5, NA at night.

GND CON

121.9

KODIAK TOWER*

119.8 (CTAF) 239.0



CAUTION: Rapidly rising terrain to above 2500' MSL south, west, and north of the airport.

TAKEOFF OBSTACLE NOTES

- Rwy 1: Vehicles beginning 28' from DER, 147' right of centerline, up to 15' AGL/50' MSL.
Vehicles beginning 56' from DER, 13' left of centerline, up to 15' AGL/50' MSL.
- Rwy 8: Vehicles beginning 37' from DER, left and right of centerline, 15' AGL/50' MSL.
Trees and vegetation beginning 25' from DER, left and right of centerline, up to 15' AGL/23' MSL.
Ships beginning 2400' from DER, left and right of centerline, up to 35' AGL/35' MSL.
- Rwy 11: Tree 10' from DER, 411' right of centerline, 38' AGL/64' MSL.
Tree 78' from DER, 330' right of centerline, 23' AGL/49' MSL.
Vegetation 132' from DER, 469' right of centerline, 17' AGL/43' MSL.
Ships beginning 3564' from DER, left and right of centerline, 210' AGL/210' MSL.
Tree 1.7 NM from DER, 2679' right of centerline, up to 100' AGL/360' MSL.
- Rwy 19: Vehicles beginning 5' from DER, left and right of centerline, up to 15' AGL/59' MSL.
Trees and bushes beginning 31' from DER, 490' right of centerline, up to 50' AGL/84' MSL.
Building 1682' from DER, 608' right of centerline, 51' AGL/103' MSL.
Trees beginning 2183' from DER, left and right of centerline, up to 100' AGL/133' MSL.
Trees beginning 3355' from DER, left and right of centerline, up to 100' AGL/169' MSL.
- Rwy 29: Trees beginning 13' from DER, 370' right of centerline, up to 39' AGL/76' MSL.
Vehicles 160' from DER, 486' left of centerline, up to 15' AGL/73' MSL.
Trees, bushes, and terrain beginning 184' from DER, 123' left of centerline, up to 100' AGL/185' MSL.
Trees, vehicle, bushes, and terrain beginning 130' from DER, right of centerline, up to 100' AGL/268' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KODIAK SEVEN DEPARTURE (OBSTACLE)

(KODI7.ODK) 15288

KODIAK, ALASKA

KODIAK (ADQ) (PADQ)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Initiate a climbing right turn as soon as practicable but not later than the DER to intercept ODK VOR/DME R-240 to ODK, or 062° course to RWO NDB. Thence . . .

TAKEOFF RUNWAY 8: Climb heading 078° to intercept ODK VOR/DME R-226 to ODK, or 051° course to RWO NDB. Thence

TAKEOFF RUNWAY 11: Climbing left turn to intercept ODK VOR/DME R-226 to ODK, or 051° course to RWO NDB. Thence

TAKEOFF RUNWAY 19: Climbing left turn to intercept ODK VOR/DME R-226 to ODK, or 051° to RWO NDB. Thence

TAKEOFF RUNWAY 29: Climb in visual conditions direct ODK VOR/DME or RWO NDB (visual conditions must be maintained from takeoff until established over ODK VOR/DME or RWO NDB); cross ODK VOR/DME, or RWO NDB, at or above 2400 MSL, Thence

VISUAL CLIMB OVER AIRPORT RUNWAYS 1, 19: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kodiak Airport at or above 3100 to intercept ODK R-226 to ODK or 062° course to RWO NDB, thence

. . . . Climb to 4000 via ODK VOR/DME R-019 or 019° bearing from RWO NDB. V357 proceed on course, all others climbing left turn direct ODK VOR/DME or RWO NDB and then proceed on course.

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AK, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 6

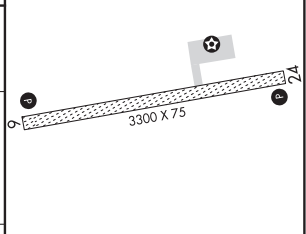
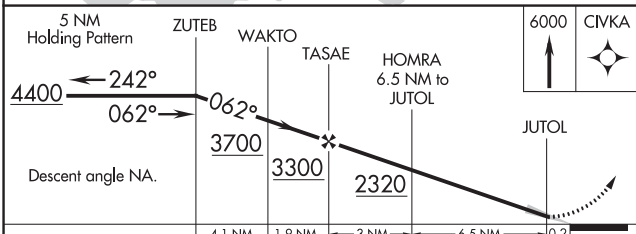
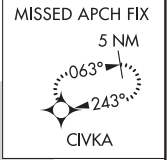
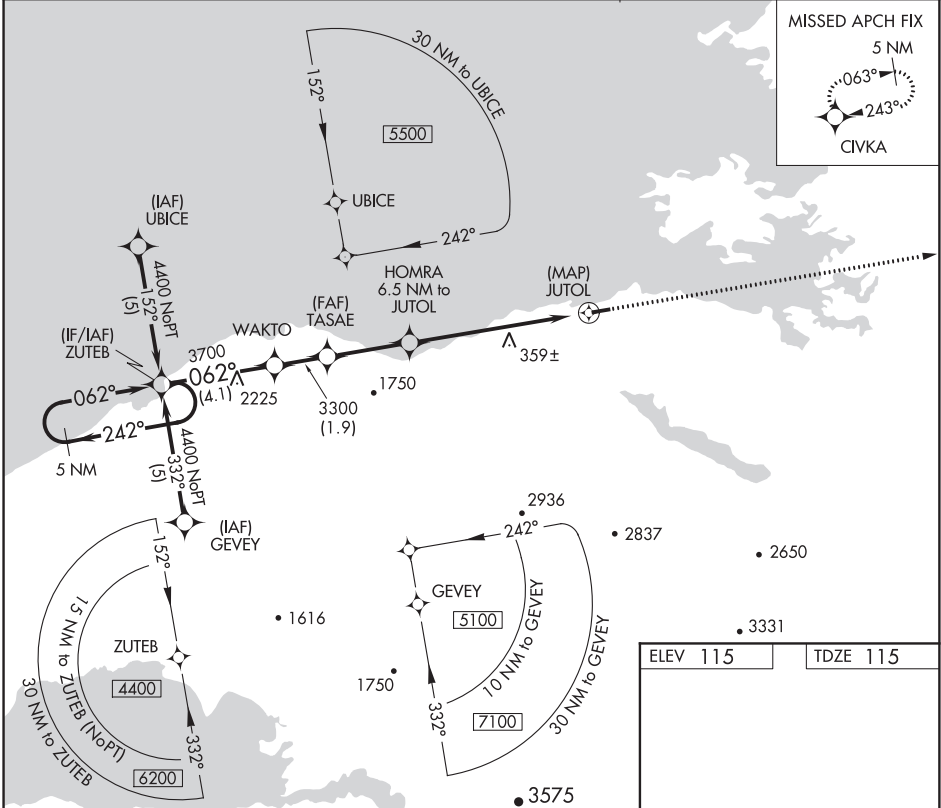
KOKHANOK (9K2) (P^FKK)

| | |
|------------------------|---|
| APP CRS 062° | Rwy Idg 3300 TDZE 115 Apt Elev 115 |
|------------------------|---|

⚠ Use Iliamna altimeter setting. DME/DME RNP-0.3 NA.
⚠ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
❄ -16°C/3°F

MISSED APPROACH: Climb to 6000 direct CIVKA and hold, continue climb-in-hold to 6000.

| | | |
|-------------------------------|----------------------------------|----------------------|
| IILIMNA ASOS 134.95 | ANCHORAGE CENTER 118.8 | CTAF 122.9 |
|-------------------------------|----------------------------------|----------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|------------------------|---|----|
| LNVA MDA | 980-1 865 (900-1) | 980-1½ 865 (900-1½) | | NA |
| CIRCLING | 1020-1½ | 905 (1000-1½) | | NA |

REIL Rwy 6 and 24 **Ⓛ**
 MIRL Rwy 6-24 **Ⓛ**

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

KOLIGANEK, ALASKA

AL-9459 (FAA)

16203

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3300 |
| 093° | TDZE | 272 |
| | Apt Elev | 274 |

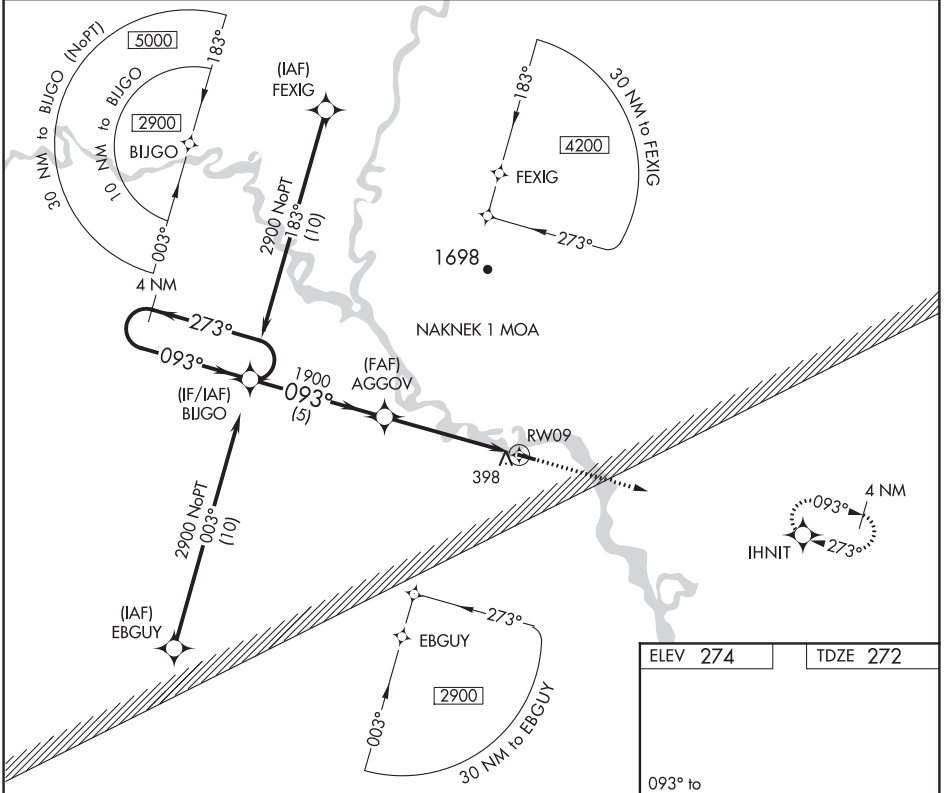
RNAV (GPS) RWY 9

KOLIGANEK (JZZ) (PAJZ)

⚠ When local altimeter setting not received, use new Stuyahok altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA.
 Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

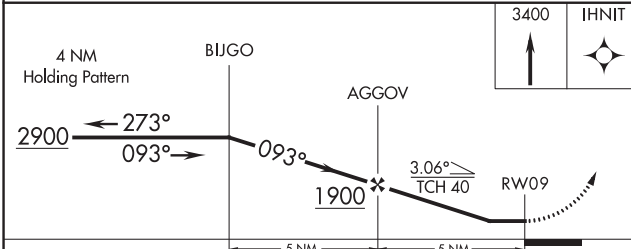
MISSED APPROACH: Climb to 3400 direct IHNIT and hold, continue climb-in-hold to 3400.

| | | |
|---------------------------|--|----------------------|
| AWOS-3P 118.525 | ANCHORAGE CENTER 132.75 282.35 | CTAF 122.9 |
|---------------------------|--|----------------------|



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| | |
|----------|----------|
| ELEV 274 | TDZE 272 |
|----------|----------|

MIRL Rwy 9-27

| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|---|----|
| LNAV MDA | 720-1 | 448 (500-1) | | NA |
| C CIRCLING | 720-1 446 (500-1) | 740-1 466 (500-1) | | NA |

KOLIGANEK, ALASKA
 Amdt 1 20AUG15

59°44'N-157°16'W

KOLIGANEK (JZZ) (PAJZ)

RNAV (GPS) RWY 9

| | |
|------------------------|------------------------|
| APP CRS 273° | Rwy Idg 3300 |
| | TDZE 274 |
| | Apt Elev 274 |

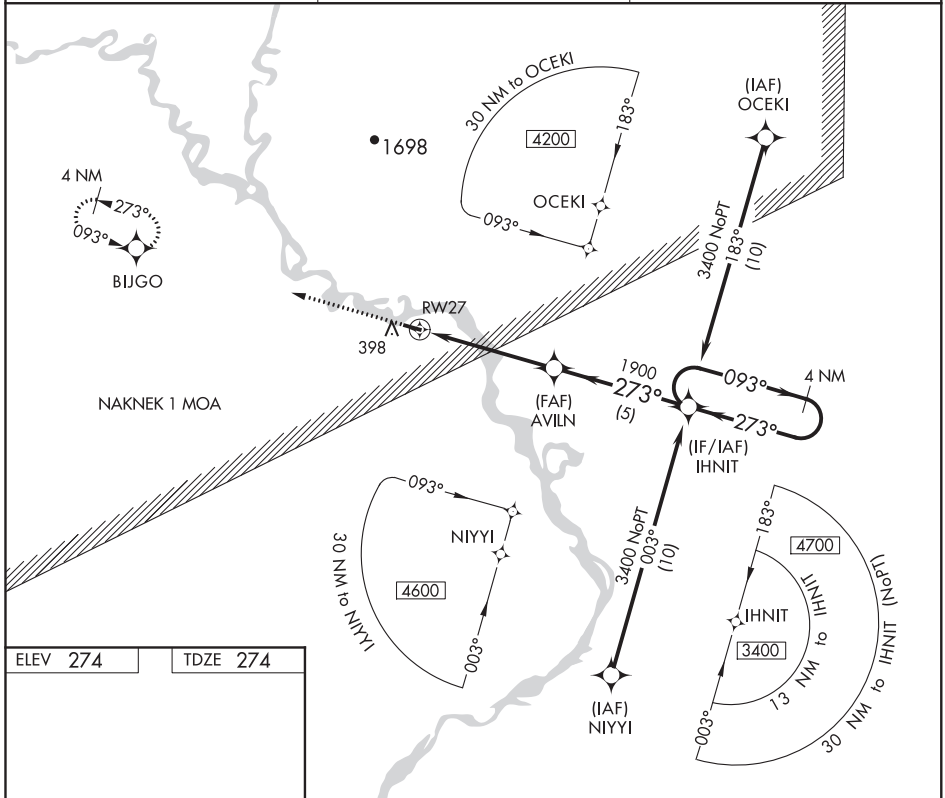
RNAV (GPS) RWY 27

KOLIGANEK (JZZ) (PAJZ)

⚠ When local altimeter setting not received, use new Stuyahok altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2900 direct BIJGO and hold.

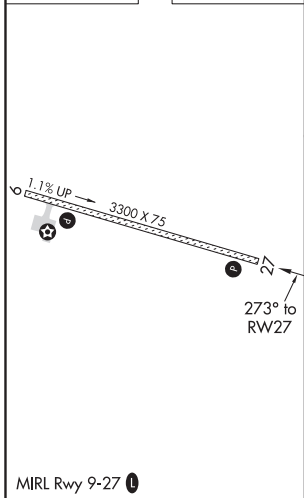
| | | |
|---------------------------|--|----------------------|
| AWOS-3P 118.525 | ANCHORAGE CENTER 132.75 282.35 | CTAF 122.9 |
|---------------------------|--|----------------------|



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| | |
|----------|----------|
| ELEV 274 | TDZE 274 |
|----------|----------|



| | | | | | |
|-------------------|-------|------------------|-------|---|----------------------|
| 2900 | BIJGO | Descent Angle NA | IHNIT | | 4 NM Holding Pattern |
| | | AVILN | | | |
| CATEGORY | A | B | C | D | |
| LNAV MDA | 780-1 | 506 (600-1) | NA | | |
| C CIRCLING | 780-1 | 506 (600-1) | NA | | |

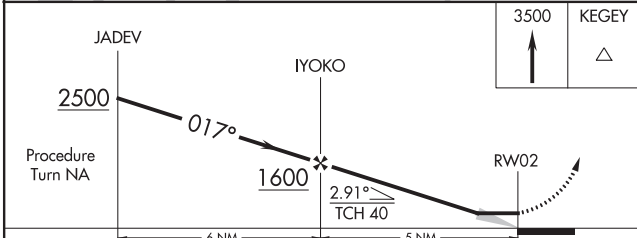
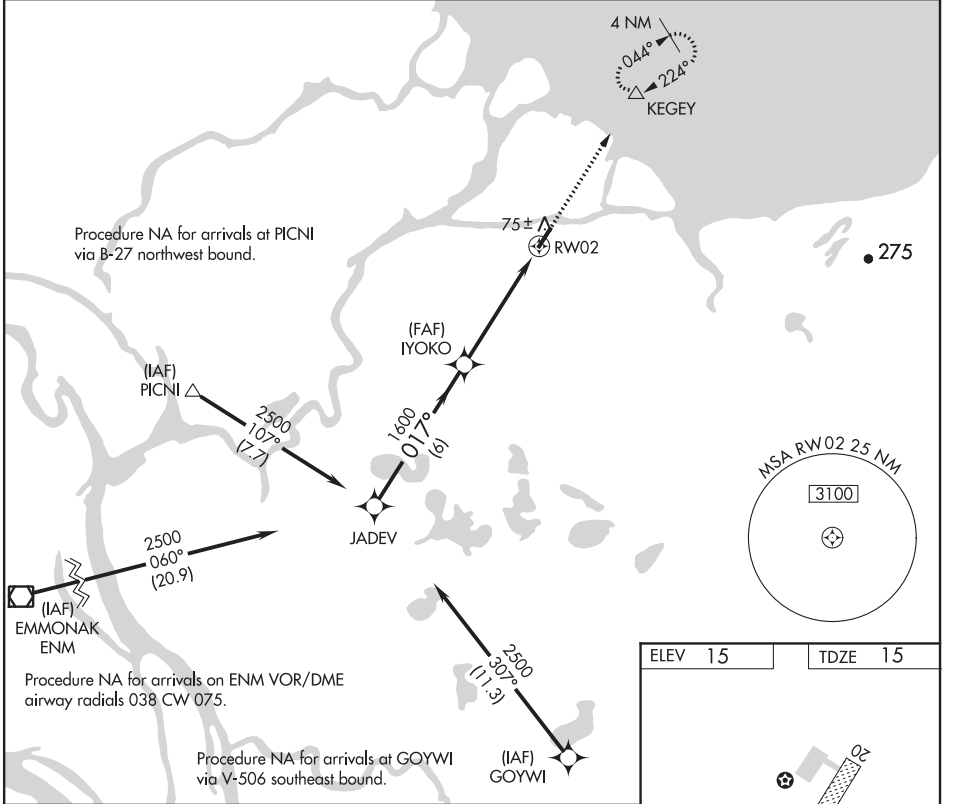
RNAV (GPS) RWY 2

KOTLIK (2A9) (P^FKO)

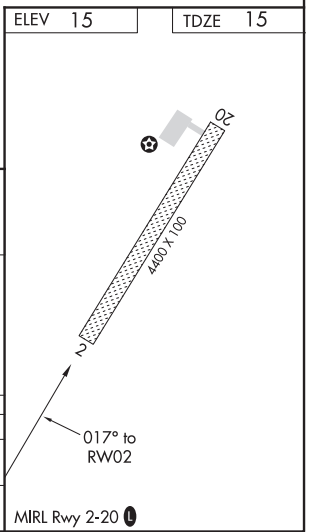
| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 017° | Rwy Idg TDZE Apt Elev | 4400 15 15 |
|------------------------|-----------------------------|---------------------------------------|

| | |
|--|---|
| <p>NA</p> <p>DME/DME RNP-0.3 NA. Use Emmonak oliimeter setting.</p> | <p>MISSED APPROACH: Climb to 3500 direct KEGEY WP and hold.</p> |
|--|---|

| | | |
|---------------------------------|--|------------------------|
| EMMONAK AWOS-3 135.35 | ANCHORAGE CENTER 124.5 226.8 | CTAF 122.9 0 |
|---------------------------------|--|------------------------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|----|
| LNAV MDA | 500-1 | 485 (500-1) | | NA |
| CIRCLING | 560-1 | 545 (600-1) | | NA |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

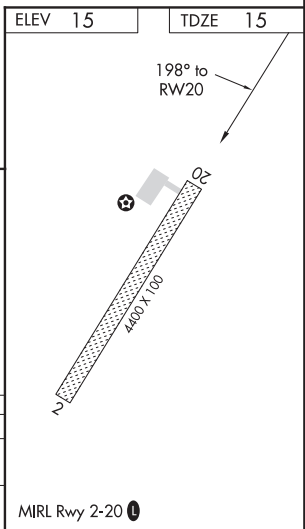
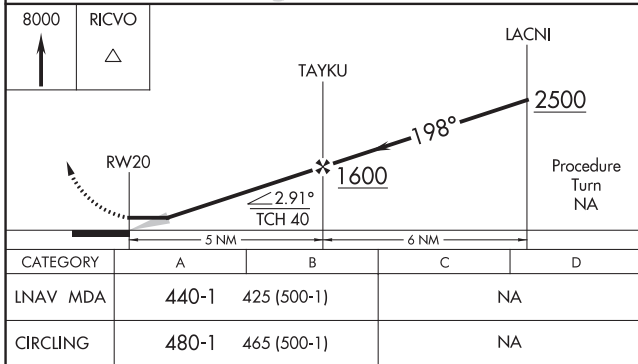
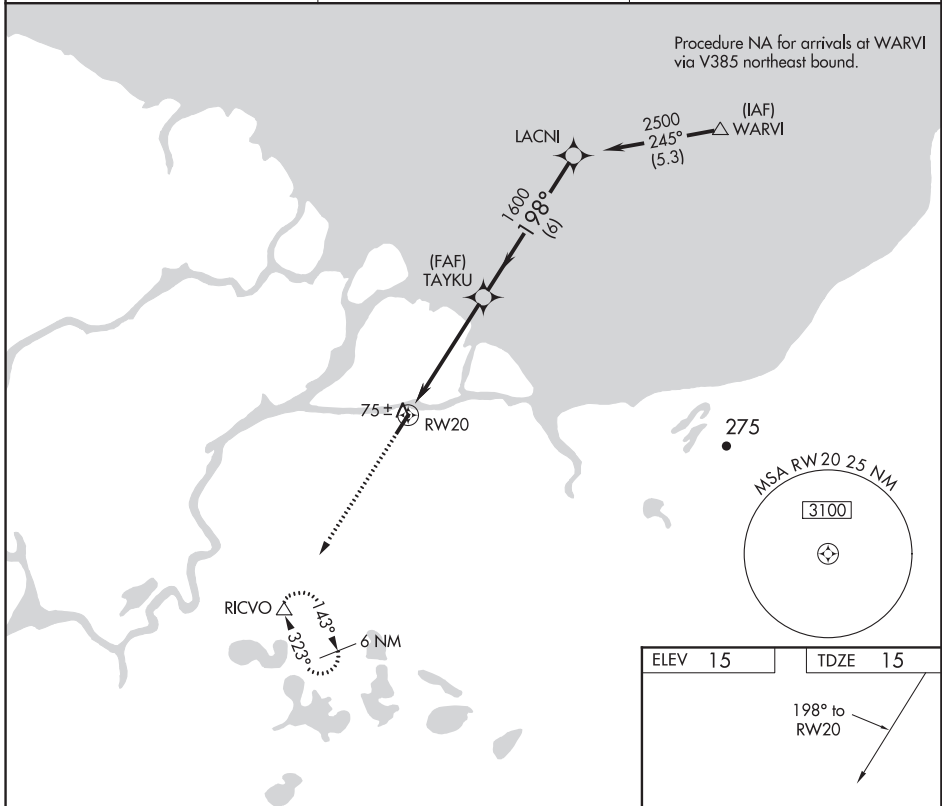
| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 198° | Rwy Idg TDZE Apt Elev | 4400 15 15 |
|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 20

KOTLIK (2A9) (PFKO)

| | |
|--|---|
| <p>NA DME/DME RNP-0.3 NA. Use Emmonak altimeter setting. Procedure NA at night.</p> | <p>MISSED APPROACH: Climb to 8000 direct RICVO WP and hold.</p> |
|--|---|

| | | |
|---------------------------------|--|-------------------------------|
| EMMONAK AWOS-3 135.35 | ANCHORAGE CENTER 124.5 226.8 | CTAF 122.9 0 |
|---------------------------------|--|-------------------------------|



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AK, 10 NOV 2016 to 05 JAN 2017

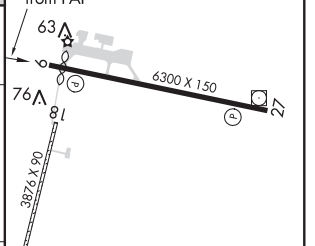
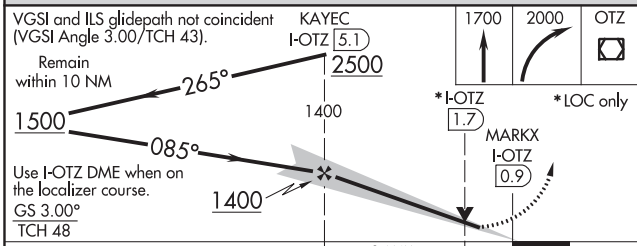
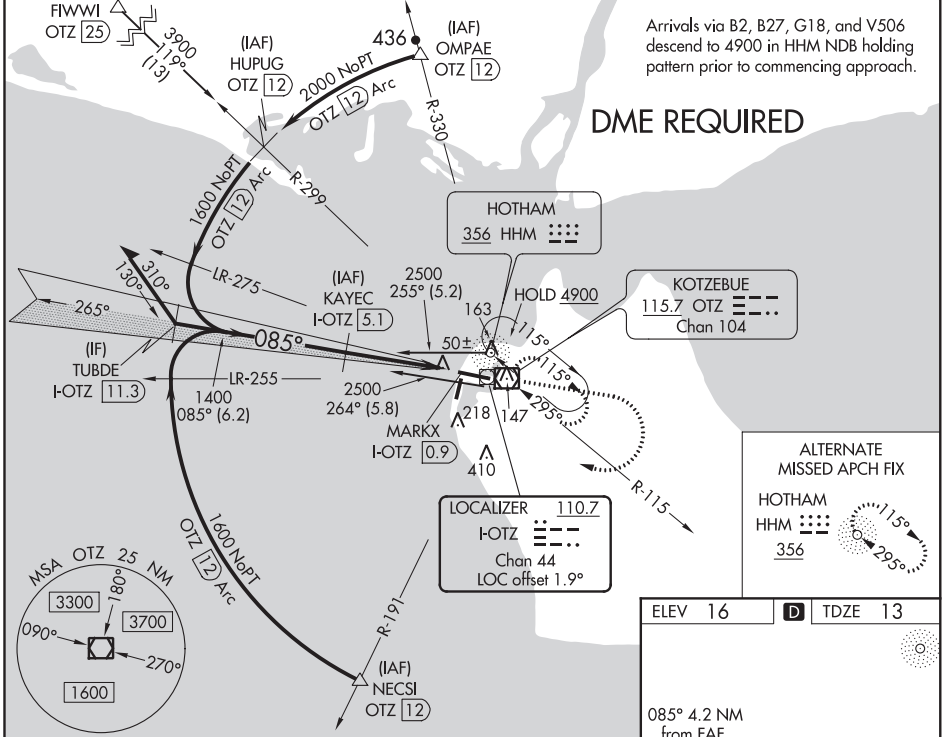
| | | |
|---|------------------------|---|
| LOC/DME I-OTZ 110.7 Chan 44 | APP CRS 085° | Rwy Idg 5900 TDZE 13 Apt Elev 16 |
|---|------------------------|---|

ILS or LOC/DME RWY 9
RALPH WIEN MEMORIAL (OTZ) (PAOT)

⚠ When local altimeter setting not received use Noatak altimeter setting and increase all DA 107 feet and all MDA 120 feet, increase S-ILS all Cats and S-LOC Cats C and D visibility to RVR 6000, increase Circling Cats C and D visibility ¼ mile. Night landing: Rwy 18, 36 NA, Rwy 27 operational VGSI required, remain on or above VGSI glidepath until threshold. VDP NA when using Noatak altimeter setting.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct OTZ VOR/DME and hold.

AFIS **135.45** ANCHORAGE CENTER **119.2 263.0** KOTZEBUE RADIO **123.6 (CTAF)**



| CATEGORY | A | B | C | D |
|-------------------|-------|-------------|----------------------|------------------------|
| S-ILS 9 | | 263/40 | 250 (300-¾) | |
| S-LOC 9 | | 300/55 | 287 (300-1¼) | |
| C CIRCLING | 520-1 | 504 (600-1) | 720-2 704 (800-2) | 720-2¼ 704 (800-2¼) |

ELEV 16 TDZE 13

REIL Rwy 9 and 27 **⓪**
HIRL Rwy 9-27 **⓪**
MIRL Rwy 18-36 **⓪**

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|---|-------------|
| WAAS CH 97714 W09A | APP CRS 087° | Rwy Idg TDZE 13 Apt Elev 16 | 5900 |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 9

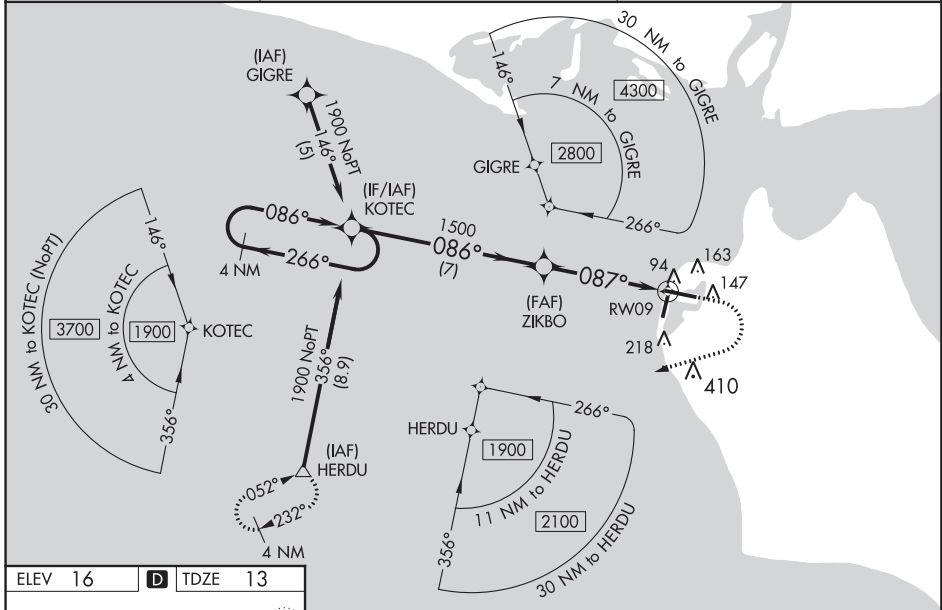
RALPH WIEN MEMORIAL (OTZ) (PAOT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Noatak altimeter setting; increase all DA 107 feet and all visibilities ½ mile; increase all MDA 120 feet and all LNAV visibilities ¼ mile, increase Circling visibility Cats C and D ½ mile. VDP and Baro-VNAV NA when using Noatak altimeter setting. Night landing: Rwy 18, 36 NA, Rwy 27 operational VGSI required, remain on or above VGSI glidepath until threshold.

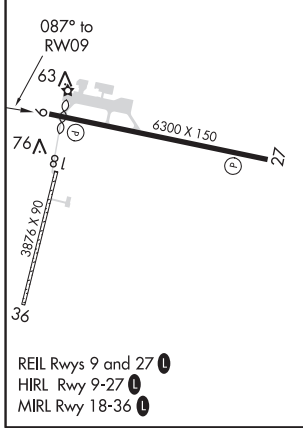
⚠ -43°C/-45°F

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct HERDU and hold.

| | | |
|-----------------------|--|--|
| AFIS 135.45 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 123.6 (CTAF) 📻 |
|-----------------------|--|--|



| | |
|---------|------------------|
| ELEV 16 | D TDZE 13 |
|---------|------------------|



| | | | | | | |
|-------------------|----------------------|-------------|----------------------|------------------------|------|----------------|
| | 4 NM Holding Pattern | KOTEC | ZIKBO | 500 | 2000 | HERDU |
| | 1900 | 266° | 086° | 1500 | 087° | 163° |
| | | 086° | | | | 218° |
| | | | 1500 | | | 410° |
| | | | | | | 500 |
| | | | | | | 2000 |
| | | | | | | HERDU |
| | | | | | | △ |
| | | | | | | *LNAV only |
| | | | | | | *1 NM to RWY 9 |
| | | | | | | RWY 9 |
| | | | | | | |
| CATEGORY | A | B | C | D | | |
| LPV DA | | 263/40 | 250 (300-¾) | | | |
| LNAV/VNAV DA | | 263/40 | 250 (300-¾) | | | |
| LNAV MDA | | 360/55 | 347 (400-1¼) | | | |
| C CIRCLING | 520-1 | 504 (600-1) | 720-2 704 (800-2) | 720-2¼ 704 (800-2¼) | | |

KOTZEBUE, ALASKA
Orig-A 15OCT15

66°53'N-162°36'W
315

RALPH WIEN MEMORIAL (OTZ) (PAOT)

RNAV (GPS) RWY 9

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5900 |
| 267° | TDZE | 16 |
| | Apt Elev | 16 |

RNAV (GPS) RWY 27

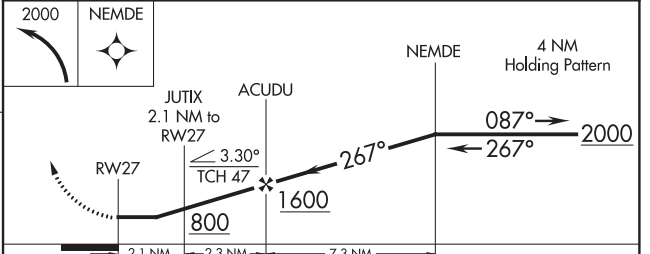
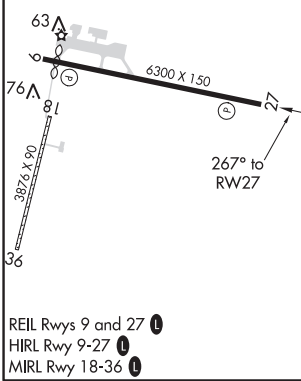
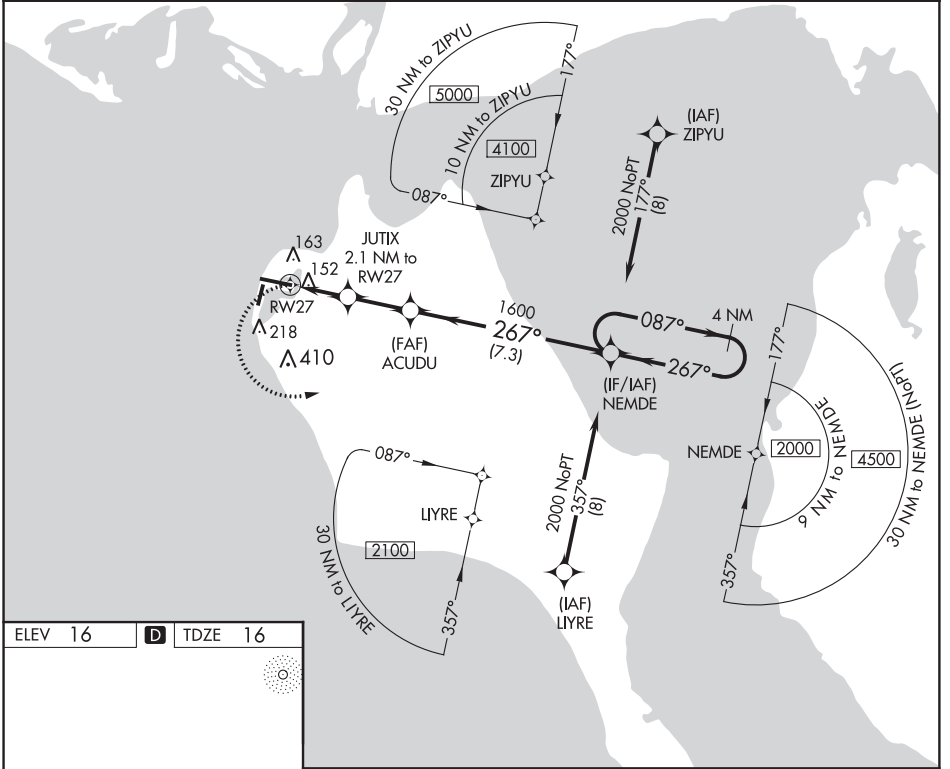
RALPH WIEN MEMORIAL (OTZ) (PAOT)

⚠ DME/DME RNP-0.3 NA. Night Landing: Rwy 18, 36 NA, Rwy 27 operational VGSJ required, remain on or above VGSJ glidepath until threshold. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Noatak altimeter setting: increase all MDA 120 feet and LNAV visibility Cats C and D ½ mile.

⚠ -43°C/-45°F

MISSED APPROACH: Climbing left turn to 2000 direct NEMDE and hold.

| | | |
|-----------------------|--|---|
| AFIS 135.45 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 123.6 (CTAF) 0 |
|-----------------------|--|---|



| CATEGORY | A | B | C | D |
|-------------------|-------|-------------|----------------------|------------------------|
| LNAV MDA | 420-1 | 404 (500-1) | 420-1½ | 404 (500-1½) |
| C CIRCLING | 520-1 | 504 (600-1) | 720-2 704 (800-2) | 720-2¼ 704 (800-2¼) |

KOTZEBUE, ALASKA
Orig-A 15OCT15

66°53'N-162°36'W

RALPH WIEN MEMORIAL (OTZ) (PAOT)
RNAV (GPS) RWY 27

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

KOTZEBUE, ALASKA

AL-2118 (FAA)

15344

| | | | |
|--|------------------------|---|-------------|
| VOR/DME OTZ 115.7 Chan 104 | APP CRS 257° | Rwy Idg TDZE 16 Apt Elev 16 | 5900 |
|--|------------------------|---|-------------|

VOR/DME Z RWY 27

RALPH WIEN MEMORIAL (OTZ) (PAOT)

⚠ When local altimeter not received, use Noatak altimeter setting and increase all MDA 120 feet and increase S-27 Cat C/D visibility $\frac{3}{8}$ mile, Circling Cat C/D $\frac{1}{2}$ mile. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 27 operational VGSI required, remain at or above VGSI glidepath until threshold. Night landing: Rwy 18, 36 NA.

❄ -43°C/-45°F

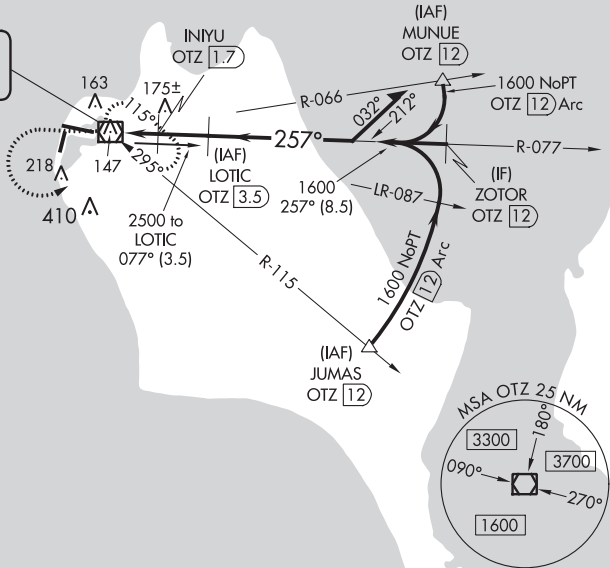
MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct OTZ VOR/DME and hold, continue climb-in-hold to 2000.

AFIS
135.45

ANCHORAGE CENTER
119.2 263.0

KOTZEBUE RADIO
123.6 (CTAF) 0

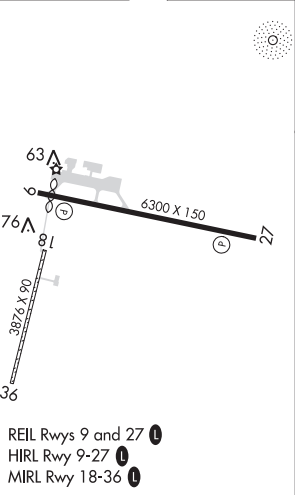
KOTZEBUE
115.7 OTZ
Chan **104**



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|------------------|
| ELEV 16 | D TDZE 16 |
|---------|------------------|



| 1600 | 2000 | OTZ | LOTIC OTZ 3.5 | Remain within 10 NM |
|-------------------|-------------------|-----|---------------------------|---------------------------|
| ↑ | ↪ | ◻ | 077° | 1600 |
| | | | 257° | 1600 |
| | | | 1600 | |
| | | | 920 | |
| | | | INIYU OTZ 1.7 | |
| | | | 0.7 | 1.7 NM |
| | | | 1.8 NM | |
| CATEGORY | A | B | C | D |
| S-27 | 440-1 424 (500-1) | | 440-1 1/4 424 (500-1 1/4) | |
| C CIRCLING | 520-1 504 (600-1) | | 720-2 704 (800-2) | 720-2 1/4 704 (800-2 1/4) |

KOTZEBUE, ALASKA
Orig 08JAN15

VOR/DME Z RWY 27

66°53'N-162°36'W

| | |
|------------------------|---|
| APP CRS 008° | Rwy Idg 3002 TDZE 162 Apt Elev 162 |
|------------------------|---|

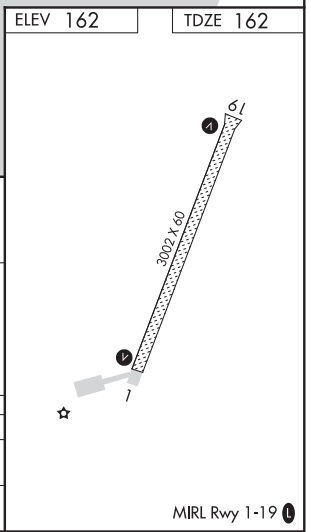
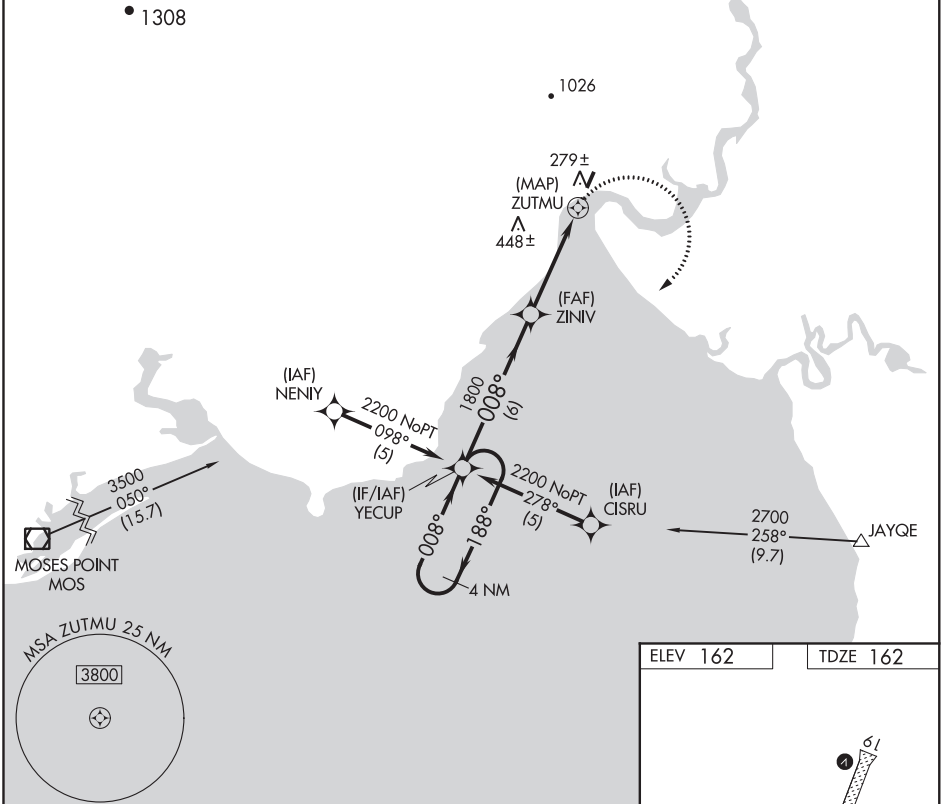
RNAV (GPS) RWY 1

KOYUK ALFRED ADAMS (KKA)(PAKK)

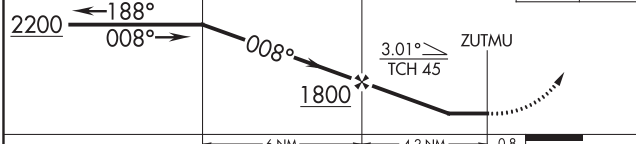
Circling NA west of Rwy 1-19.
 When VGSI inoperative, procedure NA at night.
 -34°C/-29°F DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct YECUP and hold.

| | | | |
|-------------------------|--|-----------------------------|----------------------|
| AWOS-3 134.95 | ANCHORAGE CENTER 135.7 335.5 | NOME RADIO 122.35 | CTAF 122.8 |
|-------------------------|--|-----------------------------|----------------------|



4 NM Holding Pattern YECUP VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25). 2200 YECUP



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------------|----|
| RNAV MDA | 580-1 | 418 (500-1) | 580-1 1/4 418 (500-1 1/4) | NA |
| CIRCLING | 680-1 518 (600-1) | 780-1 618 (700-1) | 940-2 1/4 778 (800-2 1/4) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

KOYUK, ALASKA

AL-9204 (FAA)

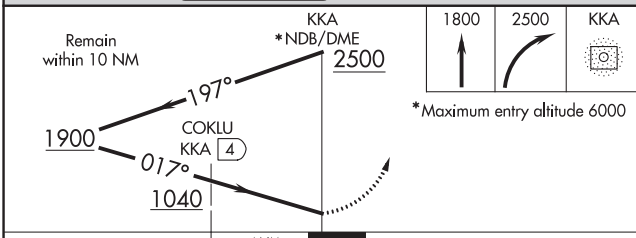
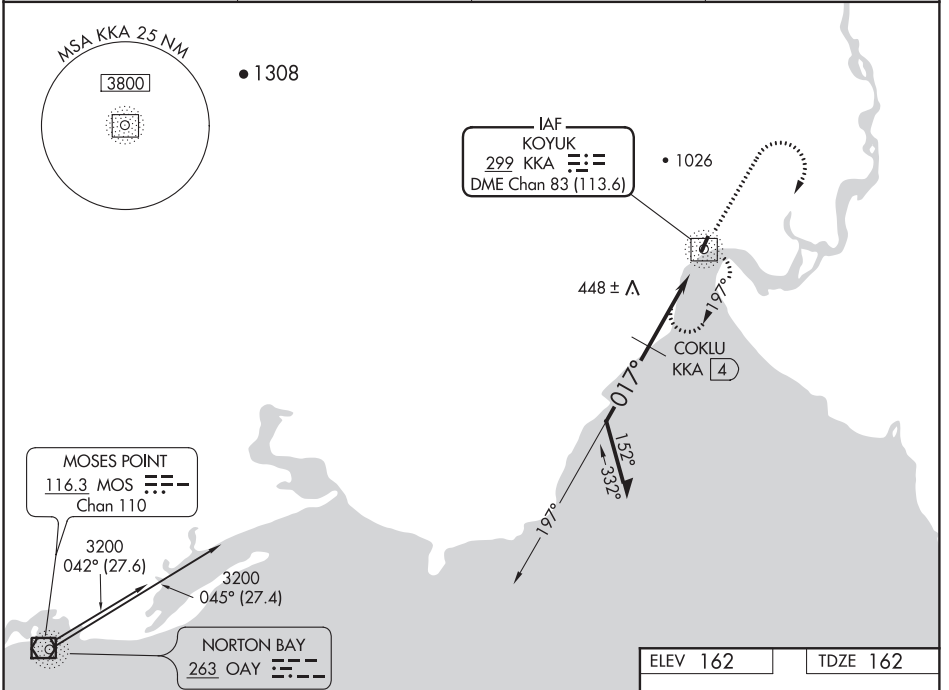
16147

| | | |
|---|------------------------|---|
| NDB/DME KKA 299 Chan 83 (113.6) | APP CRS 017° | Rwy Idg 3002 TDZE 162 Apt Elev 162 |
|---|------------------------|---|

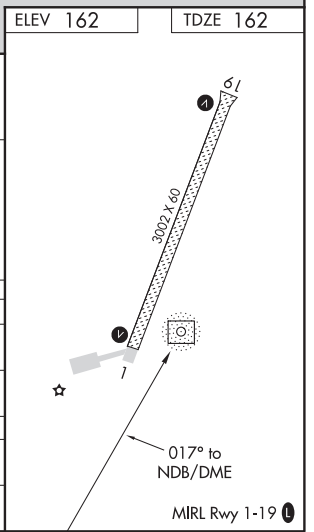
NDB RWY 1

KOYUK ALFRED ADAMS (KKA)(PAKK)

| | | | |
|--|--|--|----------------------|
| Circling NA west of Rwy 1-19. -34°C/-29°F | | MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct KKA NDB/DME and hold. | |
| AWOS-3 134.95 | ANCHORAGE CENTER 135.7 335.5 | NOME RADIO 122.35 | CTAF 122.8 |



| CATEGORY | A | B | C | D |
|--------------------|---------|--------------|-------------------------|----|
| S-1 | 1040-1¼ | 878 (900-1¼) | 1040-2¾ 878 (900-2¾) | NA |
| CIRCLING | 1040-1¼ | 878 (900-1¼) | 1040-2¾ 878 (900-2¾) | NA |
| COKLU FIX MINIMUMS | | | | |
| S-1 | 800-1 | 638 (700-1) | 800-1¾ 638 (700-1¾) | NA |
| CIRCLING | 800-1 | 638 (700-1) | 940-2¼ 778 (800-2¼) | NA |



KOYUK, ALASKA
Amdt 1C 26MAY16

64°56'N-161°09'W

NDB RWY 1

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

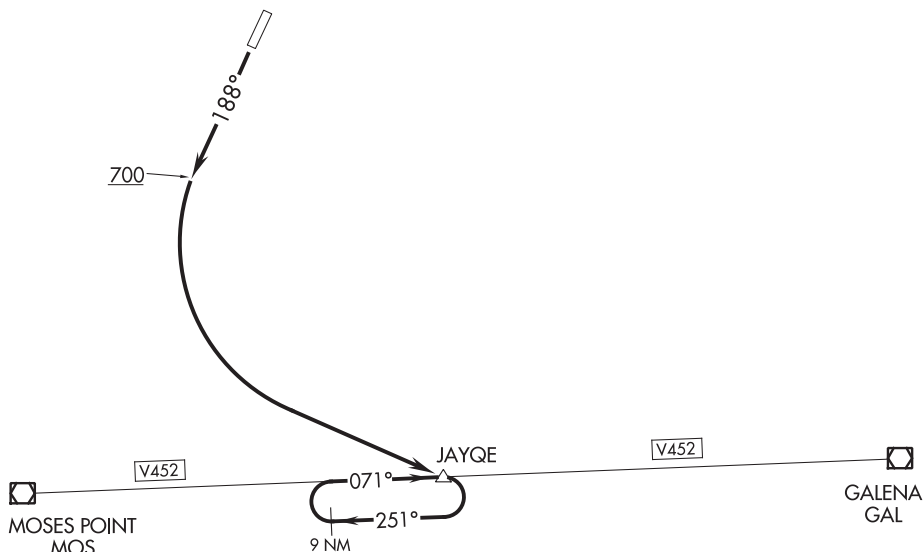
(JAYQE1.JAYQE) 13234

SL-9204 (FAA)

KOYUK ALFRED ADAMS (KKA) (PAKK)
KOYUK, ALASKA

JAYQE ONE DEPARTURE (RNAV)

ANCHORAGE CENTER
135.7 335.5
NOME RADIO
122.35
AWOS-3
134.95
CTAF
122.8



TAKEOFF MINIMUMS

Rwy 1: NA- Obstacles.
Rwy 19: Standard.

TAKEOFF OBSTACLE NOTE

Rwy 19: Multiple trees beginning 35' from DER, 12' right of centerline, up to 30' AGL/279' MSL.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 19: Climb heading 188° to 700, then left turn direct JAYQE, thence . . .
. . . climb in JAYQE holding pattern, to cross JAYQE at or above MEA for route of flight before proceeding on course.

JAYQE ONE DEPARTURE (RNAV)
(JAYQE1.JAYQE) 13234

KOYUK, ALASKA
KOYUK ALFRED ADAMS (KKA) (PAKK)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

KOYUKUK, ALASKA

AL-10161 (FAA)

16315

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 42714 W06A | APP CRS 062° | Rwy Idg TDZE Apt Elev | 4000 149 149 |
|--|------------------------|-----------------------------|---|

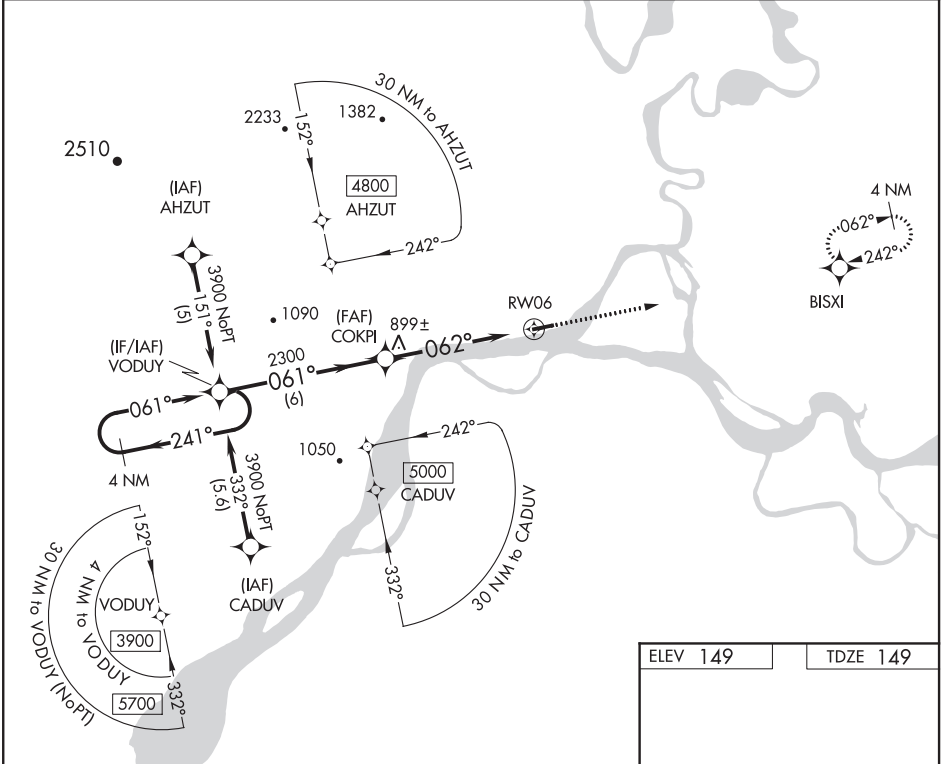
RNAV (GPS) RWY 6

KOYUKUK (KYU) (PFKU)

▽ DME/DME RNP-0.3 NA.
▲ NA Visibility reduction by helicopters NA.
❄ -30°C Use Galena altimeter setting, when not received, procedure NA.

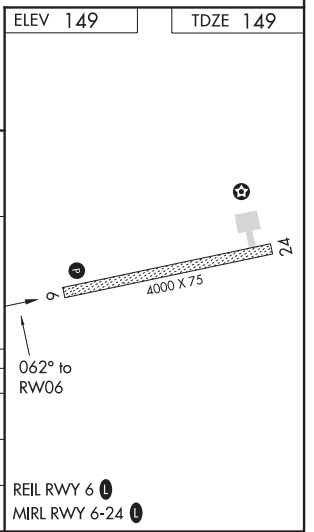
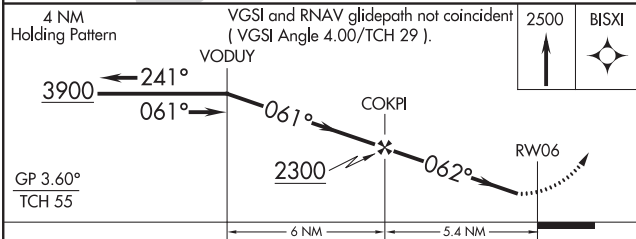
MISSED APPROACH: Climb to 2500
direct BISXI and hold.

| | |
|--|------------------------|
| ANCHORAGE CENTER 127.0 290.2 | CTAF 122.9 0 |
|--|------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| LPV DA | 567-1¼ 418 (500-1¼) | | | NA |
| RNAV MDA | 1220-1¼ 1071 (1100-1¼) | 1220-1½ 1071 (1100-1½) | 1220-3 1071 (1100-3) | NA |
| CIRCLING | 1220-1¼ 1071 (1100-1¼) | 1220-1½ 1071 (1100-1½) | 1220-3 1071 (1100-3) | NA |

KOYUKUK, ALASKA
Orig 22OCT09

64° 53' N-157° 44' W

KOYUKUK (KYU) (PFKU) RNAV (GPS) RWY 6

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 99314 W24A | APP CRS 242° | Rwy Idg TDZE Apt Elev | 4000 149 149 |
|--|------------------------|-----------------------------|---|

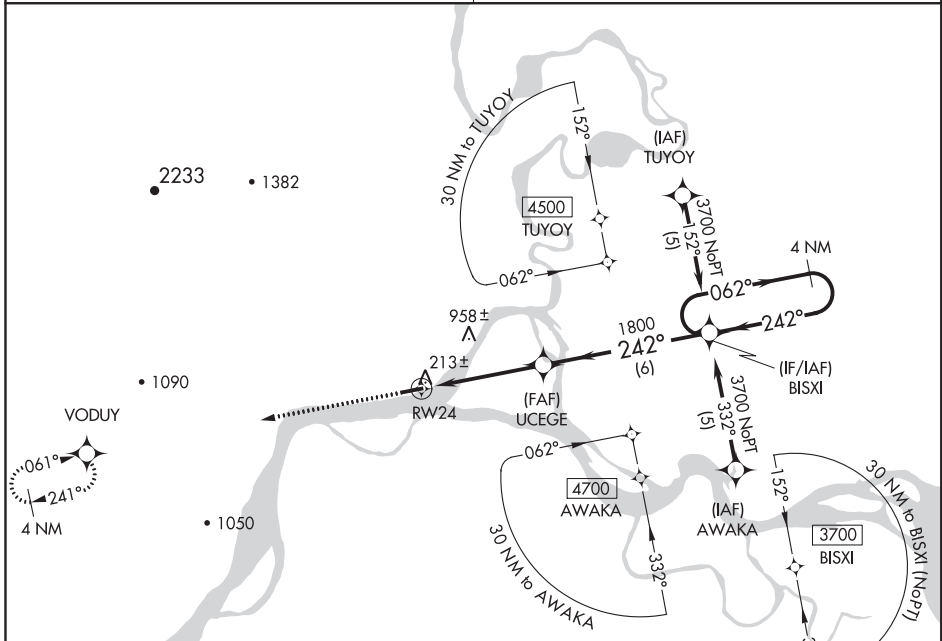
RNAV (GPS) RWY 24

KOYUKUK (KYU) (PFKU)

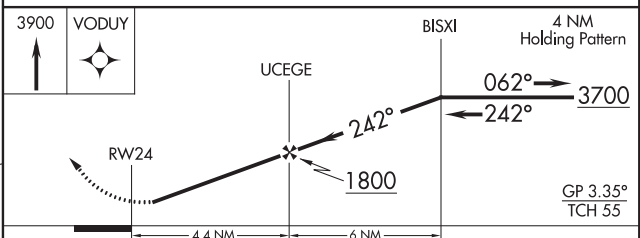
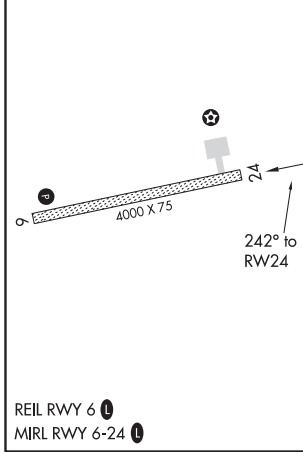
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Galena altimeter setting, when not received, procedure NA.

MISSED APPROACH: Climb to 3900 direct VODUY and hold, continue climb-in-hold to 3900.

| | |
|--|----------------------|
| ANCHORAGE CENTER 127.0 290.2 | CTAF 122.9 |
|--|----------------------|



| | |
|-----------------|-----------------|
| ELEV 149 | TDZE 149 |
|-----------------|-----------------|



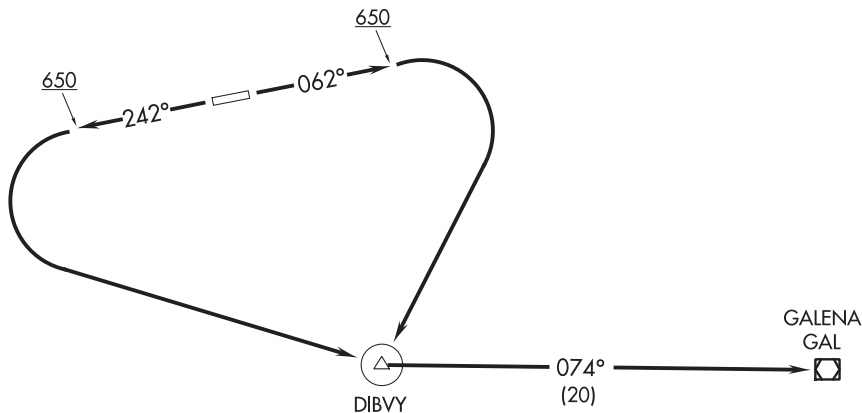
| CATEGORY | A | B | C | D |
|--------------|---------------------|---------------|--------------------------|----|
| LPV DA | 472-1 323 (400-1) | | | NA |
| LNAV/VNAV DA | 525-1¼ 376 (400-1¼) | | | NA |
| LNAV MDA | 1060-1¼ | 911 (1000-1¼) | 1060-2¾ 911 (1000-2¾) | NA |
| CIRCLING | 1060-1¼ | 911 (1000-1¼) | 1060-2¾ 911 (1000-2¾) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

(DIBVY2.GAL) 15344

DIBVY TWO DEPARTURE (OBSTACLE) (RNAV)

KOYUKUK (KYU) (PFKU)
SL-10161 (FAA) KOYUKUK, ALASKAANCHORAGE CENTER
127.0 290.2
CTAF
122.9

NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwys 6, 24: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 6: Numerous trees beginning 243' from DER, 78' right of centerline, 50' AGL/181' MSL.

Numerous trees beginning 1014' from DER, 491' left of centerline, 50' AGL/165' MSL.

Rwy 24: Numerous trees beginning 1914' from DER, 86' right of centerline, 50' AGL/240' MSL.

Numerous trees beginning 224' from DER, 367' left of centerline, 50' AGL/191' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 062° to 650 then climbing right turn to 6000 direct DIBVY, and on 074° track to GAL VOR/DME thenceTAKEOFF RUNWAY 24: Climb heading 242° to 650 then climbing left turn to 6000 direct DIBVY, and on 074° track to GAL VOR/DME thence

. . . via filed route and altitude.

DIBVY TWO DEPARTURE (OBSTACLE) (RNAV)

(DIBVY2.GAL) 15344

KOYUKUK, ALASKA
KOYUKUK (KYU) (PFKU)

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 63208 W18A | APP CRS 182° | Rwy Idg TDZE Apt Elev | 3199 25 25 |
|--|------------------------|-----------------------------|---------------------------------------|

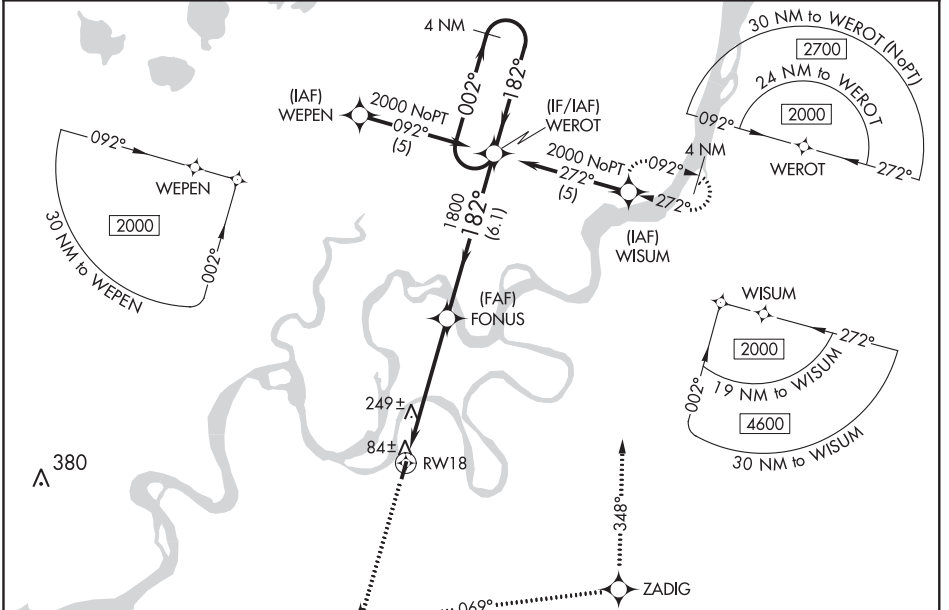
RNAV (GPS) RWY 18

KWETHLUK (KWT) (PFWK)

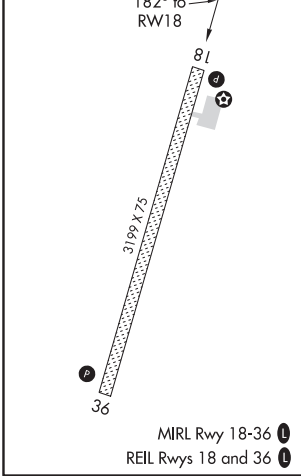
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Bethel altimeter setting; when not received, procedure NA.
Night landing: Rwy 36 Cat C and D NA.

MISSED APPROACH: Climb to 2000 direct VORCU and left turn via 069° track to ZADIG and via 348° track to WISUM and hold.

| | | | |
|-------------------------|-----------------------------|--|----------------------|
| AWOS-3P 120.0 | BETHEL ASOS 119.8 | ANCHORAGE CENTER 125.2 372.0 | CTAF 122.9 |
|-------------------------|-----------------------------|--|----------------------|



| | |
|---------|---------|
| ELEV 25 | TDZE 25 |
|---------|---------|



| | | | | | |
|--|---------|-------------|------------------------|------------------------|----------------------|
| 2000 | VORCU | ZADIG | WISUM | WEROT | 4 NM Holding Pattern |
| ↑ | ↙ | ↙ | ↙ | ↙ | |
| | 069° tr | 348° tr | | | |
| VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 27). | | | | | |
| | RW18 | FONUS | | | 002° → 2000 |
| | | 1800 | | | ← 182° |
| | 5.4 NM | 6.1 NM | | | GP 3.00° TCH 40 |
| CATEGORY | A | B | C | D | |
| LPV DA | | 316-1 | 291 (300-1) | | |
| LNAV/VNAV DA | | 594-2 | 569 (600-2) | | |
| LNAV MDA | 540-1 | 515 (600-1) | 540-1½ 515 (600-1½) | 540-1¾ 515 (600-1¾) | |
| CIRCLING | 540-1 | 515 (600-1) | 680-1¾ 655 (700-1¾) | 680-2 655 (700-2) | |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|---|-------------|
| WAAS CH 97508 W36A | APP CRS 002° | Rwy Idg TDZE 25 Apt Elev 25 | 3199 |
|--|------------------------|---|-------------|

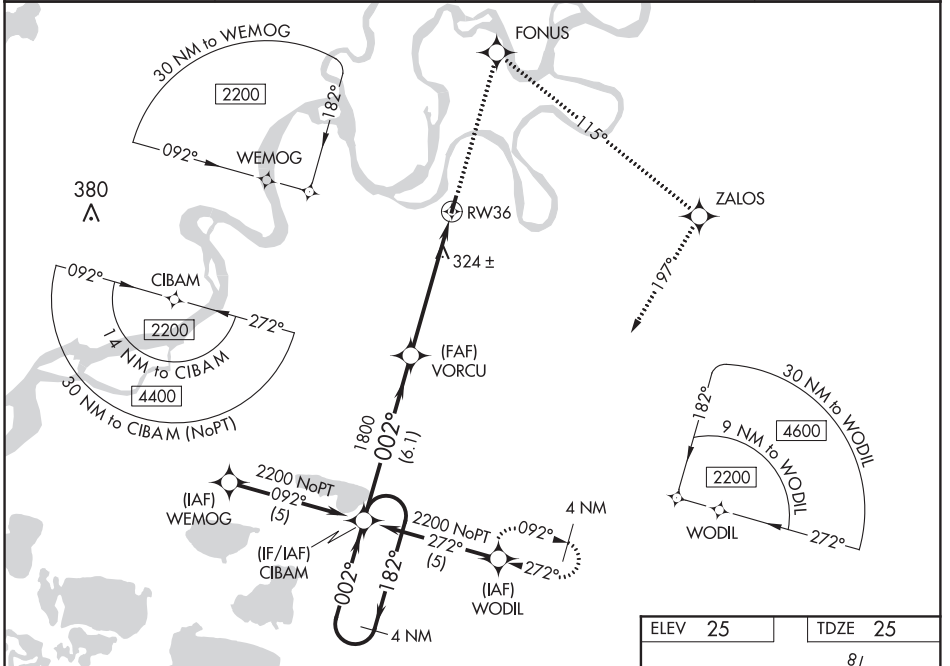
RNAV (GPS) RWY 36

KWETHLUK (KWT) (PFWK)

⚠ NA Baro-VNAV NA. DME/DME RNP-0.3 NA.
⚠ Use Bethel altimeter setting; when not received, procedure NA.
⚠ Night landing: Rwy 36 Cat C and D NA.
❄ -37°C/-35°F

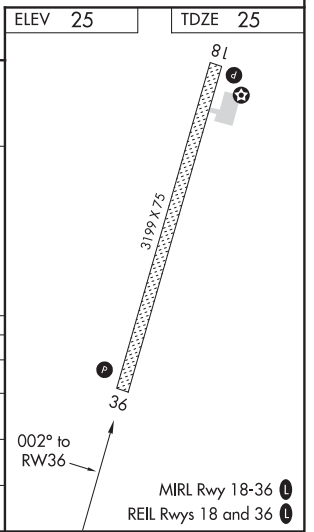
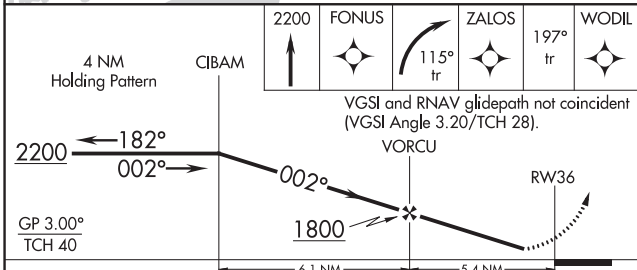
MISSED APPROACH: Climb to 2200 direct FONUS and right turn via 115° track to ZALOS and via 197° track to WODIL and hold.

| | | | |
|-------------------------|-----------------------------|--|-------------------------------------|
| AWOS-3P 120.0 | BETHEL ASOS 119.8 | ANCHORAGE CENTER 125.2 372.0 | CTAF 122.9 📍 |
|-------------------------|-----------------------------|--|-------------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|--------------|-------|-------------|------------------------|------------------------|
| LPV DA | | 695-2½ | 670 (700-2½) | |
| LNAV/VNAV DA | | 733-2½ | 708 (800-2½) | |
| LNAV MDA | 620-1 | 595 (600-1) | 620-1¾ 595 (600-1½) | 620-1¾ 595 (600-1¾) |
| CIRCLING | 620-1 | 595 (600-1) | 680-1¾ 655 (700-1¾) | 680-2 655 (700-2) |

(BET2.BET) 16203

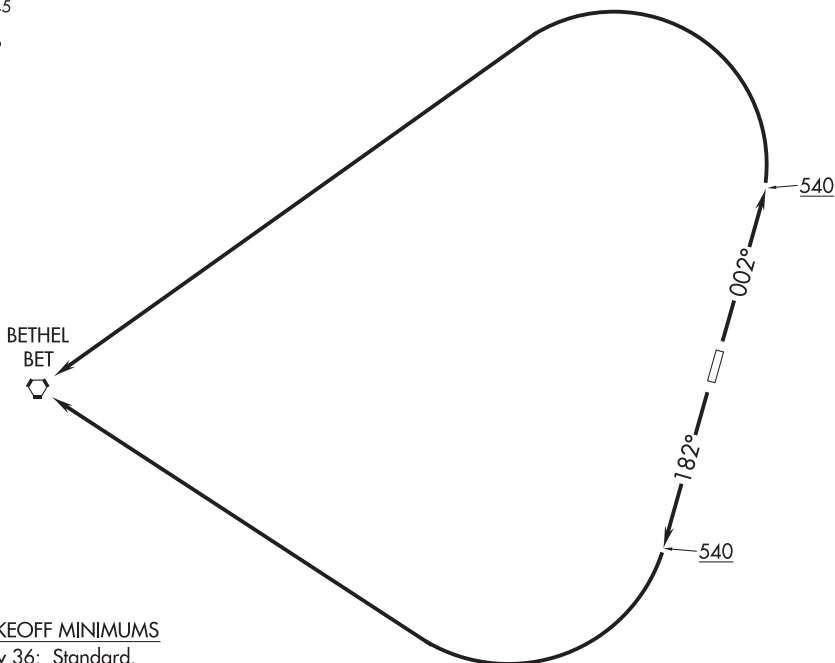
BETHEL TWO DEPARTURE (RNAV)

SL-10325 (FAA)

KWETHLUK (KWT) (PFBK)
KWETHLUK, ALASKA

ANCHORAGE CENTER
125.2 372.0
AWOS-3P
120.0
BETHEL ASOS
135.45
CTAF
122.9

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS

Rwy 36: Standard.

Rwy 18: 400-2 or standard with
minimum climb of 240' per NM to 500'.

TAKEOFF OBSTACLE NOTES

Rwy 18: Trees and terrain beginning 292' from DER, 373' right of centerline, up to 35' AGL/63' MSL.
Trees beginning 341' from DER, 399' left of centerline, up to 35' AGL/134' MSL.

Rwy 36: Trees beginning 95' from DER, 491' left of centerline, up to 35' AGL/84' MSL.
Trees beginning 203' from DER, 396' right of centerline, up to 18' AGL/42' MSL.

NOTE: GPS required.

NOTE: RNAV 1

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb heading 182° to 540 then right turn direct BET VORTAC, thence . . .

TAKEOFF RUNWAY 36: Climb heading 002° to 540 then left turn direct BET VORTAC, thence . . .

. . . maintain 2500 or ATC assigned altitude.

BETHEL TWO DEPARTURE (RNAV)

(BET2.BET) 21JUL16

KWETHLUK, ALASKA
KWETHLUK (KWT) (PFBK)

FAIRBANKS/FORT WAINWRIGHT, ALASKA

RNAV (GPS) RWY 25R

| | | |
|-------------|-----------|-------------|
| APCH CRS | Rwy Idg | 8575 |
| 248° | THRE | 454 |
| | Arpt Elev | 460 |

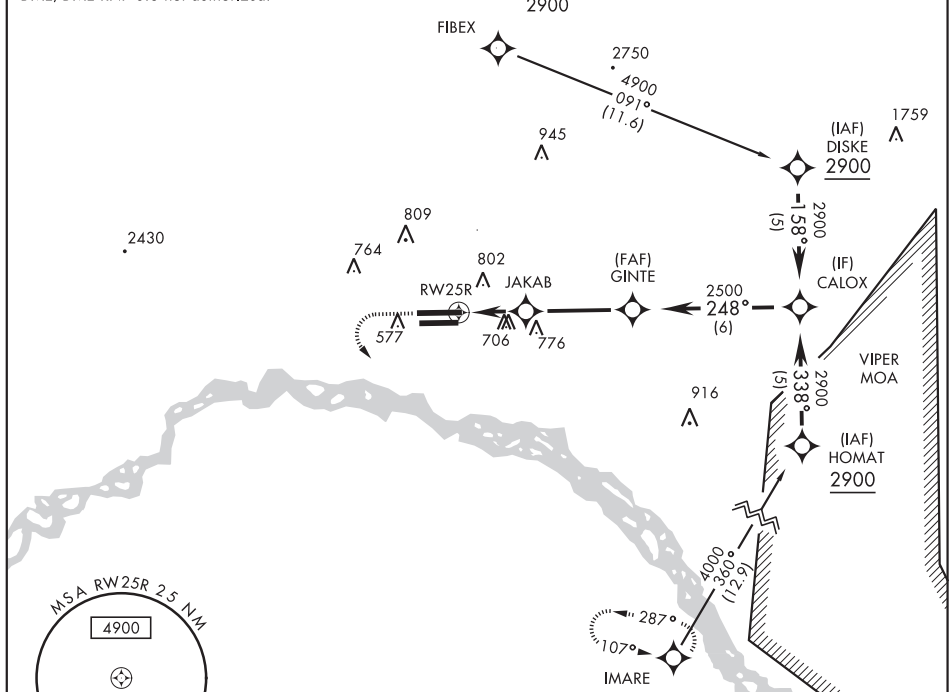
AL-1219 [USA]

LADD AAF (PAFB)

| | | | | |
|--|---------|--|--|--|
| ▼ * Circling not authorized N of Rwy 7L-25R. * Circling to Rwy 25L, 7L NA at night. | ALSIF-1 | MISSED APPROACH: Climbing left turn to 4200 direct IMARE and hold. | | |
| | | | | |

| | | | | |
|---------------|--|-----------------------------|---------------------|---------|
| ATIS ★ | FAIRBANKS APP CON | LADD TOWER ★ | GND CON | ASR/PAR |
| 134.25 | 126.5 381.4 (360°- 179°) 125.35 363.2(180°- 359°) | 125.0 (CTAF) 0 284.6 | 121.7 263.15 | |

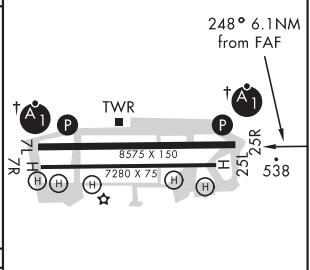
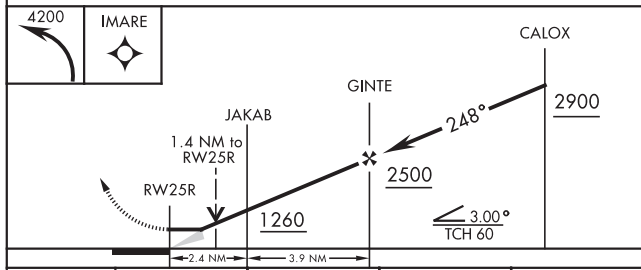
DME/DME RNP-0.3 not authorized.



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|------|-----|------|-----|
| ELEV | 460 | THRE | 454 |
|------|-----|------|-----|



| CATEGORY | A | B | C | D | |
|-----------|---------|---------------|-------------------------------|-----------------------|--|
| LNVA MDA | 960-1/2 | 506 (500-1/2) | 960-1 | 506 (500-1) | |
| CIRCLING* | 960-1 | 500 (500-1) | 1000-1 1/2 540 (600-1 1/2) | 1020-2 560 (600-2) | |

HIRL Rwy 7L-25R
 MIRL Rwy 7R-25L
 † ALS non-standard

FAIRBANKS/FORT WAINWRIGHT, ALASKA
 Amdt 3 16035

64°50'N-147°37'W

LADD AAF (PAFB)

RNAV (GPS) RWY 25R

| | | |
|--|-------------------------|--|
| VORTAC FAI 108.6 Chan 23 | APCH CRS 237° | Rwy Idg 8575 TDZE 454 Arpt Elev 460 |
|--|-------------------------|--|

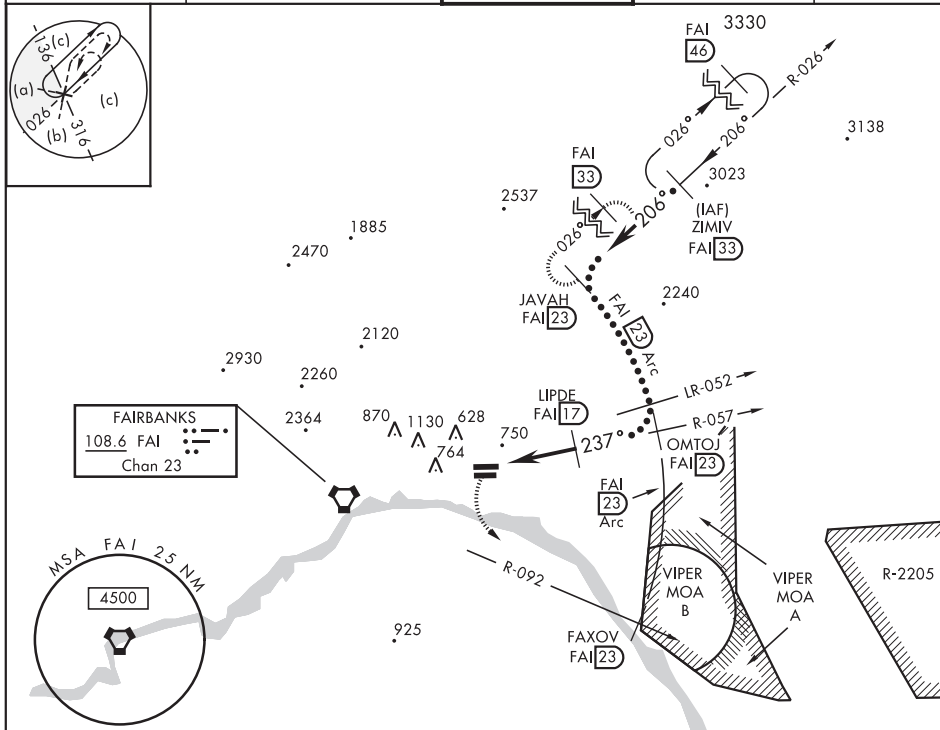
JAL-1219 [USA]

LADD AAF (PAFB)

▼ * When ALS inop, increase CAT CDE vis ½ mile.
** Circling Not Authorized North of Rwy 7L-25R.

ALSF-1
MISSED APPROACH: Climbing left turn to 8000 via heading 170° and FAI VORTAC R-092 to FAXOV/23 DME then Arc Northbound to JAVAH/23 DME and hold.

| | | | | |
|-------------------------|--|--|--------------------------------|---------|
| ATIS ★ 134.25 | FAIRBANKS APP CON 126.5 381.4 (360°- 179°) 125.35 363.2 (180°- 359°) | LADD TOWER ★ 125.0 (CTAF) 0 284.6 | GND CON 121.7 263.15 | ASR/PAR |
|-------------------------|--|--|--------------------------------|---------|

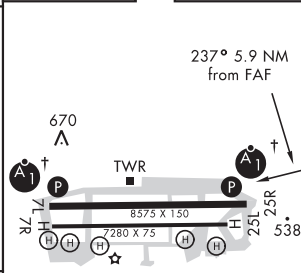
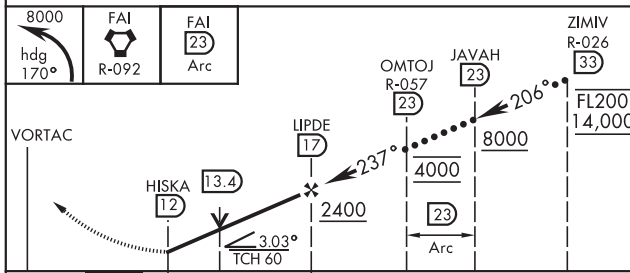


AK, 10 NOV 2016 to 05 JAN 2017

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EMERG SAFE ALT 100 NM FROM VORTAC 15,100

| | | | |
|------|-----|------|-----|
| ELEV | 460 | TDZE | 454 |
|------|-----|------|-----|



| CATEGORY | C | D | E |
|-------------|-------------------------|-------------------------|-------------------------|
| S-25R * | 1240-1¾ 786 (800-1¾) | 1240-2 786 (800-2) | 1240-2½ 786 (800-2½) |
| CIRCLING ** | 1240-2¼ 780 (800-2¼) | 1240-2½ 780 (800-2½) | 1240-2¾ 780 (800-2¾) |

HIRL Rwy 7L-25R
MIRL Rwy 7R-25L
† ALS non-standard

FAIRBANKS/FORT WAINWRIGHT, ALASKA

NDB-A

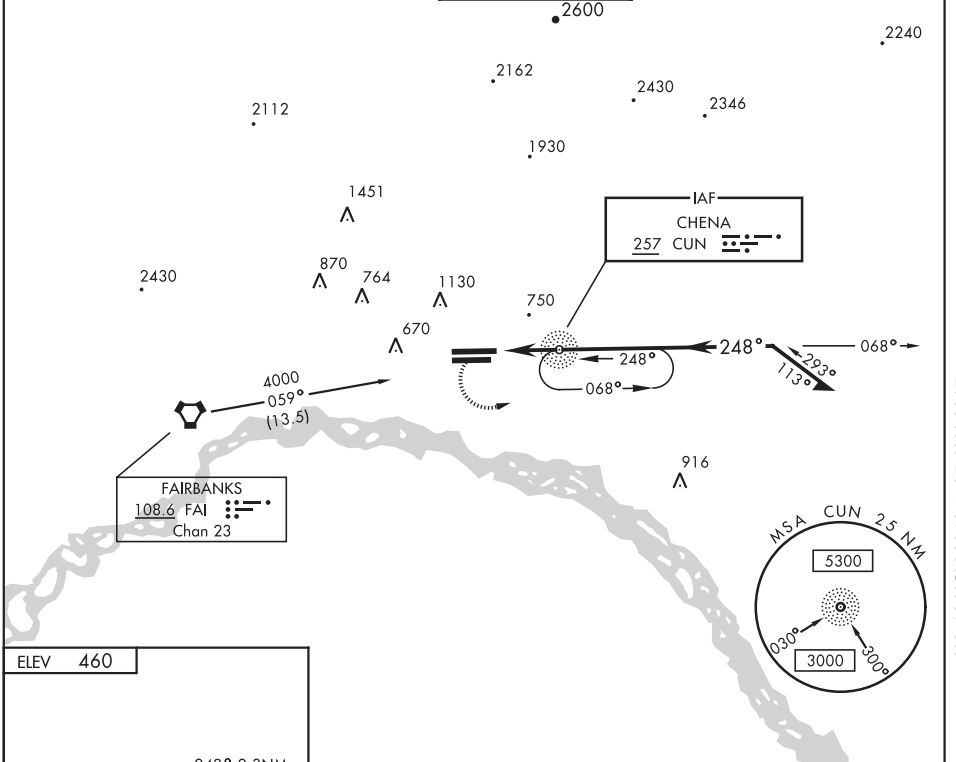
| | | |
|-----------------------|-------------------------|---|
| NDB CUN 257 | APCH CRS 248° | Rwy Idg TDZE Arpt Elev N/A 460 |
|-----------------------|-------------------------|---|

AL-1219 [USA]

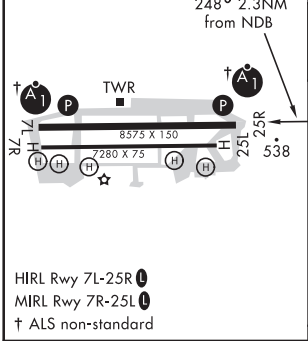
LADD AAF (PAFB)

NA * Circling not authorized N of Rwy 7L-25R. MISSED APPROACH: Climbing left turn to 3500 direct to CUN NDB and hold, continue climb in hold to 3500.

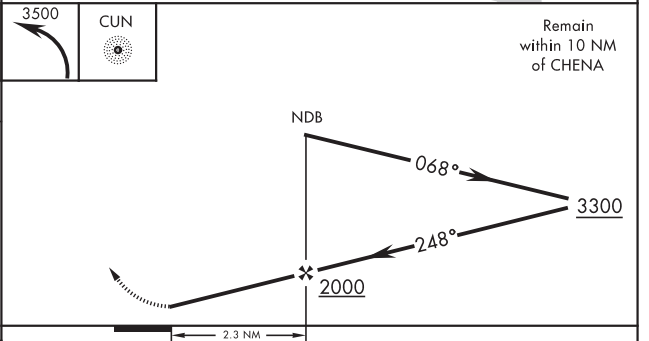
| | | | | |
|-------------------------|--|--|--------------------------------|---------|
| ATIS ★ 134.25 | FAIRBANKS APP CON 126.5 381.4 (360°- 179°) 125.35 363.2 (180°- 359°) | LADD TOWER ★ 125.0 (CTAF) 0 284.6 | GND CON 121.7 263.15 | ASR/PAR |
|-------------------------|--|--|--------------------------------|---------|



| | |
|------|-----|
| ELEV | 460 |
|------|-----|



| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 2.3 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:18 | 1:32 | 1:09 | 0:55 | 0:46 |



| | | | | |
|------------|---------|---------------|--------------------------|------------------------|
| CATEGORY | A | B | C | D |
| CIRCLING * | 1380-1¼ | 920 (1000-1¼) | 1380-2¾ 920 (1000-2¾) | 1380-3 920 (1000-3) |

FAIRBANKS/FORT WAINWRIGHT, ALASKA

64° 50' N-147° 37' W

LADD AAF (PAFB)

Amtd 3C 06FEB14

NDB-A

AK, 10 NOV 2016 to 05 JAN 2017

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| | |
|------------------------|------------------------|
| APP CRS 024° | Rwy Idg 3300 |
| | TDZE 98 |
| | Apt Elev 100 |

RNAV (GPS) RWY 3

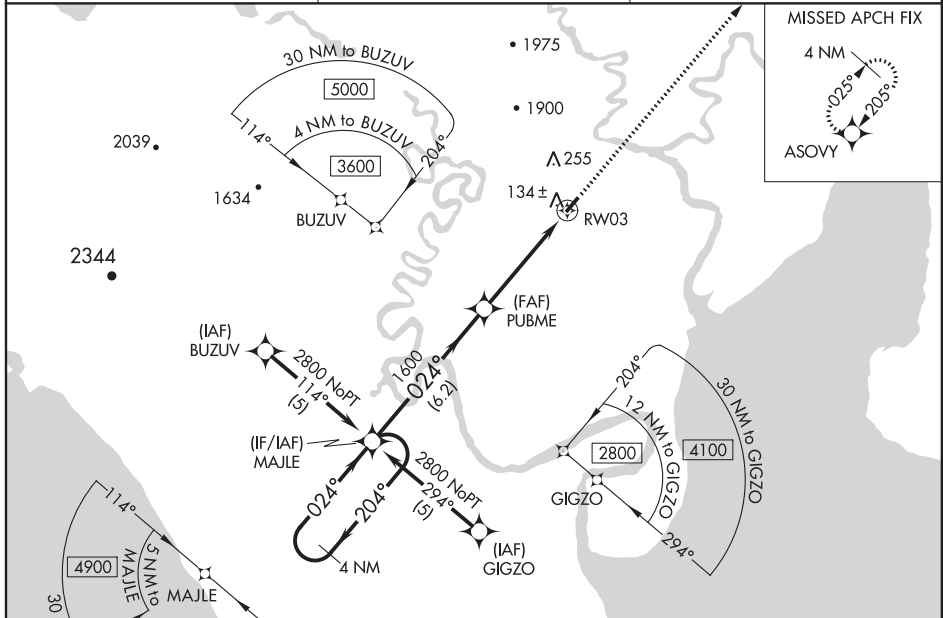
MANOKOTAK (MBA) (PAMB)

⚠ DME/DME RNP-0.3 NA. VDP NA when using Dillingham altimeter setting. When local altimeter setting not received use Dillingham altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

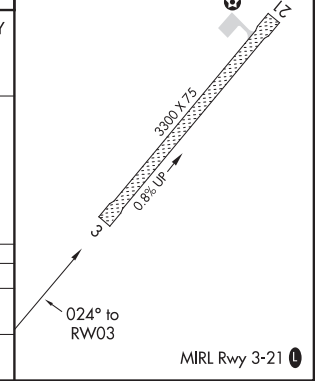
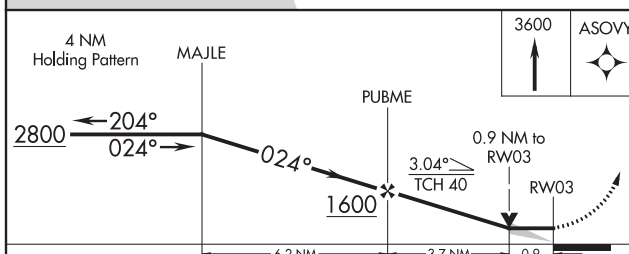
❄ -33°C/-27°F

MISSED APPROACH: Climb to 3600 direct ASOVY and hold.

| | | |
|---------------------------|--|------------------------|
| AWOS-3P 120.625 | ANCHORAGE CENTER 132.75 282.35 | CTAF 122.9 0 |
|---------------------------|--|------------------------|



| | |
|----------|---------|
| ELEV 100 | TDZE 98 |
|----------|---------|



| | | | | |
|----------|----------------------|----------------------|------------------------|----------------------|
| CATEGORY | A | B | C | D |
| LNAV MDA | 400-1 302 (300-1) | | | |
| CIRCLING | 540-1 440 (500-1) | 560-1 460 (500-1) | 560-1½ 460 (500-1½) | 660-2 560 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

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RNAV (GPS) RWY 21

MANOKOTAK (MBA) (PAMB)

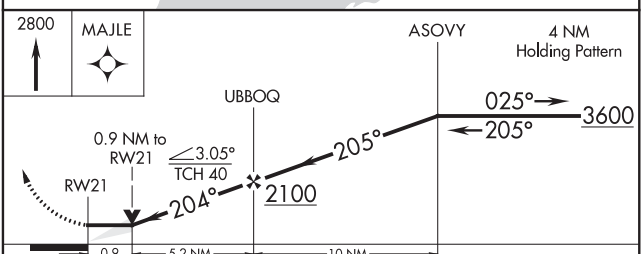
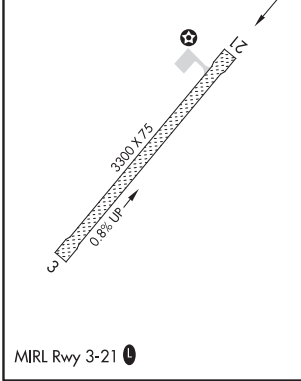
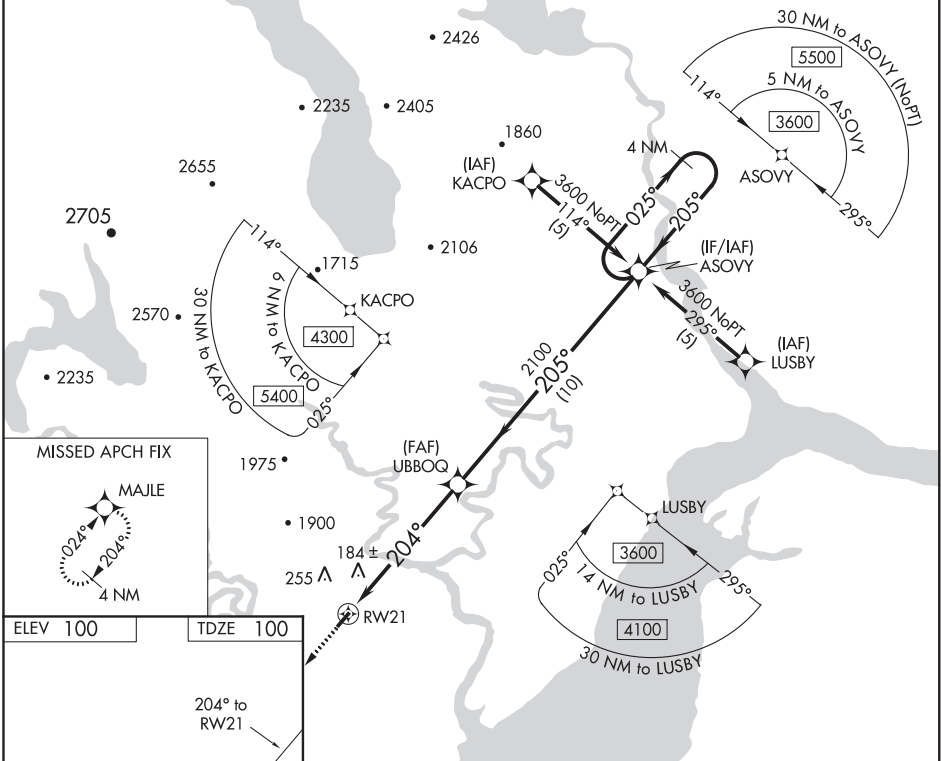
| | |
|------------------------|------------------------|
| APP CRS 204° | Rwy Idg 3300 |
| | TDZE 100 |
| | Apt Elev 100 |

⚠ DME/DME RNP-0.3 NA. VDP NA when using Dillingham altimeter setting. When local altimeter setting not received use Dillingham altimeter setting and increase all MDA 40 feet and increase LNAV Cat D visibility ½ mile.

❄ -33°C/-27°F

MISSED APPROACH: Climb to 2800 direct MAJLE and hold.

| | | |
|---------------------------|--|----------------------|
| AWOS-3P 120.625 | ANCHORAGE CENTER 132.75 282.35 | CTAF 122.9 |
|---------------------------|--|----------------------|



| | | | | |
|----------|----------------------|----------------------|------------------------|----------------------|
| CATEGORY | A | B | C | D |
| LNAV MDA | 440-1 340 (400-1) | | | |
| CIRCLING | 540-1 440 (500-1) | 560-1 460 (500-1) | 560-1½ 460 (500-1½) | 660-2 560 (600-2) |

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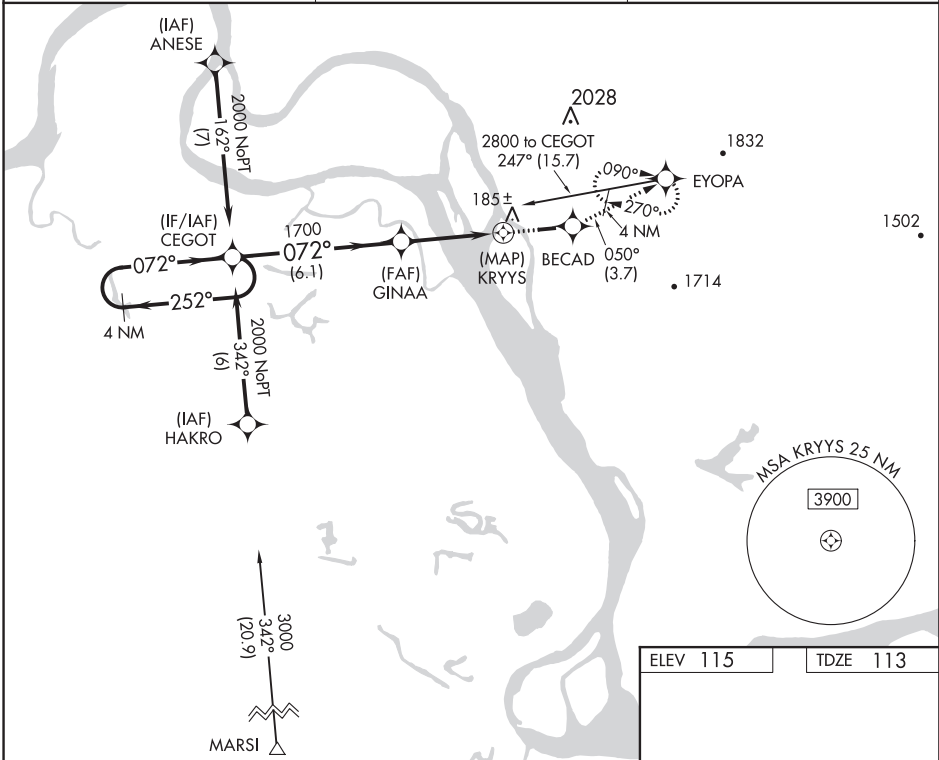
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 57929 W07A | APP CRS 072° | Rwy Idg TDZE Apt Elev | 3200 113 115 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 7
MARSHALL DON HUNTER SR (MDM)(PADM)

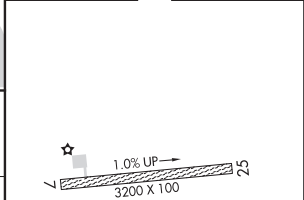
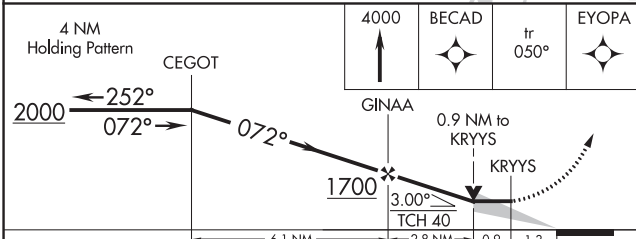
⚠ When local altimeter setting not received, use Russian Mission altimeter setting and increase all MDA 60 feet.
DME/DME RNP-0.3 NA.
❄ -21°C/-6°F VDP NA with Russian Mission altimeter setting.

MISSED APPROACH: Climb to 4000 direct BECAD and on track 050° to EYOPA and hold, continue climb-in-hold to 4000.

| | | |
|---------------------------|----------------------------------|----------------------|
| AWOS-3P 119.675 | ANCHORAGE CENTER 124.0 | CTAF 122.9 |
|---------------------------|----------------------------------|----------------------|



| | |
|----------|----------|
| ELEV 115 | TDZE 113 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|---------|---------------|---|----|
| LP MDA | 820-1½ | 707 (800-1½) | | NA |
| LNAV MDA | 1060-1½ | 947 (1000-1½) | | NA |
| CIRCLING | 1060-1½ | 945 (1000-1½) | | NA |

REIL Rwy 7 **Ⓛ**
MIRL Rwy 7-25 **Ⓛ**

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MARSHALL, ALASKA

AL-9736 (FAA)

16259

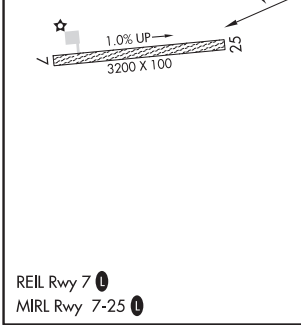
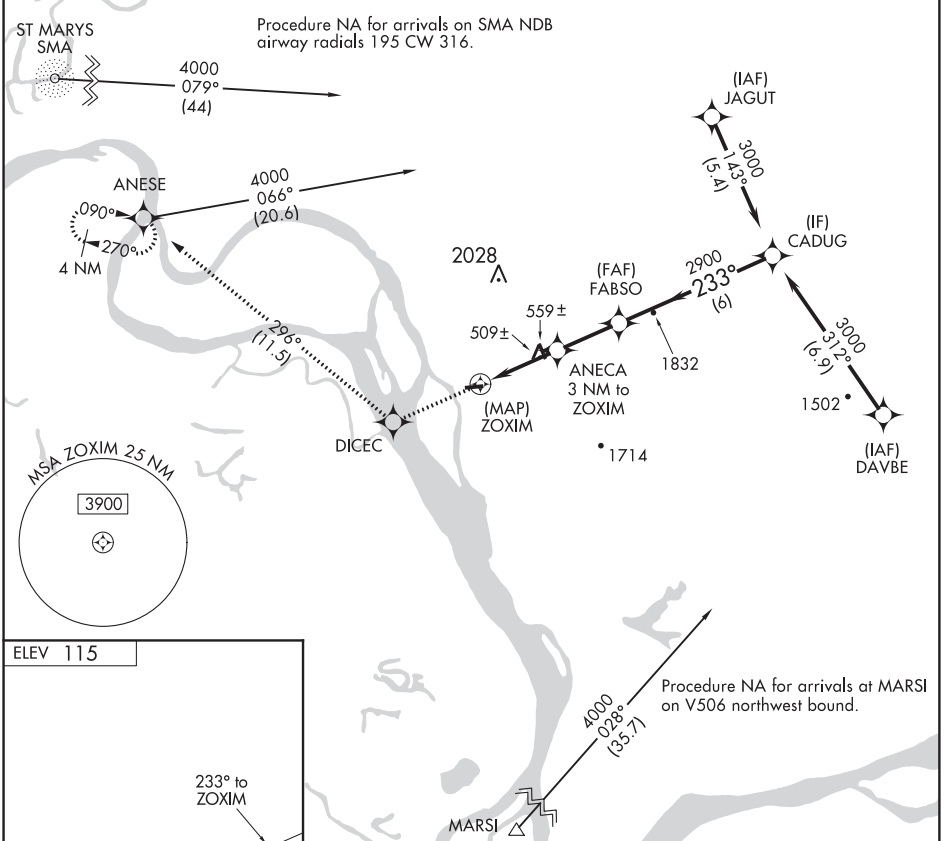
| | |
|------------------------|------------------------|
| APP CRS 233° | Rwy Idg N/A |
| | TDZE N/A |
| | Apt Elev 115 |

RNAV (GPS)-A
MARSHALL DON HUNTER SR (MDM) (PADM)

⚠ When local altimeter setting not received, use Russian Mission altimeter setting and increase Cat B MDA 60 feet.
⚠ DME/DME RNP-0.3 NA.
⚠ -21°C/-6°F

MISSED APPROACH: Climb to 4000 direct DICEC and on track 296° to ANESE and hold, continue climb-in-hold to 4000.

| | | |
|---------------------------|----------------------------------|----------------------|
| AWOS-3P 119.675 | ANCHORAGE CENTER 124.0 | CTAF 122.9 |
|---------------------------|----------------------------------|----------------------|



| | | | | |
|---------------------|-------|---------|-------|--------------|
| 4000 | DICEC | tr 296° | ANESE | CADUG |
| ANECA 3 NM to ZOZIM | | | | FABSO |
| 2000 | | | | 2900 |
| 3 NM | | | | 2.4 NM |
| CATEGORY A | | | | B |
| CIRCLING 880-1 | | | | 1000-1¼ |
| 765 (800-1) | | | | 885 (900-1¼) |
| NA | | | | NA |

MARSHALL, ALASKA
Amdt 2 31MAY12

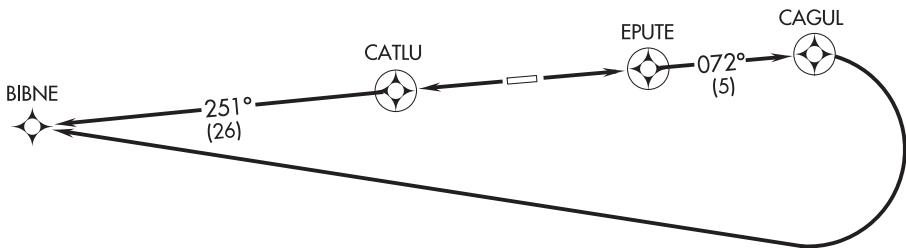
MARSHALL DON HUNTER SR (MDM) (PADM)
61°52'N-162°02'W
RNAV (GPS)-A

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AK, 10 NOV 2016 to 05 JAN 2017

BIBNE THREE DEPARTURE (OBSTACLE) (RNAV)

ANCHORAGE CENTER
124.0
AWOS-3P
119.675



NOTE: GPS required.

NOTE: Pilots of RNP capable aircraft use RNP 1.0.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 7: Standard with minimum climb of 415' per NM to 3000.

Rwy 25: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 7: Lights beginning 9' from DER, 40' right of centerline, up to 3' AGL/117' MSL.

Lights beginning 9' from DER, 39' left of centerline, up to 3' AGL/117' MSL.

Trees beginning 1.1 NM from DER, 2110' right of centerline, 60' AGL/309' MSL.

Trees beginning 1.8 NM from DER, 1199' right of centerline, up to 60' AGL/709' MSL.

Rising terrain 1.4 NM from DER, 1605' right of centerline, up to 651' MSL

Rwy 25: Lights beginning 9' from DER, 40' right of centerline, up to 6' AGL/84' MSL.

Lights beginning 9' from DER, 39' left of centerline, up to 3' AGL/84' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb to 3000 direct EPUTE, and on track 072° to CAGUL and climbing right turn direct BIBNE, before proceeding on course.

TAKEOFF RUNWAY 25: Climb to 3000 direct CATLU, and on track 251° to BIBNE, before proceeding on course.

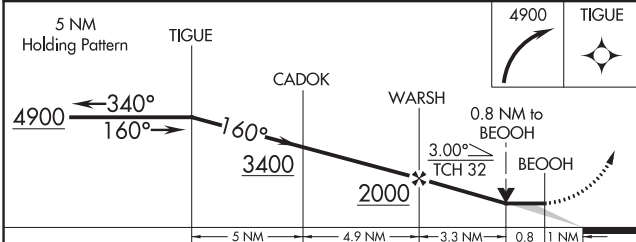
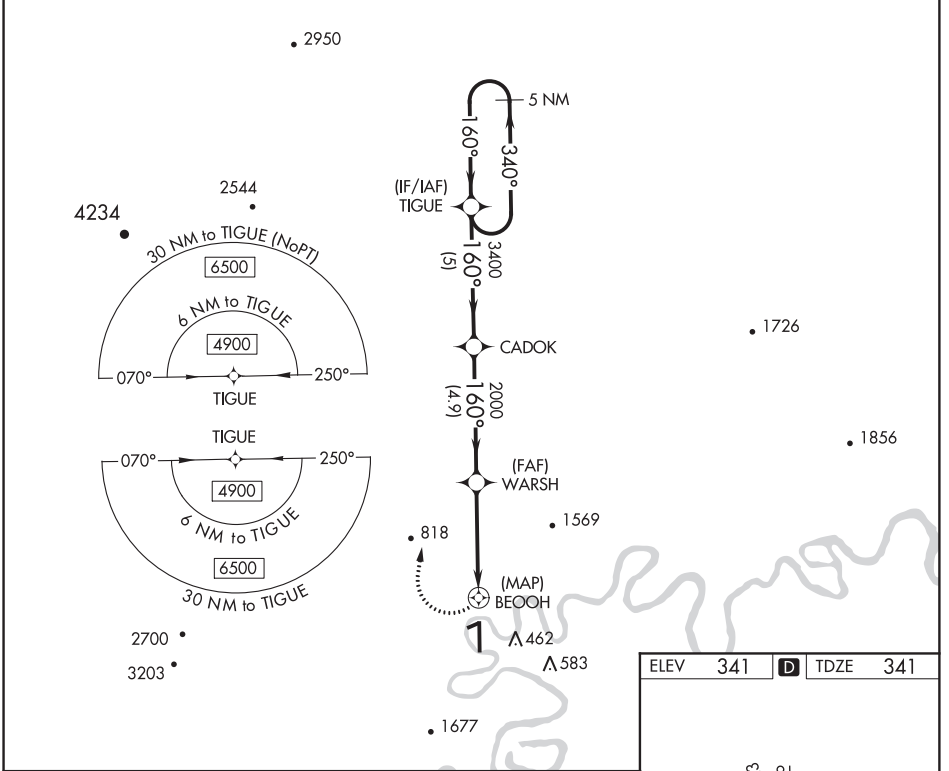
| | | |
|--|------------------------|---|
| WAAS CH 90226 W16A | APP CRS 160° | Rwy Idg 4843 TDZE 341 Apt Elev 341 |
|--|------------------------|---|

RNAV (GPS) RWY 16

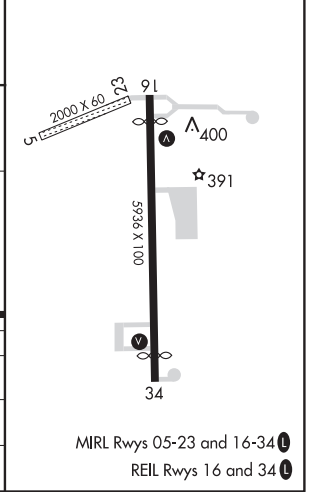
MC GRATH (MCG) (PAMC)

| | | |
|--|---------------------|---|
| | DME/DME RNP-0.3 NA. | MISSED APPROACH: Climbing right turn to 4900 direct TIGUE and hold, continue climb-in-hold to 4900. |
| | -24°C/-11°F | |

| | | |
|-----------------------|--|--------------------------------------|
| ASOS 135.65 | ANCHORAGE CENTER 128.1 353.8 | MCGRATH RADIO 123.6 (CTAF) |
|-----------------------|--|--------------------------------------|



| | | |
|----------|--|----------|
| ELEV 341 | | TDZE 341 |
|----------|--|----------|



| CATEGORY | A | B | C | D |
|----------|--------|--------------|------------------------|-------------------------|
| LP MDA | 960-1¼ | 619 (700-1¼) | 960-1¾ | 619 (700-1¾) |
| LNAV MDA | 960-1¼ | 619 (700-1¼) | 960-1¾ | 619 (700-1¾) |
| CIRCLING | 960-1¼ | 619 (700-1¼) | 960-1¾ 619 (700-1¾) | 1180-2¾ 839 (900-2¾) |

AK, 10 NOV 2016 to 05 JAN 2017

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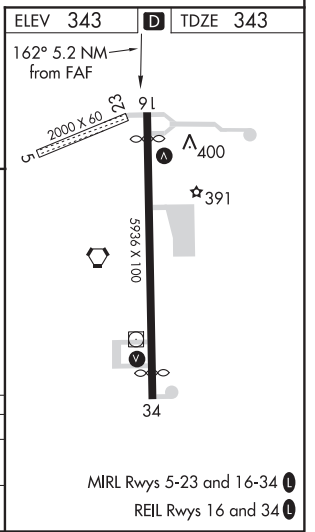
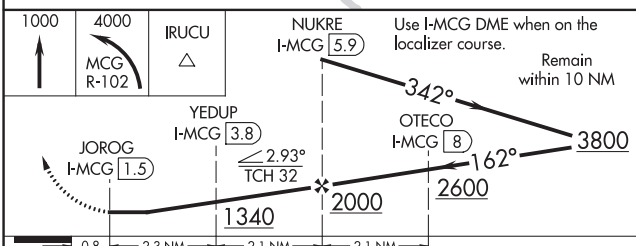
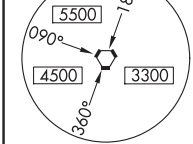
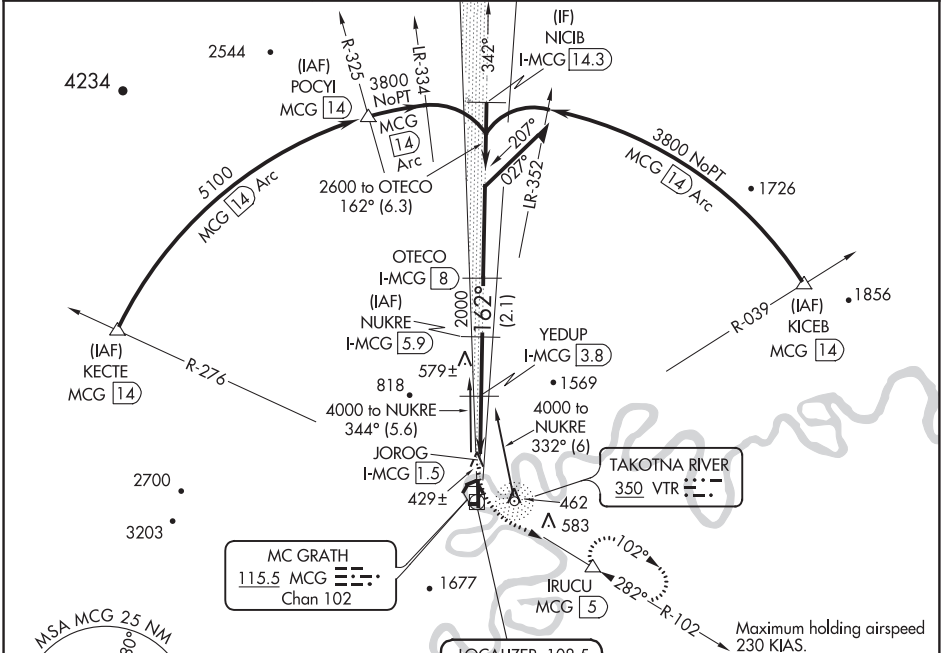
| | | | |
|--|------------------------|-----------------------------|---|
| LOC/DME I-MCG 108.5 Chan 22 | APP CRS 162° | Rwy Idg TDZE Apt Elev | 4843 343 343 |
|--|------------------------|-----------------------------|---|

LOC/DME RWY 16

MC GRATH (MCG)(PAMC)

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 via MCG VORTAC R-102 to IRUCU/MCG 5 DME and hold, continue climb-in-hold to 4000. When authorized by ATC, climb-in-hold to 5000.

| | | |
|-----------------------|--|--------------------------------------|
| ASOS 135.65 | ANCHORAGE CENTER 128.1 353.8 | MCGRATH RADIO 123.6 (CTAF) |
|-----------------------|--|--------------------------------------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------|----------------------|
| S-16 | 760-1 417 (500-1) | | 760-1¼ 417 (500-1¼) | |
| CIRCLING | 820-1 477 (500-1) | | 820-1½ 477 (500-1½) | 1180-2¾ 837 (900-2¾) |

AK, 10 NOV 2016 to 05 JAN 2017

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MIRL Rwy 5-23 and 16-34
REIL Rwy 16 and 34

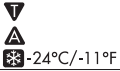
MCGRATH, ALASKA

AL-1225 (FAA)

15176

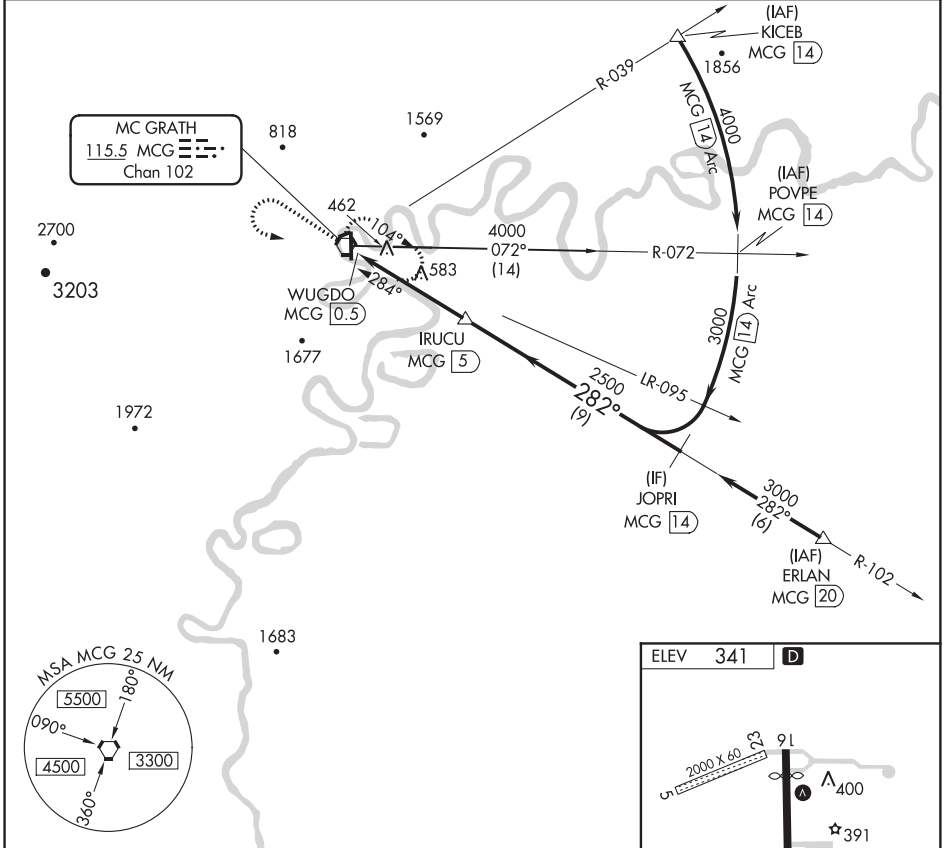
| | | | |
|---|------------------------|-----------------------------|--|
| VORTAC MCG 115.5 Chan 102 | APP CRS 282° | Rwy Idg TDZE Apt Elev | N/A N/A 341 |
|---|------------------------|-----------------------------|--|

VOR/DME-C
MC GRATH (MCG)(PAMC)



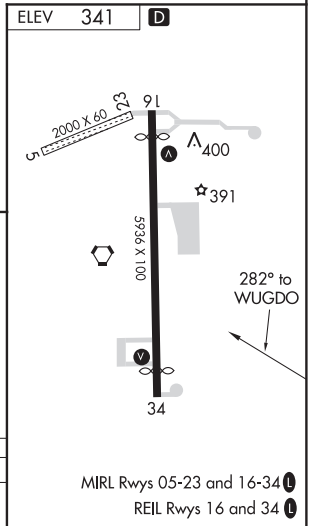
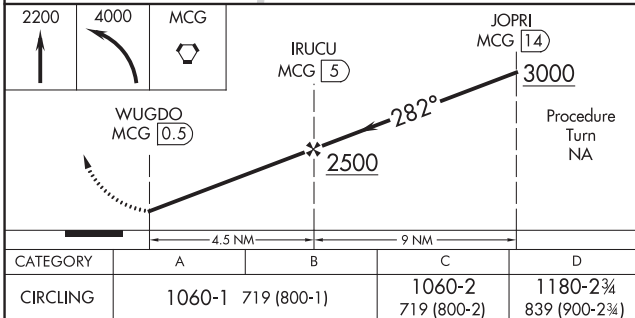
MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 direct MCG VORTAC and hold, continue climb-in-hold to 4000.

| | | |
|-----------------------|--|---|
| ASOS 135.65 | ANCHORAGE CENTER 128.1 353.8 | MCGRATH RADIO 123.6 (CTAF) 1 |
|-----------------------|--|---|



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MCGRATH, ALASKA
Amdt 2 09FEB12

62°57'N-155°36'W

MC GRATH (MCG)(PAMC)
VOR/DME-C

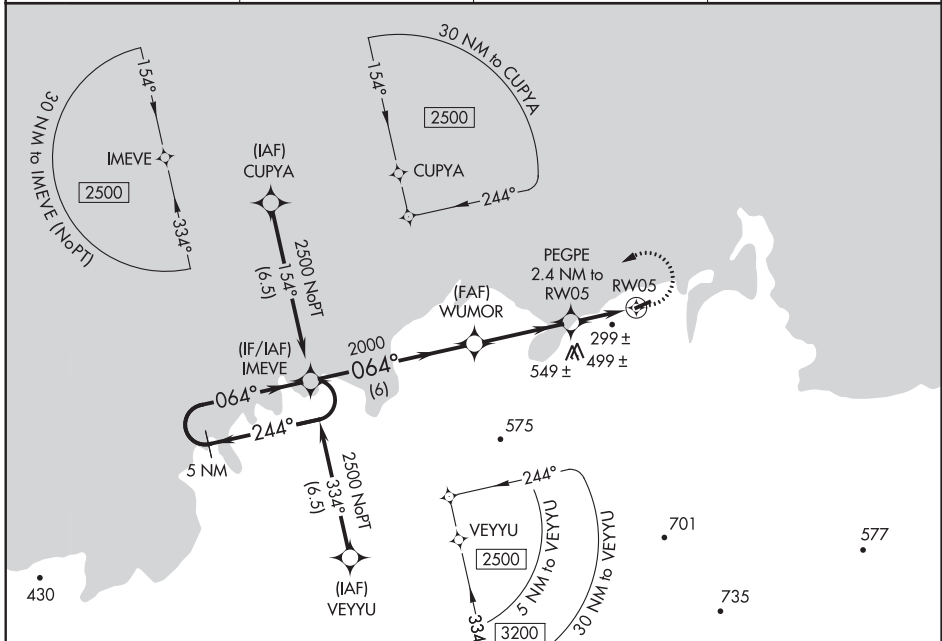
| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 064° | Rwy Idg TDZE Apt Elev | 3001 48 48 |
|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 5

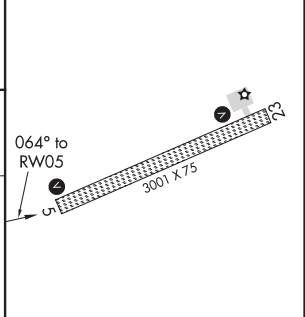
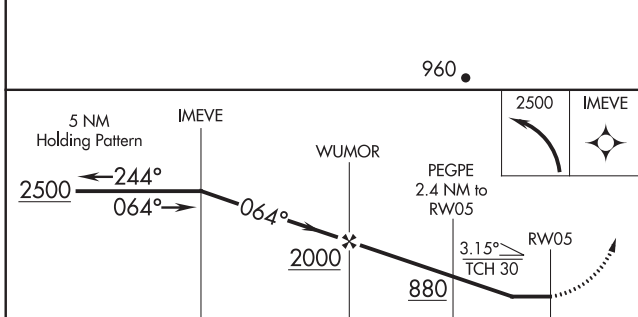
MEKORYUK (MYU) (PAMY)

| | | |
|--|--|--|
| | DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. | MISSED APPROACH: Climbing left turn to 2500 direct IMEVE and hold. |
| | | |

| | | | |
|-------------------------|--|-----------------------------|----------------------|
| AWOS-3P 123.9 | ANCHORAGE CENTER 124.5 372.0 | KENAI RADIO 122.0 | CTAF 122.9 |
|-------------------------|--|-----------------------------|----------------------|



| | |
|----------------|----------------|
| ELEV 48 | TDZE 48 |
|----------------|----------------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|------------------------|
| LNVA MDA | 600-1 | 552 (600-1) | 600-1½ 552 (600-1½) | 600-1¾ 552 (600-1¾) |
| CIRCLING | 600-1 | 552 (600-1) | 600-1½ 552 (600-1½) | 720-2¼ 672 (700-2¼) |

MIRL Rwy 5-23

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

MEKORYUK, ALASKA

AL-6821 (FAA)

16259

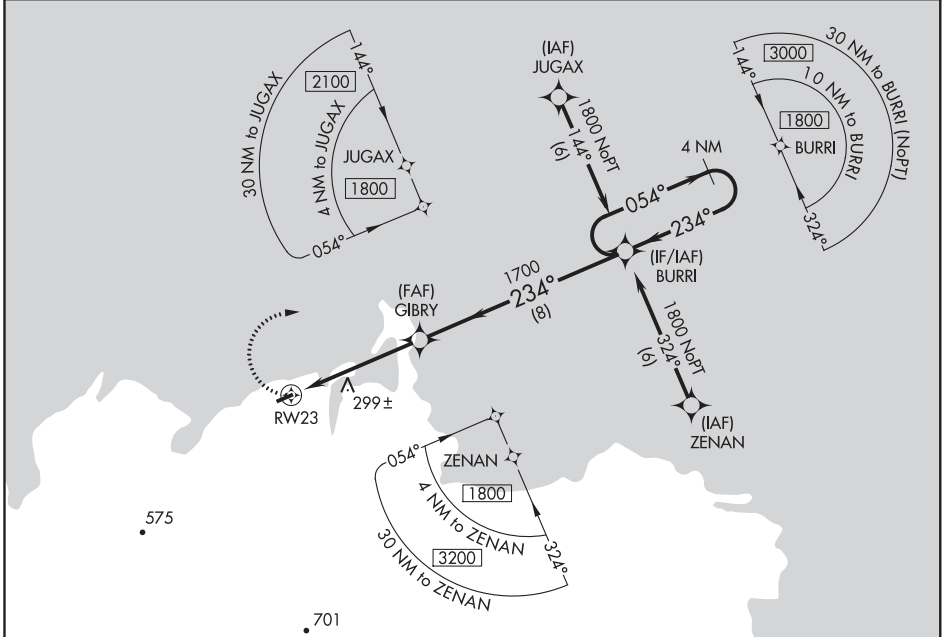
| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 234° | Rwy Idg TDZE Apt Elev | 3001 48 48 |
|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 23

MEKORYUK (MYU) (PAMY)

| | | | |
|-------------|---------------------|---|--|
| -33°C/-27°F | DME/DME RNP-0.3 NA. | MISSED APPROACH: Climbing right turn to 1800 direct BURRI and hold. | |
|-------------|---------------------|---|--|

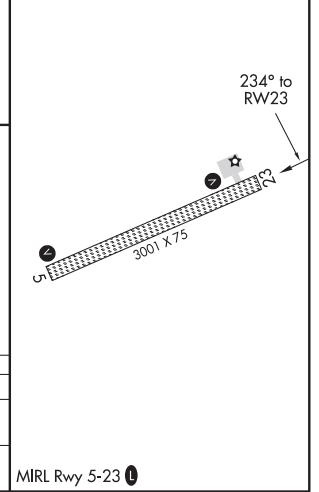
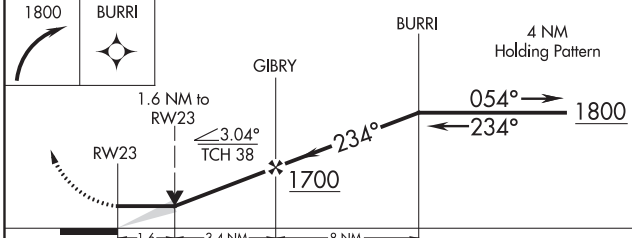
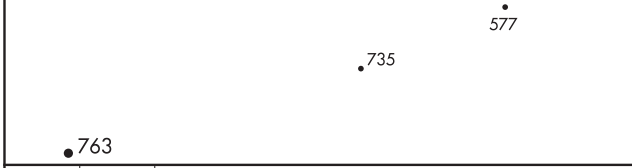
| | | | |
|-------------------------|--|-----------------------------|----------------------|
| AWOS-3P 123.9 | ANCHORAGE CENTER 124.5 372.0 | KENAI RADIO 122.0 | CTAF 122.9 |
|-------------------------|--|-----------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 48 | TDZE 48 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|------------------------|
| LNVA MDA | 600-1 | 552 (600-1) | 600-1½ 552 (600-1½) | 600-1¾ 552 (600-1¾) |
| CIRCLING | 600-1 | 552 (600-1) | 600-1½ 552 (600-1½) | 720-2¼ 672 (700-2¼) |

MEKORYUK, ALASKA
Orig 23NOV06

60°22'N-166°16'W

MEKORYUK (MYU) (PAMY) RNAV (GPS) RWY 23

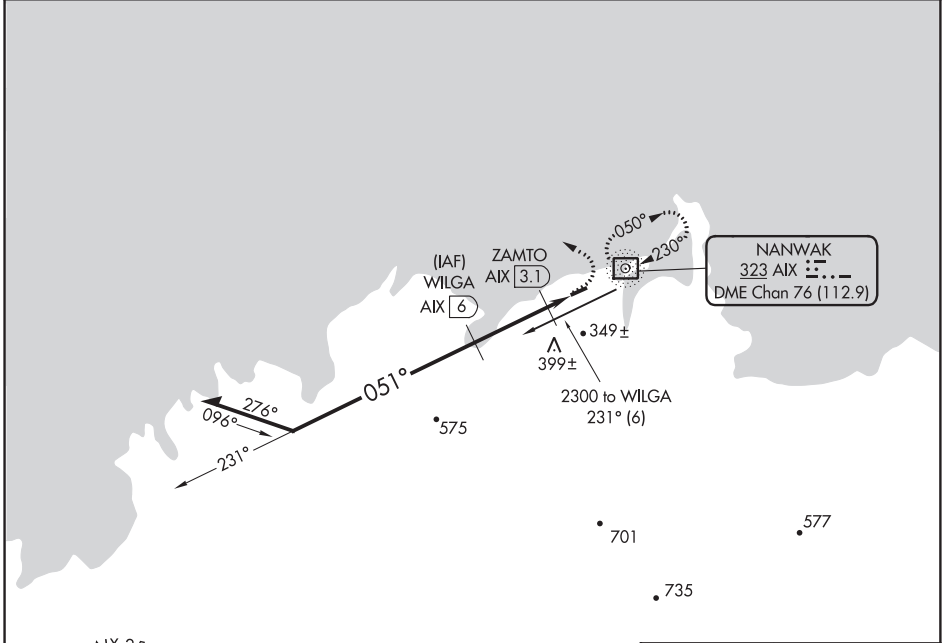
| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| NDB/DME AIX 323 | APP CRS 051° | Rwy Idg TDZE Apt Elev | N/A N/A 48 |
| Chan 76 (112.9) | | | |

NDB/DME-A

MEKORYUK (MYU) (PAMY)

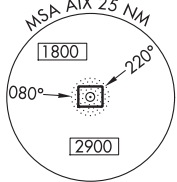
| | | | |
|-------------|--|--|--|
| -33°C/-27°F | | MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 direct AIX NDB/DME and hold, continue climb-in-hold to 2300. | |
|-------------|--|--|--|

| | | | |
|-------------------------|--|-----------------------------|----------------------|
| AWOS-3P 123.9 | ANCHORAGE CENTER 124.5 372.0 | KENAI RADIO 122.0 | CTAF 122.9 |
|-------------------------|--|-----------------------------|----------------------|

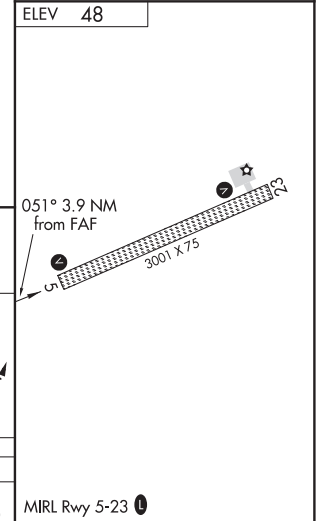
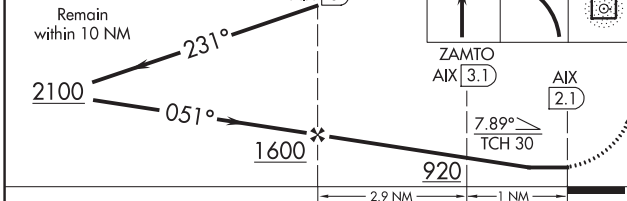


AK, 10 NOV 2016 to 05 JAN 2017

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VGSI and descent angles not coincident WILGA AIX (6)
(VGSI Angle 3.00/TCH 28).
Remain within 10 NM



| | | | | |
|----------|-------|-------------|------------------------|------------------------|
| CATEGORY | A | B | C | D |
| CIRCLING | 700-1 | 652 (700-1) | 700-1¾ 652 (700-1¾) | 720-2¼ 672 (700-2¼) |

MEKORYUK, ALASKA

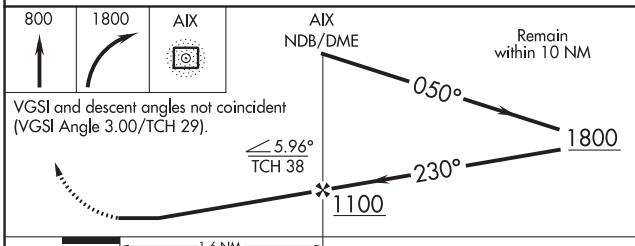
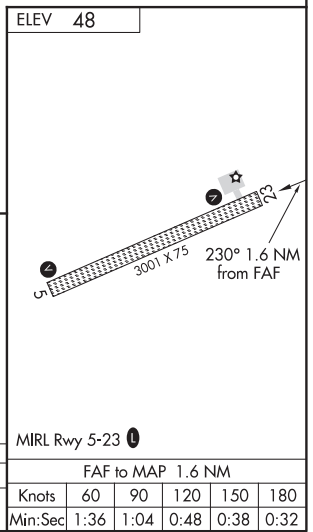
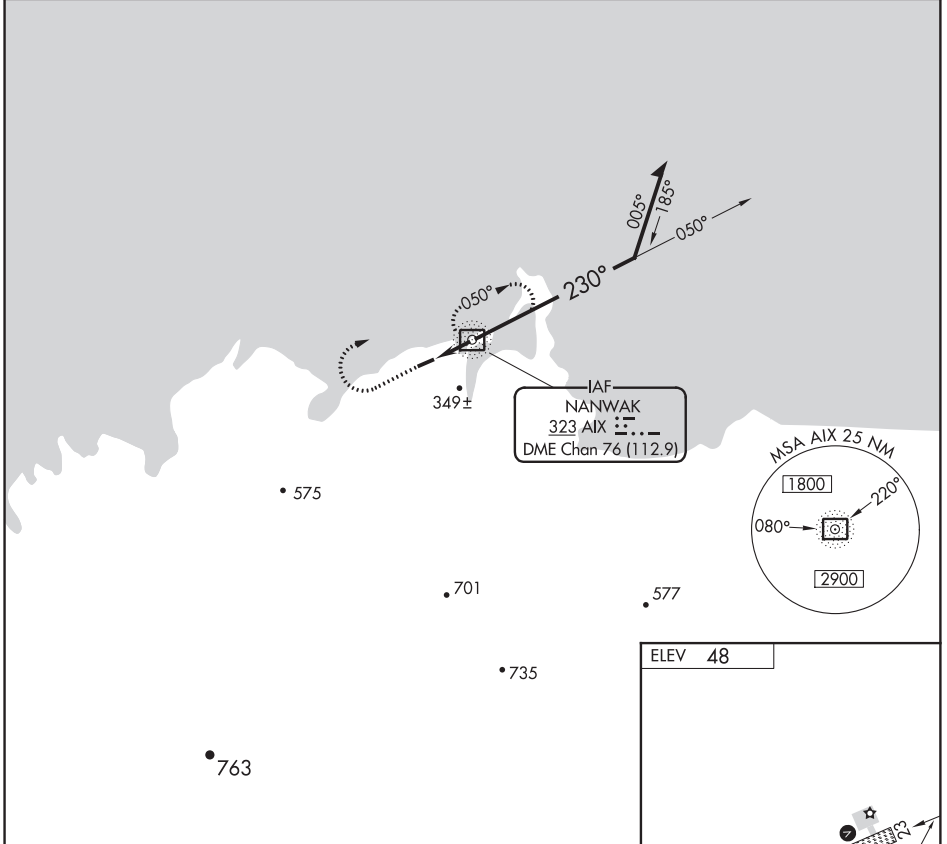
AL-6821 (FAA)

16259

| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| NDB/DME AIX 323 | APP CRS 230° | Rwy Idg TDZE Apt Elev | N/A N/A 48 |
|---------------------------|------------------------|-----------------------------|---------------------------------------|

NDB-B
MEKORYUK (MYU) (PAMY)

| | | | |
|-------------------------|--|---|----------------------|
| -33°C/-27°F | | MISSED APPROACH: Climb to 800 then climbing right turn to 1800 direct AIX NDB/DME and hold, continue climb-in-hold to 1800. | |
| AWOS-3P 123.9 | ANCHORAGE CENTER 124.5 372.0 | KENAI RADIO 122.0 | CTAF 122.9 |



| | | | | |
|----------|-------|-------------|------------------------|------------------------|
| CATEGORY | A | B | C | D |
| CIRCLING | 700-1 | 652 (700-1) | 700-1¾ 652 (700-1¾) | 720-2¼ 672 (700-2¼) |

| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 1.6 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:36 | 1:04 | 0:48 | 0:38 | 0:32 |

MEKORYUK, ALASKA
Orig 23NOV06

60°22'N-166°16'W

MEKORYUK (MYU) (PAMY)
NDB-B

AK, 10 NOV 2016 to 05 JAN 2017

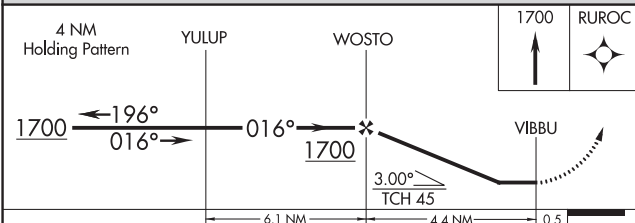
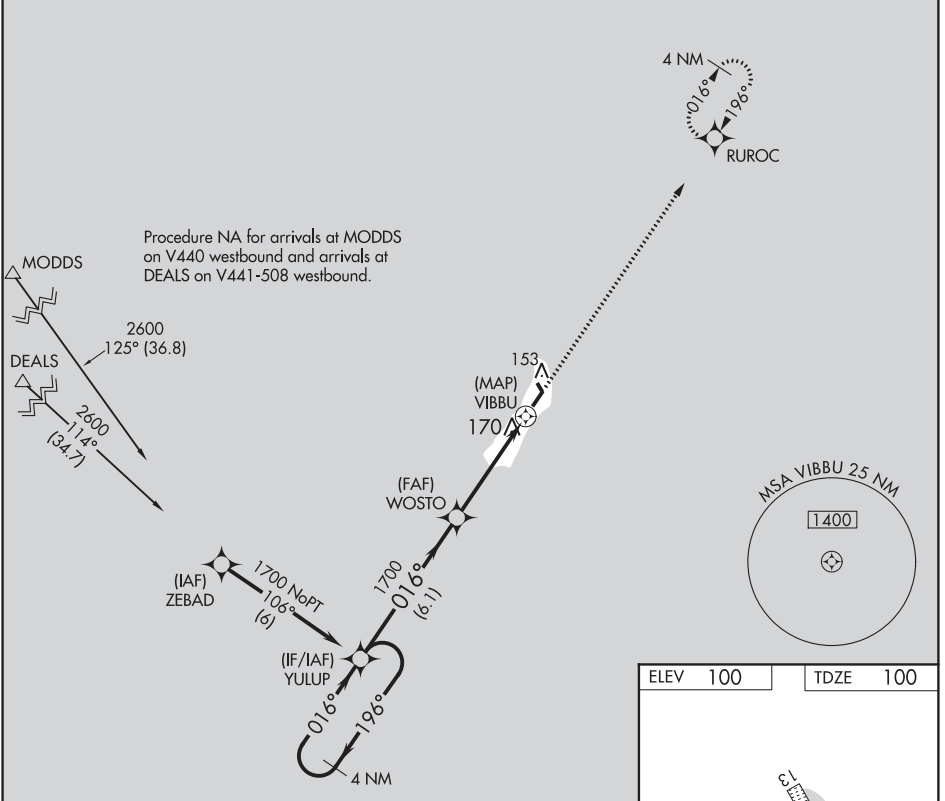
AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 86427 W02A | APP CRS 016° | Rwy Idg TDZE Apt Elev | 3158 100 100 |
|--|------------------------|-----------------------------|---|

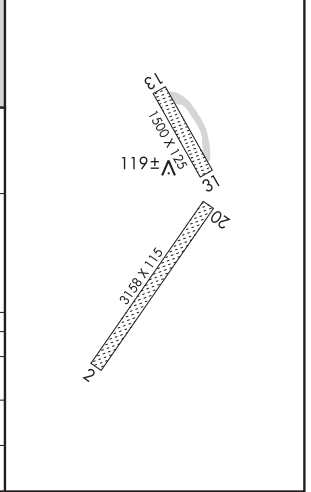
RNAV (GPS) RWY 2
MIDDLETON ISLAND (MDO) (P.AMD)

Procedure NA for arrivals at MODDS on V440 westbound and arrivals at DEALS on V441-508 westbound.
Helicopter visibility reduction below 1 SM NA.
MISSED APPROACH: Climb to 1700 direct RUROC and hold.

| | | | |
|--------------------------|--|-------------------------------|----------------------|
| AWOS-3 135.725 | ANCHORAGE CENTER 133.6 269.4 | JUNEAU RADIO 122.05 | CTAF 122.9 |
|--------------------------|--|-------------------------------|----------------------|



| | |
|----------|----------|
| ELEV 100 | TDZE 100 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------------|----|
| LP MDA | 560-1 | 460 (500-1) | 560-1 3/8 460 (500-1 3/8) | NA |
| LNVA MDA | 580-1 | 480 (500-1) | 580-1 3/8 480 (500-1 3/8) | NA |
| CIRCLING | 600-1 | 500 (500-1) | 600-1 1/2 500 (500-1 1/2) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

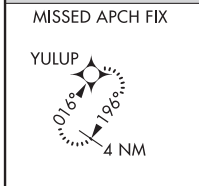
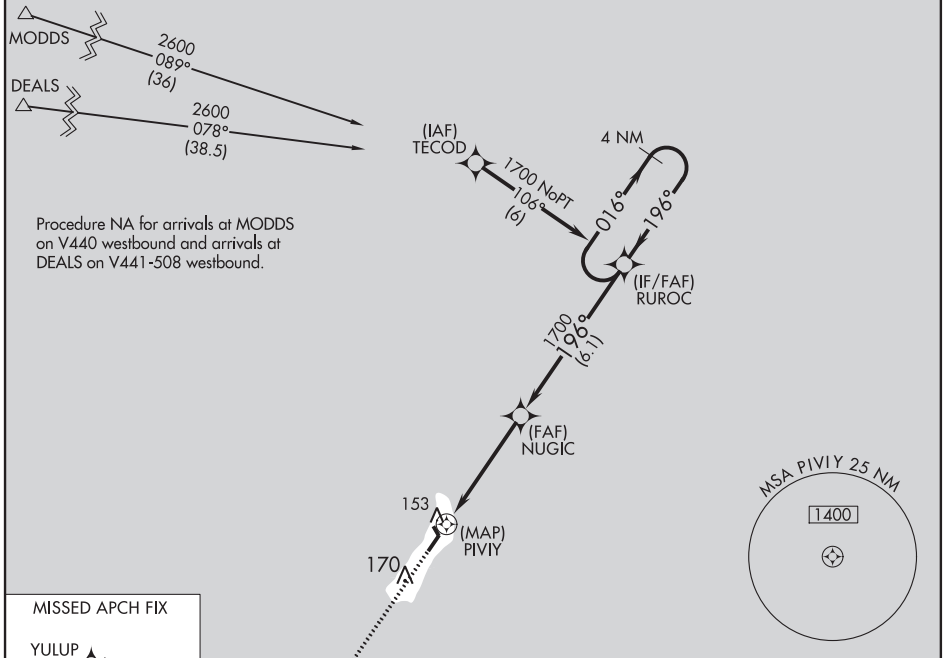
AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|--|------------------------|---|
| WAAS CH 42627 W20A | APP CRS 196° | Rwy Idg 3158 TDZE 100 Apt Elev 100 |
|--|------------------------|---|

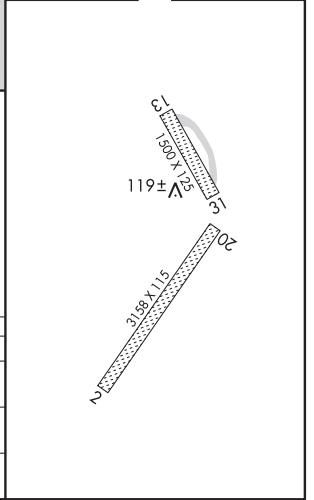
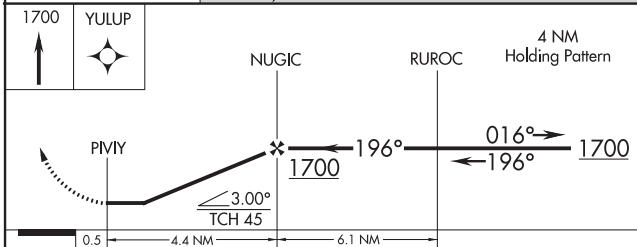
RNAV (GPS) RWY 20

MIDDLETON ISLAND (MDO) (PAMD)

| | | | |
|---|--|--|----------------------|
| <p>▼ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p> | | <p>MISSED APPROACH: Climb to 1700 direct YULUP and hold.</p> | |
| AWOS-3 135.725 | ANCHORAGE CENTER 133.6 269.4 | JUNEAU RADIO 122.05 | CTAF 122.9 |



| | |
|----------|----------|
| ELEV 100 | TDZE 100 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---------------------|---|----|
| LP MDA | 420-1 320 (400-1) | | | NA |
| LNAV MDA | 660-1 560 (600-1) | 660-1½ 560 (600-1½) | | NA |
| CIRCLING | 660-1 560 (600-1) | 660-1½ 560 (600-1½) | | NA |

AK, 10 NOV 2016 to 05 JAN 2017

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| | | |
|--|------------------------|---|
| VOR/DME MDO 115.3 Chan 100 | APP CRS 022° | Rwy Idg 3158 TDZE 100 Apt Elev 100 |
|--|------------------------|---|

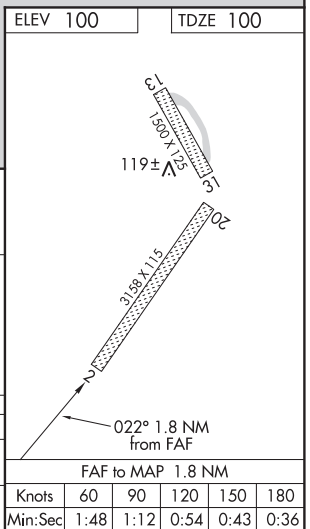
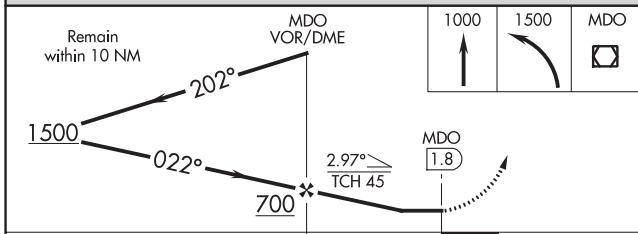
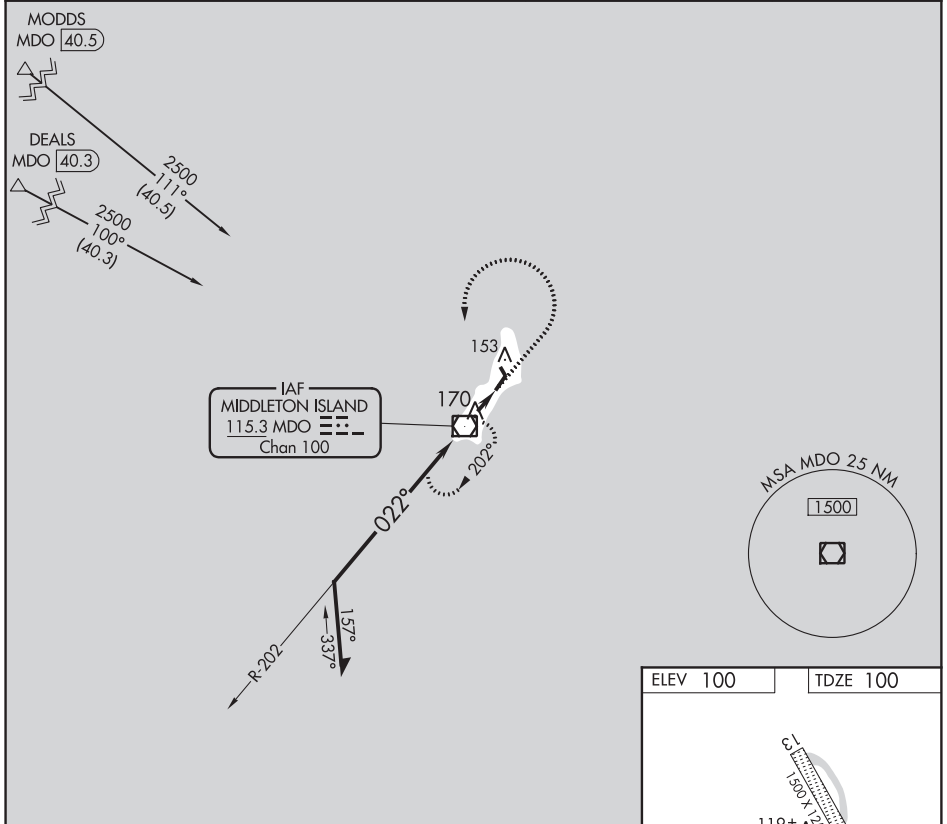
VOR RWY 2

MIDDLETON ISLAND (MDO) (PAMD)

▼ When local altimeter setting not received, procedure NA.
 Procedure NA at night.
 Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 direct MDO VOR/DME and hold.

| | | | |
|--------------------------|--|-------------------------------|----------------------|
| AWOS-3 135.725 | ANCHORAGE CENTER 133.6 269.4 | JUNEAU RADIO 122.05 | CTAF 122.9 |
|--------------------------|--|-------------------------------|----------------------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|----|
| S-2 | 560-1 | 460 (500-1) | 560-1 ³ / ₈ 460 (500-1 ³ / ₈) | NA |
| CIRCLING | 600-1 | 500 (500-1) | 600-1 ¹ / ₂ 500 (500-1 ¹ / ₂) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

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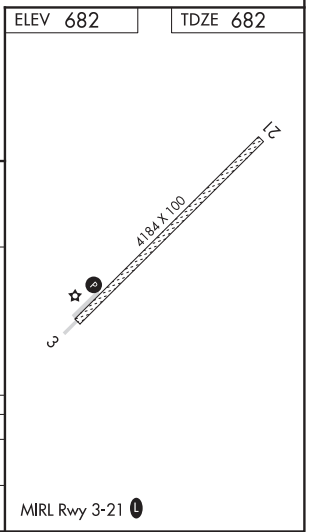
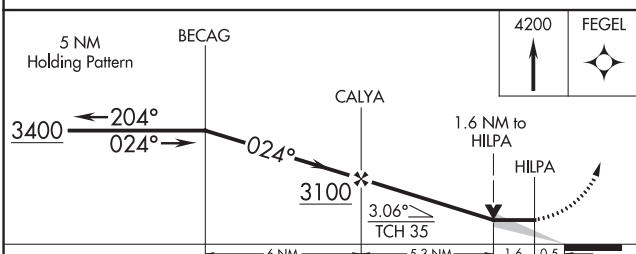
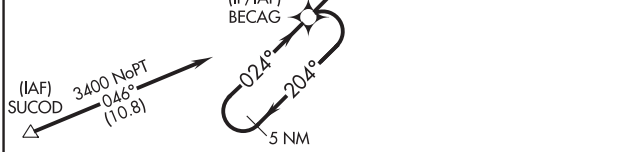
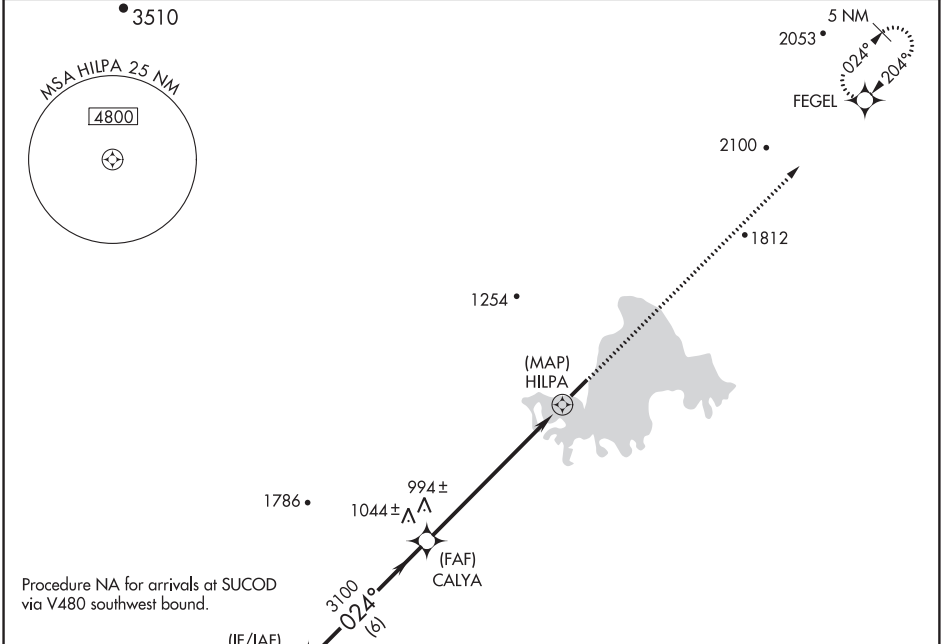
| | |
|------------------------|---|
| APP CRS 024° | Rwy Idg 4184 TDZE 682 Apt Elev 682 |
|------------------------|---|

RNAV (GPS) RWY 3

MINCHUMINA (MHM) (PAMH)

| | |
|--|---|
| DME/DME RNP-0.3 NA. Circling NA west of Rwy 3-21. | MISSED APPROACH: Climb to 4200 direct FEGEL and hold. |
|--|---|

| | | | |
|--------------------------|--|---------------------------------|----------------------|
| AWOS-3P 135.55 | ANCHORAGE CENTER 120.9 319.2 | FAIRBANKS RADIO 122.2 | CTAF 122.9 |
|--------------------------|--|---------------------------------|----------------------|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-----------------------|-------------------------|
| LNVA MDA | 1360-1 | 678 (700-1) | 1360-2 | 678 (700-2) |
| CIRCLING | 1360-1 | 678 (700-1) | 1360-2 678 (700-2) | 1360-2¼ 678 (700-2¼) |

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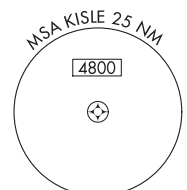
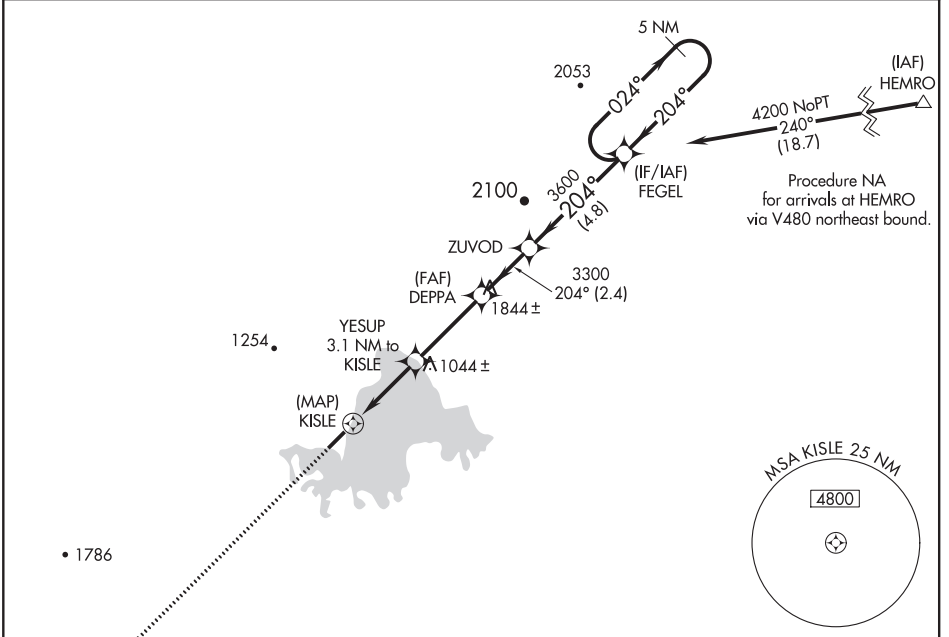
| | |
|------------------------|------------------------|
| APP CRS 204° | Rwy Idg 4184 |
| | TDZE 682 |
| | Apt Elev 682 |

RNAV (GPS) RWY 21

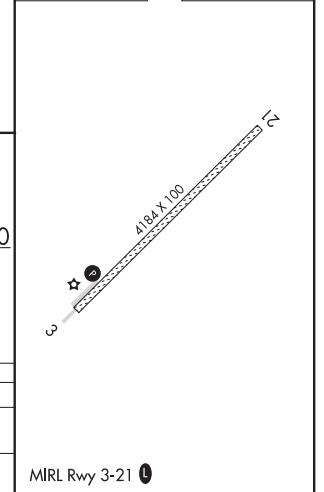
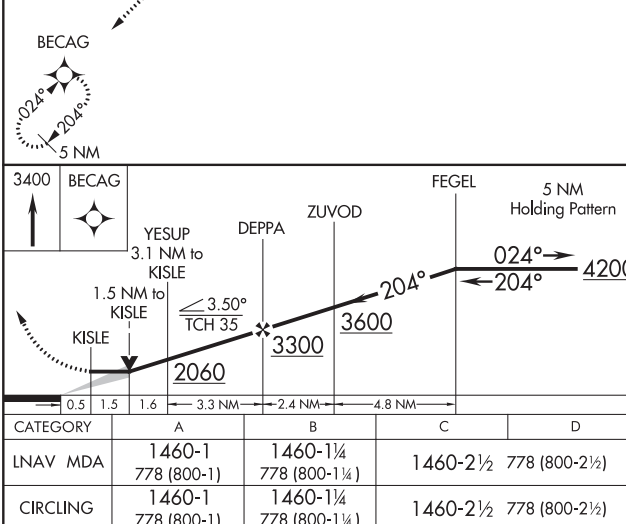
MINCHUMINA (MHM) (PAMH)

| | |
|---|---|
| -24°C/-11°F DME/DME RNP-0.3 NA. Circling NA west of Rwy 3-21. | MISSED APPROACH: Climb to 3400 direct BECAG and hold. |
|---|---|

| | | | |
|--------------------------|--|---------------------------------|----------------------|
| AWOS-3P 135.55 | ANCHORAGE CENTER 120.9 319.2 | FAIRBANKS RADIO 122.2 | CTAF 122.9 |
|--------------------------|--|---------------------------------|----------------------|



| | |
|----------|----------|
| ELEV 682 | TDZE 682 |
|----------|----------|



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MINCHUMINA, ALASKA

AL-1224 (FAA)

16315

| | | |
|-----------------------|------------------------|------------------------|
| NDB MHM 227 | APP CRS 007° | Rwy Idg 4184 |
| | | TDZE 682 |
| | | Apt Elev 682 |

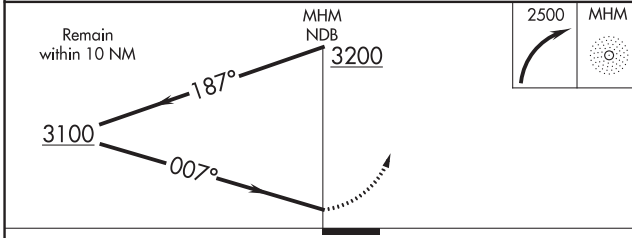
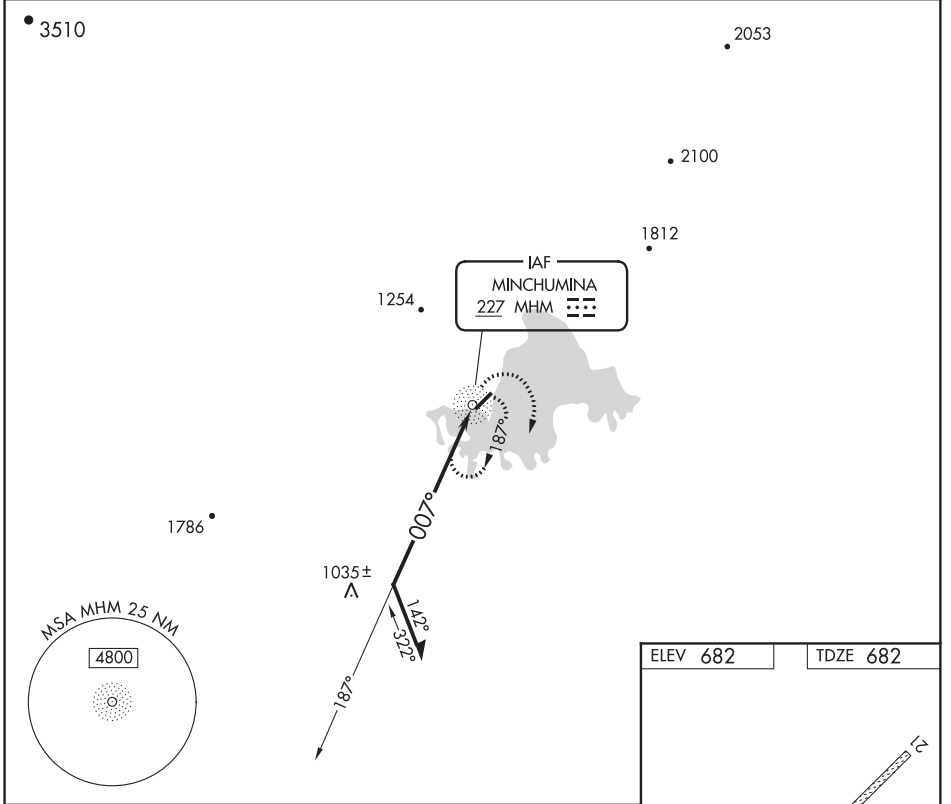
NDB RWY 3

MINCHUMINA (MHM) (PAMH)

V Circling NA west of Rwy 3-21. **MISSED APPROACH:** Climbing right turn to 2500 in MHM NDB holding pattern.

A -24°C/-11°F

| | | | |
|--------------------------|--|---------------------------------|----------------------|
| AWOS-3P 135.55 | ANCHORAGE CENTER 120.9 319.2 | FAIRBANKS RADIO 122.2 | CTAF 122.9 |
|--------------------------|--|---------------------------------|----------------------|



| | |
|----------|----------|
| ELEV 682 | TDZE 682 |
|----------|----------|

| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|---------------------|---------------------|
| S-3 | 1600-1¼ 918 (1000-1¼) | 1600-2¾ 918 (1000-2¾) | 1600-3 918 (1000-3) | 1600-3 918 (1000-3) |
| CIRCLING | 1600-1¼ 918 (1000-1¼) | 1600-2¾ 918 (1000-2¾) | 1600-3 918 (1000-3) | 1600-3 918 (1000-3) |

MINCHUMINA, ALASKA
Amdt 3D 05MAR15

63°53'N-152°18'W

MINCHUMINA (MHM) (PAMH) NDB RWY 3

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| | |
|------------------------|------------------------|
| APP CRS 018° | Rwy Idg 3501 |
| | TDZE 334 |
| | Apt Elev 339 |

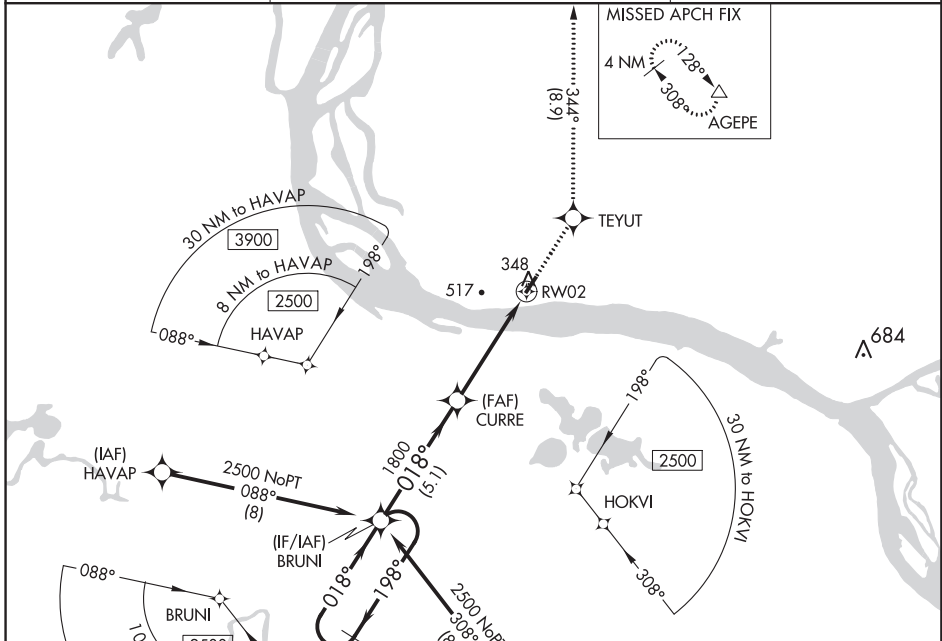
RNAV (GPS) RWY 2

MOUNTAIN VILLAGE (MOU) (PAMO)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use St. Mary's altimeter setting and increase all MDA 40 feet. VDP NA with St. Mary's altimeter setting.

⚠ MISSED APPROACH: Climb to 3000 direct TEYUT on track 344° to AGEPE and hold.

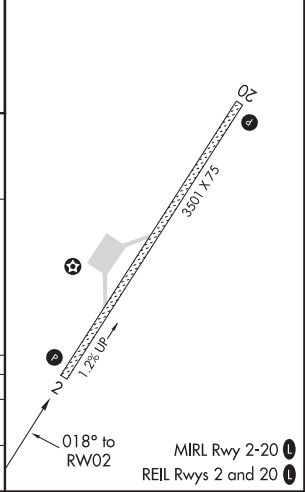
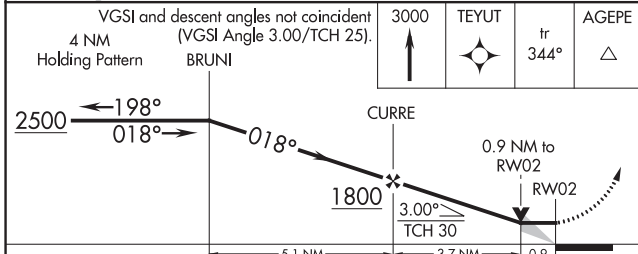
| | | |
|--------------------------|----------------------------------|----------------------|
| AWOS-3P 118.35 | ANCHORAGE CENTER 124.0 | CTAF 122.9 |
|--------------------------|----------------------------------|----------------------|



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| | |
|----------|----------|
| ELEV 339 | TDZE 334 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|---|----|
| LNVA MDA | 600-1 | 266 (300-1) | | NA |
| CIRCLING | 700-1 361 (400-1) | 800-1 461 (500-1) | | NA |

| | |
|------------------------|------------------------|
| APP CRS 199° | Rwy Idg 3501 |
| | TDZE 339 |
| | Apt Elev 339 |

RNAV (GPS) RWY 20

MOUNTAIN VILLAGE (MOU) (PAMO)

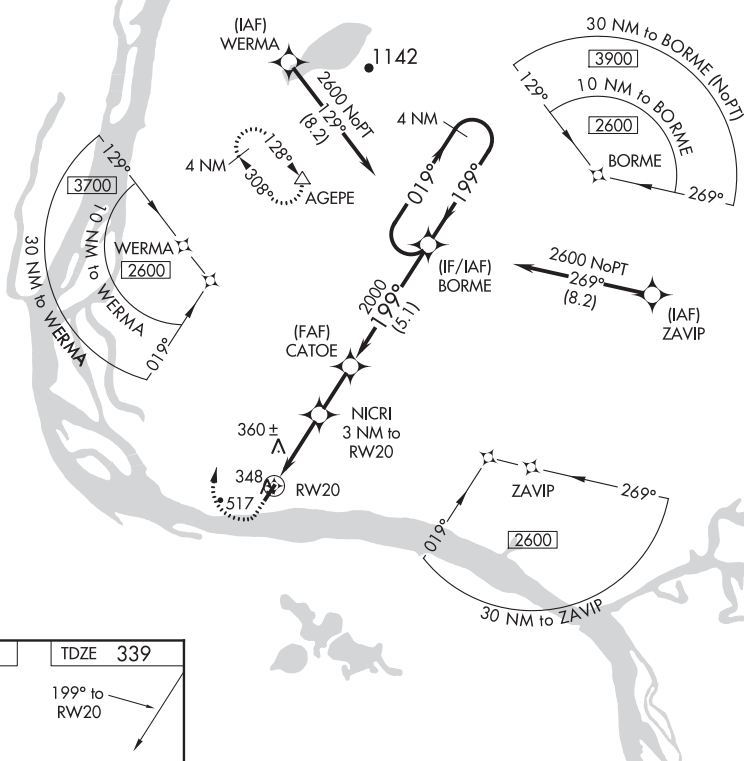
⚠ DME/DME RNP-0.3 NA. VDP NA with St. Mary's altimeter setting. When local altimeter setting not received, use St. Mary's altimeter setting and increase all MDA 40 feet.

⚠ MISSED APPROACH: Climb to 740 then climbing right turn to 3000 direct AGEPE and hold.

| | | |
|--------------------------|----------------------------------|-------------------------------|
| AWOS-3P 118.35 | ANCHORAGE CENTER 124.0 | CTAF 122.9 ⓪ |
|--------------------------|----------------------------------|-------------------------------|

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AK, 10 NOV 2016 to 05 JAN 2017



| | |
|----------|----------|
| ELEV 339 | TDZE 339 |
|----------|----------|

199° to RW20

MIRL Rwy 2-20 **⓪**
REIL Rws 2 and 20 **⓪**

| | | | | |
|----------|----------------------|----------------------|-------------------|---|
| 740 | 3000 | AGEPE | Descent angle NA. | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 620-1 | 281 (300-1) | NA | |
| CIRCLING | 700-1 361 (400-1) | 800-1 461 (500-1) | NA | |

| | | |
|--|------------------------|---|
| WAAS CH 69409 W16A | APP CRS 162° | Rwy Idg 3248 TDZE 17 Apt Elev 17 |
|--|------------------------|---|

RNAV (GPS) RWY 16

NAPAKIAK (WNA) (PANA)

V DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bethel altimeter setting. Rwy 16 helicopter visibility reduction 1 SM NA. Procedure NA at night for Cat C and D aircraft.

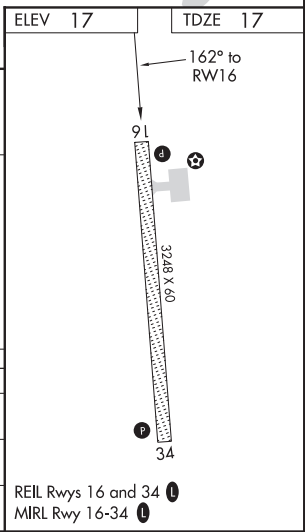
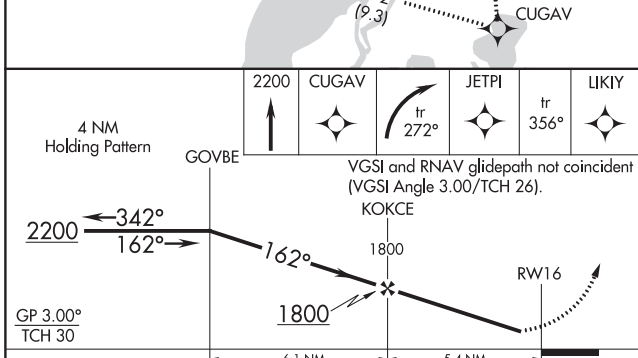
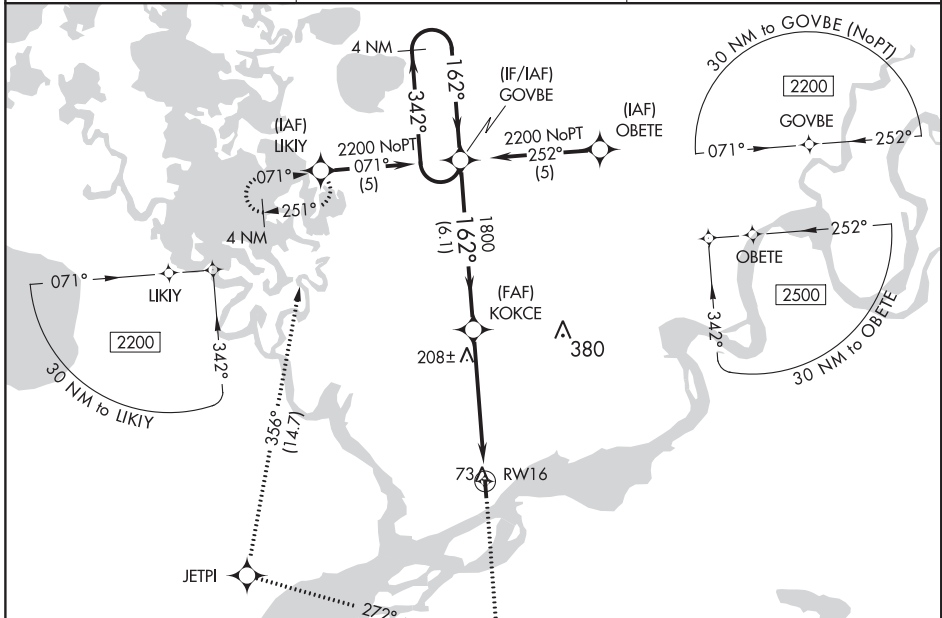
A NA

W

3 -37°C/-35°F

MISSED APPROACH: Climb to 2200 direct CUGAV and right turn on track 272° to JETPI on track 356° to LIKIY and hold.

| | | |
|---------------------------|--|----------------------|
| AWOS-3P 121.425 | ANCHORAGE CENTER 125.2 372.0 | CTAF 122.9 |
|---------------------------|--|----------------------|



| CATEGORY | A | B | C | D |
|----------|-------------------|-------------|------------------------|------------------------|
| LPV DA | 298-1 281 (300-1) | | | |
| LNAV MDA | 500-1 | 483 (500-1) | 500-1½ 483 (500-1½) | 500-1½ 483 (500-1½) |
| CIRCLING | 500-1 | 483 (500-1) | 500-1½ 483 (500-1½) | 580-2 563 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

NAPAKIAK, ALASKA

AL-9752 (FAA)

16315

| | | |
|--|------------------------|---|
| WAAS CH 40209 W34A | APP CRS 342° | Rwy Idg 3248 TDZE 17 Apt Elev 17 |
|--|------------------------|---|

RNAV (GPS) RWY 34

NAPAKIAK (WNA) (PANA)

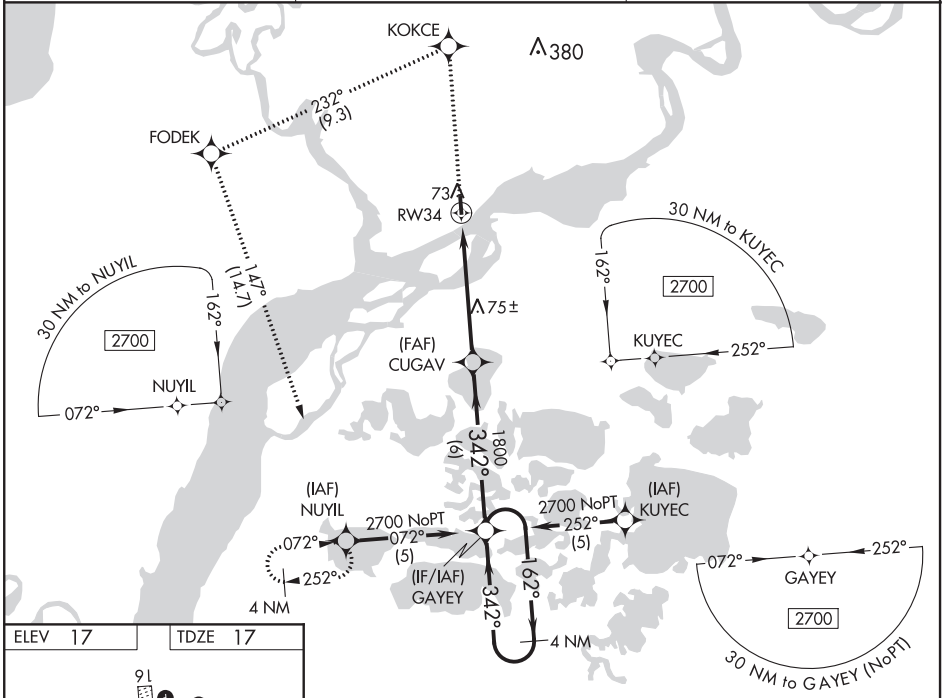
V DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bethel altimeter setting. Procedure NA at night for Cat C and D aircraft. Rwy 34 helicopter visibility reduction $-37^{\circ}\text{C}/-35^{\circ}\text{F}$ 1 SM NA.

A NA

W

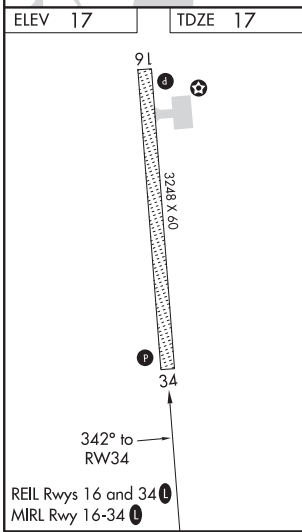
MISSED APPROACH: Climb to 2700 direct KOKCE and left turn on track 232° to FODEK on track 147° to NUYIL and hold.

| | | |
|---------------------------|--|------------------------|
| AWOS-3P 121.425 | ANCHORAGE CENTER 125.2 372.0 | CTAF 122.9 0 |
|---------------------------|--|------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | | | | | | |
|--|-------|-------------|-------------|------------------------|------------------------|----------------------|
| 2700 | KOKCE | tr 232° | FODEK | tr 147° | NUYIL | 4 NM Holding Pattern |
| VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 52). | | | | | | |
| | | | | | | |
| CATEGORY | A | B | C | D | | |
| LPV DA | 298-1 | | | 281 (300-1) | | |
| LNVA MDA | 360-1 | | 343 (400-1) | | 360-1¼ 343 (400-1¼) | |
| CIRCLING | 500-1 | 483 (500-1) | | 500-1½ 483 (500-1½) | 580-2 563 (600-2) | |

NAPAKIAK, ALASKA
Orig-A 10NOV16

60°41'N-161°59'W

NAPAKIAK (WNA) (PANA) RNAV (GPS) RWY 34

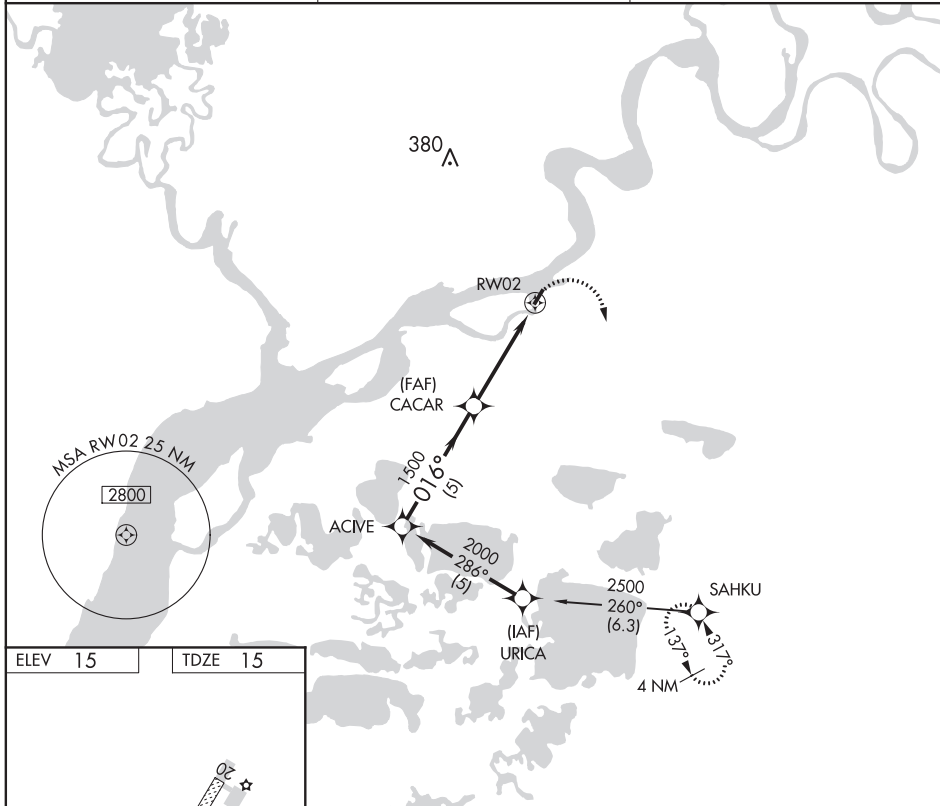
| | |
|------------------------|------------------------|
| APP CRS 016° | Rwy Idg 3000 |
| | TDZE 15 |
| | Apt Elev 15 |

RNAV (GPS) RWY 2

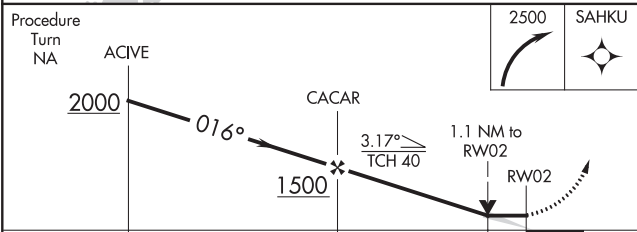
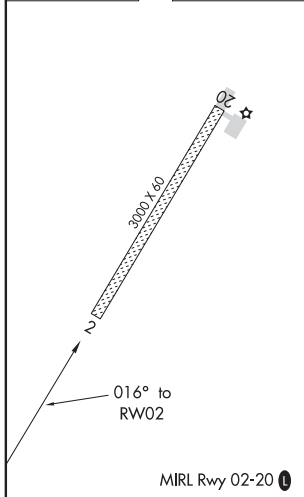
NAPASKIAK (PKA) (PAPK)

| | |
|---|---|
| <p>NA Use Bethel altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p> | <p>MISSED APPROACH: Climbing right turn to 2500 direct SAHKU WP and hold.</p> |
|---|---|

| | | |
|-----------------------------|--|----------------------|
| BETHEL ATIS 119.8 | ANCHORAGE CENTER 125.2 372.0 | CTAF 122.9 |
|-----------------------------|--|----------------------|



| | |
|---------|---------|
| ELEV 15 | TDZE 15 |
|---------|---------|



| | | | | |
|----------|----------------------|----------------------|----|---|
| CATEGORY | A | B | C | D |
| LNAV MDA | 420-1 | 405 (500-1) | NA | |
| CIRCLING | 420-1 405 (500-1) | 480-1 465 (500-1) | NA | |

NAPASKIAK, ALASKA

AL-10259 (FAA)

15064

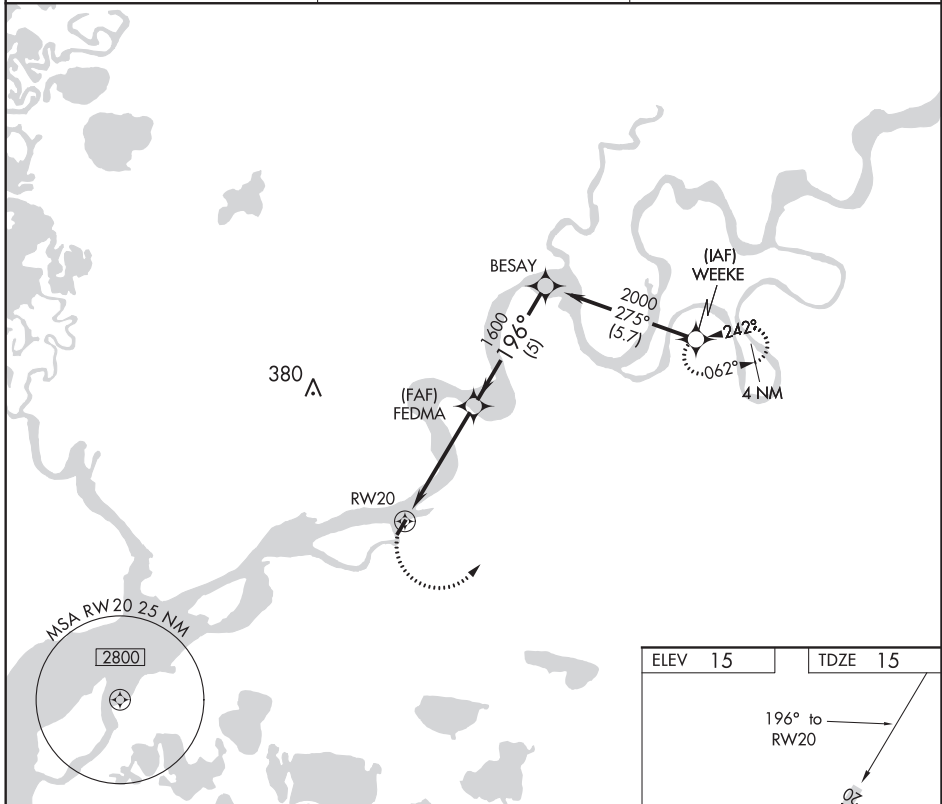
| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 196° | Rwy Idg TDZE Apt Elev | 3000 15 15 |
|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 20

NAPASKIAK (PKA) (PAPK)

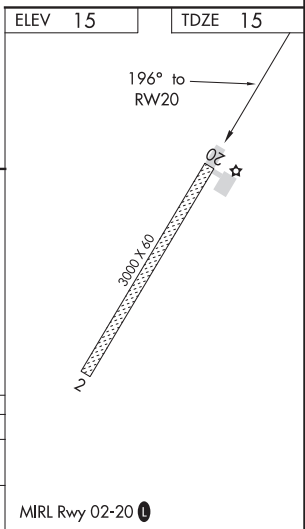
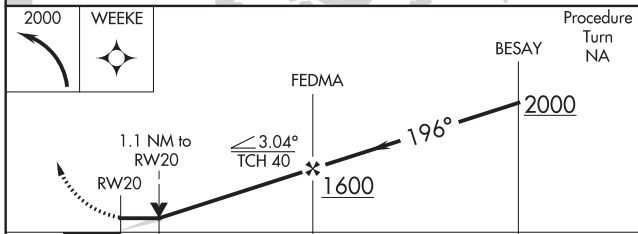
▼ Use Bethel altimeter setting.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. MISSED APPROACH: Climbing left turn to 2000 direct WEEKE WP and hold.

| | | |
|-----------------------------|--|----------------------|
| BETHEL ATIS 119.8 | ANCHORAGE CENTER 125.2 372.0 | CTAF 122.9 |
|-----------------------------|--|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

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| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|---|----|
| LNVA MDA | 420-1 | 405 (500-1) | | NA |
| CIRCLING | 420-1 405 (500-1) | 480-1 465 (500-1) | | NA |

NAPASKIAK, ALASKA
 Orig 15APR04

60° 42' N-161° 47' W

NAPASKIAK (PKA) (PAPK)

RNAV (GPS) RWY 20

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4003 |
| 081° | TDZE | 14 |
| | Apt Elev | 14 |

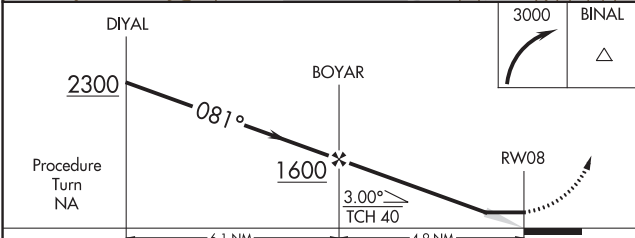
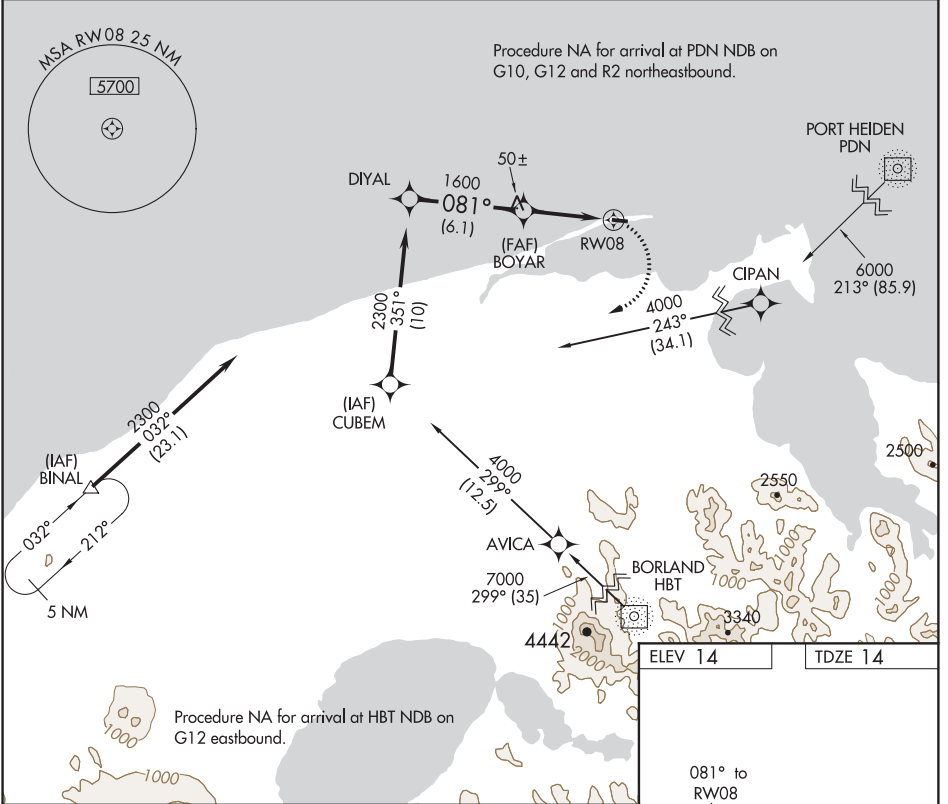
RNAV (GPS) RWY 8

NELSON LAGOON (OUL) (PAOU)

NA If local altimeter setting not received, use Cold Bay altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct BINAL WP and hold.

| | | |
|---------------------------|--|------------------------|
| AWOS-3P 119.025 | ANCHORAGE CENTER 118.5 278.3 | CTAF 122.9 0 |
|---------------------------|--|------------------------|



| | |
|---------|---------|
| ELEV 14 | TDZE 14 |
|---------|---------|

081° to RW08

4003 X 75

MIRL Rwy 8-26 0

| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|---|----|
| RNAV MDA | 1040-1¼ 1026 (1100-1¼) | 1040-1½ 1026 (1100-1½) | | NA |
| CIRCLING | 1080-1¼ 1066 (1100-1¼) | 1080-1½ 1066 (1100-1½) | | NA |

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RNAV (GPS) RWY 26

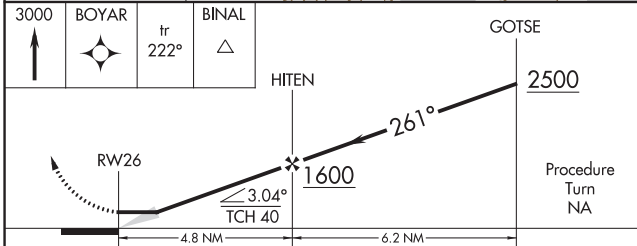
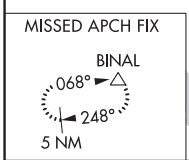
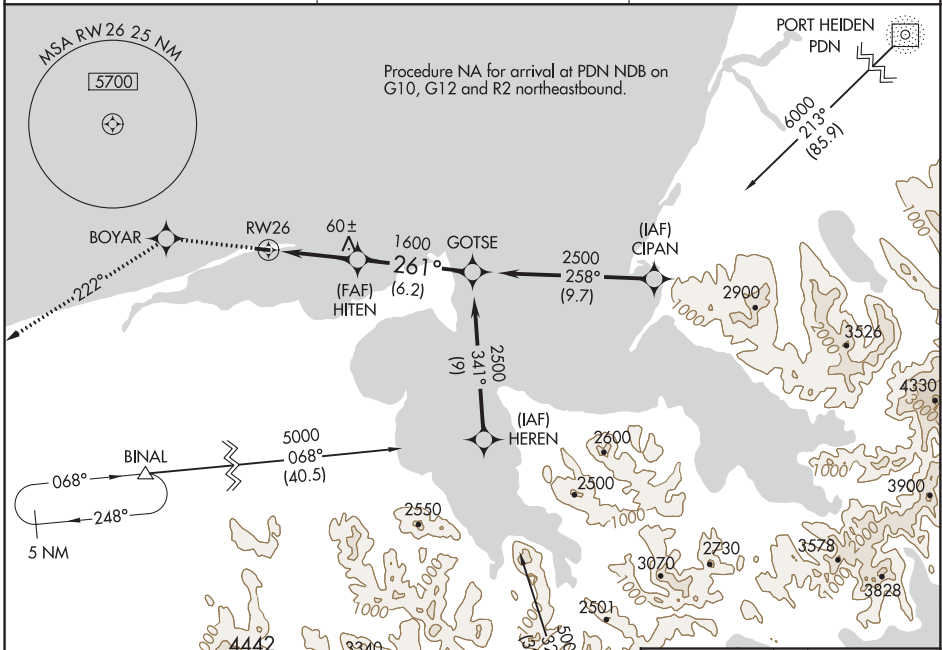
NELSON LAGOON (OUL) (PAOU)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4003 |
| 261° | TDZE | 10 |
| | Apt Elev | 14 |

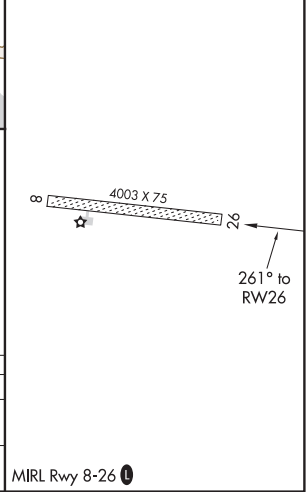
▼ If local altimeter setting not received, use Cold Bay altimeter setting. DME/DME or RNP-0.3 NA.

▲ NA MISSED APPROACH: Climb to 3000 direct BOYAR WP and via 222° track to BINAL WP and hold.

| | | |
|---------------------------|--|----------------------|
| AWOS-3P 119.025 | ANCHORAGE CENTER 118.5 278.3 | CTAF 122.9 |
|---------------------------|--|----------------------|



| | |
|---------|---------|
| ELEV 14 | TDZE 10 |
|---------|---------|

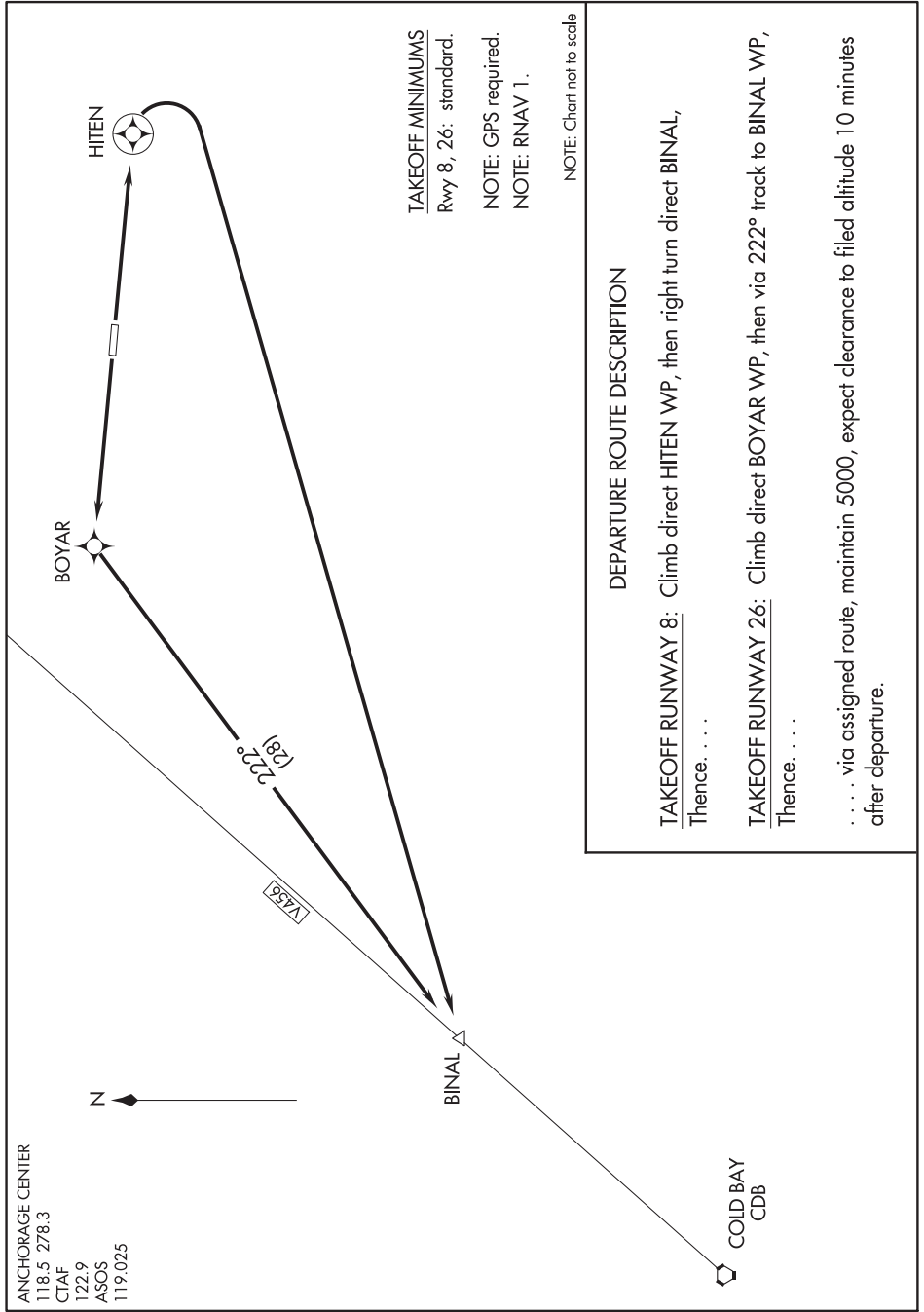


| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|---|----|
| RNAV MDA | 1040-1¼ 1030 (1100-1¼) | 1040-1½ 1030 (1100-1½) | | NA |
| CIRCLING | 1080-1¼ 1066 (1100-1¼) | 1080-1½ 1066 (1100-1½) | | NA |

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TAKEOFF MINIMUMS
Rwy 8, 26: standard.
NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb direct HITEN WP, then right turn direct BINAL,
Thence. . . .

TAKEOFF RUNWAY 26: Climb direct BOYAR WP, then via 222° track to BINAL WP,
Thence. . . .

. . . . via assigned route, maintain 5000, expect clearance to filed altitude 10 minutes
after departure.

ANCHORAGE CENTER
118.5 278.3
CTAF
122.9
ASOS
1119.025

NELSON LAGOON, ALASKA
NELSON LAGOON (OUL) (PAOU)

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|------------------------|------------------------|
| APP CRS 038° | Rwy Idg 4600 |
| | TDZE 368 |
| | Apt Elev 368 |

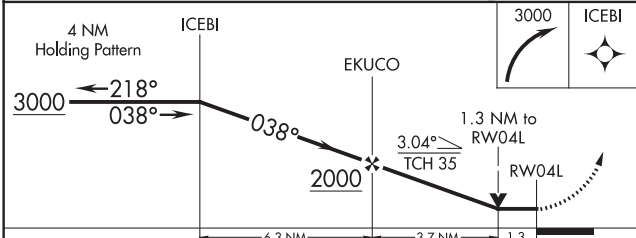
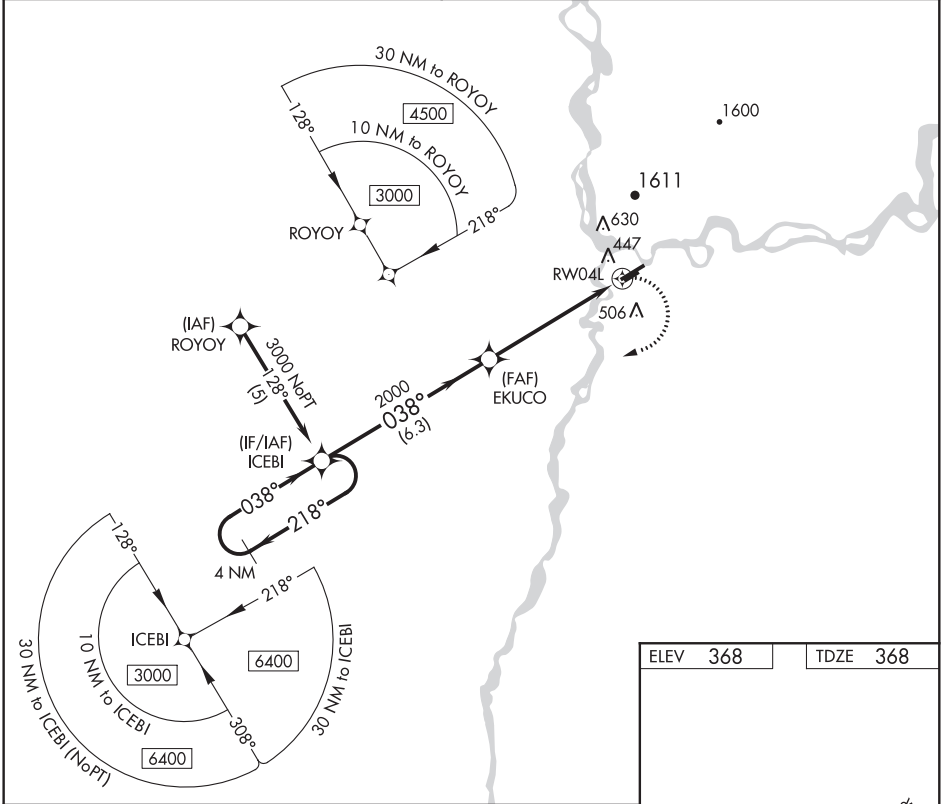
RNAV (GPS) RWY 4L

NENANA MUNI (ENN) (PANN)

⚠ Circling NA west of Rwy 4L-22R. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fairbanks Intl altimeter setting: increase all MDA 100 feet and LNAV visibility Cat C/D ¼ mile.

⚠ MISSED APPROACH: Climbing right turn to 3000 direct ICEBI and hold.

| | | | |
|----------------------|--|---------------------------------|----------------------|
| ASOS 125.2 | FAIRBANKS APP CON 125.35 363.2 (180°-359°) | FAIRBANKS RADIO 122.5 | CTAF 122.1 |
|----------------------|--|---------------------------------|----------------------|



| | |
|----------|----------|
| ELEV 368 | TDZE 368 |
|----------|----------|

RWY 4L/22R

- Runway Dimensions: 4600 X 100
- Dimensions: 2520 X 60
- Dimensions: 3601 X 100
- Seaplane Landing Area

038° to RW04L

MIRL Rwy 4L-22R **Ⓛ**
REIL Rwy 4L and 22R **Ⓛ**
MIRL Rwy 4R-22L

| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|------------------------|
| LNAV MDA | 800-1 | 432 (500-1) | 800-1¼ 432 (500-1¼) | 800-1½ 432 (500-1½) |
| CIRCLING | 860-1 | 492 (500-1) | 860-1½ 492 (500-1½) | 920-2 552 (600-2) |

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| | | |
|-----------------------|------------------------|------------------------|
| NDB ICW 525 | APP CRS 051° | Rwy Idg 4600 |
| | | TDZE 368 |
| | | Apt Elev 368 |

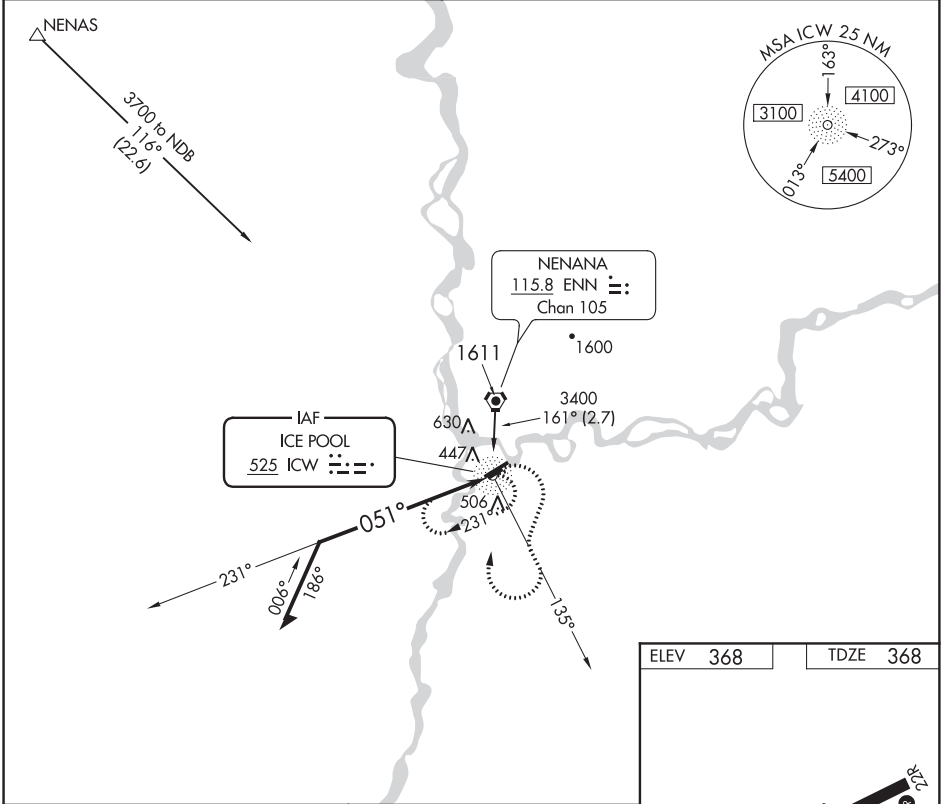
NDB RWY 4L

NENANA MUNI (ENN) (PANN)

⚠ Circling NA northwest of Rwy 4L-22R. When local altimeter setting not received, use Fairbanks Intl altimeter setting and increase all MDA 100 feet and all Cat C/D visibilities ¼ mile.

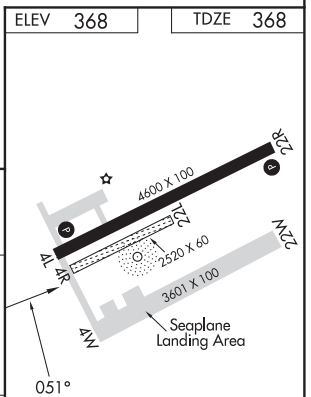
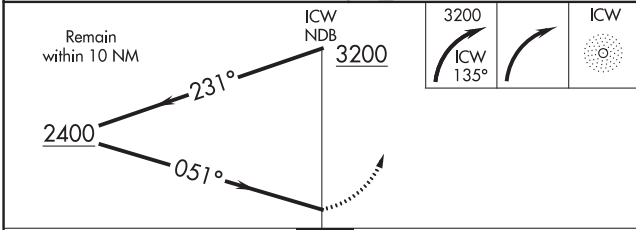
⚠ MISSED APPROACH: Climbing right turn to 3200 via ICW NDB 135° bearing, then right turn direct ICW NDB and hold.

| | | | |
|----------------------|--|---------------------------------|----------------------|
| ASOS 125.2 | FAIRBANKS APP CON 125.35 363.2 (180°-359°) | FAIRBANKS RADIO 122.5 | CTAF 122.1 |
|----------------------|--|---------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-----------------------|
| S-4L | 1000-1 | 632 (700-1) | 1000-1¾ 632 (700-1¾) | 1000-2 632 (700-2) |
| CIRCLING | 1000-1 | 632 (700-1) | 1000-1¾ 632 (700-1¾) | 1000-2 632 (700-2) |

MIRL Rwy 4L-22R **①**
 REIL Rwy 4L and 22R **①**
 MIRL Rwy 4R-22L

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3282 |
| 137° | TDZE | 364 |
| | Apt Elev | 364 |

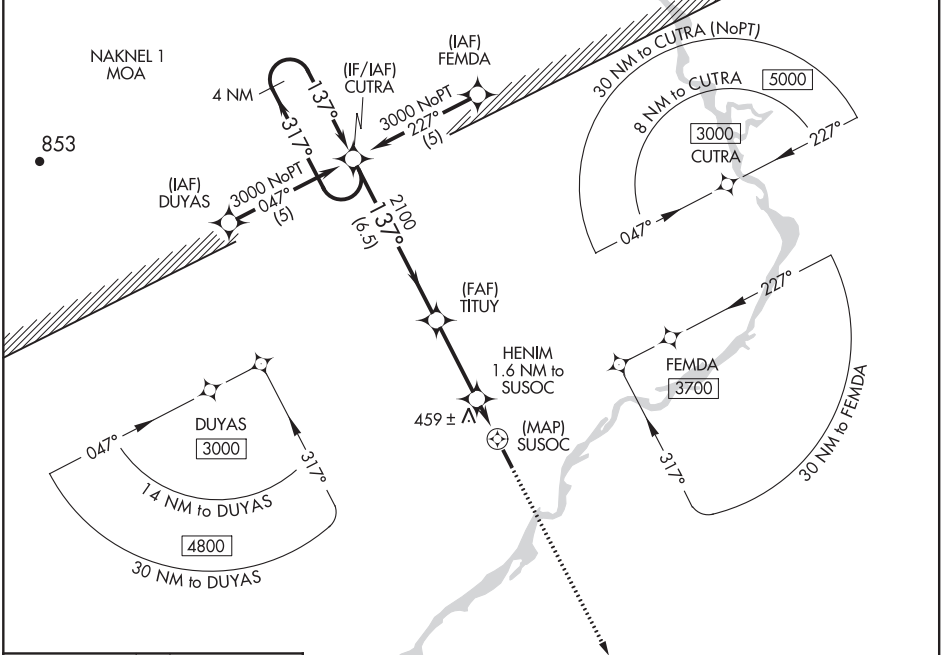
RNAV (GPS) RWY 14

NEW STUYAHOK (KNW) (P.ANW)

- ▼ When local altimeter setting not received, use Koliganek altimeter setting and increase all MDAs 60 feet. Procedure NA at night.
- ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct JIKAL and hold.

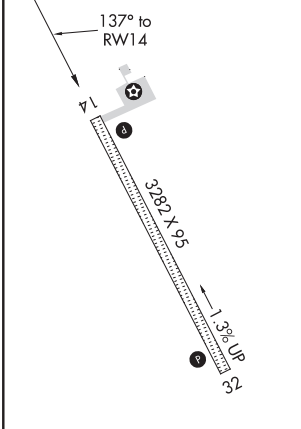
| | | | |
|---------------------------|--|-----------------------------------|----------------------|
| AWOS-3P 120.275 | ANCHORAGE CENTER 132.75 282.35 | DILLINGHAM RADIO 122.55 | CTAF 122.9 |
|---------------------------|--|-----------------------------------|----------------------|



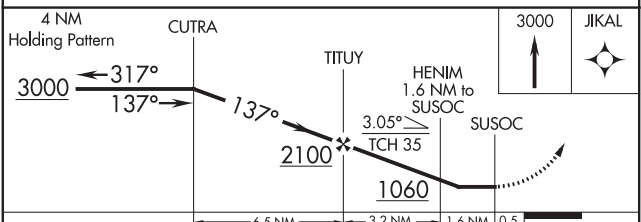
AK, 10 NOV 2016 to 05 JAN 2017

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| | |
|----------|----------|
| ELEV 364 | TDZE 364 |
|----------|----------|



MIRL Rwy 14-32
REIL Rws 14 and 32



| | | | | |
|----------|-------------|-------------|---|----|
| CATEGORY | A | B | C | D |
| LNAV MDA | 780-1 | 416 (500-1) | | NA |
| CIRCLING | 780-1 | 840-1 | | NA |
| | 416 (500-1) | 476 (500-1) | | |

| | | |
|------------------------|-----------------------------|---|
| APP CRS 317° | Rwy Idg TDZE Apt Elev | 3282 354 364 |
|------------------------|-----------------------------|---|

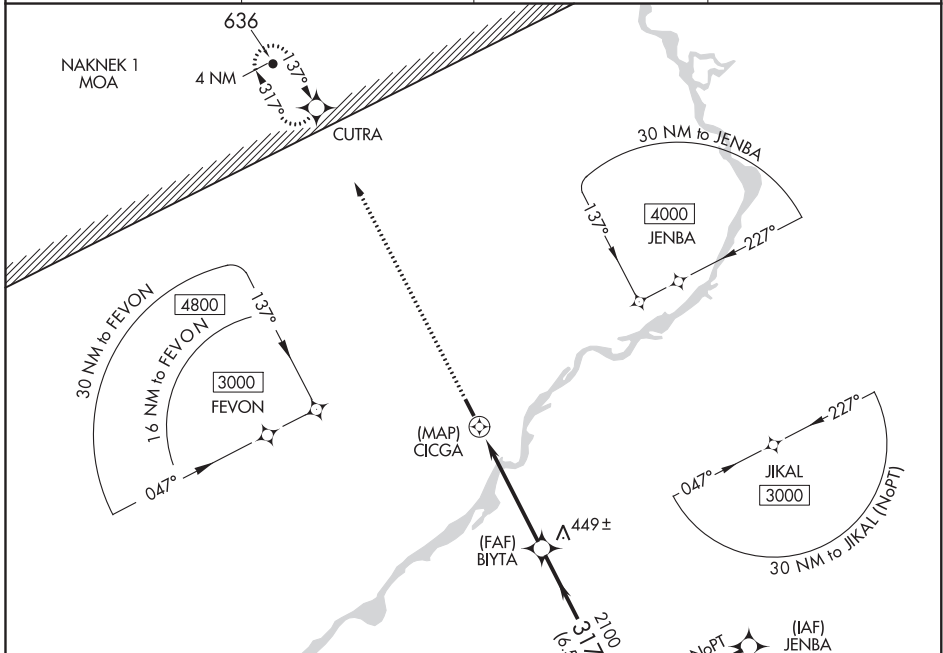
RNAV (GPS) RWY 32

NEW STUYAHOK (KNW) (P. ANW)

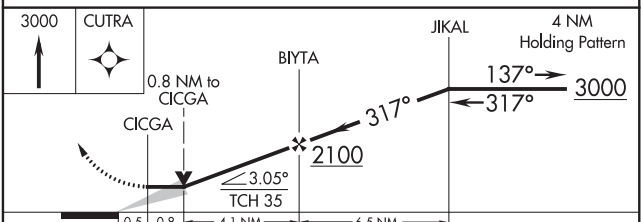
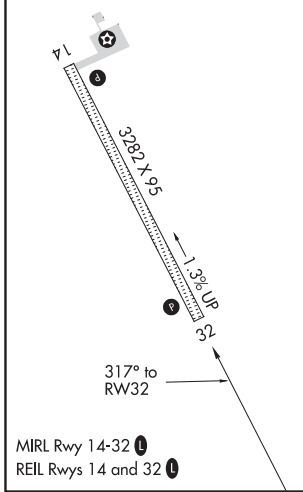
▼ When local altimeter setting not received, use Koliganek altimeter setting and increase all MDAs 60 feet.
 ▲ Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CUTRA and hold.

| | | | |
|---------------------------|--|-----------------------------------|----------------------|
| AWOS-3P 120.275 | ANCHORAGE CENTER 132.75 282.35 | DILLINGHAM RADIO 122.55 | CTAF 122.9 |
|---------------------------|--|-----------------------------------|----------------------|



| | |
|----------|----------|
| ELEV 364 | TDZE 354 |
|----------|----------|



| CATEGORY | A | B | C | D |
|-----------|----------------------|----------------------|----|---|
| LNNAV MDA | 760-1 | 406 (400-1) | NA | |
| CIRCLING | 780-1 416 (500-1) | 840-1 476 (500-1) | NA | |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

NIKOLAI, ALASKA

AL-10179 (FAA)

16259

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4021 |
| 044° | TDZE | 441 |
| | Apt Elev | 441 |

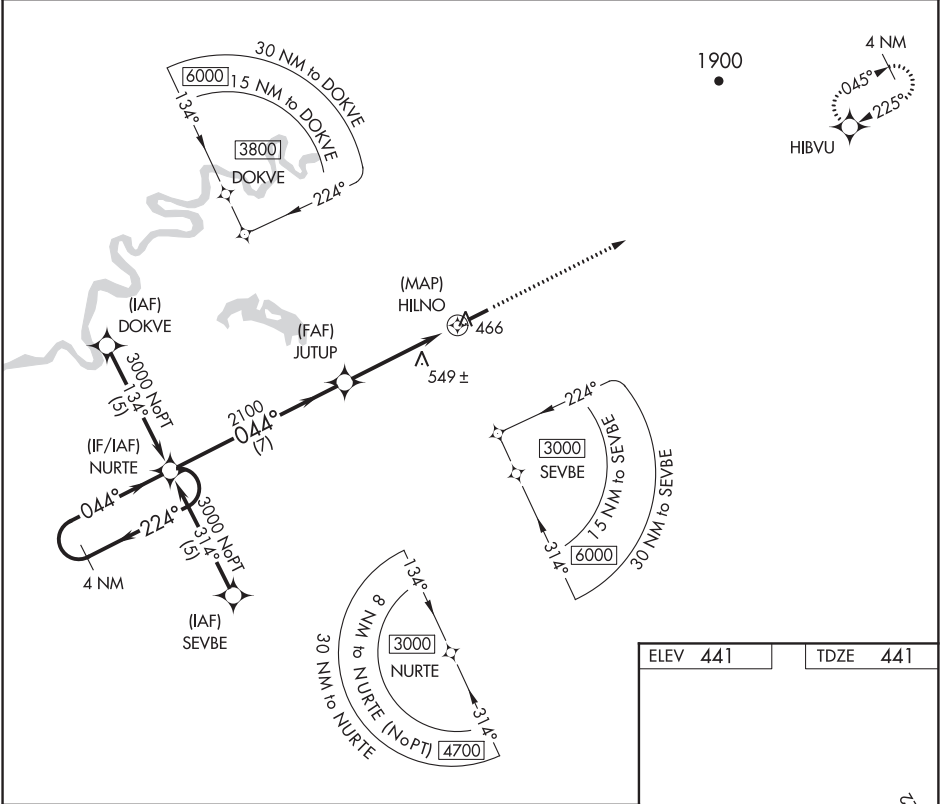
RNAV (GPS) RWY 4

NIKOLAI (FSP)(PAFS)

NA DME/DME RNP-0.3 NA.
 Use McGrath altimeter setting, if not received procedure NA.
 -22°C/-08°F When VGSI inoperative, procedure NA at night.

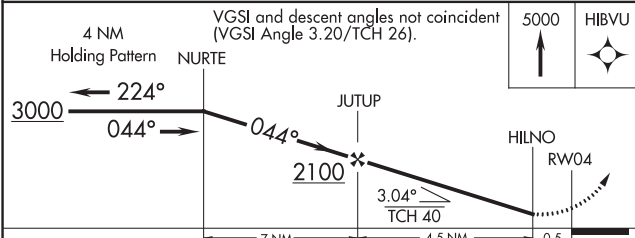
MISSED APPROACH: Climb to 5000 direct HIBVU and hold, continue climb-in-hold to 5000.

| | | |
|----------------------------------|--|----------------------|
| MCGRATH AWOS-3P 135.65 | ANCHORAGE CENTER 128.1 353.8 | CTAF 122.8 |
|----------------------------------|--|----------------------|



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| | |
|----------|----------|
| ELEV 441 | TDZE 441 |
|----------|----------|

MIRL Rwy 4-22
 REIL Rwy 4 and 22

| CATEGORY | A | B | C | D |
|----------|--------------------|---|----------------------|---------------------|
| LNVA MDA | 960-1 519 (600-1) | | 960-1½ 519 (600-1½) | 960-1¾ 519 (600-1¾) |
| CIRCLING | 1000-1 559 (600-1) | | 1000-1½ 559 (600-1½) | 1000-2 559 (600-2) |

NIKOLAI, ALASKA
 Orig 16FEB06

63°01'N-154°22'W

RNAV (GPS) RWY 4

NIKOLAI (FSP)(PAFS)

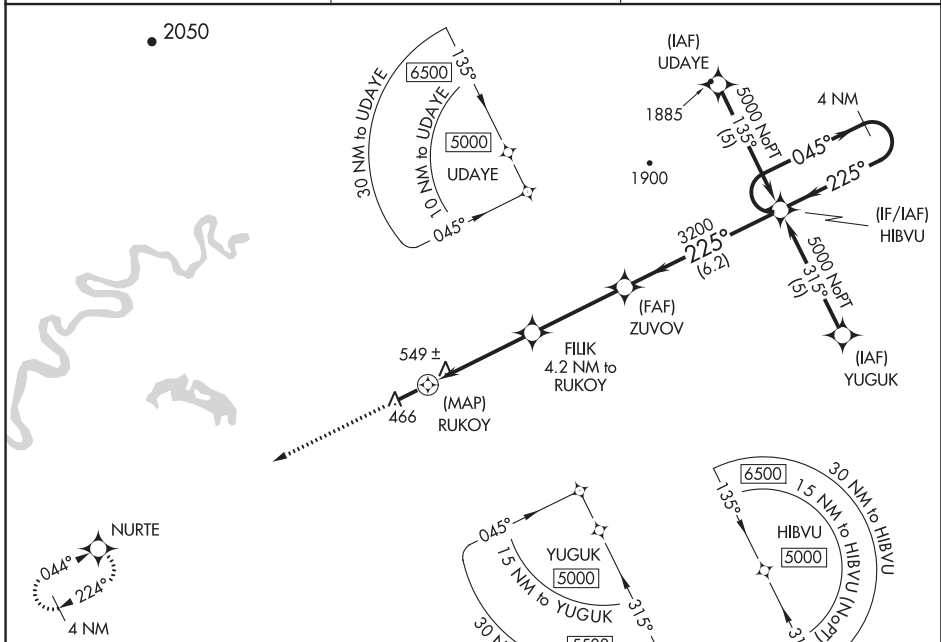
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4021 |
| 225° | TDZE | 441 |
| | Apt Elev | 441 |

RNAV (GPS) RWY 22

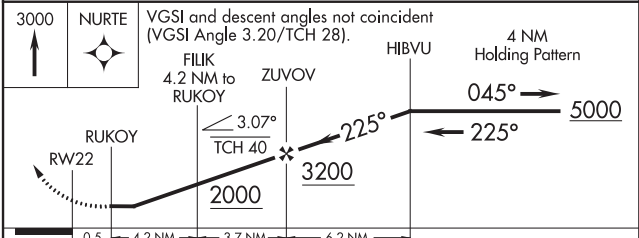
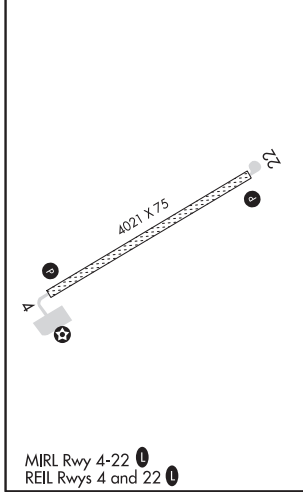
NIKOLAI (FSP)(PAFS)

| | | |
|-------------------|--|--|
| NA -22°C/-08°F | DME/DME RNP-0.3 NA. Use McGrath altimeter setting, if not received procedure NA. When VGSi inoperative, procedure NA at night. | MISSED APPROACH: Climb to 3000 direct NURTE and hold. |
|-------------------|--|--|

| | | |
|----------------------------------|--|----------------------|
| MCGRATH AWOS-3P 135.65 | ANCHORAGE CENTER 128.1 353.8 | CTAF 122.8 |
|----------------------------------|--|----------------------|



| | |
|-----------------|-----------------|
| ELEV 441 | TDZE 441 |
|-----------------|-----------------|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|------------------------|
| LNAV MDA | 960-1 | 519 (600-1) | 960-1½ 519 (600-1½) | 960-1¾ 519 (600-1¾) |
| CIRCLING | 1000-1 | 559 (600-1) | 1000-1½ 559 (600-1½) | 1000-2 559 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| LOC/DME I-OME 108.7 Chan 24 | APP CRS 279° | Rwy Idg TDZE Apt Elev | 6000 22 38 |
|--|------------------------|-----------------------------|---------------------------------------|

ILS or LOC/DME Y RWY 28

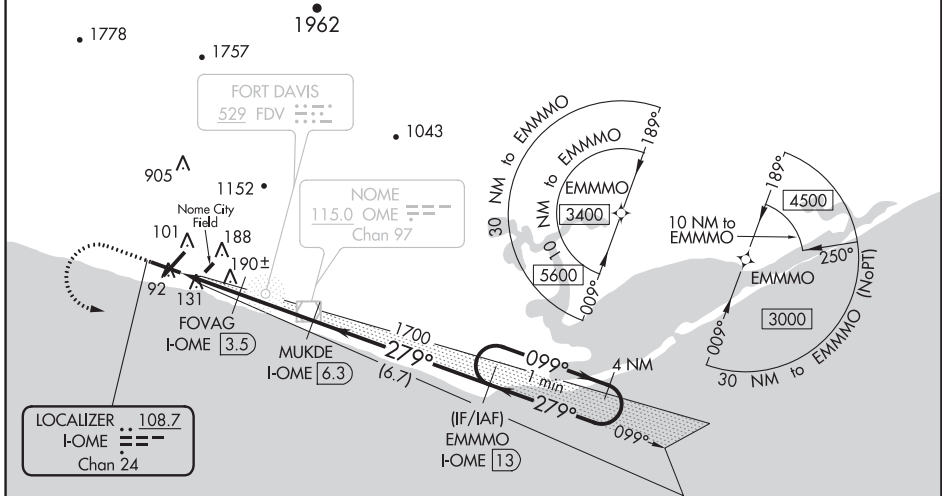
NOME (OME)(PAOM)

GPS required. For inoperative MALSR, increase S-LOC 28 Cats A and B visibility to RVR 5000. Inoperative table does not apply to S-ILS Rwy 28. Night Landing: Rwy 21 NA. Circling NA for Cats C and D north of Rwy 10-28. Helicopter visibility reduction below RVR 4000 NA.

MALSR
A5

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct EMMMO and hold.

| | | |
|------------------------|--|-----------------------------------|
| AFIS 119.925 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 123.6 (CTAF) |
|------------------------|--|-----------------------------------|

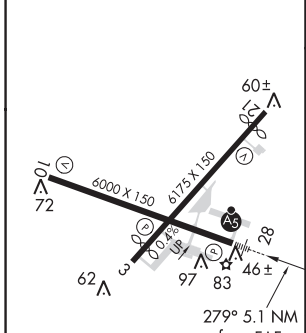


AK, 10 NOV 2016 to 05 JAN 2017

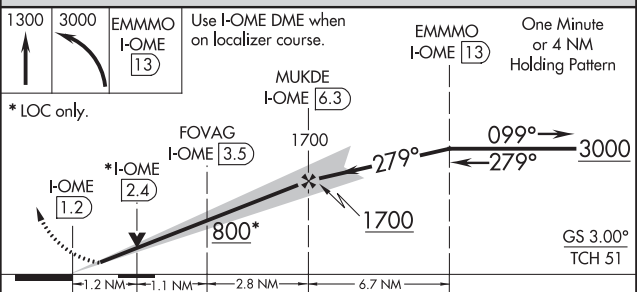
AK, 10 NOV 2016 to 05 JAN 2017

GPS REQUIRED for TAA

| | | |
|---------|----------|---------|
| ELEV 38 | D | TDZE 22 |
|---------|----------|---------|



REIL Rws 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21



| CATEGORY | A | B | C | D |
|-------------------|----------------------|-------------|------------------------|----------------------|
| S-ILS 28 | 272/40 250 (300-3/4) | | | |
| S-LOC 28 | 440/40 418 (500-3/4) | | | |
| C CIRCLING | 540-1 | 502 (600-1) | 540-1½ 502 (600-1½) | 700-2 662 (700-2) |

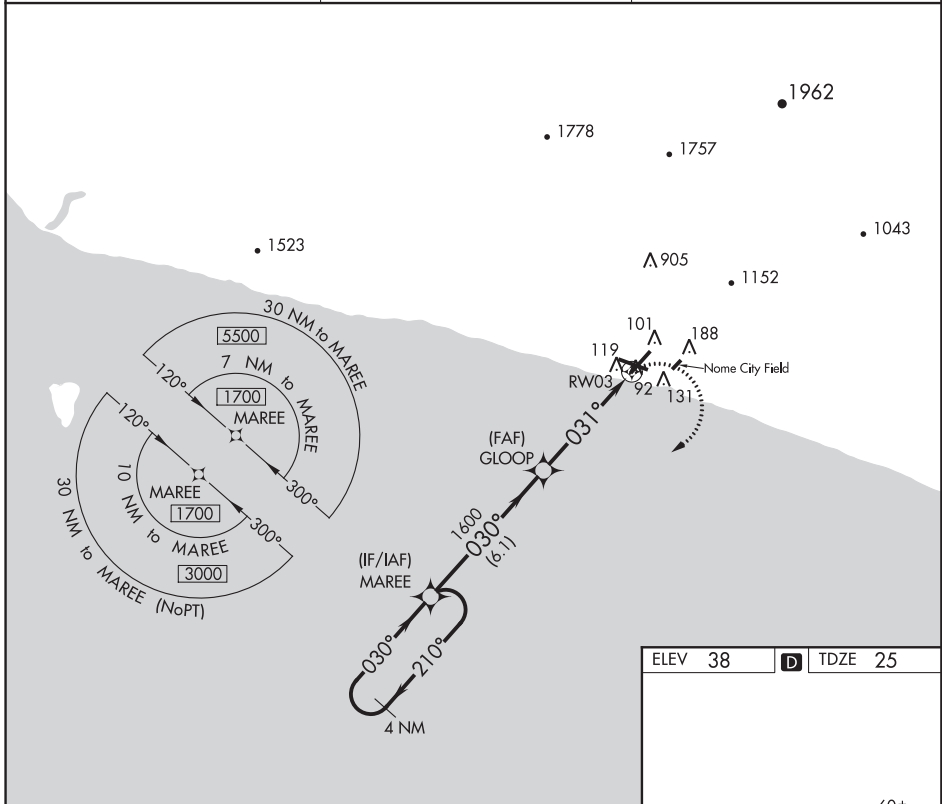
| | |
|------------------------|------------------------|
| APP CRS 031° | Rwy Idg 5575 |
| | TDZE 25 |
| | Apt Elev 38 |

RNAV (GPS) RWY 3

NOME (OME)(PAOM)

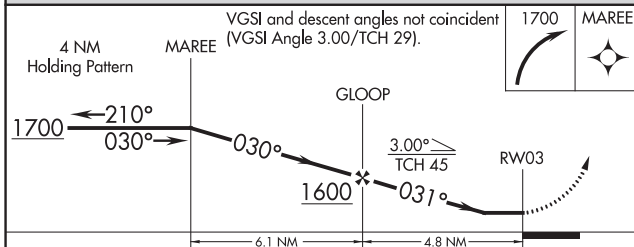
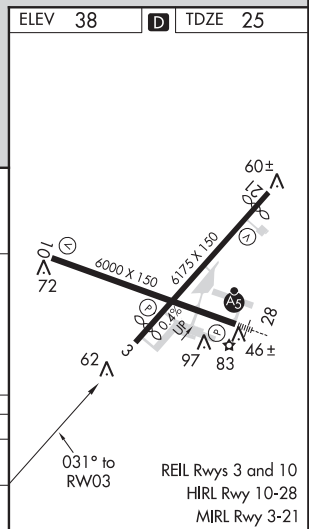
| | |
|---|--|
| <p>⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 21 NA. Circling NA for Cats C and D north of Rwy 10-28.</p> | <p>MISSED APPROACH: Climbing right turn to 1700 direct MAREE and hold.</p> |
|---|--|

| | | |
|------------------------|--|--|
| AFIS 119.925 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 123.6 (CTAF) U |
|------------------------|--|--|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|-------------------|-------|-------------|--------|----------------------|
| LNVA MDA | 440-1 | 415 (500-1) | 440-1½ | 415 (500-1½) |
| C CIRCLING | 540-1 | 502 (600-1) | 540-1½ | 700-2 662 (700-2) |

NOME, ALASKA

AL-1231 (FAA)

15288

| | | |
|---------------------------------|------------------------|---|
| WAAS CH 40434 W10A | APP CRS 099° | Rwy Idg 6000 TDZE 16 Apt Elev 38 |
|---------------------------------|------------------------|---|

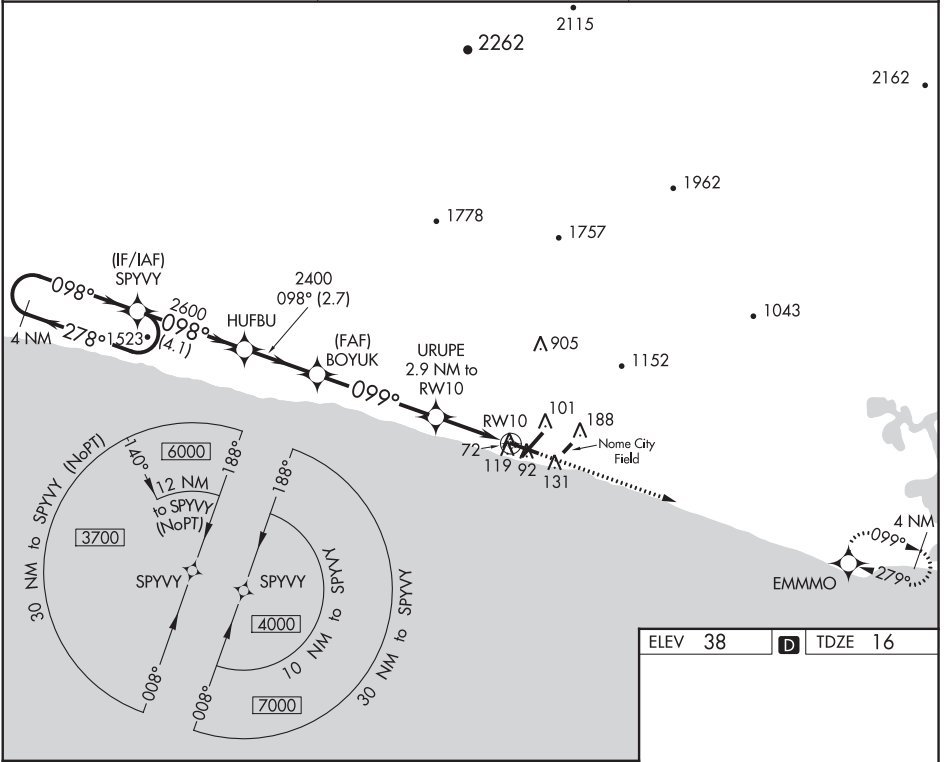
RNAV (GPS) RWY 10

NOME (OME)(PAOM)

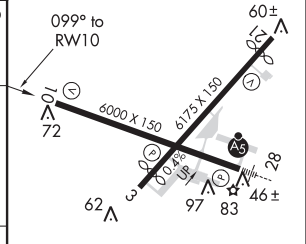
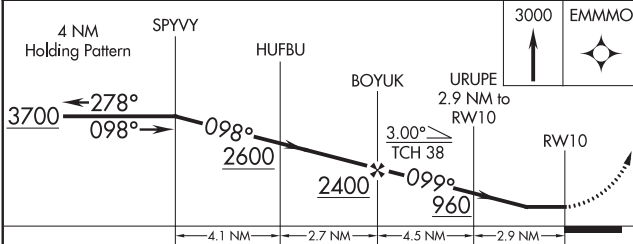
V DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
38 -26°C/-15°F Night Landing: Rwy 21 NA, Rwy 10 operational VGSI required, remain on or above VGSI glidepath until threshold. Circling NA for Cats C and D north of Rwy 10-28.

MISSED APPROACH: Climb to 3000 direct EMMMO and hold.

| | | |
|------------------------|--|--|
| AFIS 119.925 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 123.6 (CTAF) 1 |
|------------------------|--|--|



| | |
|---------|------------------|
| ELEV 38 | D TDZE 16 |
|---------|------------------|



| CATEGORY | A | B | C | D |
|-------------------|-------|-------------|------------------------|----------------------|
| LP MDA | | 340-1 | 324 (400-1) | |
| LNAV MDA | | 380-1 | 364 (400-1) | |
| C CIRCLING | 540-1 | 502 (600-1) | 540-1½ 502 (600-1½) | 700-2 662 (700-2) |

REIL Rws 3 and 10
 HIRL Rwy 10-28
 MIRL Rwy 3-21

NOME, ALASKA
 Amdt 2 13NOV14

64°31'N-165°27'W

RNAV (GPS) RWY 10

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---------------------------------|------------------------|---|
| WAAS CH 45927 W28A | APP CRS 279° | Rwy Idg TDZE 22 Apt Elev 38 |
|---------------------------------|------------------------|---|

RNAV (GPS) RWY 28

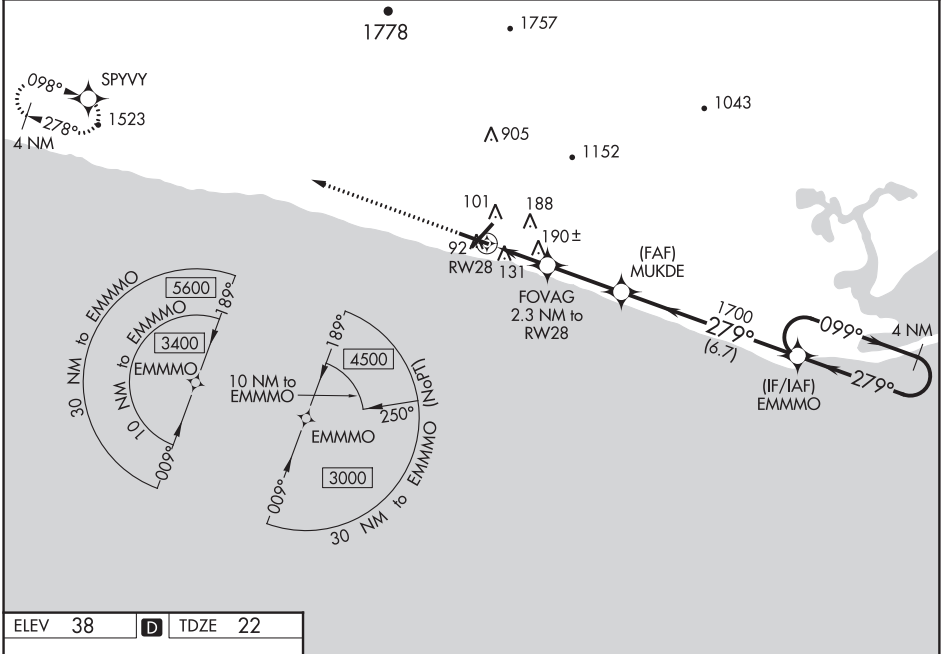
NOME (OME)(PAOM)

⚠ Inoperative table does not apply to LPV 28 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Circling NA for Cats C and D north of Rwy 10-28. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 4000 NA. Night landing: Rwy 21 NA.

MALSR
AS

MISSED APPROACH: Climb to 3700 direct SPVYV and hold, continue climb-in-hold to 3700.

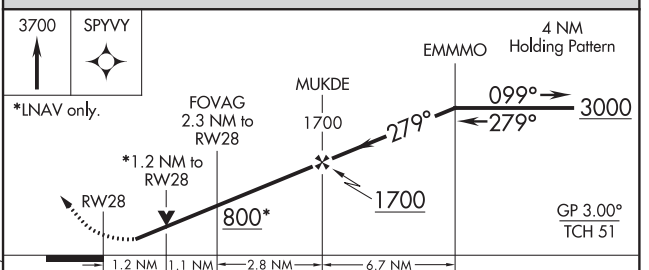
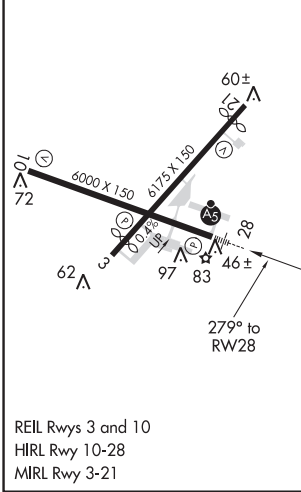
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|------------------------|--|--|
| AFIS 119.925 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 123.6 (CTAF) ① |
|------------------------|--|--|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---------|----------|---------|
| ELEV 38 | D | TDZE 22 |
|---------|----------|---------|



| CATEGORY | A | B | C | D |
|-------------------|-------|-------------|------------------------|----------------------|
| LPV DA | | 272/40 | 250 (300-¾) | |
| LNAV/VNAV DA | | 298/40 | 276 (300-¾) | |
| LNAV MDA | | 440/40 | 418 (500-¾) | |
| C CIRCLING | 540-1 | 502 (600-1) | 540-1½ 502 (600-1½) | 700-2 662 (700-2) |

| | | | |
|-------------|---------|--------------|------|
| VOR/DME OME | APP CRS | Rwy ldg TDZE | 6000 |
| 115.0 | 097° | Apt Elev | 16 |
| Chan 97 | | | 38 |

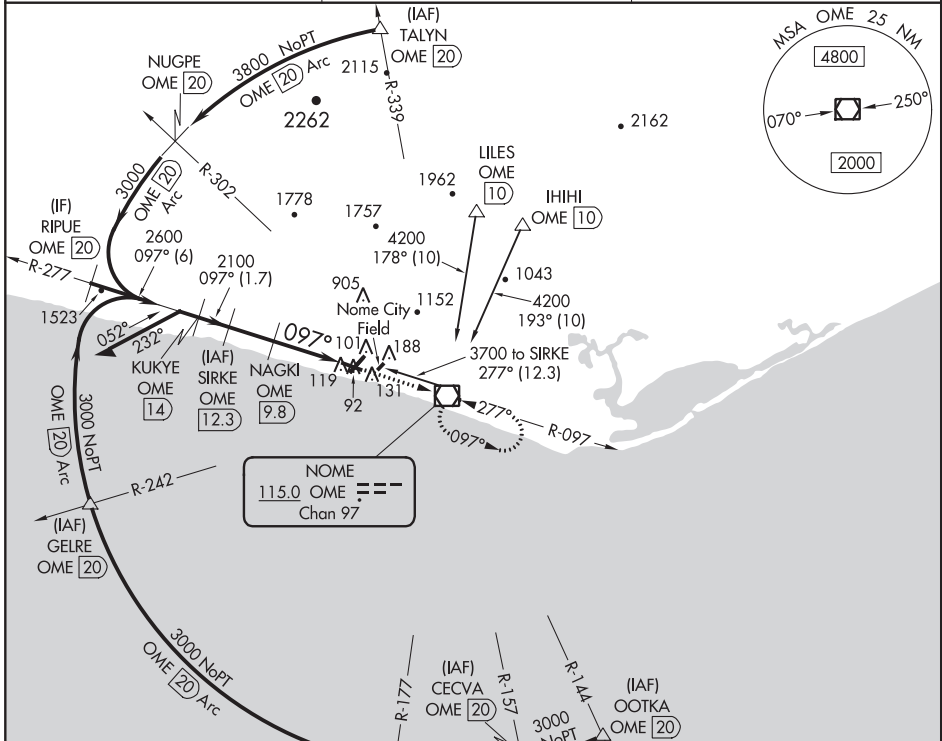
VOR/DME RWY 10

NOME (OME)(PAOM)

17 Circling NA for Cats C and D north of Rwy 10-28. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 10 operational VGSI required, remain on or above VGSI glidepath until threshold. Night landing: Rwy 21, NA.

MISSED APPROACH: Climb to 3000 direct OME VOR/DME and hold, continue climb-in-hold to 3000.

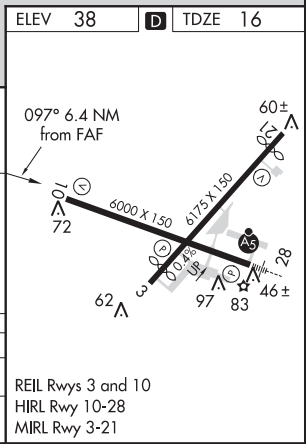
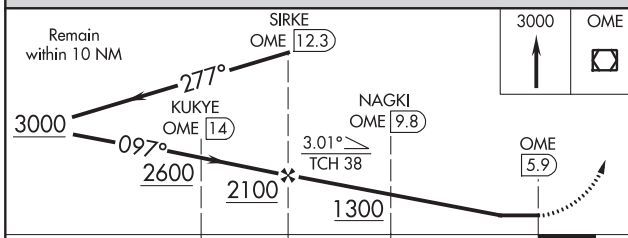
| | | |
|---------|------------------|-----------------------|
| AFIS | ANCHORAGE CENTER | NOME RADIO |
| 119.925 | 133.3 290.4 | 123.6 (CTAF) 0 |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|------------------|
| ELEV 38 | D TDZE 16 |
|---------|------------------|



| CATEGORY | A | B | C | D |
|-------------------|-------|-------------|------------------------|----------------------|
| S-10 | | 380-1 | 364 (400-1) | |
| C CIRCLING | 540-1 | 502 (600-1) | 540-1½ 502 (600-1½) | 700-2 662 (700-2) |

REIL Rwy 3 and 10
HIRL Rwy 10-28
MIRL Rwy 3-21

NOME, ALASKA

AL-1231 (FAA)

15288

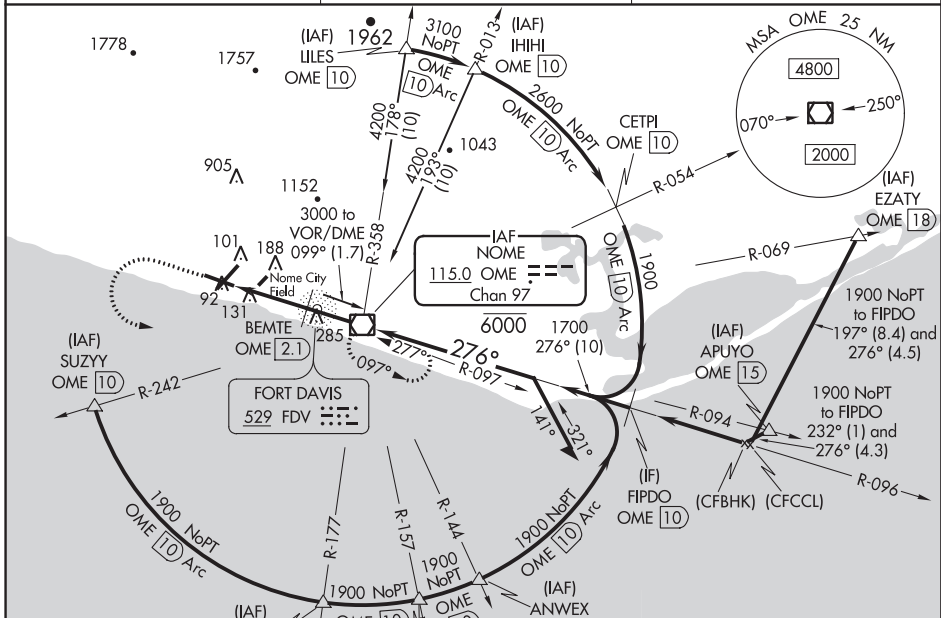
| | | |
|---|------------------------|---|
| VOR/DME OME 115.0 Chan 97 | APP CRS 276° | Rwy Idg 6000 TDZE 22 Apt Elev 38 |
|---|------------------------|---|

VOR RWY 28

NOME (OME)(PAOM)

A For inoperative MALS, increase S-28 BEMTE FIX minimums Cat A/B visibility to RVR 5000, Cat C/D visibility to 1 3/8 mile.
****** -26°C/-15°F
MALS MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct OME VOR/DME and hold, continue climb-in-hold to 3000.

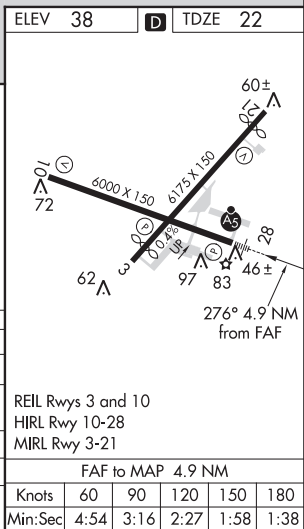
| | | |
|------------------------|--|-------------------------------------|
| AFIS 119.925 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 123.6 (CTAF) 0 |
|------------------------|--|-------------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

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| | | | | |
|--------------------|------------------|------------------|------------------|-----------------|
| ELEV 38 | D TDZE 22 | | | |
| 1200 | 3000 | OME | | |
| | | | | |
| CATEGORY | A | B | C | D |
| S-28 | 960/40 | 938 (1000-3/4) | 960-2 | 938 (1000-2) |
| C CIRCLING | 960-1 1/4 | 922 (1000-1 1/4) | 960-2 3/4 | 960-3 |
| | | | 922 (1000-2 3/4) | 922 (1000-3) |
| BEMTE FIX MINIMUMS | | | | |
| S-28 | 540/40 | 518 (600-3/4) | 540/55 | 518 (600-1 1/4) |
| C CIRCLING | 540-1 | 502 (600-1) | 540-1 1/2 | 700-2 |
| | | | 502 (600-1 1/2) | 662 (700-2) |



NOME, ALASKA
Amdt 3 13NOV14

64°31'N-165°27'W

NOME (OME)(PAOM)

VOR RWY 28

| | |
|-------------------|----------------------------------|
| REIL Rwy 3 and 10 | FAF to MAP 4.9 NM |
| HIRL Rwy 10-28 | Knots 60 90 120 150 180 |
| MIRL Rwy 3-21 | Min:Sec 4:54 3:16 2:27 1:58 1:38 |

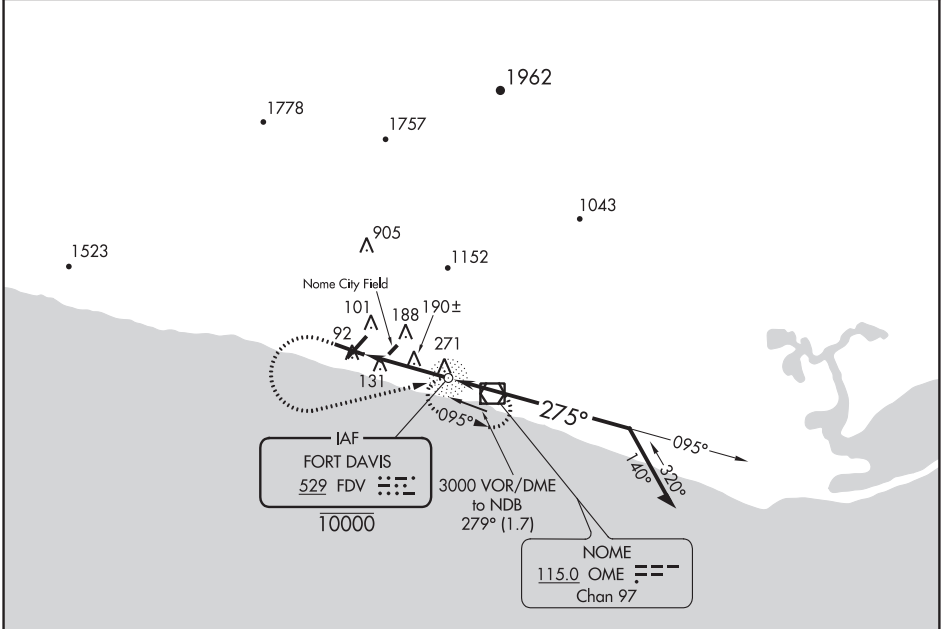
| | | | |
|-----------------------|------------------------|-----------------------------|---------------------------------------|
| NDB FDV 529 | APP CRS 275° | Rwy Idg TDZE Apt Elev | N/A N/A 38 |
|-----------------------|------------------------|-----------------------------|---------------------------------------|

NDB-A
NOME (OME)(PAOM)

⚠ Circling NA for Cats C and D north of Rwy 10-28.
❄ -26°C/-15°F
 Helicopter visibility reduction below 1 SM NA.
 Night Landing: Rwy 21, NA.

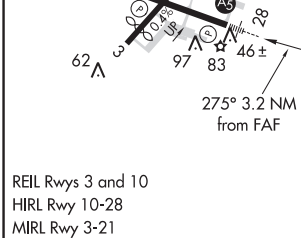
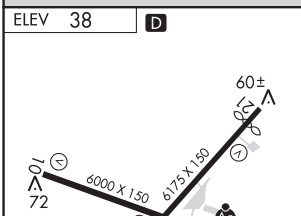
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct FDV NDB and hold.

| | | |
|------------------------|--|--|
| AFIS 119.925 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 123.6 (CTAF) 📻 |
|------------------------|--|--|



AK, 10 NOV 2016 to 05 JAN 2017

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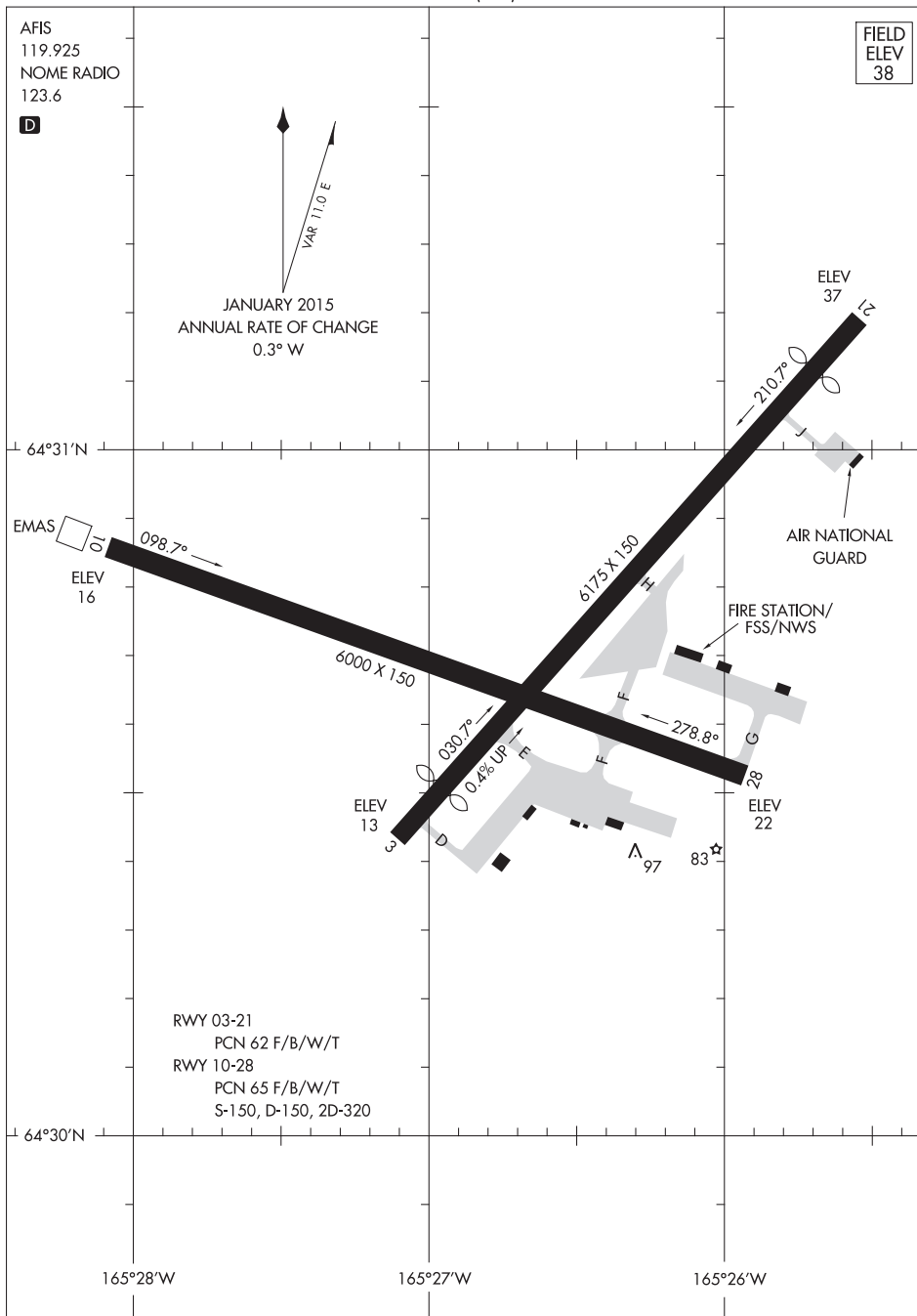
| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 3.2 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

| | | | | |
|-------------------|-------|-------------|------------------------|----------------------|
| CATEGORY | A | B | C | D |
| 📻 CIRCLING | 540-1 | 502 (600-1) | 540-1½ 502 (600-1½) | 700-2 662 (700-2) |

AIRPORT DIAGRAM

AL-1231 (FAA)

NOME (OME)(PAOM)
NOME, ALASKA



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

| | |
|------------------------|---|
| APP CRS 016° | Rwy Idg 2800 TDZE 314 Apt Elev 314 |
|------------------------|---|

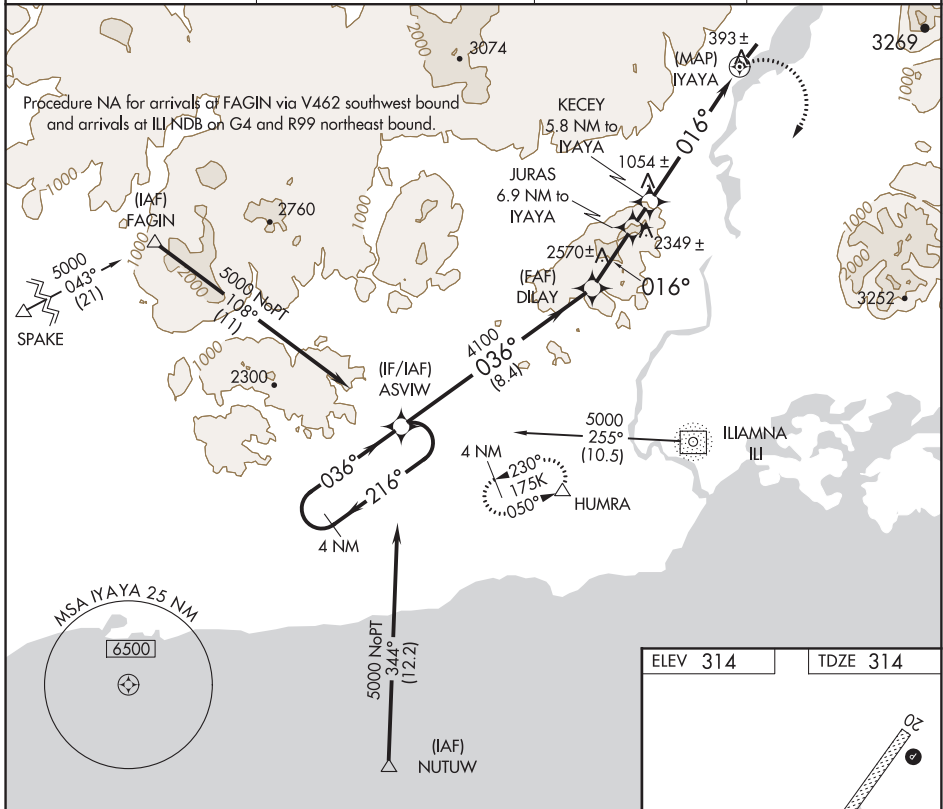
RNAV (GPS) RWY 2

NONDALTON (5NN) (PANO)

⚠ Circling NA northwest of Rwy 2-20. Use Iliamna altimeter setting; if not received, procedure NA. Circling to Rwy 20 NA at night.
⚠ NA
⚠ -12°C/10°F DME/DME RNP-0.3 NA.

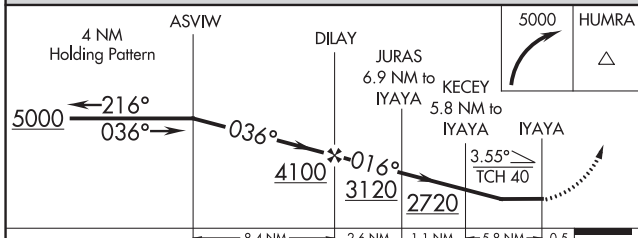
MISSED APPROACH: Climbing right turn to 5000 direct HUMRA and hold.

| | | | |
|-------------------------------|----------------------------------|----------------------|-----------------------------|
| ILIAMNA ASOS 134.95 | ANCHORAGE CENTER 118.8 | CTAF 122.9 | KENAI RADIO 122.2 |
|-------------------------------|----------------------------------|----------------------|-----------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

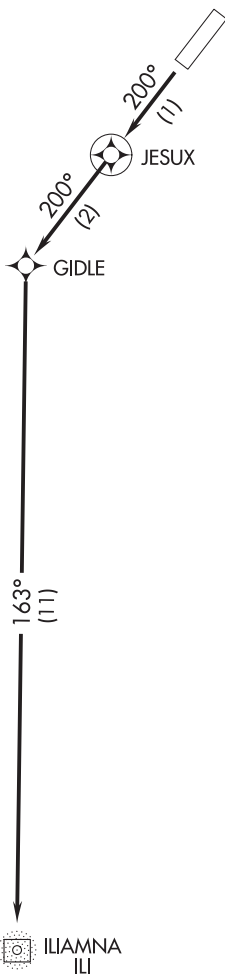


| | |
|----------|----------|
| ELEV 314 | TDZE 314 |
|----------|----------|

REIL Rwy 2 and 20
MIRL Rwy 2-20

| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|----|----|
| LNVA MDA | 1380-1¼ 1066 (1100-1¼) | 1380-1½ 1066 (1100-1½) | NA | NA |
| CIRCLING | 1380-1¼ 1066 (1100-1¼) | 1380-1½ 1066 (1100-1½) | NA | NA |

ANCHORAGE CENTER
118.8
ILIAMNA RADIO
123.6
CTAF
122.9



NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Do not exceed 160K until GIDLE.

TAKEOFF MINIMUMS

Rwy 2: NA - Obstacles.
Rwy 20: Standard with minimum climb
of 474' per NM to 2100.

TAKEOFF OBSTACLE NOTE

Rwy 20: Trees 1.3 NM from DER, 1760' right of centerline, up to 50' AGL/549' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb via 200° course to JESUX, and via depicted route to ILI NDB/DME. Then via assigned route and altitude.

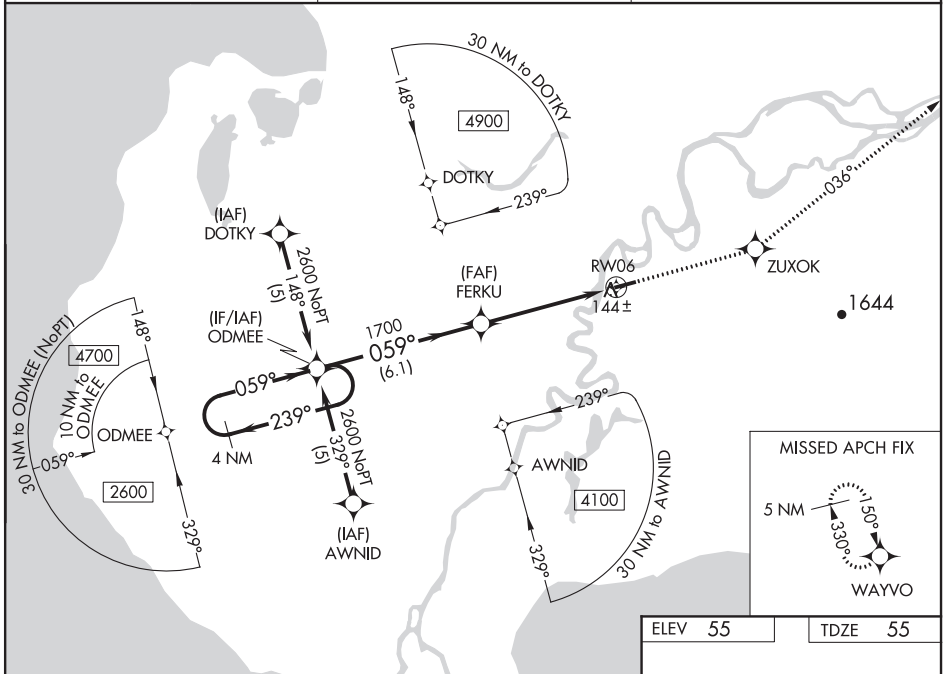
| | | |
|--|------------------------|---|
| WAAS CH 78213 W06A | APP CRS 059° | Rwy Idg 4000 TDZE 54 Apt Elev 55 |
|--|------------------------|---|

RNAV (GPS) RWY 6

ROBERT/BOB/CURTIS MEMORIAL (D76) (PF'NO)

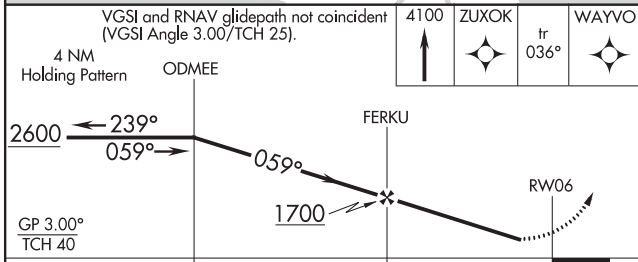
| | |
|---|--|
| <p>NA</p> <p>Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Selawik altimeter setting; when not received, use Kotzebue altimeter setting and increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cots and LNAV Cat D visibility ¼ mile.</p> | <p>MISSED APPROACH: Climb to 4100 direct ZUXOK and via track 036° to WAYVO and hold, continue climb-in-hold to 4100.</p> |
|---|--|

| | | |
|------------------------|--|----------------------|
| AWOS-3 120.0 | ANCHORAGE CENTER 119.2 263.0 | CTAF 122.7 |
|------------------------|--|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|---------|---------|
| ELEV 55 | TDZE 55 |
|---------|---------|

| CATEGORY | A | B | C | D |
|--------------|-------|-------------|--------------|--------------|
| LPV DA | | 399-1¼ | 345 (400-1¼) | |
| LNAV/VNAV DA | | 484-1½ | 430 (500-1½) | |
| LNAV MDA | 480-1 | 426 (500-1) | 480-1¼ | 426 (500-1¼) |
| CIRCLING | 520-1 | 465 (500-1) | 520-1½ | 620-2 |
| | | | 465 (500-1½) | 565 (600-2) |

MIRL Rwy 6-24

| | | |
|--|------------------------|---|
| WAAS CH 78313 W24A | APP CRS 239° | Rwy Idg 4000 TDZE 55 Apt Elev 55 |
|--|------------------------|---|

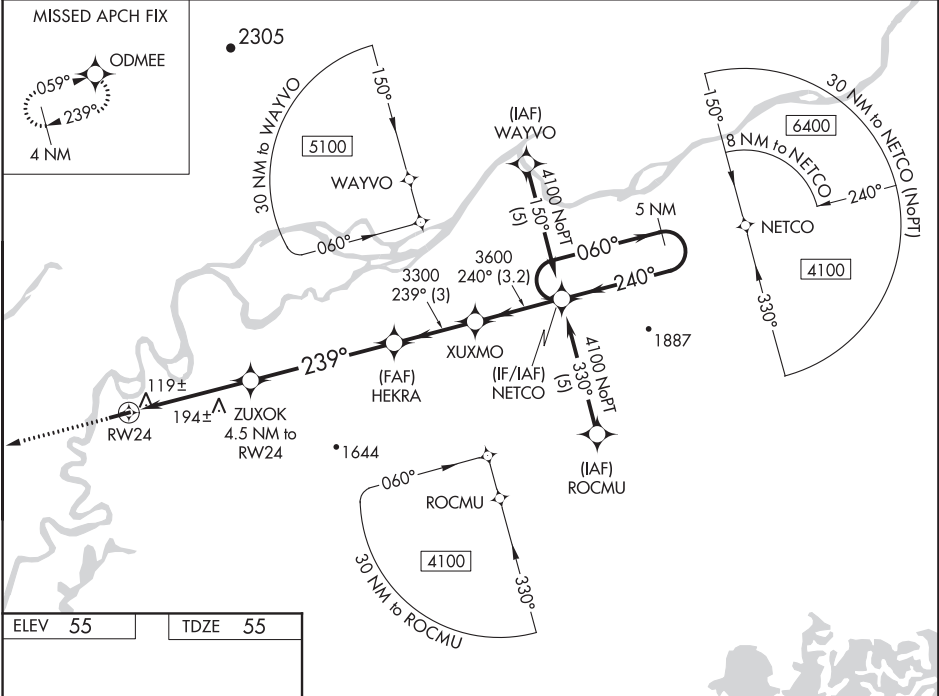
RNAV (GPS) RWY 24

ROBERT/BOB/CURTIS MEMORIAL (D76) (PF'NO)

Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Use Selawik altimeter setting; when not received, use Kotzebue altimeter setting and increase all DA/MDA 40 feet and visibility LPV and LNAV/VNAV ¼ mile all Cats.

MISSED APPROACH: Climb to 2600 direct ODMEE and hold.

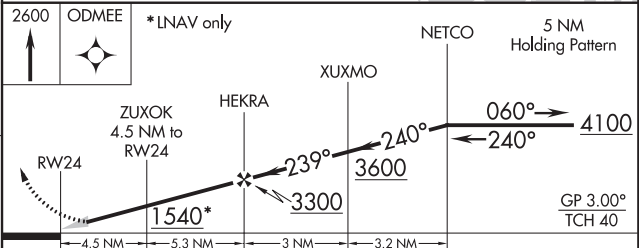
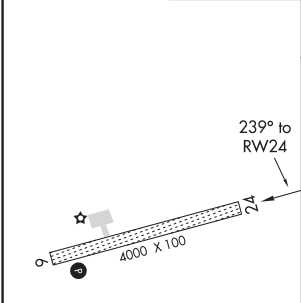
| | | |
|------------------------|--|----------------------|
| AWOS-3 120.0 | ANCHORAGE CENTER 119.2 263.0 | CTAF 122.7 |
|------------------------|--|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 55 | TDZE 55 |
|---------|---------|



| CATEGORY | A | B | C | D |
|--------------|-------|-------------|------------------------|------------------------|
| LPV DA | | 431-1¼ | 376 (400-1¼) | |
| LNAV/VNAV DA | | 486-1½ | 431 (500-1½) | |
| LNAV MDA | 500-1 | 445 (500-1) | 500-1¼ 445 (500-1¼) | 500-1½ 445 (500-1½) |
| CIRCLING | 520-1 | 465 (500-1) | 520-1½ 465 (500-1½) | 620-2 565 (600-2) |

MIRL Rwy 6-24
NOORVIK, ALASKA
Orig 11FEB10

66°49'N-161°01'W

ROBERT/BOB/CURTIS MEMORIAL (D76) (PF'NO)
RNAV (GPS) RWY 24

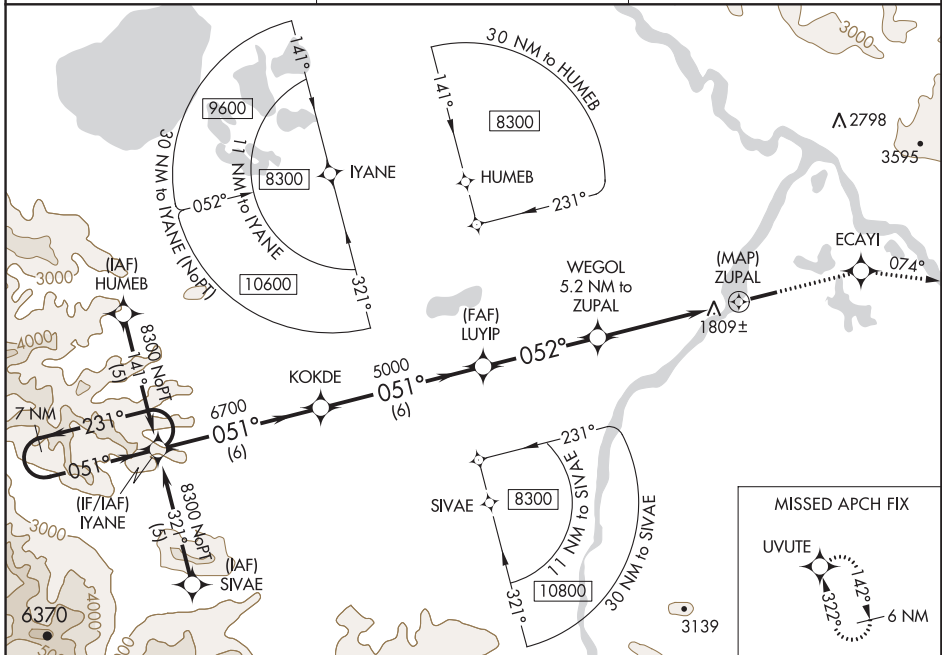
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5100 |
| 052° | TDZE | 1713 |
| | Apt Elev | 1716 |

RNAV (GPS) RWY 5

NORTHWAY (ORT)(PAOR)

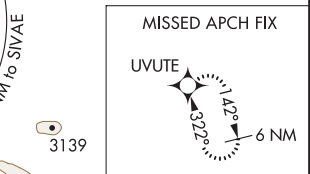
| | |
|---|---|
| DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM not authorized. | MISSED APPROACH: Climb to 4700 direct ECAYI and via 074° track to UVUTE and hold. |
|---|---|

| | | |
|----------------------|---|---|
| ASOS 135.4 | ANCHORAGE CENTER 126.55 323.0 | NORTHWAY RADIO 123.6 (CTAF) 0 |
|----------------------|---|---|

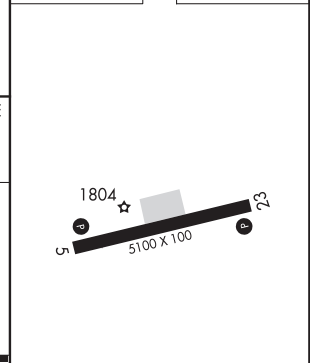
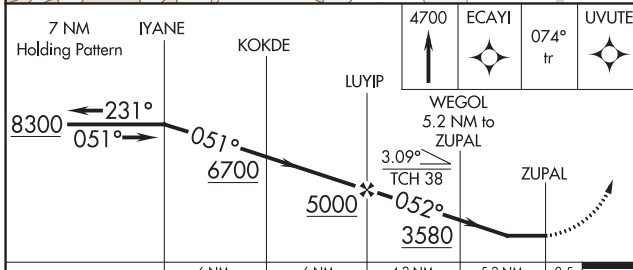


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|-----------|-----------|
| ELEV 1716 | TDZE 1713 |
|-----------|-----------|



| | | | | |
|----------|--------------------|---|----------------------|----------------------|
| CATEGORY | A | B | C | D |
| LNVA MDA | 2060-1 347 (400-1) | | | 2060-1¼ 347 (400-1¼) |
| CIRCLING | 2220-1 504 (600-1) | | 2220-1½ 504 (600-1½) | 2280-2 564 (600-2) |

| |
|-----------------|
| REIL Rwy 23 0 |
| MIRL Rwy 5-23 0 |

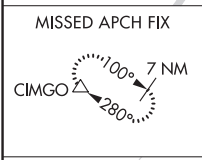
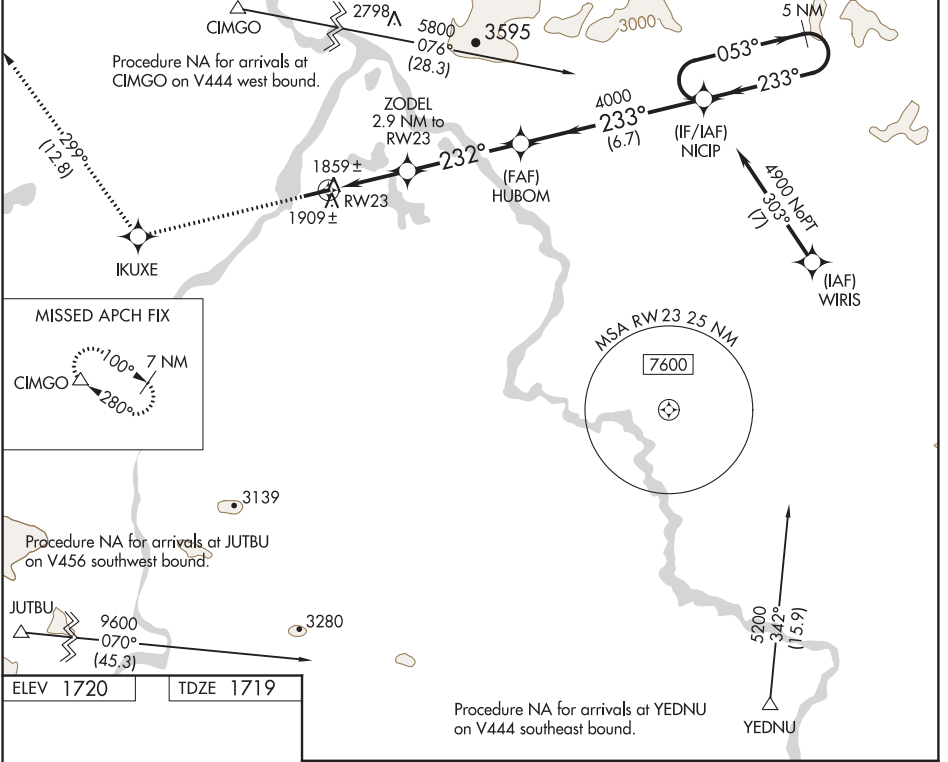
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 48924 W23A | APP CRS 232° | Rwy Idg TDZE Apt Elev | 5100 1719 1720 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 23

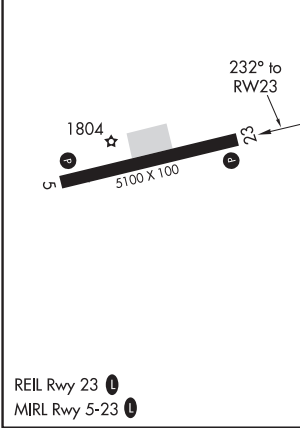
NORTHWAY (ORT)(PAOR)

When local altimeter setting not received, procedure NA.
 MISSED APPROACH: Climb to 8000 direct IKUXE and on track 299° to CIMGO and hold, continue climb-in-hold to 8000.

| | | |
|----------------------|---|---|
| ASOS 135.4 | ANCHORAGE CENTER 126.55 323.0 | NORTHWAY RADIO 123.6 (CTAF) 0 |
|----------------------|---|---|



| | |
|-----------|-----------|
| ELEV 1720 | TDZE 1719 |
|-----------|-----------|



| | | | | | | | |
|----------|--------|-------------|-----------------------|----------------------------|--------|-------------|--|
| 8000 | IKUXE | tr 299° | CIMGO | NICIP 5 NM Holding Pattern | | | |
| | | | | HUBOM | | | |
| | | | ZODEL 2.9 NM to RWY23 | 4900 | | | |
| | | | 1.2 NM to RWY23 | 4000 | | | |
| | | | 2660 | 4000 | | | |
| | | | 1.2 | 1.7 NM | 4.2 NM | 6.7 NM | |
| CATEGORY | A | B | C | D | | | |
| LP MDA | 2120-1 | 401 (400-1) | 2120-1½ | 401 (400-1½) | | | |
| LNAV MDA | 2160-1 | 441 (500-1) | 2160-1¾ | 441 (500-1¾) | | | |
| CIRCLING | 2220-1 | 500 (500-1) | 2220-1½ | 500 (500-1½) | 2280-2 | 560 (600-2) | |

AK, 10 NOV 2016 to 05 JAN 2017

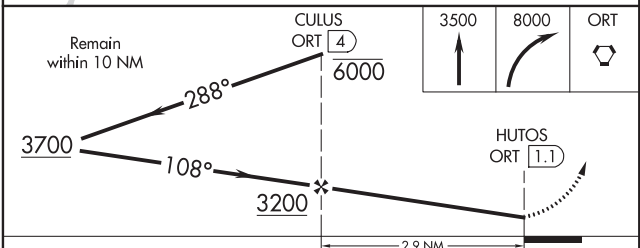
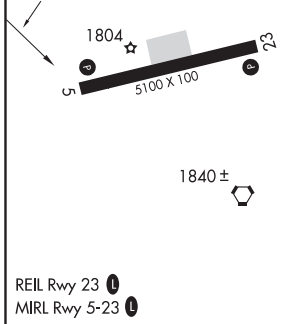
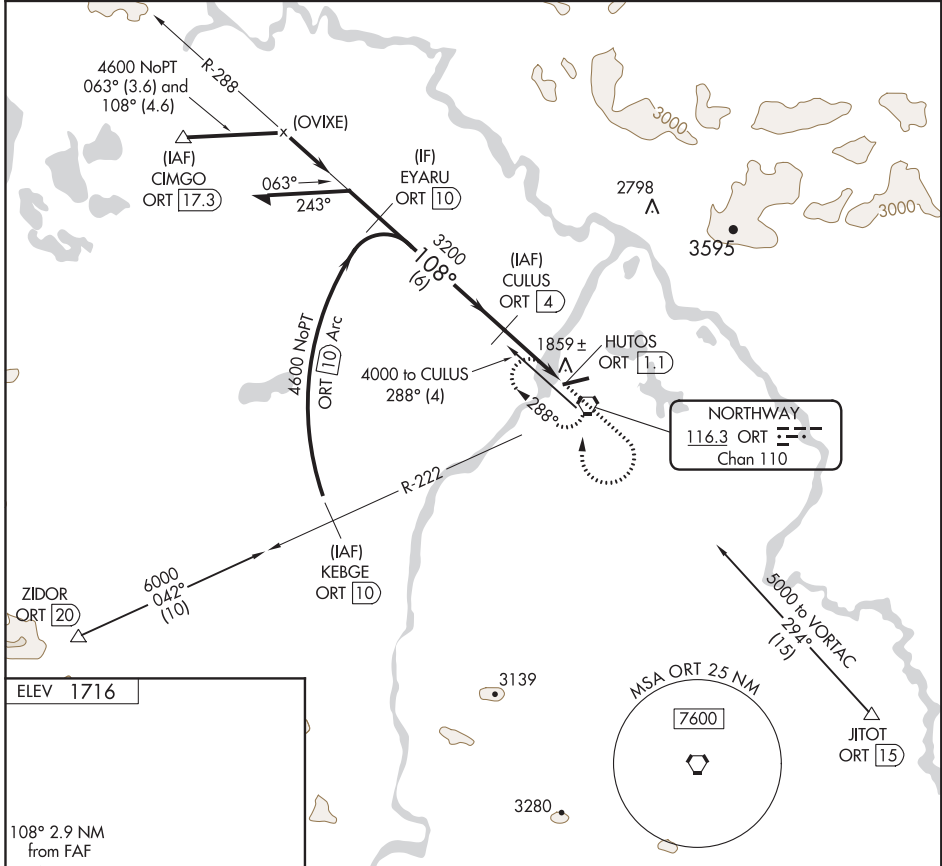
AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---|------------------------|--|
| VORTAC ORT 116.3 Chan 110 | APP CRS 108° | Rwy Idg TDZE Apt Elev N/A N/A 1716 |
|---|------------------------|--|

VOR/DME-A NORTHWAY (ORT)(PAOR)

MISSED APPROACH: Climb to 3500 then climbing right turn to 8000 direct ORT VORTAC and hold, continue climb-in-hold to 8000.

| | | |
|----------------------|---|---|
| ASOS 135.4 | ANCHORAGE CENTER 126.55 323.0 | NORTHWAY RADIO 123.6 (CTAF) 0 |
|----------------------|---|---|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-----------------------|
| CIRCLING | 2220-1 | 504 (600-1) | 2220-1½ 504 (600-1½) | 2280-2 564 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

NUIQSUT, ALASKA

AL-9239 (FAA)

16203

| | | |
|--|------------------------|---|
| WAAS CH 90225 W05A | APP CRS 048° | Rwy Idg 4589 TDZE 45 Apt Elev 45 |
|--|------------------------|---|

RNAV (GPS) RWY 5

NUIQSUT (AQT) (PAQT)

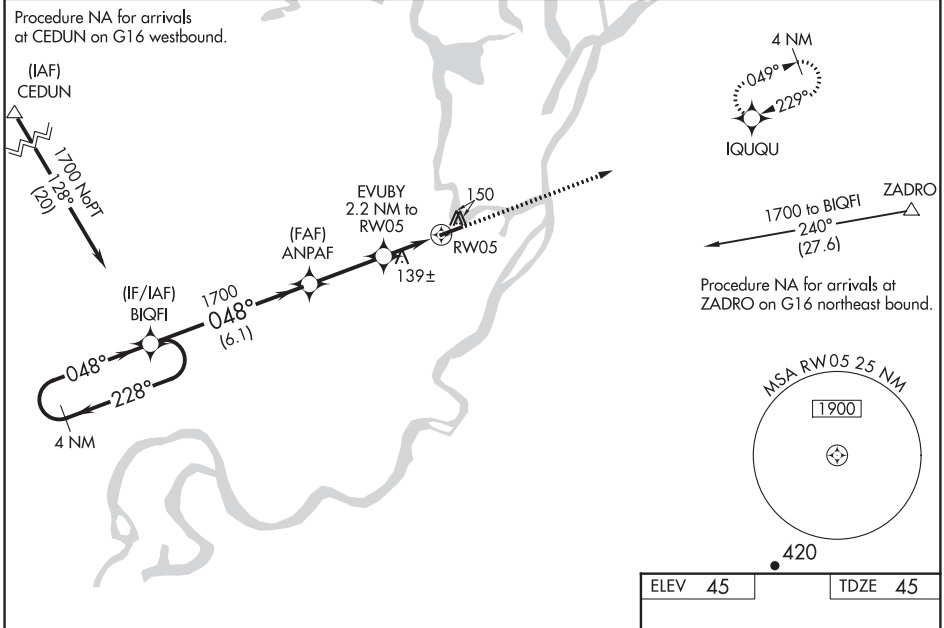
⚠ Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Deadhorse altimeter setting and increase all DA 123 feet and all MDA 140 feet, increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cat C visibility ¼ mile, increase LNAV Cat C visibility ½ mile. VDP and Baro-VNAV NA with Deadhorse altimeter setting.

⚠ -41°C/-42°F

MALSF

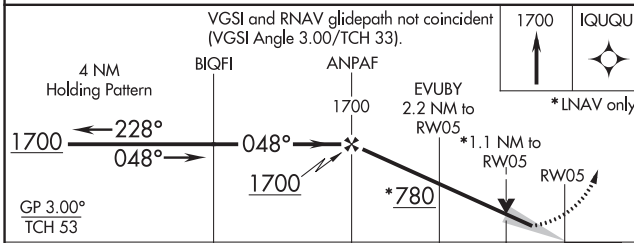
MISSED APPROACH:
Climb to 1700 direct IQUQU and hold.

| | | | |
|-----------------------|----------------------------------|---------------------------------|----------------------|
| ASOS 135.35 | ANCHORAGE CENTER 119.4 | DEADHORSE RADIO 122.5 | CTAF 122.8 |
|-----------------------|----------------------------------|---------------------------------|----------------------|



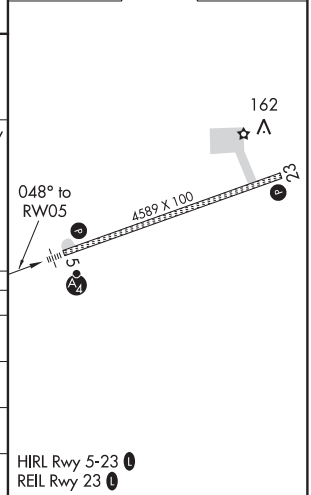
AK, 10 NOV 2016 to 05 JAN 2017

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| | |
|---------|---------|
| ELEV 45 | TDZE 45 |
|---------|---------|

| CATEGORY | A | B | C | D |
|--------------|-------|-------------|------------------------|----|
| LPV DA | 295-1 | 250 (300-1) | | NA |
| LNAV/VNAV DA | 295-1 | 250 (300-1) | | NA |
| LNAV MDA | 440-1 | 395 (400-1) | 440-1½ 395 (400-1½) | NA |
| CIRCLING | 520-1 | 475 (500-1) | 520-1½ 475 (500-1½) | NA |



NUIQSUT, ALASKA
Amdt 1A 24JUL14

70°13'N-151°00'W

RNAV (GPS) RWY 5

NUIQSUT (AQT) (PAQT)

| | | |
|--|------------------------|---|
| WAAS CH 99425 W23A | APP CRS 229° | Rwy Idg 4589 TDZE 45 Apt Elev 45 |
|--|------------------------|---|

RNAV (GPS) RWY 23

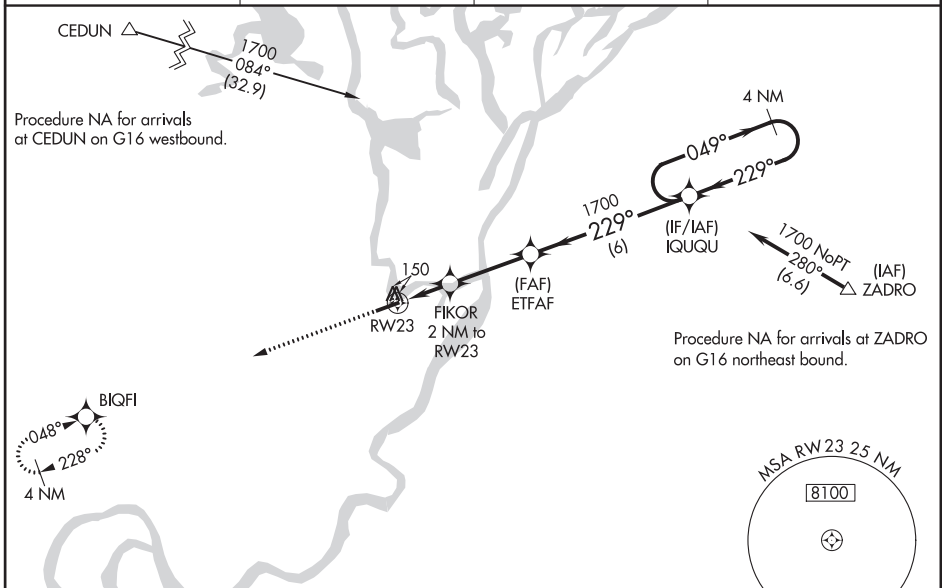
NUIQSUT (AQT) (PAQT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV NA with Deadhorse altimeter setting. When local altimeter setting not received, use Deadhorse altimeter setting and increase all DA 123 feet and all MDA 140 feet, increase LPV all Cats and LNAV Circling Cat C visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cat C visibility ½ mile.

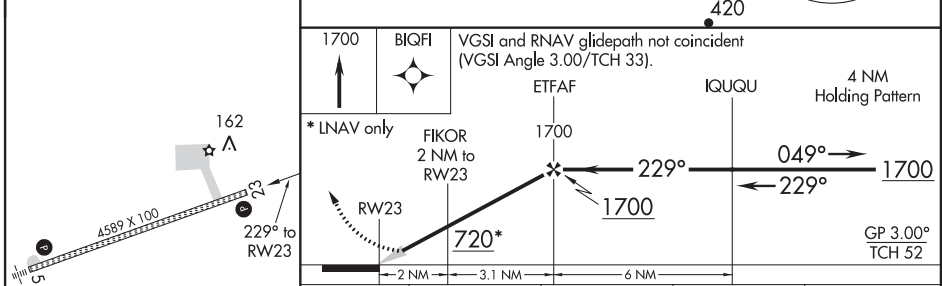
⚠ -41°C/-42°F

MISSED APPROACH: Climb to 1700 direct BIQFI and hold.

| | | | |
|-----------------------|----------------------------------|---------------------------------|----------------------|
| ASOS 135.35 | ANCHORAGE CENTER 119.4 | DEADHORSE RADIO 122.5 | CTAF 122.8 |
|-----------------------|----------------------------------|---------------------------------|----------------------|



| | |
|---------|---------|
| ELEV 45 | TDZE 45 |
|---------|---------|



| CATEGORY | A | B | C | D |
|--------------|-------|-------------|------------------------|----|
| LPV DA | 295-1 | 250 (300-1) | | NA |
| LNAV/VNAV DA | 369-1 | 324 (400-1) | | NA |
| LNAV MDA | 480-1 | 435 (500-1) | 480-1½ 435 (500-1½) | NA |
| CIRCLING | 520-1 | 475 (500-1) | 520-1½ 475 (500-1½) | NA |

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RNAV (GPS) RWY 2

NULATO (NUL) (PANU)

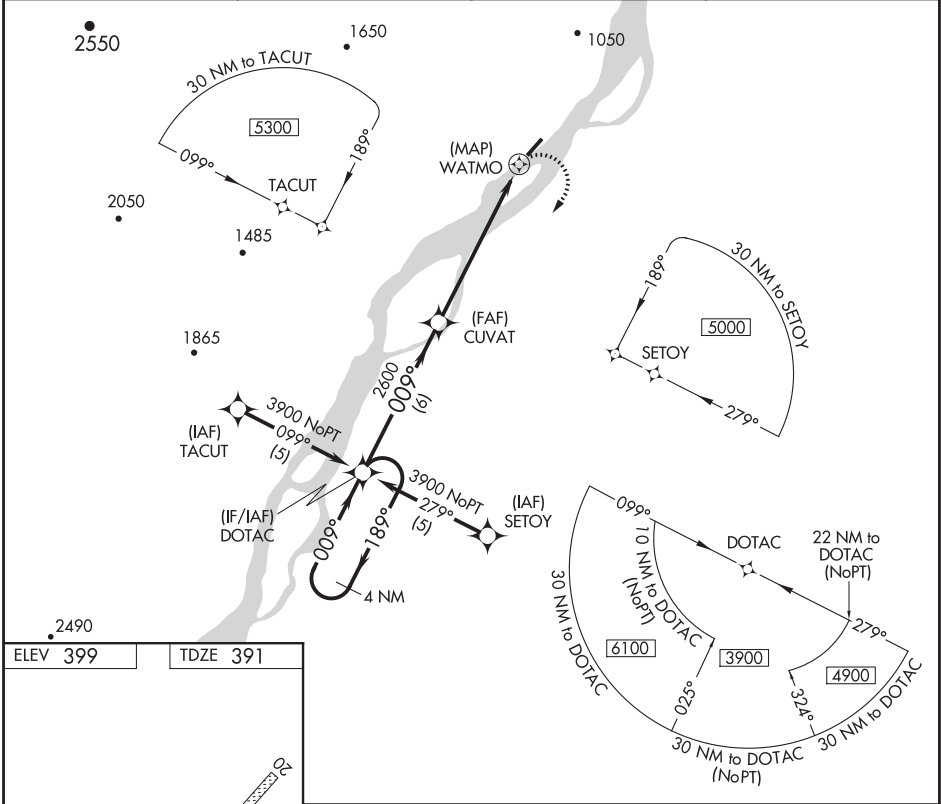
| | |
|------------------------|------------------------|
| APP CRS 009° | Rwy Idg 4011 |
| | TDZE 391 |
| | Apt Elev 399 |

NA
-28°C/-18°F

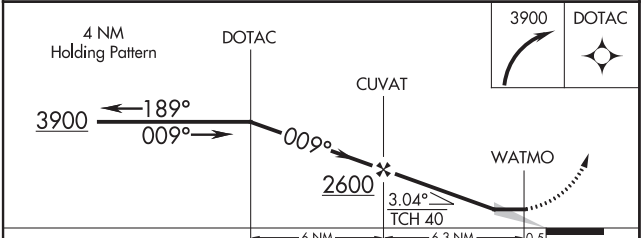
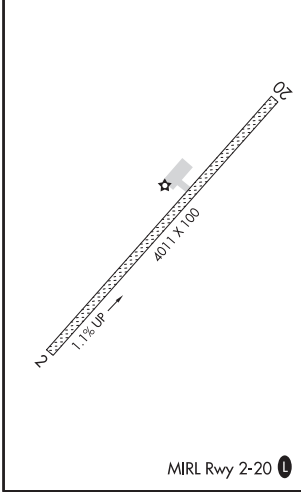
DME/DME RNP-0.3 NA.
Use Galena altimeter setting.

MISSED APPROACH: Climbing right turn to 3900 direct DOTAC and hold.

| | | | |
|---------------------------------|--|---------------------------------|----------------------|
| GALENA AWOS-3 132.525 | ANCHORAGE CENTER 127.0 290.2 | FAIRBANKS RADIO 122.2 | CTAF 122.9 |
|---------------------------------|--|---------------------------------|----------------------|



| | |
|----------|----------|
| ELEV 399 | TDZE 391 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|--------------------------|---------------------------|-------------------------|----|
| LNAV MDA | 1060-1 | 669 (700-1) | 1060-1¾ 669 (700-1¾) | NA |
| CIRCLING | 1320-1¼ 921 (1000-1¼) | 1420-1½ 1021 (1100-1½) | 1420-3 1021 (1100-3) | NA |

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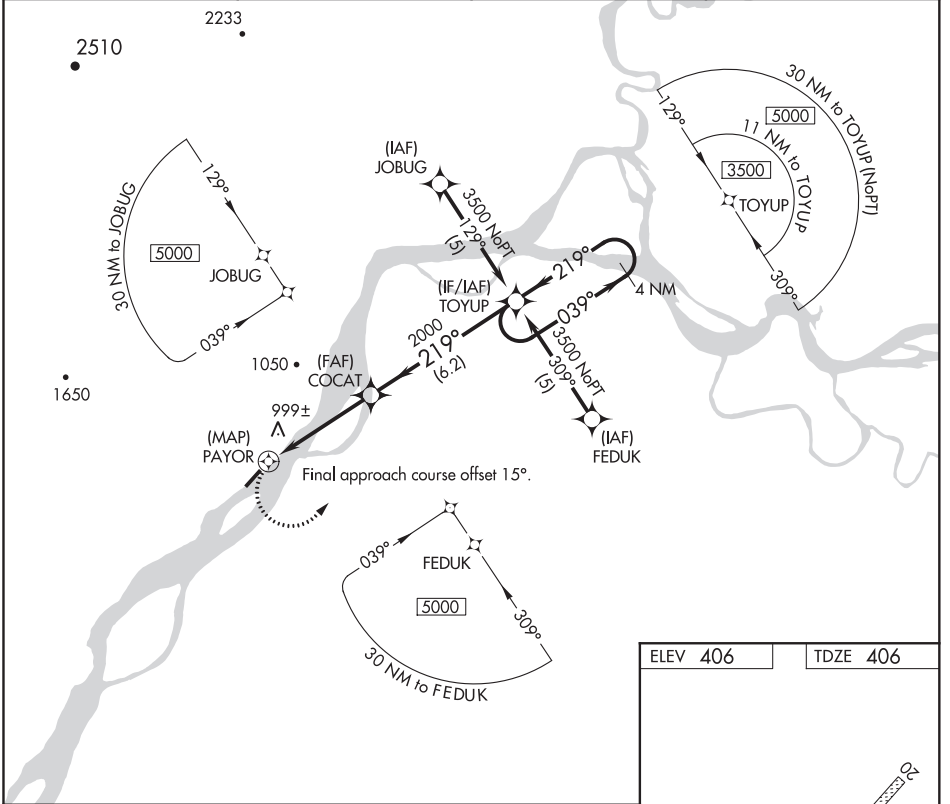
| | |
|------------------------|------------------------|
| APP CRS 219° | Rwy ldg 4011 |
| | TDZE 406 |
| | Apt Elev 406 |

RNAV (GPS) RWY 20

NULATO (NUL) (PANU)

NA DME/DME RNP-0.3 NA. Use Galena altimeter setting.
MISSED APPROACH: Climbing left turn to 3500 direct TOYUP and hold.

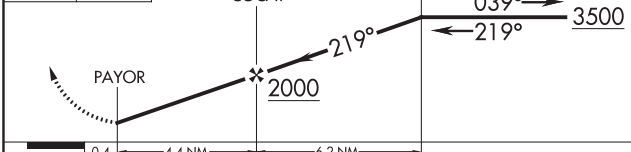
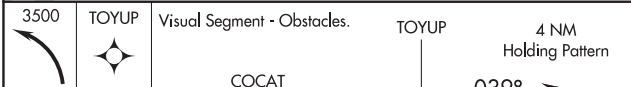
| | | | |
|---------------------------------|--|---------------------------------|----------------------|
| GALENA AWOS-3 132.525 | ANCHORAGE CENTER 127.0 290.2 | FAIRBANKS RADIO 122.2 | CTAF 122.9 |
|---------------------------------|--|---------------------------------|----------------------|



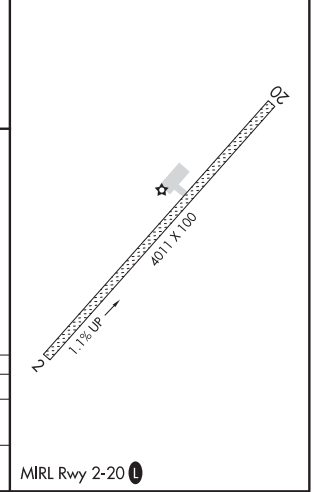
AK, 10 NOV 2016 to 05 JAN 2017

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| | |
|----------|----------|
| ELEV 406 | TDZE 406 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|--------------------------|---------------------------|-------------------------|----|
| LNVA MDA | 1360-1¼ 954 (1000-1¼) | 1360-1½ 954 (1000-1½) | 1360-3 954 (1000-3) | NA |
| CIRCLING | 1360-1¼ 954 (1000-1¼) | 1420-1½ 1014 (1100-1½) | 1420-3 1014 (1100-3) | NA |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 40425 W09A | APP CRS 093° | Rwy Idg TDZE Apt Elev | 3617 227 242 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 9

PALMER MUNI (PAQ) (PAAQ)

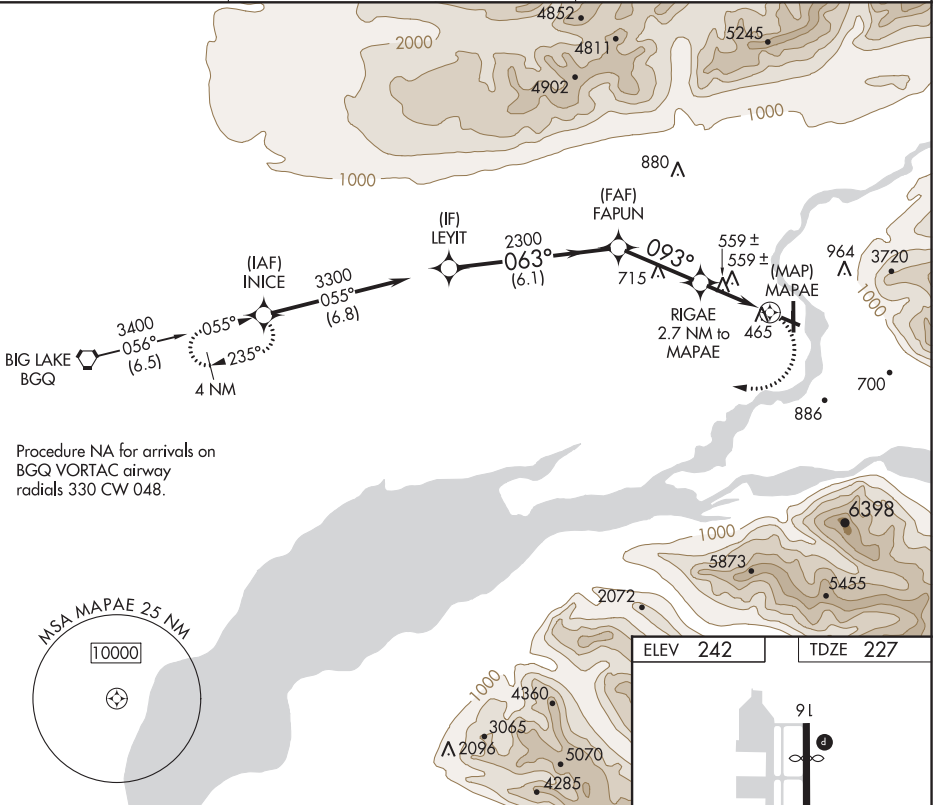
Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDA 60 feet; increase LP and LNAV Cat C and D visibility 1/8 mile. Circling NA northeast of Rws 16 and 27.

MISSED APPROACH: Climbing right turn to 3400 direct INICE and hold.

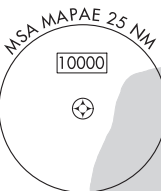
ASOS
134.75

ANCHORAGE APP CON
118.6 290.5

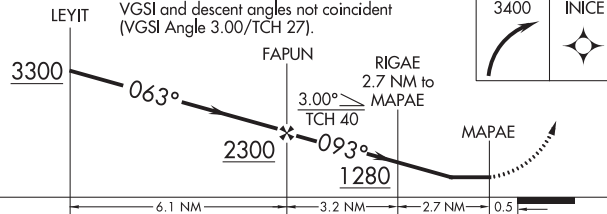
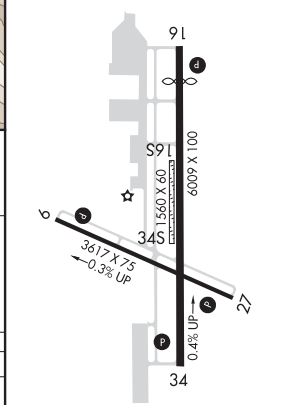
PALMER RADIO
123.6 (CTAF) 122.4



Procedure NA for arrivals on BGQ VORTAC airway radials 330 CW 048.



| | |
|----------|----------|
| ELEV 242 | TDZE 227 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------------|---------------------------|
| LP MDA | 820-1 593 (600-1) | | 820-1 3/4 593 (600-1 3/4) | |
| LNAV MDA | 820-1 593 (600-1) | | 820-1 3/4 593 (600-1 3/4) | |
| CIRCLING | 860-1 618 (700-1) | | 920-2 678 (700-2) | 920-2 1/4 678 (700-2 1/4) |

REIL Rws 16 and 34
MIRL Rws 9-27 and 16-34

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| | | |
|------------------------|-----------------------------|--|
| APP CRS 023° | Rwy Idg TDZE Apt Elev | N/A N/A 242 |
|------------------------|-----------------------------|--|

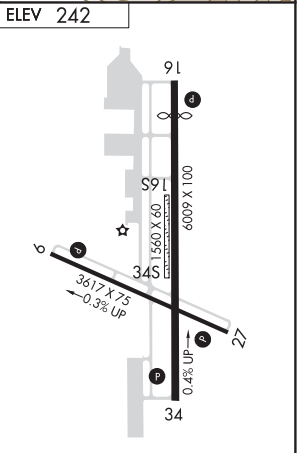
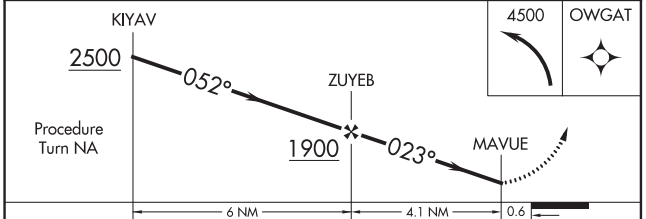
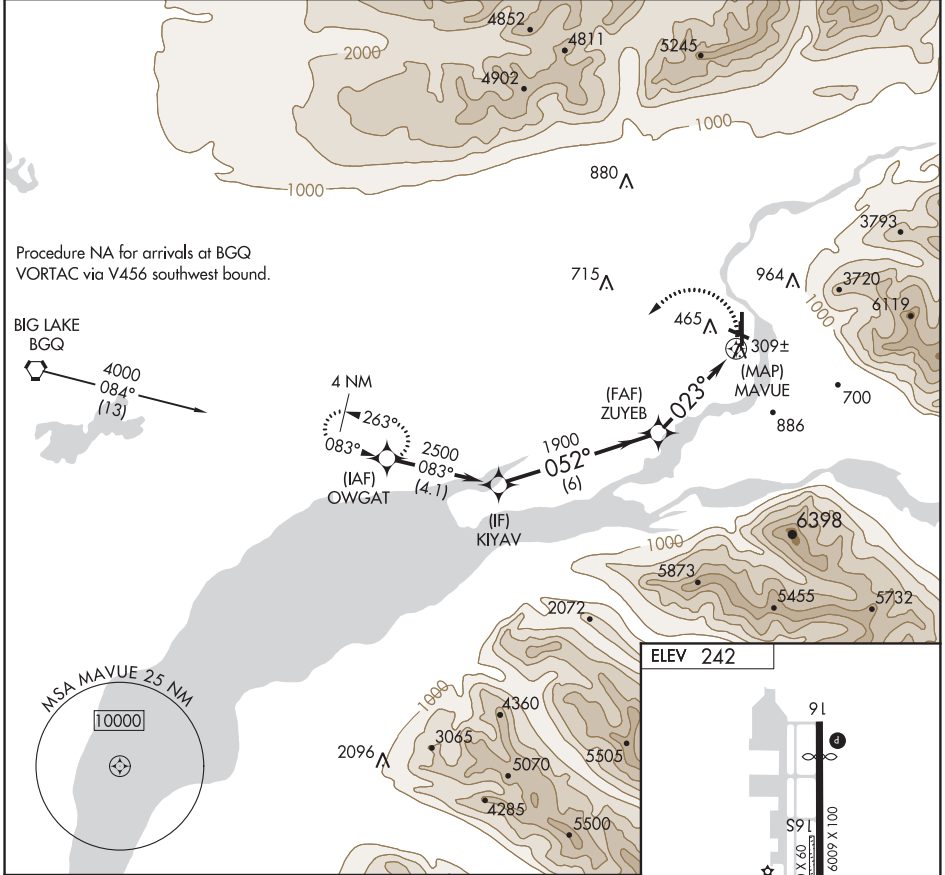
RNAV (GPS)-A

PALMER MUNI (PAQ) (PAAQ)

⚠ Circling NA northeast of Rwy 16-27. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDAs 60 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 4500 direct OWGAT and hold, continue climb in hold to 4500.

| | | |
|-----------------------|---|---|
| ASOS 134.75 | ANCHORAGE APP CON 118.6 290.5 | PALMER RADIO 123.6 (CTAF) 0 122.4 |
|-----------------------|---|---|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|-------------------|---------------------|
| CIRCLING | 860-1 618 (700-1) | | 920-2 678 (700-2) | 920-2¼ 678 (700-2¼) |

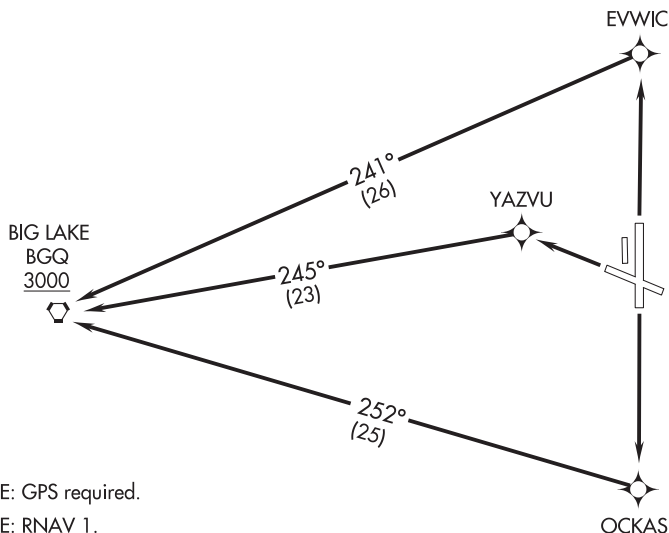
REIL Rwy 16 and 34
MIRL Rwy 9-27 and 16-34

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(PALMR3.BGQ) 15344

PALMER THREE DEPARTURE (OBSTACLE) (RNAV)

PALMER MUNI (PAQ) (PAAQ)
SL-9294 (FAA) PALMER, ALASKAANCHORAGE DEP CON
118.6 290.5
PALMER RADIO
123.6 (CTAF) 122.4

NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 9: NA-obstacles.

Rwy 16: Standard with minimum climb of 272' per NM to 1000.

Rwy 27: 500-1¼ or standard with a minimum climb of 245' per NM to 500.

Rwy 34: 500-1½ or standard with a minimum climb of 467' per NM to 800.

TAKEOFF OBSTACLE NOTES

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.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb direct OCKAS, then right turn via 252° track to BGQ VORTAC, thence. . . .TAKEOFF RUNWAY 27: Climb direct YAZVU, then via 245° track to BGQ VORTAC, thence. . . .TAKEOFF RUNWAY 34: Climb direct EVVIC, then left turn via 241° track to BGQ VORTAC, thence. . . .

. . . .maintain 3000 or assigned altitude, expect filed altitude 10 minutes after departure.

PALMER THREE DEPARTURE (OBSTACLE) (RNAV)

(PALMR3.BGQ) 15344

PALMER, ALASKA
PALMER MUNI (PAQ) (PAAQ)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3300 |
| 028° | TDZE | 30 |
| | Apt Elev | 30 |

RNAV (GPS) RWY 2

PERRYVILLE (PEV) (PAPE)

⚠ DME/DME RNP-0.3 NA. Procedure NA at night. If local altimeter setting not received, except for operators with approved weather reporting service, use Chignik altimeter setting and increase all MDAs 100 feet.

⚠ MISSED APPROACH: Climbing right turn to 7000 direct ROXOE and hold, continue climb-in-hold to 7000.

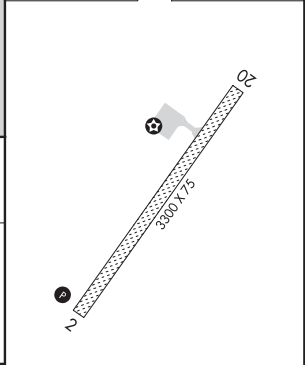
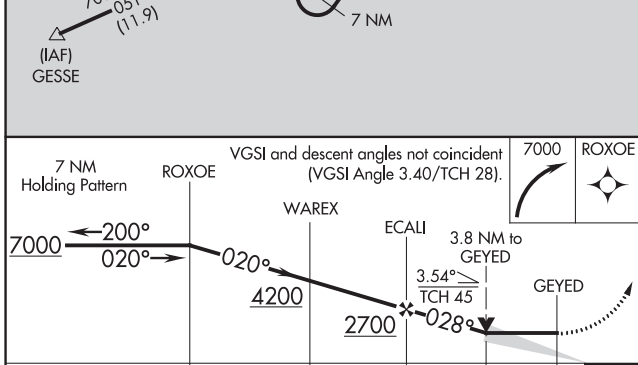
| | | |
|---------------------------------|---|-----------------------|
| CHIGNIK AWOS-3 135.75 | ANCHORAGE CENTER 125.35 346.3 | CTAF 122.90 |
|---------------------------------|---|-----------------------|



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| | |
|---------|---------|
| ELEV 30 | TDZE 30 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|---|----|
| LNVA MDA | 1600-1¼ 1570 (1600-1¼) | 1600-1½ 1570 (1600-1½) | | NA |
| CIRCLING | 1600-1¼ 1570 (1600-1¼) | 1600-1½ 1570 (1600-1½) | | NA |

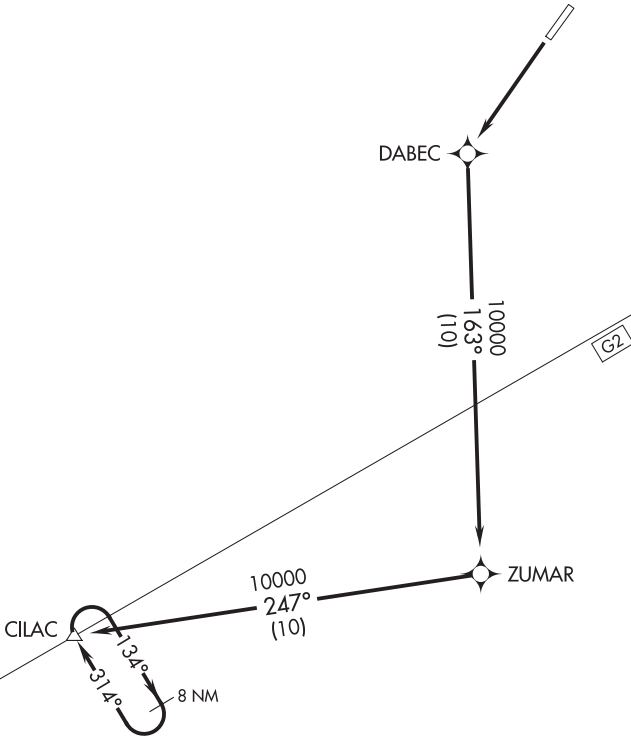
MIRL Rwy 2-20 **⓪**
REIL Rwy 2 **⓪**

(CILAC2.CILAC) 15344

CILAC TWO DEPARTURE (OBSTACLE) (RNAV)

PERRYVILLE (PEV) (PAPE)
SL-9295 (FAA) PERRYVILLE, ALASKA

ANCHORAGE CENTER
125.35 346.3
CTAF
122.9



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NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 2: NA - obstacles.

Rwys 20: 500-1 or standard with a minimum climb of 680' per NM to 500.

TAKEOFF OBSTACLE NOTES

Rwy 20: Tree 2653' from DER, 490' right of centerline, 50' AGL/249' MSL.

Tree 5186' from DER, 1174' left of centerline, 50' AGL/319' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb to 10000 direct DABEC and via 163° track to ZUMAR, then via 247° track to CILAC. Climb in hold (if required) to 10000 or higher before proceeding via assigned route.

CILAC TWO DEPARTURE (OBSTACLE) (RNAV)

(CILAC2.CILAC) 15344

PERRYVILLE, ALASKA
PERRYVILLE (PEV) (PAPE)

| | | |
|------------------------|-----------------------------|--|
| APP CRS 166° | Rwy Idg TDZE Apt Elev | N/A N/A 113 |
|------------------------|-----------------------------|--|

RNAV (GPS)-B

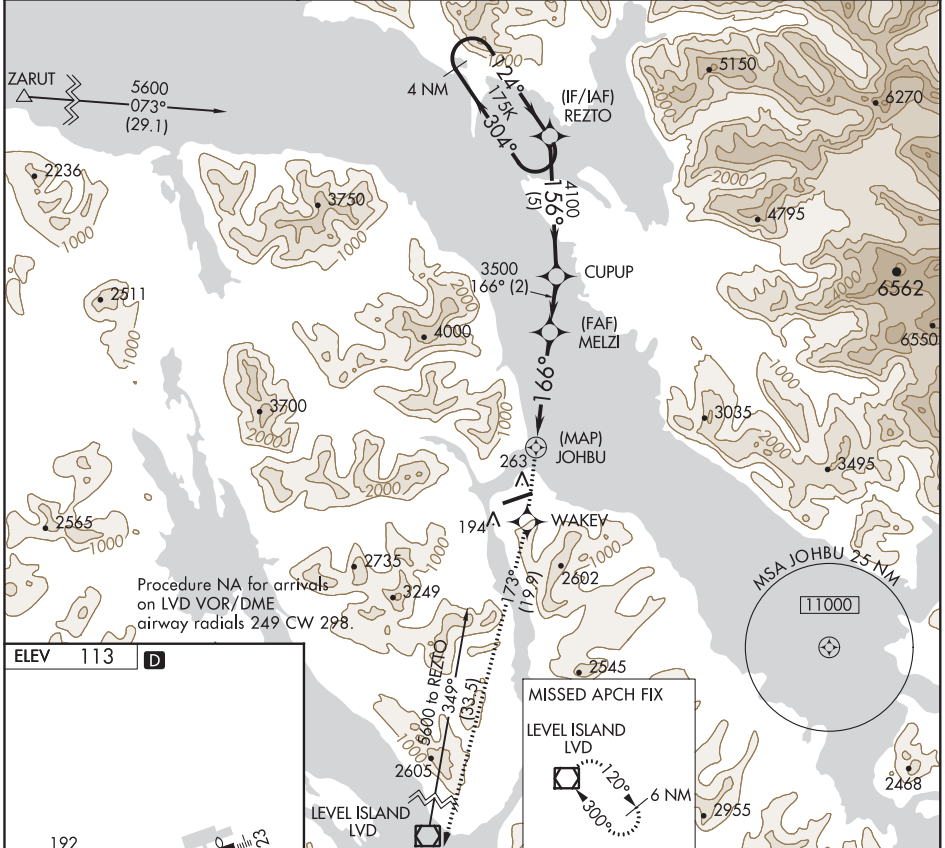
PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

▼ When local altimeter setting not received, use Wrangell altimeter setting and increase all MDA 80 feet. Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA.

▲ MISSED APPROACH: Climb to 6000 direct WAKEV and on track 173° to LVD VOR/DME and hold, continue climb-in-hold to 6000.

⚡ -11°C/12°F

| | | | |
|------------------------|----------------------------------|------------------------------|-------------------------------|
| AWOS-3 125.8 | ANCHORAGE CENTER 118.0 | SITKA RADIO 122.35 | CTAF 122.5 0 |
|------------------------|----------------------------------|------------------------------|-------------------------------|



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ELEV 113 **D**

HIRL Rwy 5-23 **0**
REIL Rwy 5 **0**

MISSED APCH FIX

LEVEL ISLAND LVD

LEVEL ISLAND LVD

6000 WAKEV tr 173° LVD

4 NM Holding Pattern

CUPUP REZTO

MELZI

JOHBU

3500

4100

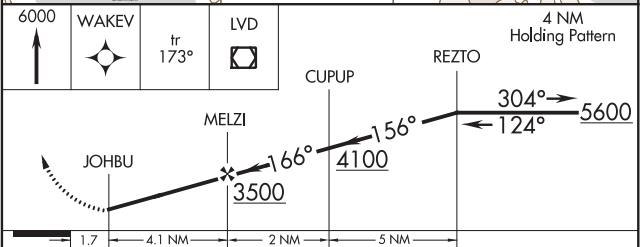
5600

156°

124°

304°

166°



| CATEGORY | A | B | C | D |
|-------------------|--------|---------------|-------------------------|----|
| C CIRCLING | 2460-2 | 2347 (2400-2) | 3080-3 2967 (3000-3) | NA |

| | | | |
|---|------------------------|-----------------------------|--------------------------|
| LOC/DME I-PSG 110.5 Chan 42 | APP CRS 164° | Rwy Idg TDZE Apt Elev | N/A N/A 113 |
|---|------------------------|-----------------------------|--------------------------|

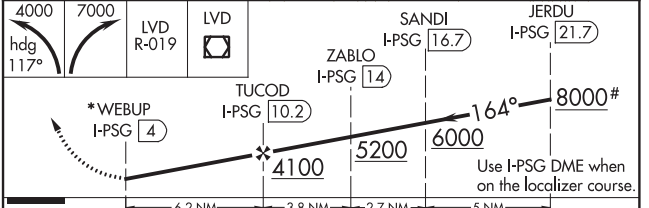
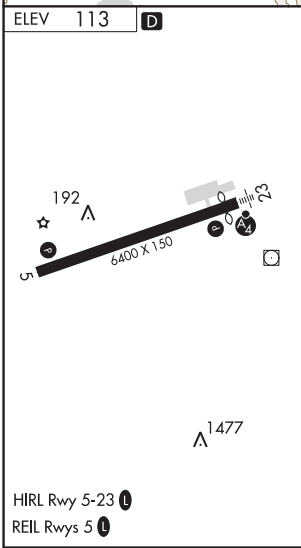
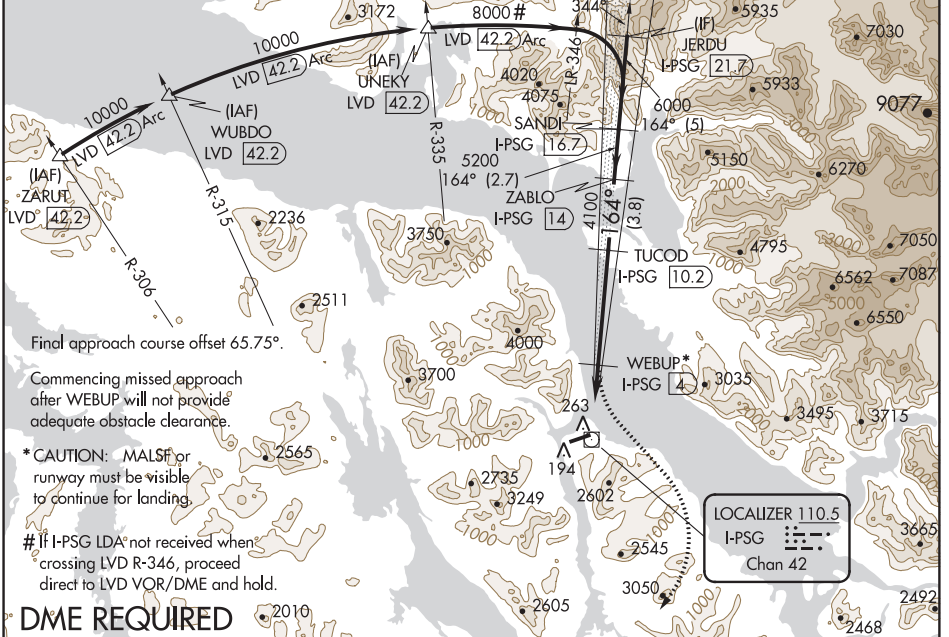
LDA/DME-D

PETERSBURG JAMES A JOHNSON (PSG) (PAPG)

⚠ Circling to Rwy 5 NA at night. Inop table does not apply. Circling NA southeast of Rwy 5-23. When local altimeter setting not received, use Wrangell altimeter setting and increase all MDA 80 feet.

⚠ MISSED APPROACH: Climbing left turn to 4000 on heading 117° then climbing right turn to 7000 on LVD VOR/DME R-019 to LVD VOR/DME and hold, continue climb-in-hold to 7000.

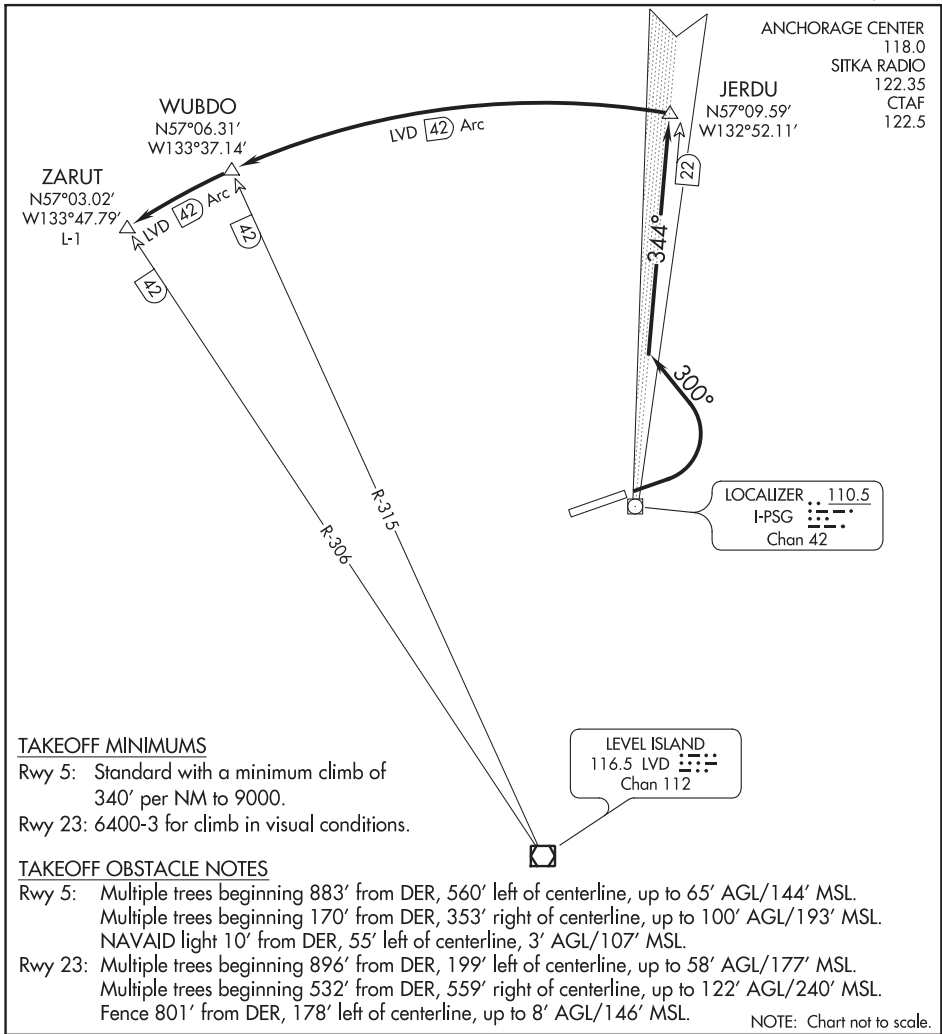
| | | | |
|------------------------|----------------------------------|------------------------------|-------------------------------|
| AWOS-3 125.8 | ANCHORAGE CENTER 118.0 | SITKA RADIO 122.35 | CTAF 122.5 0 |
|------------------------|----------------------------------|------------------------------|-------------------------------|



| CATEGORY | A | B | C | D |
|-------------------|-------------------------|-------------------------|-------------------------|----|
| C CIRCLING | 1800-5 1687 (1700-5) | 1880-5 1767 (1800-5) | 3080-5 2967 (3000-5) | NA |

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb to MEA for direction of flight via climbing left turn heading 300° to intercept I-PSG LDA north course (344°) to JERDU/I-PSG 22 DME, then on LVD VOR/DME 42 DME Arc CCW to WUBDO/LVD 42 DME, then on LVD 42 DME Arc CCW to ZARUT/LVD 42 DME before proceeding on course. Thence. . . .

TAKEOFF RUNWAY 23: For climb in visual conditions cross Petersburg James A Johnson Airport at or above 6400 before proceeding on course. When executing VCOA, notify ATC prior to departure. Thence. . . .

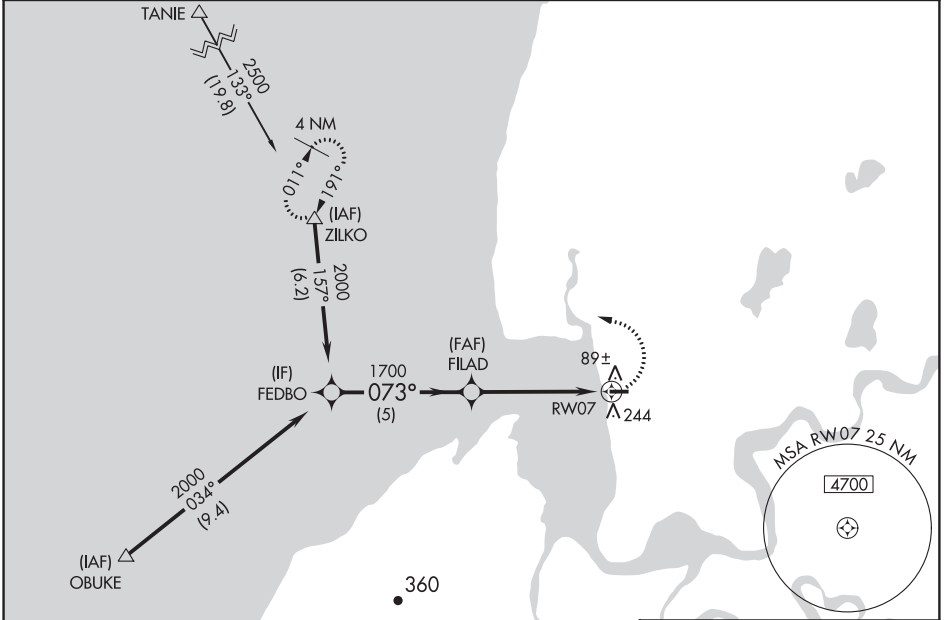
. . . . expect filed altitude 10 minutes after departure.

| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 073° | Rwy Idg TDZE Apt Elev | 3280 57 57 |
|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 7
PILOT POINT (PNP)(PAPN)

| | |
|---|---|
| <p>⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use King Salmon altimeter setting and increase all MDA 180 feet.</p> | <p>MISSED APPROACH: Climbing left turn to 2500 direct ZILKO and hold.</p> |
|---|---|

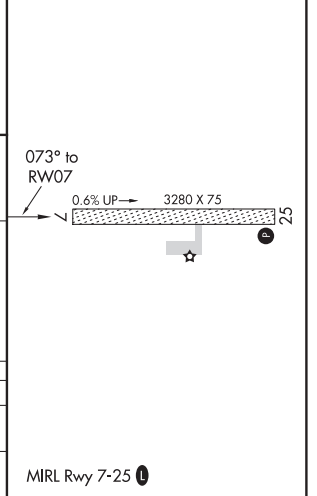
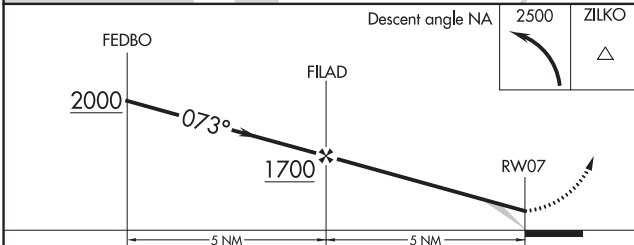
| | | |
|-----------------------------------|--|------------------------------|
| <p>AWOS-3P 118.375</p> | <p>ANCHORAGE CENTER 132.9 288.3</p> | <p>CTAF 122.9</p> |
|-----------------------------------|--|------------------------------|



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| | |
|---------|---------|
| ELEV 57 | TDZE 57 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|----|---|
| LNAV MDA | 520-1 | 463 (500-1) | NA | |
| CIRCLING | 600-1 | 543 (600-1) | NA | |

| | |
|------------------------|---------------------|
| APP CRS 253° | Rwy Idg 3280 |
| | TDZE 57 |
| | Apt Elev 57 |

RNAV (GPS) RWY 25

PILOT POINT (PNP)(PAPN)

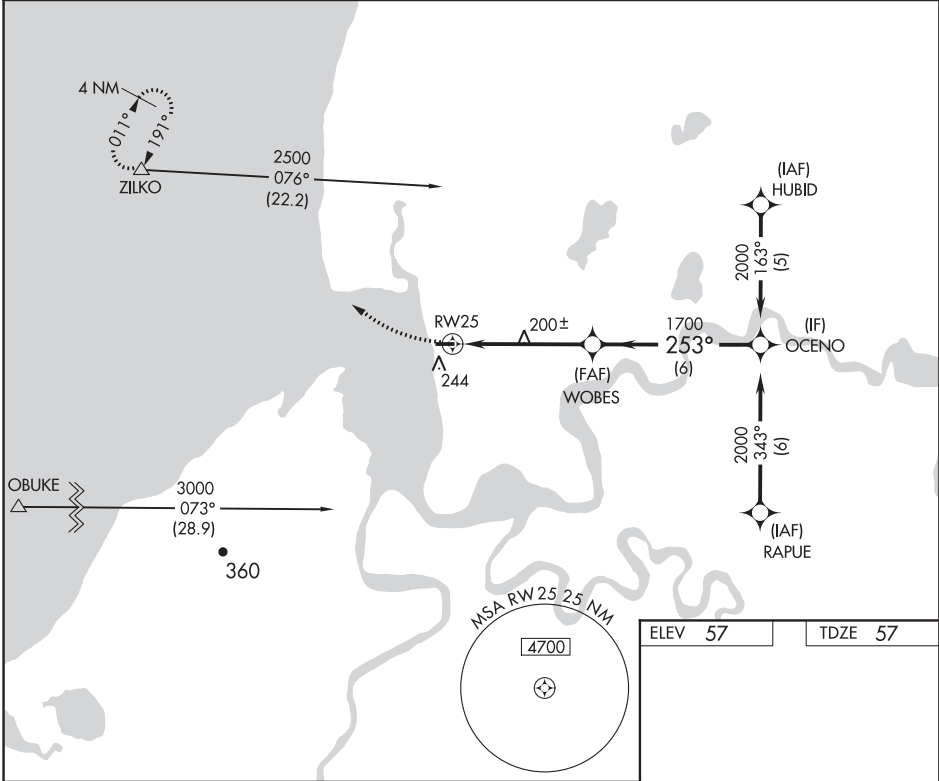
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use King Salmon altimeter setting and increase all MDA 180 feet.

MISSED APPROACH: Climbing right turn to 2500 direct ZILKO and hold.

AWOS-3P
118.375

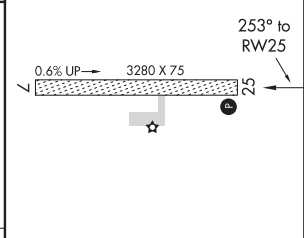
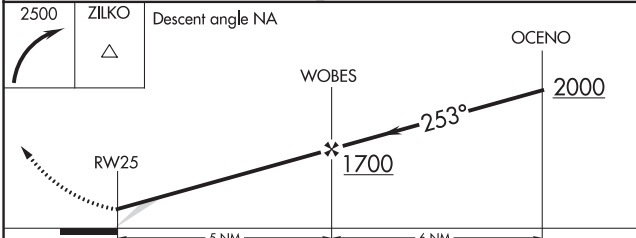
ANCHORAGE CENTER
132.9 288.3

CTAF
122.9 0



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | | | | | | | | | | | | | | | | | |
|--|---------|------------------|----------|---|---|---|---|----------|-------|-------------|----|--|----------|-------|-------------|----|--|
| ELEV 57 | TDZE 57 | | | | | | | | | | | | | | | | |
| 2500 | ZILKO | Descent angle NA | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>CATEGORY</td> <td>A</td> <td>B</td> <td>C</td> <td>D</td> </tr> <tr> <td>RNAV MDA</td> <td>540-1</td> <td>483 (500-1)</td> <td colspan="2">NA</td> </tr> <tr> <td>CIRCLING</td> <td>600-1</td> <td>543 (600-1)</td> <td colspan="2">NA</td> </tr> </table> | | | CATEGORY | A | B | C | D | RNAV MDA | 540-1 | 483 (500-1) | NA | | CIRCLING | 600-1 | 543 (600-1) | NA | |
| CATEGORY | A | B | C | D | | | | | | | | | | | | | |
| RNAV MDA | 540-1 | 483 (500-1) | NA | | | | | | | | | | | | | | |
| CIRCLING | 600-1 | 543 (600-1) | NA | | | | | | | | | | | | | | |

MIRL Rwy 7-25 0

(ZILKO1.ZILKO) 15344

ZILKO ONE DEPARTURE (OBSTACLE) (RNAV)

PILOT POINT (PNP)(PAPN)

SL-10169 (FAA)

PILOT POINT, ALASKA

ANCHORAGE CENTER
132.9 288.3

ZILKO
3000



FILAD



WOBES

TAKEOFF MINIMUMS

Rwys 7, 25: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: For use by Cat A and B aircraft only.

NOTE: Rwy 7: Do not exceed 200K until ZILKO WP.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb to 3000 direct WOBES WP then left turn direct ZILKO WP, thence. . . .

TAKEOFF RUNWAY 25: Climb to 3000 direct FILAD WP then right turn direct ZILKO WP, thence. . . .

. . . . via assigned route or further clearance.

ZILKO ONE DEPARTURE (OBSTACLE) (RNAV)

(ZILKO1.ZILKO) 15344

PILOT POINT, ALASKA
PILOT POINT (PNP)(PAPN)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5000 |
| 139° | TDZE | 18 |
| | Apt Elev | 18 |

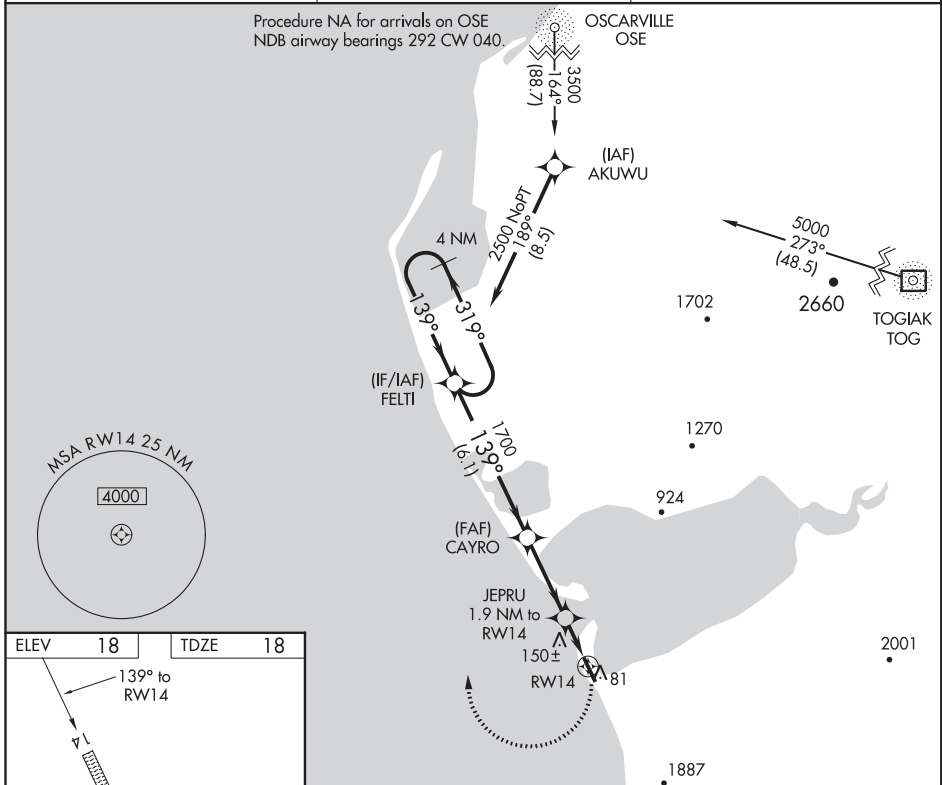
RNAV (GPS) RWY 14

PLATINUM (PTU)(PAPM)

⚠ DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Togjak altimeter setting and increase all MDA 120 feet and increase LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

⚠ MISSED APPROACH: Climbing right turn to 2500 direct FELTI and hold.

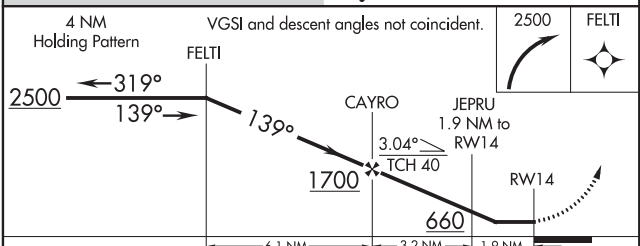
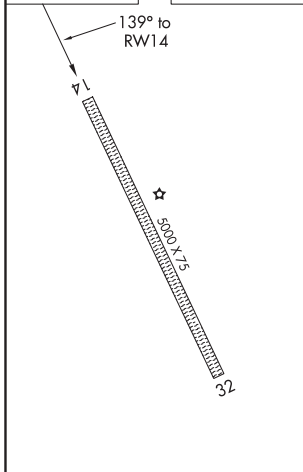
| | | |
|---------------------------|--|--|
| AWOS-3P 118.375 | ANCHORAGE CENTER 124.2 251.1 | UNICOM 122.8 (CTAF) ⓪ |
|---------------------------|--|--|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|------|-----------|------|-----------|
| ELEV | 18 | TDZE | 18 |
|------|-----------|------|-----------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----|
| LNAV MDA | 420-1 | 402 (500-1) | 420-1¼ 402 (500-1¼) | NA |
| CIRCLING | 460-1 442 (500-1) | 480-1 462 (500-1) | 480-1½ 462 (500-1½) | NA |

POINT HOPE, ALASKA

AL-6685 (FAA)

16259

| | | |
|--|------------------------|---|
| WAAS CH 82434 W01A | APP CRS 011° | Rwy Idg 3992 TDZE 19 Apt Elev 19 |
|--|------------------------|---|

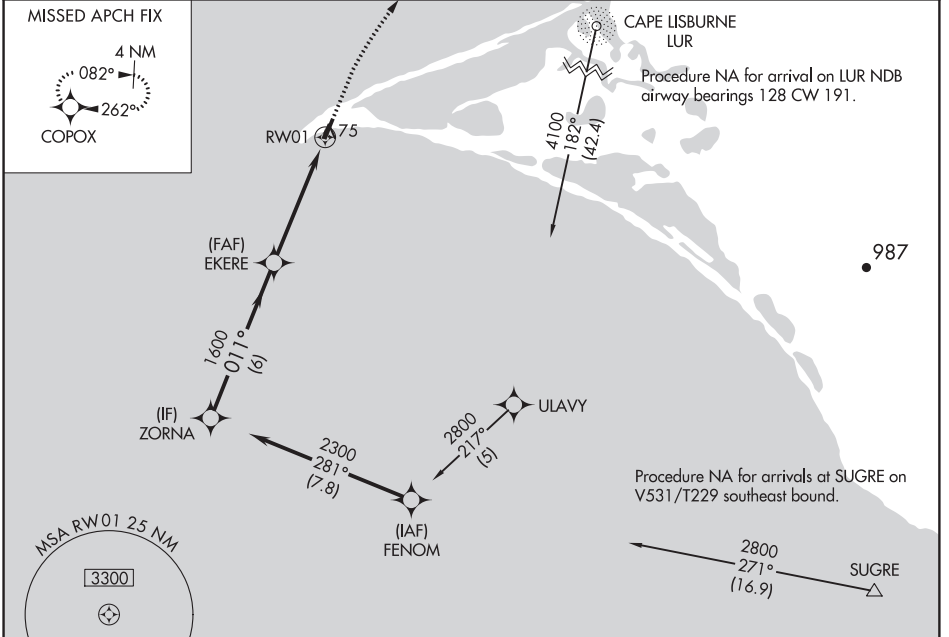
RNAV (GPS) RWY 1

POINT HOPE (PHO) (PAPO)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 800 then climbing right turn to 3300 direct COPOX and hold.

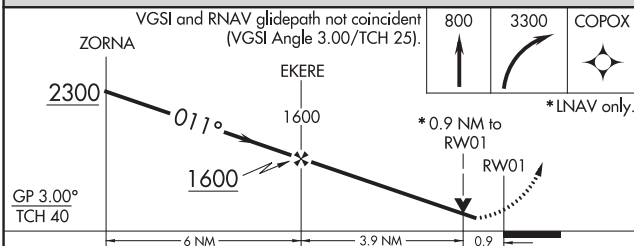
| | | | |
|---------------------------|--|---------------------------------|-------------------------------|
| AWOS-3P 118.325 | ANCHORAGE CENTER 119.65 363.25 | KOTZEBUE RADIO 122.25 | CTAF 122.8 0 |
|---------------------------|--|---------------------------------|-------------------------------|



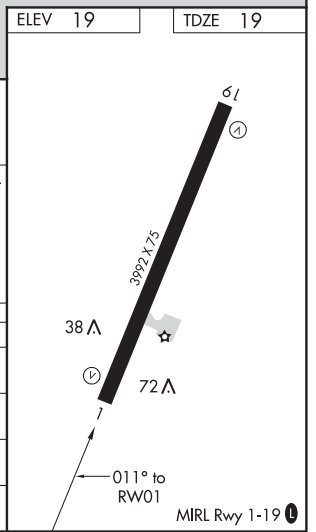
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------------|----------------|
| ELEV 19 | TDZE 19 |
|----------------|----------------|



| CATEGORY | A | B | C | D |
|-----------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA | | 269-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 269-1 | 250 (300-1) | |
| LNAV MDA | | 340-1 | 321 (400-1) | |
| CIRCLING | 380-1 361 (400-1) | 480-1 461 (500-1) | 480-1½ 461 (500-1½) | 580-2 561 (600-2) |



POINT HOPE, ALASKA
Amdt 1A 20AUG15

68°21'N-166°48'W

POINT HOPE (PHO) (PAPO)

RNAV (GPS) RWY 1

| | | |
|--|------------------------|---|
| WAAS CH 63034 W19A | APP CRS 191° | Rwy Idg 3992 TDZE 19 Apt Elev 19 |
|--|------------------------|---|

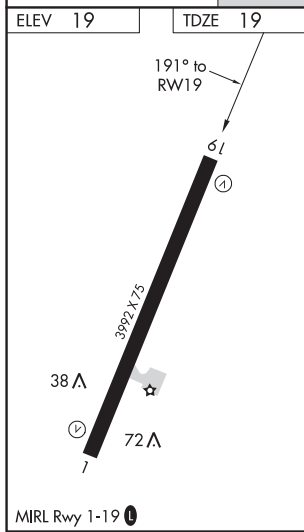
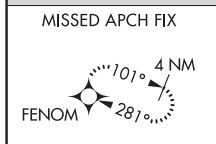
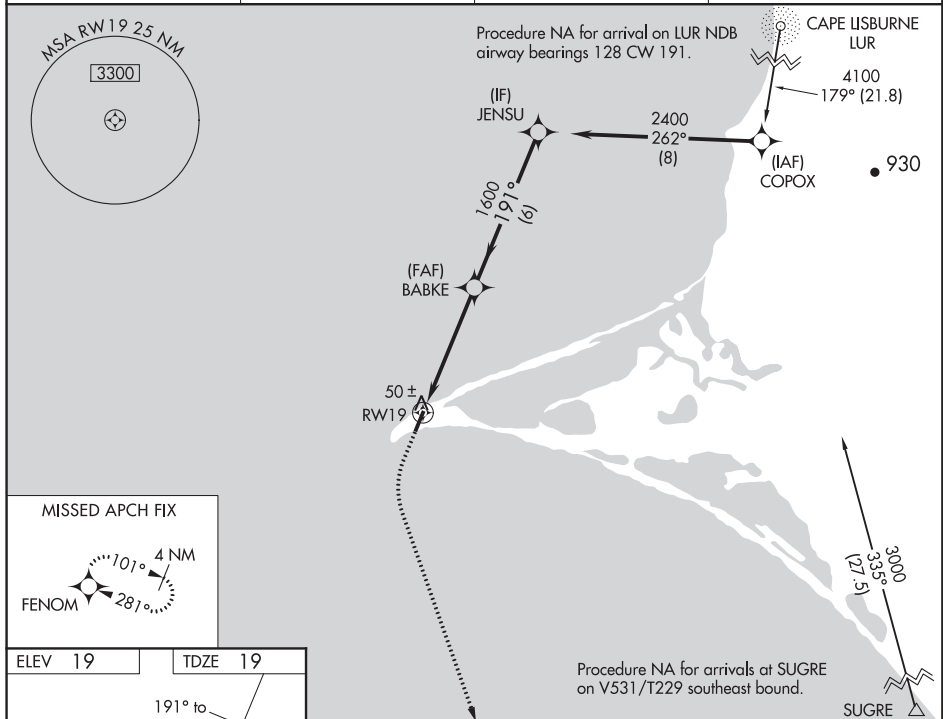
RNAV (GPS) RWY 19

POINT HOPE (PHO) (PAP0)

⚠ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°C) or above 54°C (130°F). When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 700 then climbing left turn to 2800 direct FENOM and hold.

| | | | |
|---------------------------|--|---------------------------------|-------------------------------|
| AWOS-3P 118.325 | ANCHORAGE CENTER 119.65 363.25 | KOTZEBUE RADIO 122.25 | CTAF 122.8 Ⓛ |
|---------------------------|--|---------------------------------|-------------------------------|



| | | | | | | |
|-------------------|----------------------|----------------------|---|----------------------|-----------------|--|
| 700 | 2800 | FENOM | VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 27) | | | |
| ↑ | ↙ | ✧ | BABKE | JENSU | | |
| *LNAV only | | *0.9 NM to RW19 | 1600 | 2400 | GP 3.00° TCH 40 | |
| | | 0.9 NM | 3.9 NM | 6 NM | | |
| CATEGORY | A | B | C | D | | |
| LPV DA | DA | 269-1 | 250 (300-1) | | | |
| LNAV/VNAV DA | DA | 269-1 | 250 (300-1) | | | |
| LNAV MDA | | 360-1 | 341 (400-1) | | | |
| Ⓛ CIRCLING | 380-1 361 (400-1) | 480-1 461 (500-1) | 480-1½ 461 (500-1½) | 580-2 561 (600-2) | | |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

POINT HOPE, ALASKA

AL-6685 (FAA)

16259

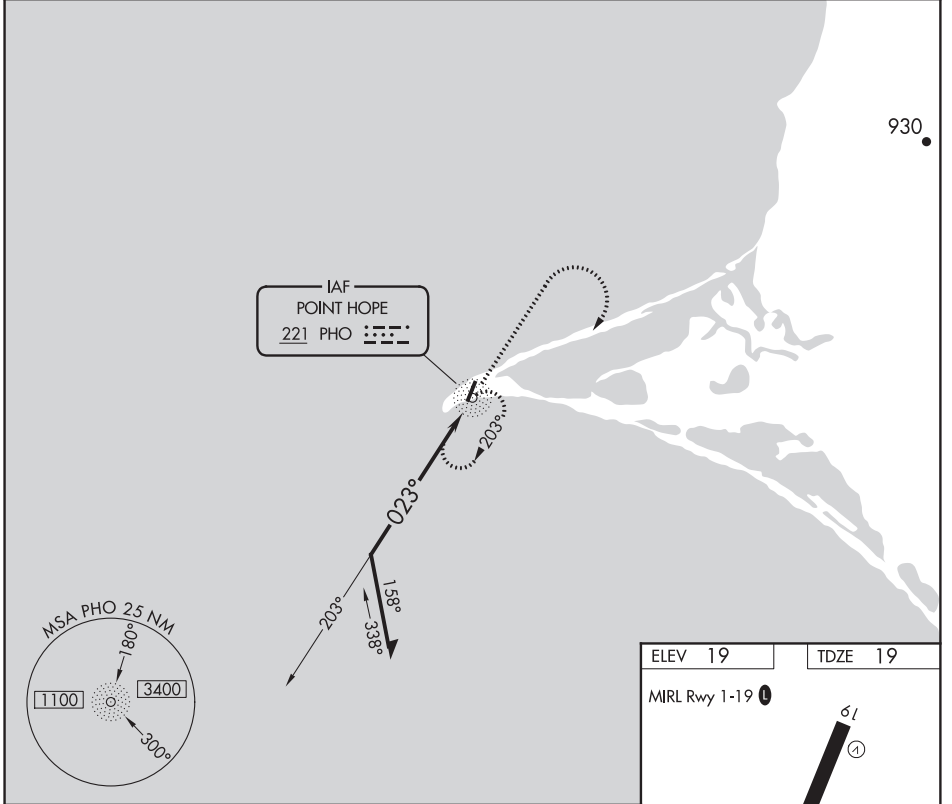
| | | |
|-----------------------|------------------------|---|
| NDB PHO 221 | APP CRS 023° | Rwy Idg 3992 TDZE 19 Apt Elev 19 |
|-----------------------|------------------------|---|

NDB RWY 1

POINT HOPE (PHO) (PAPO)

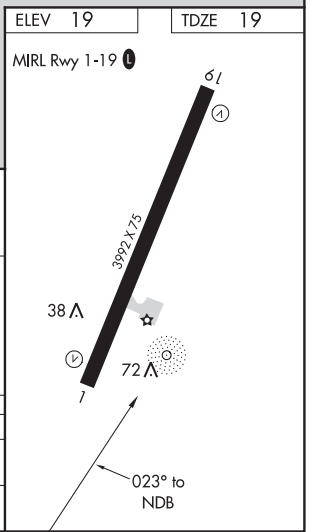
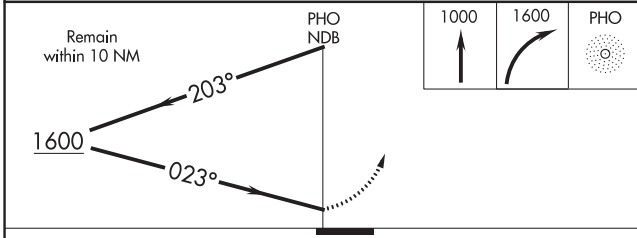
| | |
|--|--|
| V NA Helicopter visibility reduction below 3/4 SM NA. | MISSED APPROACH: Climb to 1000 then climbing right turn to 1600 direct PHO NDB and hold. |
|--|--|

| | | | |
|---------------------------|--|---------------------------------|------------------------|
| AWOS-3P 118.325 | ANCHORAGE CENTER 119.65 363.25 | KOZTEBUE RADIO 122.25 | CTAF 122.8 0 |
|---------------------------|--|---------------------------------|------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|------------------------|------------------------|
| S-1 | 440-1 | 421 (500-1) | 440-1½ 421 (500-1½) | 440-1½ 421 (500-1½) |
| C CIRCLING | 440-1 421 (500-1) | 480-1 461 (500-1) | 480-1½ 461 (500-1½) | 580-2 561 (600-2) |

POINT HOPE, ALASKA
Amdt 2C 31MAR16

68°21'N-166°48'W

POINT HOPE (PHO) (PAPO)
NDB RWY 1

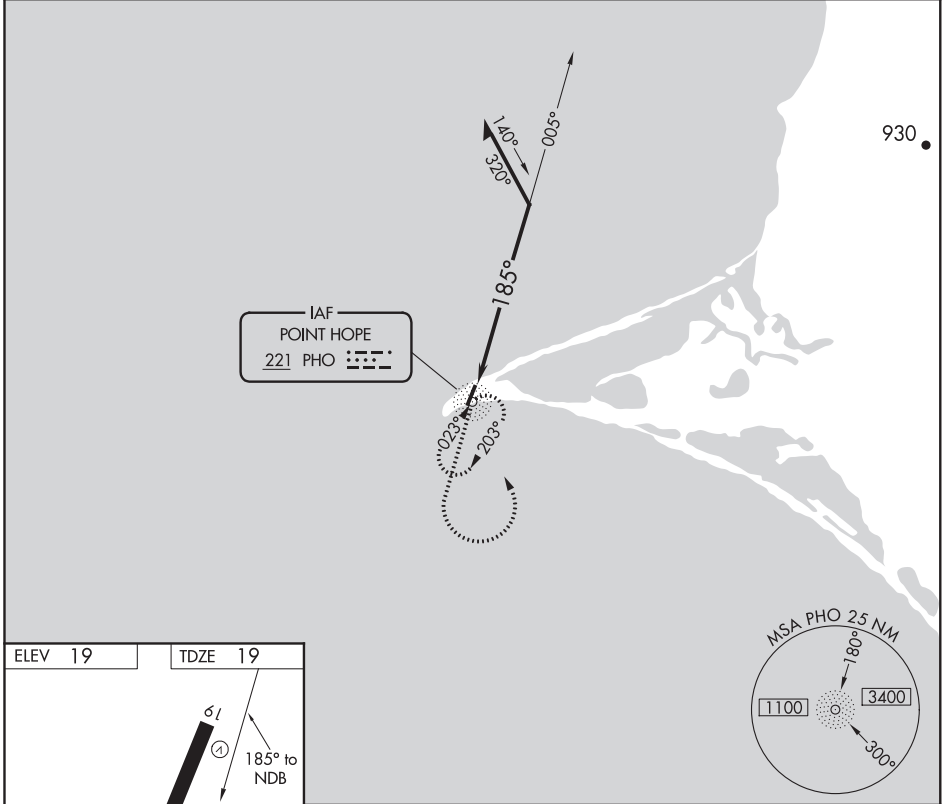
| | | | |
|------------|-------------|----------|-------------|
| NDB PHO | APP CRS | Rwy Idg | 3992 |
| 221 | 185° | TDZE | 19 |
| | | Apt Elev | 19 |

NDB RWY 19

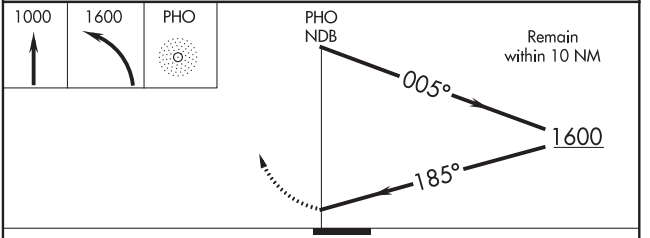
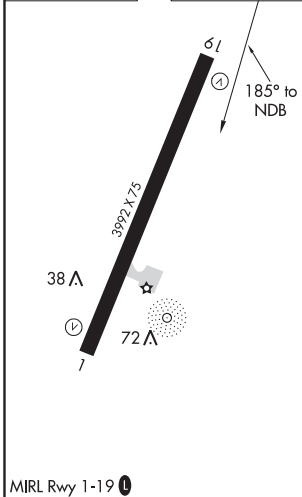
POINT HOPE (PHO) (PAP0)

| | | | |
|----|---|--|--|
| NA | MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct PHO NDB and hold. | | |
|----|---|--|--|

| | | | |
|---------------------------|--|---------------------------------|----------------------|
| AWOS-3P 118.325 | ANCHORAGE CENTER 119.65 363.25 | KOTZEBUE RADIO 122.25 | CTAF 122.8 |
|---------------------------|--|---------------------------------|----------------------|



| | |
|---------|---------|
| ELEV 19 | TDZE 19 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|------------------------|
| S-19 | 440-1 | 421 (500-1) | 440-1¼ 421 (500-1¼) | 440-1½ 421 (500-1½) |
| CIRCLING | 440-1 421 (500-1) | 480-1 461 (500-1) | 480-1½ 461 (500-1½) | 580-2 561 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

POINT LAY, ALASKA

AL-2303 (FAA)

16259

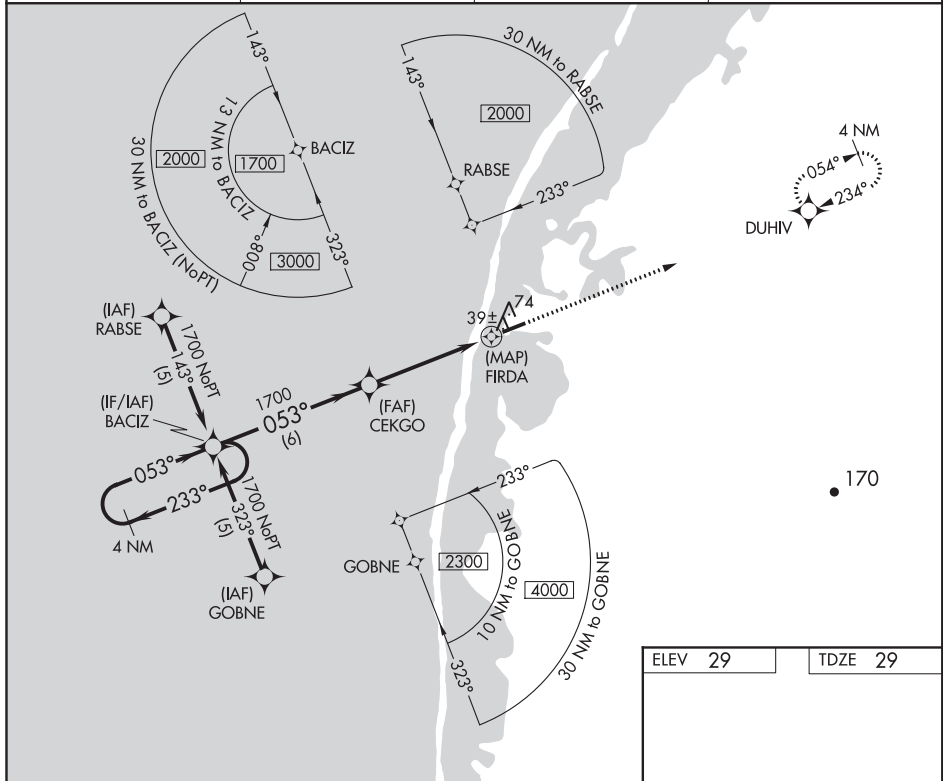
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4500 |
| 053° | TDZE | 29 |
| | Apt Elev | 29 |

RNAV (GPS) RWY 5

POINT LAY LRRS (PIZ)(PPIZ)

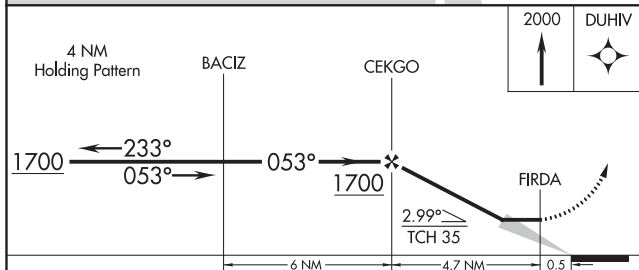
| | | |
|-----------------------|---|---|
| 33 -33°C/-27°F | DME/DME RNP- 0.3 NA. When local altimeter setting not received, procedure NA. | MISSED APPROACH: Climb to 2000 direct DUHIV and hold. |
|-----------------------|---|---|

| | | | |
|--------------------------|--|------------------------------|----------------------|
| AWOS-3P 135.65 | ANCHORAGE CENTER 119.65 363.25 | BARROW RADIO 122.4 | CTAF 122.8 |
|--------------------------|--|------------------------------|----------------------|

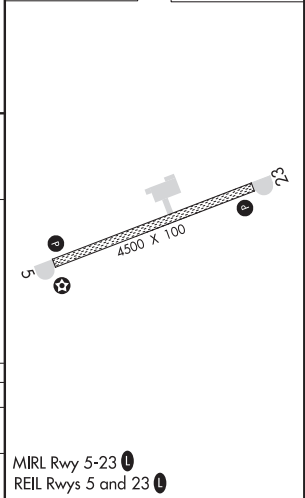


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|---------|---------|
| ELEV 29 | TDZE 29 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----|
| LNVA MDA | 380-1 | 351 (400-1) | 380-1¼ 351 (400-1¼) | NA |
| CIRCLING | 440-1 411 (500-1) | 480-1 451 (500-1) | 480-1½ 451 (500-1½) | NA |

POINT LAY, ALASKA
Amdt 1A 04FEB16

69°44'N-163°00'W

POINT LAY LRRS (PIZ)(PPIZ) RNAV (GPS) RWY 5

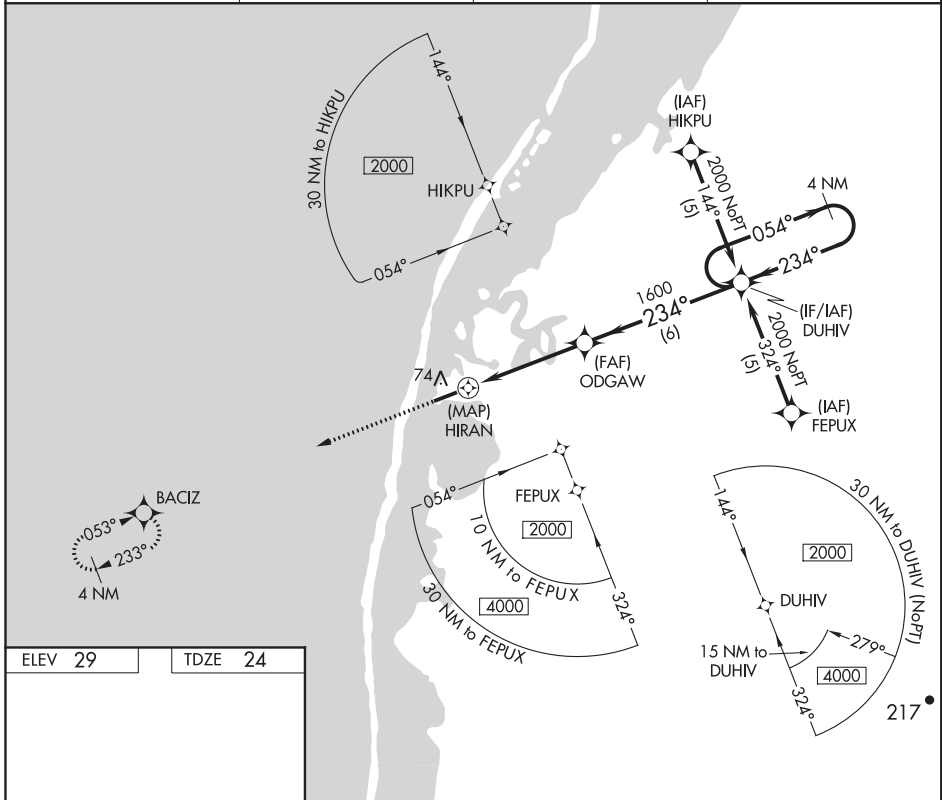
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4500 |
| 234° | TDZE | 24 |
| | Apt Elev | 29 |

RNAV (GPS) RWY 23

POINT LAY LRRS (PIZ)(PPIZ)

| | | |
|-----------------------|---|---|
| 33 -33°C/-27°F | DME/DME RNP- 0.3 NA. When local altimeter setting not received, procedure NA. | MISSED APPROACH: Climb to 2000 direct BACIZ and hold. |
|-----------------------|---|---|

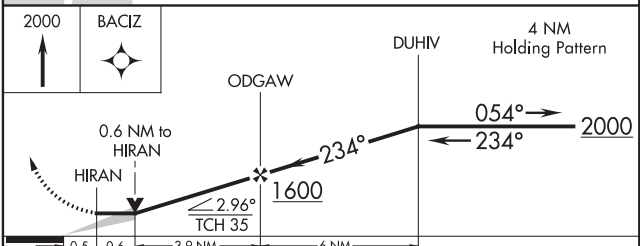
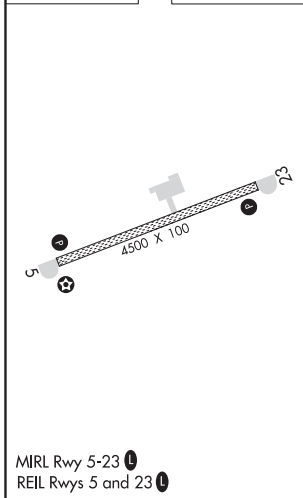
| | | | |
|--------------------------|--|------------------------------|----------------------|
| AWOS-3P 135.65 | ANCHORAGE CENTER 119.65 363.25 | BARROW RADIO 122.4 | CTAF 122.8 |
|--------------------------|--|------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 29 | TDZE 24 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----|
| LNAV MDA | 400-1 | 376 (400-1) | | NA |
| CIRCLING | 440-1 411 (500-1) | 480-1 451 (500-1) | 480-1½ 451 (500-1½) | NA |

POINT LAY, ALASKA

AL-2303 (FAA)

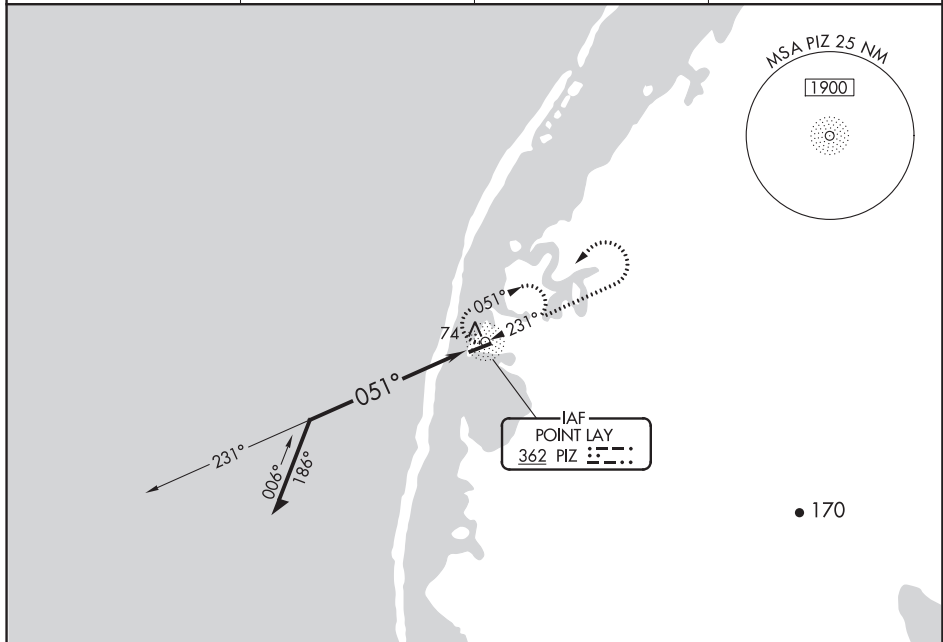
16259

| | | |
|-----------------------|------------------------|---|
| NDB PIZ 362 | APP CRS 051° | Rwy Idg 4500 TDZE 29 Apt Elev 29 |
|-----------------------|------------------------|---|

NDB RWY 5

POINT LAY LRRS (PIZ) (PPIZ)

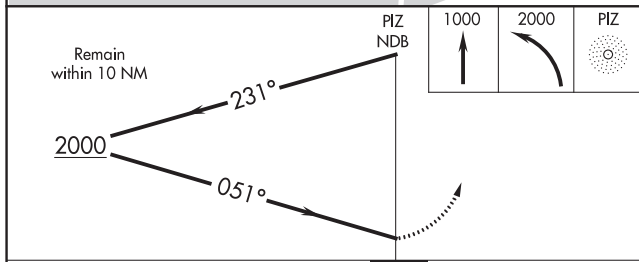
| | | | |
|--------------------------|--|--|----------------------|
| -33°C/-27°F | | MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct PIZ NDB and hold. | |
| AWOS-3P 135.65 | ANCHORAGE CENTER 119.65 363.25 | BARROW RADIO 122.4 | CTAF 122.8 |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

Aircraft arriving on G18 northbound, or on T277 westbound, shall descend in holding to 7000 prior to starting procedure turn.



| | |
|---------|---------|
| ELEV 29 | TDZE 29 |
|---------|---------|

MIRL Rwy 5-23
REIL Rws 5 and 23

| CATEGORY | A | B | C | D |
|----------|-------------------|---|------------------------------|----|
| S-5 | 500-1 471 (500-1) | | 500-1 1/4 471 (500-1 1/4) | NA |
| CIRCLING | 500-1 471 (500-1) | | 500-1 1/2 471 (500-1 1/2) | NA |

POINT LAY, ALASKA
Amdt 1A 04FEB16

69°44'N-163°00'W

POINT LAY LRRS (PIZ) (PPIZ)
NDB RWY 5

RNAV (GPS) RWY 5

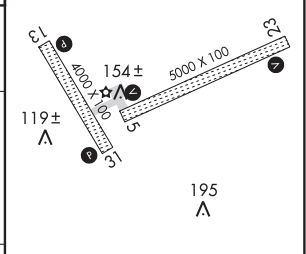
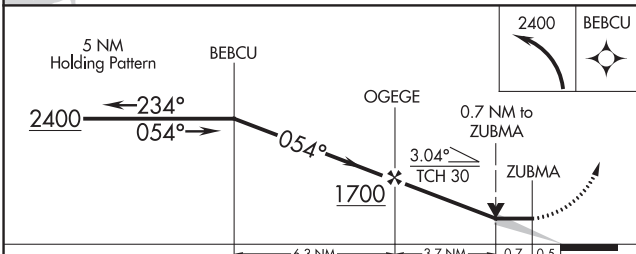
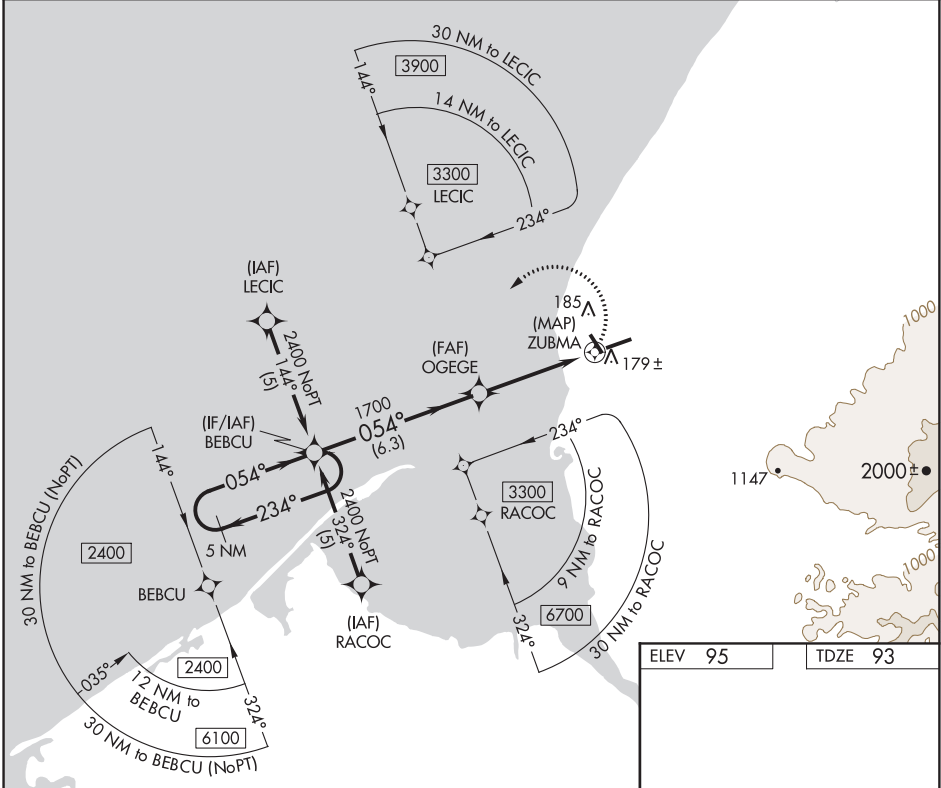
PORT HEIDEN (PTH)(PAPH)

| | |
|------------------------|------------------------|
| APP CRS 054° | Rwy Idg 5000 |
| | TDZE 93 |
| | Apt Elev 95 |

⚠ If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet. VDP NA with Pilot Point altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2400 direct BEBCU and hold.

| | | |
|-------------------------|--|-------------------------------|
| AWOS-3P 135.4 | ANCHORAGE CENTER 132.9 288.3 | CTAF 122.8 Ⓛ |
|-------------------------|--|-------------------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----------------------|
| LNVA MDA | 500-1 | 407 (500-1) | 500-1¼ | 407 (500-1¼) |
| CIRCLING | 500-1 405 (500-1) | 560-1 465 (500-1) | 560-1½ 465 (500-1½) | 660-2 565 (600-2) |

REIL Rwy 5 and 13 **Ⓛ**
 MIRL Rwy 5-23 and 13-31 **Ⓛ**

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 13

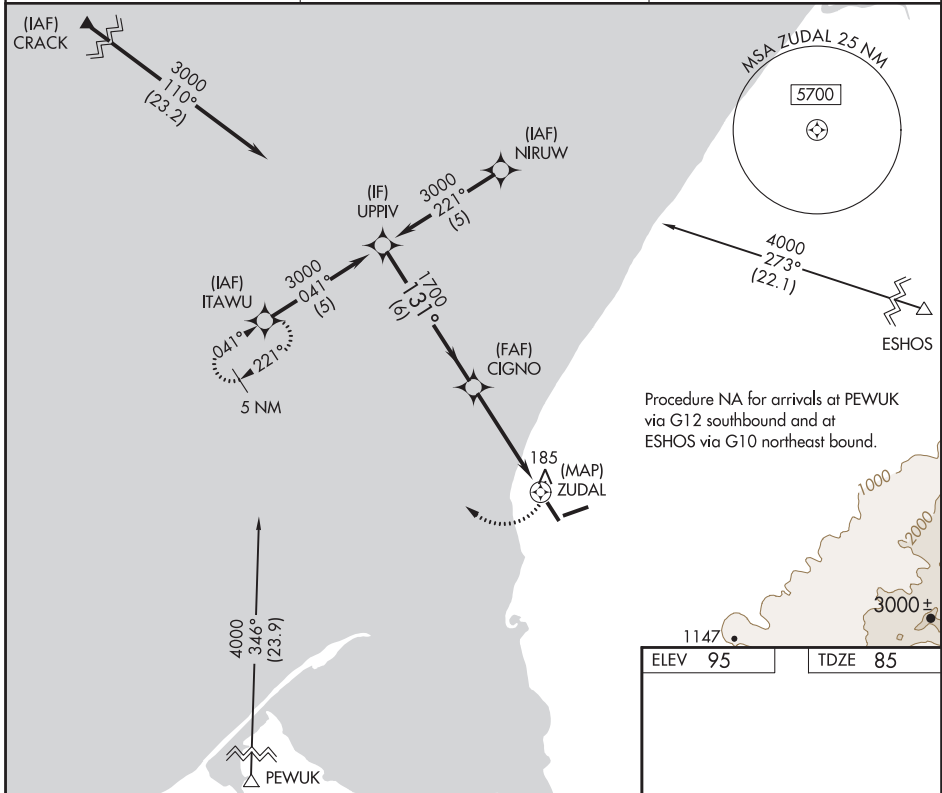
PORT HEIDEN (PTH)(PAPH)

| | |
|------------------------|------------------------|
| APP CRS 131° | Rwy Idg 4000 |
| | TDZE 85 |
| | Apt Elev 95 |

⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet. VDP NA with Pilot Point altimeter setting.

⚠ MISSED APPROACH: Climbing right turn to 3000 direct ITAWU and hold.

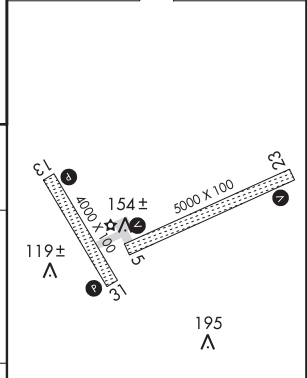
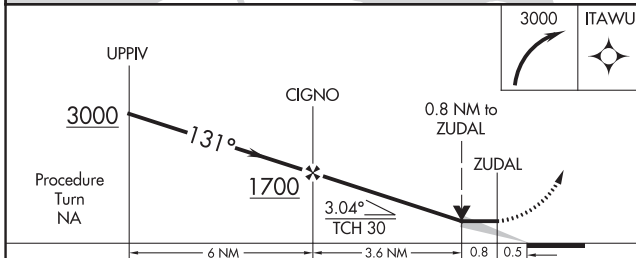
| | | |
|-------------------------|--|-------------------------------|
| AWOS-3P 135.4 | ANCHORAGE CENTER 132.9 288.3 | CTAF 122.8 Ⓛ |
|-------------------------|--|-------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 95 | TDZE 85 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----------------------|
| LNVA MDA | 500-1 | 415 (500-1) | 500-1¼ | 415 (500-1¼) |
| CIRCLING | 500-1 405 (500-1) | 560-1 465 (500-1) | 560-1½ 465 (500-1½) | 660-2 565 (600-2) |

REIL Rwy 5 and 13 **Ⓛ**
MIRL Rwy 5-23 and 13-31 **Ⓛ**

| | | |
|---------------------------|------------------------|------------------------|
| NDB/DME PDN 371 | APP CRS 052° | Rwy Idg 5000 |
| Chan 32 (109.5) | | TDZE 93 |
| | | Apt Elev 95 |

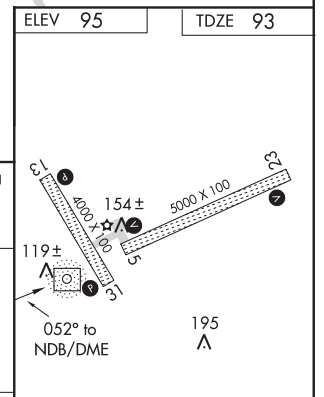
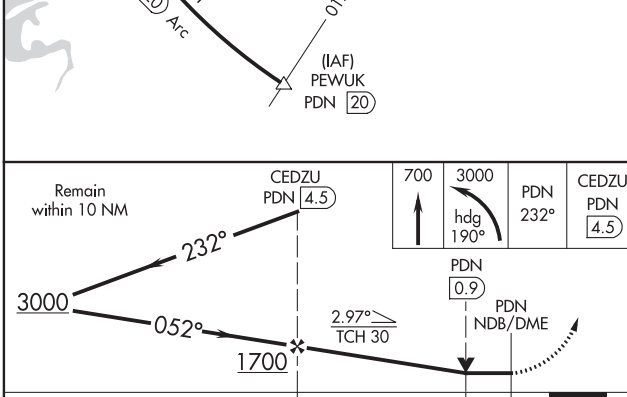
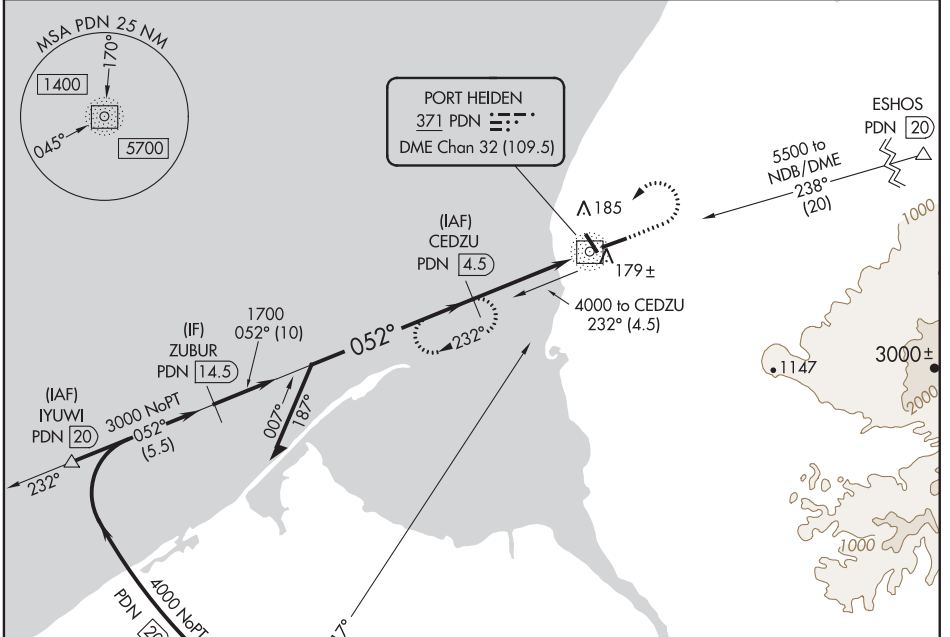
NDB/DME RWY 5

PORT HEIDEN (PTH)(PAPH)

NA If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet.
VDP NA with Pilot Point altimeter setting.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 via heading 190° and PDN NDB bearing 232° to CEDZU/4.5 DME and hold, continue climb-in-hold to 3000.

| | | |
|-------------------------|--|----------------------|
| AWOS-3P 135.4 | ANCHORAGE CENTER 132.9 288.3 | CTAF 122.8 |
|-------------------------|--|----------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|------------------------|
| S-5 | 540-1 | 447 (500-1) | 540-1½ 447 (500-1½) | 540-1½ 447 (500-1½) |
| CIRCLING | 540-1 445 (500-1) | 560-1 465 (500-1) | 560-1½ 465 (500-1½) | 660-2 565 (600-2) |

REIL Rwy 5 and 13
MIRL Rwy 5-23 and 13-31

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| | | |
|---------------------------|------------------------|------------------------|
| NDB/DME PDN 371 | APP CRS 143° | Rwy Idg 4000 |
| Chan 32 (109.5) | | TDZE 85 |
| | | Apt Elev 95 |

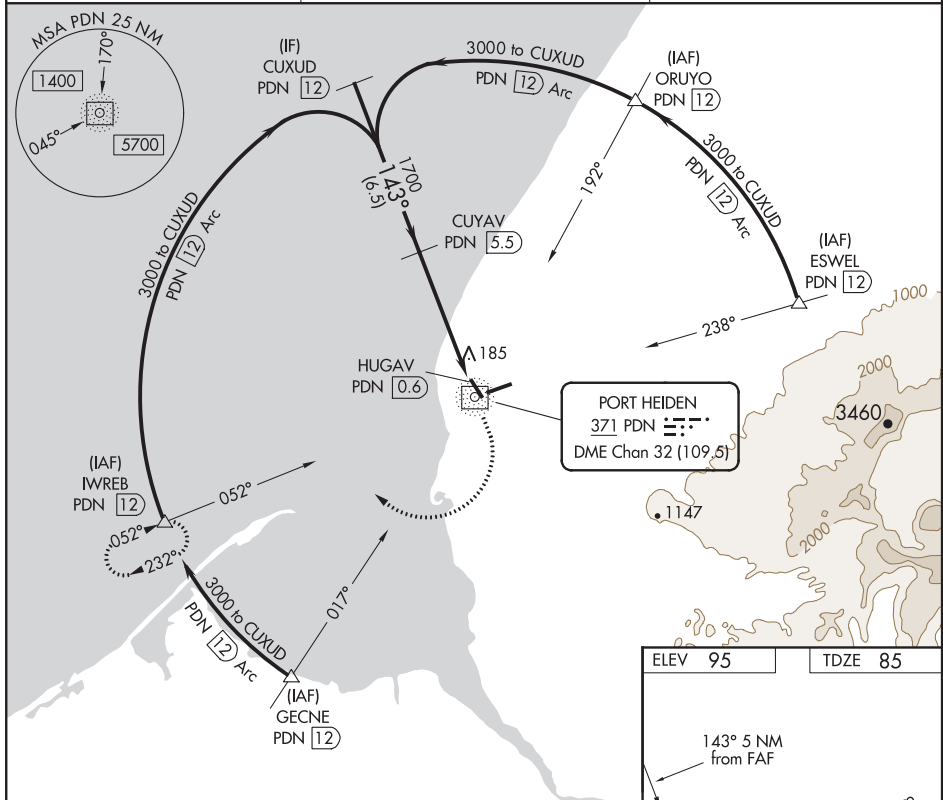
NDB/DME RWY 13

PORT HEIDEN (PTH)(PAPH)

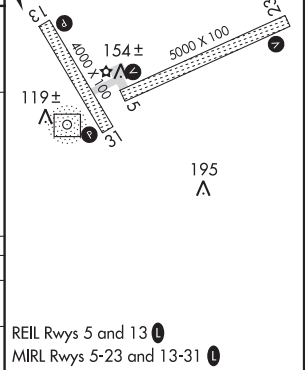
NA If local altimeter setting not received, use Pilot Point altimeter setting and increase all MDAs 140 feet. VDP NA when using Pilot Point altimeter setting.

MISSED APPROACH: Climb to 700 then climbing right turn to 5000 via heading 260° and PDN NDB/DME 232° bearing to IWREB/12 DME and hold, continue climb-in-hold to 5000.

| | | |
|-------------------------|--|----------------------|
| AWOS-3P 135.4 | ANCHORAGE CENTER 132.9 288.3 | CTAF 122.8 |
|-------------------------|--|----------------------|



| | | | | | | |
|-------------------|----------------------|----------------------|------------------------|----------------------|----------|---------------|
| Procedure Turn NA | CUXUD PDN 12 | CUYAV PDN 5.5 | 700 | 5000 | PDN 232° | IWREB |
| | 3000 | 1700 | ↑ | hdg 260° | PDN 1.8 | HUGAV PDN 0.6 |
| | 6.5 NM | 3.7 NM | | | | |
| CATEGORY | A | B | C | D | | |
| S-13 | 500-1 | 415 (500-1) | 500-1¼ | 415 (500-1¼) | | |
| CIRCLING | 500-1 405 (500-1) | 560-1 465 (500-1) | 560-1½ 465 (500-1½) | 660-2 565 (600-2) | | |



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REIL Rws 5 and 13
MIRL Rws 5-23 and 13-31

| | | |
|--|------------------------|---|
| WAAS CH 99311 W12A | APP CRS 123° | Rwy Idg 4000 TDZE 42 Apt Elev 42 |
|--|------------------------|---|

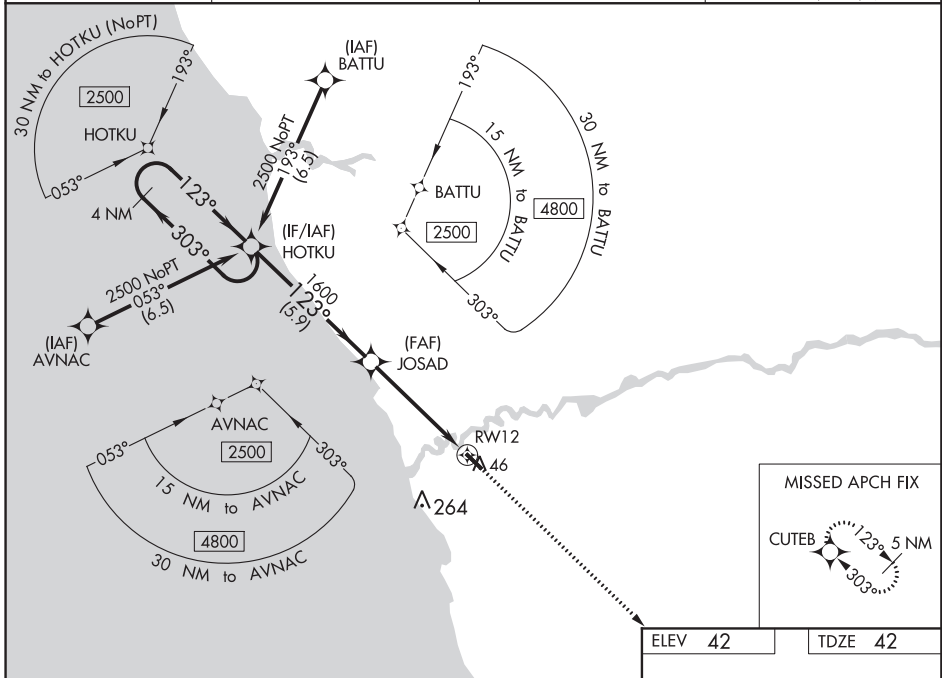
RNAV (GPS) RWY 12

QUINHAGAK (AQH) (PAQH)

⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Kipnuk altimeter setting. When local altimeter setting not received, use Kipnuk altimeter setting and increase all DA and MDA 160 feet; increase LPV all Cats visibility, LNAV/VNAV all Cats visibility and LNAV Cats C, D visibility $\frac{3}{8}$ mile, increase Circling Cat C visibility $\frac{1}{2}$ mile, increase Circling Cat D visibility $\frac{1}{4}$ mile. Procedure NA at night.

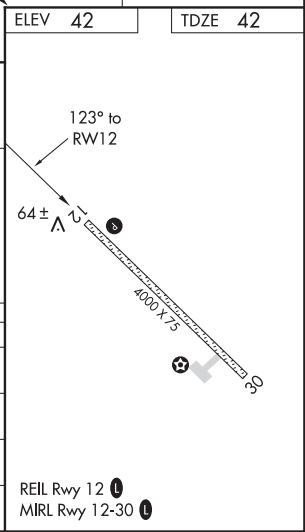
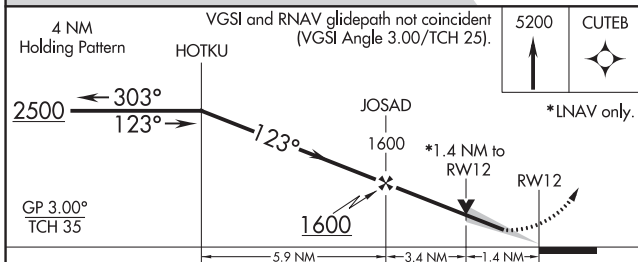
MISSED APPROACH: Climb to 5200 direct CUTEB and hold, continue climb-in-hold to 5200.

| | | | |
|---------------------------|--|-----------------------------|--|
| AWOS-3P 121.575 | ANCHORAGE CENTER 125.2 372.0 | KENAI RADIO 122.1 | UNICOM 122.8 (CTAF) 📻 |
|---------------------------|--|-----------------------------|--|



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| CATEGORY | A | B | C | D |
|--------------|-------|-------------|---|---------------------------|
| LPV DA | | 292-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 292-1 | 250 (300-1) | |
| LNAV MDA | 500-1 | 458 (500-1) | 500- $\frac{1}{8}$ | 458 (500- $\frac{1}{8}$) |
| CIRCLING | 500-1 | 458 (500-1) | 580- $\frac{1}{2}$ 538 (600- $\frac{1}{2}$) | 600-2 558 (600-2) |

| | | |
|--|------------------------|---|
| WAAS CH 58310 W30A | APP CRS 303° | Rwy Idg 4000 TDZE 42 Apt Elev 42 |
|--|------------------------|---|

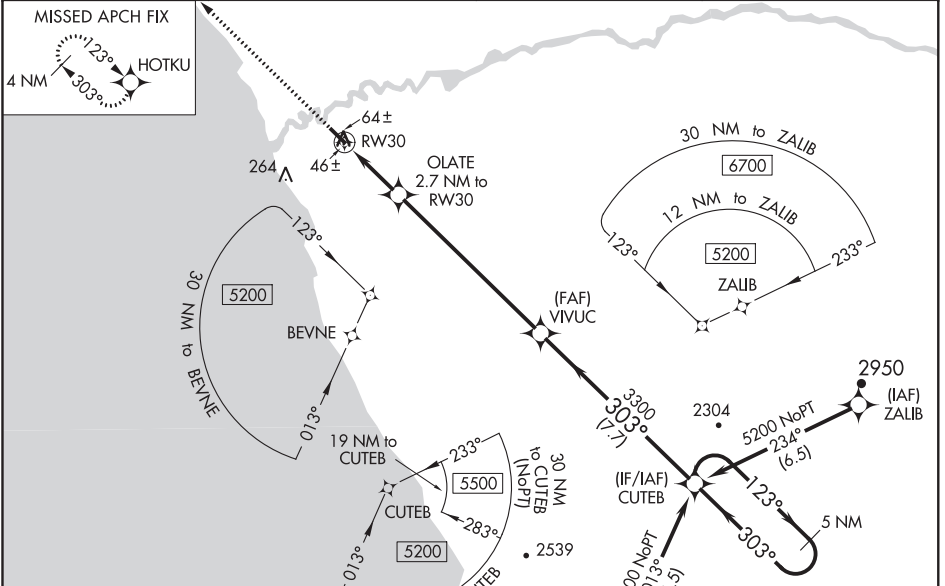
RNAV (GPS) RWY 30

QUINHAGAK (AQH) (PAQH)

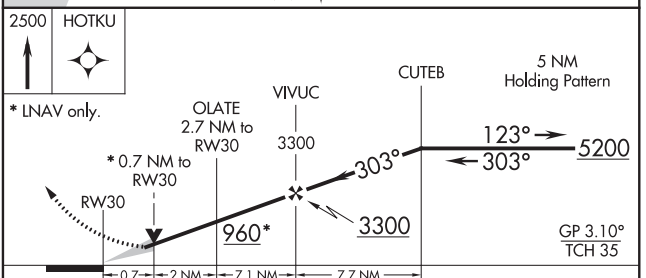
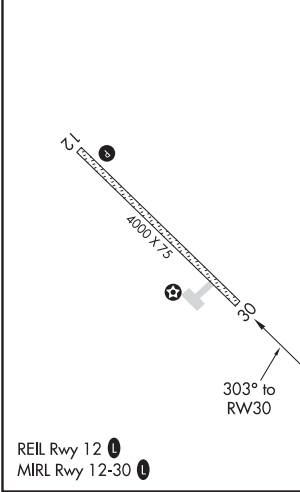
⚠ DME/DME RNP-0.3 NA. Procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 51°C (124°F).
⚠ Baro-VNAV and VDP NA when using Kipnuk altimeter setting. When local altimeter setting not received, use Kipnuk altimeter setting and increase all DA and MDA 160 feet;
❄ -16°C/3°F increase LPV all Cats visibility and LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV Cats C, D visibility 1/4 mile, increase Circling Cat C visibility 1/2 mile, increase Circling Cat D visibility 1/4 mile.

MISSED APPROACH: Climb to 2500 direct HOTKU and hold.

| | | | |
|---------------------------|--|-----------------------------|--|
| AWOS-3P 121.575 | ANCHORAGE CENTER 125.2 372.0 | KENAI RADIO 122.1 | UNICOM 122.8 (CTAF) 📶 |
|---------------------------|--|-----------------------------|--|



| | |
|---------|---------|
| ELEV 42 | TDZE 42 |
|---------|---------|



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA | | 292-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 292-1 | 250 (300-1) | |
| LNAV MDA | | 320-1 | 278 (300-1) | |
| CIRCLING | 400-1 358 (400-1) | 500-1 458 (500-1) | 580-1½ 538 (600-1½) | 600-2 558 (600-2) |

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RNAV (GPS) RWY 3

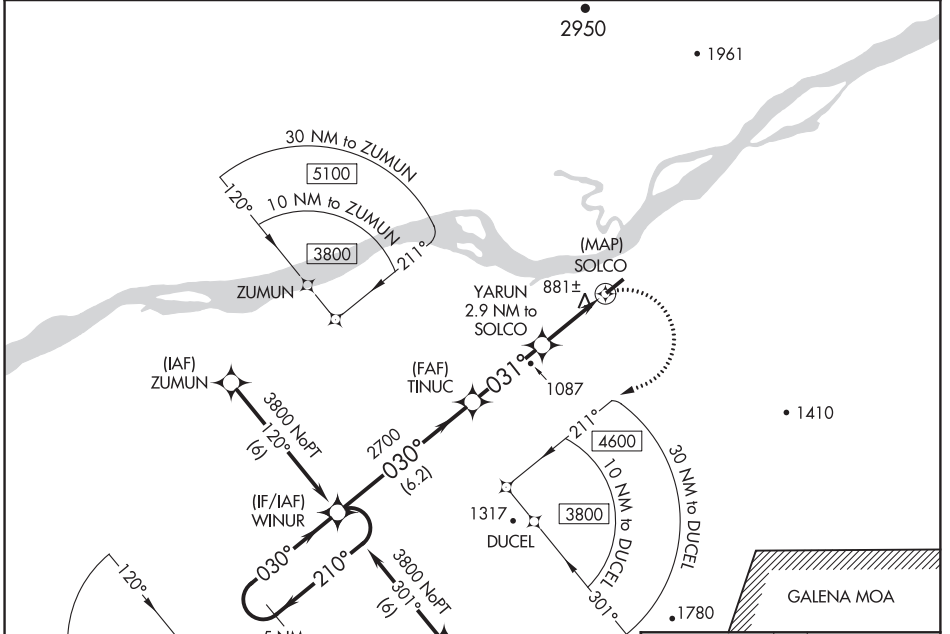
RUBY (RBY) (PARY)

| | |
|------------------------|------------------------|
| APP CRS 031° | Rwy ldg 4000 |
| | TDZE 648 |
| | Apt Elev 658 |

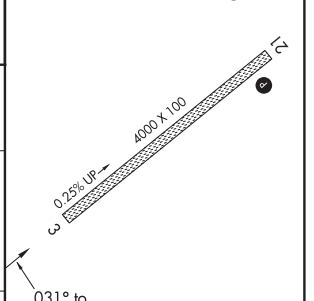
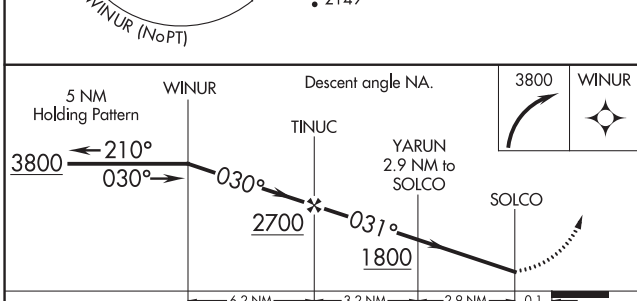
When local altimeter setting not received, use Galena altimeter setting and increase all MDA 340 feet, increase LNAV and Circling Cat A visibility ¼ mile, Cat B ½ mile and Cat C 1 ¼ mile. DME/DME RNP-0.3 NA. Rwy 3 Straight-in and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climbing right turn to 3800 direct WINUR and hold.

| | | | |
|--------------------------|--|----------------------------------|----------------------|
| AWOS-3P 118.25 | ANCHORAGE CENTER 127.0 290.2 | FAIRBANKS RADIO 122.25 | CTAF 122.8 |
|--------------------------|--|----------------------------------|----------------------|



| | | | |
|------|-----|------|-----|
| ELEV | 658 | TDZE | 648 |
|------|-----|------|-----|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|----|
| LNAV MDA | 1260-1 | 612 (700-1) | 1260-1¼ 612 (700-1¼) | NA |
| CIRCLING | 1260-1 | 602 (700-1) | 1260-1¼ 602 (700-1¼) | NA |

REIL Rwy 21
MIRL Rwy 3-21

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RUBY, ALASKA

AL-10166 (FAA)

16259

| | | |
|--|------------------------|------------------------|
| WAAS CH 77807 W21A | APP CRS 211° | Rwy Idg 4000 |
| | | TDZE 658 |
| | | Apt Elev 658 |

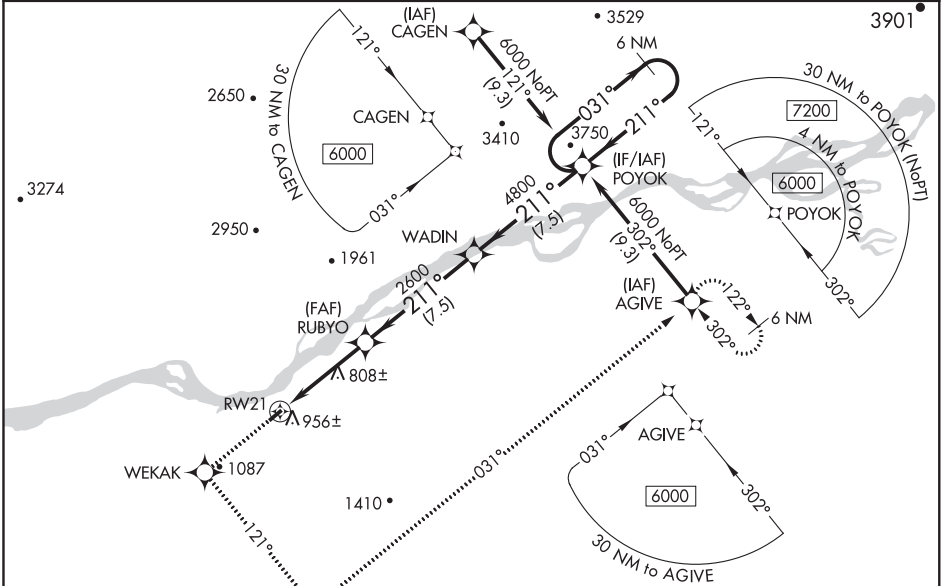
RNAV (GPS) RWY 21

RUBY (RBY) (PARY)

⚠ Baro-VNAV NA when using Galena altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Galena altimeter setting and increase all DA/MDA 340 feet; increase LPV visibility all Cats and LNAV Cat C 1 1/4 mile, LNAV/VNAV all Cats visibility 2 miles, LNAV Cats A/B and Circling Cats A/B visibility 1/2 mile, Circling Cat C visibility 1 mile.

MISSED APPROACH: Climb to 6000 direct WEKAK and left turn via 121° track to JUNUB and via 031° track to AGIVE and hold.

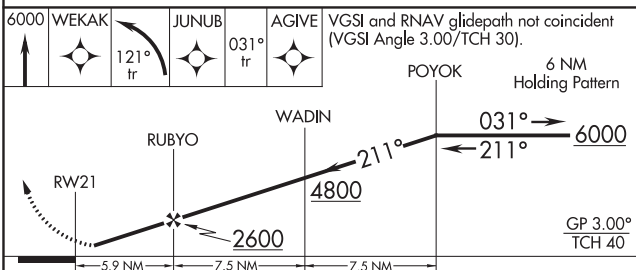
| | | | |
|--------------------------|--|----------------------------------|----------------------|
| AWOS-3P 118.25 | ANCHORAGE CENTER 127.0 290.2 | FAIRBANKS RADIO 122.25 | CTAF 122.8 |
|--------------------------|--|----------------------------------|----------------------|



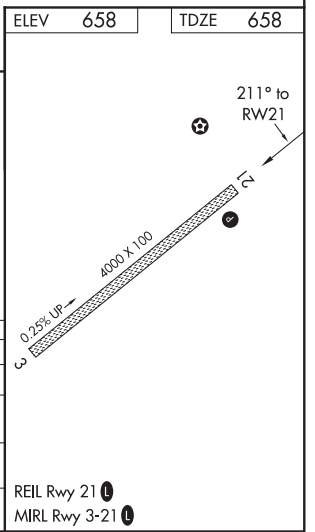
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| | |
|----------|----------|
| ELEV 658 | TDZE 658 |
|----------|----------|



| CATEGORY | A | B | C | D |
|--------------|--------|-------------|-------------------------------|----|
| LPV DA | 919-1 | 261 (300-1) | | NA |
| LNAV/VNAV DA | 1199-2 | 541 (600-2) | | NA |
| LNAV MDA | 1220-1 | 562 (600-1) | 1220-1 1/2 562 (600-1 1/2) | NA |
| CIRCLING | 1260-1 | 602 (700-1) | 1260-1 3/4 602 (700-1 3/4) | NA |



RUBY, ALASKA
Amdt 2 31JUL08

64°44'N-155°28'W

RUBY (RBY) (PARY)

RNAV (GPS) RWY 21

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3620 |
| 170° | TDZE | 51 |
| | Apt Elev | 51 |

RNAV (GPS) RWY 17

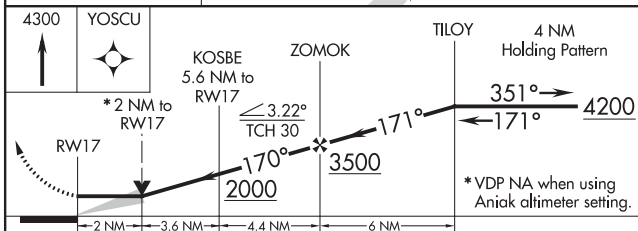
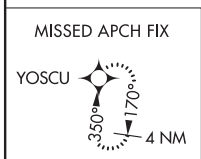
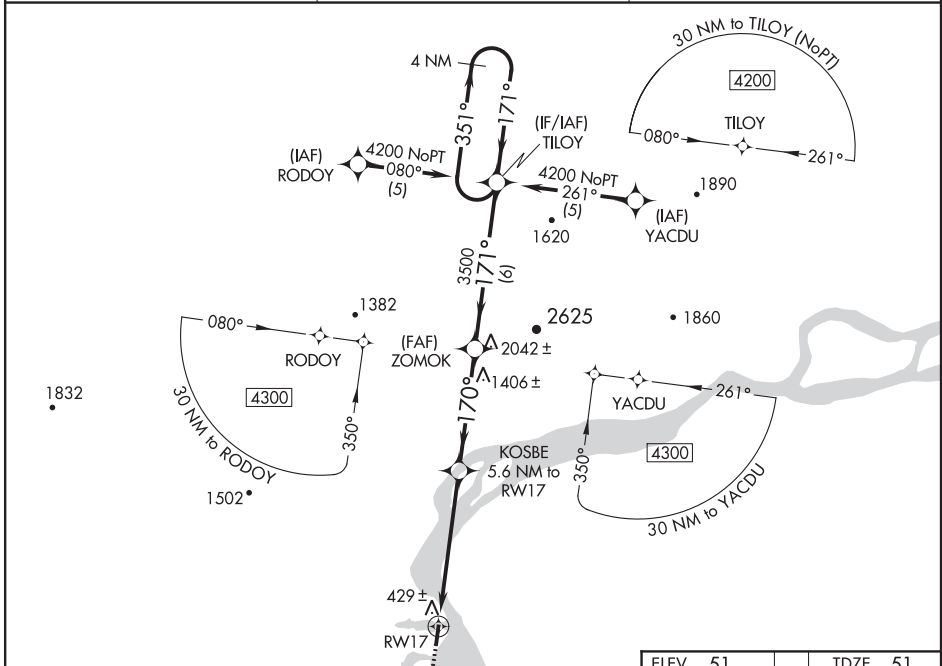
RUSSIAN MISSION (RSH)(PARS)

V DME/DME RNP-0.3 NA. Circling Rwy 35 NA at night. If local altimeter not received, use Aniak altimeter setting and increase all MDAs 140 feet.

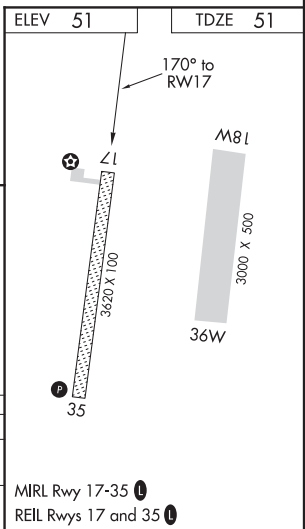
A MISSED APPROACH: Climb to 4300 direct YOSCU and hold.

S -14°C/7°F

| | | |
|---------------------------|--|----------------------|
| AWOS-3P 118.375 | ANCHORAGE CENTER 118.15 251.05 | CTAF 122.9 |
|---------------------------|--|----------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|------------------------|---|----|
| RNAV MDA | 760-1 709 (800-1) | 760-1¼ 709 (800-1¼) | | NA |
| CIRCLING | 760-1 709 (800-1) | 760-1¼ 709 (800-1¼) | | NA |



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| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3620 |
| 350° | TDZE | 58 |
| | Apt Elev | 58 |

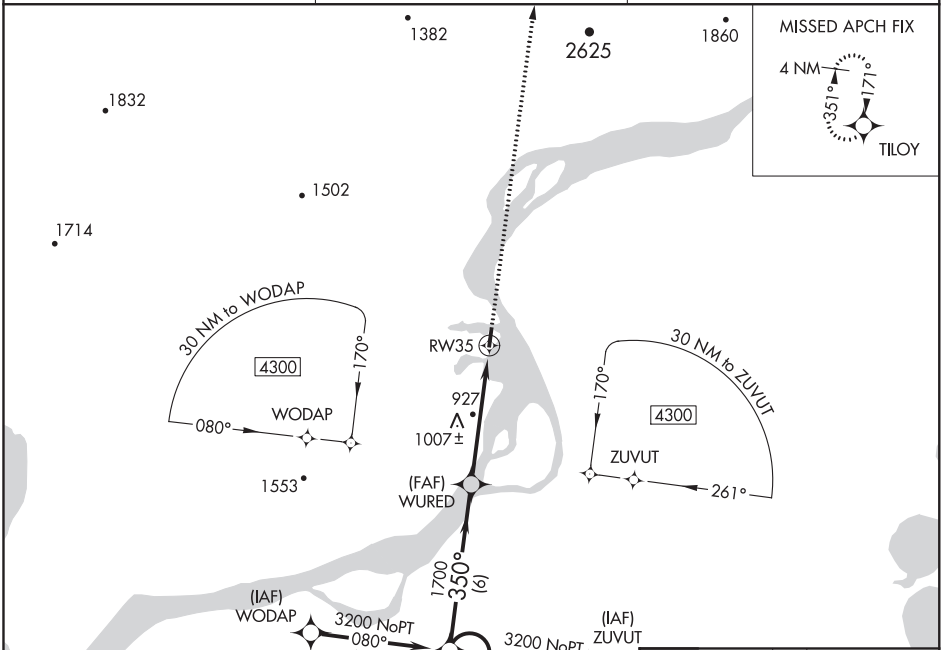
RNAV (GPS) RWY 35

RUSSIAN MISSION (RSH)(PARS)

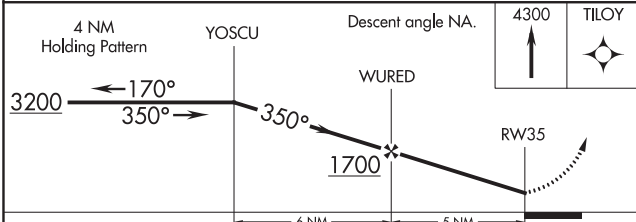
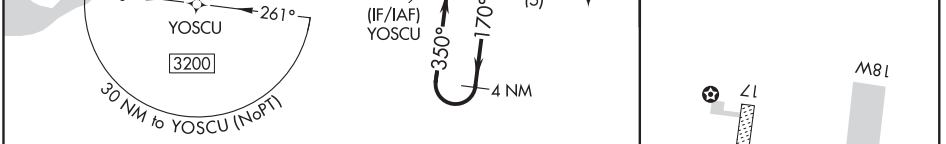
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aniak altimeter setting and increase all MDA 140 feet. Night landing: Rwy 35 NA. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climb to 4300 direct TILOY and hold.

| | | |
|---------------------------|--|----------------------|
| AWOS-3P 118.375 | ANCHORAGE CENTER 118.15 251.05 | CTAF 122.9 |
|---------------------------|--|----------------------|



| | | | |
|------|-----------|------|-----------|
| ELEV | 58 | TDZE | 58 |
|------|-----------|------|-----------|



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|---|----|
| LNVA MDA | 1400-1¼ 1342 (1400-1¼) | 1400-1½ 1342 (1400-1½) | | NA |
| CIRCLING | 1400-1¼ 1342 (1400-1¼) | 1400-1½ 1342 (1400-1½) | | NA |

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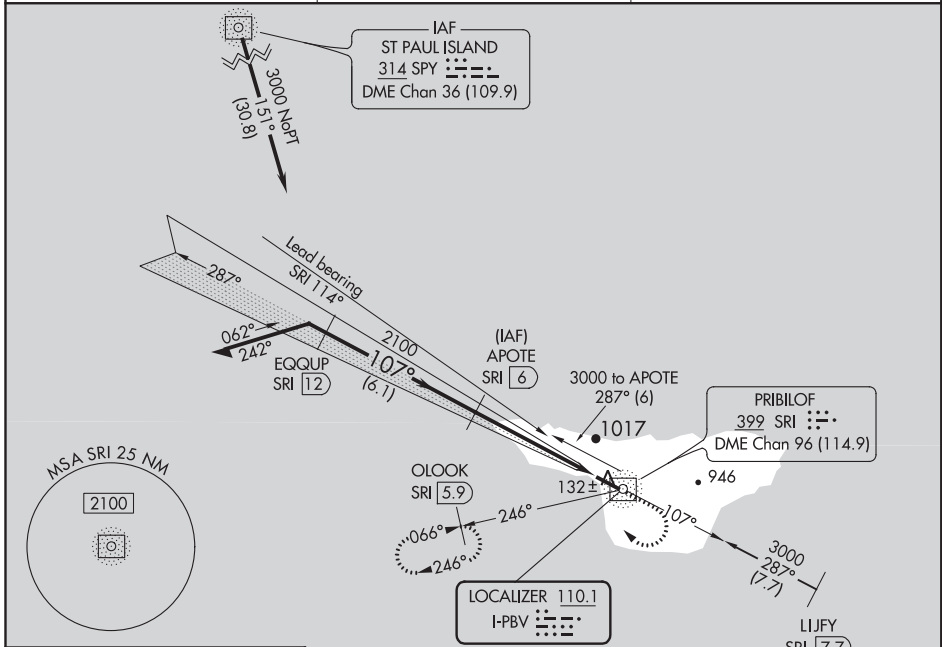
| | | |
|---------------------------|------------------------|---|
| LOC I-PBV 110.1 | APP CRS 107° | Rwy Idg 4982 TDZE 125 Apt Elev 125 |
|---------------------------|------------------------|---|

ILS RWY 11

ST GEORGE (PBV) (PAPB)

| | | |
|---|---------------|---|
| <p>∇ DME from SRI NDB/DME. Simultaneous reception of I-PBV and SRI DME required. * When glideslope not available, use LOC/DME-C procedure.</p> | <p>MALSF </p> | <p>MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via SRI NDB/DME 246° bearing to OLOOK/SRI 5.9 DME and hold, continue climb in hold to 3000.</p> |
|---|---------------|---|

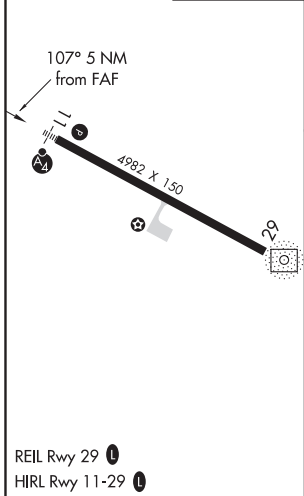
| | | |
|-----------------------|--|----------------------|
| ASOS 135.45 | ANCHORAGE CENTER 119.1 339.8 | CTAF 122.8 |
|-----------------------|--|----------------------|



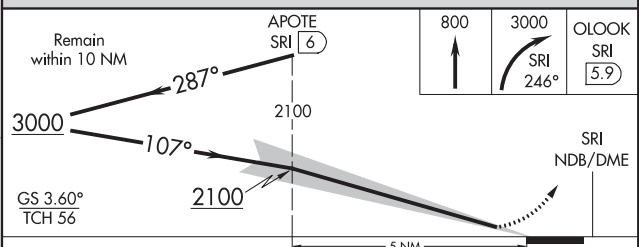
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| | |
|----------|----------|
| ELEV 125 | TDZE 125 |
|----------|----------|



ADF and DME REQUIRED



| CATEGORY | A | B | C | D |
|-----------|---------------------|---|---|----|
| S-ILS 11* | 525-1¼ 400 (400-1¼) | | | NA |
| S-LOC 11 | NA | | | |
| CIRCLING | NA | | | |

| | | |
|------------------------|-----------------------------|--|
| APP CRS 064° | Rwy Idg TDZE Apt Elev | N/A N/A 125 |
|------------------------|-----------------------------|--|

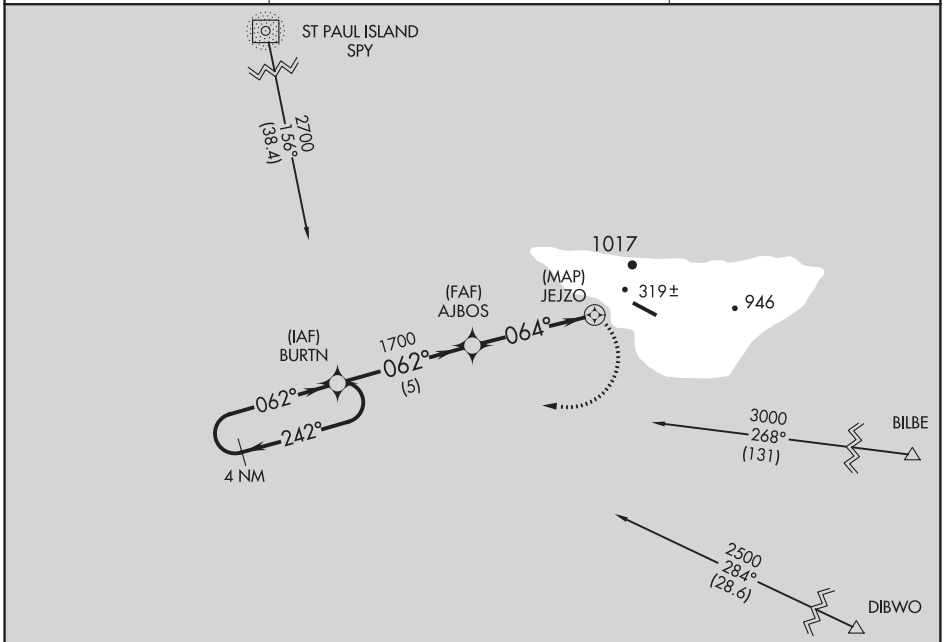
RNAV (GPS)-B

ST GEORGE (PBV) (PAPB)

▼ Circling not authorized northeast of rwy 11-29.
 Circling not authorized southeast of rwy 29 threshold.
 Procedure not authorized at night.

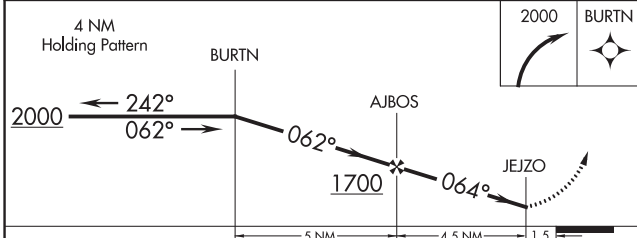
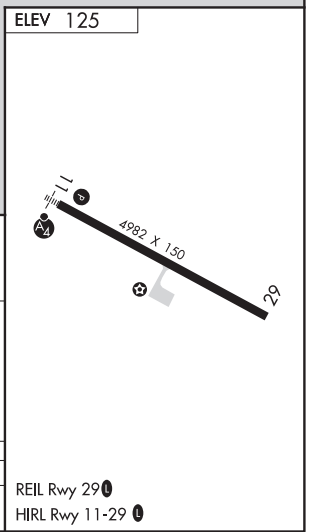
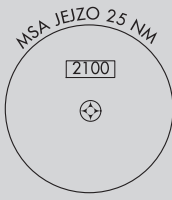
MISSED APPROACH: Climbing right turn to 2000 direct BURTN and hold.

| | | |
|-----------------------|--|----------------------|
| ASOS 135.45 | ANCHORAGE CENTER 119.1 339.8 | CTAF 122.8 |
|-----------------------|--|----------------------|



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| | | | | |
|----------|-------------------|---|---|----|
| CATEGORY | A | B | C | D |
| CIRCLING | 680-2 555 (600-2) | | | NA |

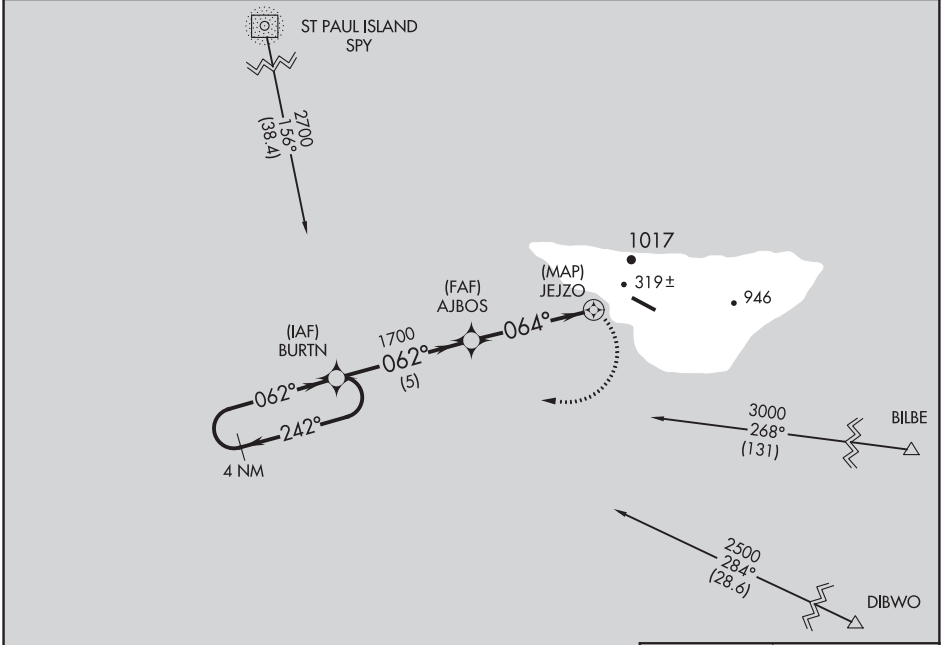
| | | |
|------------------------|-----------------------------|--|
| APP CRS 064° | Rwy Idg TDZE Apt Elev | N/A N/A 125 |
|------------------------|-----------------------------|--|

RNAV (GPS)-D

ST GEORGE (PBV) (PAPB)

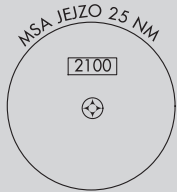
⚠ Circling not authorized northeast of rwy 11-29. **MISSED APPROACH:** Climbing right turn to 2000 direct BURTN and hold.

| | | |
|-----------------------|--|----------------------|
| ASOS 135.45 | ANCHORAGE CENTER 119.1 339.8 | CTAF 122.8 |
|-----------------------|--|----------------------|

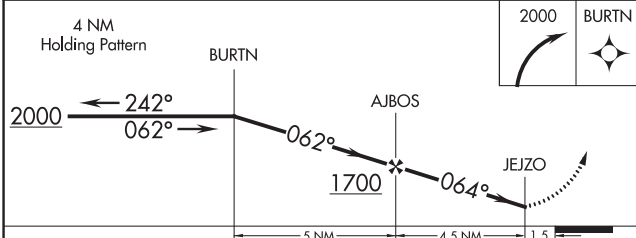
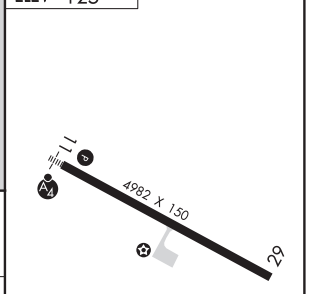


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ELEV 125



| CATEGORY | A | B | C | D |
|----------|------------------------|------------------------|------------------------|----|
| CIRCLING | 800-1¾ 675 (700-1¾) | 840-1¾ 715 (800-1¾) | 920-2¼ 795 (800-2¼) | NA |

REIL Rwy 29 **⦿**
HIRL Rwy 11-29 **⦿**

| | | | |
|---------------------------|------------------------|-----------------------------|--|
| LOC I-PBV 110.1 | APP CRS 107° | Rwy Idg TDZE Apt Elev | N/A N/A 125 |
|---------------------------|------------------------|-----------------------------|--|

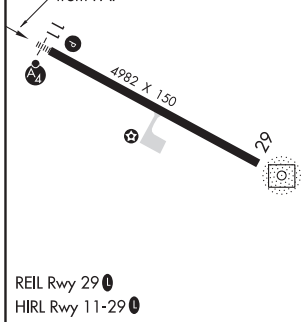
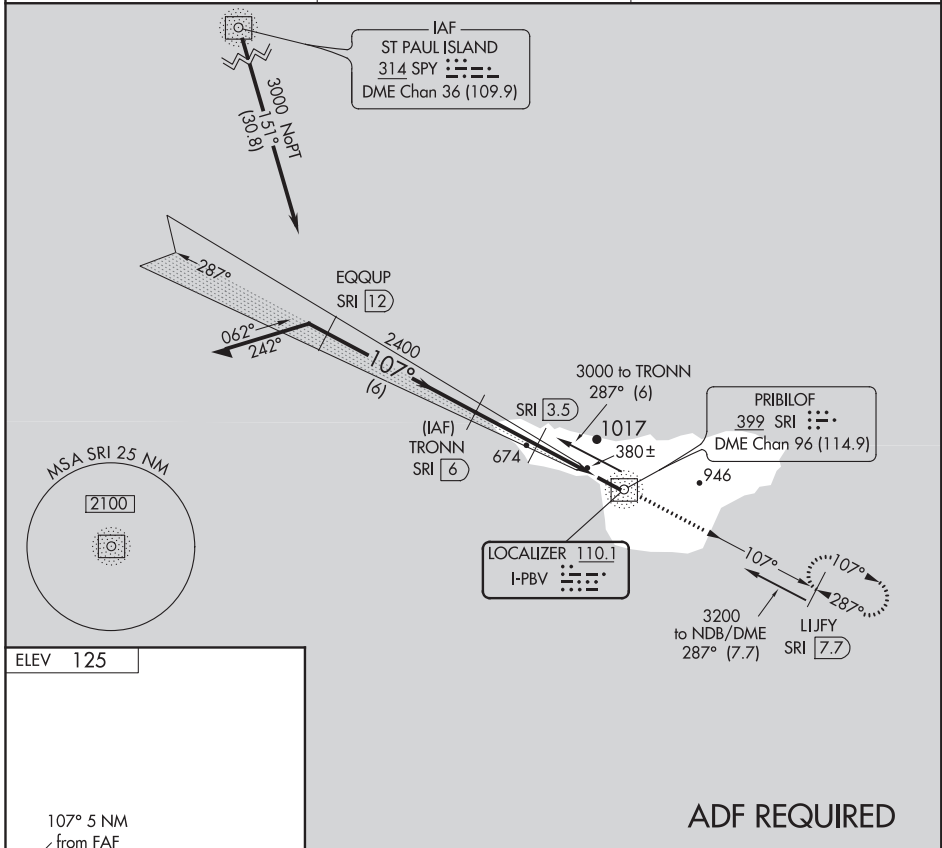
LOC/DME-C

ST GEORGE (PBV) (PAPB)

⚠ Circling not authorized north of Rwy 11-29.
⚠ DME from SRI NDB/DME.
⚠ Simultaneous reception of I-PBV and SRI DME required.

MISSED APPROACH: Climb to 3200 via SRI bearing 107° to LIJFY and hold.

| | | |
|-----------------------|--|----------------------|
| ASOS 135.45 | ANCHORAGE CENTER 119.1 339.8 | CTAF 122.8 |
|-----------------------|--|----------------------|



ADF REQUIRED

| CATEGORY | A | B | C | D |
|----------|----------------------|------------------------|-------------------------|-------------------------|
| CIRCLING | 800-1 675 (700-1) | 880-1¼ 755 (800-1¼) | 1000-2½ 875 (900-2½) | 1000-2¾ 875 (900-2¾) |

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| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 45928 W17A | APP CRS 170° | Rwy Idg TDZE Apt Elev | 6008 302 312 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 17

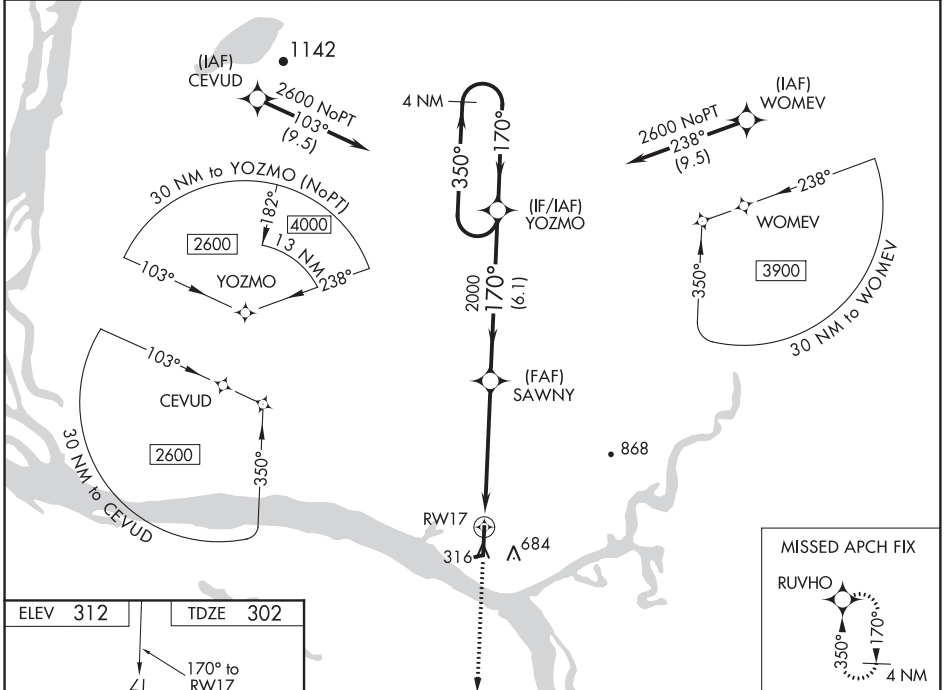
ST MARY'S (KSM)(PASM)

⚠ Inoperative table does not apply. Circling NA east of Rwy 17-35. DME/DME RNP-RNP-0.3 NA. When local altimeter setting not received, use Mountain Village altimeter setting and increase all DA/MDA 40 feet and all visibilities ¼ mile. VDP NA when using Mountain Village altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 42°C (107°F).



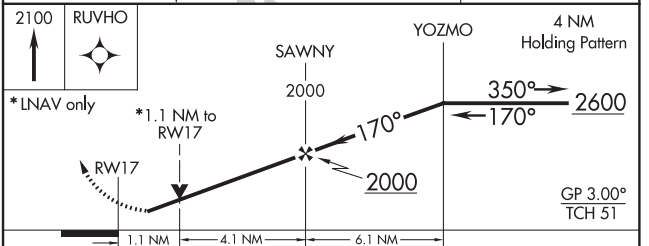
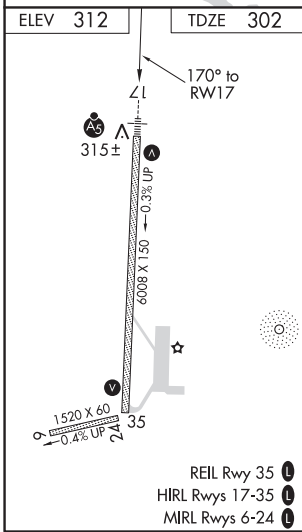
MISSED APPROACH: Climb to 2100 direct RUVHO and hold.

| | | |
|-------------------------|----------------------------------|--------------------------------|
| AWOS-3P 128.7 | ANCHORAGE CENTER 124.0 | CTAF 122.3 0* |
|-------------------------|----------------------------------|--------------------------------|



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| | | | | |
|--------------|-------|-------------|-------------|----------------------|
| CATEGORY | A | B | C | D |
| LPV DA | | 552-¾ | 250 (300-¾) | |
| LNAV/VNAV DA | | 624-1 | 322 (300-1) | |
| LNAV MDA | 700-1 | 398 (400-1) | 700-1½ | 398 (400-1½) |
| CIRCLING | 820-1 | 508 (600-1) | 820-1½ | 880-2 568 (600-2) |

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 87028 W35A | APP CRS 350° | Rwy Idg TDZE Apt Elev | 6008 308 312 |
|--|------------------------|-----------------------------|---|

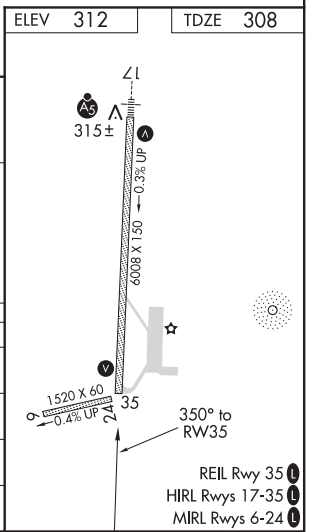
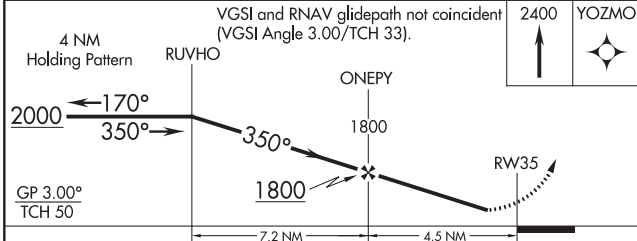
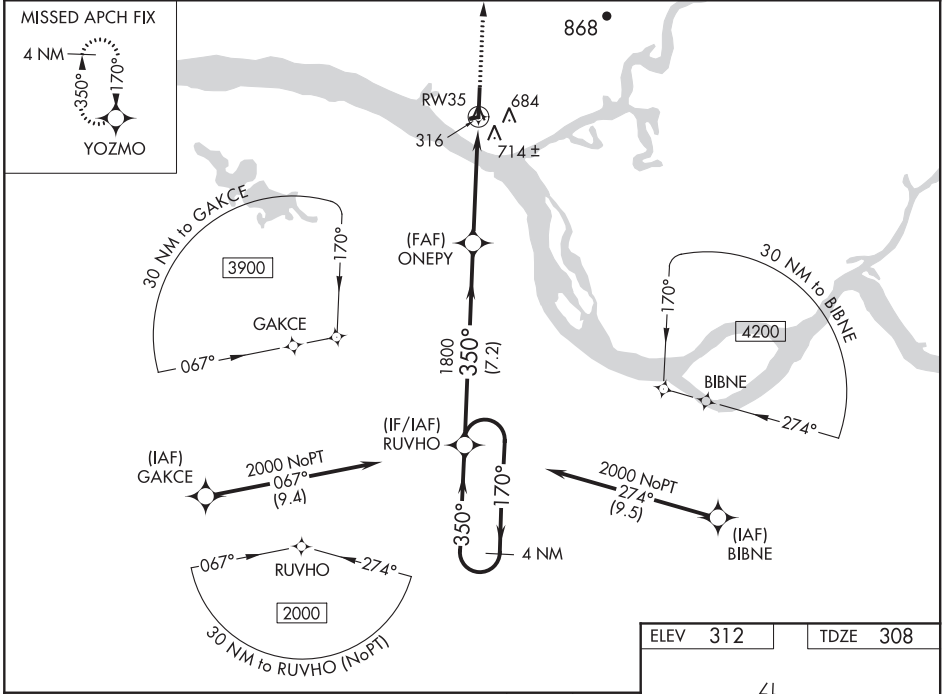
RNAV (GPS) RWY 35

ST MARY'S (KSM)(PASM)

⚠ Circling NA east of Rwy 17-35. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mountain Village altimeter setting and increase all DA/MDA 40 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2400 direct YOZMO and hold.

| | | |
|-------------------------|----------------------------------|-------------------------|
| AWOS-3P 128.7 | ANCHORAGE CENTER 124.0 | CTAF 122.3 0* |
|-------------------------|----------------------------------|-------------------------|



| CATEGORY | A | B | C | D |
|--------------|-------------------|---|-----------------------|-------------------|
| LPV DA | 508-1 200 (200-1) | | | |
| LNAV/VNAV DA | 884-2 576 (600-2) | | | |
| LNAV MDA | 960-1 652 (700-1) | | 960-1 652 (700-1 1/8) | |
| CIRCLING | 960-1 648 (700-1) | | 960-1 648 (700-1 1/8) | 960-2 648 (700-2) |

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| | | | |
|---|------------------------|-----------------------------|---|
| LOC/DME I-SMA 109.1 Chan 28 | APP CRS 170° | Rwy Idg TDZE Apt Elev | 6008 302 312 |
|---|------------------------|-----------------------------|---|

LOC/DME RWY 17

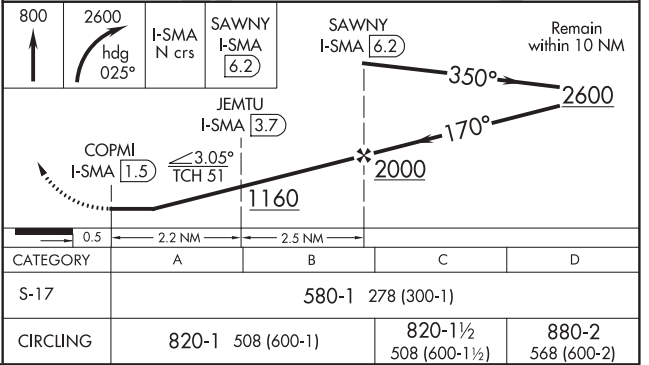
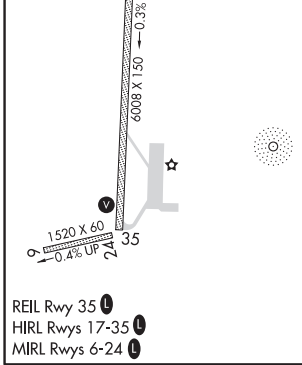
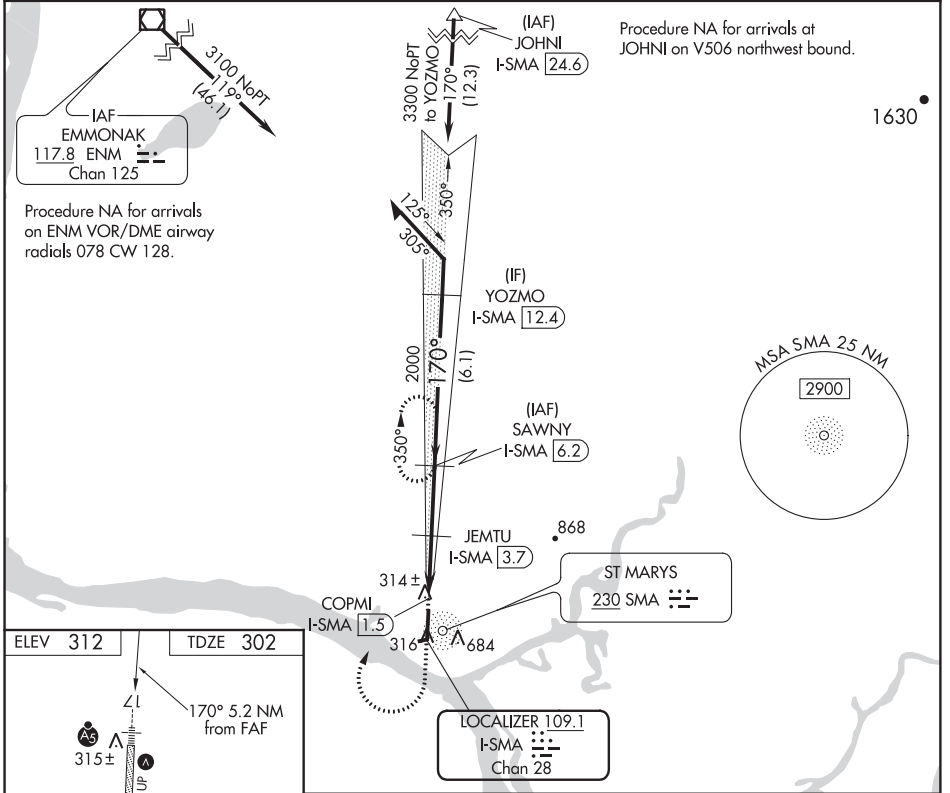
ST MARY'S (KSM)(PASM)

⚠ Inoperative table does not apply. Circling NA east of Rwy 17-35. When local altimeter setting not received use Mountain Village altimeter setting and increase all MDAs 40 feet.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2600 on heading 025° and on I-SMA north course to SAWNY/I-SMA 6.2 DME and hold.

| | | |
|-------------------------|----------------------------------|-------------------------|
| AWOS-3P 128.7 | ANCHORAGE CENTER 124.0 | CTAF 122.3 0* |
|-------------------------|----------------------------------|-------------------------|



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| | |
|------------------------|------------------------|
| APP CRS 003° | Rwy Idg 4001 |
| | TDZE 98 |
| | Apt Elev 98 |

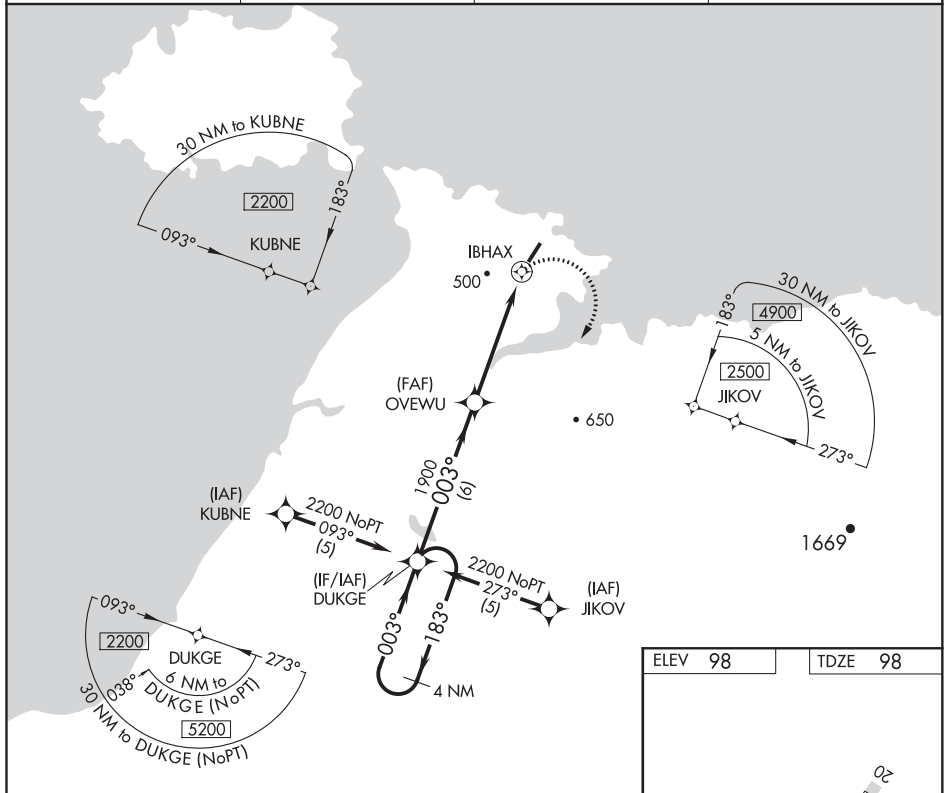
RNAV (GPS) RWY 2

ST MICHAEL (SMK) (PAMK)

⚠ If local altimeter setting not received, use Unalakleet altimeter setting and increase all MDAs 120 feet. Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
⚠ *VDP NA with Unalakleet altimeter setting.

MISSED APPROACH:
 Climbing right turn to 2200 direct DUKGE and hold.

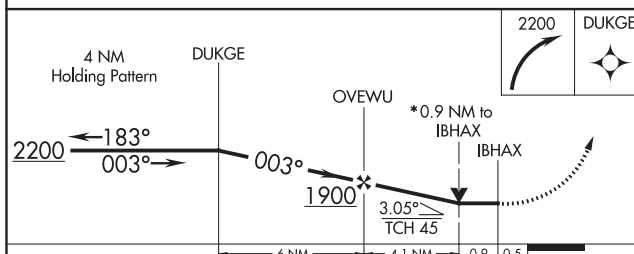
| | | | |
|---------------------------|----------------------------------|-----------------------------|--|
| AWOS-3P 119.275 | ANCHORAGE CENTER 124.0 | NOME RADIO 122.30 | UNICOM 122.8 (CTAF) 📻 |
|---------------------------|----------------------------------|-----------------------------|--|



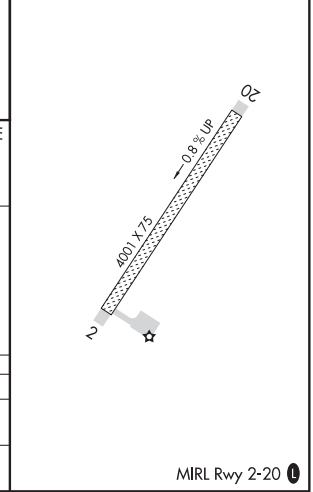
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------------|----------------|
| ELEV 98 | TDZE 98 |
|----------------|----------------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|------------------------|
| LNVA MDA | 580-1 | 482 (500-1) | 580-1½ 482 (500-1½) | 580-1½ 482 (500-1½) |
| CIRCLING | 580-1 | 482 (500-1) | 580-1½ 482 (500-1½) | 660-2 562 (600-2) |



ST MICHAEL, ALASKA
 Orig-A 25SEP08

63° 29' N-162° 07' W

ST MICHAEL (SMK) (PAMK)

RNAV (GPS) RWY 2

MIRL Rwy 2-20 **📻**

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 93602 W20A | APP CRS 196° | Rwy Idg TDZE Apt Elev | 4001 88 98 |
|--|------------------------|-----------------------------|---------------------------------------|

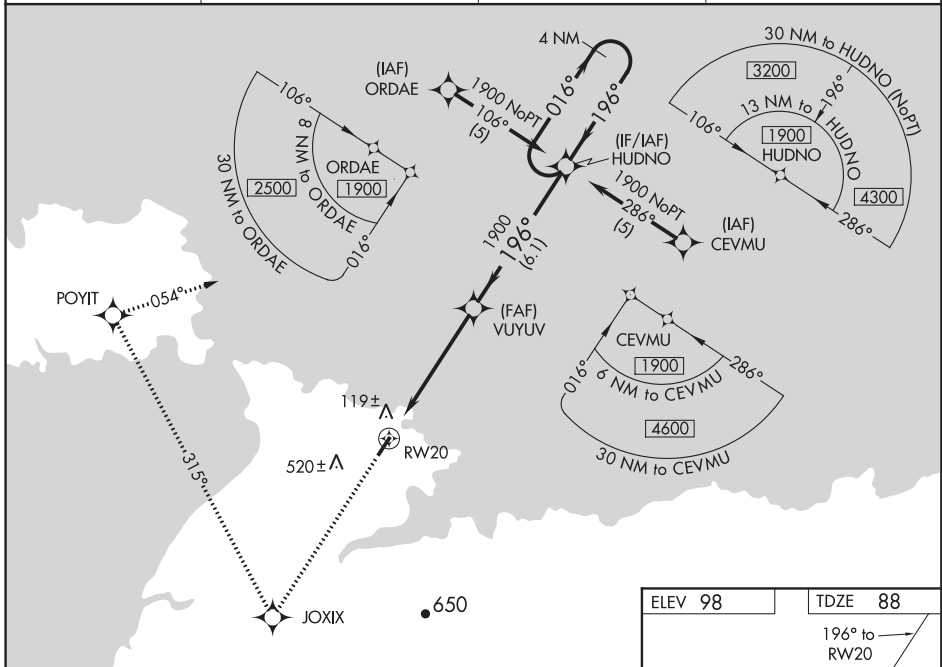
RNAV (GPS) RWY 20

ST MICHAEL (SMK) (P.AMK)

If local altimeter setting not received, use Unalakleet altimeter setting and increase all DAs/MDAs 120 feet. Circling NA west of Rwy 2-20.
 DME/DME RNP-0.3 NA. Baro-VNAV NA when using Unalakleet altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-1.3°F) or above 48°C (120°F).
 VDP NA with Unalakleet altimeter setting.

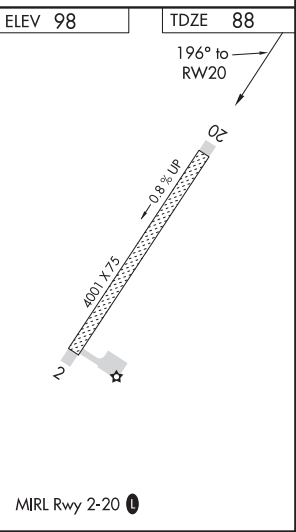
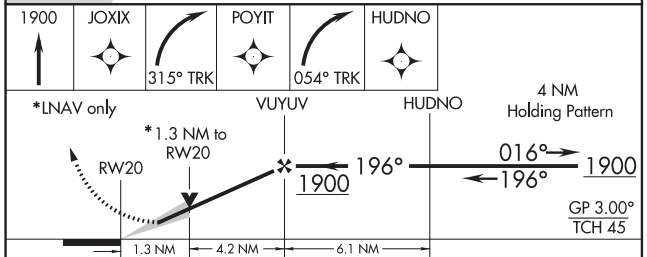
MISSED APPROACH: Climb to 1900 direct JOXIX and right turn via 315° track to POYIT and right turn via 054° track to HUDNO and hold.

| | | | |
|---------------------------|----------------------------------|-----------------------------|-------------------------------|
| AWOS-3P 119.275 | ANCHORAGE CENTER 124.0 | NOME RADIO 122.30 | UNICOM 122.8 (CTAF) |
|---------------------------|----------------------------------|-----------------------------|-------------------------------|



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AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|------------------------|------------------------|
| LPV DA | | 338-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 452-1¼ | 364 (400-1¼) | |
| LNAV MDA | 520-1 | 432 (500-1) | 520-1¼ 432 (500-1¼) | 520-1½ 432 (500-1½) |
| CIRCLING | 520-1 422 (500-1) | 560-1 462 (500-1) | 560-1½ 462 (500-1½) | 660-2 562 (600-2) |

| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| LOC I-PAU 109.9 | APP CRS 360° | Rwy Idg TDZE Apt Elev | 6500 47 66 |
|---------------------------|------------------------|-----------------------------|---------------------------------------|

ILS or LOC/DME RWY 36

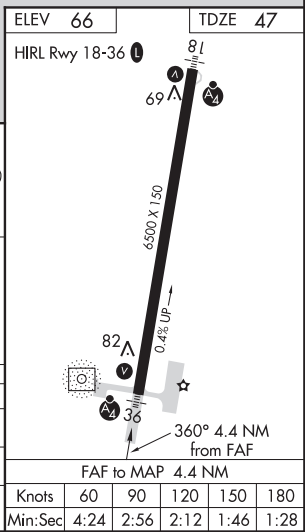
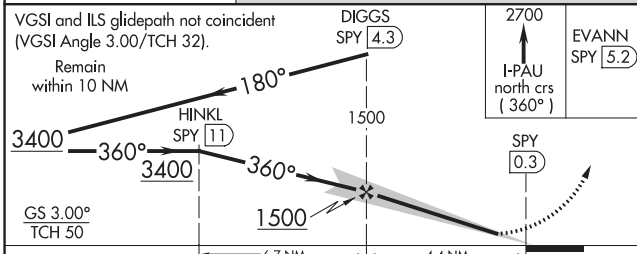
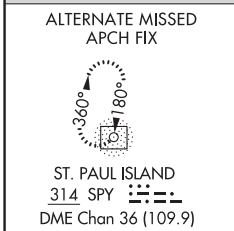
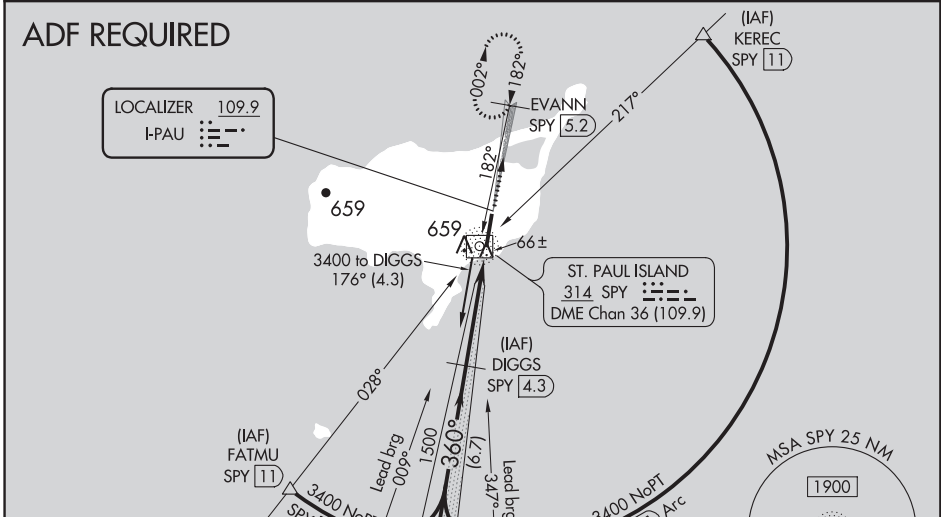
ST. PAUL ISLAND(SNP)(PASN)

⚠ Inoperative table does not apply. DME from SPY NDB/DME. Simultaneous reception of I-PAU and SPY DME required. Circling NA west of Rwy 18-36. When local altimeter setting not received, procedure NA. DME required.

MALSF

MISSED APPROACH: Climb to 2700 on I-PAU north course (360 °) to EVANN/SPY 5.2 DME and hold, continue climb-in-hold to 2700.

| | | |
|-----------------------|--|----------------------|
| ASOS 135.75 | ANCHORAGE CENTER 119.1 339.8 | CTAF 122.3 |
|-----------------------|--|----------------------|



| CATEGORY | A | B | C | D |
|----------|-------------------|----------------------------------|---|--|
| S-ILS 36 | | 247- ³ / ₄ | 200 (200- ³ / ₄) | |
| S-LOC 36 | | 360-1 | 313 (300-1) | |
| CIRCLING | 800-1 734 (800-1) | | 800-2 734 (800-2) | 800-2 ¹ / ₄ 734 (800-2 ¹ / ₄) |

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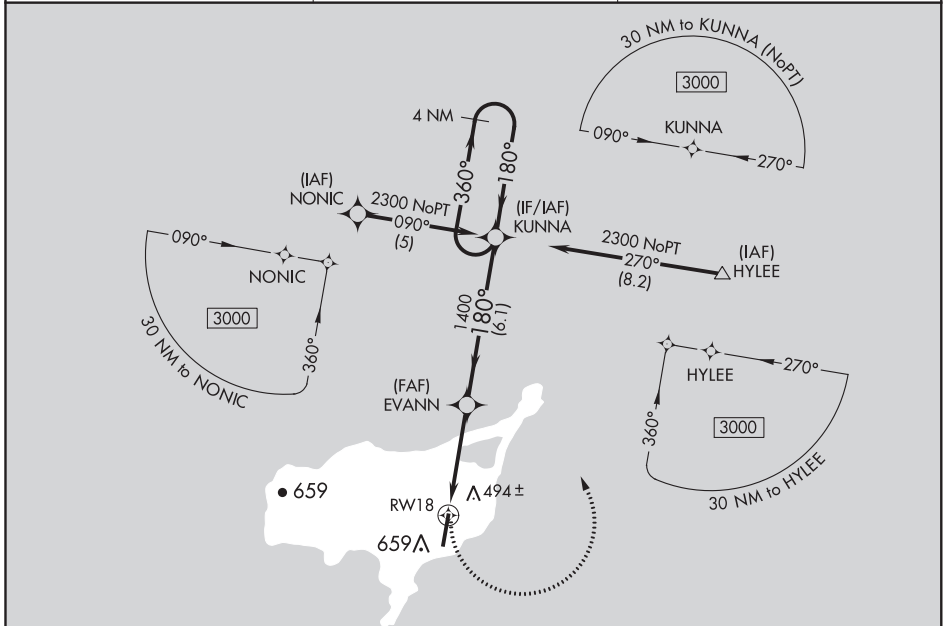
| | |
|------------------------|------------------------|
| APP CRS 180° | Rwy Idg 6500 |
| | TDZE 70 |
| | Apt Elev 70 |

RNAV (GPS) RWY 18

ST. PAUL ISLAND (SNP) (PASN)

| | | |
|---|--------------|---|
| <p>⚠ Inoperative table does not apply. Circling NA west of Rwy 18-36. DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.</p> | <p>MALSF</p> | <p>MISSED APPROACH: Climbing left turn to 2300 direct KUNNA and hold.</p> |
| | | |

| | | |
|-----------------------|--|----------------------|
| ASOS 135.75 | ANCHORAGE CENTER 119.1 339.8 | CTAF 122.3 |
|-----------------------|--|----------------------|



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| | |
|---------|---------|
| ELEV 70 | TDZE 70 |
|---------|---------|

HIRL Rwy 18-36

| | | | | |
|----------|-------|--|------------------------|------------------------|
| 2300 | KUNNA | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 32). | KUNNA | 4 NM Holding Pattern |
| | | EVANN | 360° | 2300 |
| | | RW18 | 180° | 1400 |
| | | | | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 740-1 | 670 (700-1) | 740-1¾ 670 (700-1¾) | 740-2 670 (700-2) |
| CIRCLING | 800-1 | 730 (800-1) | 800-2 730 (800-2) | 800-2¼ 730 (800-2¼) |

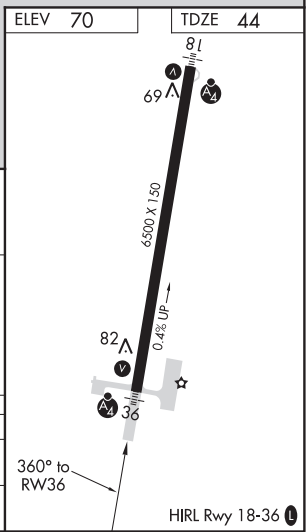
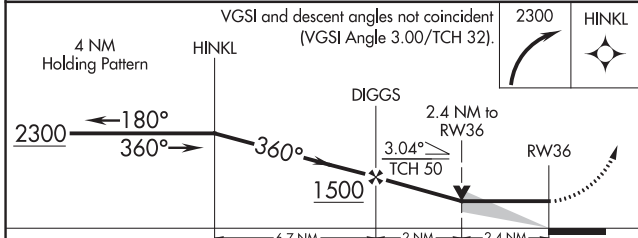
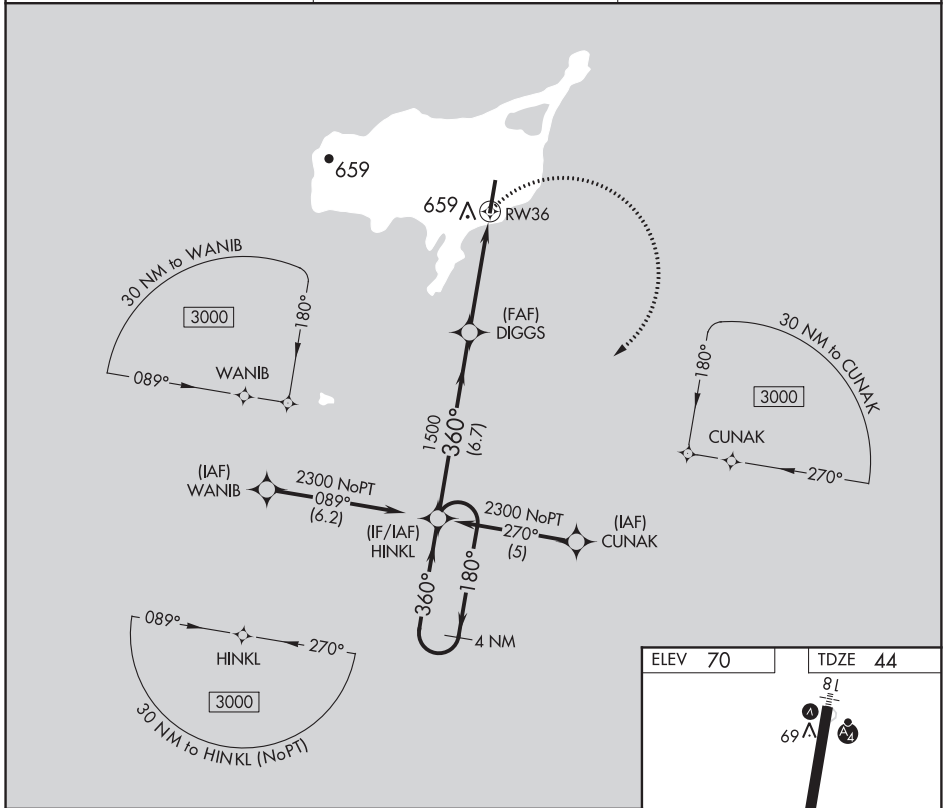
| | |
|------------------------|------------------------|
| APP CRS 360° | Rwy Idg 6500 |
| | TDZE 44 |
| | Apt Elev 70 |

RNAV (GPS) RWY 36

ST. PAUL ISLAND (SNP) (PASN)

| | | |
|---|--------------|--|
| <p>▼ ▲</p> <p>Inoperative table does not apply. Circling NA west of Rwy 18-36. DME/DME RNP- 0.3 NA.</p> | <p>MALSF</p> | <p>MISSED APPROACH: Climbing right turn to 2300 direct HINKL and hold.</p> |
|---|--------------|--|

| | | |
|-----------------------|--|----------------------|
| ASOS 135.75 | ANCHORAGE CENTER 119.1 339.8 | CTAF 122.3 |
|-----------------------|--|----------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|------------------------|------------------------|------------------------|
| LNVA MDA | 840-1 796 (800-1) | 840-1¼ 796 (800-1¼) | 840-2¼ 796 (800-2¼) | 840-2½ 796 (800-2½) |
| CIRCLING | 840-1 770 (800-1) | 840-1¼ 770 (800-1¼) | 840-2¼ 770 (800-2¼) | 840-2½ 770 (800-2½) |

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| | | |
|---------------------------|------------------------|---|
| LOC I-PAU 109.9 | APP CRS 180° | Rwy ldg 6500 TDZE 70 Apt Elev 70 |
|---------------------------|------------------------|---|

LOC/DME BC RWY 18

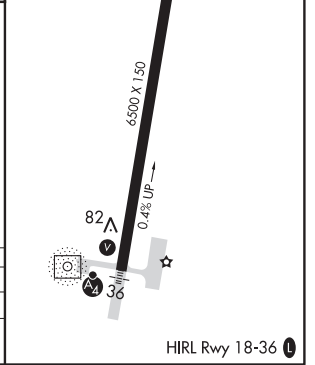
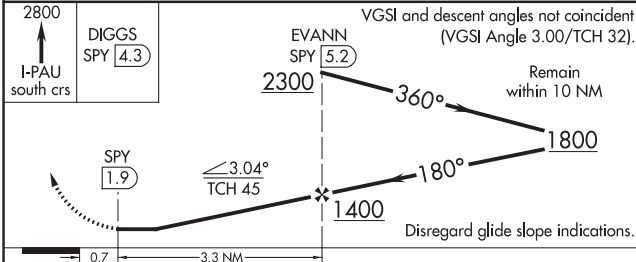
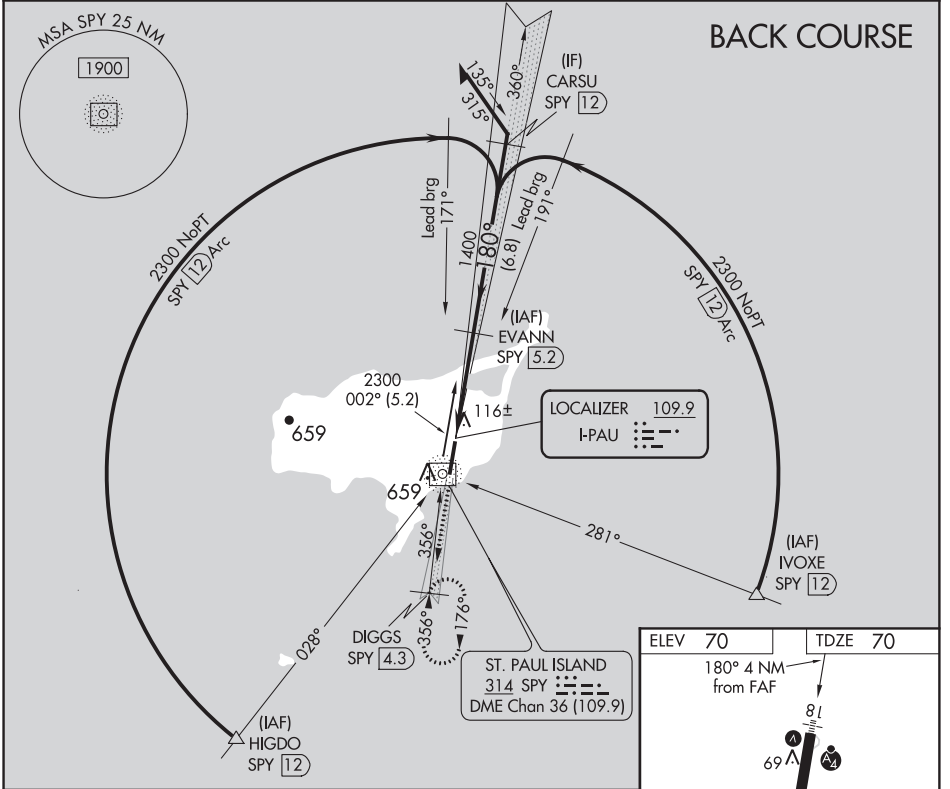
ST. PAUL ISLAND (SNP) (PASN)

⚠ Inoperative table does not apply. Circling NA west of Rwy 18-36. Visibility reduction by helicopters NA.
⚠ DME from SPY NDB/DME. Simultaneous reception of I-PAU and SPY DME required.

MALSF

MISSED APPROACH: Climb to 2800 via I-PAU south course to DIGGS/SPY 4.3 DME and hold, continue climb-in-hold to 2800.

| | | |
|-----------------------|--|----------------------|
| ASOS 135.75 | ANCHORAGE CENTER 119.1 339.8 | CTAF 122.3 |
|-----------------------|--|----------------------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------|---------------------|
| S-18 | 580-1 510 (600-1) | | 580-1½ 510 (600-1½) | |
| CIRCLING | 800-1 730 (800-1) | | 800-2 730 (800-2) | 800-2¼ 730 (800-2¼) |

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SAND POINT, ALASKA

AL-6537 (FAA)

16147

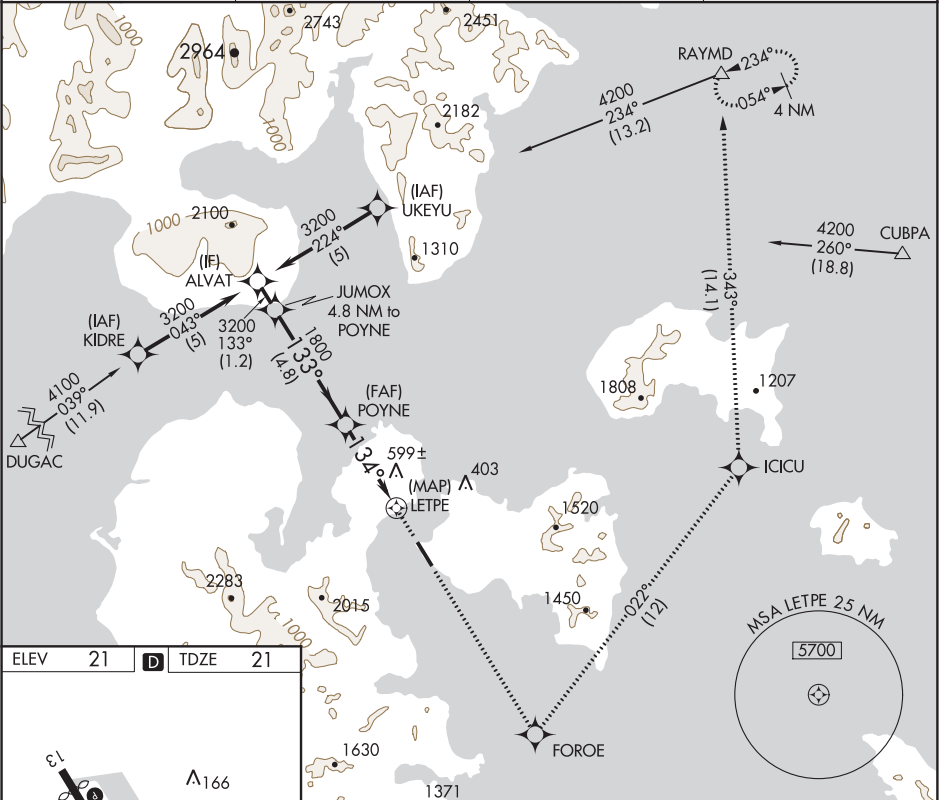
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4099 |
| 134° | TDZE | 21 |
| | Apt Elev | 21 |

RNAV (GPS) RWY 13

SAND POINT (SDP) (PASD)

| | | | |
|--|--|--|--|
| | DME/DME RNP-0.3 NA. Circling NA northeast of Rwy 13-31. If local altimeter setting not received, procedure NA. | | MISSED APPROACH: Climb to 5100 direct FOROE then left turn via 022° track to ICICU and via 343° track to RAYMD and hold, continue climb-in-hold to 5100. |
|--|--|--|--|

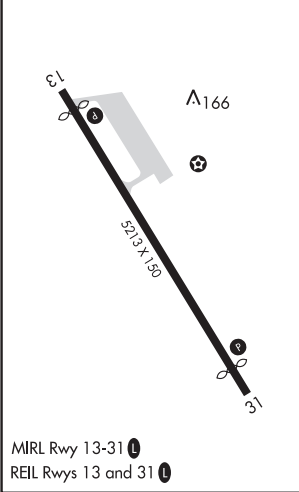
| | | | |
|-------------------------|---|--------------------------|-------------------------------|
| AWOS-3 134.85 | ANCHORAGE CENTER 125.35 346.3 | CLNC DEL 122.3 | UNICOM 122.3 (CTAF) |
|-------------------------|---|--------------------------|-------------------------------|



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AK, 10 NOV 2016 to 05 JAN 2017

| | | | | |
|------|-----------|----------|------|-----------|
| ELEV | 21 | D | TDZE | 21 |
|------|-----------|----------|------|-----------|



| | | | | |
|-------------------|-----------------------------------|--|---|---|
| ALVAT | JUMOX 4.8 NM to POYNE | 5100 FOROE | ICICU tr 343° | RAYMD |
| Procedure Turn NA | 3200 | 1800 | LETPE | |
| | 133° | 134° | 0.6 NM to LETPE | |
| | 1.2 NM | 4.8 NM | 2.9 NM | 0.6 NM |
| | | | TCH 40 | |
| CATEGORY | A | B | C | D |
| LNAV MDA | 860-1 ³ / ₄ | 839 (900-1 ³ / ₄) | 860-2 ¹ / ₂ 839 (900-2 ¹ / ₂) | 860-2 ³ / ₄ 839 (900-2 ³ / ₄) |
| CIRCLING | 860-1 ³ / ₄ | 839 (900-1 ³ / ₄) | 860-2 ¹ / ₂ 839 (900-2 ¹ / ₂) | 860-2 ³ / ₄ 839 (900-2 ³ / ₄) |

SAND POINT, ALASKA
Orig 08JUN06

55°19'N-160°31'W

SAND POINT (SDP) (PASD)

RNAV (GPS) RWY 13

| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| NDB/DME HBT 390 | APP CRS 337° | Rwy Idg TDZE Apt Elev | 4099 21 21 |
| Chan 79 (113.2) | | | |

NDB/DME RWY 31

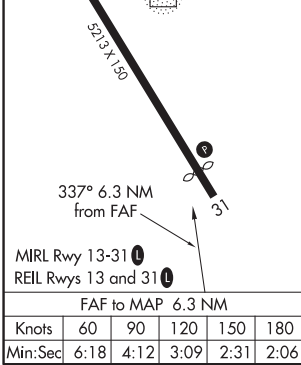
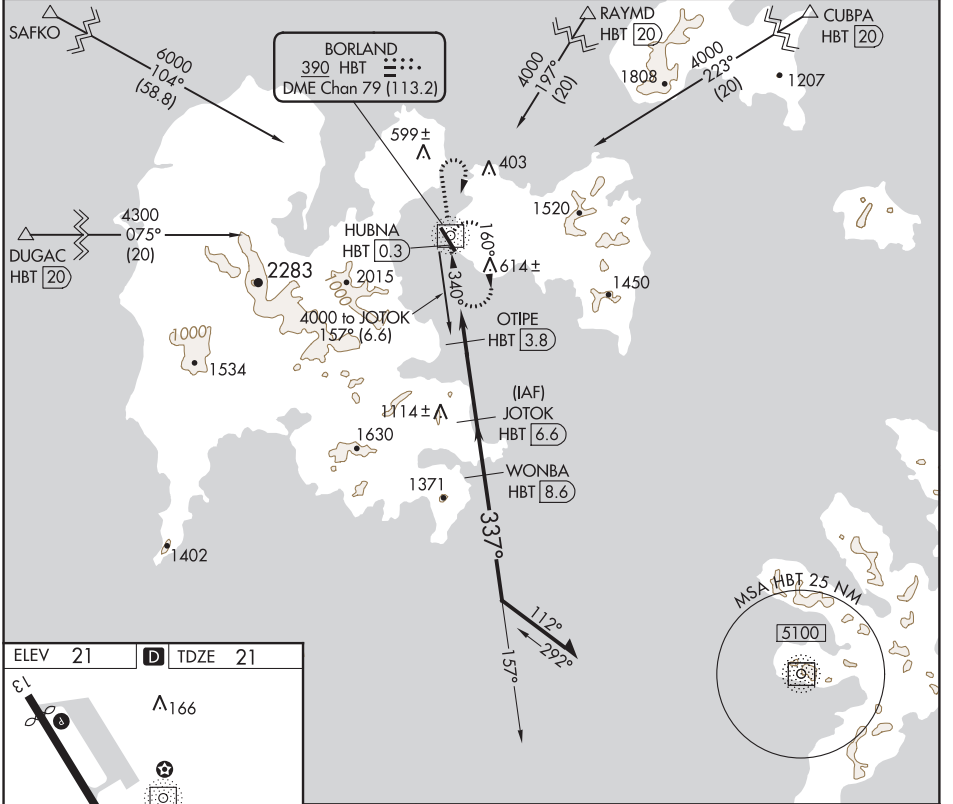
SAND POINT (SDP) (PASD)

⚠ Circling NA northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

⚠ -16°C/03°F

MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 direct HBT NDB/DME and hold.

| | | | |
|-------------------------|---|--------------------------|--|
| AWOS-3 134.85 | ANCHORAGE CENTER 125.35 346.3 | CLNC DEL 122.3 | UNICOM 122.3 (CTAF) 📻 |
|-------------------------|---|--------------------------|--|



| | | | | | |
|---|------------------|--------------|------------------------|----------------------|---------------------|
| ELEV 21 | D TDZE 21 | | | | |
| 1800 | 4000 | HBT | JOTOK HBT (6.6) | | Remain within 10 NM |
| <p>VGSI and descent angles not coincident (VGSI Angle 3.60/TCH 36).</p> | | HBT | OTIPE HBT (3.8) | WONBA HBT (8.6) | 3000 |
| <p>HBT NDB/DME HUBNA HBT (0.3)</p> | | HBT (2.6) | 337° | 2900 | 2400 |
| <p>2.3 NM</p> | | 1.2 NM | 2.8 NM | 2 NM | |
| CATEGORY | A | B | C | D | |
| 5-31 | 920-1¼ | 899 (900-1¼) | 920-2¾ 899 (900-2¾) | 920-3 899 (900-3) | |
| CIRCLING | 920-1¼ | 899 (900-1¼) | 920-2¾ 899 (900-2¾) | 920-3 899 (900-3) | |

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AK, 10 NOV 2016 to 05 JAN 2017

SAND POINT, ALASKA

AL-6537 (FAA)

16147

| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| NDB/DME HBT 390 | APP CRS 123° | Rwy Idg TDZE Apt Elev | 4099 21 21 |
| Chan 79 (113.2) | | | |

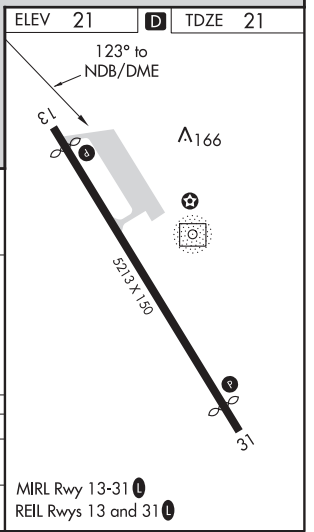
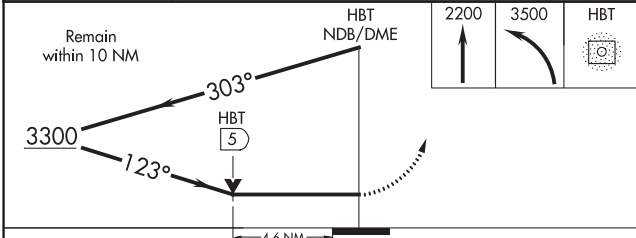
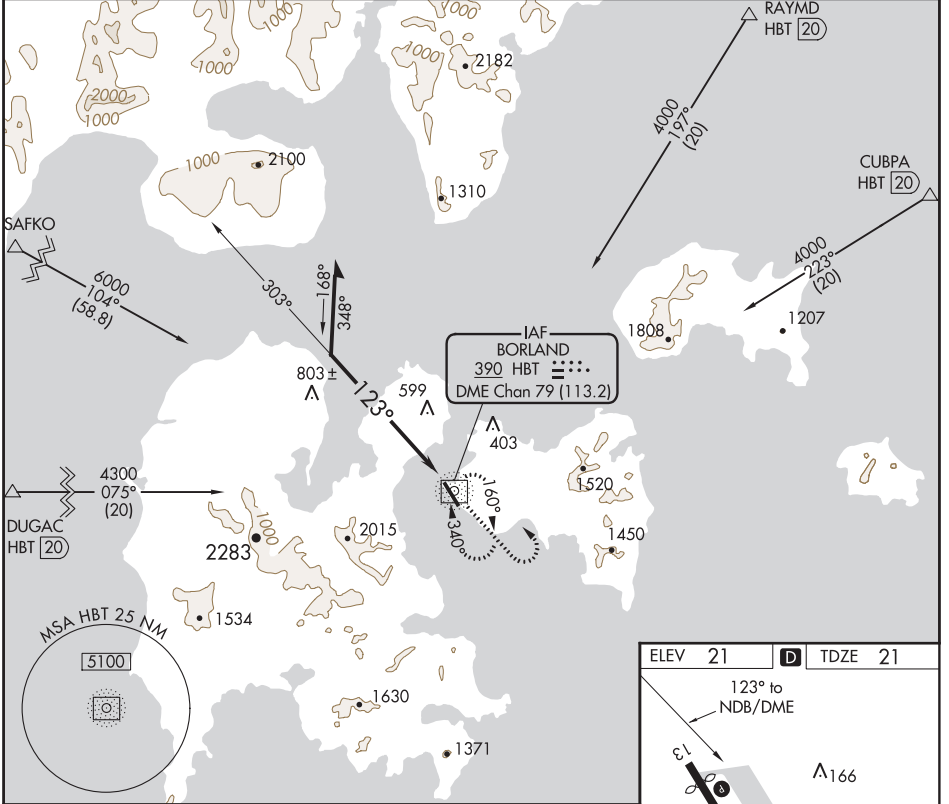
NDB RWY 13

SAND POINT (SDP) (PASD)

⚠ Circling NA northeast of Rwy 13-31.
If local altimeter setting not received, procedure NA.

⚠ MISSED APPROACH: Climb to 2200, then climbing left turn to 3500 direct HBT NDB/DME and hold.

| | | | |
|-------------------------|---|--------------------------|--|
| AWOS-3 134.85 | ANCHORAGE CENTER 125.35 346.3 | CLNC DEL 122.3 | UNICOM 122.3 (CTAF) ⓪ |
|-------------------------|---|--------------------------|--|



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|--------|---------------|
| S-13 | 1800-1¼ 1779 (1800-1¼) | 1800-1½ 1779 (1800-1½) | 1800-3 | 1779 (1800-3) |
| CIRCLING | 1800-1¼ 1779 (1800-1¼) | 1800-1½ 1779 (1800-1½) | 1800-3 | 1779 (1800-3) |

SAND POINT, ALASKA
Amdt 1 08JUN06

55°19'N-160°31'W

SAND POINT (SDP) (PASD)

NDB RWY 13

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 13-31 **⓪**
REIL Rws 13 and 31 **⓪**

(HBT1.HBT) 16147

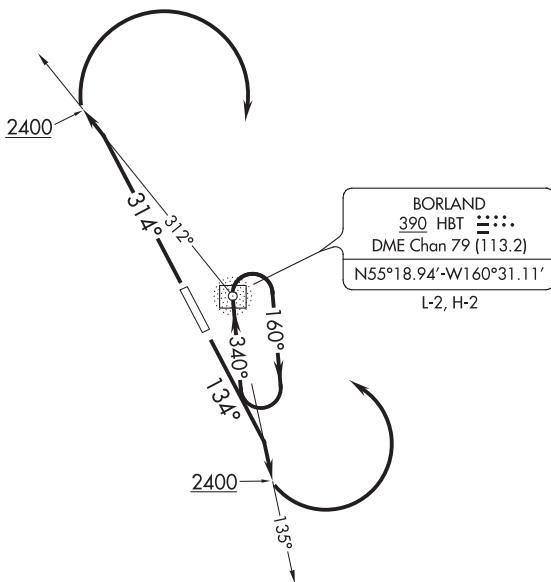
BORLAND ONE DEPARTURE (OBSTACLE)

SL-6537 (FAA)

SAND POINT (SDP) (PASD)

SAND POINT, ALASKA

ANCHORAGE CENTER
125.35 346.3
COLD BAY RADIO
122.3
CTAF
122.3



NOTE: ADF required.

TAKEOFF MINIMUMS

Rwy 13: Standard or 2600-3 for climb in visual conditions. When executing VCOA, notify ATC prior to departure.

Rwy 31: Standard with minimum climb of 420' per NM to 800 or 2600-3 for climb in visual conditions. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES

Rwy 31: Ships beginning 1.500' from DER, left and right of centerline, up to 100' AGL/100' MSL.

Trees beginning 1.2 NM from DER, 356' left of centerline, up to 15' AGL/ 514' MSL.

Trees beginning 1.4 NM from DER, 757' right of centerline, up to 15' AGL/599' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 134° to intercept bearing 135° from HBT NDB to 2400 then climbing left turn direct HBT NDB, thence. . . . or, climb in visual conditions to cross Sand Point Airport at or above 2500 then direct HBT NDB, thence. . . .

TAKEOFF RUNWAY 31: Climb on heading 314° to intercept bearing 312° from HBT NDB to 2400 then climbing right turn direct HBT NDB, thence. . . . or, climb in visual conditions to cross Sand Point Airport at or above 2500 then direct HBT NDB, thence. . . .

. . . .climb in HBT NDB holding pattern to 10000 before proceeding on course.

BORLAND ONE DEPARTURE (OBSTACLE)

(HBT1.HBT) 02MAY13

SAND POINT, ALASKA
SAND POINT (SDP) (PASD)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

(RAYMD2.RAYMD) 13234

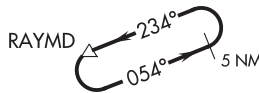
432

SL-6537 (FAA)

SAND POINT (SDP) (PASD)
SAND POINT, ALASKA

RAYMD TWO DEPARTURE (RNAV)

ANCHORAGE CENTER
125.35 346.3
COLD BAY RADIO
122.3
CTAF
122.3



TAKEOFF MINIMUMS

Rwy 13: Standard.
Rwy 31: 600 - 2³/₄ or standard with minimum climb of 420' per NM to 800.

NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF OBSTACLE NOTES

Rwy 31: Ships beginning 1500' from DER, left and right of centerline, up to 100' AGL/100' MSL.
Trees beginning 1.2 NM from DER, 356' left of centerline, up to 15' AGL/514' MSL.
Trees beginning 1.4 NM from DER, 757' right of centerline, up to 15' AGL/599' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to 1800, then climbing left turn direct RAYMD, thence. . . .

TAKEOFF RUNWAY 31: Climb heading 314° to 800, then climbing right turn direct RAYMD, thence. . . .

. . . . climb in RAYMD holding pattern to MEA before proceeding on course.

RAYMD TWO DEPARTURE (RNAV)

(RAYMD2.RAYMD) 13234

SAND POINT, ALASKA
SAND POINT (SDP) (PASD)

AK: 10 NOV 2016 to 05 JAN 2017

AK: 10 NOV 2016 to 05 JAN 2017

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4400 |
| 069° | TDZE | 59 |
| | Apt Elev | 59 |

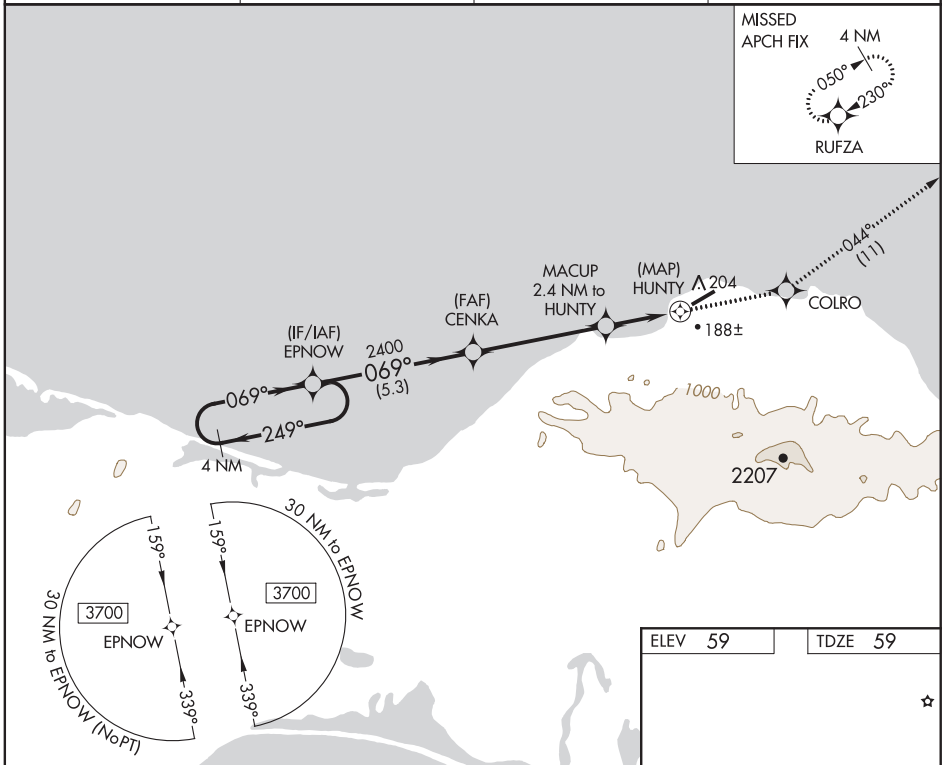
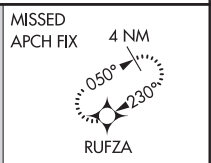
RNAV (GPS) RWY 5

SAVOONGA (SVA) (PASA)

⚠ Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gambell altimeter setting and increase all MDA 100 feet, and increase visibility LNAV Cat C/D $\frac{3}{8}$ mile and Circling Cat C $\frac{1}{4}$ mile. VDP NA with Gambell altimeter setting.

⚠ MISSED APPROACH: Climb to 3700 direct COLRO and on track 044° to RUFZA and hold, continue climb-in-hold to 3700.

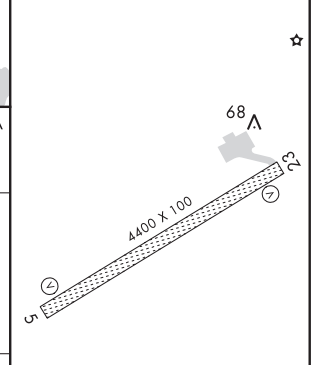
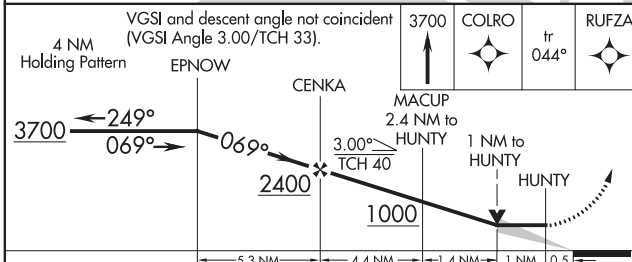
| | | | |
|------------------------|--|----------------------------|----------------------|
| AWOS-3 121.3 | ANCHORAGE CENTER 132.2 281.4 | NOME RADIO 122.3 | CTAF 122.7 |
|------------------------|--|----------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------------|----------------|
| ELEV 59 | TDZE 59 |
|----------------|----------------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|--|-------------------|
| LNAV MDA | 560-1 501 (600-1) | | 560-1 $\frac{3}{8}$ 501 (600-1 $\frac{3}{8}$) | |
| CIRCLING | 560-1 501 (600-1) | | 560-1 $\frac{1}{2}$ 501 (600-1 $\frac{1}{2}$) | 620-2 561 (600-2) |

MIRL Rwy 5-23

SAVOONGA, ALASKA

AL-6772 (FAA)

16035

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 4400 |
| 230° | TDZE | 58 |
| | Apt Elev | 59 |

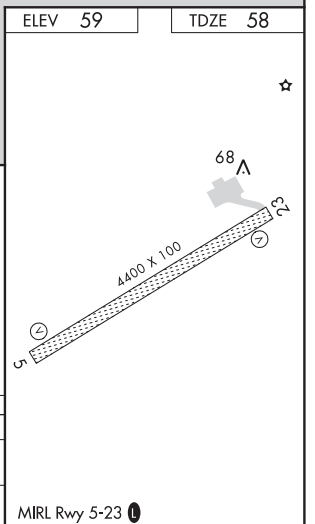
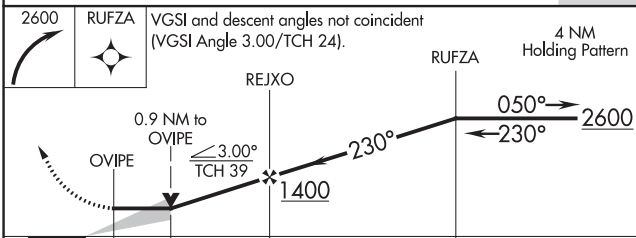
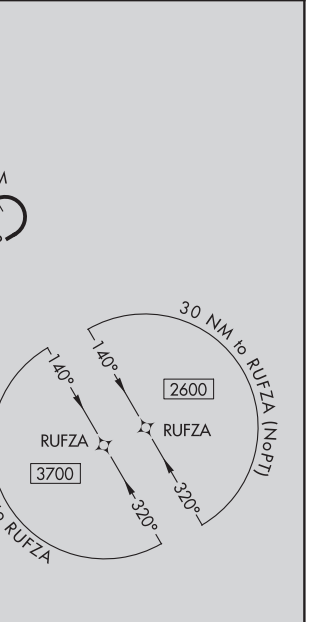
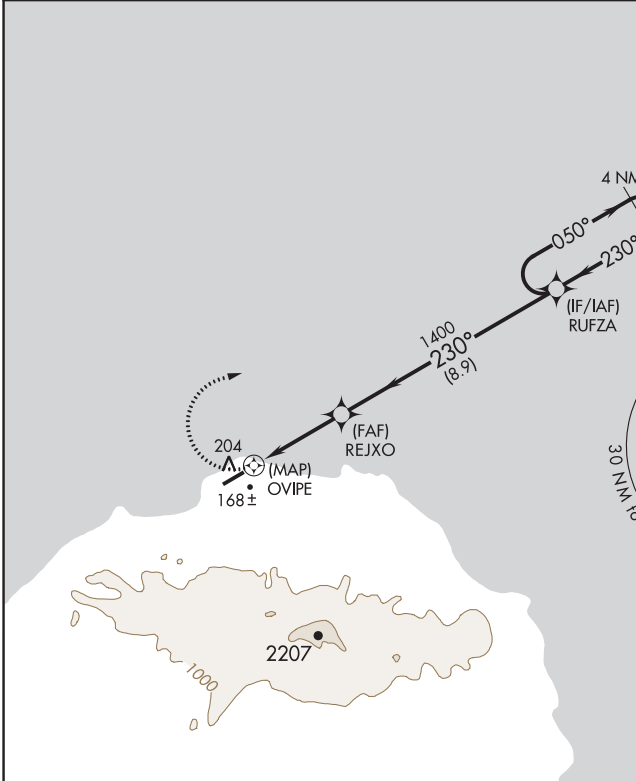
RNAV (GPS) RWY 23

SAVOONGA (SVA) (PASA)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gambell altimeter setting and increase all MDA 100 feet, and increase LNAV visibility Cat C and D ¼ mile and Circling Cat C visibility ½ mile. Circling NA southeast of Rwy 5-23. VDP NA with Gambell altimeter setting.

⚠ MISSED APPROACH: Climbing right turn to 2600 direct RUFZA and hold.

| | | | |
|------------------------|--|----------------------------|-------------------------------|
| AWOS-3 121.3 | ANCHORAGE CENTER 132.2 281.4 | NOME RADIO 122.3 | CTAF 122.7 ⓪ |
|------------------------|--|----------------------------|-------------------------------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------------|-------------------|
| LNAV MDA | 520-1 462 (500-1) | | 520-1 3/8 462 (500-1 3/8) | |
| CIRCLING | 520-1 461 (500-1) | | 520-1 1/2 461 (500-1 1/2) | 620-2 561 (600-2) |

SAVOONGA, ALASKA
Amdt 1D 29MAY14

63°41'N-170°30'W

SAVOONGA (SVA) (PASA)

RNAV (GPS) RWY 23

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|--|------------------------|---|
| VOR/DME ULL 117.3 Chan 120 | APP CRS 229° | Rwy Idg 4400 TDZE 58 Apt Elev 59 |
|--|------------------------|---|

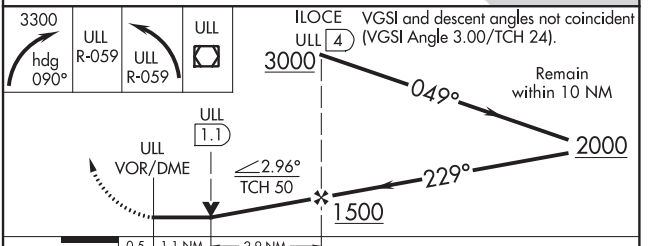
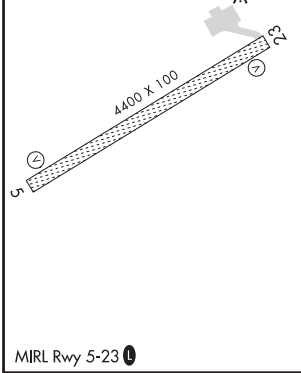
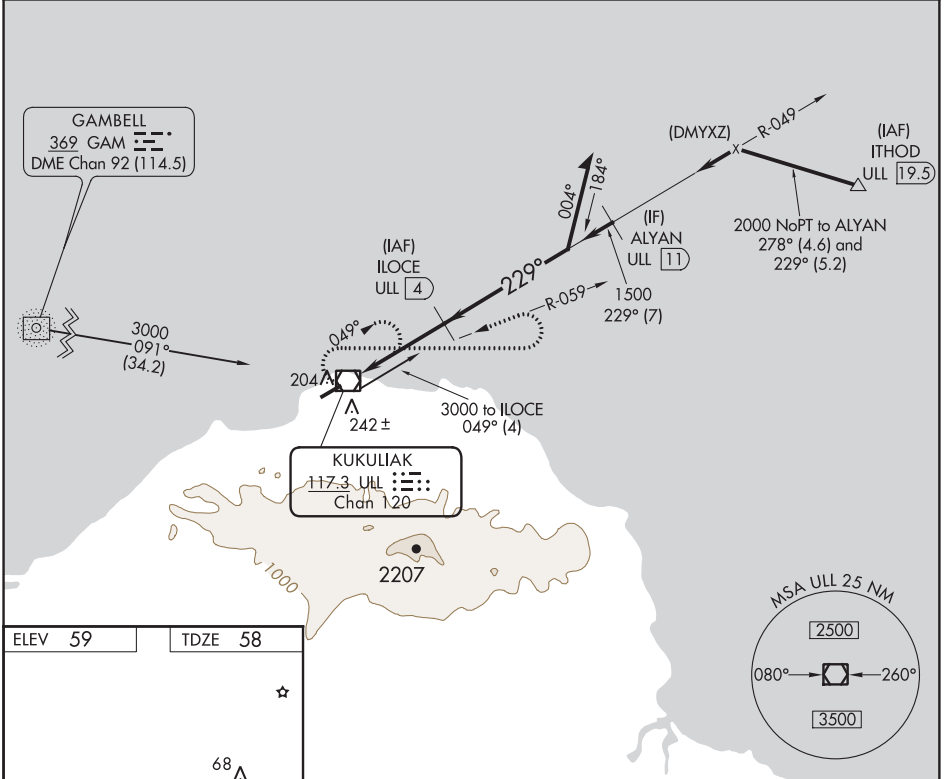
VOR/DME RWY 23

SAVOONGA (SVA) (PASA)

⚠ Circling NA southeast of Rwy 5-23. When local altimeter setting not received, use Gambell altimeter setting and increase all MDA 100 feet, and increase S-23 Cat C-D and Circling Cat C visibility ¼ mile. VDP NA with Gambell altimeter setting.

⚠ MISSED APPROACH: Climbing right turn to 3300 via heading 090° and via ULL VOR/DME R-059 then left turn via ULL VOR/DME R-059 to ULL VOR/DME and hold.

| | | | |
|------------------------|--|----------------------------|----------------------|
| AWOS-3 121.3 | ANCHORAGE CENTER 132.2 281.4 | NOME RADIO 122.3 | CTAF 122.7 |
|------------------------|--|----------------------------|----------------------|



| | | | | |
|----------|-------|-------------|------------------------|------------------------|
| CATEGORY | A | B | C | D |
| S-23 | 600-1 | 542 (600-1) | 600-1½ 542 (600-1½) | 600-1¾ 542 (600-1¾) |
| CIRCLING | 600-1 | 541 (600-1) | 600-1½ 541 (600-1½) | 620-2 561 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

SAVOONGA, ALASKA

AL-6772 (FAA)

16035

| | | |
|--|------------------------|---|
| VOR/DME ULL 117.3 Chan 120 | APP CRS 229° | Rwy Idg 4400 TDZE 58 Apt Elev 59 |
|--|------------------------|---|

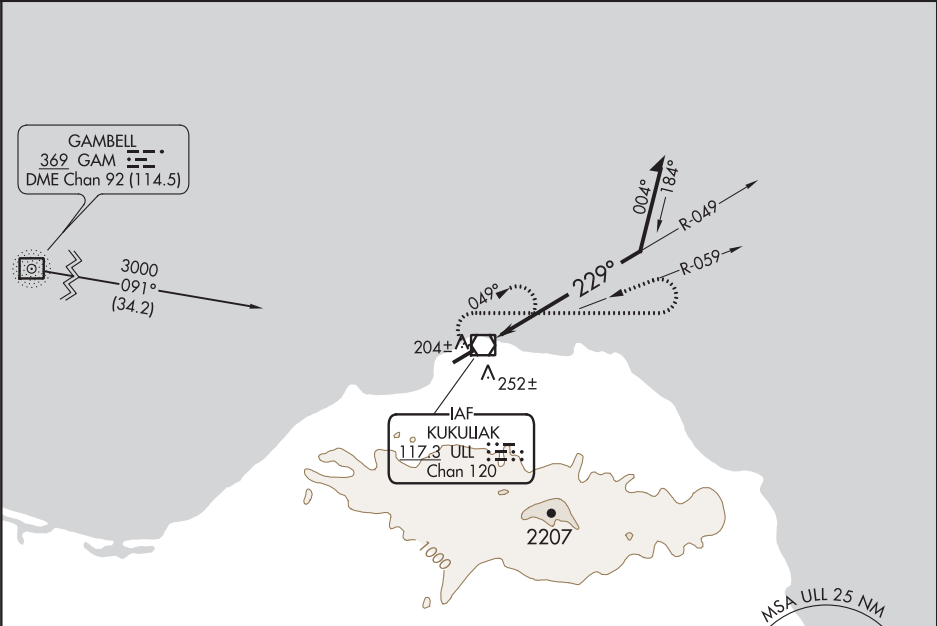
VOR RWY 23

SAVOONGA (SVA) (PASA)

⚠ Circling NA southeast of Rwy 5-23. When local altimeter setting not received, use Gambell altimeter setting and increase all MDA 100 feet, and increase S-23 Cat C-D and Circling Cat C-D visibility ¼ mile. VDP NA with Gambell altimeter setting.

⚠ MISSED APPROACH: Climbing right turn to 3300 via heading 090° and ULL VOR/DME R-059 then left turn via ULL VOR/DME R-059 to ULL VOR/DME and hold.

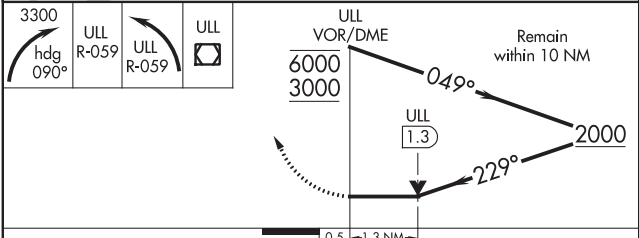
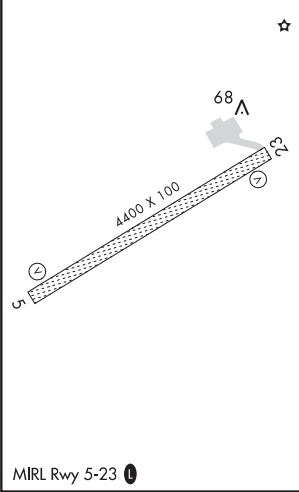
| | | | |
|------------------------|--|----------------------------|-------------------------------|
| AWOS-3 121.3 | ANCHORAGE CENTER 132.2 281.4 | NOME RADIO 122.3 | CTAF 122.7 Ⓛ |
|------------------------|--|----------------------------|-------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 59 | TDZE 58 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|----------------------|
| S-23 | 660-1 | 602 (700-1) | 660-1¾ 602 (700-1¾) | 660-2 602 (700-2) |
| CIRCLING | 660-1 | 601 (700-1) | 660-1¾ 601 (700-1¾) | 660-2 601 (700-2) |

SAVOONGA, ALASKA
Amdt 1B 17OCT13

63°41'N-170°30'W

SAVOONGA (SVA) (PASA)
VOR RWY 23

| | |
|------------------------|------------------------|
| APP CRS 101° | Rwy Idg 3001 |
| | TDZE 14 |
| | Apt Elev 14 |

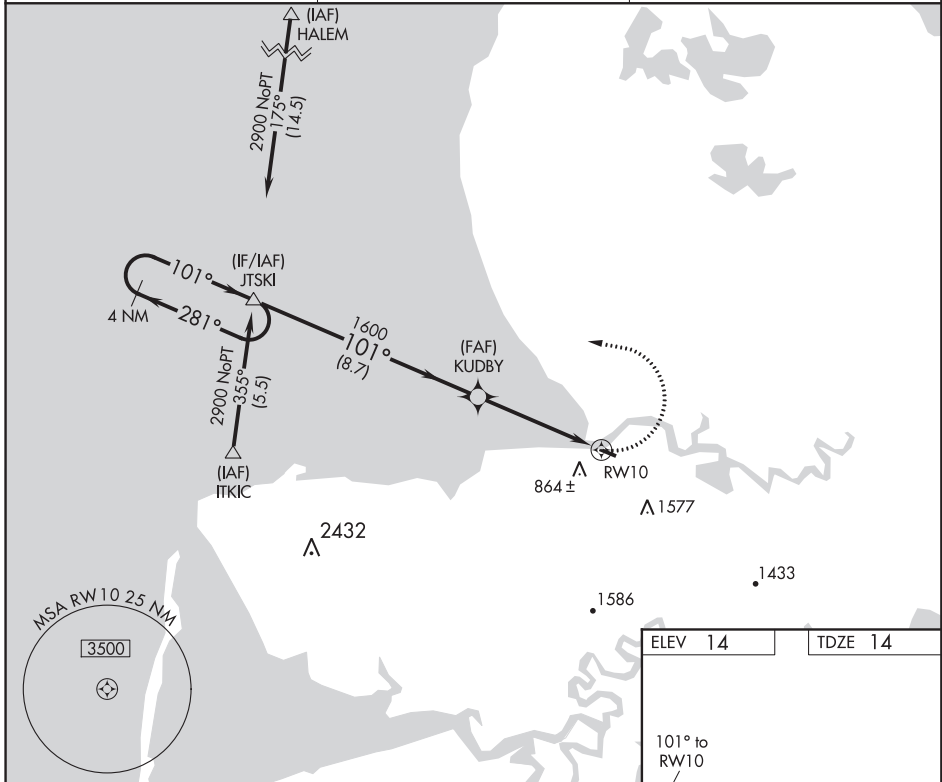
RNAV (GPS) RWY 10

SCAMMON BAY (SCM) (PACM)

⚠ Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hooper Bay altimeter setting. When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet.

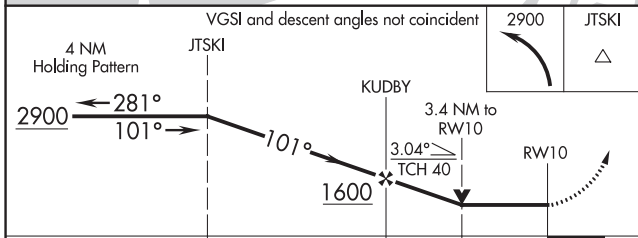
⚠ MISSED APPROACH: Climbing left turn to 2900 direct JTSKI and hold.

| | | |
|---------------------------|--|---------------------------------|
| AWOS-3P 118.425 | ANCHORAGE CENTER 124.5 226.8 | UNICOM 123.0 (CTAF) 0 |
|---------------------------|--|---------------------------------|

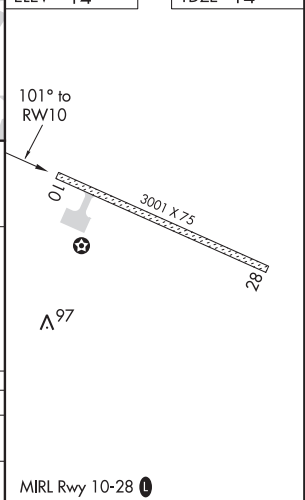


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|---------|---------|
| ELEV 14 | TDZE 14 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|---|----|
| LNVA MDA | 1100-1¼ 1086 (1100-1¼) | 1100-1½ 1086 (1100-1½) | | NA |
| CIRCLING | 1100-1¼ 1086 (1100-1¼) | 1100-1½ 1086 (1100-1½) | | NA |

SCAMMON BAY, ALASKA

AI-9463 (FAA)

16203

| | | |
|--|------------------------|---|
| WAAS CH 42529 W28A | APP CRS 267° | Rwy Idg 3001 TDZE 14 Apt Elev 14 |
|--|------------------------|---|

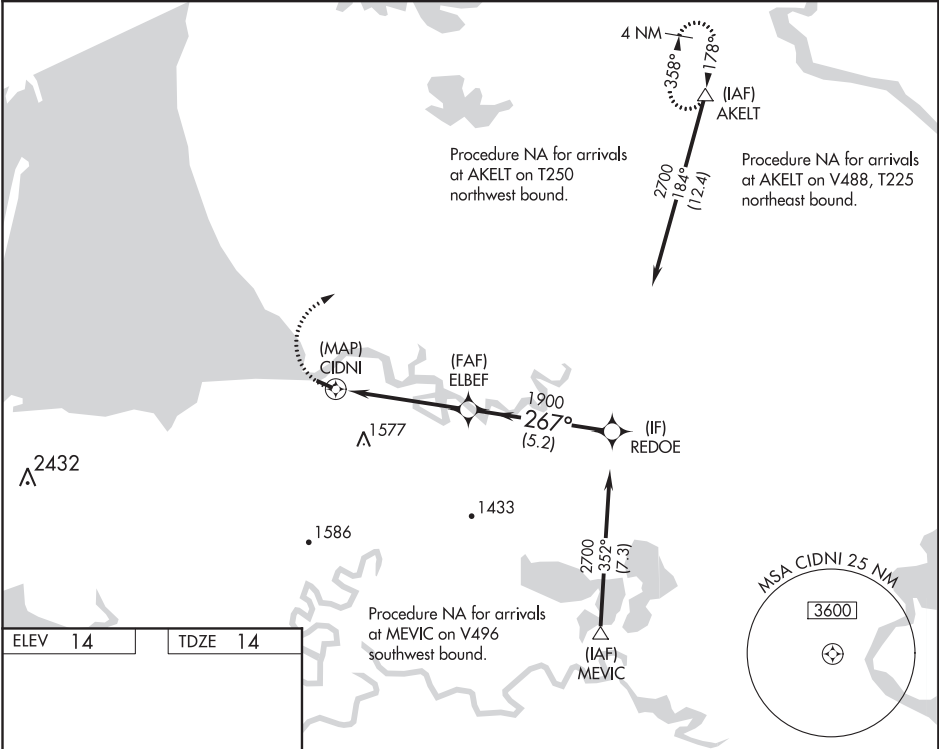
RNAV (GPS) RWY 28

SCAMMON BAY (SCM) (PACM)

⚠ When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet increase LP Cat B visibility ½ mile. Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

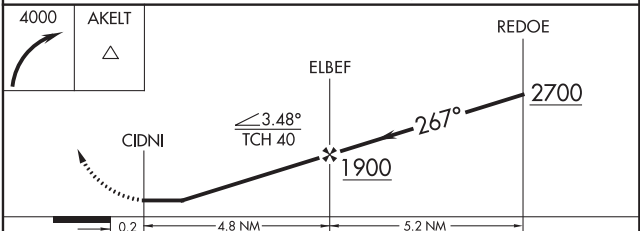
MISSED APPROACH: Climbing right turn to 4000 direct AKELT and hold.

| | | |
|---------------------------|--|---------------------------------|
| AWOS-3P 118,425 | ANCHORAGE CENTER 124.5 226.8 | UNICOM 123.0 (CTAF) 0 |
|---------------------------|--|---------------------------------|



| | |
|---------|---------|
| ELEV 14 | TDZE 14 |
|---------|---------|

MIRL Rwy 10-28 **0**



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|----|---|
| LP MDA | 900-1¼ | 886 (900-1¼) | NA | |
| LNAV MDA | 1060-1¼ 1046 (1100-1¼) | 1060-1½ 1046 (1100-1½) | NA | |
| CIRCLING | 1060-1¼ 1046 (1100-1¼) | 1060-1½ 1046 (1100-1½) | NA | |

SCAMMON BAY, ALASKA
Amdt 1A 24JUL14

61°51'N-165°34'W

SCAMMON BAY (SCM) (PACM)

RNAV (GPS) RWY 28

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 138° | Rwy Idg TDZE Apt Elev | N/A N/A 22 |
|------------------------|-----------------------------|---------------------------------------|

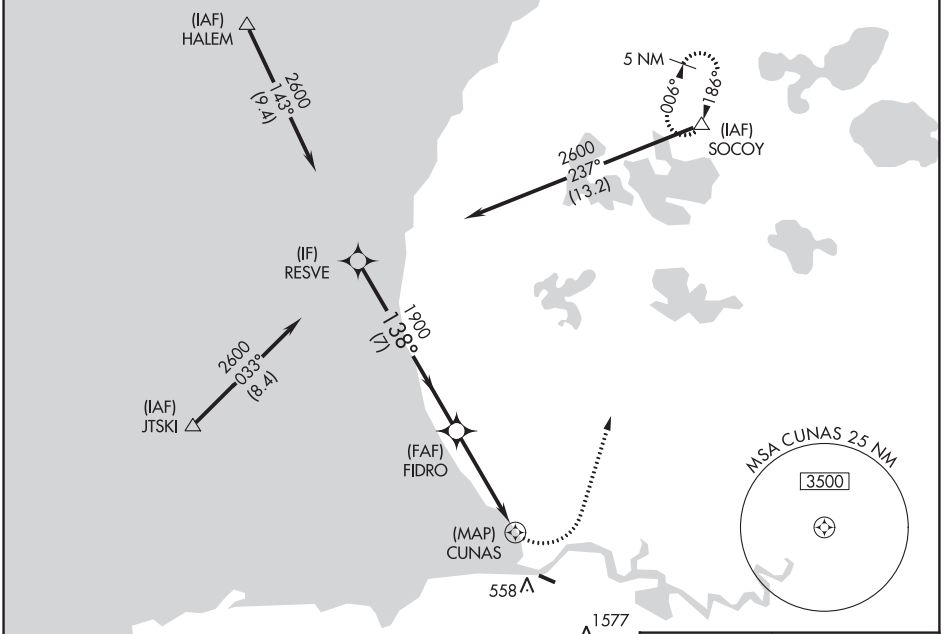
RNAV (GPS)-B

SCAMMON BAY (SCM) (PACM)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hooper Bay altimeter setting and increase all MDA 360 feet. Circling NA south of Rwy 10-28.

⚠ MISSED APPROACH: Climbing left turn to 4500 direct SOCOY and hold, continue climb-in-hold to 4500.

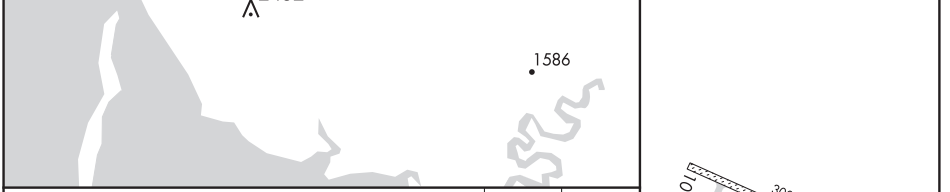
| | | |
|---------------------------|--|---------------------------------|
| AWOS-3P 118.425 | ANCHORAGE CENTER 124.5 226.8 | UNICOM 123.0 (CTAF) 0 |
|---------------------------|--|---------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| |
|---------|
| ELEV 22 |
|---------|



| | | |
|-------|--------|-------|
| RESVE | 4500 | SOCOY |
| 2600 | FIDRO | △ |
| 138° | CUNAS | |
| 1900 | | |
| 7 NM | 4.2 NM | |

| | | | | |
|------------------|--------|--------------|----|---|
| CATEGORY | A | B | C | D |
| CIRCLING | 760-2¼ | 738 (800-2¼) | NA | |
| MIRL Rwy 10-28 0 | | | | |

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3002 |
| 037° | TDZE | 17 |
| | Apt Elev | 17 |

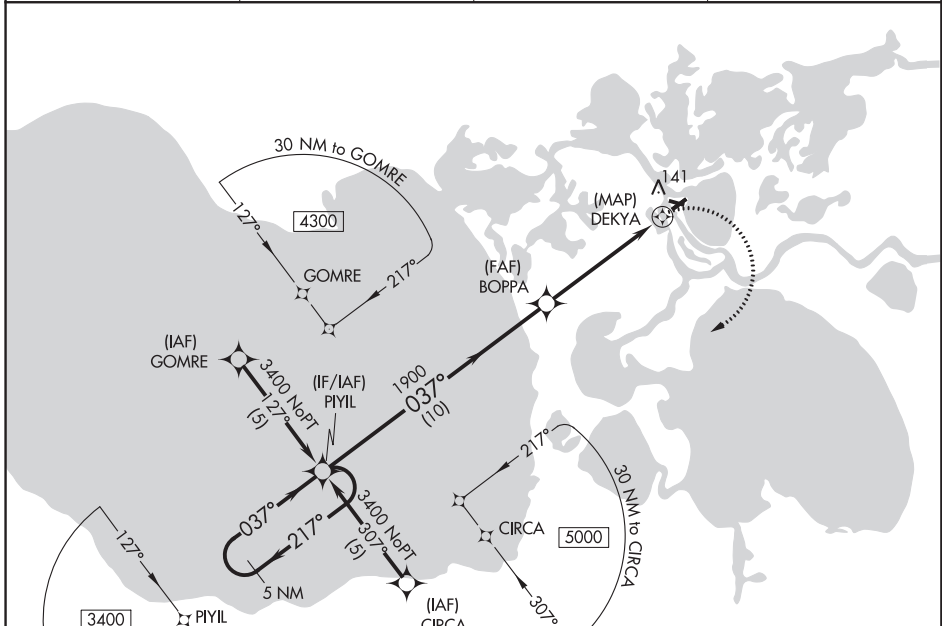
RNAV (GPS) RWY 4

SELAWIK (WLK) (PASK)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Kotzebue altimeter setting and increase all MDA 160 feet; increase LNAV and Circling Cat C visibility 1/4 mile and Circling Cat D visibility 1/2 mile. VDP NA when using Kotzebue altimeter setting.

⚠ MISSED APPROACH: Climbing right turn to 3400 direct PIYIL and hold.

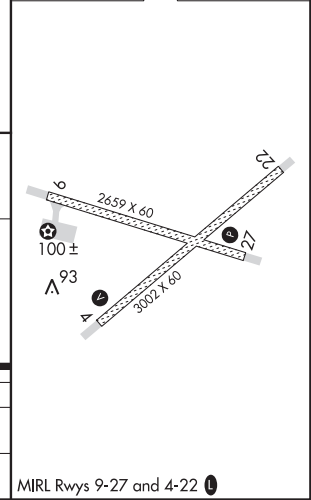
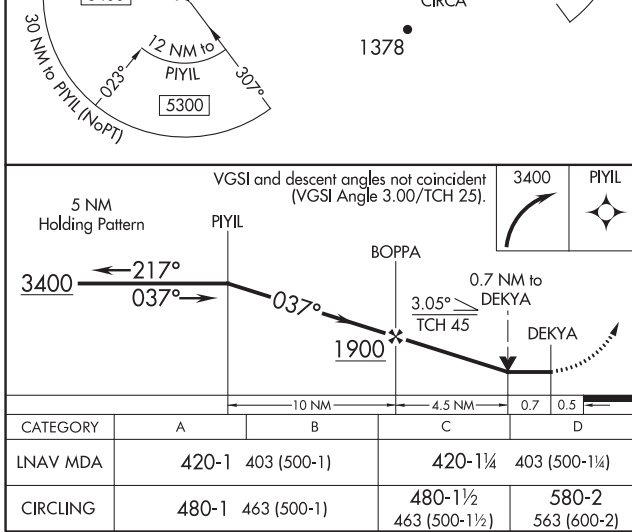
| | | | |
|--------------------------|--|--------------------------------|----------------------|
| AWOS-3P 135.65 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.5 | CTAF 122.7 |
|--------------------------|--|--------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 17 | TDZE 17 |
|---------|---------|



| | |
|------------------------|------------------------|
| APP CRS 270° | Rwy Idg 2670 |
| | TDZE 15 |
| | Apt Elev 17 |

RNAV (GPS) RWY 27

SELAWIK (WLK) (PASK)

⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet.
⚠ -35°C/-31°F VDP NA when using Kotzebue altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct URAKY and hold.

| | | | |
|--------------------------|--|--------------------------------|----------------------|
| AWOS-3P 135.65 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.5 | CTAF 122.7 |
|--------------------------|--|--------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 17 | TDZE 15 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|--------------|--------------|
| LNVA MDA | 420-1 | 405 (500-1) | 420-1¼ | 405 (500-1¼) |
| CIRCLING | 480-1 | 463 (500-1) | 480-1½ | 580-2 |
| | | | 463 (500-1½) | 563 (600-2) |

MIRL Rwy 9-27 and 4-22

SELAWIK, ALASKA

AL-9207 (FAA)

16315

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3002 |
| 217° | TDZE | 17 |
| | Apt Elev | 17 |

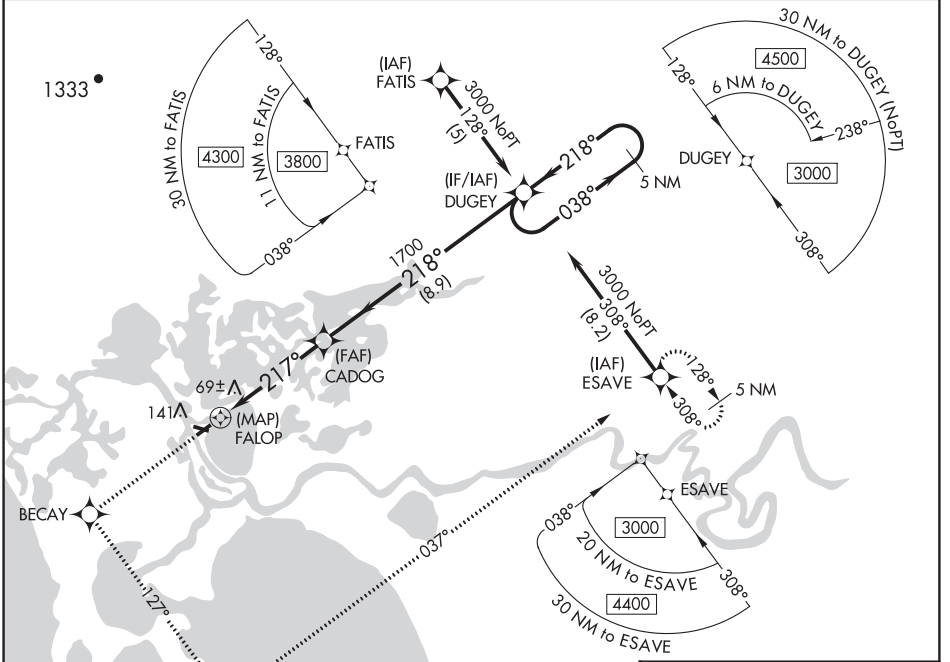
RNAV (GPS) Y RWY 22

SELAWIK (WLK) (PASK)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Kotzebue altimeter setting and increase all MDA 160 feet; increase LNAV visibility Cat C ¼ mile, Cat D ½ mile. Increase Circling Cats C/D ¼ mile.

⚠ MISSED APPROACH: Climb to 3000 direct BECAY and left turn via 127° track to APACU and left turn via 037° track to ESAVE and hold.

| | | | |
|--------------------------|--|--------------------------------|------------------------|
| AWOS-3P 135.65 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.5 | CTAF 122.7 0 |
|--------------------------|--|--------------------------------|------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------|---------------------|-------------------|--------|------|------|---|---|--|---------|---------|--|--|-------|----------------------|---|---|------|------|------|--|
| ELEV 17 | TDZE 17 | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>3000</td> <td>BECAY</td> <td>APACU</td> <td>ESAVE</td> </tr> <tr> <td>↑</td> <td>✦</td> <td>✦</td> <td>✦</td> </tr> <tr> <td></td> <td>127° tr</td> <td>037° tr</td> <td></td> </tr> </table> | 3000 | BECAY | APACU | ESAVE | ↑ | ✦ | ✦ | ✦ | | 127° tr | 037° tr | | <table border="1"> <tr> <td>DUGEY</td> <td>5 NM Holding Pattern</td> </tr> <tr> <td>↔</td> <td>↔</td> </tr> <tr> <td>038°</td> <td>218°</td> </tr> <tr> <td>3000</td> <td></td> </tr> </table> | DUGEY | 5 NM Holding Pattern | ↔ | ↔ | 038° | 218° | 3000 | |
| 3000 | BECAY | APACU | ESAVE | | | | | | | | | | | | | | | | | | |
| ↑ | ✦ | ✦ | ✦ | | | | | | | | | | | | | | | | | | |
| | 127° tr | 037° tr | | | | | | | | | | | | | | | | | | | |
| DUGEY | 5 NM Holding Pattern | | | | | | | | | | | | | | | | | | | | |
| ↔ | ↔ | | | | | | | | | | | | | | | | | | | | |
| 038° | 218° | | | | | | | | | | | | | | | | | | | | |
| 3000 | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>FALOP</td> <td>≤ 3.05° TCH 45</td> <td>1700</td> <td>218°</td> <td>218°</td> </tr> <tr> <td>↺</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> | | FALOP | ≤ 3.05° TCH 45 | 1700 | 218° | 218° | ↺ | | | | | | | | | | | | | | |
| FALOP | ≤ 3.05° TCH 45 | 1700 | 218° | 218° | | | | | | | | | | | | | | | | | |
| ↺ | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>0.5</td> <td>4.6 NM</td> <td>8.9 NM</td> </tr> </table> | | 0.5 | 4.6 NM | 8.9 NM | | | | | | | | | | | | | | | | | |
| 0.5 | 4.6 NM | 8.9 NM | | | | | | | | | | | | | | | | | | | |
| CATEGORY | A | B | C | D | | | | | | | | | | | | | | | | | |
| LNAV MDA | 320-1 303 (400-1) | | | | | | | | | | | | | | | | | | | | |
| CIRCLING | 480-1 463 (500-1) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) | | | | | | | | | | | | | | | | | | |

MIRL Rwy 9-27 and 4-22 0

SELAWIK, ALASKA
Orig-C 20AUG15

66°36'N-160°00'W

SELAWIK (WLK) (PASK)

RNAV (GPS) Y RWY 22

| | | |
|--|------------------------|---|
| WAAS CH 40404 W22A | APP CRS 217° | Rwy Idg 3002 TDZE 17 Apt Elev 17 |
|--|------------------------|---|

RNAV (GPS) Z RWY 22

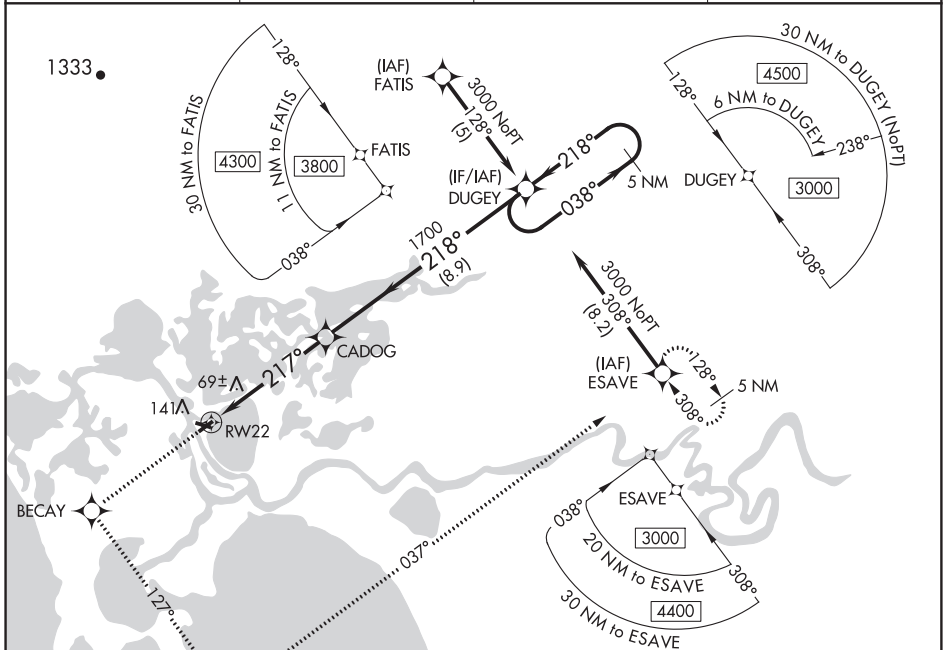
SELAWIK (WLK) (PASK)

⚠ Baro-VNAV NA when using Kotzebue altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. **⚠** -35°C/-31°F

When local altimeter setting not received, use Kotzebue altimeter setting and increase all DA 160 feet and increase all visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct BECAY and left turn via 127° track to APACU and left turn via 037° track to ESAVE and hold.

| | | | |
|--------------------------|--|--------------------------------|-------------------------------|
| AWOS-3P 135.65 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.5 | CTAF 122.7 Ⓛ |
|--------------------------|--|--------------------------------|-------------------------------|



| | |
|---------|---------|
| ELEV 17 | TDZE 17 |
|---------|---------|



| | | | | | |
|---------|---------|---------|-------|-------|----------------------|
| 3000 | BECAY | APACU | ESAVE | DUGEY | 5 NM Holding Pattern |
| ↑ | ⊙ | ⊙ | ⊙ | ⊙ | |
| | 127° tr | 037° tr | | | |
| RW22 | | CADOG | | | |
| -5.1 NM | | -8.9 NM | | | |

| | | | | |
|--------------|---------------------|---|---|---|
| CATEGORY | A | B | C | D |
| LPV DA | 267-1 250 (300-1) | | | |
| LNAV/VNAV DA | 364-1¼ 347 (400-1¼) | | | |

MRL Rwy 9-27 and 4-22 **Ⓛ**

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

SELAWIK, ALASKA

AL-9207 (FAA)

16315

| | | |
|---|------------------------|---|
| VOR/DME WLK 114.2 Chan 89 | APP CRS 029° | Rwy Idg 3002 TDZE 17 Apt Elev 17 |
|---|------------------------|---|

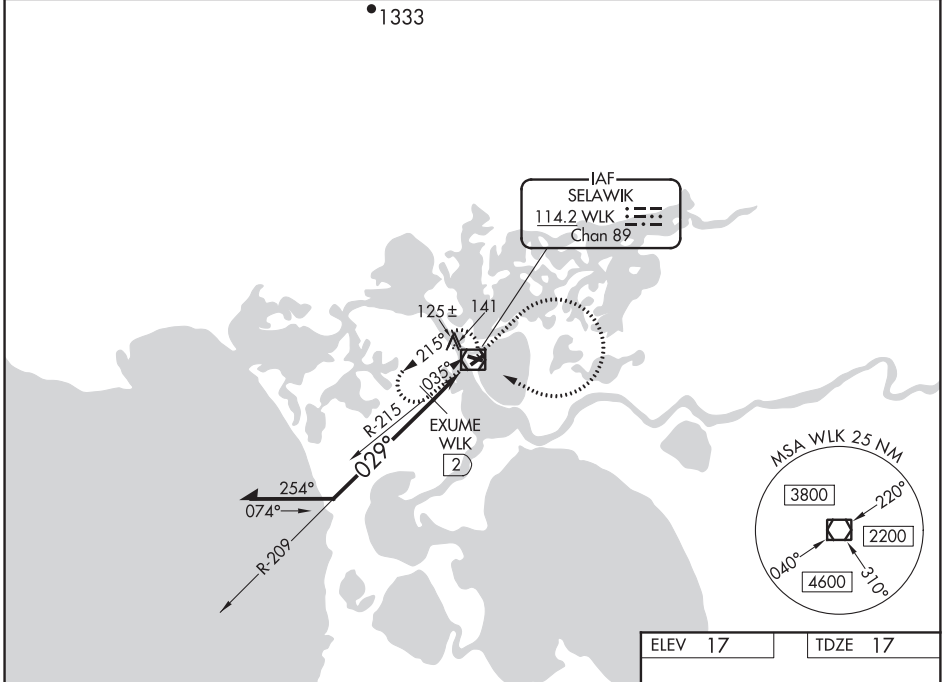
VOR RWY 4

SELAWIK (WLK) (PASK)

Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet. VDP NA when using Kotzebue altimeter setting.

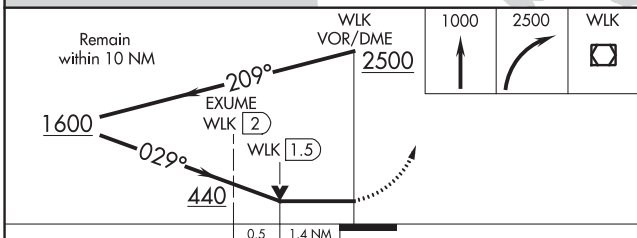
MISSED APPROACH: Climb to 1000 then dimbing right turn to 2500 direct WLK VOR/DME and hold, continue climb-in-hold to 2500.

| | | | |
|--------------------------|--|--------------------------------|-----------------------|
| AWOS-3P 135.65 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.5 | CTAF 122.70 |
|--------------------------|--|--------------------------------|-----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|--------------------|-------|-------------|------------------------|------------------------|
| S-4 | 520-1 | 503 (600-1) | 520-1½ | 503 (600-1½) |
| CIRCLING | 520-1 | 503 (600-1) | 520-1½ 503 (600-1½) | 580-2 563 (600-2) |
| EXUME FIX MINIMUMS | | | | |
| S-4 | 480-1 | 463 (500-1) | 480-1¼ 463 (500-1¼) | 480-1½ 463 (500-1½) |
| CIRCLING | 480-1 | 463 (500-1) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) |

| | |
|---------|---------|
| ELEV 17 | TDZE 17 |
|---------|---------|

Runway intersection diagram: Shows 2659 X 60 and 3002 X 60 runways intersecting at 93°. Includes altitudes 100±, 2200, 4600, 3100, 3800. Bearing: 029° to VOR/DME.

MRL Rwy 9-27 and 4-22

SELAWIK, ALASKA
Amdt 1B 08JAN15

66°36'N-160°00'W

SELAWIK (WLK) (PASK)
VOR RWY 4

| | | |
|---|------------------------|---|
| VOR/DME WLK 114.2 Chan 89 | APP CRS 223° | Rwy Idg 3002 TDZE 17 Apt Elev 17 |
|---|------------------------|---|

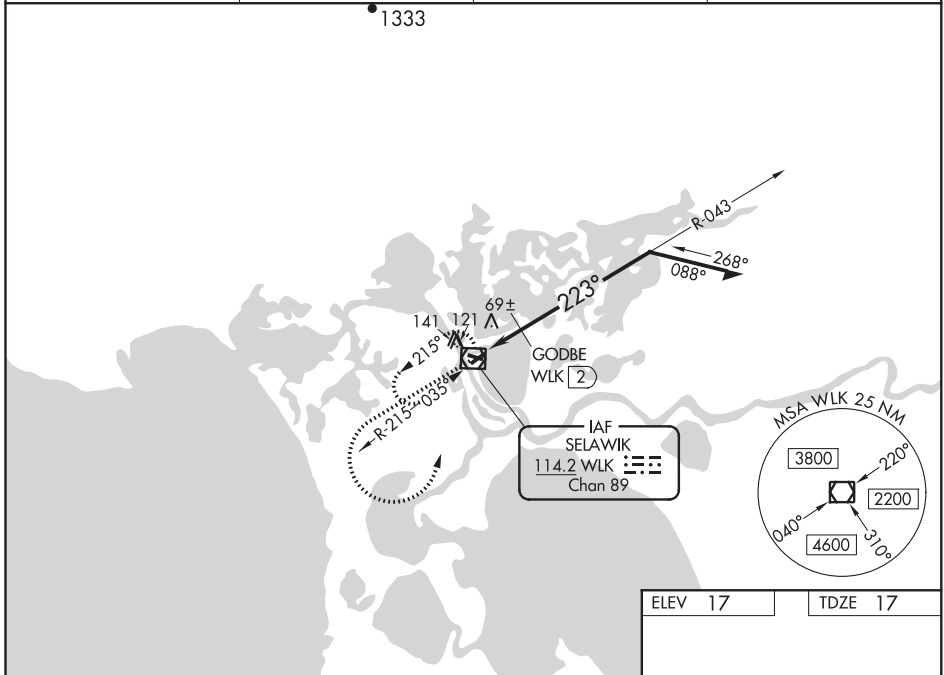
VOR RWY 22

SELAWIK (WLK) (PASK)

⚠ Visibility reduction by helicopters NA. If local altimeter setting not received, use Kotzebue altimeter setting and increase all MDAs 160 feet.

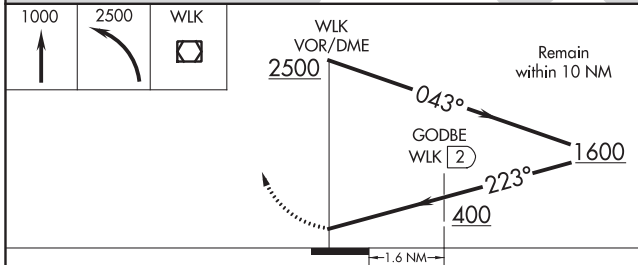
⚠ MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct WLK VOR/DME and hold, continue climb-in-hold to 2500.

| | | | |
|--------------------------|--|--------------------------------|-----------------------|
| AWOS-3P 135.65 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.5 | CTAF 122.70 |
|--------------------------|--|--------------------------------|-----------------------|

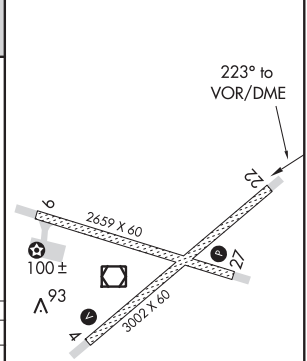


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|---------|---------|
| ELEV 17 | TDZE 17 |
|---------|---------|



| CATEGORY | A | B | C | D |
|--------------------|-------|-------------|------------------------|------------------------|
| S-22 | 400-1 | 383 (400-1) | | 400-1¼ 383 (400-1¼) |
| CIRCLING | 480-1 | 463 (500-1) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) |
| GODBE FIX MINIMUMS | | | | |
| S-22 | 340-1 | 323 (400-1) | | |
| CIRCLING | 480-1 | 463 (500-1) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) |

MRL Rwy 9-27 and 4-22

SEWARD, ALASKA

AL-10600 (FAA)

16091

| | | |
|---------|----------|-----|
| APP CRS | Rwy Idg | N/A |
| 166° | TDZE | N/A |
| | Apt Elev | 22 |

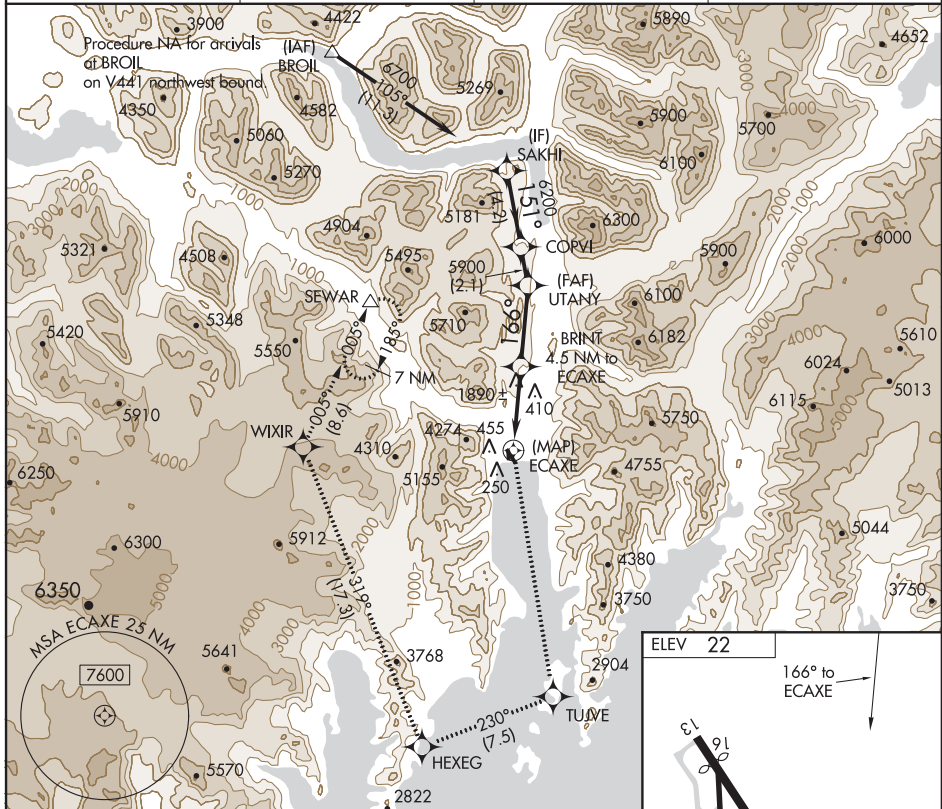
RNAV (GPS)-A

SEWARD (SWD) (PAWD)

When local altimeter setting not received, procedure NA. Circling NA southwest of Rwy 13 and 34. Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 9500 direct TUJVE and on track 230° to HEXEG and on track 319° to WIXIR and on track 005° to SEWARD and hold.

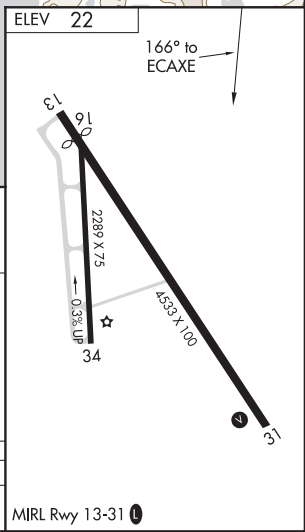
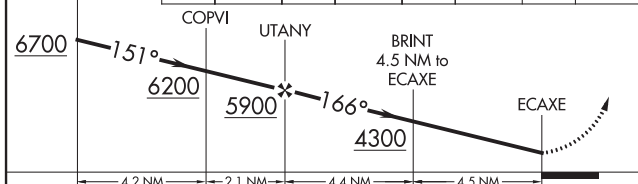
| | | | |
|----------------------|--|-----------------------------|----------------------|
| ASOS 135.2 | ANCHORAGE CENTER 119.7 269.0 | KENAI RADIO 122.6 | CTAF 122.9 |
|----------------------|--|-----------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | | | | | | |
|-------|------|-------|---------|-------|---------|-------|---------|--------|
| SAKHI | 9500 | TUJVE | tr 230° | HEXEG | tr 319° | WIXIR | tr 005° | SEWARD |
|-------|------|-------|---------|-------|---------|-------|---------|--------|



| | | | | |
|----------|---------------------------|---------------------------|----|---|
| CATEGORY | A | B | C | D |
| CIRCLING | 2660-1¼ 2638 (2700-1¼) | 2660-1½ 2638 (2700-1½) | NA | |

MIRL Rwy 13-31

SEWARD, ALASKA
Orig-A 31MAR16

60°08'N-149°25'W

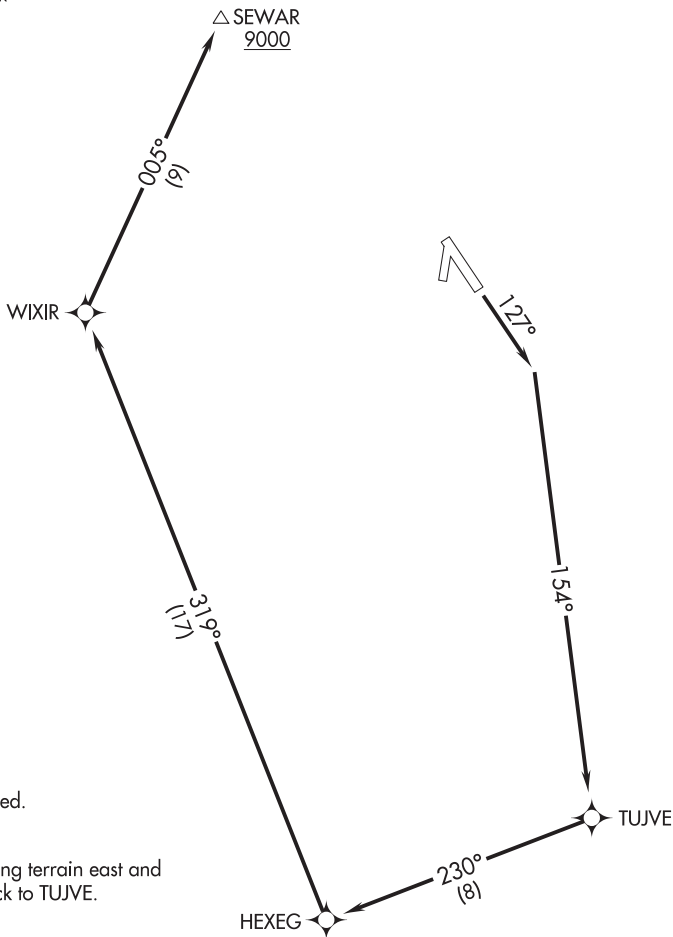
SEWARD (SWD) (PAWD)
RNAV (GPS)-A

(SEWAR1.SEWAR) 15344

SEWAR ONE DEPARTURE (OBSTACLE) (RNAV)

SEWARD (SWD)(PAWD)
SL-10600 (FAA) SEWARD, ALASKA

ANCHORAGE CENTER
119.7 269.0
KENAI RADIO
122.6
CTAF
122.9



NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Rapidly rising terrain east and west of track to TUJVE.

TAKEOFF MINIMUMS

Rwy 31, 34, 16: NA- Terrain.
Rwy 13: Standard with minimum climb of 490' per NM to 2700.

TAKEOFF OBSTACLE NOTES

Rwy 13: Terrain beginning 49' from DER, 14' left of centerline, up to 36' MSL.
Terrain beginning 135' from DER, 142' right of centerline, up to 23' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb to 9000 on heading 127° to intercept course 154° to TUJVE, and on track 230° to HEXEG, and on track 319° to WIXIR, and on track 005° to SEWAR before proceeding on course.

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

SEWARD ONE DEPARTURE (OBSTACLE) (RNAV)
(SEWAR1.SEWAR) 15344

SEWARD, ALASKA
SEWARD (SWD)(PAWD)

SHAGELUK, ALASKA

AL-10253 (FAA)

15344

| | | |
|---------------------------------|------------------------|---|
| WAAS CH 45610 W16A | APP CRS 165° | Rwy Idg 3400 TDZE 79 Apt Elev 79 |
|---------------------------------|------------------------|---|

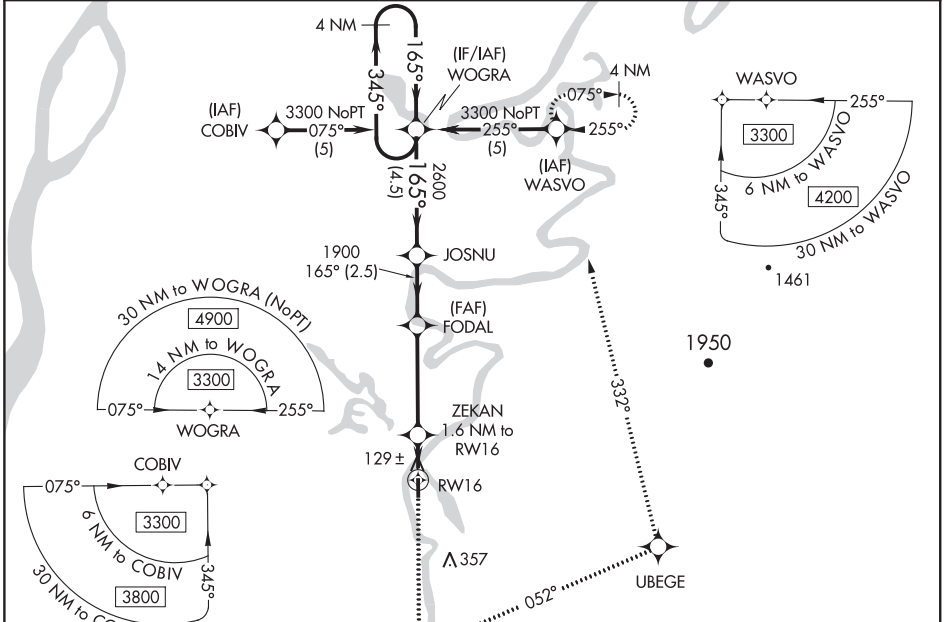
RNAV (GPS) RWY 16

SHAGELUK (SHX) (PAHX)

NA Baro-VNAV NA.
W DME/DME RNP-0.3 NA.
 Use Anvik altimeter setting;
 when not received, procedure NA.

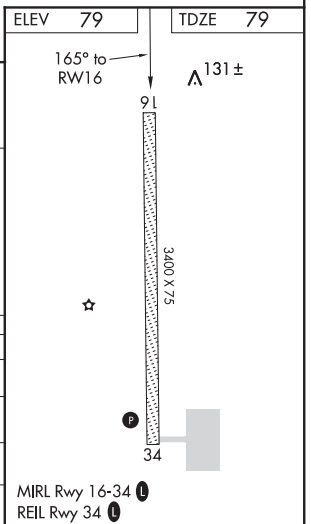
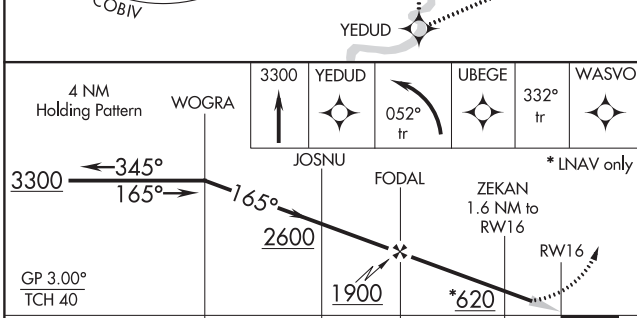
MISSED APPROACH: Climb to 3300 direct YEDUD and left turn via 052° track to UBEGE and via 332° track to WASVO and hold.

| | | | |
|---------------------------|-----------------------------|--|-------------------------------|
| AWOS-3P 121.575 | ANVIK AWOS 133.55 | ANCHORAGE CENTER 135.7 335.5 | UNICOM 122.8 (CTAF) |
|---------------------------|-----------------------------|--|-------------------------------|



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AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|---|----|
| LPV DA | 423-1¼ | 344 (400-1¼) | | NA |
| LNAV/VNAV DA | 462-1¼ | 383 (400-1¼) | | NA |
| LNAV MDA | 460-1 | 381 (400-1) | | NA |
| CIRCLING | 520-1 441 (500-1) | 540-1 461 (500-1) | | NA |

SHAGELUK, ALASKA
 Orig 20NOV08

62°42'N-159°34'W

SHAGELUK (SHX) (PAHX)

RNAV (GPS) RWY 16

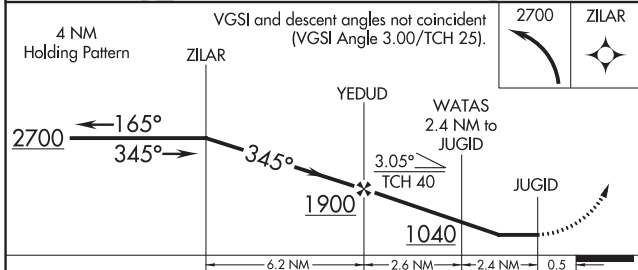
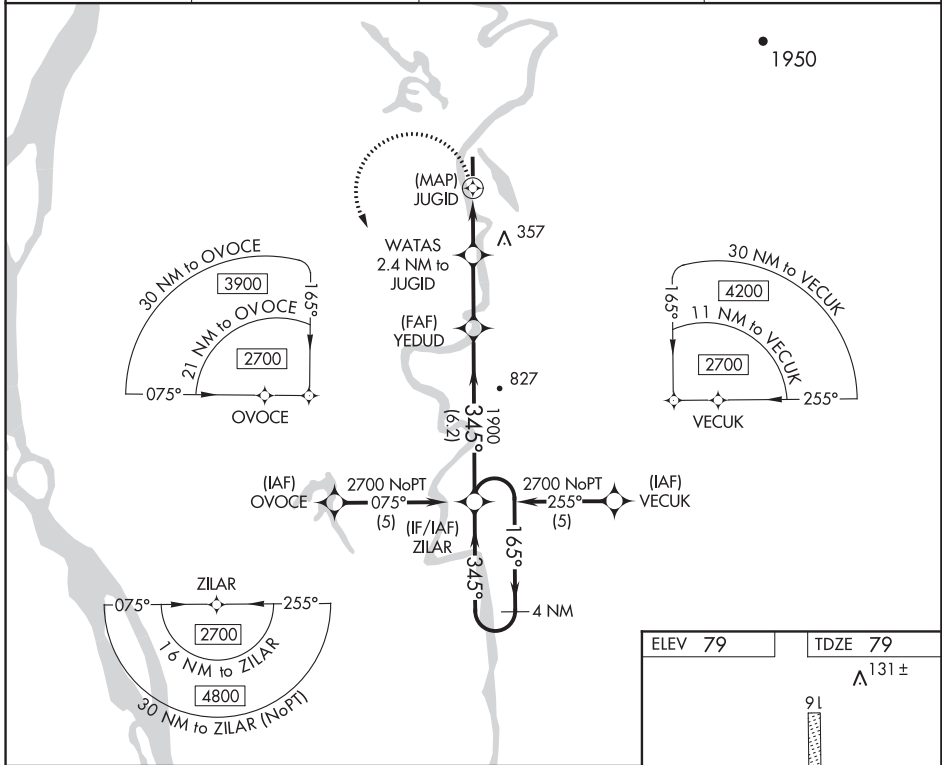
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3400 |
| 345° | TDZE | 79 |
| | Apt Elev | 79 |

RNAV (GPS) RWY 34

SHAGELUK (SHX) (PAHX)

| | |
|---|---|
| <p>NA</p> <p>Visibility reduction by helicopters NA. Use Anvik altimeter setting; when not received, procedure NA.</p> | <p>MISSED APPROACH: Climbing left turn to 2700 direct ZILAR and hold.</p> |
|---|---|

| | | | |
|---------------------------|-----------------------------|--|-------------------------------|
| AWOS-3P 121.575 | ANVIK AWOS 133.55 | ANCHORAGE CENTER 135.7 335.5 | UNICOM 122.8 (CTAF) |
|---------------------------|-----------------------------|--|-------------------------------|



| | |
|--|----------------|
| ELEV 79 | TDZE 79 |
| <p>131±</p> | |
| <p>MIRL Rwy 16-34 1</p> <p>REIL Rwy 34 1</p> | |

| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|---|----|
| LNVA MDA | 480-1 | 401 (500-1) | | NA |
| CIRCLING | 520-1 441 (500-1) | 540-1 461 (500-1) | | NA |

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AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 63013 W14A | APP CRS 143° | Rwy Idg TDZE Apt Elev | 4001 21 24 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 14

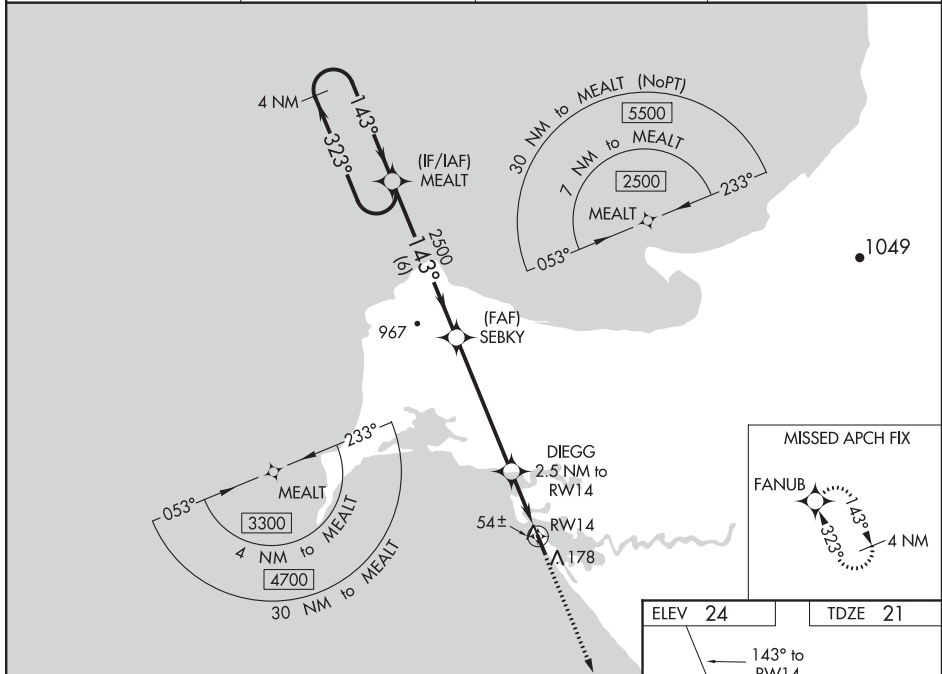
SHAKTOOLIK (2C7) (PFSH)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Unalakleet altimeter setting. When local altimeter setting not received use Unalakleet altimeter setting and increase all DA 72 feet and all MDA 80 feet; increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cats C/D visibility 1/4 mile, and Circling Cat D visibility 1/4 mile.

⚠ -24°C/-11°F

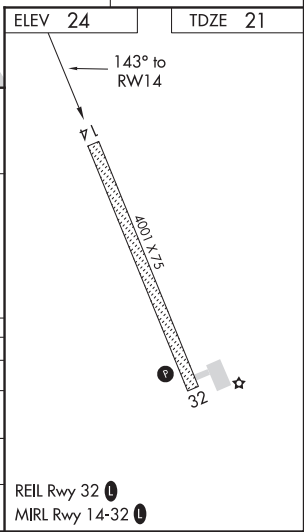
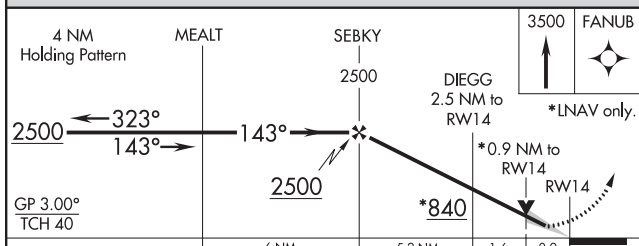
MISSED APPROACH: Climb to 3500 direct FANUB and hold, continue climb-in-hold to 3500.

| | | | |
|-------------------------|------------------------------------|--|--|
| AWOS-3 121.55 | UNALAKLEET AWOS-3 132.25 | ANCHORAGE CENTER 135.7 335.5 | UNICOM 122.8 (CTAF) ⓪ |
|-------------------------|------------------------------------|--|--|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|-------------------|-------|-------------|------------------------------|------------------------------|
| LPV DA | | 271-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 271-1 | 250 (300-1) | |
| LNAV MDA | | 360-1 | 339 (400-1) | |
| ⓪ CIRCLING | 480-1 | 456 (500-1) | 480-1 1/2 456 (500-1 1/2) | 740-2 1/4 716 (800-2 1/4) |

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 69413 W32A | APP CRS 323° | Rwy Idg TDZE Apt Elev | 4001 24 24 |
|--|------------------------|-----------------------------|---------------------------------------|

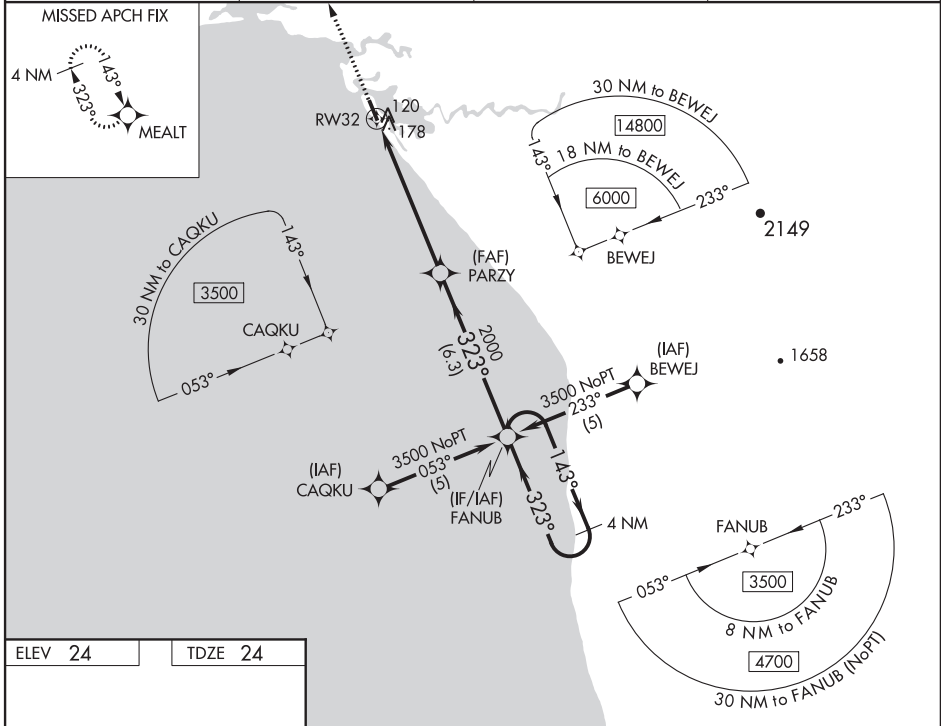
RNAV (GPS) RWY 32

SHAKTOOLIK (2C7) (P/SH)

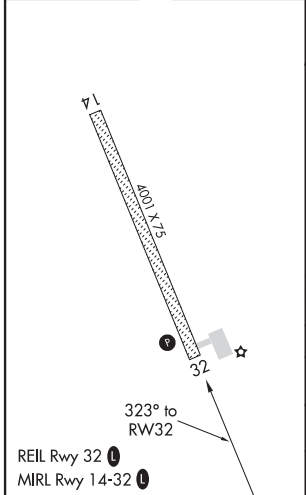
NA Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Unalakleet altimeter setting, when not received, use Koyuk altimeter setting and increase all DA 25 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2500 direct MEALT and hold.

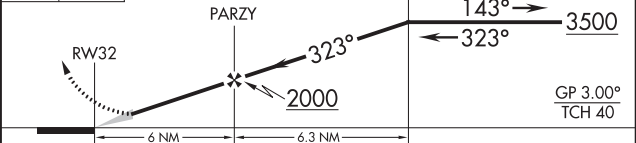
| | | | |
|-------------------------|------------------------------------|--|---------------------------------|
| AWOS-3 121.55 | UNALAKLEET AWOS-3 132.25 | ANCHORAGE CENTER 135.7 335.5 | UNICOM 122.8 (CTAF) 0 |
|-------------------------|------------------------------------|--|---------------------------------|



| | |
|---------|---------|
| ELEV 24 | TDZE 24 |
|---------|---------|



2500 MEALT VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 25). 4 NM Holding Pattern



| CATEGORY | A | B | C | D |
|--------------|-------|-------------|------------------------|------------------------|
| LPV DA | | 347-1¼ | 323 (400-1¼) | |
| LNAV/VNAV DA | | 493-1¾ | 469 (500-1¾) | |
| LNAV MDA | 540-1 | 516 (600-1) | 540-1½ 516 (600-1½) | 540-1¾ 516 (600-1¾) |
| CIRCLING | 560-1 | 536 (600-1) | 560-1½ 536 (600-1½) | 580-2 556 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

SHISHMAREF, ALASKA

AL-6904 (FAA)

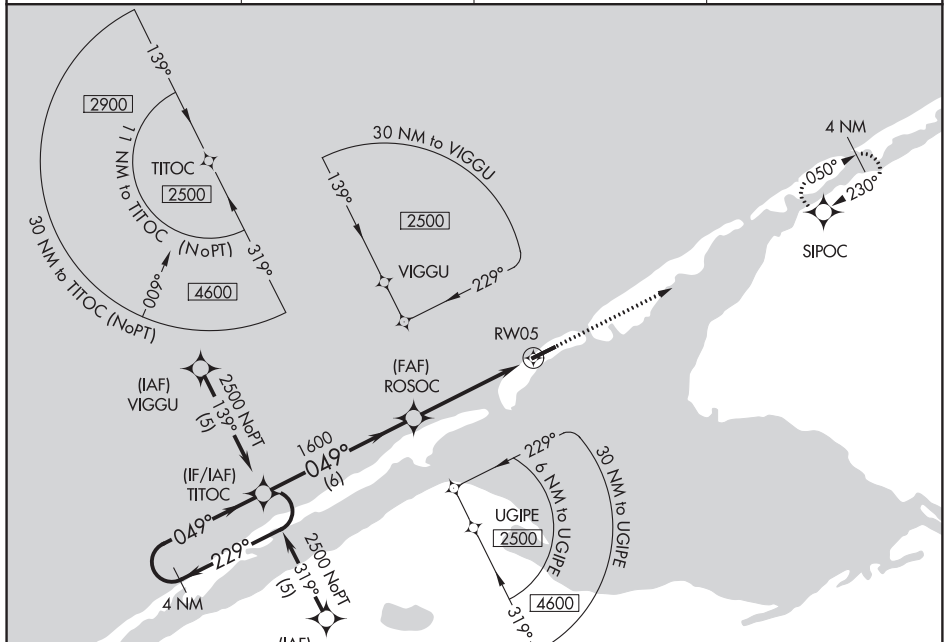
15232

| | |
|------------------------|---|
| APP CRS 049° | Rwy Idg 5000 TDZE 12 Apt Elev 12 |
|------------------------|---|

RNAV (GPS) RWY 5

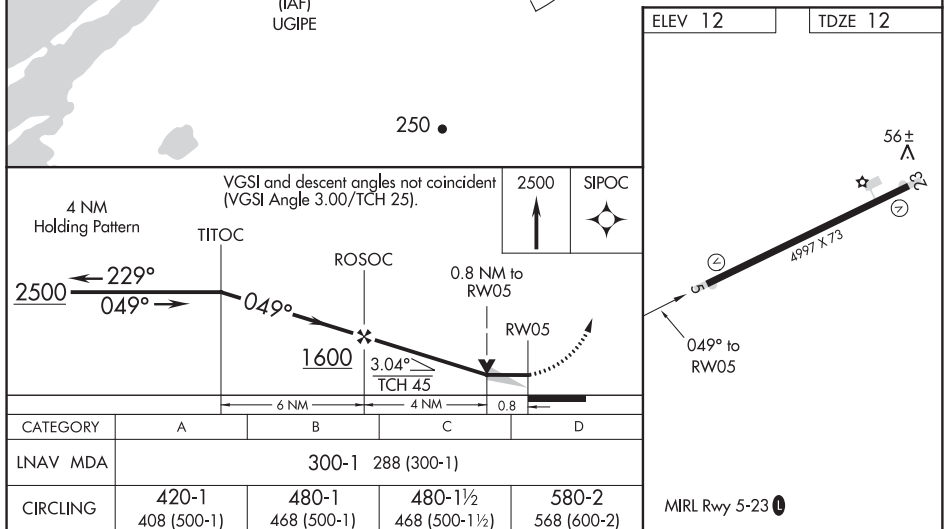
SHISHMAREF (SHH) (PASH)

| | | | | | |
|------------------------|--|----------------------------|----------------------|---|--|
| -40°C/-40°F | | DME/DME RNP-0.3 NA. | | MISSED APPROACH: Climb to 2500 direct SIPOC and hold. | |
| AWOS-3 121.1 | ANCHORAGE CENTER 119.2 263.0 | NOME RADIO 122.4 | CTAF 123.0 | | |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



SHISHMAREF, ALASKA
Orig 01SEP05

66°15'N-166°05'W

SHISHMAREF (SHH) (PASH)

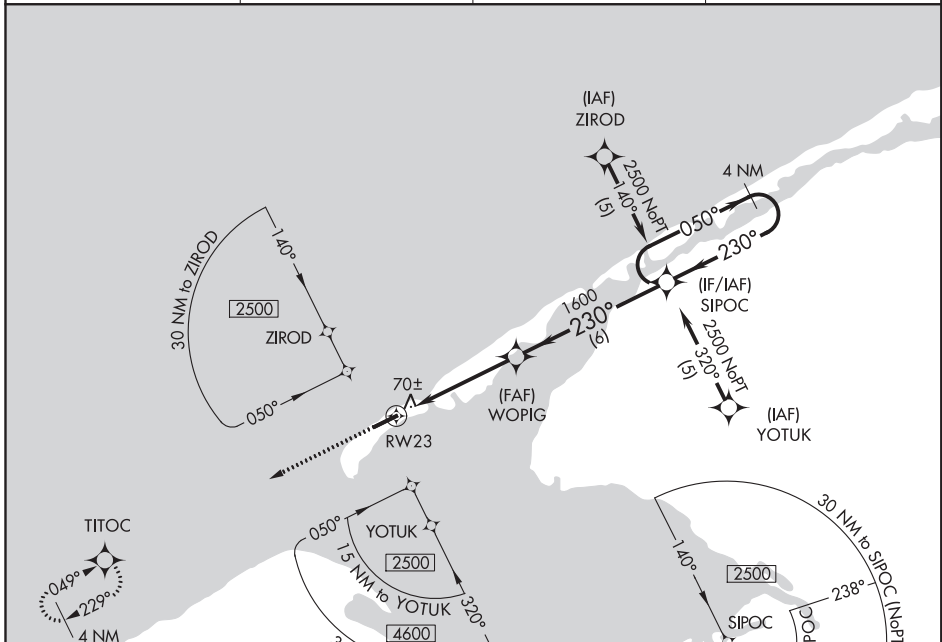
RNAV (GPS) RWY 5

| | |
|------------------------|---|
| APP CRS 230° | Rwy Idg 5000 TDZE 12 Apt Elev 12 |
|------------------------|---|

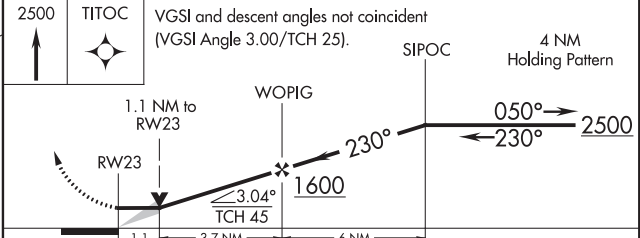
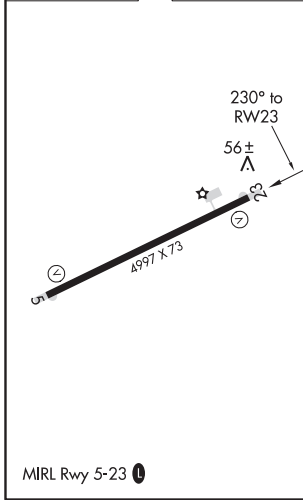
RNAV (GPS) RWY 23

SHISHMAREF (SHH) (PASH)

| | | | |
|--------------------------------------|--|---|----------------------|
| -40°C/-40°F DME/DME RNP-0.3 NA. | | MISSED APPROACH: Climb to 2500 direct TITOC and hold. | |
| AWOS-3 121.1 | ANCHORAGE CENTER 119.2 263.0 | NOME RADIO 122.4 | CTAF 123.0 |



| | |
|---------|---------|
| ELEV 12 | TDZE 12 |
|---------|---------|



| | | | | |
|----------|----------------------|----------------------|------------------------|------------------------|
| CATEGORY | A | B | C | D |
| LNAV MDA | 380-1 368 (400-1) | | | 380-1¼ 368 (400-1¼) |
| CIRCLING | 420-1 408 (500-1) | 480-1 468 (500-1) | 480-1½ 468 (500-1½) | 580-2 568 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

SHISHMAREF, ALASKA

AL-6904 (FAA)

15232

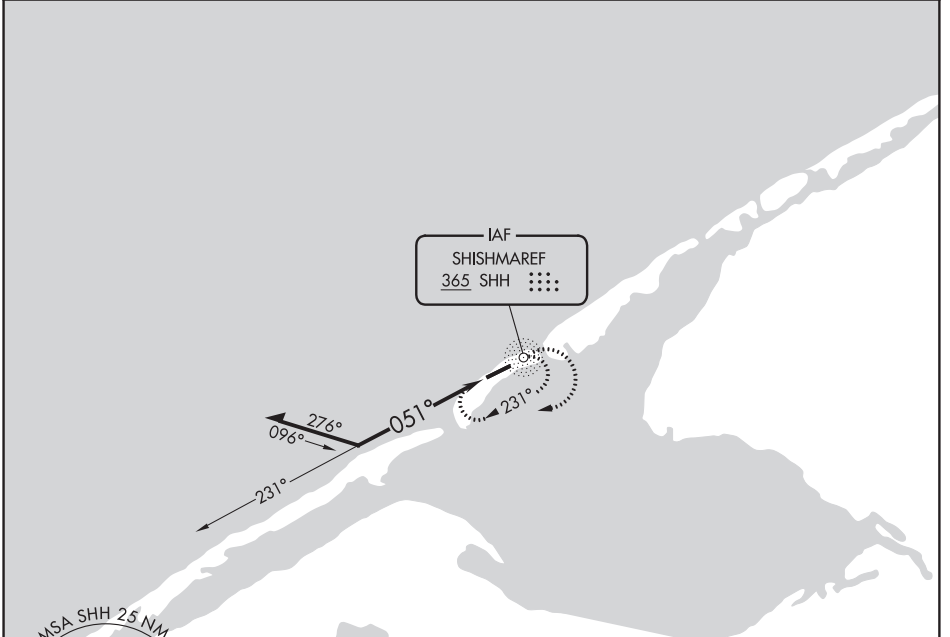
| | | | |
|-----------------------|------------------------|-----------------------------|---------------------------------------|
| NDB SHH 365 | APP CRS 051° | Rwy Idg TDZE Apt Elev | 5000 12 12 |
|-----------------------|------------------------|-----------------------------|---------------------------------------|

NDB RWY 5

SHISHMAREF (SHH) (PASH)

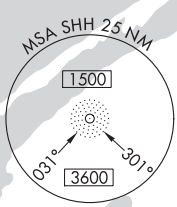
| | | | |
|-------------|--|--|--|
| -40°C/-40°F | | MISSED APPROACH: Climbing right turn to 2000 in SHH NDB holding pattern. | |
|-------------|--|--|--|

| | | | |
|------------------------|--|----------------------------|----------------------|
| AWOS-3 121.1 | ANCHORAGE CENTER 119.2 263.0 | NOME RADIO 122.4 | CTAF 123.0 |
|------------------------|--|----------------------------|----------------------|

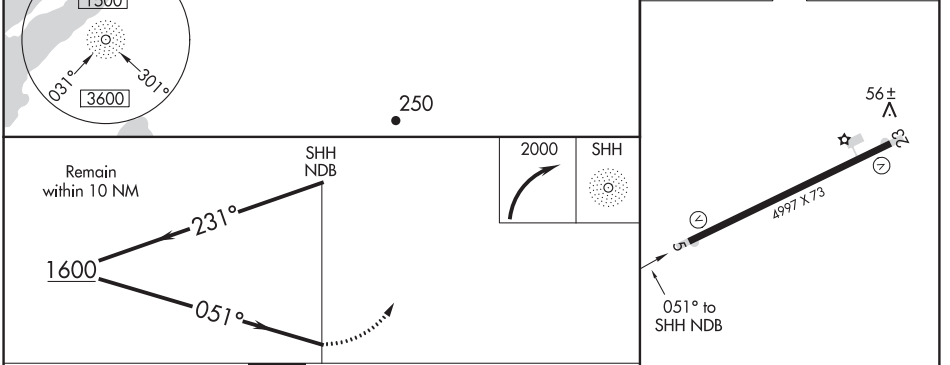


AK, 10 NOV 2016 to 05 JAN 2017

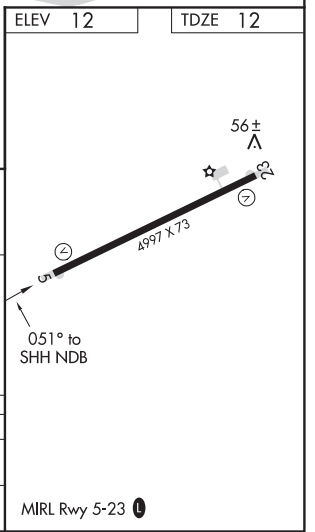
AK, 10 NOV 2016 to 05 JAN 2017



| | |
|---------|---------|
| ELEV 12 | TDZE 12 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|------------------------|
| S-5 | 460-1 | 448 (500-1) | 460-1½ 448 (500-1¼) | 460-1½ 448 (500-1½) |
| CIRCLING | 460-1 | 448 (500-1) | 480-1½ 468 (500-1½) | 580-2 568 (600-2) |



SHISHMAREF, ALASKA
Amdt 1A 27JUN13

66°15'N-166°05'W

SHISHMAREF (SHH) (PASH)
NDB RWY 5

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 50226 W09A | APP CRS 097° | Rwy Idg TDZE Apt Elev | 4001 192 205 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 9

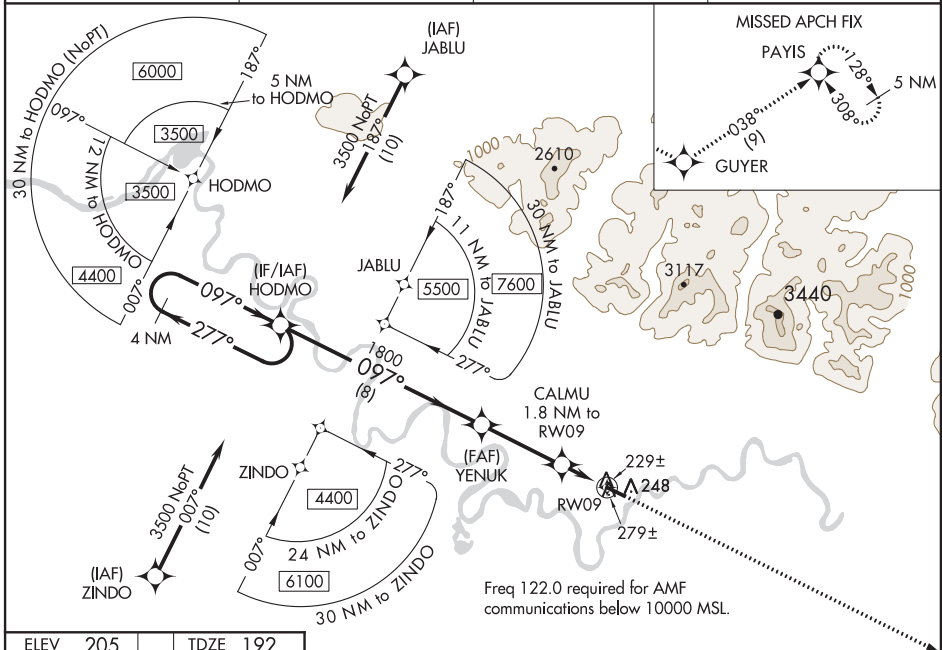
SHUNGNAK (SHG)(PAGH)

⚠ DME/DME RNP-0.3 NA. VDP NA with Ambler altimeter setting. When local altimeter setting not received, use Ambler altimeter setting and increase all MDA 80 feet, and LP Cat C visibility ¼ mile, LNAV Cat C visibility ⅓ mile.

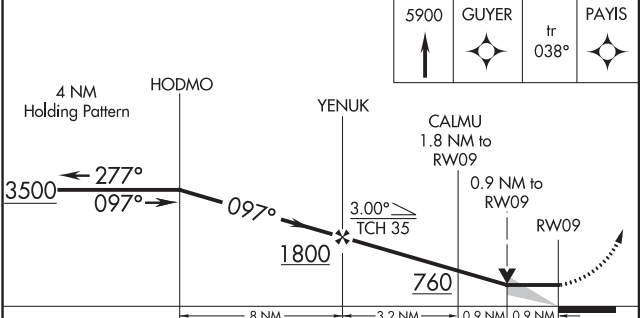
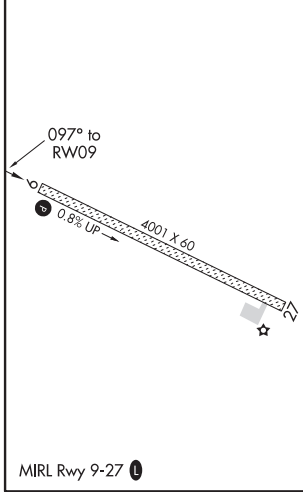
⚠ -19°C/-2°F

MISSED APPROACH: Climb to 5900 direct GUYER and track 038° to PAYIS and hold, continue climb-in-hold to 5900.

| | | | |
|--------------------------|--|--------------------------------|----------------------|
| AWOS-3 118.525 | ANCHORAGE CENTER 119.2 263.0 | KOTZEBUE RADIO 122.0 | CTAF 122.7 |
|--------------------------|--|--------------------------------|----------------------|



| | |
|-----------------|-----------------|
| ELEV 205 | TDZE 192 |
|-----------------|-----------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|--------------------------|----|
| LP MDA | 480-1 | 288 (300-1) | 480-7/8 288 (300-7/8) | NA |
| LNAV MDA | 540-1 348 (400-1) | | | NA |
| CIRCLING | 600-1 395 (400-1) | 660-1 455 (500-1) | 660-1½ 455 (500-1½) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 40126 W27A | APP CRS 278° | Rwy Idg TDZE Apt Elev | 4001 205 205 |
|--|------------------------|-----------------------------|---|

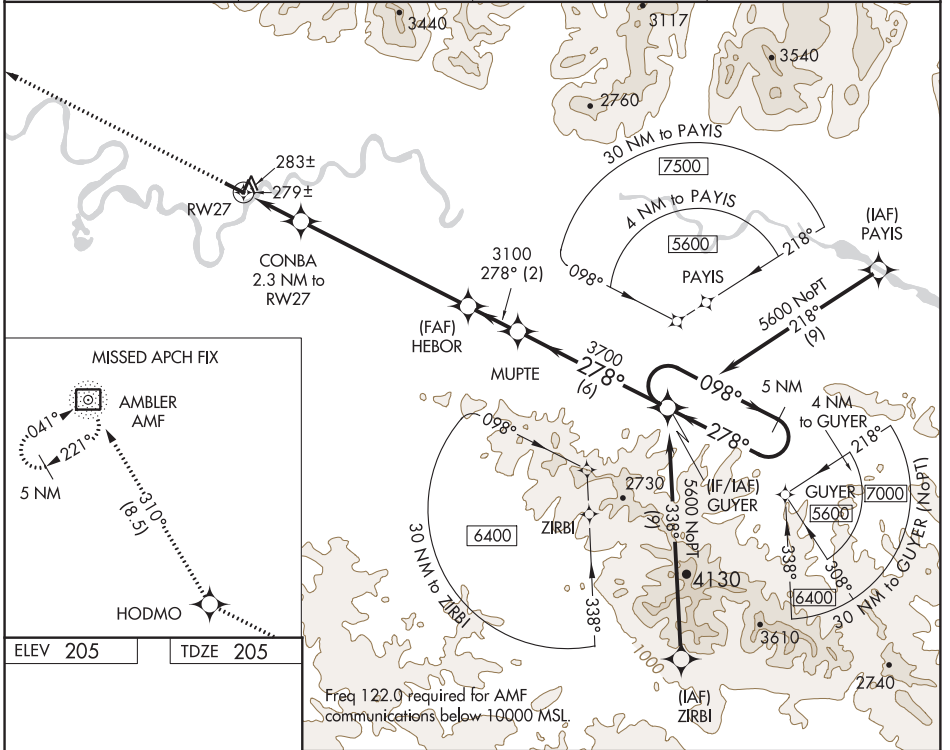
RNAV (GPS) RWY 27

SHUNGNAK (SHG)(PAGH)

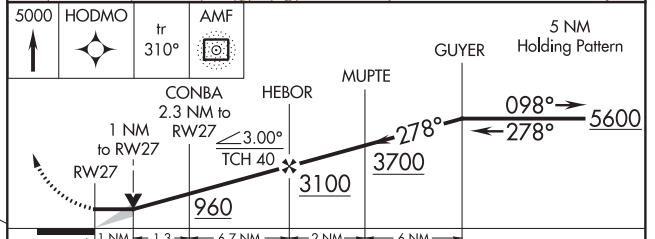
⚠ DME/DME RNP-0.3 NA. VDP NA with Ambler altimeter setting. When local altimeter setting not received, use Ambler altimeter setting and increase all MDAs 80 feet, and LP and LNAV Cat C visibility $\frac{1}{4}$ mile.

⚠ MISSED APPROACH: Climb to 5000 direct HODMO and on track 310° to AMF NDB and hold, continue climb-in-hold to 5000.

| | | | |
|--------------------------|--|-------------------------------|----------------------|
| AWOS-3 118.525 | ANCHORAGE CENTER 119.2 263.0 | KOTZBUE RADIO 122.0 | CTAF 122.7 |
|--------------------------|--|-------------------------------|----------------------|



| | |
|----------|----------|
| ELEV 205 | TDZE 205 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----|
| LP MDA | | 540-1 | 335 (400-1) | NA |
| LNAV MDA | | 540-1 | 335 (400-1) | NA |
| CIRCLING | 600-1 395 (400-1) | 660-1 455 (500-1) | 660-1½ 455 (500-1½) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

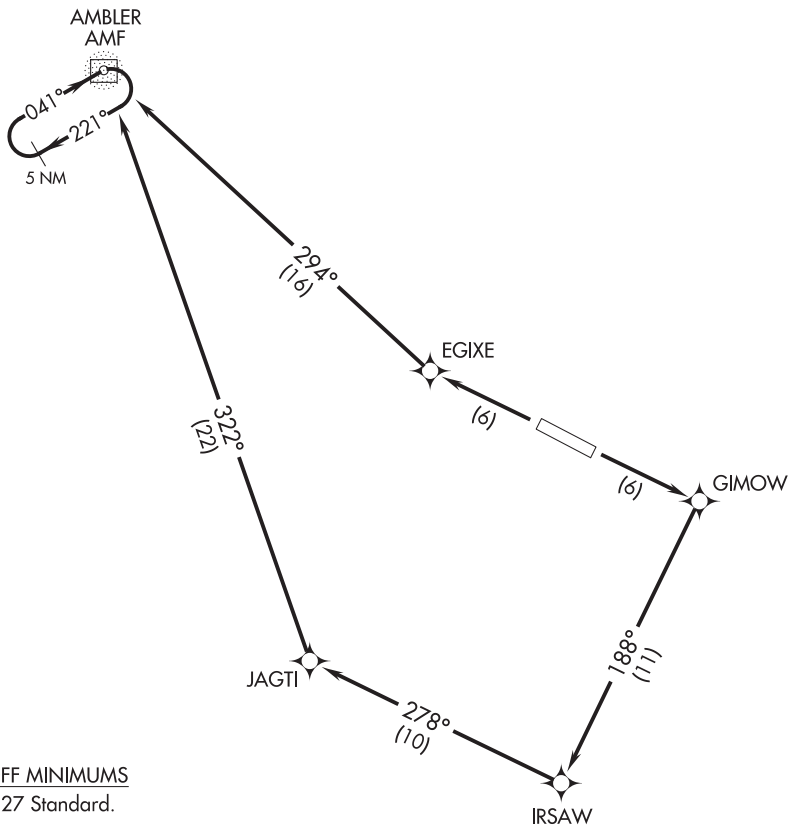
AK, 10 NOV 2016 to 05 JAN 2017

AMBLR TWO DEPARTURE (RNAV)

SHUNGNAK, ALASKA

**TOP ALTITUDE:
ASSIGNED BY ATC**

ANCHORAGE CENTER
119.2 263.0
CTAF
122.7



TAKEOFF MINIMUMS
Rwy 9, 27 Standard.

NOTE: GPS required

NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb to 4000 or ATC assigned higher altitude direct GIMOW and via track 188° to IRSAW, and via track 278° to JAGTI, and via track 322° to AMF NDB/DME.

TAKEOFF RUNWAY 27: Climb to 4000 or ATC assigned higher altitude direct EGIXE and via track 294° to AMF NDB/DME.

AMBLR TWO DEPARTURE (RNAV)

SITKA, ALASKA

AL-5414 (FAA)

15288

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 56632 W11A | APP CRS 115° | Rwy Idg TDZE Apt Elev | 6500 24 26 |
|--|------------------------|-----------------------------|---------------------------------------|

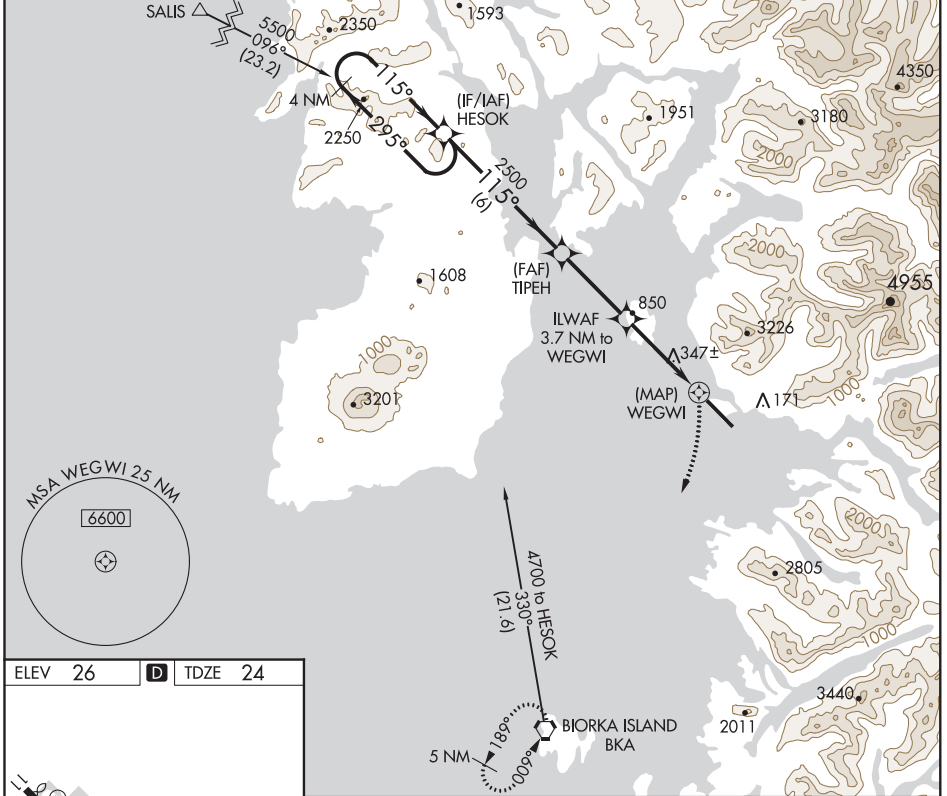
RNAV (GPS) RWY 11

SITKA ROCKY GUTIERREZ (SIT)(PASI)

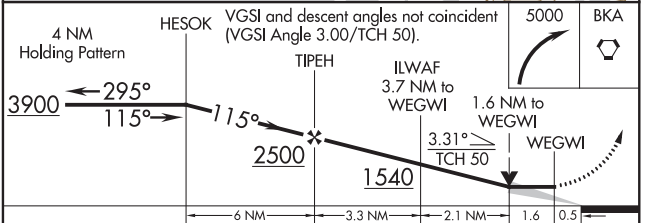
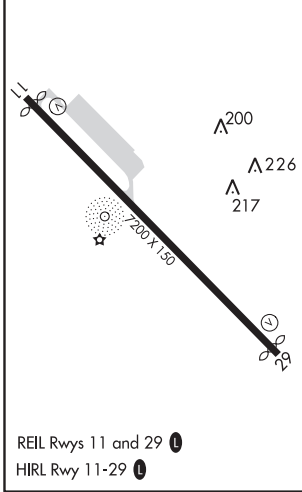
⚠ When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Circling NA northeast of Rwy 11-29.

⚠ MISSED APPROACH: Climbing right turn to 5000 direct BKA VORTAC and hold, continue climb-in-hold to 5000.

| | | | |
|----------------------|--|--|-------------------------|
| AFIS 135.9 | ANCHORAGE CENTER 126.1 335.5 | SITKA RADIO 123.6 (CTAF) 0 122.2 | UNICOM 122.95 |
|----------------------|--|--|-------------------------|



| | |
|---------|------------------|
| ELEV 26 | D TDZE 24 |
|---------|------------------|



| CATEGORY | A | B | C | D |
|-------------------|---------------------------|---------------------------|-------------------------|-------------------------|
| LP MDA | 740-1 | 716 (800-1) | 740-2 | 716 (800-2) |
| LNAV MDA | 1540-1½ 1516 (1600-1¼) | 1540-1½ 1516 (1600-1½) | 1540-3 | 1516 (1600-3) |
| C CIRCLING | 1540-1¼ 1514 (1600-1¼) | 1540-1½ 1514 (1600-1½) | 1540-3 1514 (1600-3) | 1760-3 1734 (1800-3) |

SITKA, ALASKA
Amdt 1A 24JUL14

57°03'N-135°22'W

SITKA ROCKY GUTIERREZ (SIT)(PASI)
RNAV (GPS) RWY 11

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | |
|----------------|-------------|----------|-------------|
| LOC/DME I-SIT | APP CRS | Rwy Idg | 6500 |
| 108.9 | 115° | TDZE | 24 |
| Chan 26 | | Apt Elev | 26 |

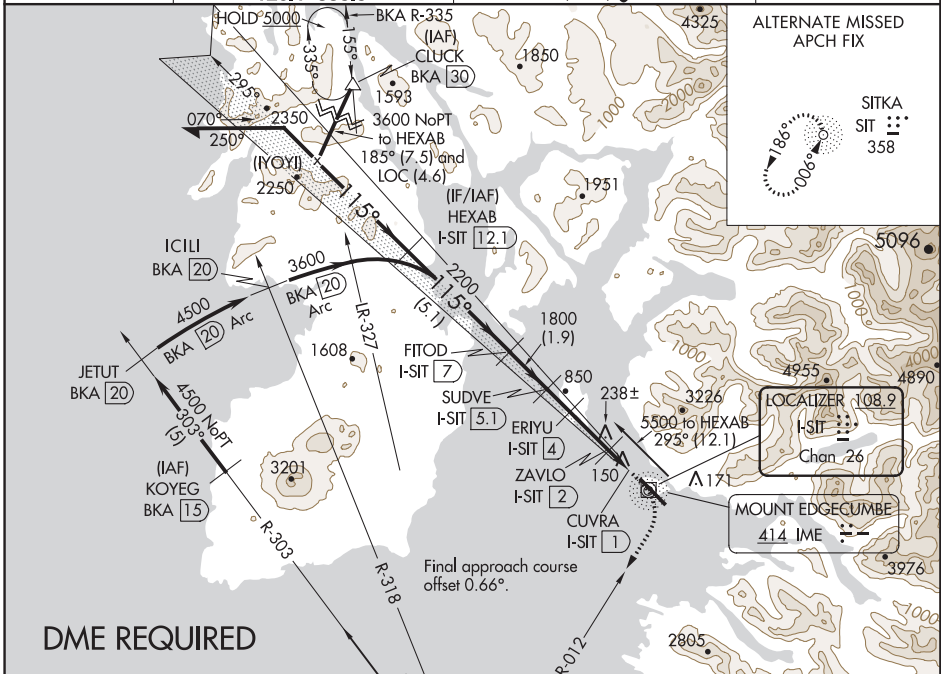
LDA/DME RWY 11

SITKA ROCKY GUTIERREZ (SIT)(PASI)

⚠ When local altimeter setting not received, procedure NA. Circling NA northeast of Rwy 11-29.
❄ -12°C/10°F

MISSED APPROACH: Climb to 500 then climbing right turn to 5500 on heading 192° and BKA R-012 to BKA VORTAC and hold, continue climb-in-hold to 5500.

| | | | |
|----------------------|--|--|-------------------------|
| AFIS 135.9 | ANCHORAGE CENTER 126.1 335.5 | SITKA RADIO 123.6 (CTAF) 122.2 | UNICOM 122.95 |
|----------------------|--|--|-------------------------|



ALTERNATE MISSED APCH FIX

SITKA
SIT 358

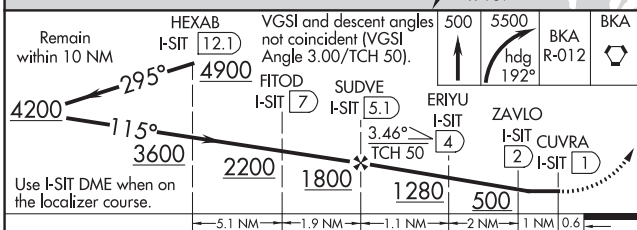
DME REQUIRED

MSA BKA 25 NM
6600
1700

BIORKA ISLAND
113.8 BKA
Chan 85

SITKA
358 SIT

ELEV 26 TDZE 24



| | | | | |
|-------------------|-------|-------------|----------------------|-------------------------|
| CATEGORY | A | B | C | D |
| S-11 | | 400-1 | 376 (400-1) | |
| C CIRCLING | 520-1 | 494 (500-1) | 760-2 734 (800-2) | 1760-3 1734 (1800-3) |

ELEV 26 TDZE 24

REIL Rwy 11 and 29
 HIRL Rwy 11-29

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

SITKA, ALASKA

AL-5414 (FAA)

15288

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| VORTAC BKA 113.8 Chan 85 | APP CRS 009° | Rwy Idg TDZE Apt Elev | N/A N/A 26 |
|--|------------------------|-----------------------------|---------------------------------------|

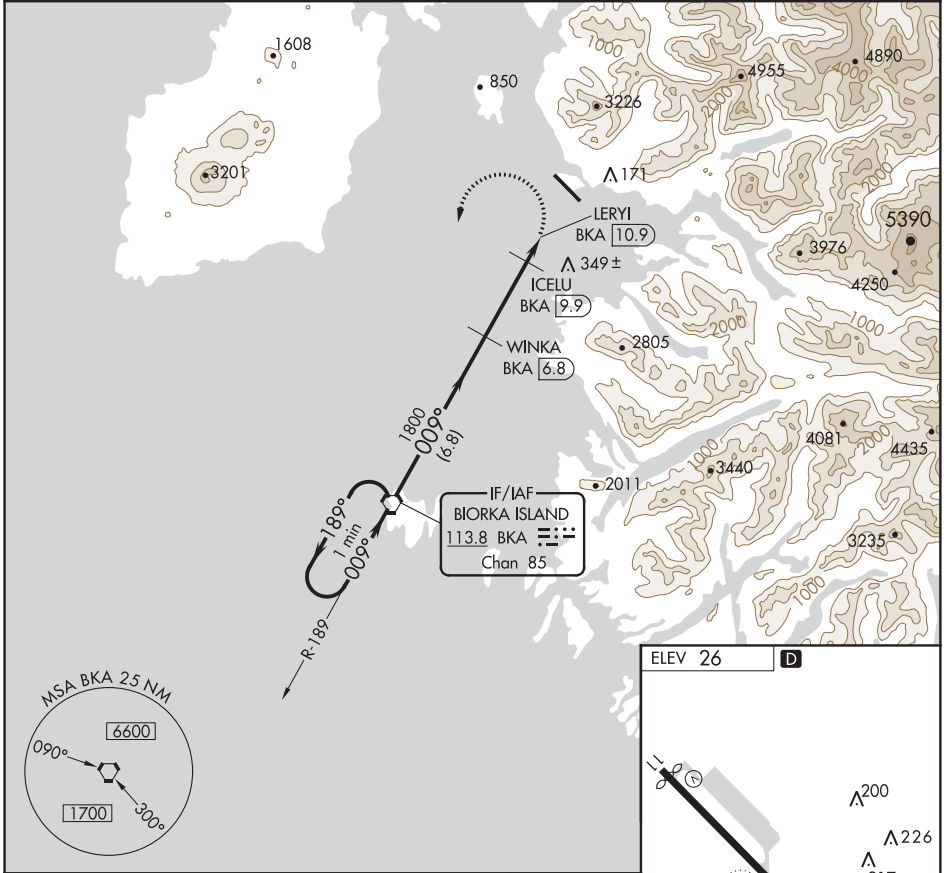
VOR/DME-A

SITKA ROCKY GUTIERREZ (SIT)(PASI)

When local altimeter setting not received, procedure NA.
Circling NA north of Rwy 11-29.

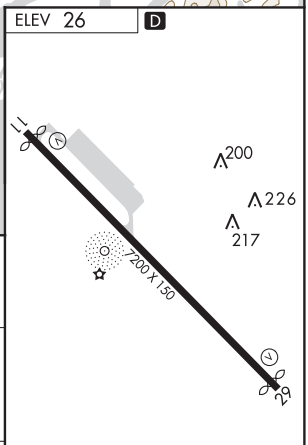
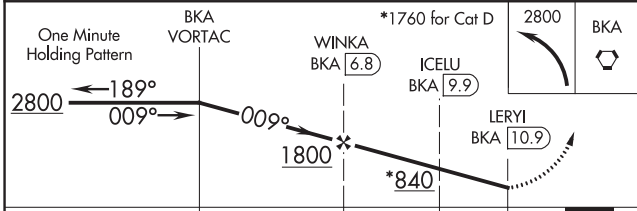
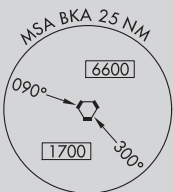
MISSED APPROACH: Climbing left turn to 2800 direct BKA VORTAC and hold.

| | | | |
|----------------------|--|---|-------------------------|
| AFIS 135.9 | ANCHORAGE CENTER 126.1 335.5 | SITKA RADIO 123.6 (CTAF) 122.2 | UNICOM 122.95 |
|----------------------|--|---|-------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|-------------------|---------|---------------|--------------------------|-------------------------|
| C CIRCLING | 660-2 ¼ | 634 (700-2 ¼) | 760-2 ¼ 734 (800-2 ¼) | 1760-3 1734 (1800-3) |

REIL Rwy 11 and 29 **1**
HIRL Rwy 11-29 **1**

SITKA, ALASKA
Amdt 1 22AUG13

57°03' N-135°22' W

SITKA ROCKY GUTIERREZ (SIT)(PASI)
VOR/DME-A

(BKA3.BKA) 15288

BIORKA THREE DEPARTURE (OBSTACLE)

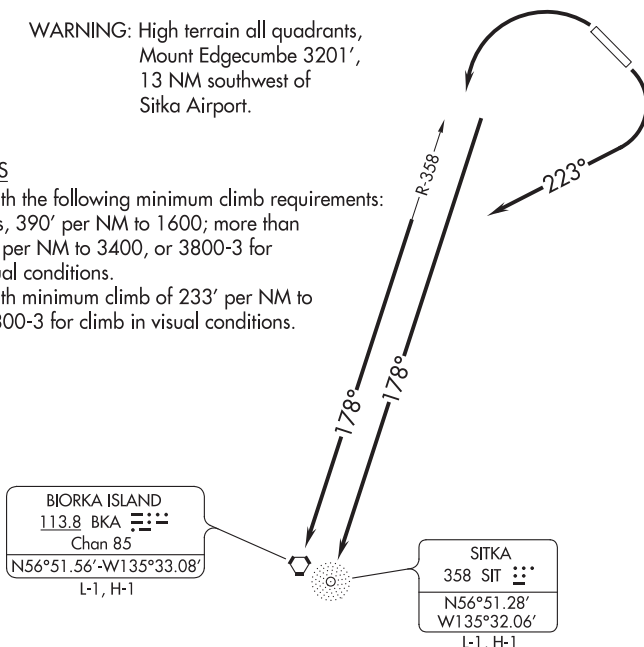
SITKA ROCKY GUTIERREZ (SIT) (PASI)
SL-5414 (FAA) SITKA, ALASKA

AFIS
135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF) 122.2

WARNING: High terrain all quadrants,
Mount Edgecumbe 3201',
13 NM southwest of
Sitka Airport.

TAKEOFF MINIMUMS

- Rwy 11: Standard with the following minimum climb requirements:
180K or less, 390' per NM to 1600; more than
180K, 645' per NM to 3400, or 3800-3 for
climb in visual conditions.
- Rwy 29: Standard with minimum climb of 233' per NM to
1000, or 3800-3 for climb in visual conditions.



TAKEOFF OBSTACLE NOTES

- Rwy 11: Trees beginning 1599' from DER, 777' right of centerline, up to 89' AGL/114' MSL.
Trees beginning 2087' from DER, 493' right of centerline, up to 122' AGL/142' MSL.
Trees beginning 2235' from DER, 752' left of centerline, up to 96' AGL/128' MSL.
Trees beginning 3871' from DER, 529' left of centerline, up to 178' AGL/217' MSL.
Trees beginning 5319' from DER, 1266' right of centerline, up to 152' AGL/172' MSL.
Trees beginning 1 NM from DER, left and right of centerline, up to 145' AGL/184' MSL.
- Rwy 29: Bush, lighted navaid beginning 3' from DER, 111' left of centerline, up to 5' AGL/26' MSL.
Signs, bushes, lighted windsocks, beginning 26' from DER, 372' right of centerline, up to 28' AGL/45' MSL.
Trees beginning 323' from DER, 504' right of centerline, up to 37' AGL/64' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climbing right turn heading 223° to MEA for direction of flight to intercept BKA R-358 to BKA VORTAC or SIT NDB 178° course to SIT NDB, or for climb in visual conditions: cross Sitka Rocky Gutierrez Airport at or above 3700 then continue climb to MEA for direction of flight direct BKA VORTAC or SIT NDB. When executing VCOA, notify ATC prior to departure.

TAKEOFF RUNWAY 29: Climbing left turn to MEA for direction of flight direct BKA VORTAC or SIT NDB, or for climb in visual conditions: cross Sitka Rocky Gutierrez Airport at or above 3700 then continue climb to MEA for direction of flight direct BKA VORTAC or SIT NDB. When executing VCOA, notify ATC prior to departure.

BIORKA THREE DEPARTURE (OBSTACLE)
(BKA3.BKA) 15288

SITKA, ALASKA
SITKA ROCKY GUTIERREZ (SIT) (PASI)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

(STKA9.SSR) 14317

SITKA NINE DEPARTURE

SL-5414 (FAA)

SITKA ROCKY GUTIERREZ (SIT) (PASI)

SITKA, ALASKA

AFIS
135.9
ANCHORAGE CENTER
126.1 335.5
SITKA RADIO
123.6 (CTAF) 122.2
UNICOM
122.95

SISTERS ISLAND
114.0 SSR $\vdots\vdots\vdots$
Chan 87
N58°10.66'-W135°15.53'
L-1, H-1

ELEPHANT
391 EEF $\vdots\vdots\vdots$
N58°10.26'-W135°15.48'
L-1, H-1

WARNING: High terrain all quadrants,
Mount Edgecumbe 3201',
13 NM SW of Sitka Airport.

TAKEOFF MINIMUMS

Rwy 11: Standard with the following minimum
climb requirements: 180K or less,
390' per NM to 4500; more than
180K, 645' per NM to 3400.

Rwy 29: Standard with minimum climb of
357' per NM to 5400.

BIORKA ISLAND
113.8 BKA $\vdots\vdots\vdots$
Chan 85

SITKA
358 SIT $\vdots\vdots\vdots$

TAKEOFF OBSTACLE NOTES

Rwy 11: Trees beginning 1599' from DER, 777' right of centerline, up to 89' AGL/114' MSL.
Trees beginning 2087' from DER, 493' right of centerline, up to 122' AGL/142' MSL.
Trees beginning 2235' from DER, 752' left of centerline, up to 96' AGL/128' MSL.
Trees beginning 3871' from DER, 529' left of centerline, up to 178' AGL/217' MSL.
Trees beginning 5319' from DER, 1266' right of centerline, up to 152' AGL/172' MSL.
Trees beginning 1 NM from DER, left and right of centerline, up to 145' AGL/184' MSL.

Rwy 29: Bush, lighted naavid beginning 3' from DER, 111' left of centerline, up to 5' AGL/26' MSL.
Signs, bushes, lighted windsocks, beginning 26' from DER, 372' right of centerline, up to 28' AGL/45' MSL.
Trees beginning 323' from DER, 504' right of centerline, up to 37' AGL/64' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climbing right turn heading 288° to join V428 and SSR R-167 to SSR VORTAC or on SIT 346° bearing and EEF 347° course to EEF NDB.

TAKEOFF RUNWAY 29: Climb heading 296° to join V428 to SSR VORTAC or SIT NDB 346° bearing and EEF 347° course to EEF NDB.

SITKA NINE DEPARTURE

(STKA9.SSR) 14317

SITKA, ALASKA

SITKA ROCKY GUTIERREZ (SIT) (PASI)

SOLDOTNA, ALASKA

AL-5464 (FAA)

16315

| | | |
|--|------------------------|---|
| WAAS CH 86236 W25A | APP CRS 251° | Rwy Idg TDZE 113 Apt Elev 113 |
|--|------------------------|---|

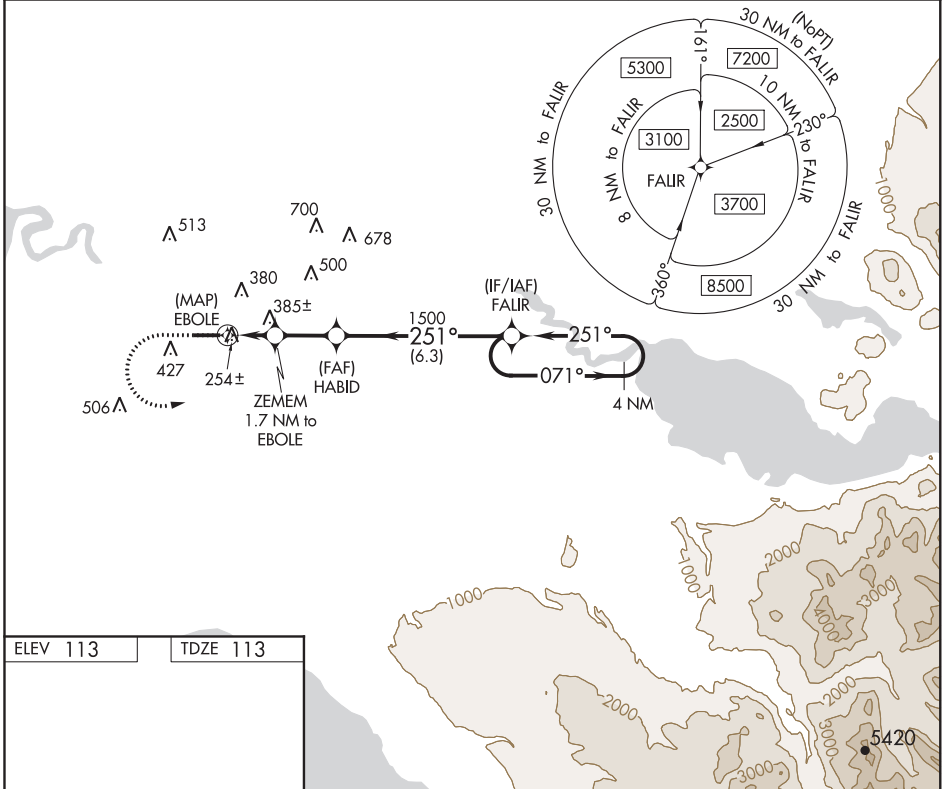
RNAV (GPS) RWY 25

SOLDOTNA (SXQ)(PASX)

∇ DME/DME RNP-0.3 NA. When local altimeter setting not received use Kenai altimeter setting and increase all MDA 40 feet; increase LP and LNAV Cots C and D visibilities 1/4 mile, Circling Cat D visibility 1/4 mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct FAIR and hold.

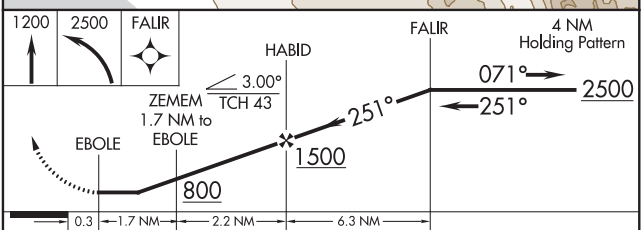
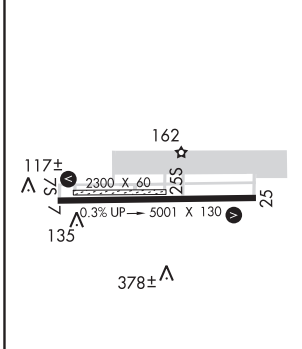
| | | |
|-------------------------|--|----------------------|
| AWOS-3 135.45 | ANCHORAGE CENTER 125.7 379.1 | CTAF 122.5 |
|-------------------------|--|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 113 | TDZE 113 |
|----------|----------|



| CATEGORY | A | B | C | D |
|-------------------|-------|-------------|------------------------------|------------------------------|
| LP MDA | 520-1 | 407 (500-1) | 520-1 1/8 | 407 (500-1 1/8) |
| LNAV MDA | 640-1 | 527 (600-1) | 640-1 1/2 | 527 (600-1 1/2) |
| C CIRCLING | 860-1 | 747 (800-1) | 860-2 1/4 747 (800-2 1/4) | 980-2 3/4 867 (900-2 3/4) |

SOLDOTNA, ALASKA
Amdt 1C 21JUL16

60°29'N-151°02'W

RNAV (GPS) RWY 25

| | | | |
|--|------------------------|-----------------------------|--------------------------|
| VOR/DME ENA 117.6 Chan 123 | APP CRS 132° | Rwy Idg TDZE Apt Elev | N/A N/A 113 |
|--|------------------------|-----------------------------|--------------------------|

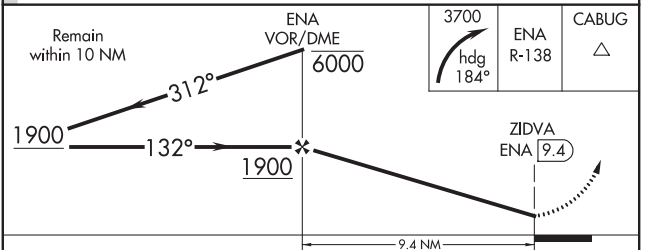
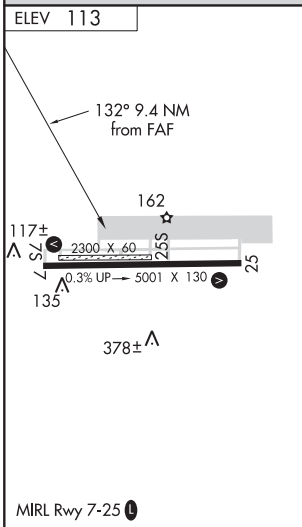
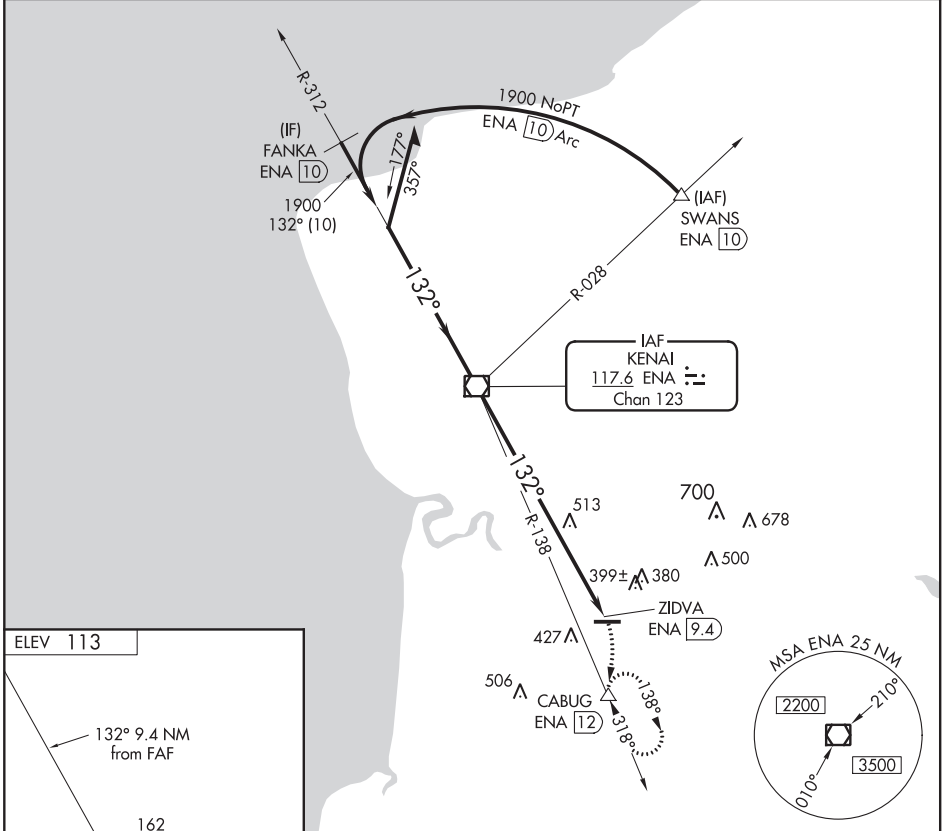
VOR/DME-A

SOLDOTNA (SXQ)(PASX)

⚠ When local altimeter setting not received, use Kenai altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3700 on heading 184° and on ENA R-138 to CABUG/ENA 12 DME and hold, continue climb-in-hold to 3700.

| | | |
|-------------------------|--|----------------------|
| AWOS-3 135.45 | ANCHORAGE CENTER 125.7 379.1 | CTAF 122.5 |
|-------------------------|--|----------------------|



| CATEGORY | A | B | C | D |
|-------------------|---------|---------------|--------------------------|------------------------|
| C CIRCLING | 1020-1¼ | 907 (1000-1¼) | 1020-2¾ 907 (1000-2¾) | 1020-3 907 (1000-3) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

SOLDOTNA, ALASKA

AL-5464 (FAA)

16315

| | | |
|---------------------------|------------------------|------------------------|
| NDB/DME OLT 346 | APP CRS 071° | Rwy Idg 5001 |
| Chan 106 (115.9) | | TDZE 102 |
| | | Apt Elev 113 |

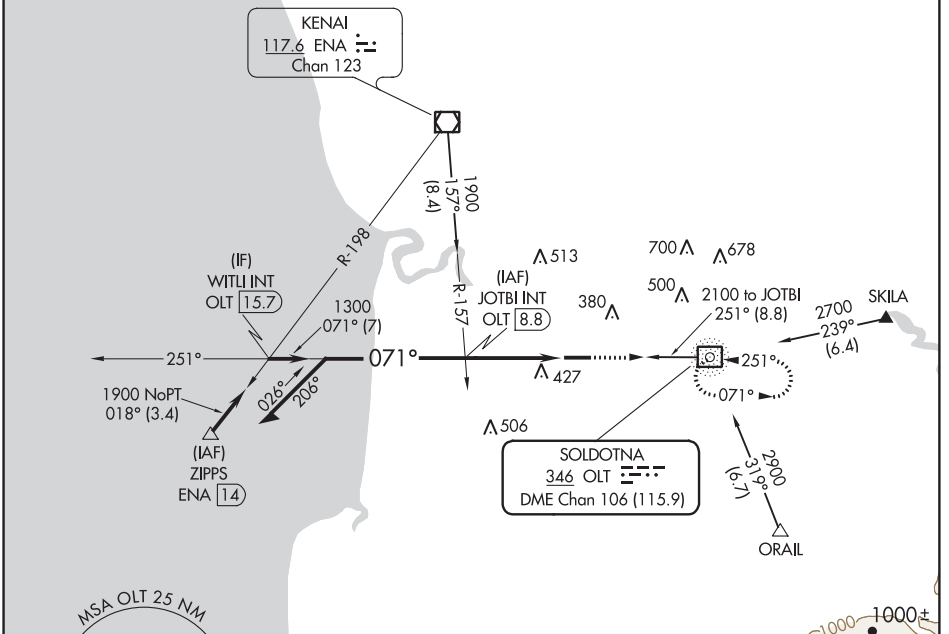
NDB RWY 7

SOLDOTNA (SXQ)(PASX)

⚠ When local altimeter setting not received, use Kenai altimeter setting and increase all MDA 40 feet, increase Circling Cat D visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 2100 direct OLT NDB/DME and hold.

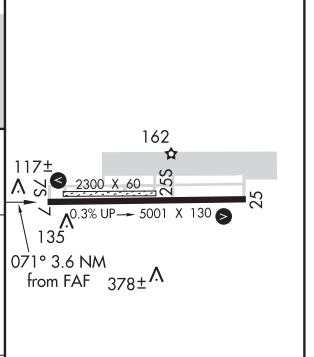
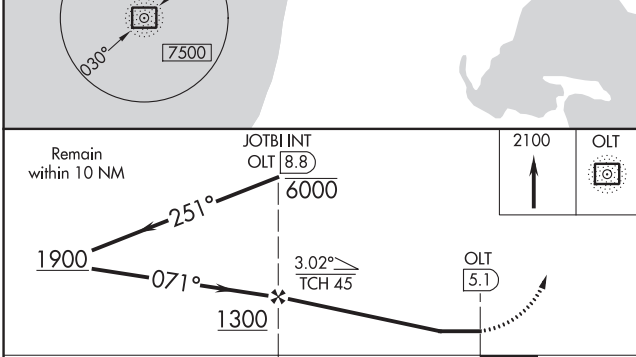
| | | |
|-------------------------|--|----------------------|
| AWOS-3 135.45 | ANCHORAGE CENTER 125.7 379.1 | CTAF 122.5 |
|-------------------------|--|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 113 | TDZE 102 |
|----------|----------|



| CATEGORY | A | B | C | D |
|-------------------|----------------------|------------------------|------------------------|------------------------|
| S-7 | 860-1 758 (800-1) | 860-1¼ 758 (800-1¼) | 860-2½ 758 (800-2½) | |
| C CIRCLING | 860-1 747 (800-1) | 860-1¼ 747 (800-1¼) | 860-2½ 747 (800-2½) | 980-2¾ 867 (900-2¾) |

MIRL Rwy 7-25

FAF to MAP 3.6 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

SOLDOTNA, ALASKA
Amdt 2E 21JUL16

60°29'N-151°02'W

SOLDOTNA (SXQ)(PASX) NDB RWY 7

| | | | |
|---------------------------|------------------------|-----------------------------|---|
| NDB/DME OLT 346 | APP CRS 251° | Rwy Idg TDZE Apt Elev | 5001 113 113 |
| Chan 106 (115.9) | | | |

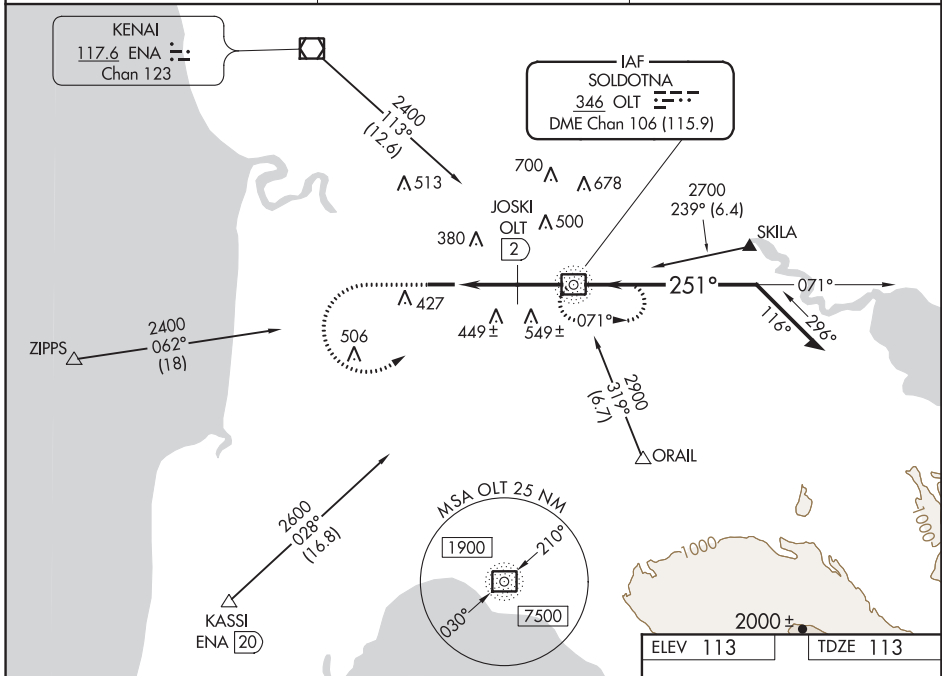
NDB RWY 25

SOLDOTNA (SXQ)(PASX)

▽ When local altimeter setting not received, use Kenai altimeter setting and increase all
▲ MDA 40 feet, increase Circling Cat A and D visibility ¼ mile; JOSKI fix minimums increase S-25 Cats C/D visibility ½ mile; Circling Cat D visibility ¼ mile.

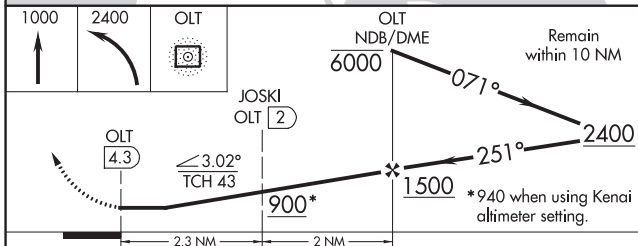
MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 direct OLT NDB/DME and hold.

| | | |
|-------------------------|--|----------------------|
| AWOS-3 135.45 | ANCHORAGE CENTER 125.7 379.1 | CTAF 122.5 |
|-------------------------|--|----------------------|



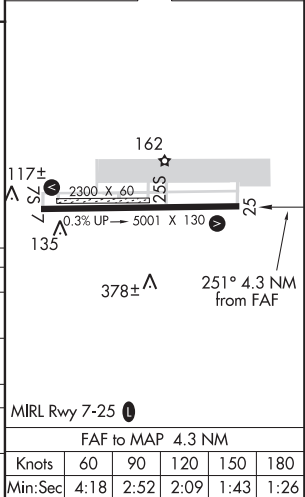
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|----------|----------|
| ELEV 113 | TDZE 113 |
|----------|----------|

| CATEGORY | A | B | C | D |
|--------------------|----------------------|------------------------|------------------------|------------------------|
| S-25 | 900-1 787 (800-1) | 900-1¼ 787 (800-1¼) | 900-2½ 787 (800-2½) | 787 (800-2½) |
| C CIRCLING | 900-1 787 (800-1) | 900-1¼ 787 (800-1¼) | 900-2½ 787 (800-2½) | 980-2¾ 867 (900-2¾) |
| JOSKI FIX MINIMUMS | | | | |
| S-25 | 760-1 | 647 (700-1) | 760-1⅞ | 647 (700-1⅞) |
| C CIRCLING | 860-1 | 747 (800-1) | 860-2¼ 747 (800-2¼) | 980-2¾ 867 (900-2¾) |



| | | | | | |
|-------------------|----------|------|------|------|------|
| MIRL Rwy 7-25 | 0 | | | | |
| FAF to MAP 4.3 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

| | | |
|--|------------------------|---|
| WAAS CH 42937 W13A | APP CRS 126° | Rwy Idg 3314 TDZE 160 Apt Elev 162 |
|--|------------------------|---|

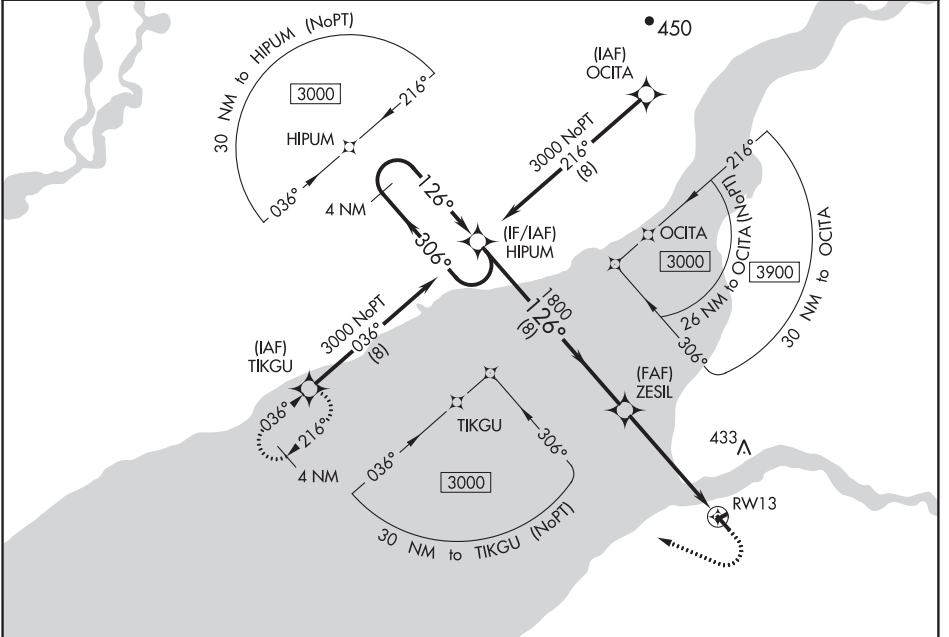
RNAV (GPS) RWY 13

SOUTH NAKNEK NR 2 (WSN)(PFWS)

⚠ When local altimeter setting not received, use King Salmon altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

⚠ MISSED APPROACH: Climb to 700 then climbing right turn 3200 direct TIKGU and hold.

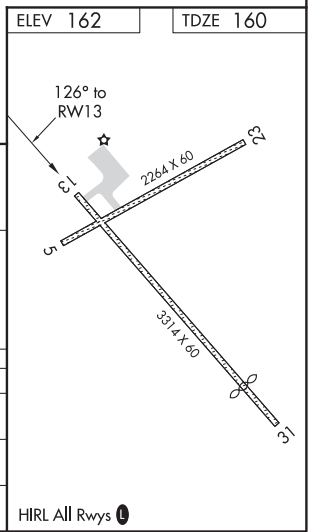
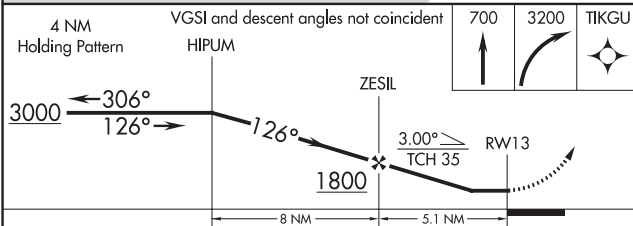
| | | |
|---------------------------|--|-------------------------------|
| AWOS-3P 121.575 | ANCHORAGE CENTER 124.8 354.0 | CTAF 122.9 Ⓛ |
|---------------------------|--|-------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 162 | TDZE 160 |
|----------|----------|



| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|---|----|
| LP MDA | 480-1 | 320 (400-1) | | NA |
| LNAV MDA | 500-1 | 340 (400-1) | | NA |
| Ⓛ CIRCLING | 560-1 398 (400-1) | 620-1 458 (500-1) | | NA |

HIRL All Rwy's **Ⓛ**

| | | |
|--|------------------------|---|
| WAAS CH 87137 W31B | APP CRS 306° | Rwy ldg 2755 TDZE 160 Apt Elev 162 |
|--|------------------------|---|

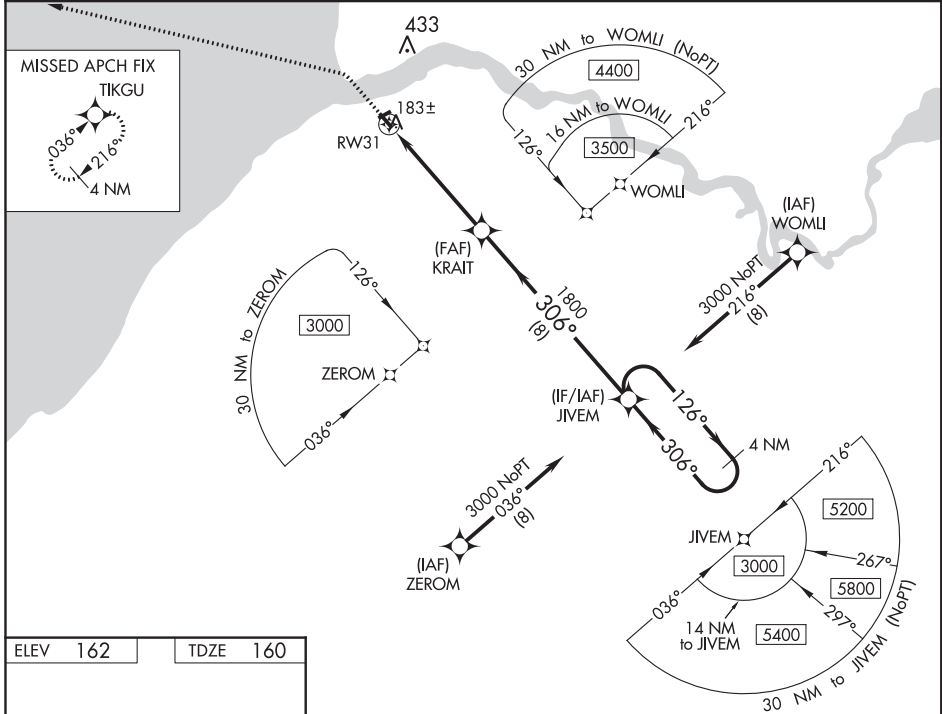
RNAV (GPS) RWY 31

SOUTH NAKNEK NR 2 (WSN)(PFWS)

⚠ Baro-VNAV NA when using King Salmon altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use King Salmon altimeter setting and increase all DA/MDA 40 feet. DME/DME RNP-0.3 NA. VDP NA when using King Salmon altimeter setting. Night landing: Rwy 5, 13 NA.

MISSED APPROACH:
Climb to 700 then climbing left turn to 3200 direct TIKGU and hold.

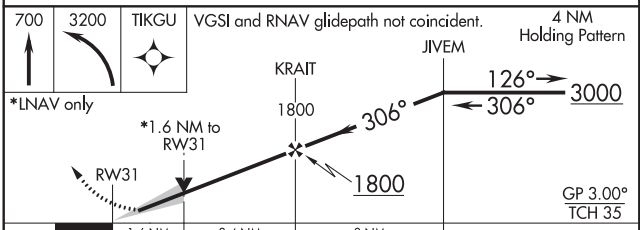
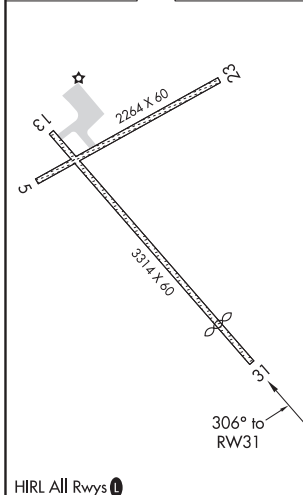
| | | |
|---------------------------|--|----------------------|
| AWOS-3P 121.575 | ANCHORAGE CENTER 124.8 354.0 | CTAF 122.9 |
|---------------------------|--|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 162 | TDZE 160 |
|----------|----------|



| CATEGORY | A | B | C | D |
|-------------------|-------|-------------|---|----|
| LPV DA | 410-1 | 250 (300-1) | | NA |
| LNAV/VNAV DA | 410-1 | 250 (300-1) | | NA |
| LNAV MDA | 700-1 | 540 (600-1) | | NA |
| C CIRCLING | 700-1 | 538 (600-1) | | NA |

SPARREVOHN, ALASKA

RNAV (GPS) RWY 34

| | |
|-------------------------|--------------------------|
| APCH CRS 345° | Rwy Idg 4200 |
| | THRE 1365 |
| | Arpt Elev 1565 |

AL-2332 [USAF]

SPARREVOHN LRRS (PASV)

▼ Night operations not authorized.
Circling not authorized.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 5500 direct LIVME and hold.

| |
|--|
| ANCHORAGE CENTER 134.3 351.8 |
|--|

| |
|---------------------------|
| KENAI RCO 122.5 |
|---------------------------|

| |
|-------------------------------|
| UNICOM 126.2 (CTAF) |
|-------------------------------|

| |
|--------|
| AWOS-3 |
|--------|

NOT FOR CIVIL USE

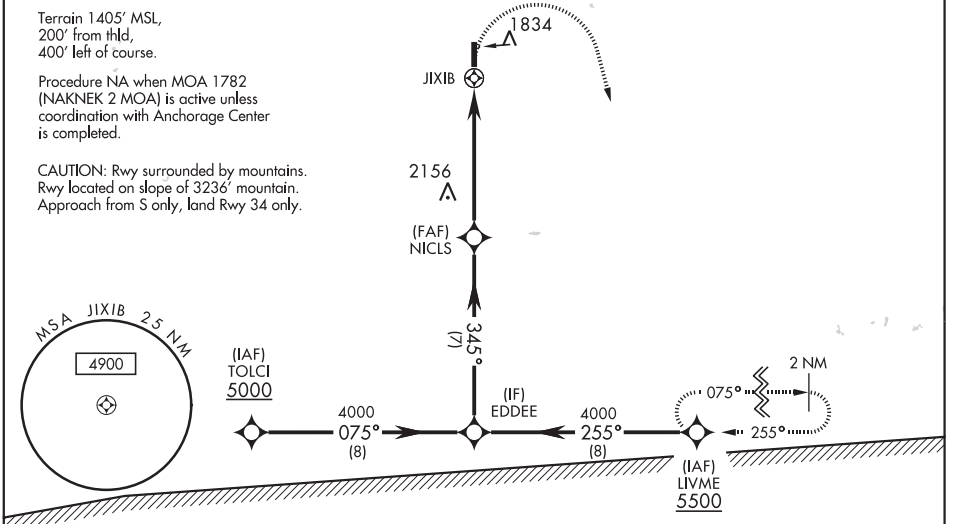
**MILITARY CERTIFIED AIRCEW OR
AUTHORIZED CONTRACT AIRCRAFT ONLY**

Uncontrolled airspace below
700 AGL within 3 NM of
Sparrevohn Airport.

Terrain 1405' MSL,
200' from thld,
400' left of course.

Procedure NA when MOA 1782
(NAKNEK 2 MOA) is active unless
coordination with Anchorage Center
is completed.

CAUTION: Rwy surrounded by mountains.
Rwy located on slope of 3236' mountain.
Approach from S only, land Rwy 34 only.

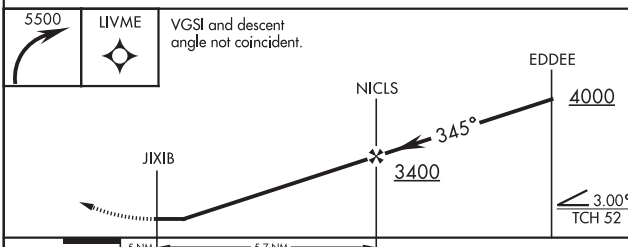


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

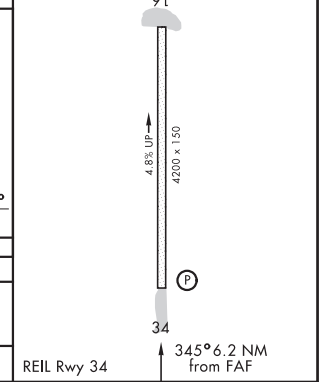
MOA 1782 (NAKNEK 2 MOA)

EMERG SAFE ALT 100 NM 13,500 FROM JIXIB



| | |
|-----------|-----------|
| ELEV 1565 | THRE 1365 |
|-----------|-----------|

Land Rwy 34
Tkof Rwy 16



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|--------|---------------|
| RNAV MDA | 3120-1¼ 1755 (1600-1¼) | 3120-1½ 1755 (1600-1½) | 3120-3 | 1755 (1600-3) |
| CIRCLING | NOT AUTHORIZED | | | |

REIL Rwy 34 ↑ 345° 6.2 NM from FAF

SPARREVOHN, ALASKA
Amdt 1 18SEP14

61° 06'N-155° 34'W

SPARREVOHN LRRS (PASV)

RNAV (GPS) RWY 34

NDB RWY 34

| | | |
|-----------------------|-------------------------|---|
| NDB CRN 281 | APCH CRS 354° | Rwy ldg THRE Arpt Elev 4200 1365 1565 |
|-----------------------|-------------------------|---|

AL-2332 [USAF]

SPARREVOHN LRRS (PASV)

| | | | |
|---|---------------------------|---|--------|
| <p>▼ Night operations not authorized.</p> | | <p>MISSED APPROACH: Climb to 4200, then climbing right turn to 5500 direct CRN and hold. Continue climb and hold to 5500.</p> | |
| ANCHORAGE CENTER 134.3 351.8 | KENAI RCO 122.5 | SPARREVOHN RADIO 126.2 (CTAF) | AWOS-3 |

CAUTION: Rwy surrounded by mountains.
Rwy located on slope of 3236' mountain.
Approach from S only, land Rwy 34 only.

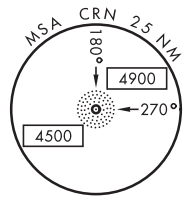
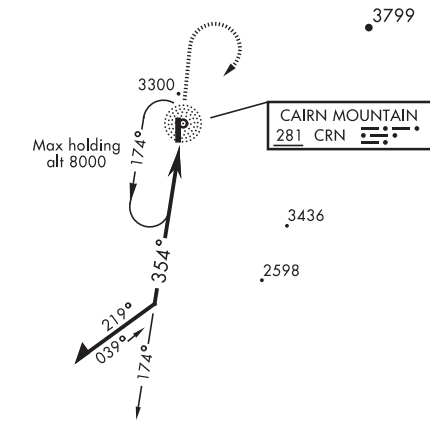
CAUTION: Terrain 1569' MSL, 2657' from thld,
1156' left of course.

Successful go-around improbable
if initiated past the MAP.

Uncontrolled Airspace
below 700' AGL within
3 NM of Sparrevohn
airport.

MILITARY CERTIFIED AIRCRAFTS OR AUTHORIZED CONTRACT AIRCRAFT ONLY

NOT FOR CIVIL USE



EMERG SAFE ALT 100 NM 13,500

| | | | | | |
|---|---|---------------------------|----------------|-----------|-----------|
| <p>NDB 5500</p> <p>4400</p> <p>174°</p> <p>354°</p> <p>Remain within 10 NM</p> | 4200 | 5500 | CRN | ELEV 1565 | THRE 1365 |
| | <p>91</p> <p>4.8% UP</p> <p>4200 x 1.50</p> <p>Land Rwy 34 Tkof Rwy 16</p> <p>REIL Rwy 34 34</p> <p>354° to CRN NDB</p> | | | | |
| CATEGORY | A | B | C | D | |
| S-34 | 3500-1¼ 2135 (2000-1¼) | 3500-1½ 2135 (2000-1½) | 3500-3 2135 | (2000-3) | |
| CIRCLING | NOT AUTHORIZED | | | | |

NDB RWY 34

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

TAKOTNA, ALASKA

RNAV (GPS) RWY 35

| | | |
|-------------|-----------|-------------|
| APCH CRS | Rwy Idg | 3820 |
| 346° | THRE | 891 |
| | Arpt Elev | 933 |

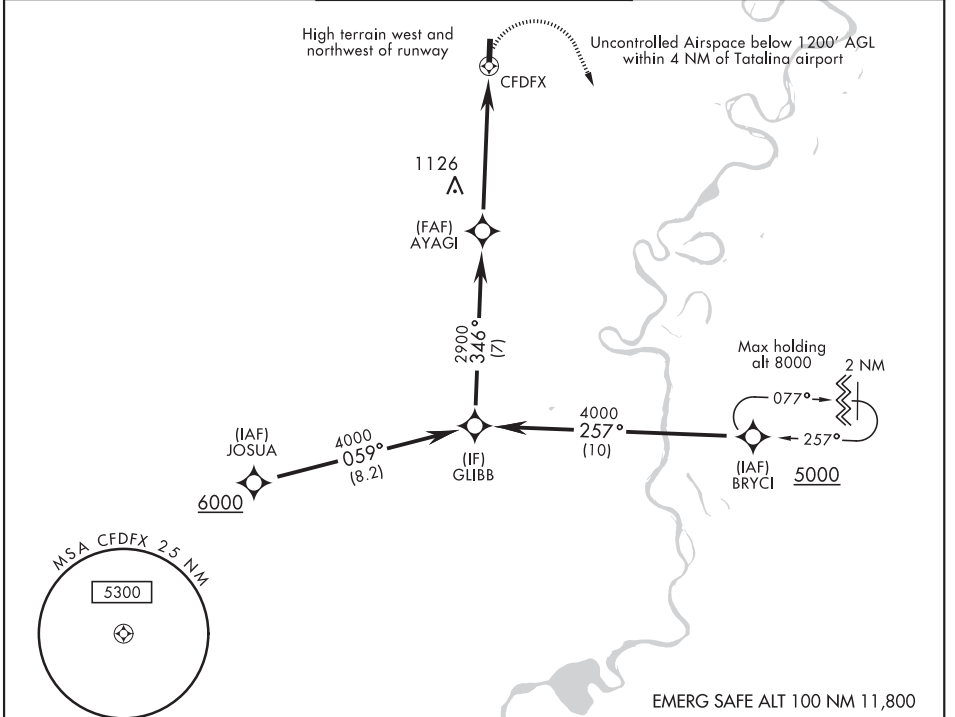
AL-10651 [USAF]

TATALINA LRRS (PATL)

▼ * Circling not authorized west of Runway 17/35
DME/DME RNP 0.3 NA
Night Operations not authorized.

MISSED APPROACH: Climbing right turn to 5000 direct BRYCI and hold. Continue climb and hold to 5000.

| | | |
|-----------------------------|-------------------------------------|--------|
| KENAI RADIO 122.3 | UNICOM 126.2 (CTAF) 364.2 | AWOS-3 |
|-----------------------------|-------------------------------------|--------|

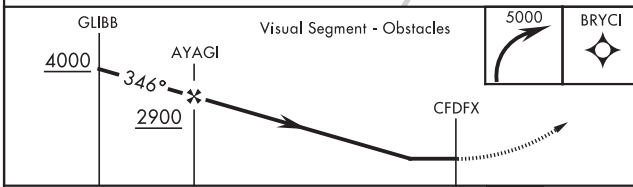


AK, 10 NOV 2016 to 05 JAN 2017

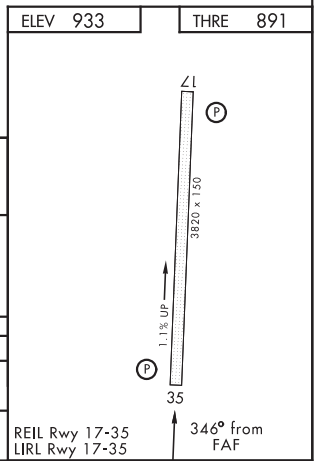
AK, 10 NOV 2016 to 05 JAN 2017

NOT FOR CIVIL USE
MILITARY CERTIFIED AIRCREWS OR
AUTHORIZED CONTRACT AIRCRAFT ONLY

EMERG SAFE ALT 100 NM 11,800



| CATEGORY | A | B | C | D |
|------------------|-------------------------|---------------------------|-------------------------|----|
| LNAV MDA | 1640-1 749 (800-1) | 1640-1¼ 749 (800-1¼) | 1640-2 749 (800-2) | NA |
| CIRCLING* | 1800-1¼ 867 (900-1¼) | 2340-1½ 1407 (1500-1½) | 2880-3 1947 (2000-3) | NA |



TAKOTNA, ALASKA
Amdt 1 26MAY16

62° 53'N-155° 58'W

TATALINA LRRS (PATL)

RNAV (GPS) RWY 35

RNAV (GPS)-A

| | | |
|-------------------------|------------------------------|--------------------------|
| APCH CRS 207° | Rwy Idg TDZE Arpt Elev | N/A N/A 933 |
|-------------------------|------------------------------|--------------------------|

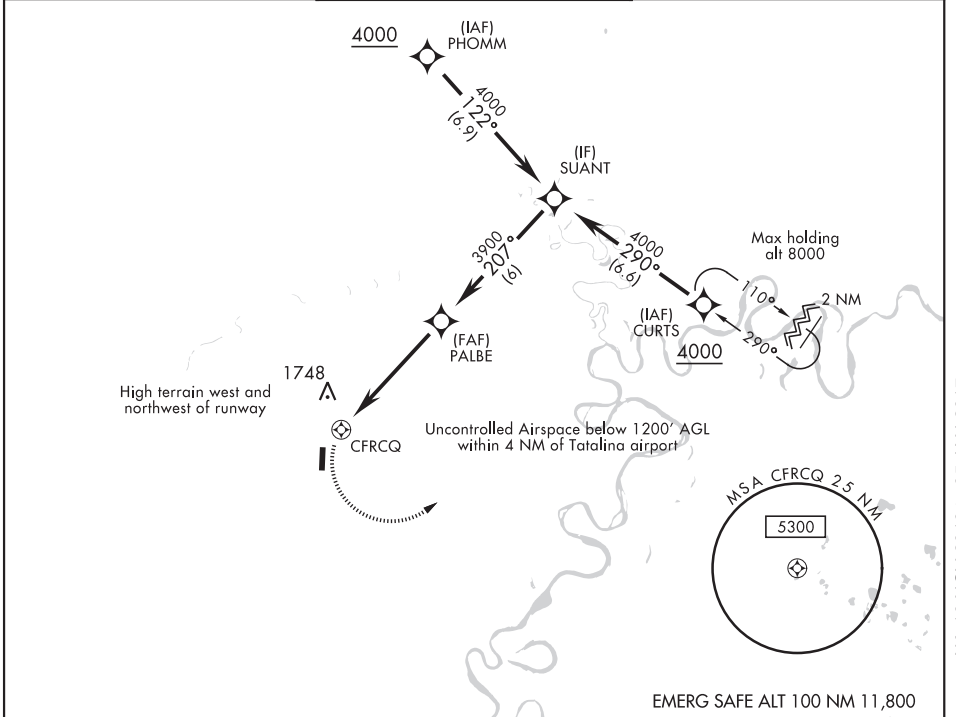
AL-10651 [USAF]

TATALINA LRRS (PATL)

▼ * Circling not authorized west of Runway 17/35
DME/DME RNP 0.3 NA
Night Operations not authorized.

MISSED APPROACH: Climbing left turn to 4000 direct CURTS and hold.

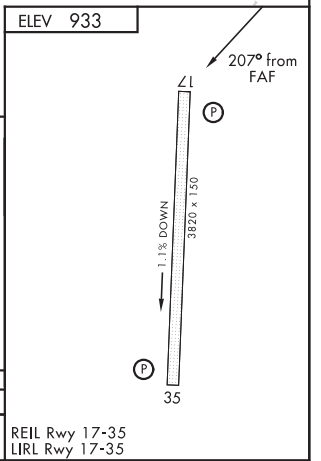
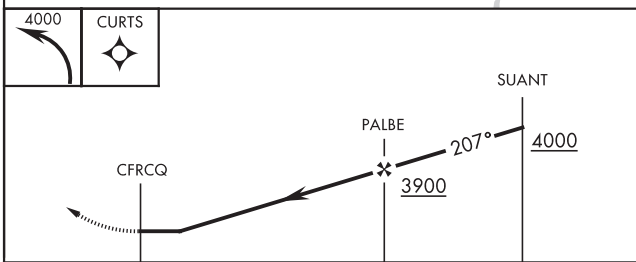
| | | |
|-----------------------------|-------------------------------------|--------|
| KENAI RADIO 122.3 | UNICOM 126.2 (CTAF) 364.2 | AWOS-3 |
|-----------------------------|-------------------------------------|--------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

NOT FOR CIVIL USE
MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY



| CATEGORY | A | B | C | D |
|------------------|-------------------------|---------------------------|-------------------------|----|
| CIRCLING* | 1800-1¼ 867 (900-1¼) | 2340-1½ 1407 (1500-1½) | 2880-3 1947 (2000-3) | NA |

TAKOTNA, ALASKA 62° 53'N-155° 58'W TATALINA LRRS (PATL)

Orig 29MAY14

RNAV (GPS)-A

TATALINA ONE DEPARTURE (RNAV1) (OBSTACLE) (TLJ1•MCG)

TAKOTNA, ALASKA

AWOS-3
KENAI RADIO
122.3
CTAF
126.2 364.2

SL-10651 [USAF]

Uncontrolled Airspace below 1200' AGL
within 4 NM of Tatalina airport.

2700

MCGRATH
MCG
L-3, H-1,2



166°

2400

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

NOT FOR CIVIL USE

RNAV-1

GPS REQUIRED

RADAR REQUIRED

(For Non-GPS Equipped Aircraft)

Night operations not authorized

DME/DME RNP - 0.3 NA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17: Climb heading 166° to 2400, then climbing left turn to 4000 direct MCG VORTAC, then as filed to assigned altitude.

TAKE-OFF RWY 35: Not Authorized

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 36

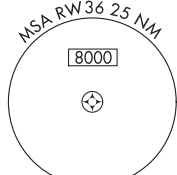
TALKEETNA(TKA)(PATK)

| | |
|------------------------|------------------------|
| APP CRS 008° | Rwy Idg 3500 |
| | TDZE 352 |
| | Apt Elev 358 |

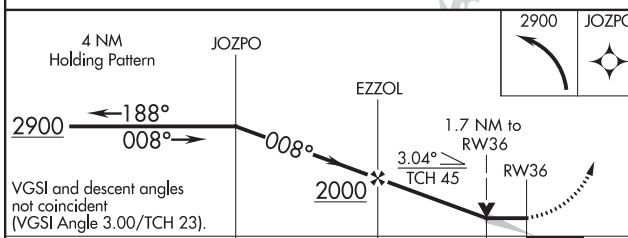
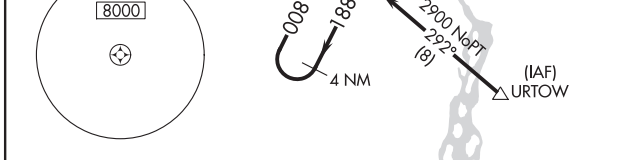
⚠ Circling NA for Cats B, C, and D east of Rwy 18-36. DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, use Wasilla altimeter setting and increase all MDA 120 feet and visibility Cat C and D ¼ mile.
⚠ -26°C/-15°F VDP NA with Wasilla altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct JOZPO and hold.

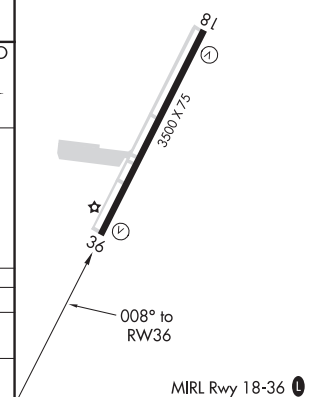
| | | | |
|----------------------|---|--|------------------------|
| AFIS 135.2 | ANCHORAGE CENTER 125.55 254.3 | TALKEETNA RADIO 123.6 (CTAF) 0 | UNICOM 123.0 |
|----------------------|---|--|------------------------|



| | |
|----------|----------|
| ELEV 358 | TDZE 352 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------|---------------------|
| LNAV MDA | 900-1 548 (600-1) | | 900-1½ 548 (600-1½) | 900-1¾ 548 (600-1¾) |
| CIRCLING | 960-1 602 (700-1) | | 960-1¾ 602 (700-1¾) | 960-2 602 (700-2) |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|--|------------------------|---|
| VOR/DME TKA 116.2 Chan 109 | APP CRS 352° | Rwy Idg 3500 TDZE 352 Apt Elev 358 |
|--|------------------------|---|

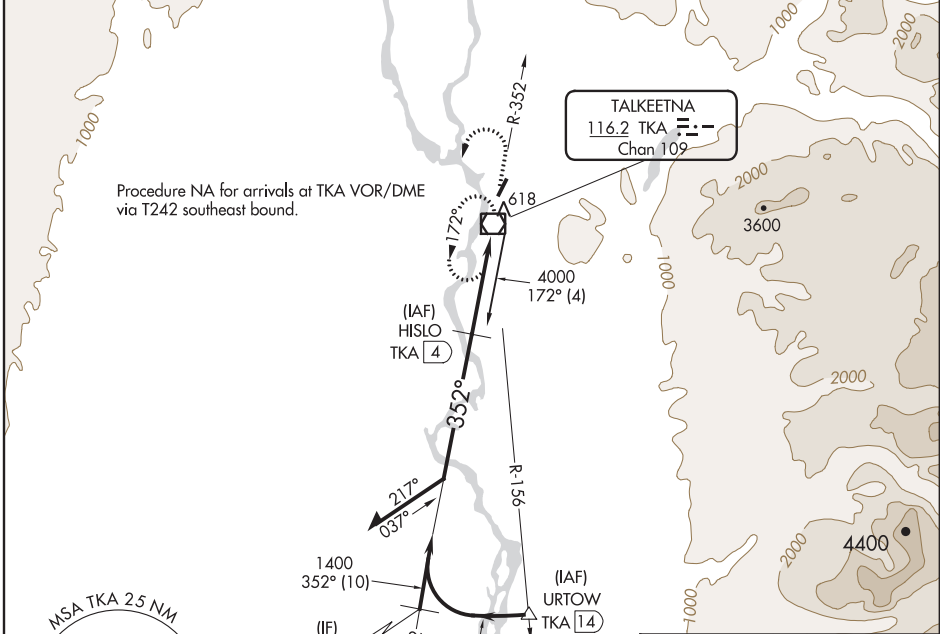
VOR/DME RWY 36

TALKEETNA (TKA)(PATK)

⚠ Circling NA for Cats B, C, D east of Rwy 18-36. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDA 120 feet and Cat B visibility ¼ mile and Cat C and D ½ mile.

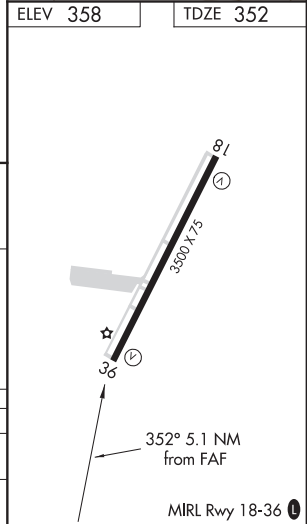
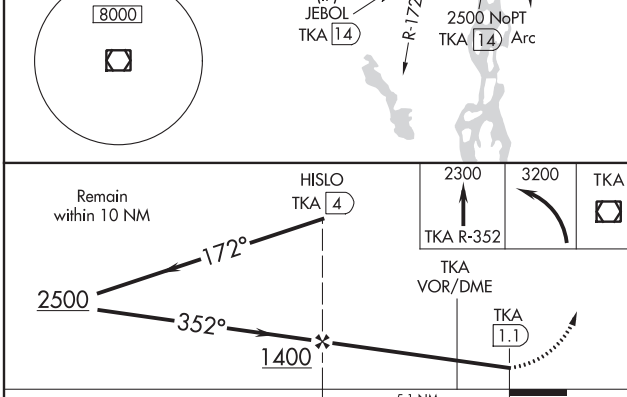
MISSED APPROACH: Climb to 2300 on TKA VOR/DME R-352 then climbing left turn to 3200 direct TKA VOR/DME and hold, continue climb-in-hold to 3200.

| | | | |
|----------------------|---|--|------------------------|
| AFIS 135.2 | ANCHORAGE CENTER 125.55 254.3 | TALKEETNA RADIO 123.6 (CTAF) 0 | UNICOM 123.0 |
|----------------------|---|--|------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-----------------------|-------------------------|
| S-36 | 1040-1 | 688 (700-1) | 1040-2 688 (700-2) | 1040-2¼ 688 (700-2¼) |
| CIRCLING | 1040-1 | 682 (700-1) | 1040-2 682 (700-2) | 1040-2¼ 682 (700-2¼) |

| | | |
|--|------------------------|---|
| VOR/DME TKA 116.2 Chan 109 | APP CRS 352° | Rwy Idg TDZE Apt Elev N/A N/A 358 |
|--|------------------------|---|

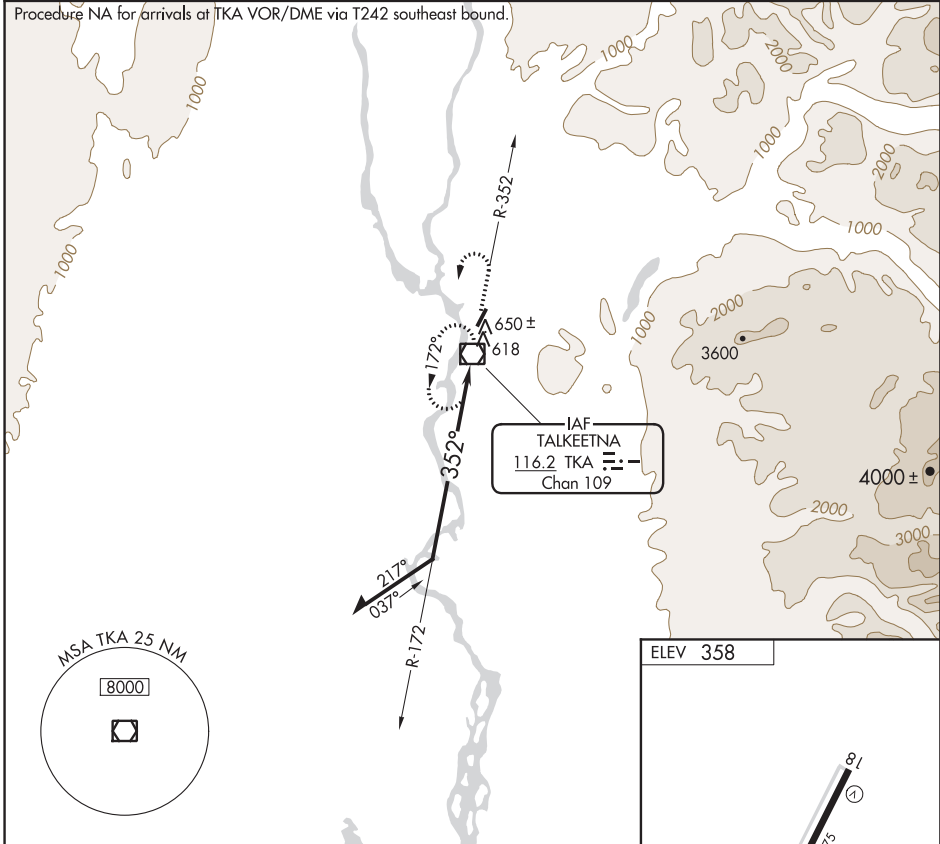
VOR-A
TALKEETNA (TKA) (PATK)

⚠ Circling NA for Cats B, C, D east of Rwy 18-36. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDA 120 feet and visibility Cat B ¼ mile and Cat C and D ½ mile.

⚠ MISSED APPROACH: Climb to 2300 on TKA VOR/DME R-352 then climbing left turn to 3200 direct TKA VOR/DME and hold, continue climb-in-hold to 3200.

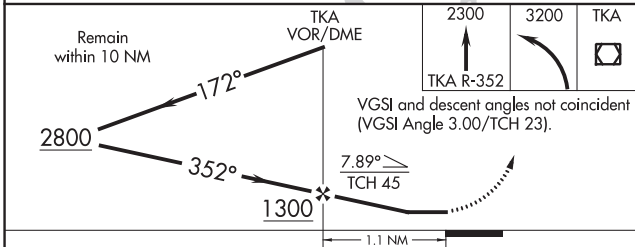
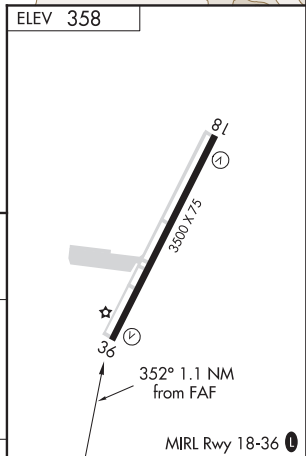
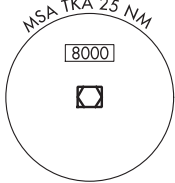
| | | | |
|----------------------|---|--|------------------------|
| AFIS 135.2 | ANCHORAGE CENTER 125.55 254.3 | TALKEETNA RADIO 123.6 (CTAF) 0 | UNICOM 123.0 |
|----------------------|---|--|------------------------|

Procedure NA for arrivals at TKA VOR/DME via T242 southeast bound.



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | | | | | | | | | | |
|----------|--------|-------------|-------------|---------------|-------------------|------|------|------|------|------|
| CATEGORY | A | B | C | D | FAF to MAP 1.1 NM | | | | | |
| CIRCLING | 1080-1 | 722 (800-1) | 1080-2 | 1080-2 ¼ | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | 722 (800-2) | 722 (800-2 ¼) | Min:Sec | 1:06 | 0:44 | 0:33 | 0:26 | 0:22 |

TALKEETNA, ALASKA

AL-1222 (FAA)

16035

| | | | |
|-----------------------|------------------------|-----------------------------|---|
| NDB PEE 305 | APP CRS 353° | Rwy Idg TDZE Apt Elev | 3500 352 358 |
|-----------------------|------------------------|-----------------------------|---|

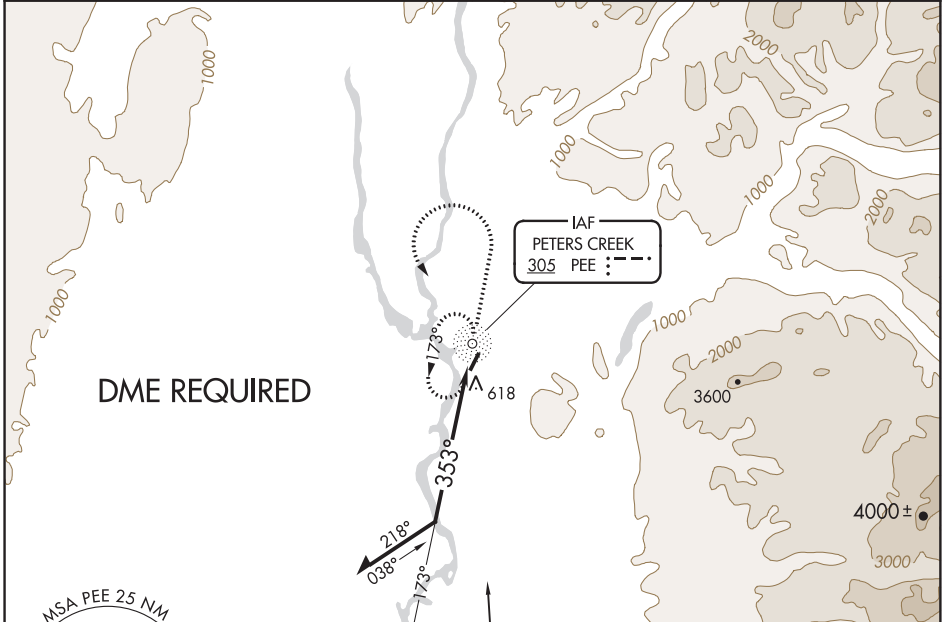
NDB RWY 36

TALKEETNA (TKA)(PATK)

⚠ When VGSI inop, procedure NA at night. Circling NA for Cats B, C and D east of Rws 18 and 36. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wasilla altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 1800 on 353° bearing from PEE NDB, then climbing left turn to 2900 direct PEE NDB and hold, continue climb-in-hold to 2900.

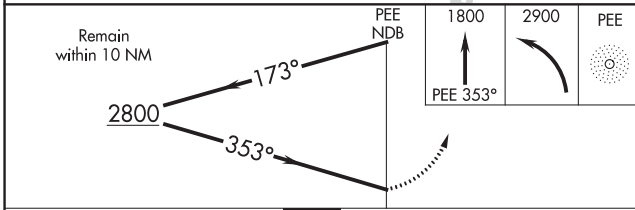
| | | | |
|----------------------|---|--|------------------------|
| AFIS 135.2 | ANCHORAGE CENTER 125.55 254.3 | TALKEETNA RADIO 123.6 (CTAF) 0 | UNICOM 123.0 |
|----------------------|---|--|------------------------|



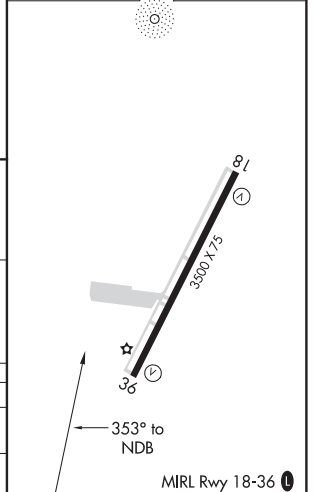
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 358 | TDZE 352 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|--------------------------|--------------------------|--------|--------------|
| S-36 | 1300-1¼ 948 (1000-1¼) | 1300-1½ 948 (1000-1½) | 1300-3 | 948 (1000-3) |
| CIRCLING | 1300-1¼ 942 (1000-1¼) | 1300-1½ 942 (1000-1½) | 1300-3 | 942 (1000-3) |



TALKEETNA, ALASKA
Amdt 3A 24JUL14

62°19'N-150°06'W

TALKEETNA (TKA)(PATK)

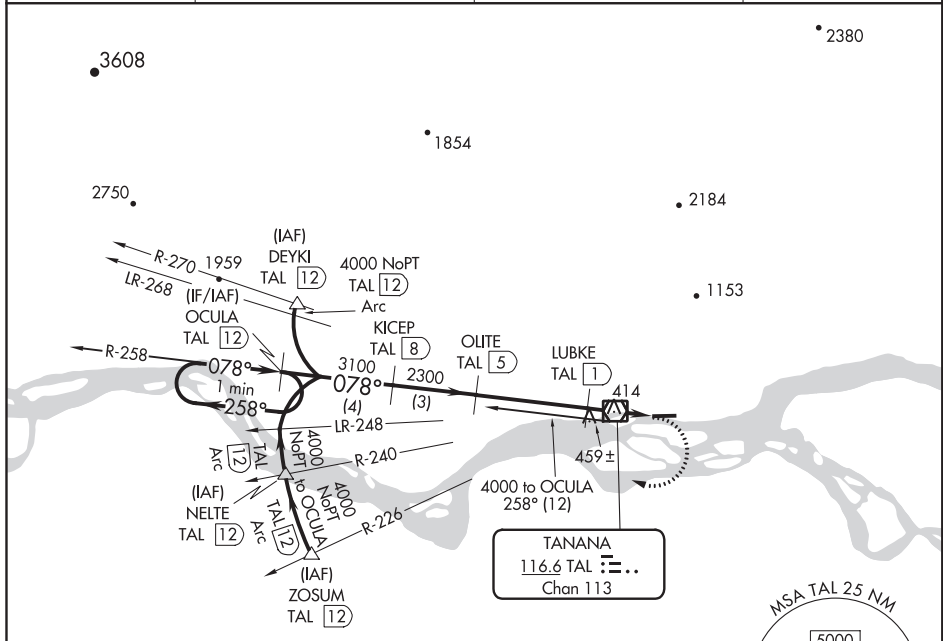
NDB RWY 36

| | | | |
|--|------------------------|-----------------------------|---|
| VOR/DME TAL 116.6 Chan 113 | APP CRS 078° | Rwy Idg TDZE Apt Elev | 4400 228 236 |
|--|------------------------|-----------------------------|---|

VOR/DME RWY 7
RALPH M CALHOUN MEMORIAL (TAL) (PATA)

V Circling NA north of Rwy 7-25.
38 -32°C/-26°F Helicopter visibility reduction below ¾ SM NA.
 MISSED APPROACH: Climbing right turn to 4000 via heading 275° and TAL VOR/DME R-258 to OCULA 12 DME and hold, continue climb-in-hold to 4000.

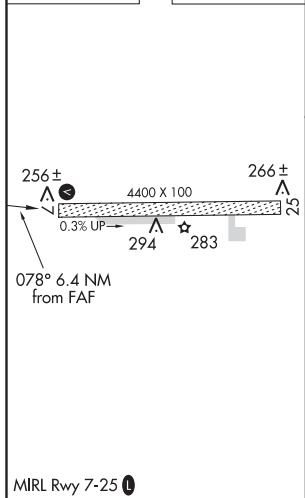
| | | | |
|----------------------|--|----------------------------------|----------------------|
| ASOS 135.1 | ANCHORAGE CENTER 133.1 285.4 | FAIRBANKS RADIO 122.65 | CTAF 122.9 |
|----------------------|--|----------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 236 | TDZE 228 |
|----------|----------|



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 24).

| | | | | | | | |
|----------------------------|--------------|-------------|-------------|-------------|---------|-------------|---------|
| One Minute Holding Pattern | OCULA TAL 12 | KICEP TAL 8 | OLITE TAL 5 | LUBKE TAL 1 | TAL 0.1 | TAL VOR/DME | TAL 1.4 |
|----------------------------|--------------|-------------|-------------|-------------|---------|-------------|---------|

4000 hdg 275° TAL R-258 OCULA TAL 12

| CATEGORY | A | B | C | D |
|----------|-------------------|---|---------------------|---------------------|
| S-7 | 720-1 492 (500-1) | | 720-1¼ 492 (500-1¼) | 720-1½ 492 (500-1½) |
| CIRCLING | 720-1 484 (500-1) | | 720-1½ 484 (500-1½) | 800-2 564 (600-2) |

| | | |
|--|------------------------|---|
| WAAS CH 82225 W31A | APP CRS 298° | Rwy Idg 3701 TDZE 60 Apt Elev 62 |
|--|------------------------|---|

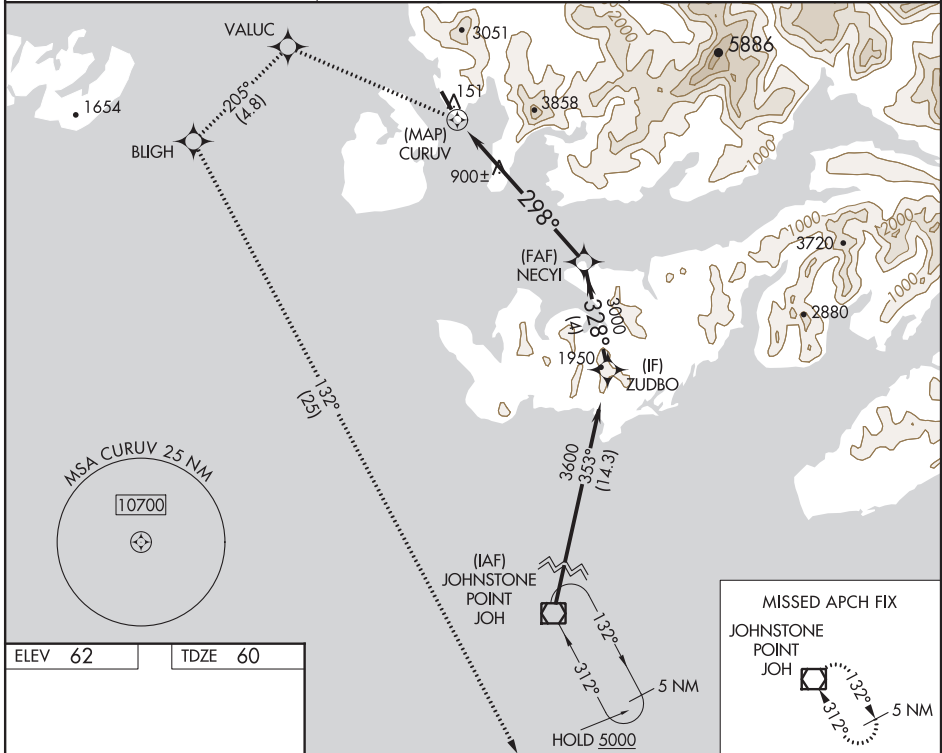
RNAV (GPS) RWY 31

TATITLEK (7KA) (PAKA)

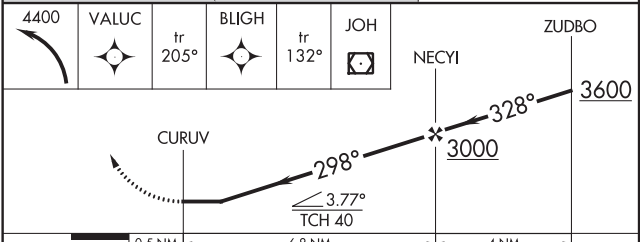
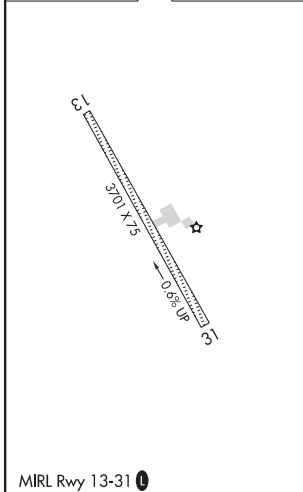
Use Valdez altimeter setting. Circling NA northeast of Rwy 31-13. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 4400 direct VALUC and on track 205° to BLIGH and on track 132° to JOH VOR/DME and hold.

| | | |
|----------------------------------|------------------------------|----------------------|
| ANCHORAGE CENTER 119.3 | JUNEAU RADIO 122.2 | CTAF 122.7 |
|----------------------------------|------------------------------|----------------------|



| | |
|---------|---------|
| ELEV 62 | TDZE 60 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|---|----|
| LP MDA | 1260-1¼ 1200 (1200-1¼) | 1260-1½ 1200 (1200-1½) | | NA |
| LNAV MDA | 1400-1¼ 1340 (1400-1¼) | 1400-1½ 1340 (1400-1½) | | NA |
| CIRCLING | 1400-1¼ 1338 (1400-1¼) | 1400-1½ 1338 (1400-1½) | | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

TELLER, ALASKA

AL-10174 (FAA)

16091

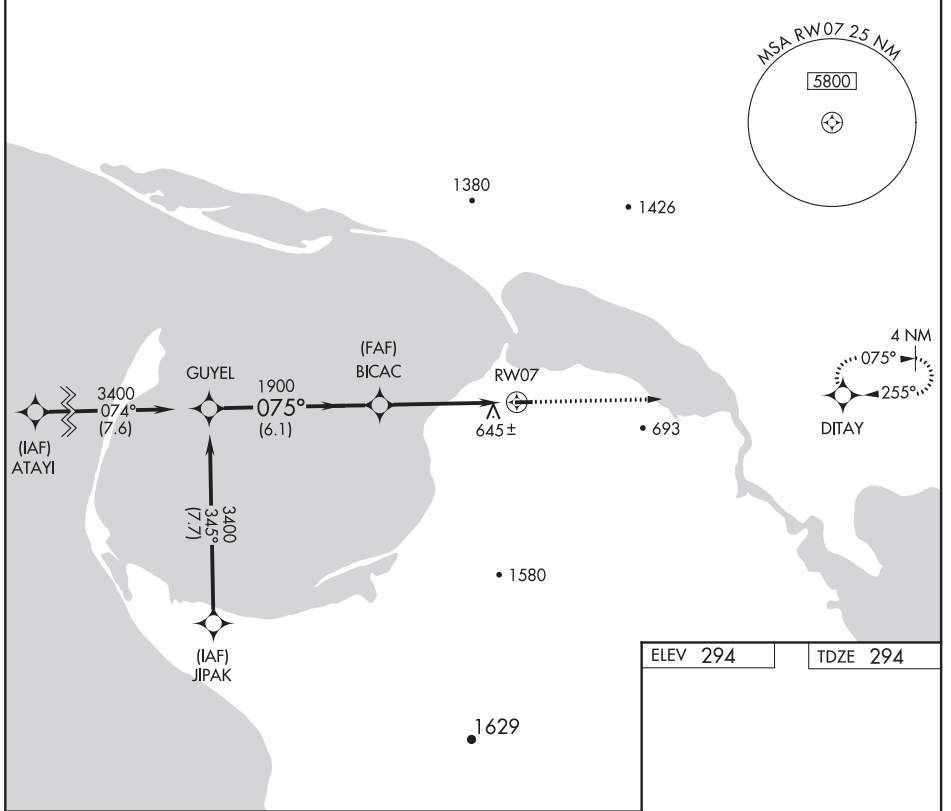
| | |
|------------------------|---|
| APP CRS 075° | Rwy Idg 2983 TDZE 294 Apt Elev 294 |
|------------------------|---|

RNAV (GPS) RWY 7

TELLER (TER) (PATE)

| | | |
|-------------------|---|---|
| NA -25°C/-13°F | Use Tin City altimeter setting. DME/DME RNP- 0.3 NA. | MISSED APPROACH: Climb to 3400 direct DITAY and hold. |
|-------------------|---|---|

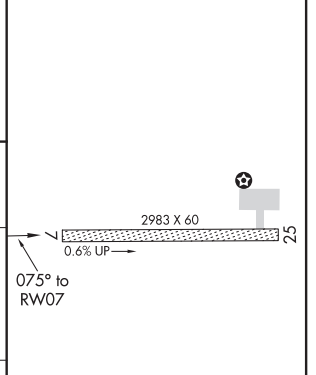
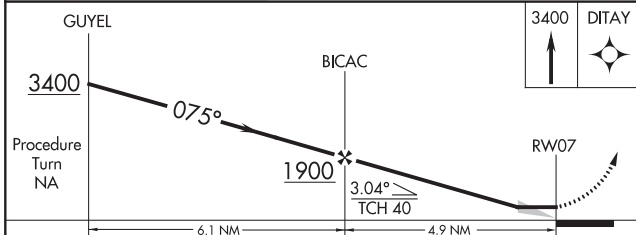
| | | | |
|--------------------------|--|----------------------------|----------------------|
| AWOS-3 118.375 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 135.6 | CTAF 123.0 |
|--------------------------|--|----------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 294 | TDZE 294 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|----|
| LNVA MDA | 1020-1 | 726 (800-1) | 1020-2 726 (800-2) | NA |
| CIRCLING | 1060-1 | 766 (800-1) | 1060-2¼ 766 (800-2¼) | NA |

MIRL Rwy 7-25

TELLER, ALASKA
Orig-A 31JUL08

65° 14' N-166° 20' W

RNAV (GPS) RWY 7

TELLER (TER) (PATE)

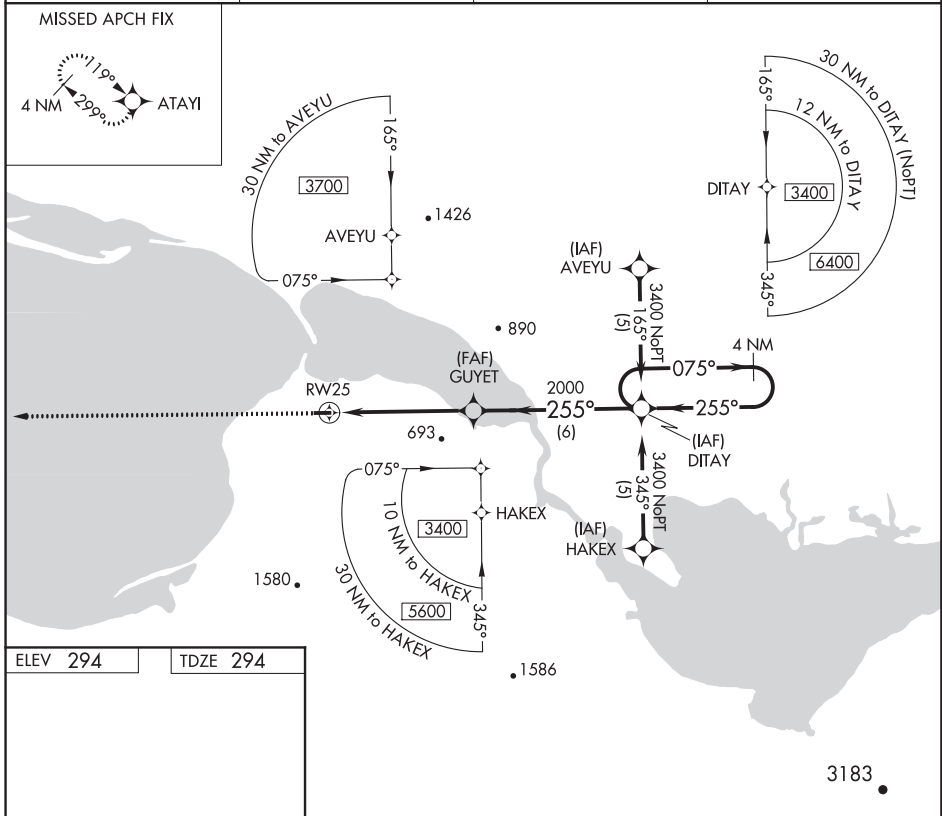
| | |
|------------------------|---|
| APP CRS 255° | Rwy Idg 2983 TDZE 294 Apt Elev 294 |
|------------------------|---|

RNAV (GPS) RWY 25

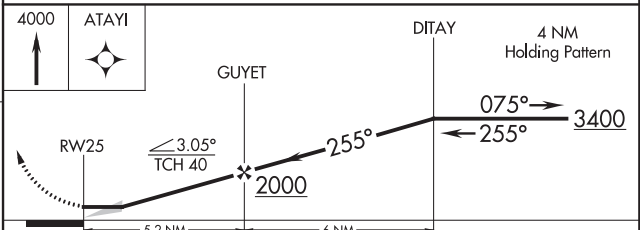
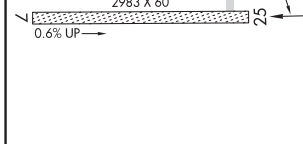
TELLER (TER) (PATE)

| | | |
|-------------------|---|---|
| NA -25°C/-13°F | Use Tin City altimeter setting. DME/DME RNP- 0.3 NA. | MISSED APPROACH: Climb to 4000 direct ATAYI and hold. |
|-------------------|---|---|

| | | | |
|--------------------------|--|----------------------------|----------------------|
| AWOS-3 118.375 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 135.6 | CTAF 123.0 |
|--------------------------|--|----------------------------|----------------------|



| | |
|-----------------|-----------------|
| ELEV 294 | TDZE 294 |
|-----------------|-----------------|



| CATEGORY | A | B | C | D |
|----------|--------------------------|--------------------------|------------------------|----|
| LNAV MDA | 1260-1¼ 966 (1000-1¼) | 1260-1½ 966 (1000-1½) | 1260-3 966 (1000-3) | NA |
| CIRCLING | 1260-1¼ 966 (1000-1¼) | 1260-1½ 966 (1000-1½) | 1260-3 966 (1000-3) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

(JIPAK2.JIPAK) 16203

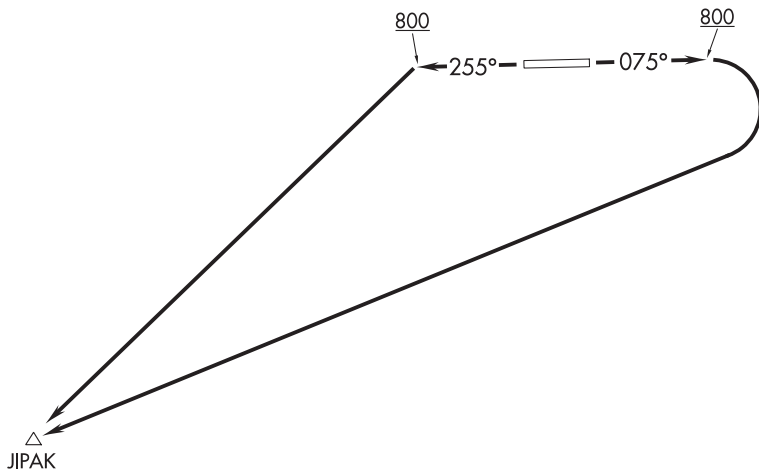
JIPAK TWO DEPARTURE (RNAV)

SL-10174 (FAA)

TELLER (TER)(PATE)
TELLER, ALASKA

**TOP ALTITUDE:
ASSIGNED BY ATC**

ANCHORAGE CENTER
133.3 290.4
NOME RADIO
135.6



NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 7: 500-2 with minimum climb of 201 per NM to 1100 or standard with minimum climb of 310 to 1100.

Rwy 25: 300-2 or standard with minimum climb of 220 per NM to 700.

TAKEOFF OBSTACLE NOTES

Rwy 7: Vehicles and vegetation beginning 57' from DER, 500' left of centerline, up to 15' AGL/314' MSL.

Rwy 25: Vegetation and terrain beginning 1052' from DER, 276' right of centerline, up to 10' AGL/359' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb heading 075° to 800, then climbing right turn direct JIPAK, thence. . . .

TAKEOFF RUNWAY 25: Climb heading 255° to 800, then direct JIPAK. Thence. . . .

. . . . maintain 6200 or assigned altitude.

JIPAK TWO DEPARTURE (RNAV)

(JIPAK2.JIPAK) 21JUL16

TELLER, ALASKA
TELLER (TER)(PATE)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 34

| | | |
|-------------------------|-------------------------------|------|
| APCH CRS 345° | Rwy Idg THRE 242 | 4702 |
| | Arpt Elev 273 | |

AL-2334 [USAF]

TIN CITY LRSS (PATC)

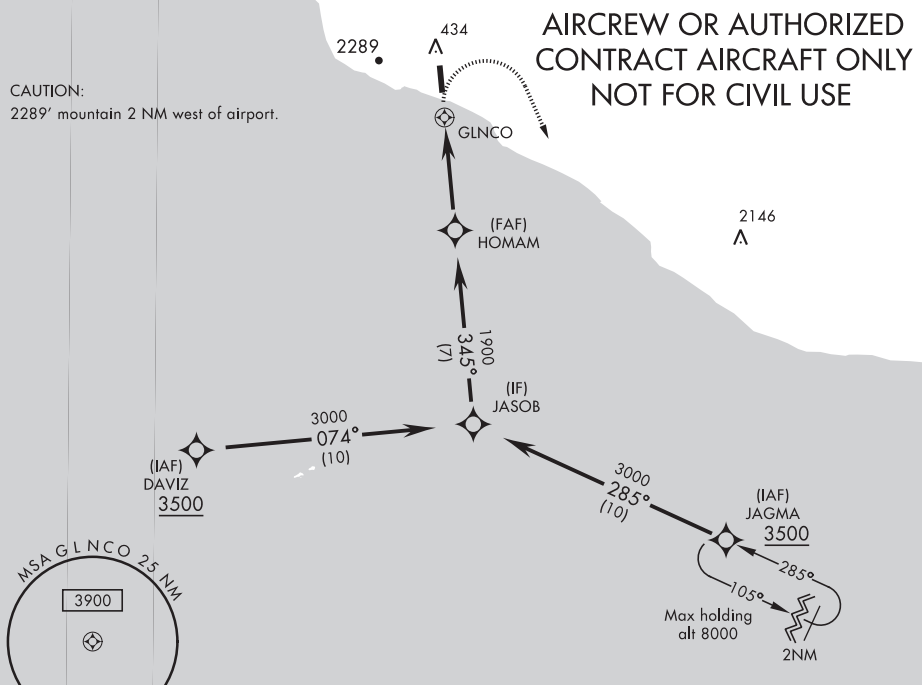
| | |
|---|---|
| <p>▼ Night operations not authorized DME/DME RNP - 0.3 NA * Circling not authorized W of runway 16/34</p> | <p>MISSED APPROACH: Climbing right turn to 3500 direct JAGMA and hold</p> |
|---|---|

| | | |
|--|--|---------------------------------------|
| <p>ANCHORAGE CENTER 133.3 290.4</p> | <p>TIN CITY RADIO 122.6</p> | <p>UNICOM 126.2 (CTAF)</p> |
|--|--|---------------------------------------|

Uncontrolled airspace below 700' AGL within 7 NM of Tin City airport.

**MILITARY CERTIFIED
AIRCREW OR AUTHORIZED
CONTRACT AIRCRAFT ONLY
NOT FOR CIVIL USE**

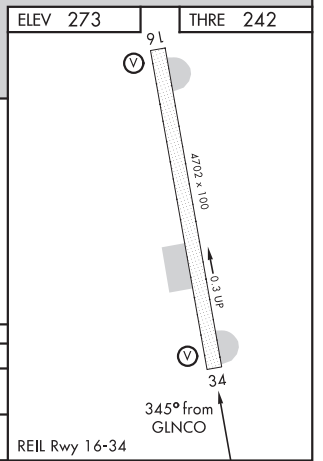
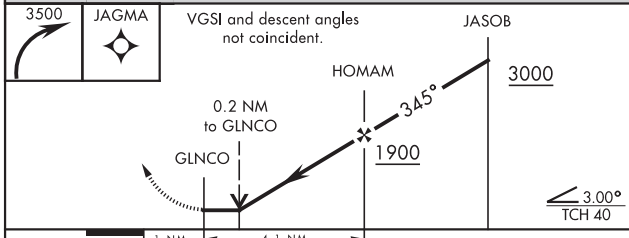
CAUTION:
2289' mountain 2 NM west of airport.



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 273 | THRE 242 |
|----------|----------|



| CATEGORY | A | B | C | D |
|-----------|------------------------|------------------------|------------------------|-------------------------|
| LNVA MDA | 660-1¼ 418 (400-1¼) | | | |
| CIRCLING* | 740-1¼ 467 (500-1¼) | 760-1¼ 487 (500-1¼) | 760-1½ 487 (500-1½) | 1120-2¾ 847 (900-2¾) |

REIL Rwy 16-34

RNAV (GPS) RWY 34

TIN CITY, ALASKA

NDB/DME RWY 34

| | | |
|--|-------------------------|--|
| NDB/DME TNC 347 Chan 119 (Y) | APCH CRS 339° | Rwy ldg THRE 242 Arpt Elev 273 |
|--|-------------------------|--|

AL-2334 [USAF]

TIN CITY LRRS (PATC)

▼ * Circling not authorized W of Rwy 16-34.
Night operations not authorized.

MISSED APPROACH: Climbing right turn to 3500 intercept TNC 159° bearing to WNGCO and hold. Continue climb-in-hold to 3500.

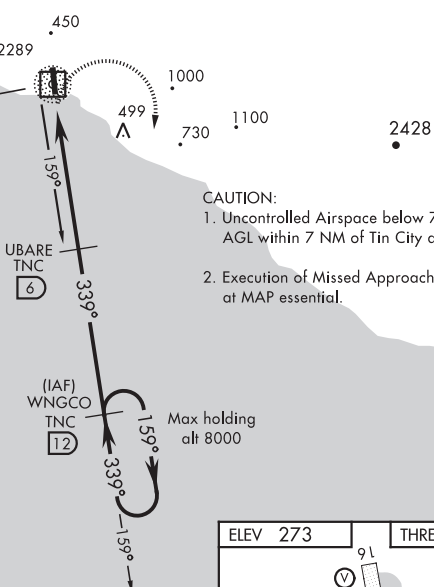
| | | |
|--|--------------------------------|-------------------------------|
| ANCHORAGE CENTER 133.3 290.4 | TIN CITY RADIO 122.6 | UNICOM 126.2 (CTAF) |
|--|--------------------------------|-------------------------------|

MILITARY CERTIFIED AIRCREWS OR AUTHORIZED CONTRACT AIRCRAFT ONLY

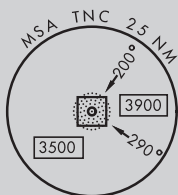
NOT FOR CIVIL USE

CAUTION:
2289' mountain 2 NM West of NDB/DME.

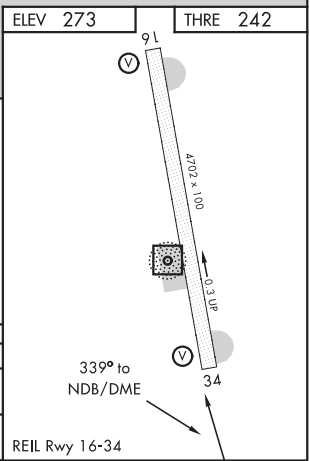
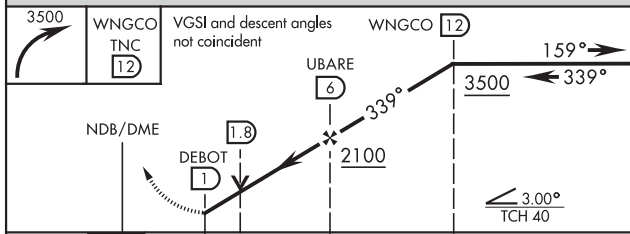
TIN CITY
347 TNC Chan 119(Y)



- CAUTION:
1. Uncontrolled Airspace below 700' AGL within 7 NM of Tin City airport.
 2. Execution of Missed Approach at MAP essential.



EMERG SAFE ALT 100 NM 6800



| CATEGORY | A | | B | | C | | D | |
|-----------|-------|-----|---------|--|--------|-----|----------|-------------------------|
| S-34 | 780-1 | 538 | (600-1) | | 780-1½ | 538 | (600-1½) | |
| CIRCLING* | 780-1 | 507 | (600-1) | | 780-1½ | 507 | (600-1½) | 1120-2¾ 847 (900-2¾) |

TIN CITY, ALASKA
Orig 08JAN15

65°34'N-167°55'W

TIN CITY LRRS (PATC)

NDB/DME RWY 34

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

HONPO ONE DEPARTURE (OBSTACLE) (RNAV) (HONPO1•JIPAK)

TIN CITY, ALASKA

UNICOM (CTAF)
126.2
TIN CITY RADIO
122.6
ANCHORAGE CENTER
133.3 290.4

SI-2334 [USAF]

MILITARY CERTIFIED
AIRCREWS OR AUTHORIZED
CONTRACT AIRCRAFT ONLY

NOT FOR CIVIL USE

2289



CAUTION: 2289' mountain 2 NM west of airport.

Uncontrolled airspace below 700' AGL within
7 NM of Tin City airport.

HONPO

GPS REQUIRED

DME/DME RNP - 0.3 NA

RNAV 1

Night operations not authorized

119°
(36.6)

1401
A



JIPAK

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



TAKE-OFF RWY 16: Climb to 7000 direct HONPO, then climbing left turn,
track 119° to JIPAK.

TAKE-OFF RWY 34: NA

Orig 15008

TIN CITY LRRS (PATC)

JEKLI ONE DEPARTURE (OBSTACLE) (RNAV) (JEKLI • SHH)

TIN CITY, ALASKA

UNICOM (CTAF)
126.2
TIN CITY RADIO
122.6
ANCHORAGE CENTER
133.3 290.4

SL-2334 [USAF]

| Rwy | Knots | 60 | 120 | 180 | 240 |
|-----|----------|-----|-----|------|------|
| 34 | V/V(fpm) | 340 | 680 | 1020 | 1360 |

Minimum obstruction climb rate until 700

**MILITARY CERTIFIED
AIRCREW OR AUTHORIZED
CONTRACT AIRCRAFT ONLY**

NOT FOR CIVIL USE

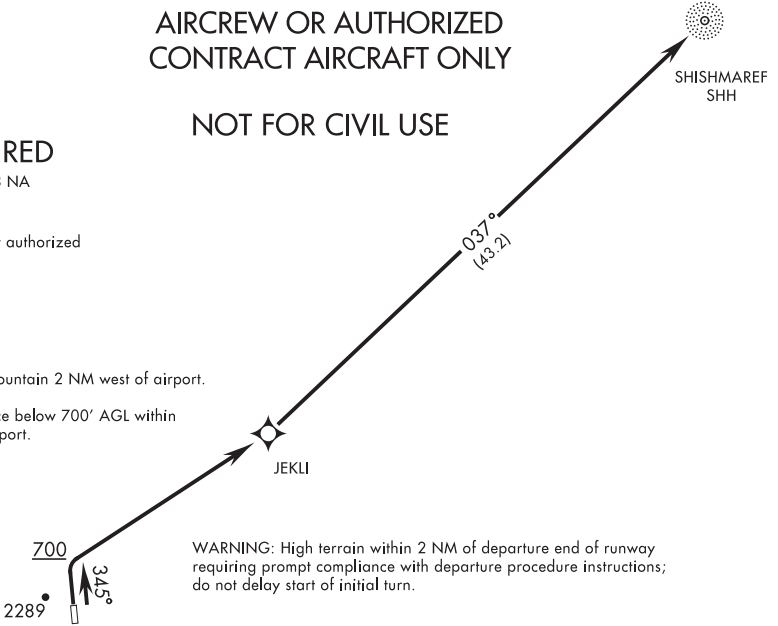
GPS REQUIRED

DME/DME RNP - 0.3 NA
RNAV 1

Night operations not authorized

CAUTION: 2289' mountain 2 NM west of airport.

Uncontrolled airspace below 700' AGL within
7 NM of Tin City airport.



WARNING: High terrain within 2 NM of departure end of runway
requiring prompt compliance with departure procedure instructions;
do not delay start of initial turn.

AK, 10 NOV 2016 TO 05 JAN 2017

AK, 10 NOV 2016 TO 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

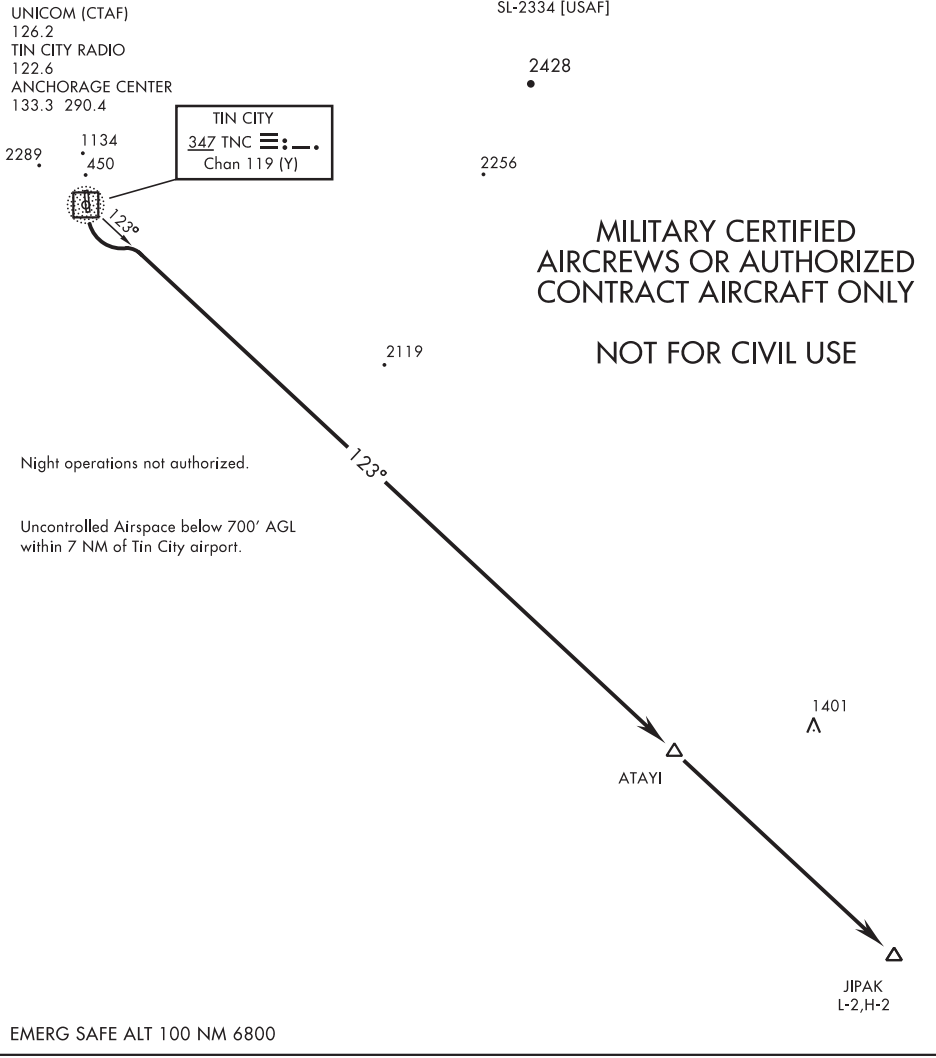
TAKE-OFF RWY 16: NA

TAKE-OFF RWY 34: Climb heading 345° to 700, then climbing right turn to
4000 direct JEKLI, then on track 037° to SHH

JEKLI ONE DEPARTURE (OBSTACLE) (RNAV) (JEKLI • SHH)

TIN CITY, ALASKA
TIN CITY LRRS (PATC)

TIN CITY FOUR RWY 16 DEPARTURE (TNC4•JIPAK)



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climbing left turn to 7000, intercept TNC 123° bearing to ATAYI, then direct JIPAK.

TAKE-OFF RWY 34: NA

TIN CITY FOUR RWY 16 DEPARTURE (TNC4•JIPAK)

RNAV (GPS) RWY 21

TOGIAK (TOG)(PATG)

| | |
|------------------------|------------------------|
| APP CRS 197° | Rwy Idg 4400 |
| | TDZE 21 |
| | Apt Elev 21 |

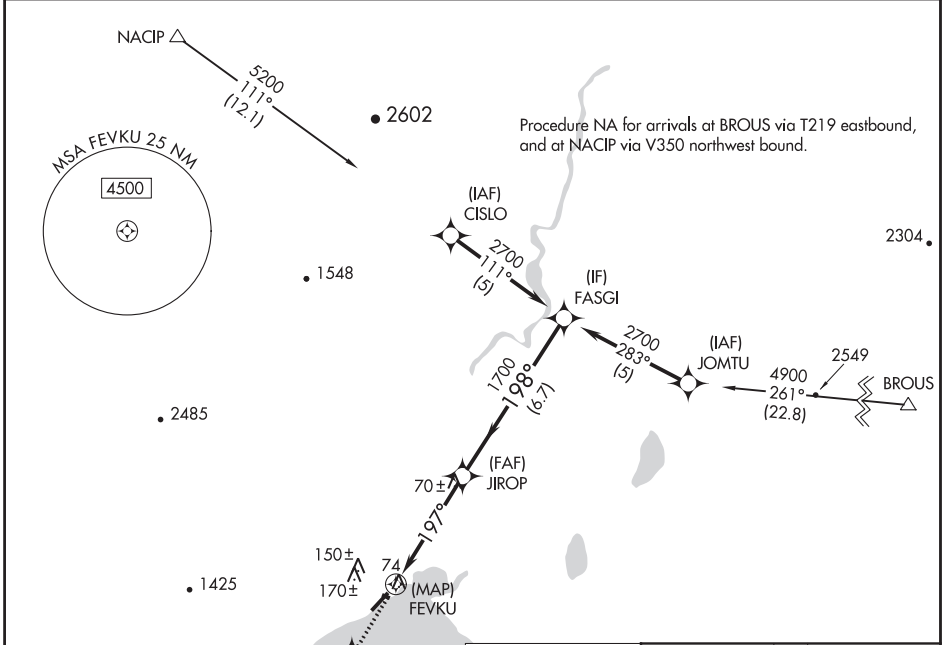
⚠ Circling NA for Cat D northwest of Rwy 3-21.
❄ -26°C/-15°F
 DME/DME RNP-0.3 NA.
 Procedure NA at night.

MISSED APPROACH: Climb to 2700 direct EKIYI and via 197° track to ANUYI and hold.

AWOS-3P
119.3

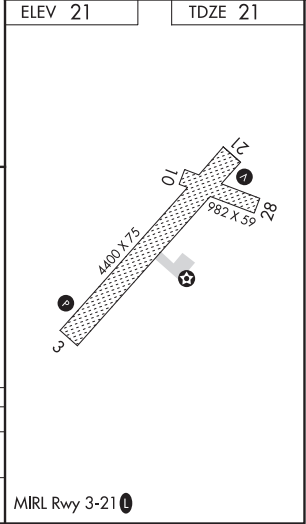
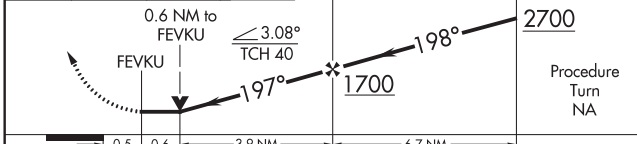
ANCHORAGE CENTER
132.75 282.35

CTAF
122.5



| | | |
|-----------------|---------|---------|
| MISSED APCH FIX | ELEV 21 | TDZE 21 |
| ANUYI | | |

| | | | | |
|------|-------|---------|-------|--|
| 2700 | EKIYI | 197° tr | ANUYI | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25). |
| | | | | JIROP |
| | | | | FASGI |



| | | | | |
|----------|-------------------|-------------|---------------------|-------------------|
| CATEGORY | A | B | C | D |
| LNVA MDA | 380-1 359 (400-1) | | 380-1½ 359 (400-1½) | |
| CIRCLING | 480-1 | 459 (500-1) | 480-1½ 459 (500-1½) | 580-2 559 (600-2) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

TOGIAC VILLAGE, ALASKA

AL-6819 (FAA)

16147

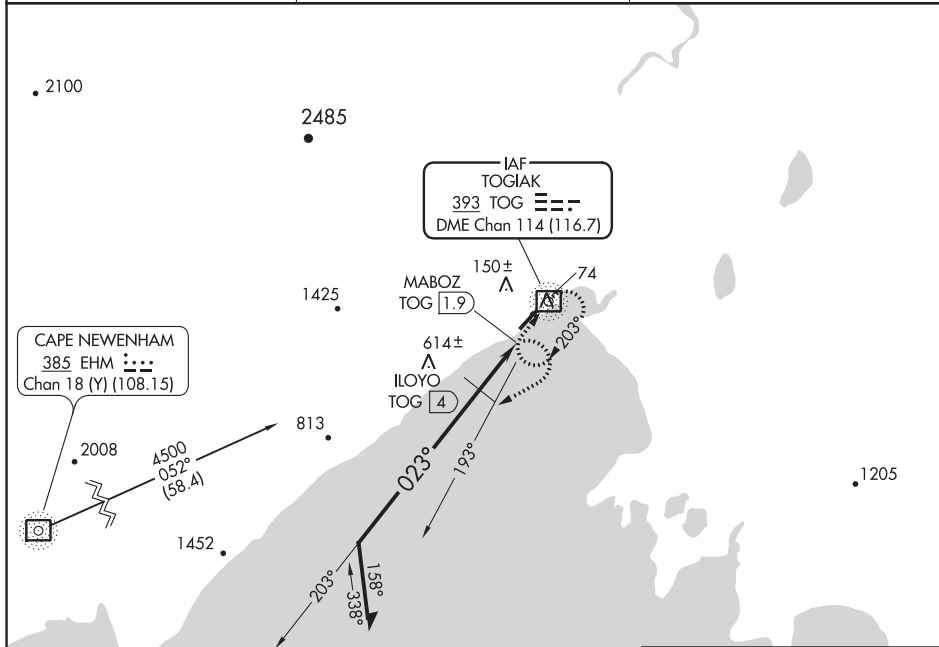
| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| NDB/DME TOG 393 | APP CRS 023° | Rwy Idg TDZE Apt Elev | N/A N/A 21 |
| Chan 114 (116.7) | | | |

NDB/DME-A

TOGIAC (TOG)(PATG)

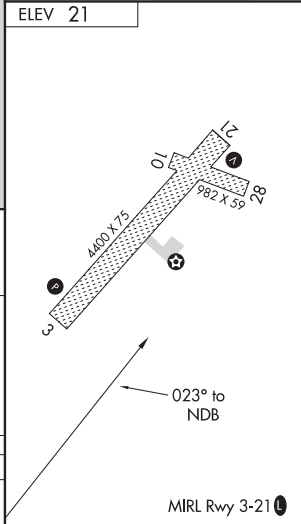
| | |
|---|--|
| -26°C/-15°F Circling NA for Cat D northwest of Rwy 3-21. | MISSED APPROACH: Climbing right turn via 193° bearing from TOG NDB/DME to 2400, then right turn direct TOG NDB/DME and hold. |
|---|--|

| | | |
|-------------------------|--|----------------------|
| AWOS-3P 119.3 | ANCHORAGE CENTER 132.75 282.35 | CTAF 122.5 |
|-------------------------|--|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | | | | |
|---------------------|-------------|---------------|-----------------|-----|
| Remain within 10 NM | TOG NDB/DME | | 2400 | TOG |
| | 6000 | | TOG 193° | |
| 2400 | 1600 | ILOYO TOG (4) | MABOZ TOG (1.9) | |
| 2.1 NM | | | | |

| | | | | |
|----------|-------|-------------|------------------------------|----------------------|
| CATEGORY | A | B | C | D |
| CIRCLING | 680-1 | 659 (700-1) | 680-1 3/4 659 (700-1 3/4) | 680-2 659 (700-2) |

TOGIAC VILLAGE, ALASKA
Amdt 1A 31MAR16

59°03'N-160°24'W

TOGIAC (TOG)(PATG)

NDB/DME-A

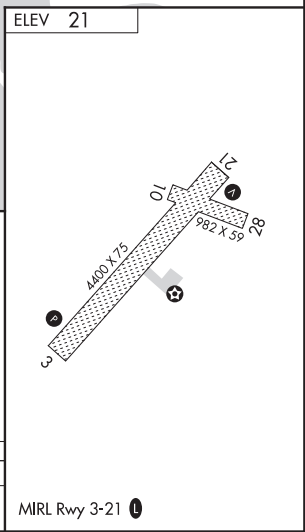
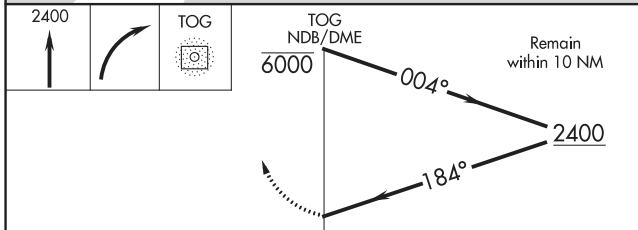
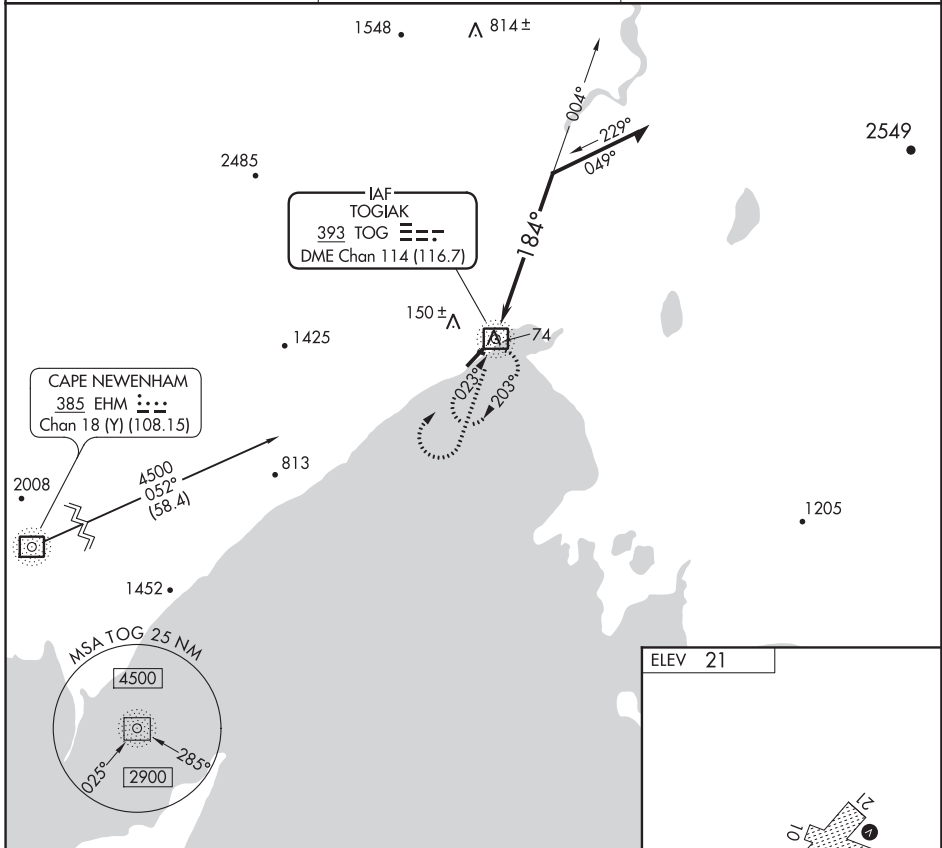
| | | | |
|---------------------------|------------------------|-----------------------------|---------------------------------------|
| NDB/DME TOG 393 | APP CRS 184° | Rwy Idg TDZE Apt Elev | N/A N/A 21 |
| Chan 114 (116.7) | | | |

NDB-B
TOGIAK (TOG)(PATG)

⚠ Circling NA for Cat D northwest of Rwy 3-21.
❄ -26°C/-15°F

MISSED APPROACH: Climb to 2400 then right turn direct TOG NDB/DME and hold.

| | | |
|-------------------------|--|----------------------|
| AWOS-3P 119.3 | ANCHORAGE CENTER 132.75 282.35 | CTAF 122.5 |
|-------------------------|--|----------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|------------------------|------------------------|------------------------|
| CIRCLING | 900-1 879 (900-1) | 900-1¼ 879 (900-1¼) | 900-2½ 879 (900-2½) | 900-2¾ 879 (900-2¾) |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

TOK, ALASKA

AL-10059 (FAA)

16035

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 2509 |
| 070° | TDZE | 1643 |
| | Apt Elev | 1643 |

RNAV (GPS) RWY 7

TOK JUNCTION (6K8) (PFTO)

| | | |
|------------------|--|---|
| NA -19°C/-2°F | DME/DME RNP-0.3 NA. Use Northway altimeter setting. | MISSED APPROACH: Climb to 8000 direct NUNIC and via 119° track to CIMGO and hold, continue climb-in-hold to 8000. |
|------------------|--|---|

| | | | |
|--------------------------------|---|--------------------------------|-------------------------------|
| NORTHWAY ASOS 135.40 | ANCHORAGE CENTER 126.55 323.0 | NORTHWAY RADIO 122.4 | UNICOM 122.8 (CTAF) |
|--------------------------------|---|--------------------------------|-------------------------------|

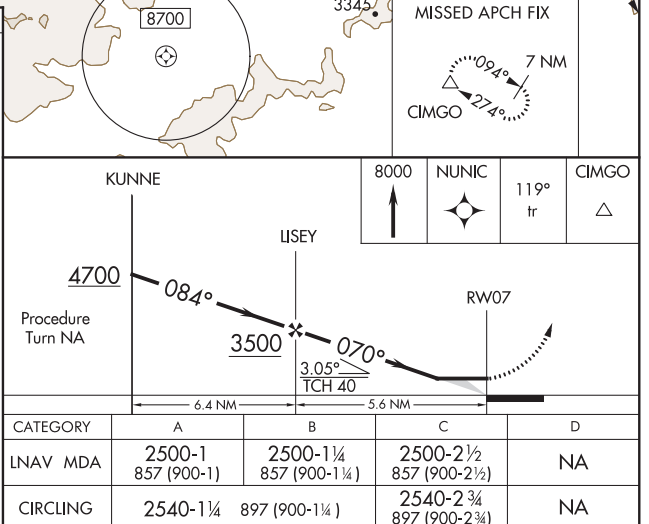
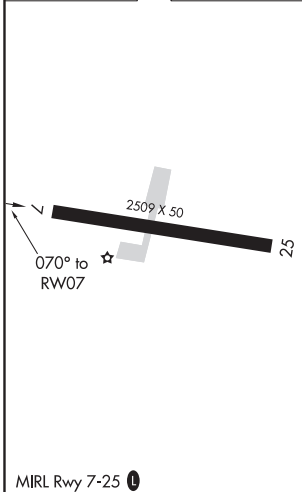
NoPT for arrivals at EGAXE on V444 eastbound.
Minimum holding at EGAXE 8000.



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|-----------|-----------|
| ELEV 1643 | TDZE 1643 |
|-----------|-----------|



TOK, ALASKA
Orig-B 10DEC15

63°20'N-142°57'W

TOK JUNCTION (6K8) (PFTO)
RNAV (GPS) RWY 7

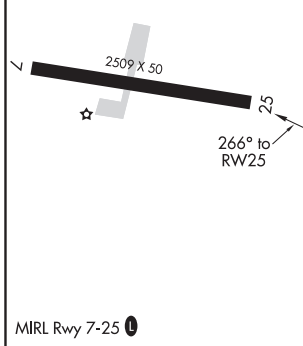
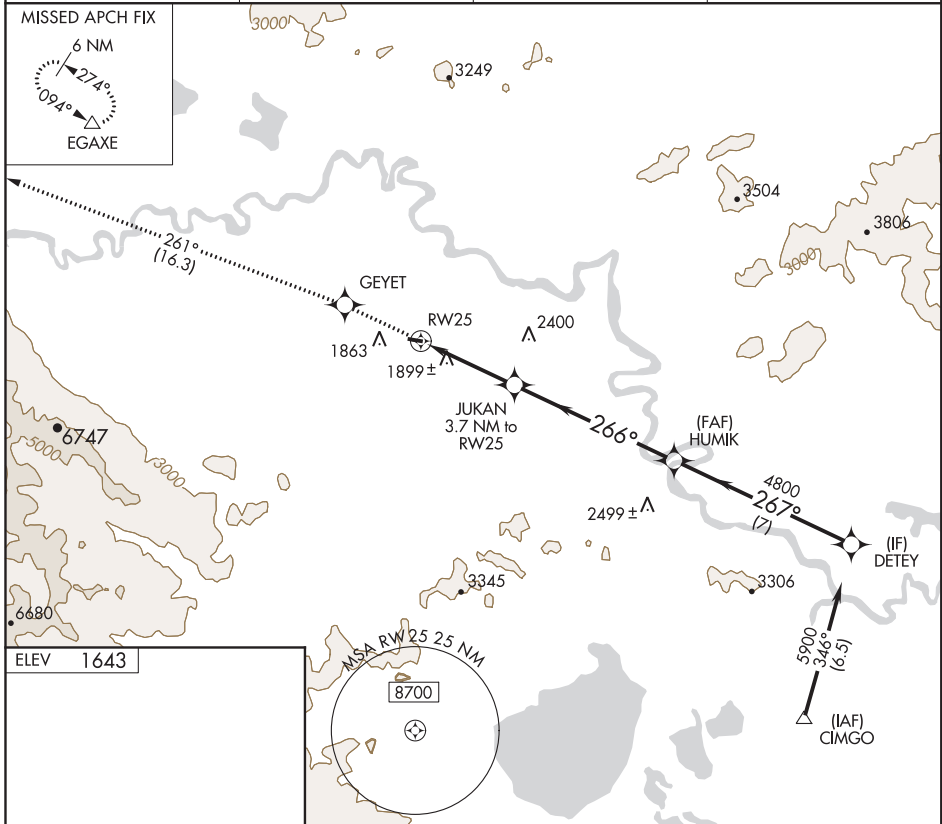
| | | |
|------------------------|-----------------------------|---|
| APP CRS 266° | Rwy Idg TDZE Apt Elev | N/A N/A 1643 |
|------------------------|-----------------------------|---|

RNAV (GPS)-A

TOK JUNCTION (6K8) (PFTO)

| | | |
|------------------|--|---|
| NA -19°C/-2°F | DME/DME RNP-0.3 NA. Use Northway altimeter setting. | MISSED APPROACH: Climb to 8000 direct GEYET and via 261° track to EGAXE and hold, continue climb-in-hold to 8000. |
|------------------|--|---|

| | | | |
|-------------------------------|---|--------------------------------|-------------------------------|
| NORTHWAY ASOS 135.4 | ANCHORAGE CENTER 126.55 323.0 | NORTHWAY RADIO 122.4 | UNICOM 122.8 (CTAF) |
|-------------------------------|---|--------------------------------|-------------------------------|



| | | | |
|-----------|----------------------|---------------|-------------------|
| ELEV 1643 | MSA RW25 25 NM | | 8700 |
| 8000 | GEYET | 261° tr | EGAXE |
| | | | |
| | | HUMIK | DETEY |
| | JUKAN 3.7 NM to RW25 | 4800 | 5900 |
| | | 266° | 267° |
| | RW25 | | Procedure Turn NA |
| | -3.7 NM | 6.3 NM | 7 NM |
| CATEGORY | A | B | C D |
| CIRCLING | 2580-1¼ | 937 (1000-1¼) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

TOKSOOK BAY, ALASKA

AL-10175 (FAA)

16147

| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 93524 W34A | APP CRS 345° | Rwy Idg TDZE Apt Elev | 3218 72 72 |
|--|------------------------|-----------------------------|---------------------------------------|

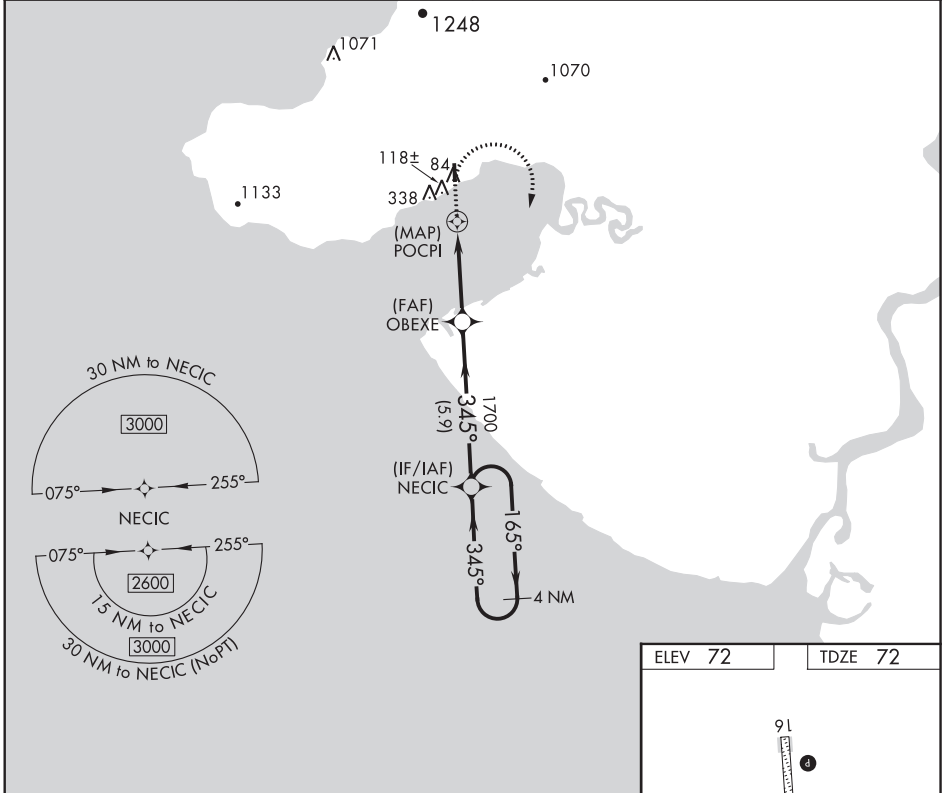
RNAV (GPS) RWY 34

TOKSOOK BAY (OOK)(PA00)

⚠ Circling NA west of Rwy 16-34. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mekoryuk altimeter setting and increase all MDA 100 feet.

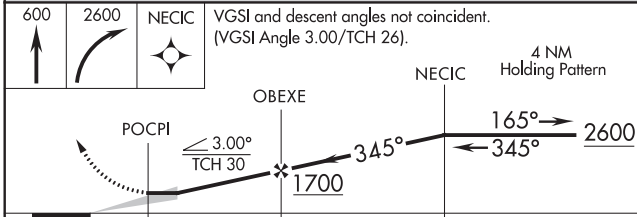
⚠ MISSED APPROACH: Climb to 600 then climbing right turn to 2600 direct NECIC and hold.

| | | | |
|---------------------------|--|-----------------------------|----------------------|
| AWOS-3P 119.275 | ANCHORAGE CENTER 125.2 372.0 | KENAI RADIO 122.6 | CTAF 122.9 |
|---------------------------|--|-----------------------------|----------------------|

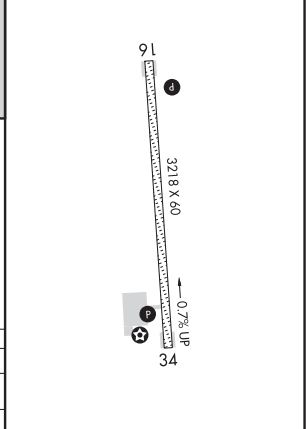


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| | |
|---------|---------|
| ELEV 72 | TDZE 72 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|---|---|---|----|
| LP MDA | 340-1 ³ / ₄ | 268 (300-1 ³ / ₄) | | NA |
| LNAV MDA | 420-1 ³ / ₄ | 348 (400-1 ³ / ₄) | | NA |
| CIRCLING | 460-1 ³ / ₄ 388 (400-1 ³ / ₄) | 540-1 ³ / ₄ 468 (500-1 ³ / ₄) | | NA |

REIL Rwy 16 and 34 **Ⓛ**
MIRL Rwy 16-34 **Ⓛ**

TOKSOOK BAY, ALASKA
Amdt 3A 24JUL14

60°32'N-165°05'W

TOKSOOK BAY (OOK)(PA00) RNAV (GPS) RWY 34

RNAV (GPS) Y RWY 33

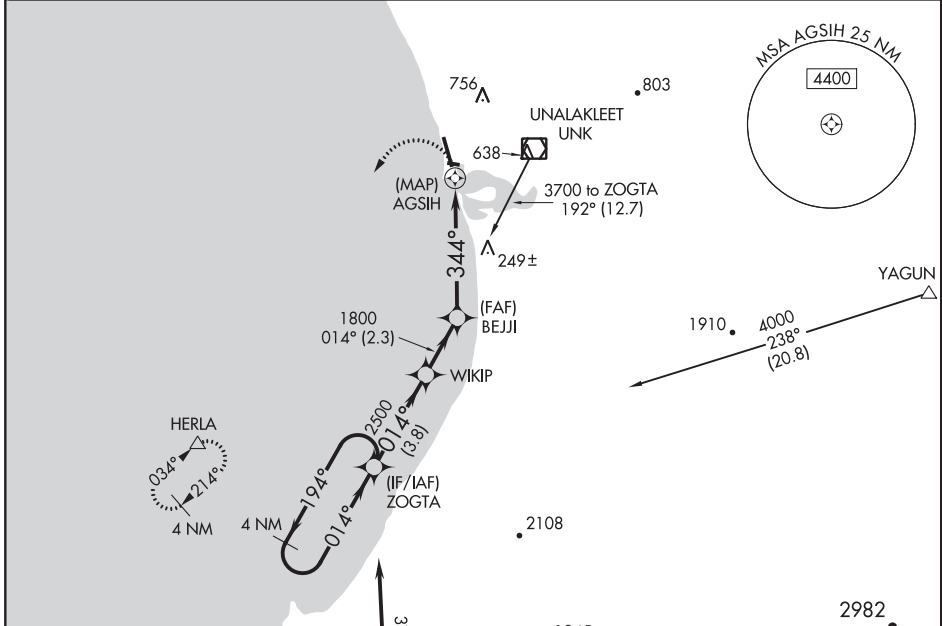
UNALAKLEET (UNK)(PAUN)

| | |
|------------------------|---|
| APP CRS 344° | Rwy Idg 5900 TDZE 25 Apt Elev 27 |
|------------------------|---|

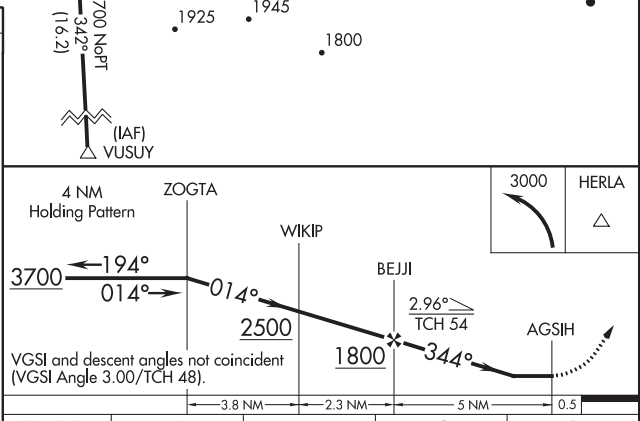
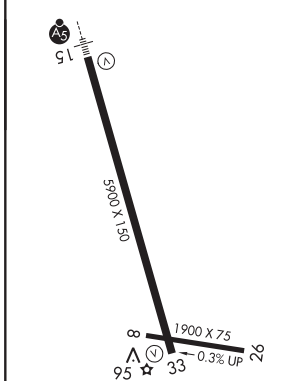
⚠ Circling NA east of Rwy 15-33. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use St Michael altimeter setting and increase all MDA 120 feet; increase all Cat C/D visibilities ½ mile. Night Landing: Rwy 8 NA.

MISSED APPROACH:
Climbing left turn to 3000 direct HERLA and hold.

| | | | |
|-------------------------|--|----------------------------|----------------------|
| AWOS-3 132.25 | ANCHORAGE CENTER 135.7 335.5 | NOME RADIO 122.3 | CTAF 123.0 |
|-------------------------|--|----------------------------|----------------------|



| | |
|---------|---------|
| ELEV 27 | TDZE 25 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|------------------------|------------------------|
| LNAV MDA | 520-1 | 495 (500-1) | 520-1¼ 495 (500-1¼) | 520-1½ 495 (500-1½) |
| CIRCLING | 520-1 | 493 (500-1) | 520-1½ 493 (500-1½) | 580-2 553 (600-2) |

REIL Rwy 33 **Ⓛ**
HIRL Rwy 15-33 **Ⓛ**
MIRL Rwy 8-26 **Ⓛ**

UNALAKLEET, ALASKA
Orig-B 24JUL14

63°53'N-160°48'W
497

UNALAKLEET (UNK)(PAUN)

RNAV (GPS) Y RWY 33

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

UNALAKLEET, ALASKA

AL-1253 (FAA)

15176

| | | |
|--|------------------------|---|
| WAAS CH 45723 W33A | APP CRS 329° | Rwy Idg 5900 TDZE 25 Apt Elev 27 |
|--|------------------------|---|

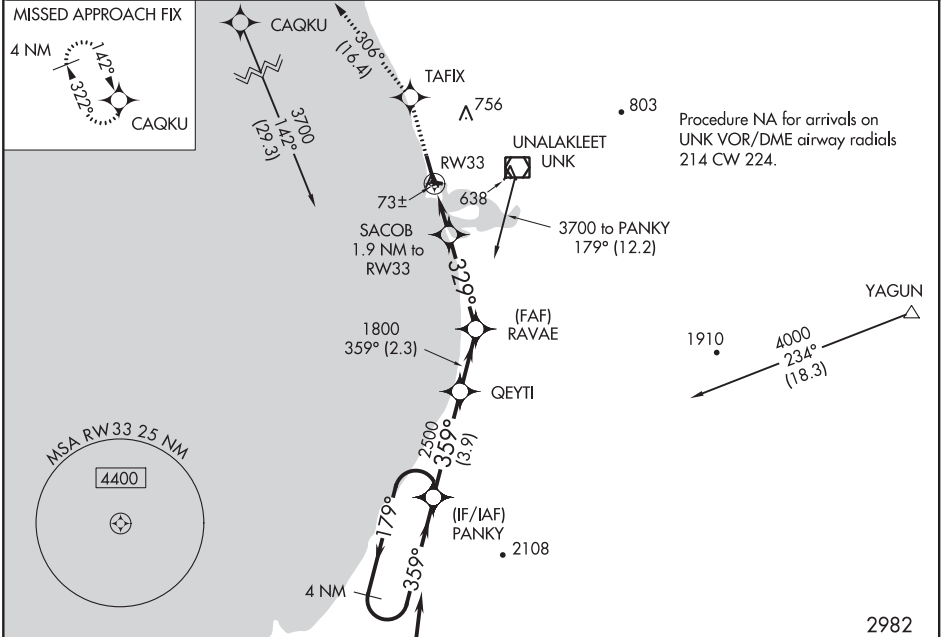
RNAV (GPS) Z RWY 33

UNALAKLEET (UNK)(PAUN)

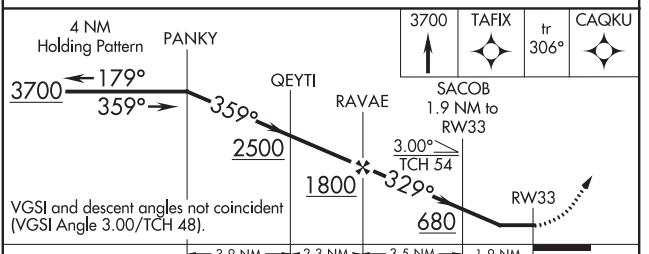
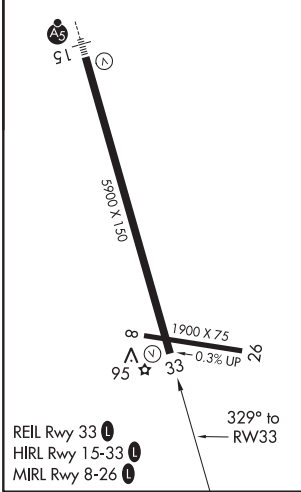
⚠ Circling NA east of Rwy 15-33. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use St Michael altimeter setting and increase all MDA 120 feet; increase LP Cat C/D and Circling Cat D visibility ¼ mile. Night Landing: Rwy 8 NA.

⚠ MISSED APPROACH: Climb to 3700 direct TAFIX and on track 306° to CAQKU and hold.

| | | | |
|-------------------------|--|----------------------------|----------------------|
| AWOS-3 132.25 | ANCHORAGE CENTER 135.7 335.5 | NOME RADIO 122.3 | CTAF 123.0 |
|-------------------------|--|----------------------------|----------------------|



| | |
|----------------|----------------|
| ELEV 27 | TDZE 25 |
|----------------|----------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----------------------|
| LP MDA | 340-1 | | 315 (400-1) | |
| CIRCLING | 380-1 353 (400-1) | 480-1 453 (500-1) | 480-1½ 453 (500-1½) | 580-2 553 (600-2) |

UNALAKLEET, ALASKA
Orig-A 24JUL14

63°53'N-160°48'W

UNALAKLEET (UNK)(PAUN) RNAV (GPS) Z RWY 33

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 106° | Rwy Idg TDZE Apt Elev | N/A N/A 27 |
|------------------------|-----------------------------|---------------------------------------|

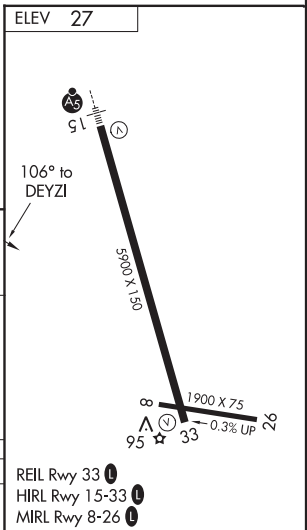
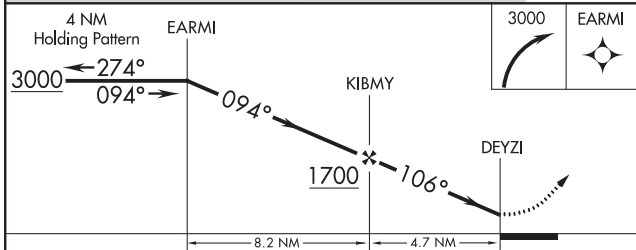
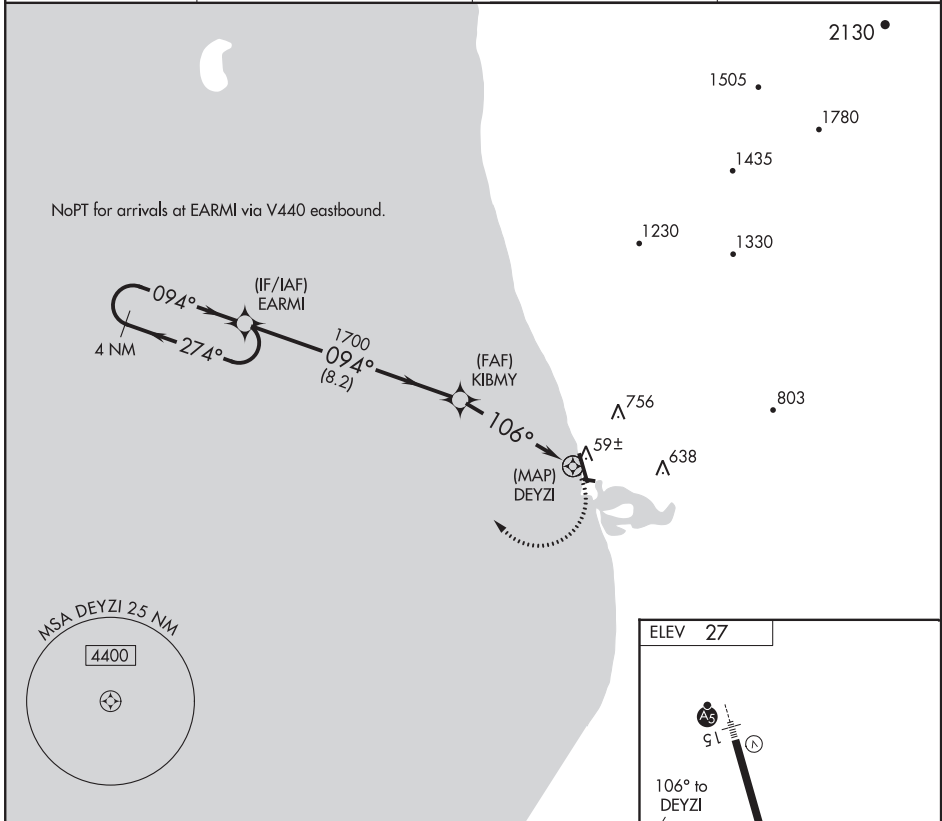
RNAV (GPS)-A

UNALAKLEET(UNK)(PAUN)

⚠ Circling NA East of Rwy 15-33. DME/DME RNP-0.3 NA. When local altimeter setting not received, use St Michael altimeter setting and increase all MDA 120 feet; increase Cat D visibility 1/4 mile.
❄ -38°C/-36°F
 Night Landing: Rwy 8 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
 Climbing right turn to 3000 direct EARM I and hold.

| | | | |
|-------------------------|--|----------------------------|----------------------|
| AWOS-3 132.25 | ANCHORAGE CENTER 135.7 335.5 | NOME RADIO 122.3 | CTAF 123.0 |
|-------------------------|--|----------------------------|----------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|------------------------|----------------------|
| CIRCLING | 440-1 413 (500-1) | 480-1 453 (500-1) | 480-1½ 453 (500-1½) | 580-2 553 (600-2) |

REIL Rwy 33
 HIRL Rwy 15-33
 MIRL Rwy 8-26

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---|------------------------|---|
| LOC/DME I-UNK 111.3 Chan 50 | APP CRS 146° | Rwy Idg TDZE Apt Elev 5900 27 |
|---|------------------------|---|

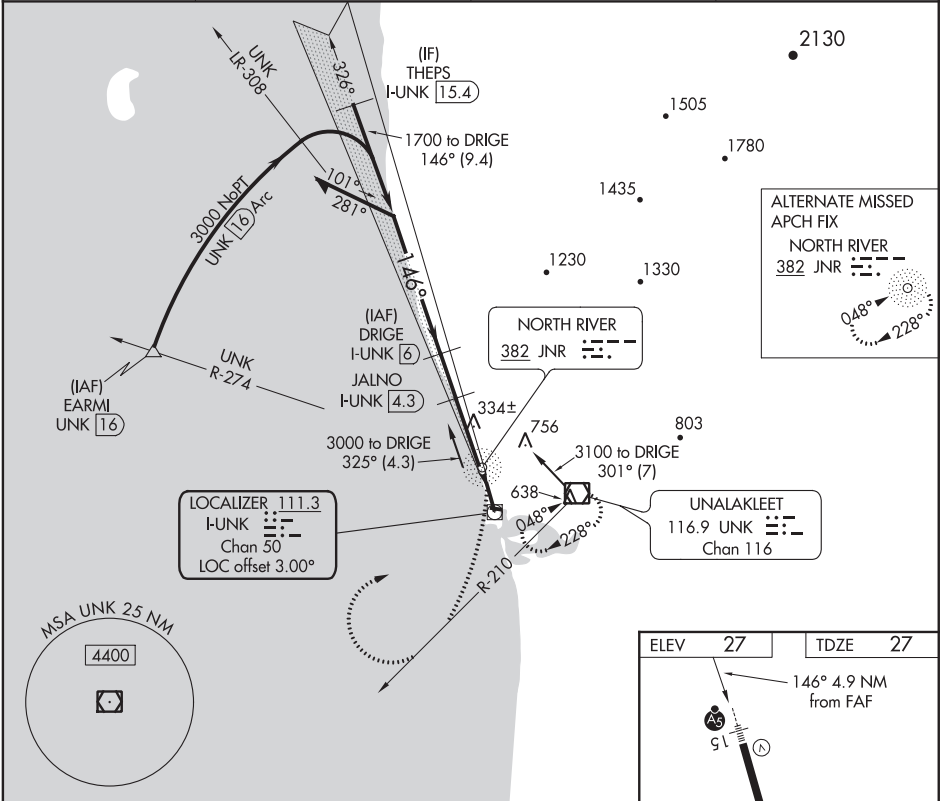
LOC/DME RWY 15

UNALAKLEET (UNK)(PAUN)

⚠ Inop table does not apply. Circling NA east of Rwy 15-33. When local altimeter setting not received, use St Michael altimeter setting and increase all MDA 120 feet; increase S-15 Cats C/D and Circling Cat C visibility ½ mile, increase Circling Cat D visibility ¼ mile. Night Landing: Rwy 8 NA.

MALSR MISSED APPROACH: Climbing right turn to 3000 on UNK VOR/DME R-210 then right turn direct UNK VOR/DME and hold.

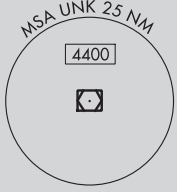
| | | | |
|-------------------------|--|----------------------------|----------------------|
| AWOS-3 132.25 | ANCHORAGE CENTER 135.7 335.5 | NOME RADIO 122.3 | CTAF 123.0 |
|-------------------------|--|----------------------------|----------------------|



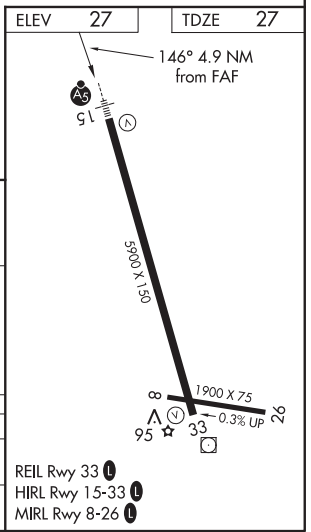
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

LOCALIZER 111.3
I-UNK
Chan 50
LOC offset 3.00°



ALTERNATE MISSED APCH FIX
NORTH RIVER
382 JNR



| Remain within 10 NM | DRIGE I-UNK [6] | 3000 UNK R-210 | UNK | |
|---|-----------------|-------------------|------------------------|------------------------|
| Use I-UNK DME when on the localizer course. | 1700 | JALNO I-UNK [4.3] | I-UNK [1.1] | |
| | 3.13° TCH 39 | *1140 | | |
| | 1.7 NM | 3.2 NM | | |
| CATEGORY | A | B | C | D |
| S-15 | 600-1 | 573 (600-1) | 600-1½ 573 (600-1½) | 600-1¾ 573 (600-1¾) |
| CIRCLING | 600-1 | 573 (600-1) | 600-1½ 573 (600-1½) | 600-2 573 (600-2) |

REIL Rwy 33
HIRL Rwy 15-33
MIRL Rwy 8-26

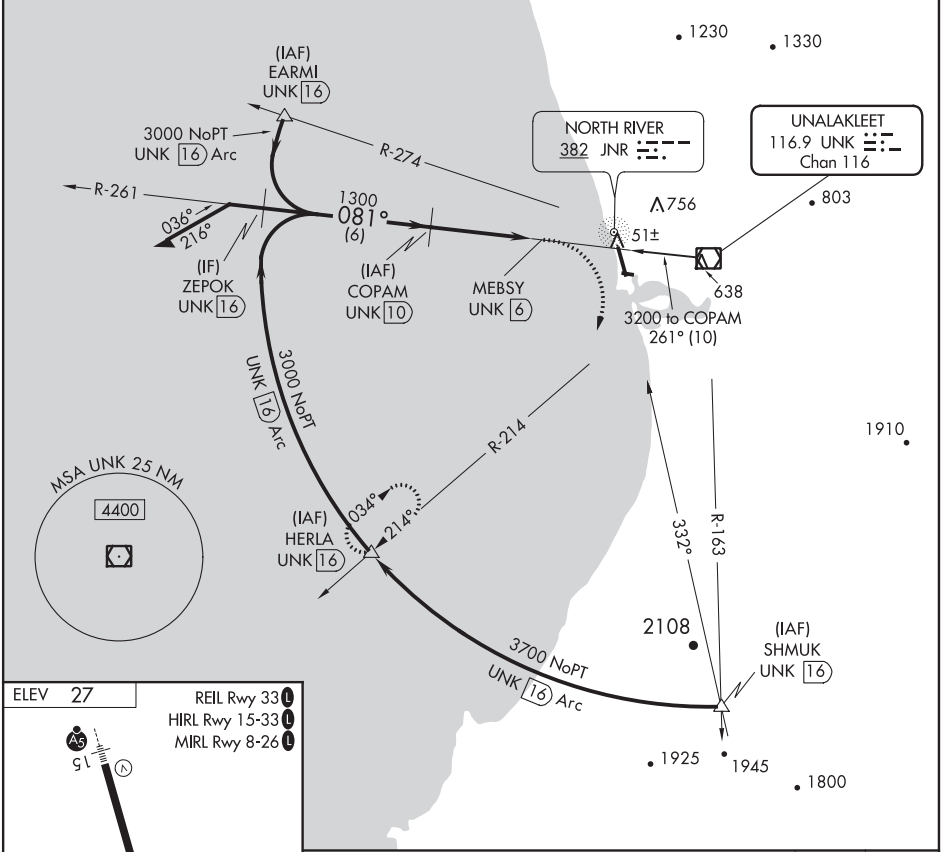
| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| VOR/DME UNK 116.9 Chan 116 | APP CRS 081° | Rwy Idg TDZE Apt Elev | N/A N/A 27 |
|--|------------------------|-----------------------------|---------------------------------------|

VOR/DME-D
UNALAKLEET (UNK)(PAUN)

⚠ When local altimeter setting not received, use St Michael altimeter setting and increase all MDA 120 feet. Circling NA east of Rwy 15-33.
⚠ -38°C/-36°F Night Landing: Rwy 8 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2000 on UNK VOR/DME R-214 to HERLA/16 DME and hold.

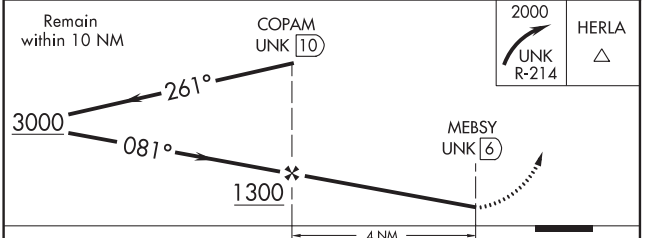
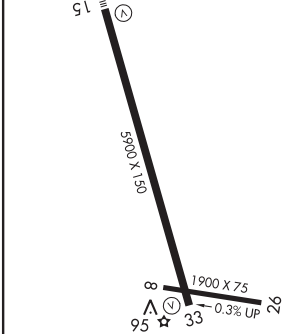
| | | | |
|-------------------------|--|----------------------------|----------------------|
| AWOS-3 132.25 | ANCHORAGE CENTER 135.7 335.5 | NOME RADIO 122.3 | CTAF 123.0 |
|-------------------------|--|----------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|----------------|
| ELEV 27 | REIL Rwy 33 |
| | HIRL Rwy 15-33 |
| | MIRL Rwy 8-26 |



| | | | | | |
|-----------------|------|------|------|------|------|
| FAF to MAP 4 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

| | | | | |
|----------|----------------------|-------|-------------|----------------------|
| CATEGORY | A | B | C | D |
| CIRCLING | 440-4 413 (500-4) | 480-4 | 453 (500-4) | 580-4 553 (600-4) |

| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 164° | Rwy Idg TDZE Apt Elev | N/A N/A 22 |
|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS)-B

UNALASKA (DUT) (PADU)

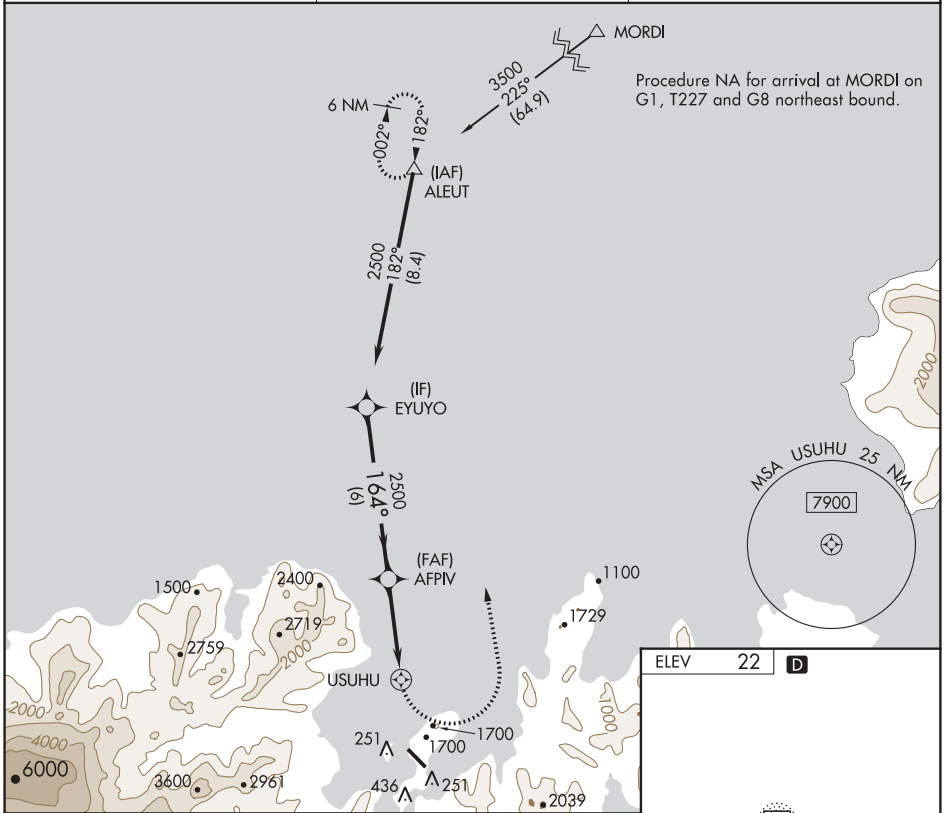
⚠ Circling NA northeast of Rwy 13-31. DME/DME RNP-0.3 NA.
⚠ Procedure NA at night. When local altimeter setting not received, use Akutan altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 3600 direct ALEUT and hold.

AWOS-3P
125.8

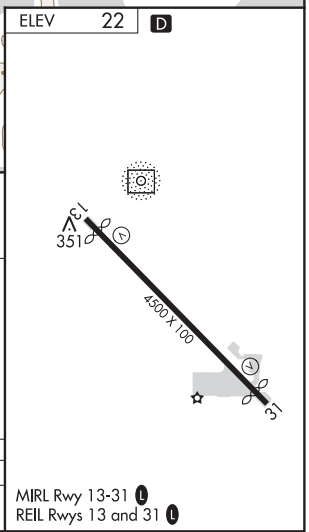
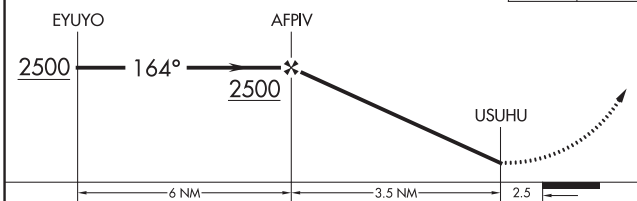
ANCHORAGE CENTER
121.4

CTAF
122.6 **0** *



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|-------------------|--------|---------------|-------------------------|-------------------------|
| C CIRCLING | 2000-3 | 1978 (2000-3) | 2320-3 2298 (2300-3) | 2500-3 2478 (2500-3) |

| | | | |
|---------------------------|------------------------|--------------------------|--------------------------------|
| NDB/DME DUT 283 | APP CRS 171° | Rwy Idg TDZE Apt Elev | N/A N/A 22 |
| Chan 86 (113.9) | | | |

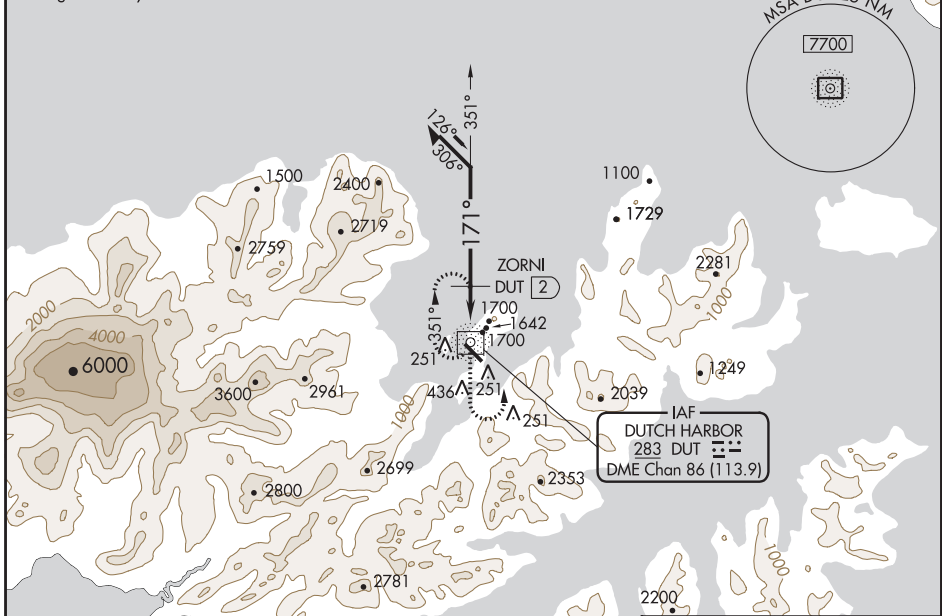
NDB-A
UNALASKA (DUT) (PADU)

⚠ Circling NA northeast of Rwy 12-30. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Akutan altimeter setting and increase all MDAs 100 feet. Descend to 6000 in holding pattern.

MISSED APPROACH: Climb to 3000 on DUT NDB/DME bearing 171° then climbing left turn to 4300 direct DUT NDB/DME and hold.

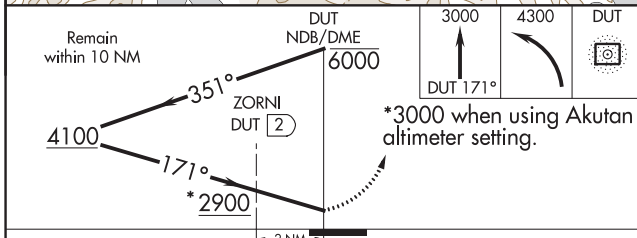
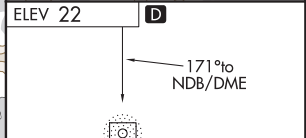
| | | |
|-------------------------|----------------------------------|-------------------------|
| AWOS-3P 125.8 | ANCHORAGE CENTER 121.4 | CTAF 122.6 0* |
|-------------------------|----------------------------------|-------------------------|

Strong winds may cause severe turbulence.

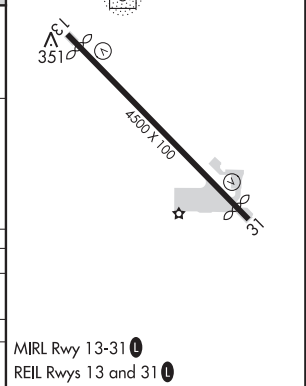


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|-----------------------------------|---------------------------|---------------------------|-------------------------|-------------------------|
| C CIRCLING | 2900-1¼ 2878 (2900-1¼) | 2900-1½ 2878 (2900-1½) | 2900-3 | 2878 (2900-3) |
| ZORNI FIX MINIMUMS (DME REQUIRED) | | | | |
| C CIRCLING | 2200-1¼ 2178 (2200-1¼) | 2200-1½ 2178 (2200-1½) | 2320-3 2298 (2300-3) | 2500-3 2478 (2500-3) |



MIRL Rwy 13-31
REIL Rws 13 and 31

VALDEZ, ALASKA

AL-6213 (FAA)

15288

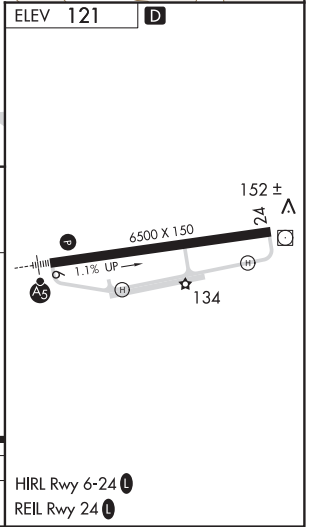
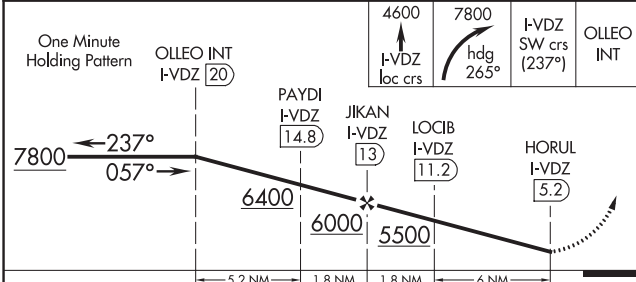
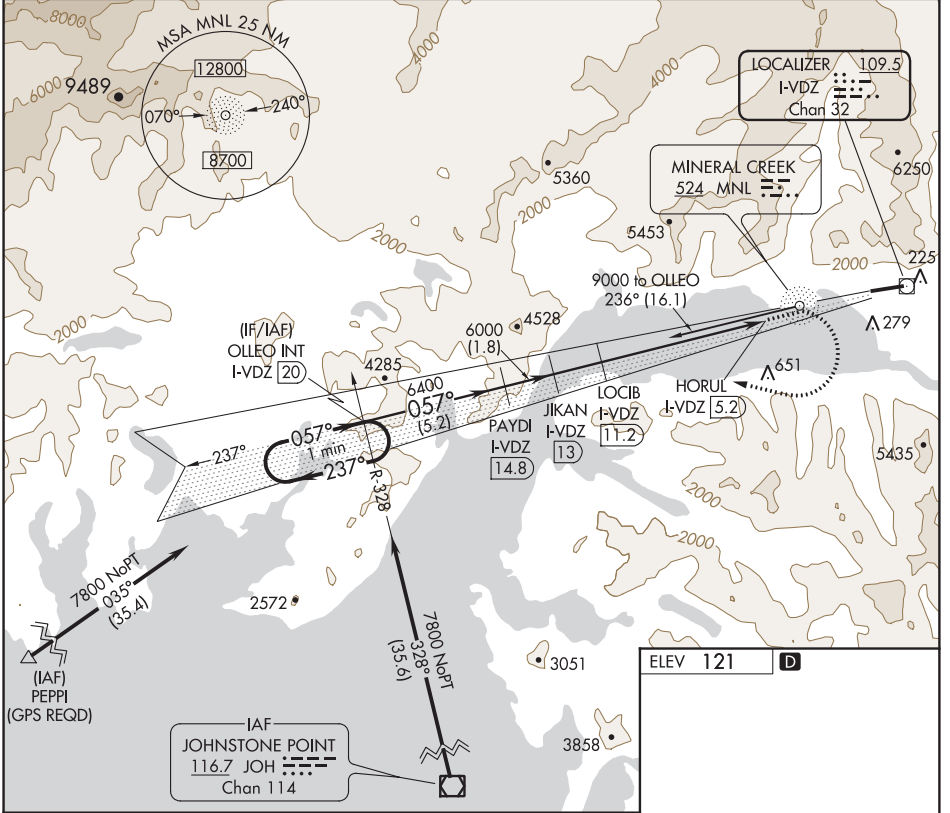
| | | |
|---|------------------------|---|
| LOC/DME I-VDZ 109.5 Chan 32 | APP CRS 057° | Rwy Idg TDZE Apt Elev N/A N/A 121 |
|---|------------------------|---|

LDA/DME-H
VALDEZ PIONEER FIELD (VDZ) (PAVD)

⚠ Circling NA north of Rwy 6-24.
Procedure NA at night.
⚡ -4°C/25°F

MISSED APPROACH: Climb on I-VDZ localizer course to 4600 then climbing right turn to 7800 on heading 265° and I-VDZ SW course (237°) to OLLEO INT/I-VDZ 20 DME and hold, continue climb-in-hold to 7800.

| | | | |
|------------------------|--|------------------------------|-------------------------------|
| AWOS-3 118.8 | ANCHORAGE CENTER 119.3 269.4 | JUNEAU RADIO 122.2 | CTAF 122.9 Ⓛ |
|------------------------|--|------------------------------|-------------------------------|



| | | | | |
|----------|---|--------|---------------|---|
| CATEGORY | A | B | C | D |
| CIRCLING | | 4460-5 | 4339 (4400-5) | |

VALDEZ, ALASKA
Amdt 2A 27JUN13

61°08'N-146°15'W

VALDEZ PIONEER FIELD (VDZ) (PAVD)
LDA/DME-H

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

JMAAL THREE DEPARTURE (OBSTACLE)

VALDEZ PIONEER FIELD (VDZ) (PAVD)
SL-6213 (FAA) VALDEZ, ALASKA

ANCHORAGE CENTER
119.3 269.4
JUNEAU RADIO
122.2

OLLEO
N61°03.32'
W146°53.21'

236°
(16)

1300
Rwy 6 only.

MINERAL CREEK
524 MNL
N61°07.45'-W146°21.13'

JMAAL
N60°53.08'
W146°48.02'

NOTE: ADF and DME required.
NOTE: Rwy 6, visual conditions must be maintained until established on the MNL NDB bearing.
NOTE: Rapidly rising terrain west-northwest to east-northeast of airport.

JOH 25 Arc

JOHNSTONE POINT
116.7 JOH
Chan 114

NAKED
N60°37.57'
W147°23.40'
L-1-3

V319

R-273

V319

V319

TAKEOFF MINIMUMS

Rwy 6: 1200-3 with minimum climb of 460' per NM to 6000 from MNL NDB, procedure NA at night.
Rwy 24: Standard with minimum climb of 460' per NM to 6000.

TAKEOFF OBSTACLE NOTES

Rwy 24: Trees 469' from DER, 482' right of centerline, up to 100' AGL/137' MSL.
Trees 623' from DER, 385' left of centerline, up to 100' AGL/130' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Turn right as soon as practical, climb in visual conditions to MNL NDB at or above 1300, then on MNL NDB bearing 236° to OLLEO INT, thence. . . .

TAKEOFF RUNWAY 24: Climb direct to MNL NDB then on MNL bearing 236° to OLLEO INT, thence. . . .

. . . . continue climb to 6000 via JOH VOR/DME R-328 southbound to JMAAL/JOH VOR/DME 25 DME, fly JOH VOR/DME 25 DME arc counterclockwise to NAKED/JOH VOR/DME R-273 25 DME.

JMAAL THREE DEPARTURE (OBSTACLE)

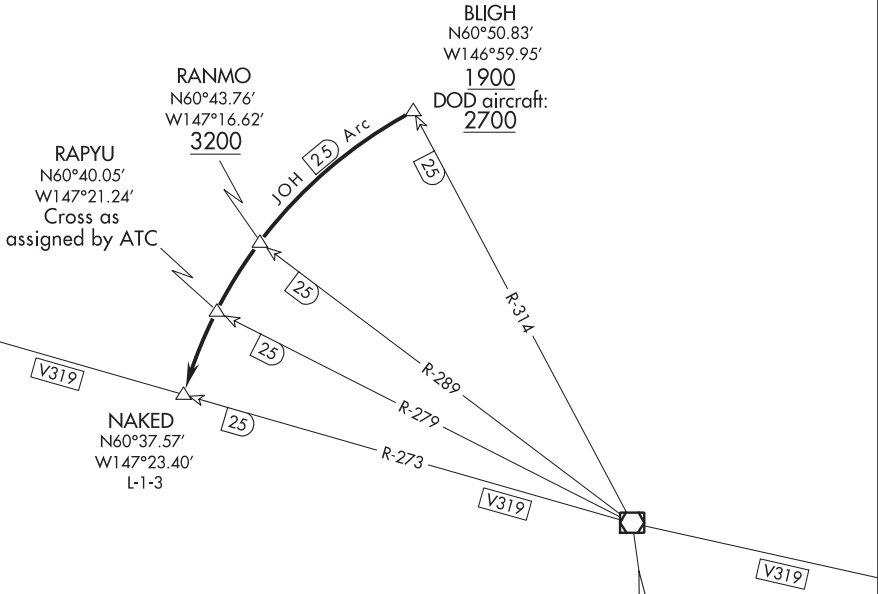
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

NAKED SIX DEPARTURE

ANCHORAGE CENTER
119.3 269.4
JUNEAU RADIO
122.2
CTAF
122.9

**TOP ALTITUDE:
ASSIGNED BY ATC**



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS
Rwy 6, 24: 2000-3 (DOD aircraft 3500-3)
NA at night.

NOTE: Do not proceed CCW beyond BLIGH without ATC clearance.
NOTE: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Proceed in visual conditions from Valdez airport to BLIGH (JOH R-314/25 DME) to cross BLIGH at or above 1900' (visual conditions must be maintained from takeoff until established over BLIGH at or above 1900') (DOD aircraft: Cross BLIGH at or above 2700'). Proceed CCW on JOH 25 DME arc to NAKED; cross RANMO at or above 3200'. Cross RAPHU as assigned by ATC. Thence via (assigned route).

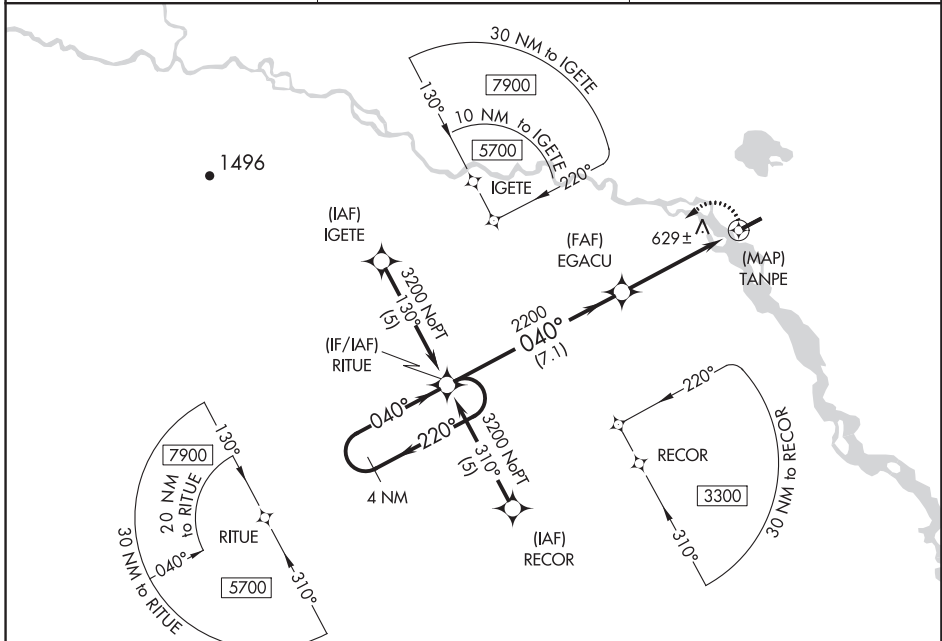
| | |
|------------------------|------------------------|
| APP CRS 040° | Rwy Idg 4000 |
| | TDZE 572 |
| | Apt Elev 574 |

RNAV (GPS) RWY 4

VENETIE (VEE) (PAVE)

| | |
|---|--|
| Use Fort Yukon altimeter setting; when not received procedure NA. | MISSED APPROACH: Climbing left turn to 3200 direct RITUE and hold. |
| NA Procedure NA at night. DME/DME RNP-0.3 NA. | |
| -42°C/-43°F Helicopter visibility reduction below 1 SM NA. | |

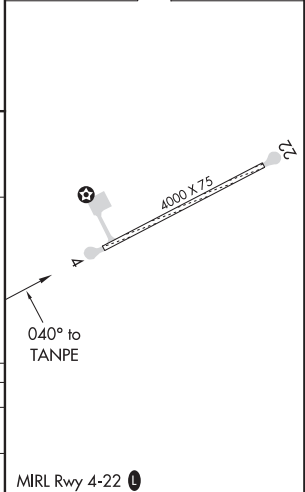
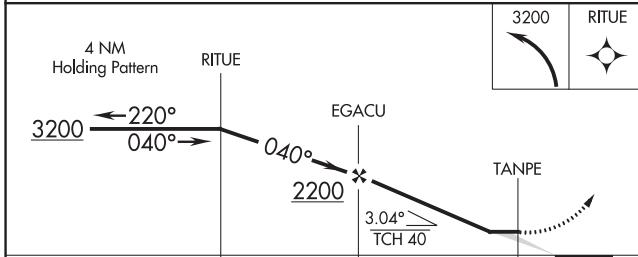
| | | |
|-----------------------------------|--|----------------------|
| FORT YUKON AWOS-3 125.8 | ANCHORAGE CENTER 135.0 284.7 | CTAF 122.9 |
|-----------------------------------|--|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 574 | TDZE 572 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|---|----|
| LNVA MDA | 1020-1 | 448 (500-1) | | NA |
| CIRCLING | 1200-1 | 626 (700-1) | | NA |

MIRL Rwy 4-22

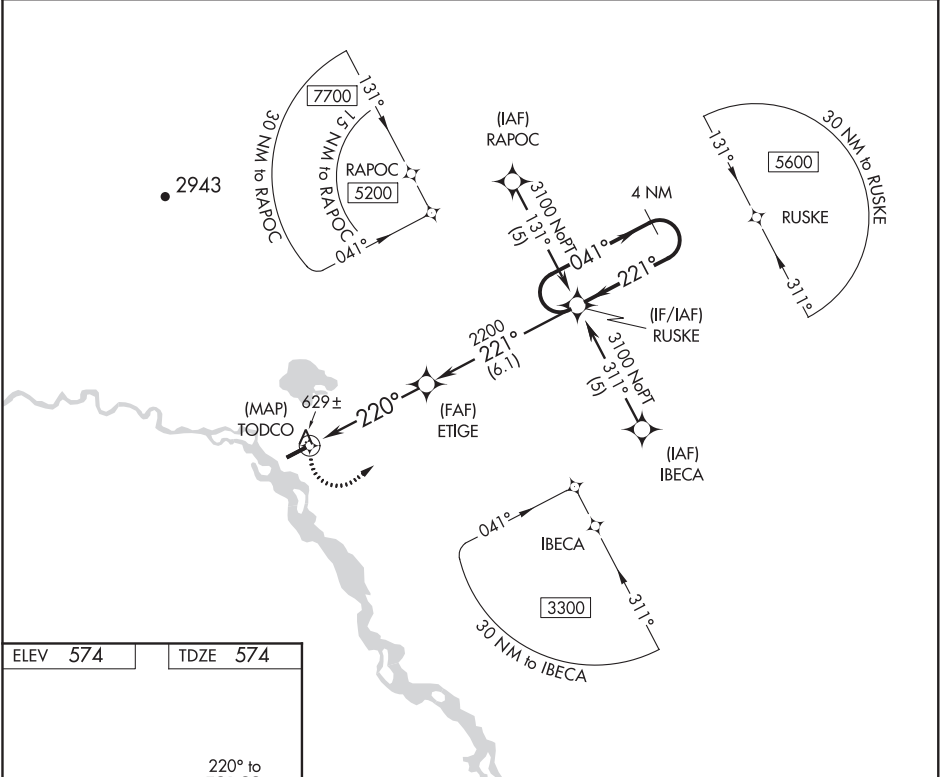
| | |
|------------------------|------------------------|
| APP CRS 220° | Rwy Idg 4000 |
| | TDZE 574 |
| | Apt Elev 574 |

RNAV (GPS) RWY 22

VENETIE (VEE) (PAVE)

| | |
|--|--|
| <p>▼ Use Fort Yukon altimeter setting; when not received procedure NA. ▲ NA Procedure NA at night. DME/DME RNP-0.3 NA. ✈ -42°C/-43°F Helicopter visibility reduction below 1 SM NA.</p> | MISSED APPROACH: Climbing left turn to 3100 direct RUSKE and hold. |
|--|--|

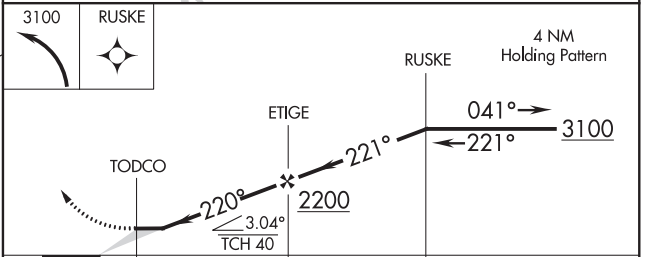
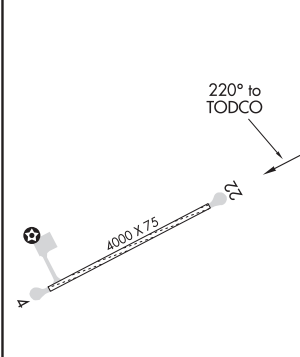
| | | |
|-----------------------------------|--|----------------------|
| FORT YUKON AWOS-3 125.8 | ANCHORAGE CENTER 135.0 284.7 | CTAF 122.9 |
|-----------------------------------|--|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|----------|----------|
| ELEV 574 | TDZE 574 |
|----------|----------|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|----|---|
| LNAV MDA | 1020-1 | 446 (500-1) | NA | |
| CIRCLING | 1200-1 | 626 (700-1) | NA | |

(FYU2.FYU) 16203

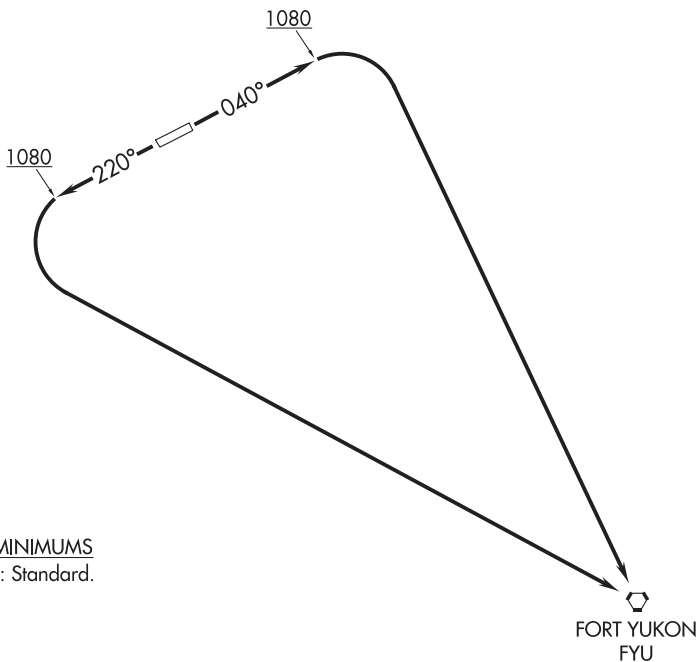
VENETIE TWO DEPARTURE (RNAV)

SL-10346 (FAA)

VENETIE (VEE) (PAVE)
VENETIE, ALASKA

FORT YUKON AWOS-3
125.8
ANCHORAGE CENTER
135.0 284.7

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS
Rwys 4, 22: Standard.

- NOTE: GPS required.
- NOTE: RNAV 1.
- NOTE: Runway is gravel.
- NOTE: Procedure NA for Cat C/D aircraft.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 040° to 1080 then right turn direct FYU VORTAC, thence. . . .

TAKEOFF RUNWAY 22: Climb heading 220° to 1080 then left turn direct FYU VORTAC, thence. . . .

. . . .maintain 5000 or ATC assigned altitude.

VENETIE TWO DEPARTURE (RNAV)

(FYU2.FYU) 21JUL16

VENETIE, ALASKA
VENETIE (VEE) (PAVE)

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|------------------------|---|
| APP CRS 050° | Rwy Idg 4494 TDZE 41 Apt Elev 41 |
|------------------------|---|

RNAV (GPS) RWY 5

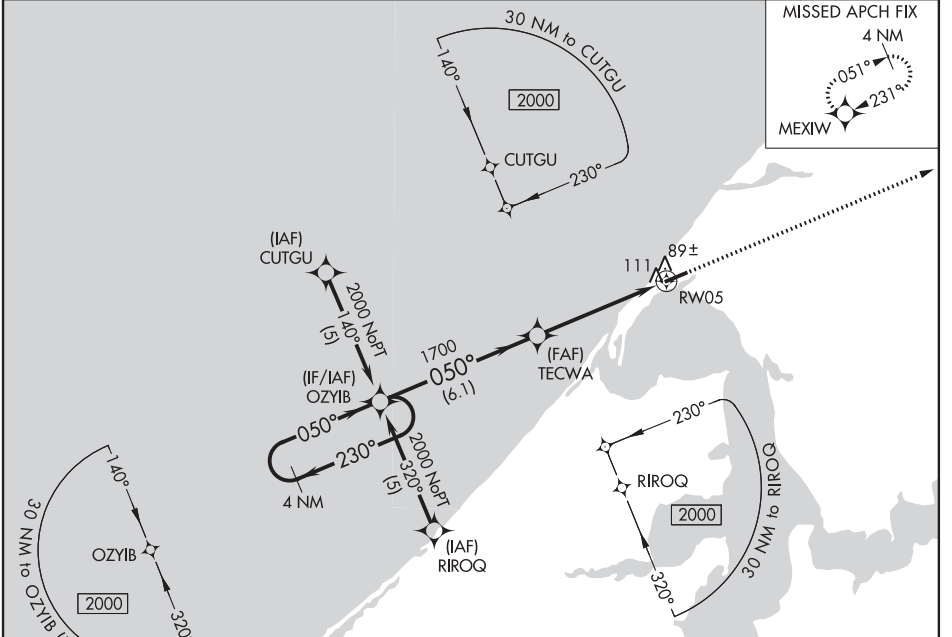
WAINWRIGHT (AWI) (PAWI)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Atkasuk altimeter setting and increase all MDA 140 feet and LNAV Cats C and D and Circling Cat D visibility ¼ mile.

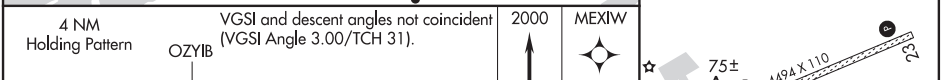
❄ -41°C/-42°F

MISSED APPROACH: Climb to 2000 direct MEXIW and hold.

| | | | |
|-------------------------|---|---------------------------------|-------------------------------|
| ASOS-3 132.25 | ANCHORAGE CENTER 135.3 239.25 | FAIRBANKS RADIO 122.5 | CTAF 122.8 Ⓛ |
|-------------------------|---|---------------------------------|-------------------------------|



| | |
|---------|---------|
| ELEV 41 | TDZE 41 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|-------------------|------------------------|---|------------------------|
| LNAV MDA | 400-1 359 (400-1) | | | 400-1¼ 359 (400-1¼) |
| CIRCLING | 500-1 459 (500-1) | 500-1½ 459 (500-1½) | | 600-2 559 (600-2) |

MIRL Rwy 5-23 **Ⓛ**
REIL Rws 5 and 23 **Ⓛ**

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

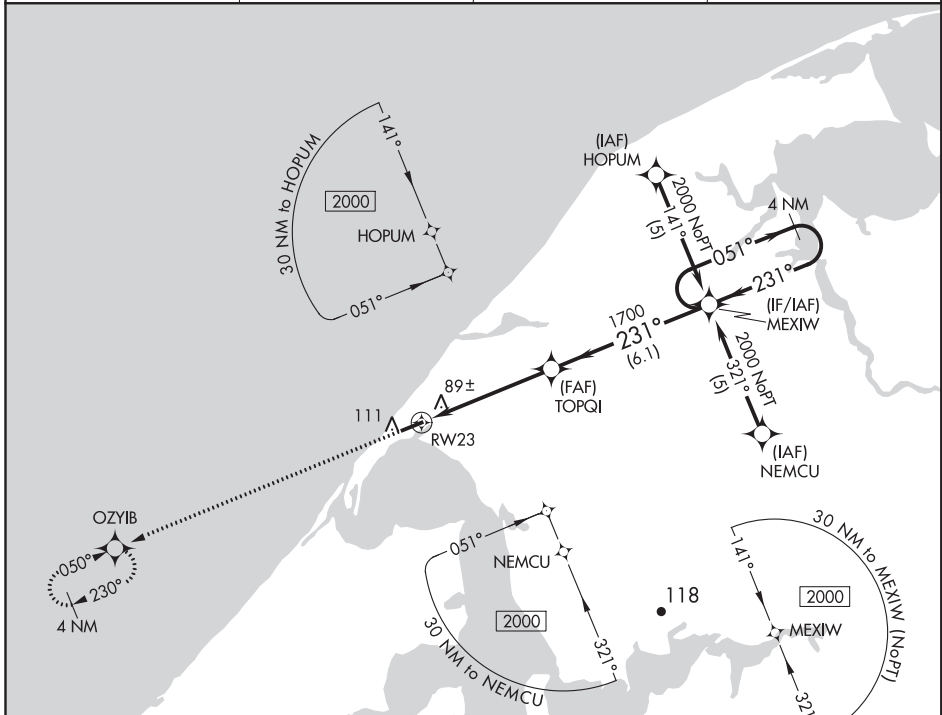
| | | |
|------------------------|-----------------------------|---------------------------------------|
| APP CRS 231° | Rwy Idg TDZE Apt Elev | 4494 41 41 |
|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 23

WAINWRIGHT (AWI) (PAWI)

| | |
|---|---|
| <p>⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Atkasuk altimeter setting and increase all MDA 140 feet and LNAV visibility Cats C and D ½ mile, Circling visibility Cat D ¼ mile.</p> | <p>MISSED APPROACH: Climb to 2000 direct OZYIB and hold.</p> |
|---|---|

| | | | |
|-------------------------|---|---------------------------------|----------------------|
| ASOS-3 132.25 | ANCHORAGE CENTER 135.3 239.25 | FAIRBANKS RADIO 122.5 | CTAF 122.8 |
|-------------------------|---|---------------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 41 | TDZE 41 |
|---------|---------|



2000 OZYIB VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 30).
 RW23 75± A 4494 X 110 94±
 MEXIW 4 NM Holding Pattern
 TOPQI 1700
 231° to RW23

| | | | | |
|----------|-------------------|-------------|------------------------|------------------------|
| CATEGORY | A | B | C | D |
| LNAV MDA | 440-1 399 (400-1) | | | 440-1¼ 399 (400-1¼) |
| CIRCLING | 500-1 | 459 (500-1) | 500-1½ 459 (500-1½) | 600-2 559 (600-2) |

| | |
|---------------|-------------------|
| MIRL Rwy 5-23 | REIL Rws 5 and 23 |
|---------------|-------------------|

WAINWRIGHT, ALASKA

AL-9234 (FAA)

16203

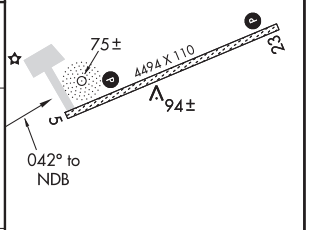
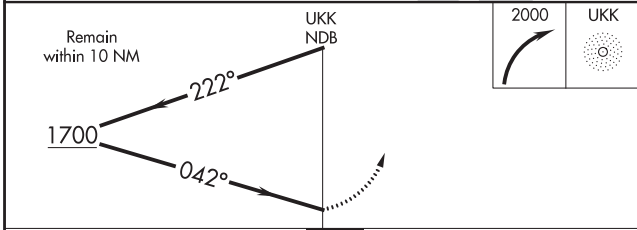
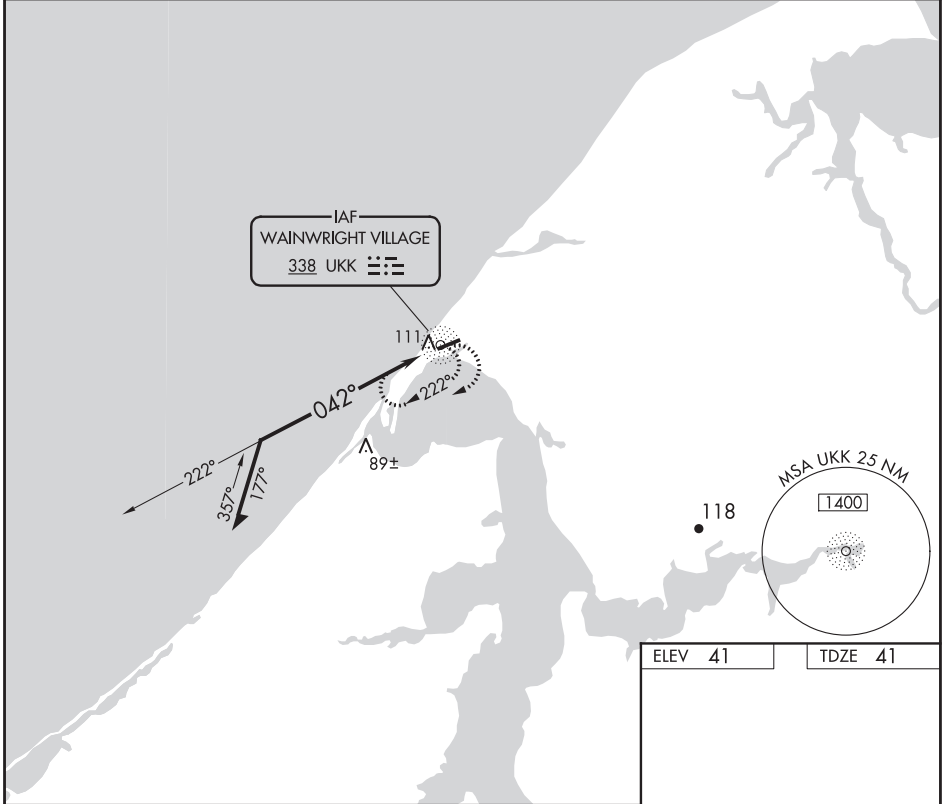
| | | |
|-----------------------|------------------------|---|
| NDB UKK 338 | APP CRS 042° | Rwy Idg 4494 TDZE 41 Apt Elev 41 |
|-----------------------|------------------------|---|

NDB RWY 5
WAINWRIGHT (AWI)(PAWI)

A When local altimeter setting not received, use Atkasuk altimeter setting and increase all MDA 140 feet and S-5 Cats C and D and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 2000 in UKK NDB holding pattern.

| | | | |
|-------------------------|---|---------------------------------|----------------------|
| ASOS-3 132.25 | ANCHORAGE CENTER 135.3 239.25 | FAIRBANKS RADIO 122.5 | CTAF 122.8 |
|-------------------------|---|---------------------------------|----------------------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|-----------|----------------------|
| S-5 | 500-1 | 459 (500-1) | 500-1 3/8 | 459 (500-1 3/8) |
| CIRCLING | 500-1 | 459 (500-1) | 500-1 1/2 | 600-2 559 (600-2) |

MIRL Rwy 5-23
REIL Rws 5 and 23

WAINWRIGHT, ALASKA
Amdt 1A 31MAR16

70°38'N-160°00'W

WAINWRIGHT (AWI)(PAWI)
NDB RWY 5

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | | | |
|------------|-----|-------------|----------|-------------|
| NDB | UKK | APP CRS | Rwy Idg | 4494 |
| 338 | | 235° | TDZE | 41 |
| | | | Apt Elev | 41 |

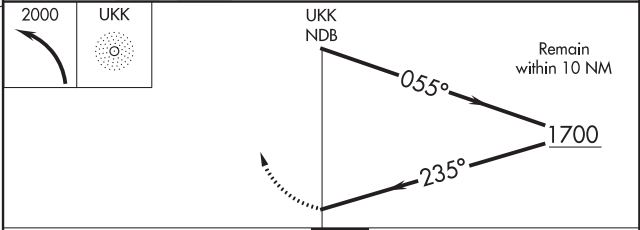
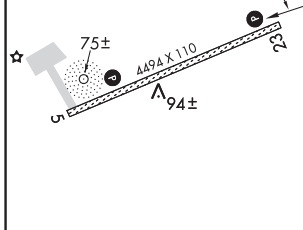
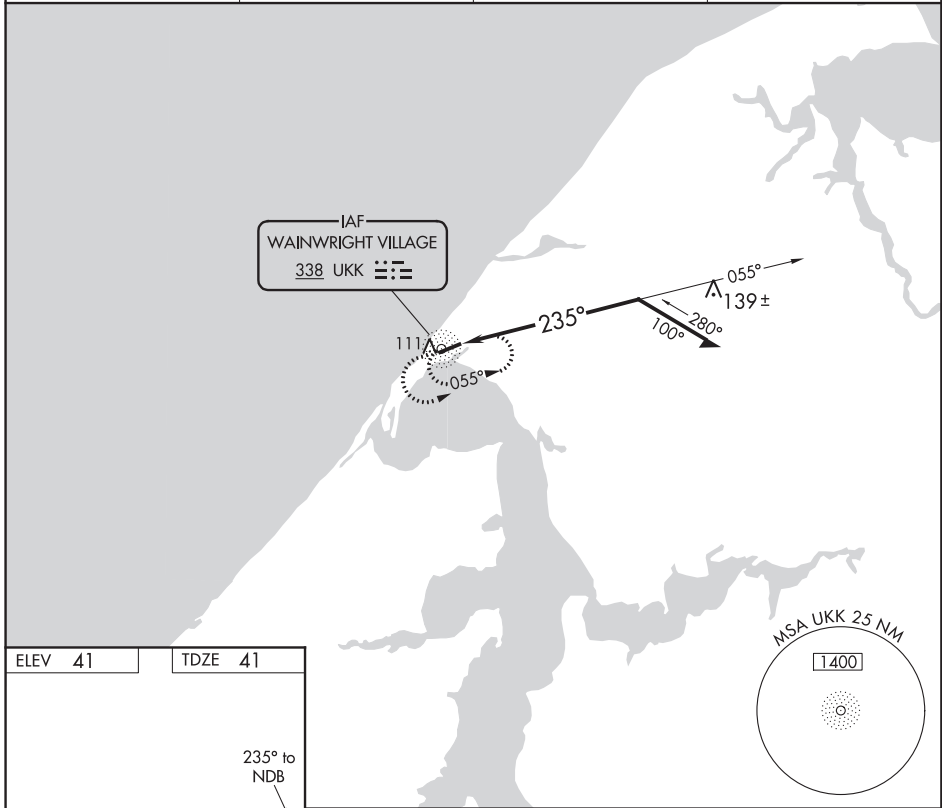
NDB RWY 23

WAINWRIGHT (AWI)(PAWI)

A Visibility reduction by helicopters NA. When local altimeter setting not received, use Atkasuk altimeter setting and increase all MDA 140 feet and Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 in UKK NDB holding pattern.

| | | | |
|-------------------------|---|---------------------------------|----------------------|
| ASOS-3 132.25 | ANCHORAGE CENTER 135.3 239.25 | FAIRBANKS RADIO 122.5 | CTAF 122.8 |
|-------------------------|---|---------------------------------|----------------------|



| | | | | |
|----------|-------|-------------|------------------------|------------------------|
| ELEV | 41 | TDZE | 41 | |
| CATEGORY | A | B | C | D |
| S-23 | 560-1 | 519 (600-1) | 560-1½ 519 (600-1½) | 560-1¾ 519 (600-1¾) |
| CIRCLING | 560-1 | 519 (600-1) | 560-1½ 519 (600-1½) | 600-2 559 (600-2) |

WAINWRIGHT, ALASKA
Amdt 1 17DEC09

70°38'N-160°00'W

WAINWRIGHT (AWI)(PAWI)
NDB RWY 23

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 18

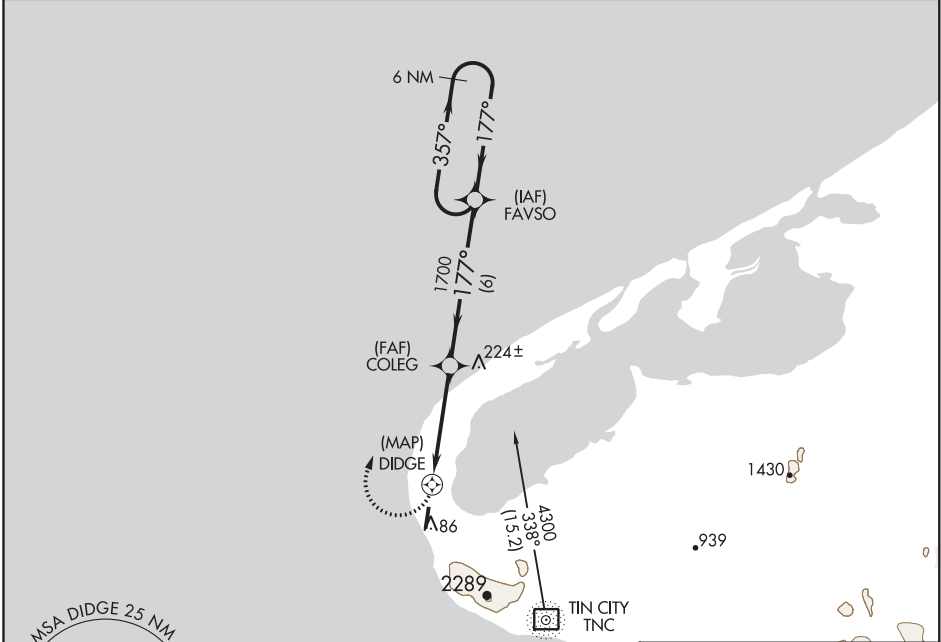
WALES (IWK)(PAIW)

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3990 |
| 177° | TDZE | 26 |
| | Apt Elev | 26 |

NA Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA.
 When local altimeter setting not received, use Tin City altimeter setting.

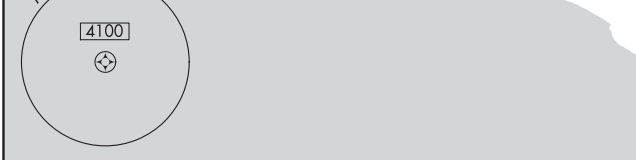
MISSED APPROACH: Climbing right turn to 2600 direct FAVSO WP and hold.

| | | | |
|--------------------------|--|----------------------------|------------------------|
| AWOS-3 118.525 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 122.6 | CTAF 123.0 0 |
|--------------------------|--|----------------------------|------------------------|

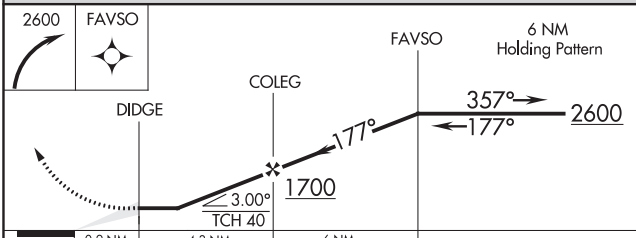


AK, 10 NOV 2016 to 05 JAN 2017

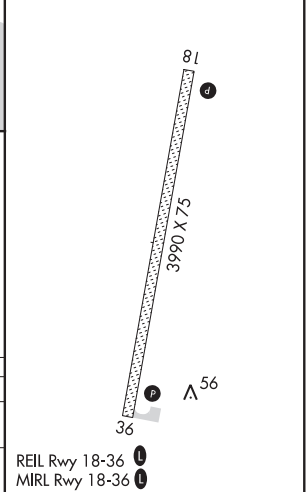
AK, 10 NOV 2016 to 05 JAN 2017



| | |
|---------|---------|
| ELEV 26 | TDZE 26 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|-------------------|---|---|----|
| LNAV MDA | 580-1 554 (600-1) | | 580-1 ⁵ / ₈ 554 (600-1 ⁵ / ₈) | NA |
| CIRCLING | 580-1 554 (600-1) | | 580-1 ⁵ / ₈ 554 (600-1 ⁵ / ₈) | NA |



RNAV (GPS) RWY 36

WALES (IWK)(PAIW)

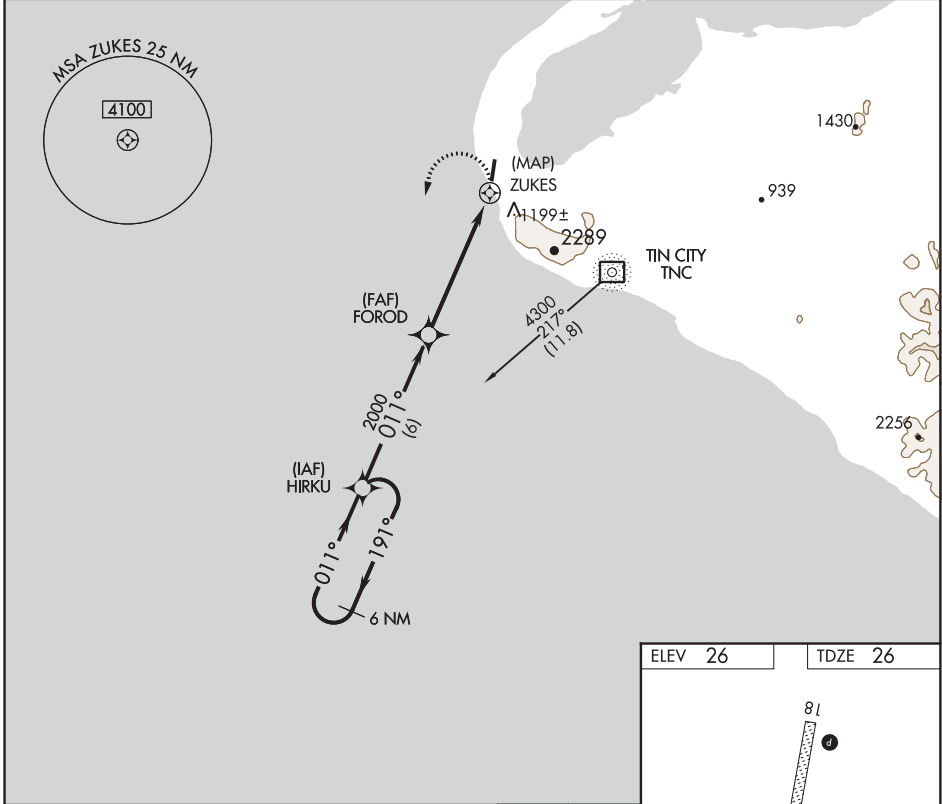
| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 3990 |
| 011° | TDZE | 26 |
| | Apt Elev | 26 |

NA
 -12°C/10°F

Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA.
 When local altimeter setting received, use Tin City altimeter setting.

MISSED APPROACH:
 Climbing left turn to 2900
 direct HIRKU WP and hold.

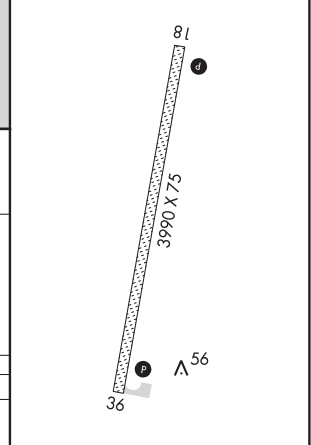
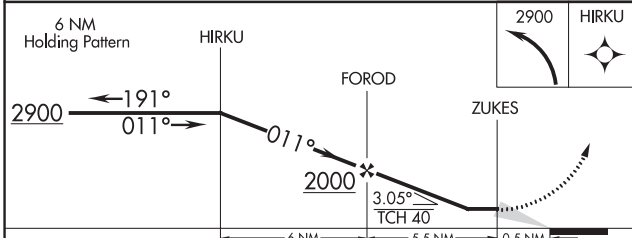
| | | | |
|--------------------------|--|----------------------------|----------------------|
| AWOS-3 118.525 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 122.6 | CTAF 123.0 |
|--------------------------|--|----------------------------|----------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|---------|
| ELEV 26 | TDZE 26 |
|---------|---------|



| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| LNVA MDA | 1540-1¼ 1514 (1600-1¼) | 1540-1½ 1514 (1600-1½) | 1540-3 1514 (1600-3) | NA |
| CIRCLING | 1540-1¼ 1514 (1600-1¼) | 1540-1½ 1514 (1600-1½) | 1540-3 1514 (1600-3) | NA |

REIL Rwy 18-36 **L**
 MIRL Rwy 18-36 **L**

| | | |
|--|------------------------|--|
| WAAS CH 53636 W04A | APP CRS 038° | Rwy Idg 3700 TDZE 352 Apt Elev 354 |
|--|------------------------|--|

RNAV (GPS) RWY 4

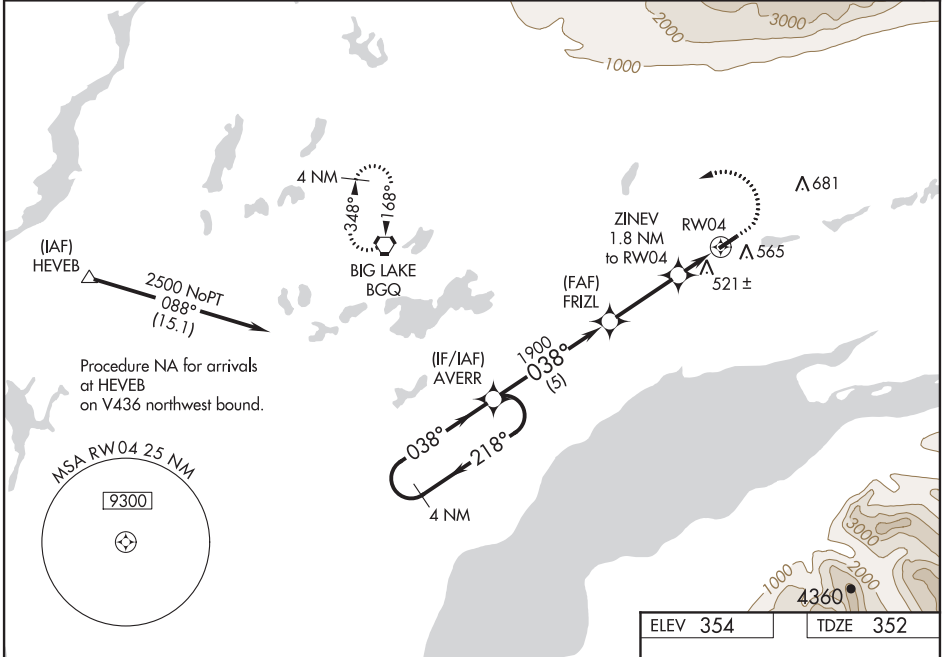
WASILLA (IYS) (PAWS)

⚠ Baro-VNAV NA when using Palmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Palmer altimeter setting. When local altimeter setting not received, use Palmer altimeter setting; increase all DA 46 feet and all visibilities ¼ mile; increase all MDA 60 feet.

❄ -31°C

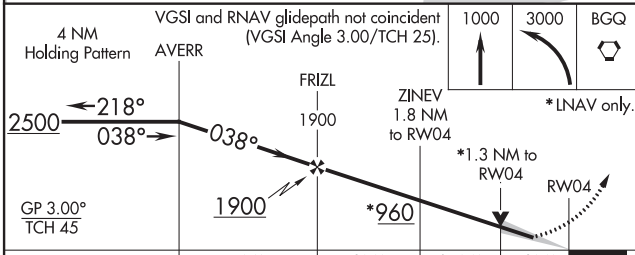
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct BGG VORTAC and hold.

| | | |
|-------------------------|---|----------------------|
| AWOS-3 135.25 | ANCHORAGE APP CON 119.1 363.2 | CTAF 122.8 |
|-------------------------|---|----------------------|

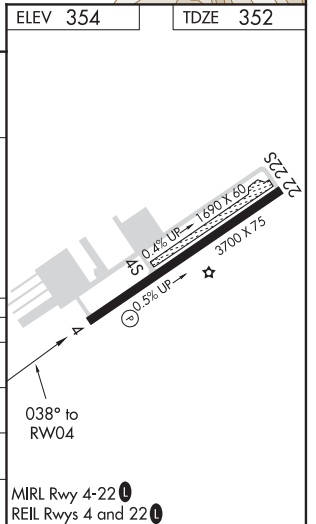


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017



| CATEGORY | A | B | C | D |
|-------------------|--------|--------------|---|----|
| LPV DA | 602-¾ | 250 (300-¾) | | NA |
| LNAV/VNAV DA | 828-1⅝ | 476 (500-1⅝) | | NA |
| LNAV MDA | 780-1 | 428 (500-1) | | NA |
| C CIRCLING | 1000-1 | 646 (700-1) | | NA |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 69536 W22A | APP CRS 218° | Rwy Idg TDZE Apt Elev | 3700 354 354 |
|--|------------------------|-----------------------------|---|

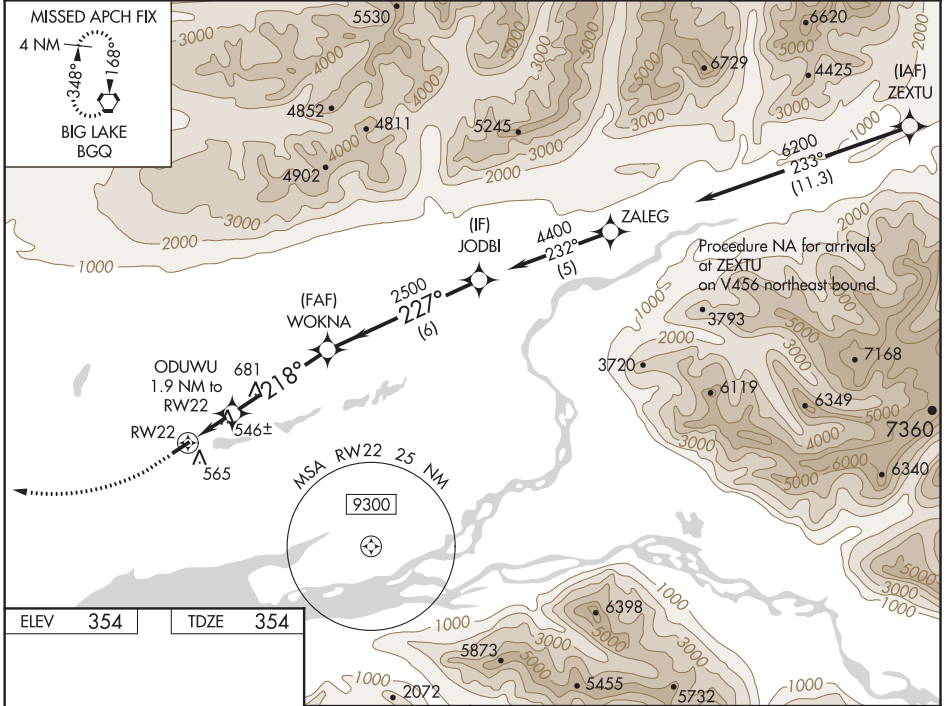
RNAV (GPS) RWY 22

WASILLA (IYS) (PAWS)

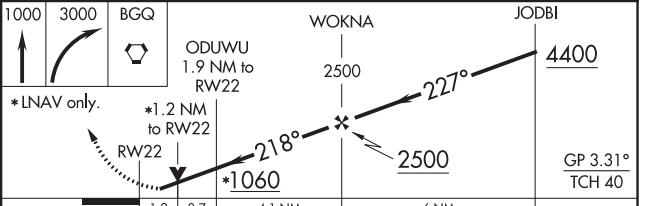
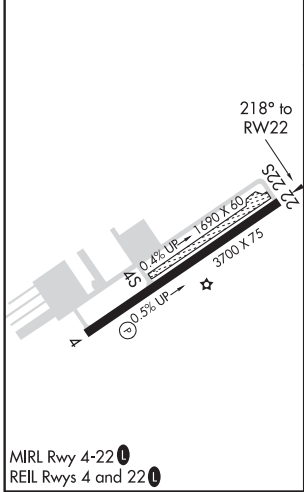
Baro-VNAV NA when using Palmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F).
 DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM not authorized.
 VDP NA when using Palmer altimeter setting. When local altimeter setting not received, use Palmer altimeter setting: increase all DA 46 feet and all visibilities 1/2 mile; increase all MDA 60 feet.

MISSED APPROACH:
 Climb to 1000 then climbing right turn to 3000 direct BGQ VORTAC and hold.

| | | |
|-------------------------|---|----------------------|
| AWOS-3 135.25 | ANCHORAGE APP CON 119.1 363.2 | CTAF 122.8 |
|-------------------------|---|----------------------|



| | | | |
|------|-----|------|-----|
| ELEV | 354 | TDZE | 354 |
|------|-----|------|-----|



| CATEGORY | A | B | C | D |
|-------------------|-----------|-----------------|---|----|
| LPV DA | 604-3/4 | 250 (300-3/4) | | NA |
| LNAV/VNAV DA | 821-1 1/2 | 467 (500-1 1/2) | | NA |
| LNAV MDA | 800-1 | 446 (500-1) | | NA |
| C CIRCLING | 1000-1 | 646 (700-1) | | NA |

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| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 82331 W15A | APP CRS 152° | Rwy Idg TDZE Apt Elev | 3000 267 267 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 15

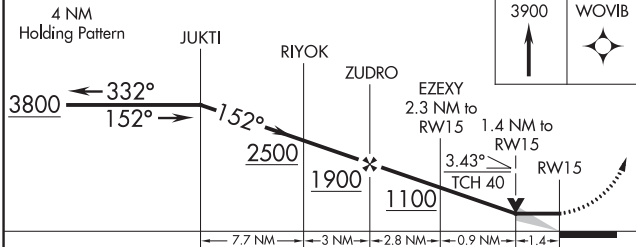
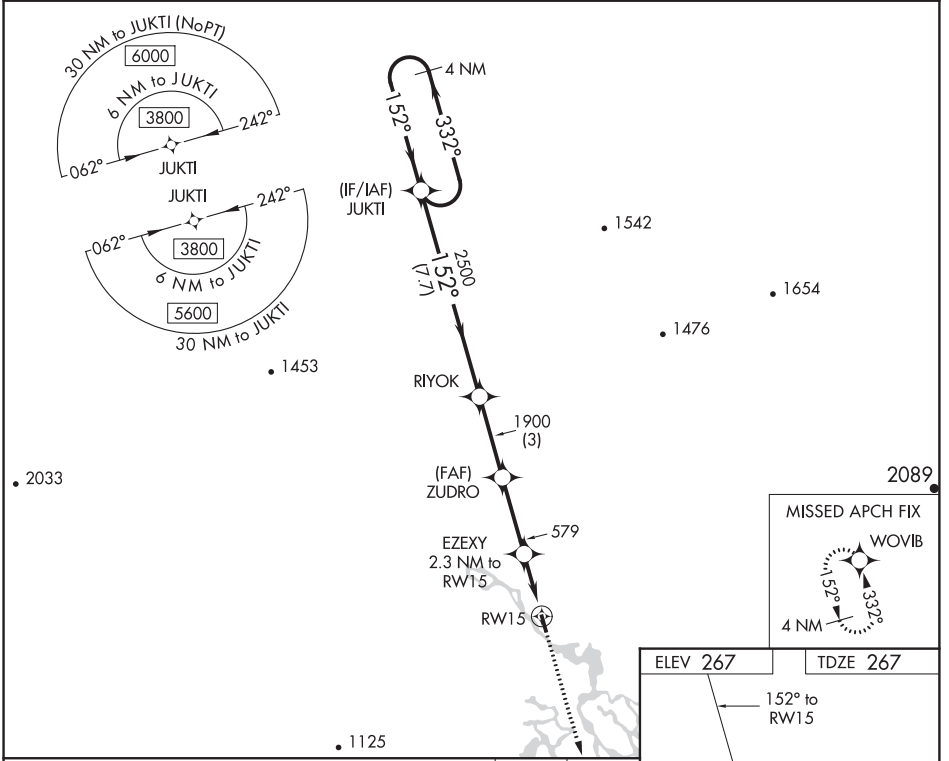
WHITE MOUNTAIN (WMO) (PA WM)

⚠ DME/DME RNP-0.3 NA. VDP NA with Golovin altimeter setting. When local altimeter not received, use Golovin altimeter setting and increase all MDA 60 feet.

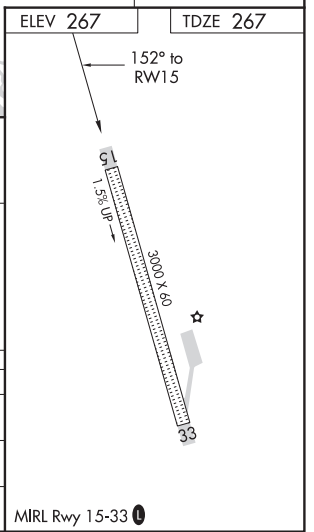
❄ -40°C/-40°F

MISSED APPROACH: Climb to 3900 direct WOVB and hold, continue climb-in-hold to 3900.

| | | | |
|-------------------------|--|-----------------------------|-------------------------------|
| AWOS-3 121.45 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 122.05 | CTAF 122.9 ① |
|-------------------------|--|-----------------------------|-------------------------------|



| CATEGORY | A | B | C | D |
|----------|-------|-------------|---|----|
| LP MDA | 700-1 | 433 (500-1) | | NA |
| LNAV MDA | 800-1 | 533 (600-1) | | NA |
| CIRCLING | 820-1 | 553 (600-1) | | NA |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|------------------------|-----------------------------|---|
| APP CRS 332° | Rwy Idg TDZE Apt Elev | 3000 267 267 |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 33

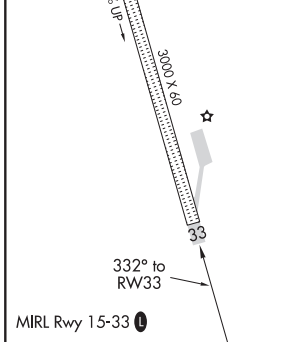
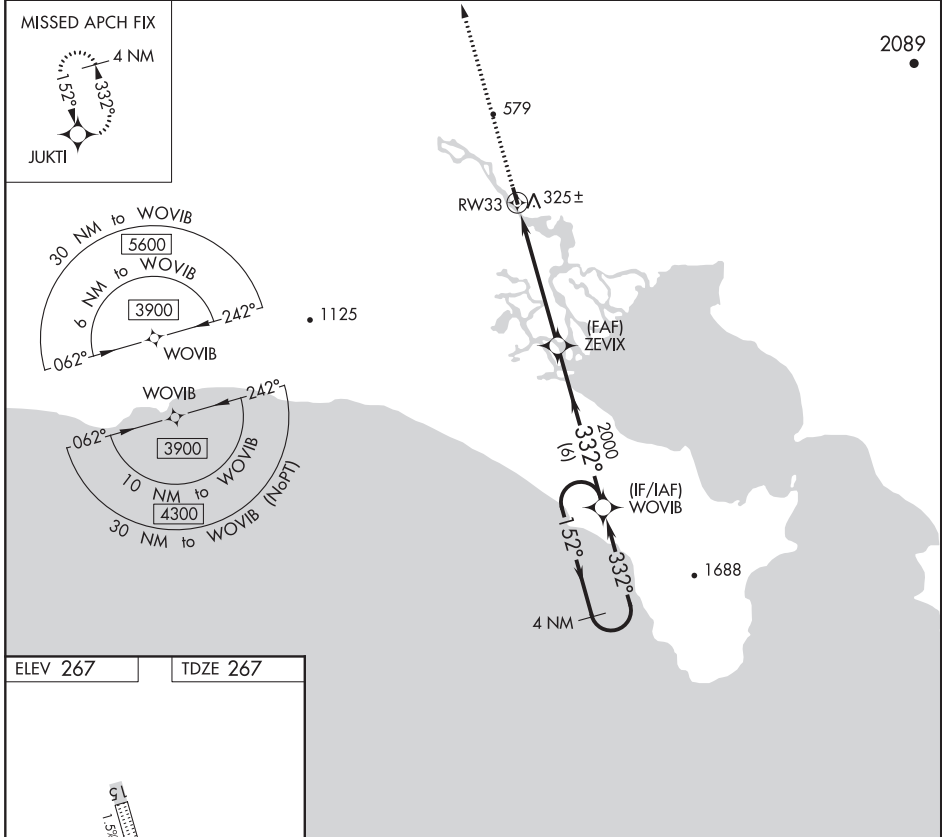
WHITE MOUNTAIN (WMO) (P A W M)

⚠ DME/DME RNP-0.3 NA. VDP NA with Golovin altimeter setting. When local altimeter not received, use Golovin altimeter setting and increase all MDA 60 feet.

⚠ MISSED APPROACH: Climb to 3800 direct JUKTI and hold.

🌡 -40°C/-40°F

| | | | |
|-------------------------|--|-----------------------------|-------------------------------|
| AWOS-3 121.45 | ANCHORAGE CENTER 133.3 290.4 | NOME RADIO 122.05 | CTAF 122.9 0 |
|-------------------------|--|-----------------------------|-------------------------------|



| | | | |
|----------|-------|----------------|----------------------|
| 3800 | JUKTI | WOVIB | 4 NM Holding Pattern |
| ↑ | ⬠ | ZIVIX | 152° → 3900 |
| | | RW33 | ← 332° |
| | | 0.9 NM to RW33 | |
| | | 3.00° | |
| | | TCH 40 | |
| | | 4.4 NM | 6 NM |
| CATEGORY | A | B | C |
| LNAV MDA | 580-1 | 313 (400-1) | NA |
| CIRCLING | 820-1 | 553 (600-1) | NA |

AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

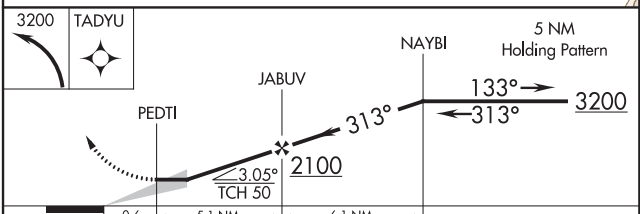
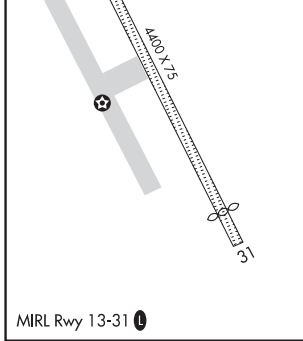
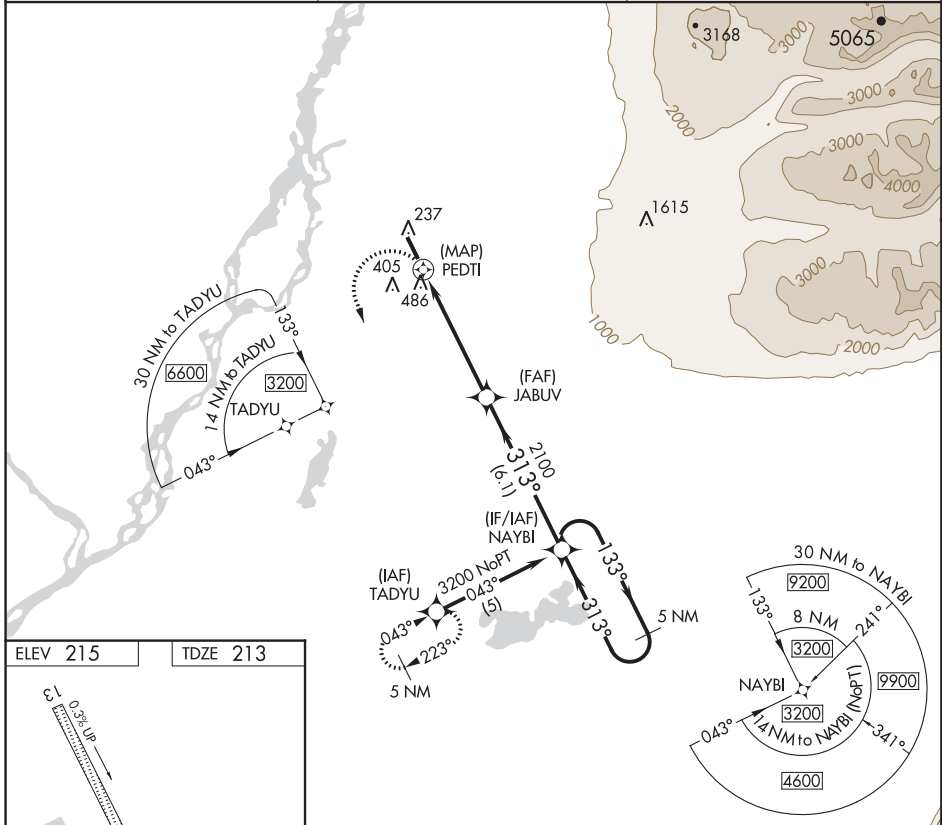
| | | |
|------------------------|-----------------------------|---|
| APP CRS 313° | Rwy Idg TDZE Apt Elev | 4000 213 215 |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 31

WILLOW (UUO)(PAUO)

| | |
|--|---|
| <p>NA Use Wasilla climeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.</p> <p>-22°C/-8°F</p> | <p>MISSED APPROACH: Climbing left turn to 3200 direct TADYU and hold.</p> |
|--|---|

| | | |
|---|--|------------------------------|
| <p>WASILLA AWOS-3 135.25</p> | <p>ANCHORAGE CENTER 133.7 279.6</p> | <p>CTAF 122.8</p> |
|---|--|------------------------------|



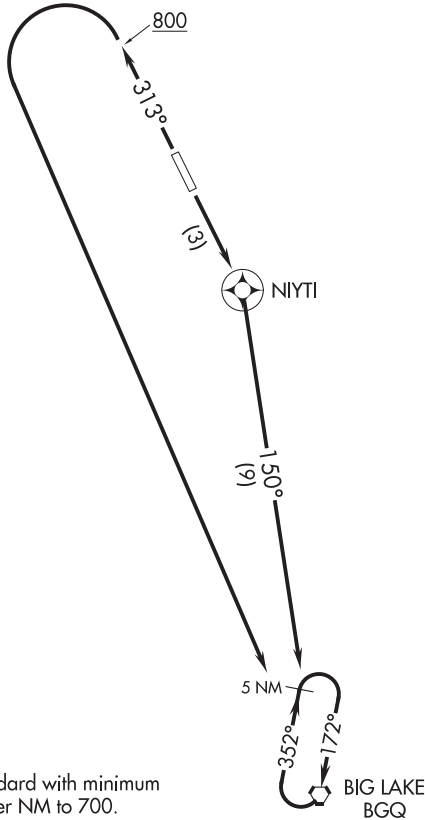
| CATEGORY | A | B | C | D |
|----------|---------------------------|---------------------------|-------------------------|----|
| LNAV MDA | 1220-1¼ 1007 (1100-1¼) | 1220-1½ 1007 (1100-1½) | 1220-3 1007 (1100-3) | NA |
| CIRCLING | 1220-1¼ 1005 (1100-1¼) | 1220-1½ 1005 (1100-1½) | 1220-3 1005 (1100-3) | NA |

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AK, 10 NOV 2016 to 05 JAN 2017

BIG LAKE TWO DEPARTURE (OBSTACLE) (RNAV)

ANCHORAGE CENTER
133.7 279.6
CTAF
122.8
AWOS-3
135.25



NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:

Rwy 13: 300-1¼ or standard with minimum climb of 467' per NM to 700.
Rwy 31: Standard.

TAKEOFF OBSTACLE NOTES:

Rwy 13: Tower 5595' from DER, 1670' right of centerline, 102' AGL/460' MSL.
Rwy 31: T-L tower 1058' from DER, 645' right of centerline, 39' AGL/237' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb direct NIYTI, then on track 150° to BGQ VORTAC, thence. . . .

TAKEOFF RWY 31: Climb heading 313° to 800, then climbing left turn direct BGQ VORTAC, thence. . . .

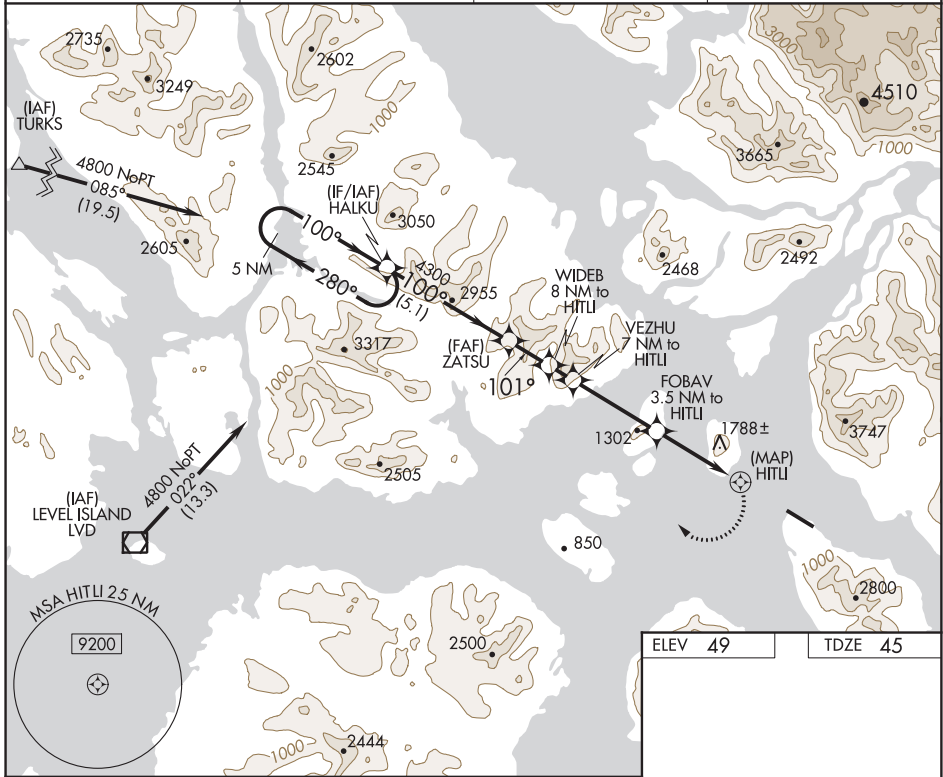
. . . .continue climb in BGQ VORTAC holding pattern to cross BGQ VORTAC at or above MEA for direction of flight.

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 6000 |
| 101° | TDZE | 45 |
| | Apt Elev | 49 |

RNAV (GPS) RWY 10

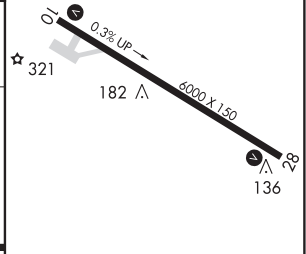
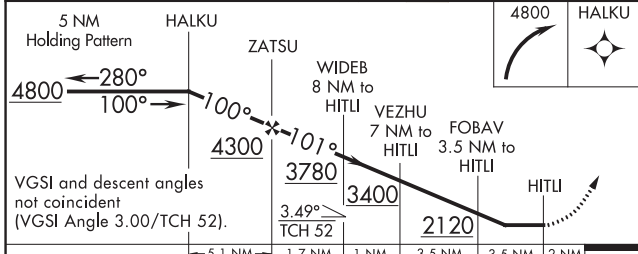
WRANGELL (WRG) (PAWG)

| | | | |
|---|--|--|--------------------------------------|
| <p>Circling NA South of Rwy 10-28. DME/DME RNP-0.3 NA. Procedure NA at night.</p> | <p>MISSED APPROACH: Climbing right turn to 4800 direct HALKU and hold.</p> | | |
| | <p>AWOS-3 128.5</p> | <p>ANCHORAGE CENTER 118.0</p> | <p>SITKA RADIO 122.45</p> |



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| | | | | | | |
|----------|---------|----------------|-------------------------|--------|--------|------|
| | 5.1 NM | 1.7 NM | 1 NM | 3.5 NM | 3.5 NM | 2 NM |
| CATEGORY | A | B | C | D | | |
| RNAV MDA | 2080-2½ | 2035 (2100-2½) | 2080-3 2035 (2100-3) | NA | | |
| CIRCLING | 2080-2½ | 2031 (2100-2½) | 2500-3 2451 (2500-3) | NA | | |

| | | | |
|--|----|------|----|
| ELEV | 49 | TDZE | 45 |
| <p>REIL Rwys 10 and 28 </p> <p>HIRL Rwy 10-28 </p> | | | |

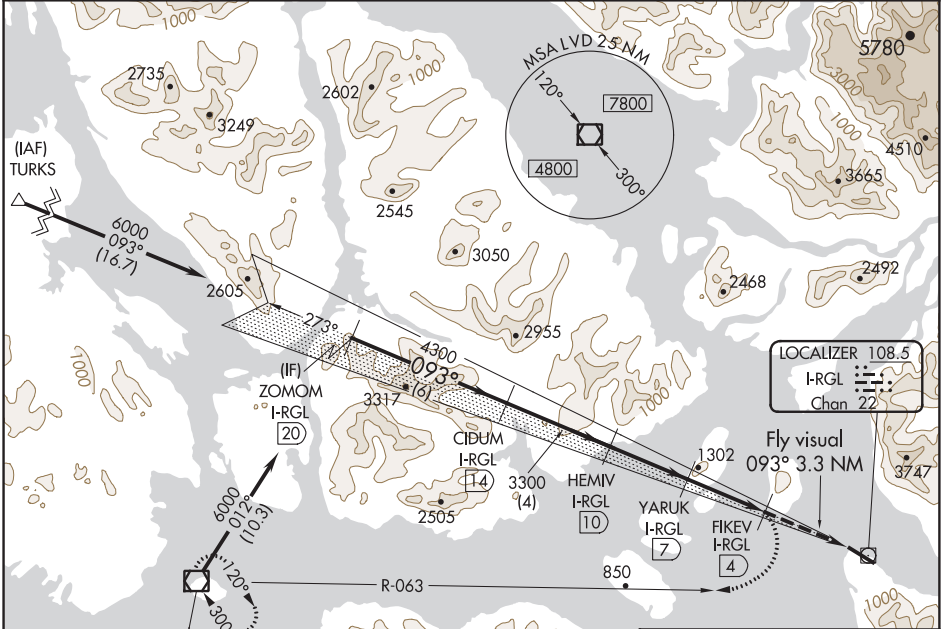
| | | |
|---|------------------------|--|
| LOC/DME I-RGL 108.5 Chan 22 | APP CRS 093° | Rwy Idg TDZE Apt Elev N/A N/A 49 |
|---|------------------------|--|

LDA/DME-C
WRANGELL (WRG) (PAWG)

⚠ Circling NA south of Rwy 10-28. Any go-around commenced after passing the MAP will not provide standard obstacle clearance.
❄ -05°C/23°F

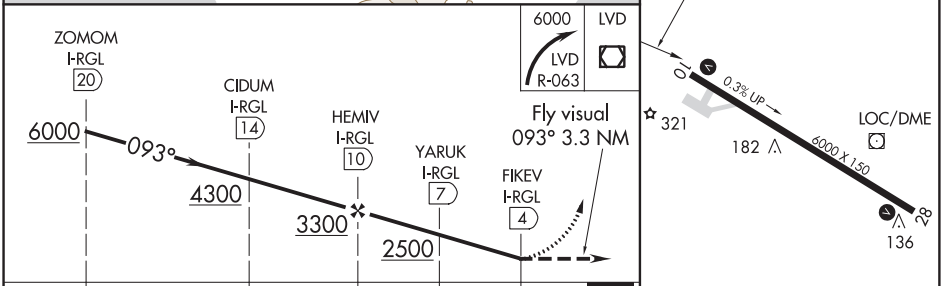
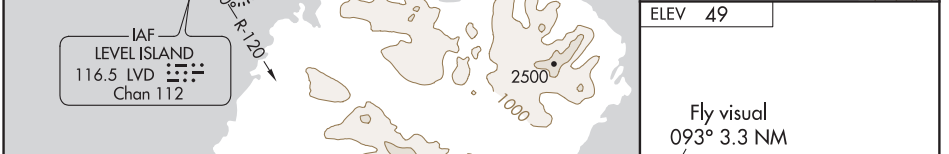
MISSED APPROACH: Immediate climbing right turn to 6000 on LVD VOR/DME R-063 to LVD VOR/DME and hold.

| | | | |
|------------------------|----------------------------------|------------------------------|-------------------------------|
| AWOS-3 128.5 | ANCHORAGE CENTER 118.0 | SITKA RADIO 122.45 | CTAF 122.6 0 |
|------------------------|----------------------------------|------------------------------|-------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

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| | | | | |
|-------------------|----------------------|----------------------|----|----|
| CATEGORY | A | B | C | D |
| C CIRCLING | 1560-3 1511 (1600-3) | 2460-3 2411 (2500-3) | NA | NA |

REIL Rwys 10 and 28 **0**
HIRL Rwy 10-28 **0**

(LVD2.LVD) 15288


LEVEL ISLAND TWO DEPARTURE (OBSTACLE)

WRANGELL (WRG) (PAWG)

SL-5874 (FAA)

WRANGELL, ALASKA

ANCHORAGE CENTER
118.0
SITKA RADIO
122.45
CTAF
122.6

LEVEL ISLAND
116.5 LVD 
Chan 112
N56°28.06'-W133°04.99'

L-1, H-1

R-069

120°

300°

R-120

249°

(22)

500

230°

281°

3 SM

JUMKI
N56°28.34'
W132°25.33'
1000

TAKEOFF MINIMUMS

Rwy 10: 1000-3.

Rwy 28: Standard with minimum climb of 280' per NM to 1100.

TAKEOFF OBSTACLE NOTES

Rwy 10: Trees and rising terrain beginning 52' from DER, 253' right of centerline, up to 148' AGL/1241' MSL.

Rwy 28: Trees and rising terrain beginning 84' from DER, 266' left of centerline, up to 23' AGL/122' MSL.

NOTE: Rwy 10, DME required.

NOTE: Rapidly rising terrain south/southwest and east/northeast of airport to above 2500' within 3 miles of airport.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Turn left as soon as practicable, climb in visual conditions until established on LVD R-069 at JUMKI/LVD 22 DME fix on a westerly course (visual conditions must be maintained from takeoff until established over JUMKI at/above 1000). Cross JUMKI at or above 1000 then climb on LVD R-069 to LVD VOR/DME. Thence

TAKEOFF RUNWAY 28: Climb heading 281° to 500 then climbing left turn heading 230° to intercept LVD R-069 to LVD VOR/DME. Do not exceed 180K until established on LVD R-069 westbound. Thence

. . . . continue climb in hold to MEA for route of flight.

LEVEL ISLAND TWO DEPARTURE (OBSTACLE)

(LVD2.LVD) 15288

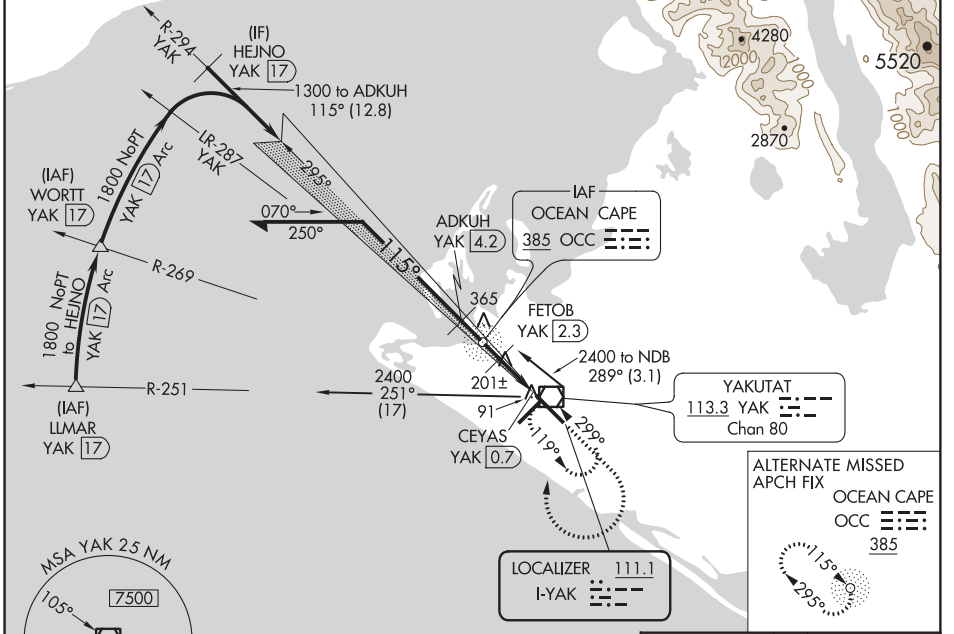
WRANGELL, ALASKA
WRANGELL (WRG) (PAWG)

| | | |
|---------------------------|------------------------|------------------------|
| LOC I-YAK 111.1 | APP CRS 115° | Rwy Idg 7745 |
| | | TDZE 33 |
| | | Apt Elev 33 |

ILS or LOC/DME RWY 11

YAKUTAT (YAK) (PAYA)

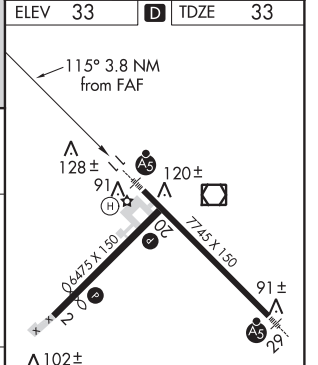
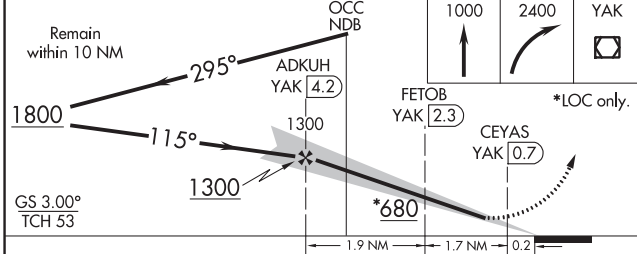
| | | |
|--|---------------|---|
| <p>DME from YAK VOR/DME, simultaneous reception of I-YAK and YAK DME required.</p> | <p>MALS R</p> | <p>MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct YAK VOR/DME and hold, continue climb-in-hold to 2400.</p> |
| | | |



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|------------------|
| ELEV 33 | D TDZE 33 |
|---------|------------------|



| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|------------------------|------------------------|
| S-ILS 11 | 233/24 200 (200-½) | | | |
| S-LOC 11 | 460/24 | 427 (500-½) | 460/40 | 427 (500-¾) |
| C CIRCLING | 500-1 467 (500-1) | 520-1 487 (500-1) | 620-1½ 587 (600-1½) | 720-2¼ 687 (700-2¼) |

REIL Rwy 2 and 20 **0**
HIRL Rwy 2-20 and 11-29 **0**

YAKUTAT, ALASKA

AL-1193 (FAA)

16315

| | | | |
|---------------------------------|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 78414 W02A | APP CRS 025° | Rwy Idg TDZE Apt Elev | 5087 25 33 |
|---------------------------------|------------------------|-----------------------------|---------------------------------------|

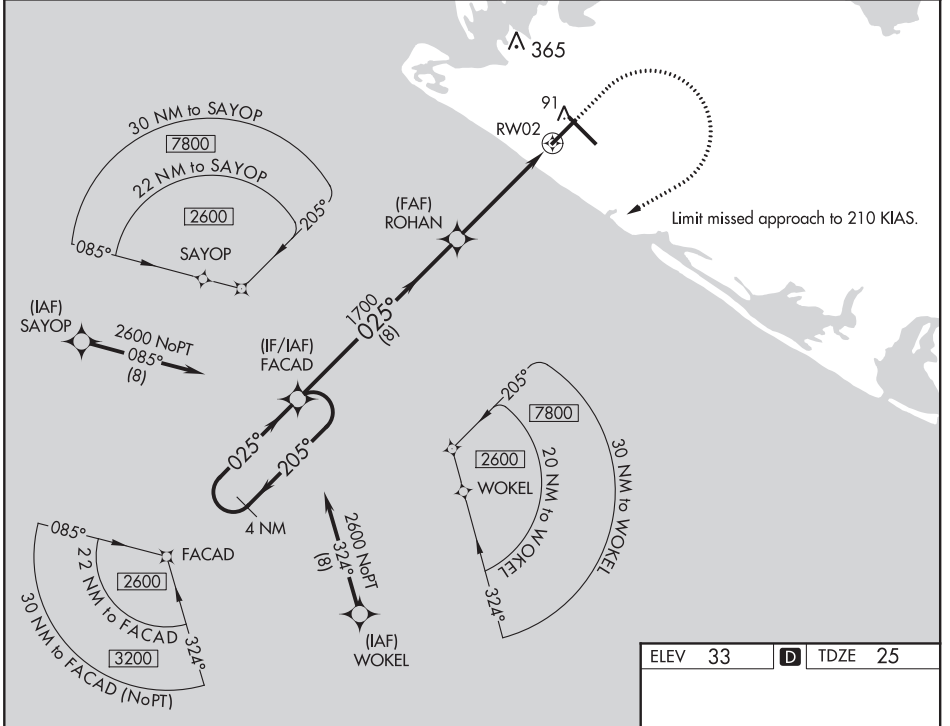
RNAV (GPS) RWY 2

YAKUTAT (YAK) (PAYA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct FACAD and hold.

| | | |
|-----------------------|--|---|
| ASOS 135.75 | ANCHORAGE CENTER 119.0 263.1 | JUNEAU RADIO 123.6 (CTAF) 122.2 |
|-----------------------|--|---|



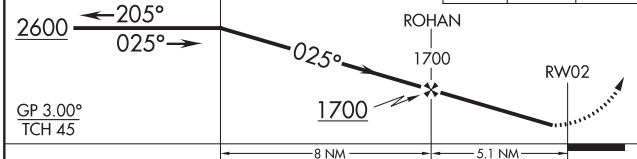
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

4 NM Holding Pattern FACAD

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).

600 3000 FACAD



| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|------------------------|------------------------|
| LPV DA | | 275-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 515-1½ | 490 (500-1½) | |
| LNAV MDA | 460-1 | 435 (500-1) | 460-1½ | 435 (500-1½) |
| C CIRCLING | 500-1 467 (500-1) | 520-1 487 (500-1) | 620-1½ 587 (600-1½) | 720-2¼ 687 (700-2¼) |

| | |
|---------|------------------|
| ELEV 33 | D TDZE 25 |
|---------|------------------|

REIL Rwy 2 and 20
HIRL Rwy 2-20 and 11-29

YAKUTAT, ALASKA
Amdt 3B 15OCT15

59°30'N-139°40'W

YAKUTAT (YAK) (PAYA) RNAV (GPS) RWY 2

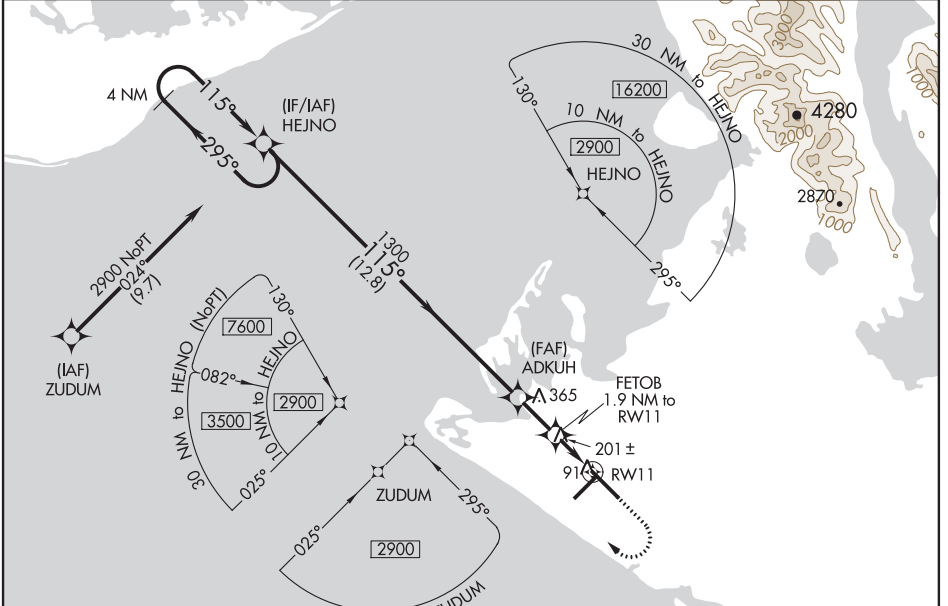
| | | | |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS CH 86414 W11A | APP CRS 115° | Rwy Idg TDZE Apt Elev | 7745 33 33 |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 11

YAKUTAT (YAK) (PAYA)

| | | |
|---|---------------|--|
| <p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV ▲ NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</p> | <p>MALS/R</p> | <p>MISSED APPROACH: Climb to 600 then climbing right turn to 2900 direct HEJNO and hold.</p> |
|---|---------------|--|

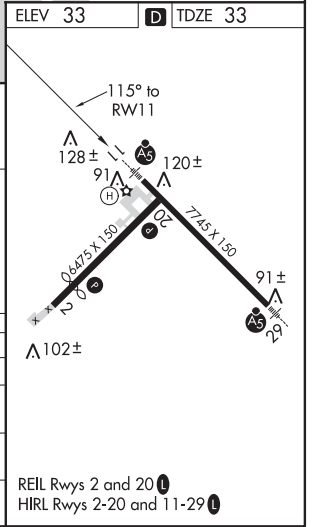
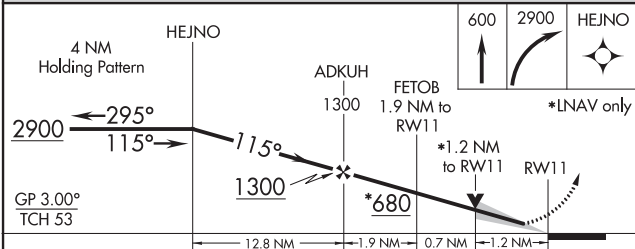
| | | |
|-----------------------|--|---------------------------------------|
| ASOS 135.75 | ANCHORAGE CENTER 119.0 263.1 | JUNEAU RADIO 123.6 (CTAF) 0 |
|-----------------------|--|---------------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | |
|---------|------------------|
| ELEV 33 | D TDZE 33 |
|---------|------------------|



| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|-----------------------|------------------------|
| LPV DA | | 233/24 | 200 (200-½) | |
| LNAV/VNAV DA | | 508/57 | 475 (500-¼) | |
| LNAV MDA | 460/24 | 427 (500-½) | 460/40 | 427 (500-¾) |
| C CIRCLING | 500-1 467 (500-1) | 520-1 487 (500-1) | 620-1½ 587 (600-½) | 720-2¼ 687 (700-2¼) |

REIL Rwy 2 and 20
HIRL Rwy 2-20 and 11-29

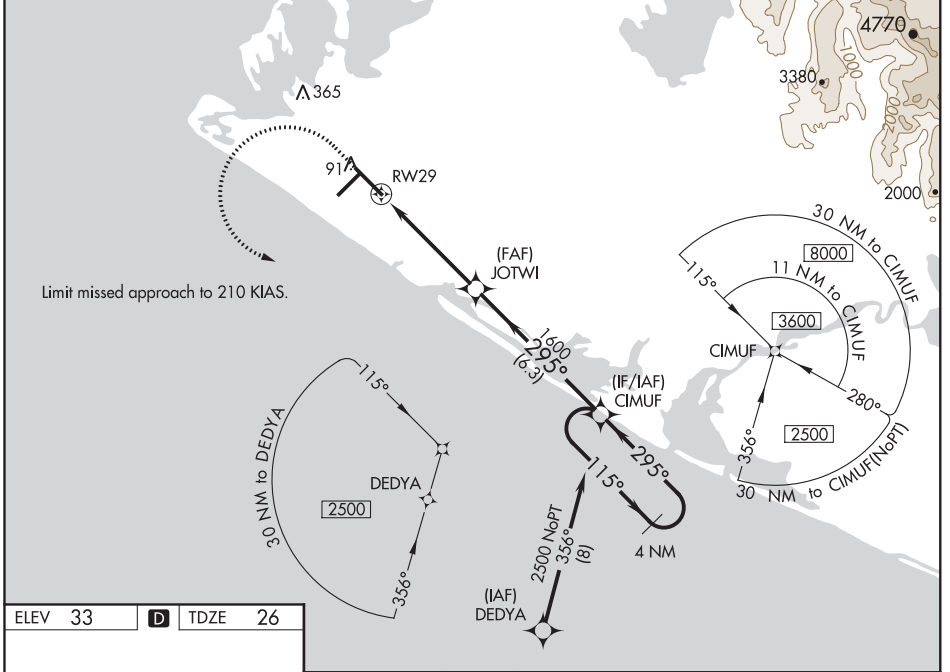
| | | |
|---------------------------------|------------------------|---|
| WAAS CH 66006 W29A | APP CRS 295° | Rwy Idg 7745 TDZE 26 Apt Elev 33 |
|---------------------------------|------------------------|---|

RNAV (GPS) RWY 29

YAKUTAT (YAK) (PAYA)

| | | |
|---|--------------------|---|
| Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility 1½ miles; LNAV Cats C and D visibility to 1¾ miles. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. | MALSR | MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct CIMUF and hold. |
| | ASOS 135.75 | |

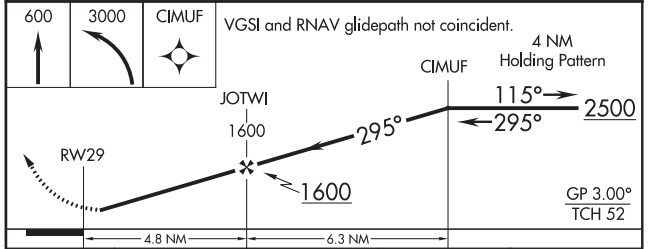
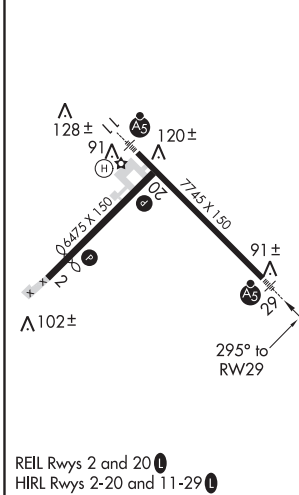
| | |
|--|---------------------------------------|
| ANCHORAGE CENTER 119.0 263.1 | JUNEAU RADIO 123.6 (CTAF) 0 |
|--|---------------------------------------|



AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---------|----------|---------|
| ELEV 33 | D | TDZE 26 |
|---------|----------|---------|



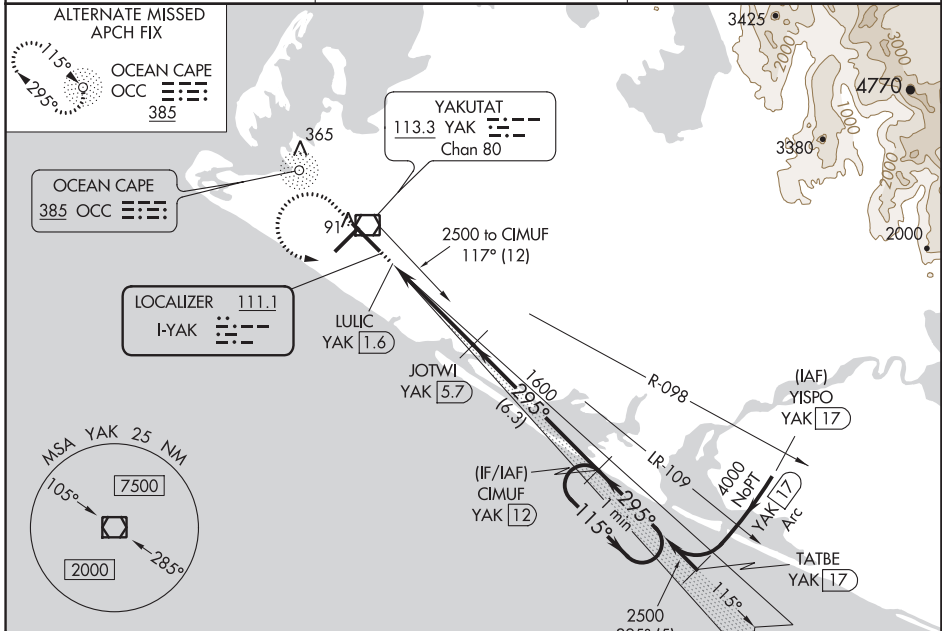
| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|------------------------|------------------------|
| LPV DA | | 287-1 | 261 (300-1) | |
| LNAV/VNAV DA | | 484-1½ | 458 (500-1½) | |
| LNAV MDA | | 480-1 | 454 (500-1) | |
| C CIRCLING | 500-1 467 (500-1) | 520-1 487 (500-1) | 620-1½ 587 (600-1½) | 720-2¼ 687 (700-2¼) |

| | | |
|---------------------------|------------------------|---|
| LOC I-YAK 111.1 | APP CRS 295° | Rwy Idg 7745 TDZE 26 Apt Elev 33 |
|---------------------------|------------------------|---|

LOC/DME BC RWY 29

YAKUTAT (YAK) (PAYA)

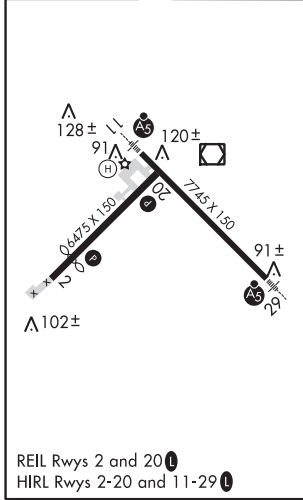
| | | |
|---|--|--|
| <p>⚠ DME from YAK VOR/DME. Simultaneous reception of I-YAK and YAK DME required. Inop table does not apply to S-29 Cats A, B. For inop MALSRS, increase S-29 Cat C/D visibility to 1 3/4 mile.</p> | <p>MALSRS</p> | <p>MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 to intercept YAK VOR/DME R-117 to CIMUF/YAK 12 DME and hold.</p> |
| <p>ASOS 135.75</p> | <p>ANCHORAGE CENTER 119.0 263.1</p> | <p>JUNEAU RADIO 123.6 (CTAF)</p> |



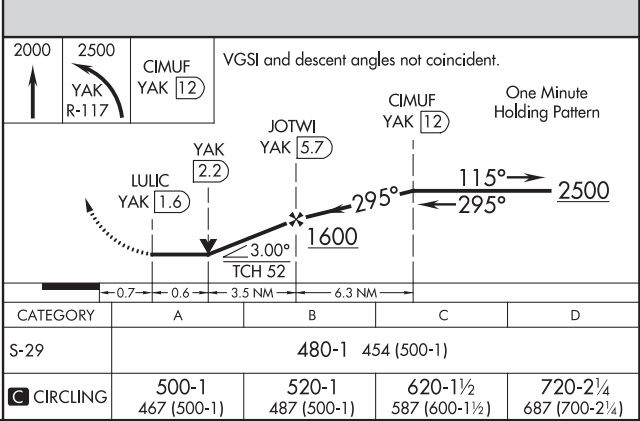
AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

| | | |
|---------|----------|---------|
| ELEV 33 | D | TDZE 26 |
|---------|----------|---------|



BACK COURSE



YAKUTAT, ALASKA

AL-1193 (FAA)

16315

| | | |
|---|------------------------|---|
| VOR/DME YAK 113.3 Chan 80 | APP CRS 308° | Rwy Idg 7745 TDZE 26 Apt Elev 33 |
|---|------------------------|---|

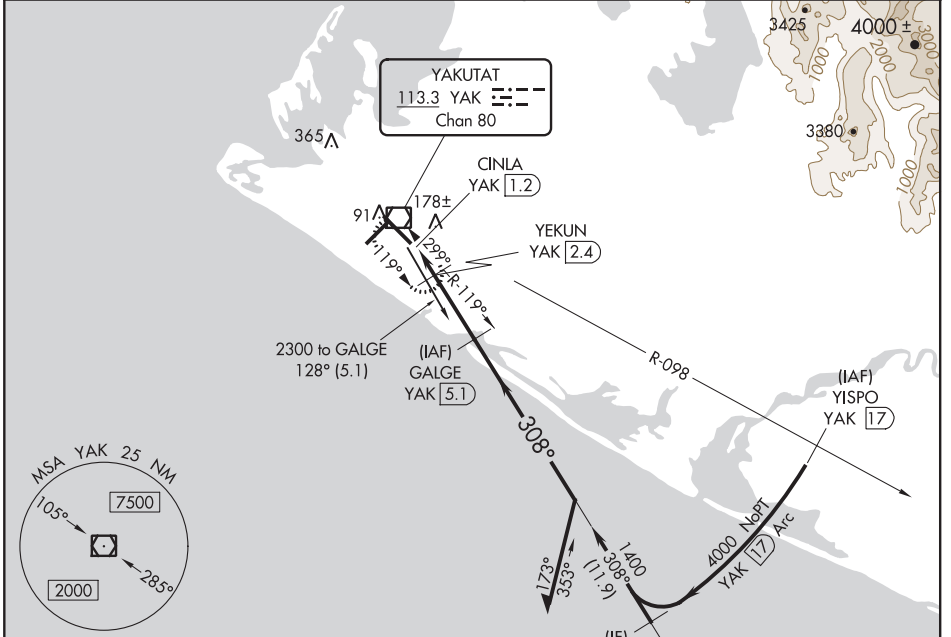
VOR/DME RWY 29 YAKUTAT (YAK) (PAYA)

⚠ Inop table does not apply to Cats A/B.
⚠ For Inop MALSR, increase Cats C/D visibility to 1½ mile.

MALSR

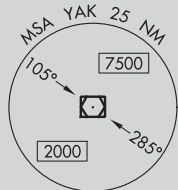
MISSED APPROACH: Climb to 2000 direct YAK VOR/DME and hold, continue climb-in-hold to 2000.

| | | |
|-----------------------|--|---------------------------------------|
| ASOS 135.75 | ANCHORAGE CENTER 119.0 263.1 | JUNEAU RADIO 123.6 (CTAF) 0 |
|-----------------------|--|---------------------------------------|

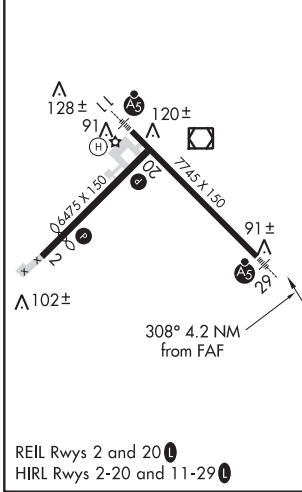


AK, 10 NOV 2016 to 05 JAN 2017

AK, 10 NOV 2016 to 05 JAN 2017

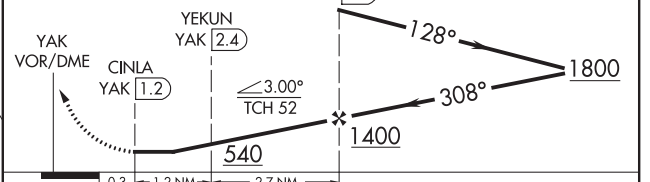


| | | |
|---------|----------|---------|
| ELEV 33 | D | TDZE 26 |
|---------|----------|---------|



2000 YAK VGSi and descent angles not coincident.

Remain within 10 NM




| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|------------------------|------------------------|
| S-29 | 440-1 414 (500-1) | | | |
| C CIRCLING | 500-1 467 (500-1) | 520-1 487 (500-1) | 620-1½ 587 (600-1½) | 720-2¼ 687 (700-2¼) |

YAKUTAT, ALASKA
Amdt 5 31MAR16

59°30'N-139°40'W

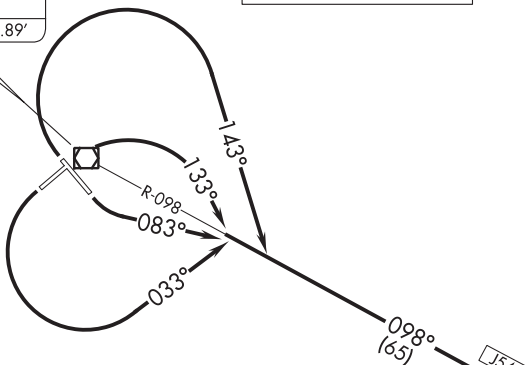
YAKUTAT (YAK) (PAYA) VOR/DME RWY 29

FAKES FOUR DEPARTURE

YAKUTAT
113.3 YAK 
Chan 80
N59°30.65'-W139°38.89'

**TOP ALTITUDE:
ASSIGNED BY ATC**

ANCHORAGE CENTER
119.0 263.1
JUNEAU RADIO
122.2 123.6 (CTAF)



TAKEOFF MINIMUMS

Rwys 2, 11, 20, 29: Standard with minimum climb of 280' per NM to FL180.

TAKEOFF OBSTACLE NOTES

- Rwy 2: Trees, obstruction light on TACAN monitor, tower beginning 372' from DER, 237' left of centerline, up to 89' AGL/114' MSL.
Trees beginning 457' from DER, 317' right of centerline, up to 74' AGL/99' MSL.
Tree 4347' from DER, 1617' left of centerline, 148' AGL/167' MSL.
- Rwy 11: Trees beginning 94' from DER, 344' right of centerline, up to 75' AGL/98' MSL.
Trees beginning 121' from DER, 376' left of centerline, up to 63' AGL/86' MSL.
Trees beginning 1658' from DER, 442' left of centerline, up to 92' AGL/115' MSL.
- Rwy 20: Tree beginning 78' from DER, 364' left of centerline, up to 67' AGL/81' MSL.
Trees beginning 129' from DER, 471' right of centerline, up to 50' AGL/60' MSL.
Trees beginning 1013' from DER, 283' left of centerline, up to 86' AGL/96' MSL.
Trees beginning 1087' from DER, 340' right of centerline, up to 50' AGL/64' MSL.
Trees beginning 3657' from DER, 497' left of centerline, up to 137' AGL/147' MSL.
Trees beginning 4184' feet from DER, 296' right of centerline, up to 148' AGL/158' MSL.
- Rwy 29: Tree 50' from DER, 280' left of centerline, 27' AGL/54' MSL.
Tree 122' from DER, 389' right of centerline, 52' AGL/79' MSL.
Tree 1268' from DER, 696' left of centerline, 42' AGL/69' MSL.
Trees beginning 1676' from DER, 729' right of centerline, up to 90' AGL/120' MSL.
Trees 2675' from DER, 860' left of centerline, up to 108' AGL/138' MSL.
Trees beginning 3303' from DER, 1050' right of centerline, up to 123' AGL/153' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 2: Climbing right turn on heading 133°, thence. . . .
- TAKEOFF RWY 11: Climbing left turn on heading 083°, thence. . . .
- TAKEOFF RWY 20: Climbing left turn on heading 033°, thence. . . .
- TAKEOFF RWY 29: Climbing right turn on heading 143°, thence. . . .

. . . . intercept YAK VOR/DME R-098 to FAKES. Cross FAKES at or above FL180 for assigned route of flight.

FAKES FOUR DEPARTURE

INTENTIONALLY

LEFT

BLANK

CLIMB/DESCENT TABLE 10042

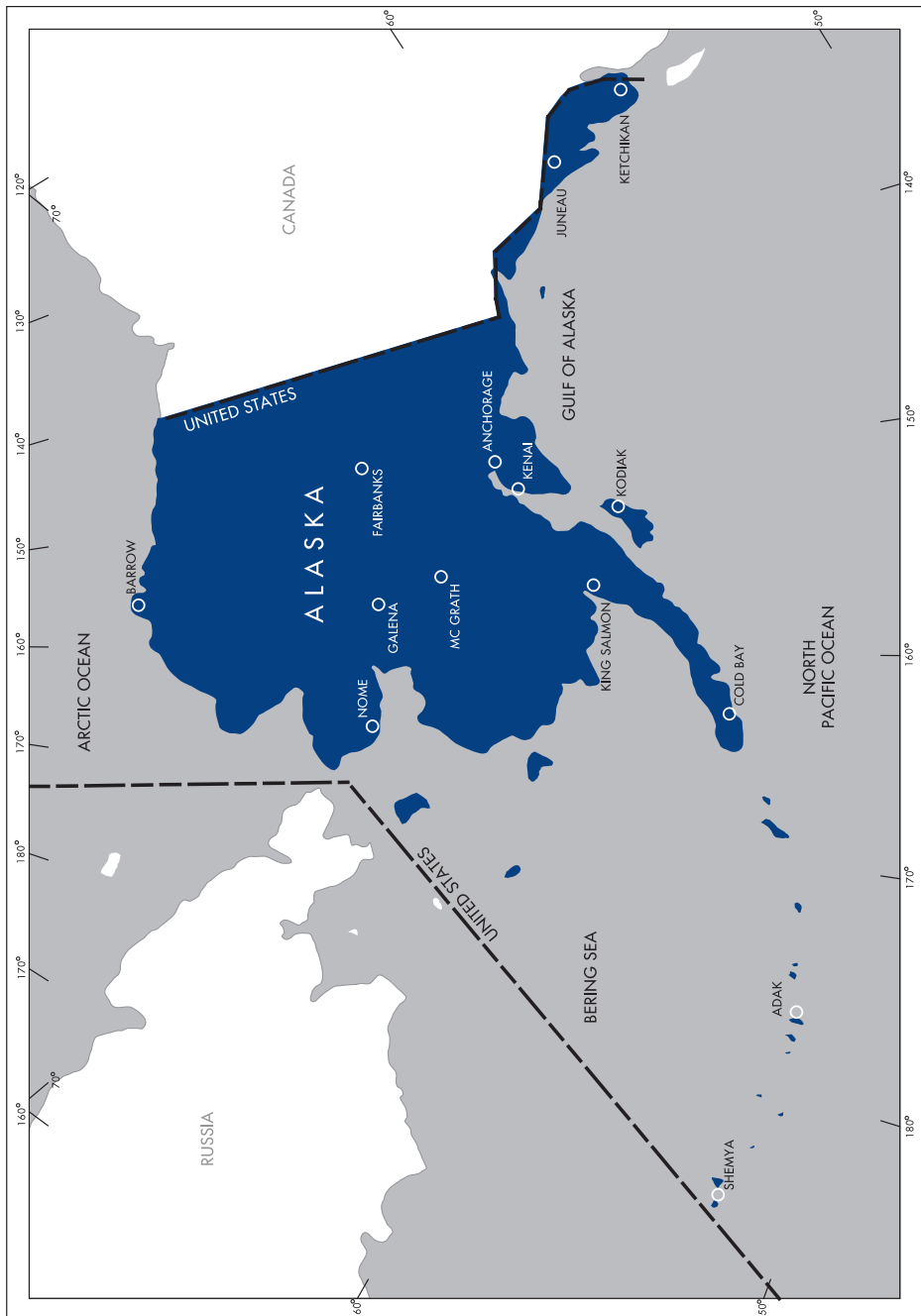
INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

| CLIMB/ DESCENT ANGLE (degrees and tenths) | ft/NM | GROUND SPEED (knots) | | | | | | | | | | | |
|--|-------|----------------------|------|------|------|------|------|------|------|------|------|------|------|
| | | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 330 | 360 | |
| 2.0 | 210 | 210 | 320 | 425 | 530 | 635 | 743 | 850 | 955 | 1060 | 1165 | 1275 | |
| 2.5 | 265 | 265 | 400 | 530 | 665 | 795 | 930 | 1060 | 1195 | 1325 | 1460 | 1590 | |
| VERTICAL PATH ANGLE | 2.7 | 287 | 287 | 430 | 574 | 717 | 860 | 1003 | 1147 | 1290 | 1433 | 1576 | 1720 |
| | 2.8 | 297 | 297 | 446 | 595 | 743 | 892 | 1041 | 1189 | 1338 | 1486 | 1635 | 1783 |
| | 2.9 | 308 | 308 | 462 | 616 | 770 | 924 | 1078 | 1232 | 1386 | 1539 | 1693 | 1847 |
| | 3.0 | 318 | 318 | 478 | 637 | 797 | 956 | 1115 | 1274 | 1433 | 1593 | 1752 | 1911 |
| | 3.1 | 329 | 329 | 494 | 659 | 823 | 988 | 1152 | 1317 | 1481 | 1646 | 1810 | 1975 |
| | 3.2 | 340 | 340 | 510 | 680 | 850 | 1020 | 1189 | 1359 | 1529 | 1699 | 1869 | 2039 |
| | 3.3 | 350 | 350 | 526 | 701 | 876 | 1052 | 1227 | 1402 | 1577 | 1752 | 1927 | 2103 |
| | 3.4 | 361 | 361 | 542 | 722 | 903 | 1083 | 1264 | 1444 | 1625 | 1805 | 1986 | 2166 |
| 3.5 | 370 | 370 | 555 | 745 | 930 | 1115 | 1300 | 1485 | 1670 | 1860 | 2045 | 2230 | |
| 4.0 | 425 | 425 | 640 | 850 | 1065 | 1275 | 1490 | 1700 | 1915 | 2125 | 2340 | 2550 | |
| 4.5 | 480 | 480 | 715 | 955 | 1195 | 1435 | 1675 | 1915 | 2150 | 2390 | 2630 | 2870 | |
| 5.0 | 530 | 530 | 795 | 1065 | 1330 | 1595 | 1860 | 2125 | 2390 | 2660 | 2925 | 3190 | |
| 5.5 | 585 | 585 | 880 | 1170 | 1465 | 1755 | 2050 | 2340 | 2635 | 2925 | 3220 | 3510 | |
| 6.0 | 640 | 640 | 960 | 1275 | 1595 | 1915 | 2235 | 2555 | 2875 | 3195 | 3510 | 3830 | |
| 6.5 | 690 | 690 | 1040 | 1385 | 1730 | 2075 | 2425 | 2770 | 3115 | 3460 | 3805 | 4155 | |
| 7.0 | 745 | 745 | 1120 | 1490 | 1865 | 2240 | 2610 | 2985 | 3355 | 3730 | 4105 | 4475 | |
| 7.5 | 800 | 800 | 1200 | 1600 | 2000 | 2400 | 2800 | 3200 | 3600 | 4000 | 4400 | 4800 | |
| 8.0 | 855 | 855 | 1280 | 1710 | 2135 | 2560 | 2990 | 3415 | 3845 | 4270 | 4695 | 5125 | |
| 8.5 | 910 | 910 | 1360 | 1815 | 2270 | 2725 | 3180 | 3630 | 4085 | 4540 | 4995 | 5450 | |
| 9.0 | 960 | 960 | 1445 | 1925 | 2405 | 2885 | 3370 | 3850 | 4330 | 4810 | 5295 | 5775 | |
| 9.5 | 1015 | 1015 | 1525 | 2035 | 2540 | 3050 | 3560 | 4065 | 4575 | 5085 | 5590 | 6100 | |
| 10.0 | 1070 | 1070 | 1605 | 2145 | 2680 | 3215 | 3750 | 4285 | 4820 | 5355 | 5890 | 6430 | |

CLIMB/DESCENT TABLE 10042



FAA Product ID: ATP



NSN 7641014109675

NGA REF. NO. OK-09-3959 **TERMXAKTPP**

ALASKA COVERAGE



EFF. DATE 16315