



Instrument Approach Procedures

December 2025

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Abbreviations

DME	Distance Measuring Equipment
FAA	Federal Aviation Administration
GBAS	Ground-Based Augmentation System
HI ILS	High Altitude ILS
IAP	Instrument Approach Procedure
IFR	Instrument Flight Rule
ILS	Instrument Landing System
LDA	Localizer Type Directional Aid
LOC	Localizer
MDA	Minimum Descent Altitude
NBD	Non-Directional Beacon
RNAV	Area Navigation
SA CAT	Special Authorization Categories
TACAN	Tactical Air Navigation
VOR	VHF Omnidirectional Range
WAAS	Wide Area Augmentation System



Introduction

For many airports in rural Alaska difficult terrain, severe weather, and low visibility can negatively impact safe aircraft operations. One way to counteract these impacts is establishing Instrument Approach Procedures (IAP), which serve a critical role for aviation operations in Alaska by providing standardized methods for aircraft approaches and improving safety. From a planning perspective identification of these IAP define the existing operational capabilities of an airport which in turn aides in identifying what future project improvements are necessary for a facility.

To support planning efforts, Task 4E on Phase III of the Alaska Aviation System Plan (AASP) included the development of an inventory of approach information for all publicly owned airports in Alaska. This white paper was developed in conjunction with the IAP inventory and serves to provide a general overview of IAPs and guidance on how to interpret Federal Aviation Administration (FAA) publications for IAPs.

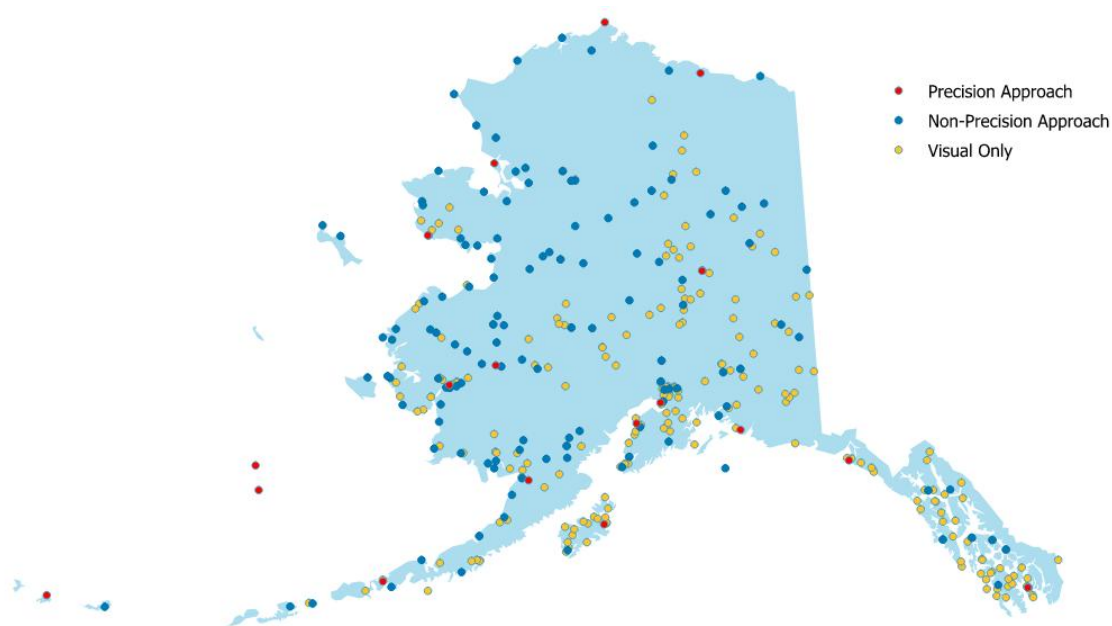


Figure 1: Current Instrument Approach Procedures, 2025.

What is an Instrument Approach Procedure?

An IAP is a predetermined flight path that aircraft must follow when landing at an airport under Instrument Flight Rules (IFRs)¹. An IAP provides a structured method for descending from the enroute airspace to a point where a safe landing can be executed. Each IAP is divided into approach segments: initial, final, and missed. The initial approach segment positions the aircraft for alignment with the final approach course, which guides the aircraft to the runway with precise lateral and vertical navigation. A missed approach segment provides a safe path to follow if a landing cannot be completed, ensuring

¹ IFR – A set of regulations used when pilots are unable to fly by visual reference because of poor weather or low visibility.



obstacle clearance and allowing the aircraft to reattempt the approach or divert. These procedures are critical for terrain clearance and obstacle avoidance, especially in challenging environments. The IAP helps planners identify gaps in IAP coverage, prioritize infrastructure investments, and improve long-term aviation safety and access. It also supports decision-making about airport improvement such as Navigational Aid (NAVAID), lighting, land use, and funding eligibility, especially for rural and remote airports. Effective IAP planning enhances emergency response, airport development, and regional connectivity. In Alaska, approximately 46% of all public airports are equipped with at least one IAP, as shown in Figure 1. A full list of IAPs for public airports in Alaska is included in Appendix A.

Why are IAPs Important?

From an operational perspective, IAPs are crucial in maintaining efficient traffic flow at busy airports and allowing aircraft to land safely and in an orderly sequence. By providing standardized guidance for the descent, alignment, and missed approaches, IAPs allow improve the continuity and safety of airport operations. This benefit is particularly evident in adverse conditions or areas where visual navigation is impossible, and pilots must completely rely on IAPs to land safely. These include flight paths through mountainous regions, bad weather events, poor visibility conditions, or night operations. IAPs are particularly pertinent in the mountainous geography found in much of Alaska, especially with the lack of light and extreme darkness the arctic environment provides, which differs from down south on significance. IAPs also serve as a reliable backup for landing during clear weather.

IAPs play a foundational role in supporting not just current operations but also long-term airport development. The presence of IAPs also supports aviation planning activities by providing a better picture of an airport's capabilities and stability for aircraft operations. For instance, an established IAP can allow for more consistent aircraft operations during periods of inclement weather or low visibility. This knowledge can then provide better justification for planners to devote resources to an airport.

Precision vs. Non-Precision

IAPs fit into two primary categories—precision approaches and non-precision approaches. A precision approach provides both lateral (horizontal) and vertical (glide path) guidance to help pilots land accurately, typically using systems like the Instrument Landing System (ILS), as shown in Table 1. In contrast, a non-precision approach provides only lateral guidance, requiring the pilot to manage descent using published step-down altitudes or other navigation aids. Both types are designed to ensure safe landings in low-visibility conditions. Precision approaches generally allow for lower minimum descent altitudes (MDAs) and greater accuracy than non-precision approaches. Figure 2 below depicts the different control paths (red line) between precision and non-precision approaches. As precision approaches provide both vertical and horizontal control, the approach path is shown as a straight continuous line. This differs from non-precision control which only provides elevations as horizontal control locations.



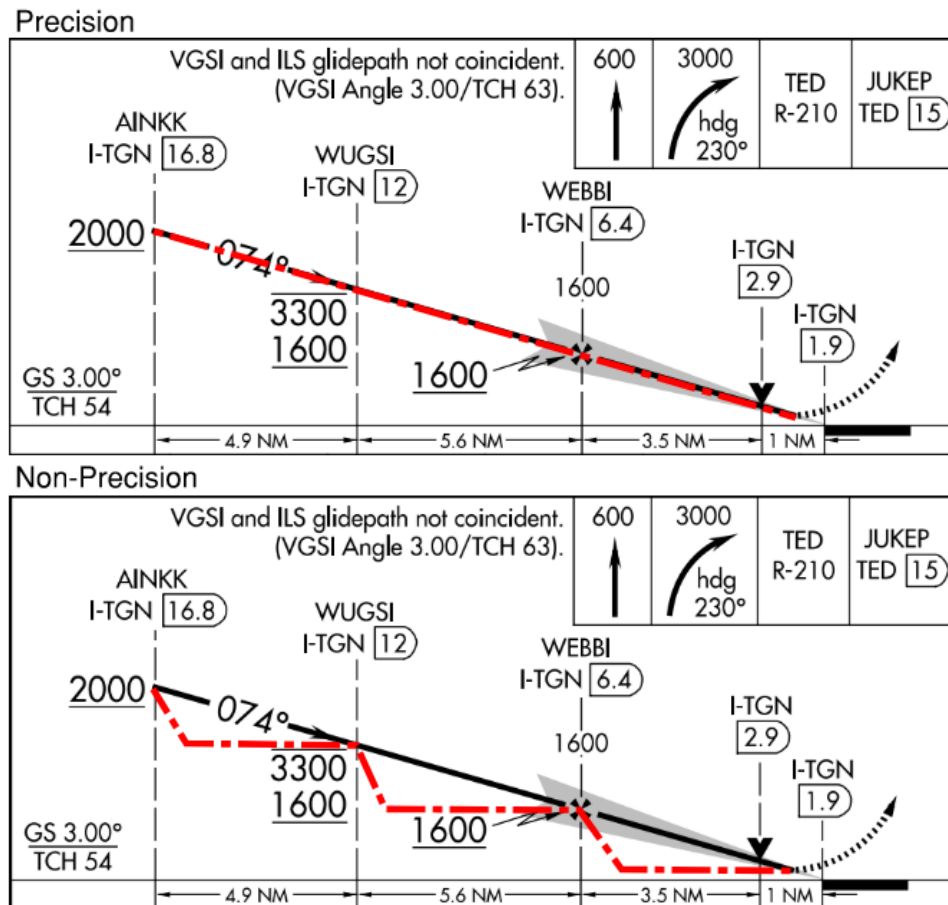


Figure 2: Precision vs Non-Precision Approach

Precision Approach

A precision approach offers enhanced safety and accuracy by providing detailed guidance to the runway using advanced technologies such as satellite navigation, a Ground-Based Augmentation System (GBAS), and a Wide Area Augmentation System (WAAS). A GBAS improves positional accuracy by transmitting real-time correction signals from ground stations located at the airport, allowing for highly precise lateral and vertical guidance during approach and landing. A WAAS enhances the standard GPS signal across wide regions by using a network of ground reference stations and geostationary satellites, reducing signal errors caused by atmospheric disturbances or satellite clock inaccuracies. These systems significantly improve approach reliability, support lower landing minimums, and enable safe operations in challenging conditions, such as reduced visibility, complex terrain, or high-traffic environments.

Non-Precision Approach

In a non-precision approach, the approach terminates at a minimum descent altitude (MDA) instead of a decision altitude. After reaching the MDA, if the required visual references are in sight, the pilot can then manage the descent using the calculated descent profile and navigational aids. In Alaska, precision approaches only account for approximately 12% of approaches. Non-precision approaches are more common; however, they require greater pilot skill, especially in low-visibility conditions.

Precision and non-precision IAPs are further stratified in subcategories, based on the capabilities or limitations of the approach. Table 1 outlines the various subcategories.

Table 1: Approach Procedure Subcategories

	Subcategory	Description
Precision	ILS (Instrument Landing System)	This system uses a localizer for horizontal alignment and a glide slope for vertical descent, guiding pilots both left-right and up-down. This system consists of ground-based radio transmitters and supporting equipment such as the localizer, glide slope, and often marker beacons. The localizer antenna is usually located beyond the far end of the runway, providing lateral guidance along the runway centerline. The glide slope antenna is positioned to the side of the runway near the touchdown zone, transmitting vertical guidance. Marker beacons ² are placed at fixed points along the approach path, often several miles from the runway, to indicate specific positions, such as the final approach fix or decision height. These beacons trigger cockpit lights and audio tones to help pilots verify their location during the approach.
	HI ILS (High Altitude ILS)	This system is designed to allow aircraft to descend from higher altitudes directly onto the ILS final approach course; typically used for efficiency in busy or mountainous airspace. These approaches often begin at unusually high initial approach altitudes and may include steep descents or multiple step-down fixes.
	RNAV (Area Navigation)	The RNAV allows the aircraft to follow a precise flight path using GPS or other onboard navigation systems rather than relying solely on ground-based aids.
	LOC (Localizer)	The LOC is a part of the ILS that provides horizontal guidance to align the aircraft with the runway centerline. This often serves as backup when the glide slope is out of service, or as stand-alone published approaches for runways without full ILS capability.
Non-Precision	VOR (VHF Omnidirectional Range)	The VOR uses a ground-based radio navigation system that provides lateral direction for aircraft. Pilots use VOR to determine location and stay on course by tracking it with the VOR station.
	NDB (Non-Directional Beacon)	The NDB uses a ground-based radio transmitter that sends signals in all directions, which allows aircraft equipped with an Automatic Direction Finder (ADF) to navigate toward or away from the airport. The NDB only provides bearing information and is less precise than VOR.
	DME (Distance Measuring Equipment)	This equipment uses a radio navigation system and provides pilots with the direct distance between the aircraft and the station. This is usually paired with the VOR or ILS approach to help determine position and is used as an enhancement to non-precision procedures.
	TACAN (Tactical Air Navigation)	TACAN is a military navigation system that provides distance and lateral information to aircraft; very similar to VOR or DME.
	LDA (Localizer Type Directional Aid)	The LDA uses a localizer signal to provide horizontal guidance to the runway where the approach path may not align precisely with the runway centerline. This approach is usually used when terrain or other obstacles prevent a straight-in approach.

² Marker Beacon – A type of radio transmitter used in aviation to provide position information to aircraft.



Instrument Approach Plates

IAP plates guide pilots in performing proper landings by providing necessary restrictions, instructions, and frequencies. Figure 2 provides an example IAP plate, and Appendix B2 contains an infographic that illustrates the different sections of an IAP plate.

The Federal Aviation Administration (FAA) publishes IAP plates on its official websites³, and the effective dates are updated every 28 days to reflect changes in airspace, procedures, or navigational aids. Pilots and aviation personnel must ensure they are using the most current versions to maintain compliance and ensure flight safety.

IAP Restrictions and Authorizations

IAPs are designed around a wide range of environmental and operational considerations. To document these variabilities, suffixes are added to the approach subcategory and provide information on various restrictions used in IAPs. The following sections detail these suffixes and how they indicate the type of restriction or special authorizations for an approach.

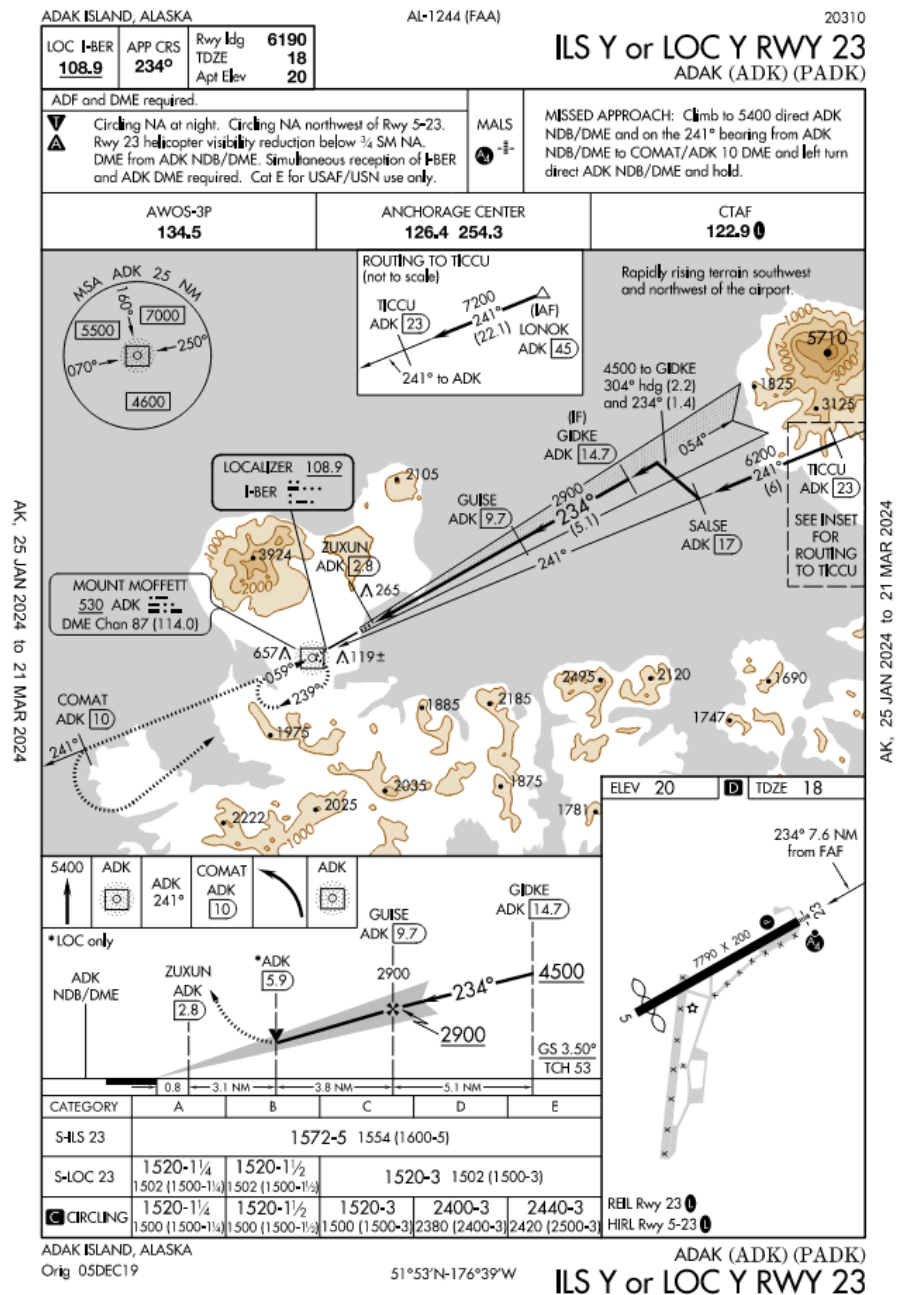


Figure 3: Example IAP Plate (ADAK).

³ [Airport Data and Information Portal](#); [IFP Information Gateway Search](#)

Straight-In Approaches

The letters X, Y, and Z (for example, ILS Y or LOC Y RWY 19R) are used to distinguish between multiple instrument approaches for the same runway, that use a navigation system, such as ILS or VOR. These suffixes are used when the approaches have technical or procedural differences, such as different waypoints, altitudes, or missed approach instructions, even though they rely on the same navigation aid. The Z approach typically has the lowest landing minimums, which means it allows pilots to descend closer to the runway before needing visual contact. In comparison, the Y approach has slightly higher minimums, and the X approach denotes the highest minimum. These minimums are generally based on terrain, obstacle clearance requirements, or airspace limitations. Figure 4 and Figure 5 provide examples of the Z and Y approach minimums for Bethel Airport.

BETHEL, ALASKA		AL-5001 (FAA)		25219	
LOC/DME I-BET 111.5 Chan 52	APP CRS 192°	Rwy Ldg TDZE 120 Apt Elev 129	ILS Y or LOC Y RWY 19R BETHEL (BET)(PABE)		
DME required. RNAV 1-GPS required.			MALSR		
⚠ Circling NA west of Rwy 1L-19R. For inop ALS, increase S-LOC-19R Cat C/D visibility to RVR 4000. # RVR 1800 authorized with use of FD or AP or HUD to DA.			MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct ROLLR and hold.		

Figure 4: Bethel ILS Y

BETHEL, ALASKA		AL-5001 (FAA)		25219	
LOC/DME I-BET 111.5 Chan 52	APP CRS 192°	Rwy Ldg TDZE 120 Apt Elev 129	ILS Z or LOC Z RWY 19R BETHEL (BET)(PABE)		
DME required.			MALSR		
⚠ Circling NA west of Rwy 1L-19R. For inop ALS, increase S-LOC Cat C/D visibility to RVR 4500. # RVR 1800 authorized with the use of FD or AP or HUD to DA.			MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on BET VORTAC R-277 to ROLLR/BET VORTAC 12 DME and hold.		
ATIS 119.8	ANCHORAGE CENTER 125.2 372.0	BETHEL TOWER ★ 118.7 (CTAF) 0	GND CON 121.7		

Figure 5: Bethel ILS Z.

Circling-Only Approach

Circling-only approaches are IAPs used when a straight-in landing is not practical, typically because the final approach course is not aligned to the runway centerline or the descent path is too steep. Instead of using runway numbers, these approaches are labeled with letters such as A, B, C, or D to avoid confusion with straight-in approaches. After flying the instrument portion of the approach, the pilot must visually maneuver the aircraft to align with a suitable runway while remaining within protected airspace and maintaining visual contact with the airport environment. These procedures provide flexibility to land on a different runway approach, often because of wind or terrain considerations, but require greater pilot judgment and visual flying skills during the circling maneuver. Figures Figure 6 and Figure 7 show the circling-only approach procedure of Akhiok.

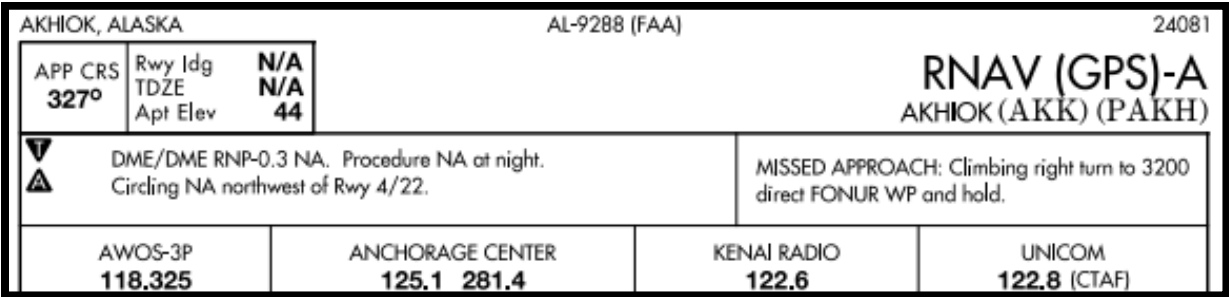


Figure 6: Akhiok’s Circling-Only Approach.

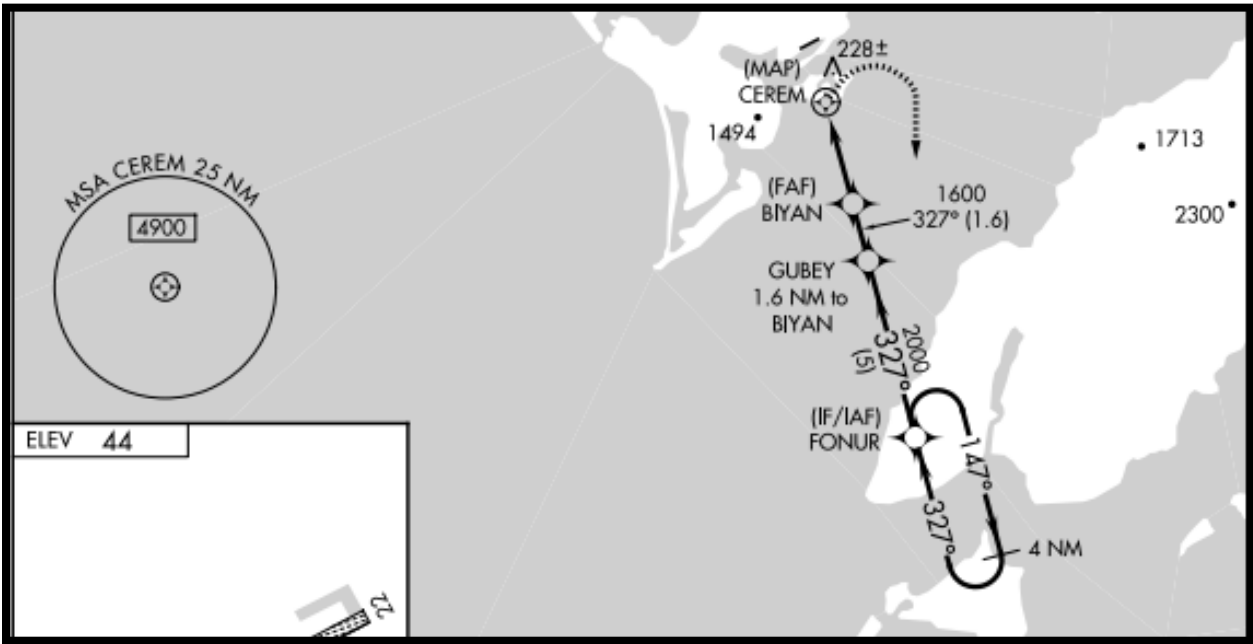


Figure 7: Plan View of Akhiok’s Circling-Only Approach.



An approach labeled BC, which stands for back course, uses the reverse signal of a localizer beam originally intended for approaches to the opposite end of the runway. Unlike a standard ILS approach, where the localizer guides the aircraft along the correct course to the runway, a back course approach requires the pilot to manually set the inbound front course on the navigation receiver. Because the aircraft is flying toward the localizer antenna from the opposite direction, reverse sensing can occur, meaning the needle on the navigation display may deflect in the opposite direction of the aircraft's actual position unless the aircraft's avionics system automatically compensates for it. Pilots must be especially careful during back course approaches to interpret indications correctly and ensure proper course alignment and descent, particularly in older aircraft without automatic sensing correction. Figures Figure 8 and Figure 9 provide examples of Deadhorse's back course approach.



Special Authorization CAT I/II/III

In certain circumstances, such as an airport being surrounded by mountains or having very low approach height minimums, special authorization is required beyond standard approach procedures. These Special Authorization Categories (SA CAT) are separated into three categories, which are defined in Table 2. The SA CATs are depicted on approach plates within a set of parentheses, as shown in Figure 10.

Table 2: Special Authorization Categories

<i>Special Authorization Categories</i>	
SA CAT I	Allow pilots to land with lower minimum decision heights than standard CAT I approaches (e.g., 150 feet Decision Height).
SA CAT II	Enable even lower decision heights than standard CAT II approaches, improving safety in poor visibility.
SA CAT III	Support auto land operations in near-zero visibility, often with runway visual ranges below 600 feet, allowing safe landings without any visual reference.



FAIRBANKS, ALASKA			AL-1234 (FAA)		25219
LOC/DME I-CNA 109.1 Chan 28		APP CRS 023°	Rwy Ldg 11050 TDZE 439 Apt Elev 439	ILS RWY 2L (SA CAT I) FAIRBANKS INTL (FAI) (PAFA)	
RNP APCH - GPS.			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.	
DME required.					
 -29°C Requires specific OPSPEC, MSPEC, or LOA approval.					
ATIS 124.4	FAIRBANKS APP CON 125.35 363.2		FAIRBANKS TOWER 118.3 257.8		GND CON 121.9
					CINC DEL 127.6

Figure 10: Fairbanks' SA CAT Notation.

Appendix A. Instrument Approach Procedures for Public Airports in Alaska, July 2025



Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
ADAK	05-23	ADK	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION	Y		Y		Y	Y			Y	Y	Y		Y		
AKHIOK	04-22	AKK	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y								Y	
AKIACHAK	01-19	Z13	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
AKIACHAK	E-W	KKI		PUBLIC DOMAIN															
AKIAK	03-21	AKI	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
AKUTAN	09-27	7AK	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y								Y	
AKUTAN SPB	E-W	KQA		CITY OF AKUTAN															
ALAKANUK	16-34	AUK	WESTERN	AK DOT&PF NORTHERN REGION															
ALEKNAGIK	E-W	Z33		MOODY															
ALEKNAGIK /NEW	15-33	5A8	SOUTHWEST	AK DOT&PF CENTRAL REGION															
ALITAK	12W-30W	ALZ		OCEAN BEAUTY - OBI SEAFOODS															
ALLAKAKET	05-23	6A8	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION			Y		Y	Y									
ALSEK RIVER	07-25	A57		USFS															
AMBLER	10-28	AFM	WESTERN	AK DOT&PF NORTHERN REGION															
AMBLER	01-19	AFM	WESTERN	AK DOT&PF NORTHERN REGION						Y									
ANAKTUVUK PASS	02-20	AKP		NORTH SLOPE BOROUGH						Y								Y	
ANGOON	NW-SE	AGN	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
ANIAK	11-29	ANI	SOUTHWEST	AK DOT&PF CENTRAL REGION	Y					Y									
ANVIK	E-W	K40		PUBLIC DOMAIN															
ANVIK	17-35	ANV	WESTERN	AK DOT&PF NORTHERN REGION						Y					Y				
ARTIC VILLAGE	02-20	ARC		VENTIE TRIBAL GONVERMENT						Y									
ATKA	16-34	AKA	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y								Y	
ATMAUTLUAK	15-33	4A2	SOUTHWEST	AK DOT&PF CENTRAL REGION										Y					
ATQASUK	07-25	ATK		NORTH SLOPE BOROUGH						Y									
BARANOF WARM SPRINGS BAY SPB	E-W	BNF		CITY BOROUGH OF SITKA															
BARTER ISLAND	07-25	BTI		NORTH SLOPE BOROUGH						Y									
BARTLETT COVE	NW-SE	BQV		NPS															
BEAR CREEK 3	15-33	Z48		PUBLIC DOMAIN															

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
BEAVER	05-23	WBQ	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y									
BEAVER LAKE	01W-19W	D71		DNR															
BETHEL	NE-SW	Z59		PUBLIC DOMAIN															
BETHEL	1L-19R	BET	SOUTHWEST	AK DOT&PF CENTRAL REGION	Y		Y		Y	Y	Y						Y		
BETHEL	1R-19L	BET	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
BETHEL	12-30	BET	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y								Y	
BETTLES	14W-32W	BTT	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION															
BETTLES	02-20	BTT	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y	Y								
BIG LAKE	07-25	BGQ	MATANUSKA-SUSITNA	AK DOT&PF CENTRAL REGION						Y	Y								
BIRCH CREEK	16-24	Z91	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION															
BIRCHWOOD	02R-20L	BCV	ANCHORAGE	AK DOT&PF CENTRAL REGION															
BIRCHWOOD	02L-20R	BCV	ANCHORAGE	AK DOT&PF CENTRAL REGION															
BLACK RAPIDS	14-32	5BK		BLM															
BLINN LAKE	E-W	Z87		PUBLIC DOMAIN															
BLODGETT LAKE	ALL/WAY	D75		DNR															
BOB BAKER MEML	07-25	IAN	WESTERN	AK DOT&PF NORTHERN REGION						Y								Y	
BOLD	14-32	A13		DNR															
BOUNDARY	05-23	BYA	TOK	AK DOT&PF NORTHERN REGION															
BRADLEY SKY-RANCH	15-33	95Z		SUPER SONIC AVIATION LLC.															
BREVIG MISSION	05-23	KTS	WESTERN	AK DOT&PF NORTHERN REGION															
BREVIG MISSION	12-30	KTS	WESTERN	AK DOT&PF NORTHERN REGION						Y									
BROCKER LAKE	ALL/WAY	6A7		DNR															
BUCKLAND	11-29	BVK	WESTERN	AK DOT&PF NORTHERN REGION						Y									
BUTTE MUNI	07-25	AK1		BUTTE AIRMANS ASSOC															
CAMPBELL LAKE	06W-24W	A11		DNR															
CANTWELL	04-22	TTW		BILL SIMMS															
CAPE POLE	NW-SE	Z71		L.O.G. LOG CO.															
CENTRAL	08-26	CEM	FAIRBANKS	AK DOT&PF NORTHERN REGION						Y									

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
CHALKYITSIK	04-22	CIK	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y									
CHANDALAR LAKE	03-21	WCR	DALTON	AK DOT&PF NORTHERN REGION															
CHANDALAR SHELF	01-19	5CD	DALTON	AK DOT&PF NORTHERN REGION															
CHEFORNAK	16-34	CFK	SOUTHWEST	AK DOT&PF CENTRAL REGION															
CHENA RIVER	N-5	2Z5		PUBLIC DOMAIN															
CHENEGA BAY	16-34	C05	KENAI PENNINSULA	AK DOT&PF CENTRAL REGION															
CHEVAK	02-20	VAK	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
CHICKEN	13-31	CKX	TOK	AK DOT&PF NORTHERN REGION															
CHIGNIK	02-20	AJC	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
CHIGNIK BAY	E-W	Z78		PUBLIC DOMAIN															
CHIGNIK LAGOON	04-22	KCL	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
CHIGNIK LAKE	08-26	A79	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
CHISANA	12-30	CZN	TAZLINA	AK DOT&PF NORTHERN REGION															
CHISTOCHINA	02-20	CZO	TAZLINA	AK DOT&PF NORTHERN REGION															
CHITINA	13-31	CXC	TAZLINA	AK DOT&PF NORTHERN REGION															
CHRISTIANSEN LAKE	14W-32W	AK8		DON LEE															
CHUATHBALUK	09-27	9A3	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
CIRCLE CITY	15-33	CRC	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION															
CIRCLE HOT SPRINGS	09-27	CHP	FAIRBANKS	AK DOT&PF NORTHERN REGION															
CLARK BAY	E-W	HYL	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
CLARKS POINT	18-36	CLP	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
CLEAR	01-19	Z84	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION															
COAL CREEK	01-19	L20		NPS															
COFFMAN COVE	N-5	KCC	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
COLD BAY	15-33	CDB	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION	Y	Y			Y	Y	Y	Y			Y				
COLD BAY	08-26	CDB	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y									
COLDFOOT	02-20	CXF	DALTON	AK DOT&PF NORTHERN REGION						Y								Y	
COPPER CENTER 2	13-31	Z93	TAZLINA	AK DOT&PF NORTHERN REGION															

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
CORDOVA MUNI	06-24	CKU	VALDEZ	AK DOT&PF NORTHERN REGION															
CORDOVA MUNI	09W-27W	CKU	VALDEZ	AK DOT&PF NORTHERN REGION															
COTTONWOOD LAKE	06W-24W	3H3		DNR															
COUNCIL	10-28	K29	WESTERN	AK DOT&PF NORTHERN REGION															
CRAIG SPB	N/S	CGA		CITY OF CRAIG															
CROOKED CREEK	14-32	CJX	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
D&C FIRE LAKE FLYING CLUB	N-S	D72		CHRISTOPHER & DEBBY HUDSON															
DAHL CREEK	08-26	DCK	WESTERN	AK DOT&PF NORTHERN REGION															
DEADHORSE	06-24	SCC	DALTON	AK DOT&PF NORTHERN REGION	Y				Y	Y	Y						Y		Y
DEERING	03-21	DEE	WESTERN	AK DOT&PF NORTHERN REGION						Y									
DEERING	12-30	DEE	WESTERN	AK DOT&PF NORTHERN REGION						Y									
DELTA JUNCTION	07-25	D66		CITY OF DELTA JUNCTION															
DILLINGHAM	01-19	DLG	SOUTHWEST	AK DOT&PF CENTRAL REGION					Y	Y	Y						Y		
EAGLE	07-25	EAA	TOK	AK DOT&PF NORTHERN REGION						Y									Y
EAST ALSEK RIVER AIRSTRIIP	02-20	AK76		NPS															
EDWARD G PITKA SR	06-24	GAL	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION															
EDWARD G PITKA SR	08-26	GAL	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y	Y								
EEK	18-36	EEK	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
EGEGIK	03-21	EII		CITY OF EGEGIK						Y									
EKWOK	02-20	KEK	SOUTHWEST	AK DOT&PF CENTRAL REGION															
EL CAPITAN LODGE	15W-33W	5C5		SCOTT VAN VALIN															
ELFIN COVE	NW-SE	ELV	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
ELIM	01-19	ELI	WESTERN	AK DOT&PF NORTHERN REGION						Y								Y	
ELLAMAR	NW-SE	129		PUBLIC DOMAIN															
EMMONAK	16-34	ENM	WESTERN	AK DOT&PF NORTHERN REGION						Y	Y								
ENCELEWSKI LAKE	09W-27W	AK5		DNR															
ENGSTROM FIELD	16-34	Z47		ENGSTROM DREDGING CO.															
EUREKA CREEK	16-34	Z22		PUBLIC DOMAIN															

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
EVA CREEK	08-26	2Z3		DNR															
EXCURSION INLET	NW-SE	EXI	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
FAIRBANKS INTL	02-20	FAI	AIAS	AK DOT&PF NORTHERN REGION															
FAIRBANKS INTL	02W-20W	FAI	AIAS	AK DOT&PF NORTHERN REGION	Y				Y	Y					Y				
FAIRBANKS INTL	02L-20R	FAI	AIAS	AK DOT&PF NORTHERN REGION	Y	Y	Y	Y	Y	Y					Y		Y		
FAIRBANKS INTL	02R-20L	FAI	AIAS	AK DOT&PF NORTHERN REGION						Y									
FALSE ISLAND	E-W	2Z6		USFS															
FALSE PASS	14-32	KFP	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
FAREWELL LAKE	NW-SE	FKK		PUBLIC DOMAIN															
FEATHER RIVER	12-30	3Z1		PUBLIC DOMAIN															
FINGER LAKE	ALL/WAY	99Z		DNR															
FLAT	08-26	FLT	SOUTHWEST	AK DOT&PF CENTRAL REGION															
FORT YUKON	04-22	FYU	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y	Y			Y					
FUNTER BAY	NE-SW	FNR	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
GALBRAITH LAKE	14-32	GBH	DALTON	AK DOT&PF NORTHERN REGION															
GAMBELL	16-34	GAM	WESTERN	AK DOT&PF NORTHERN REGION						Y	Y							Y	
GIRDWOOD	02-20	AQY	ANCHORAGE	AK DOT&PF CENTRAL REGION															
GLACIER CREEK	11-29	KGZ		NPS															
GOLD KING CREEK	09-27	AK7	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION															
GOLDEN HORN LODGE	NW-SE	3Z8		GOLDEN HORSE LODGE															
GOLOVIN	03-21	GLV	WESTERN	AK DOT&PF NORTHERN REGION						Y								Y	
GOODING LAKE	01W-19W	2D3		DNR															
GOODNEWS	06-24	GNU	SOUTHWEST	AK DOT&PF CENTRAL REGION															
GOOSE BAY	08-26	Z40	MATANUSKA-SUSITNA	AK DOT&PF CENTRAL REGION															
GRAYLING	17-35	KGX	WESTERN	AK DOT&PF NORTHERN REGION						Y									
GULKANA	15R-33L	GKN	TAZLINA	AK DOT&PF NORTHERN REGION															
GULKANA	15L-33R	GKN	TAZLINA	AK DOT&PF NORTHERN REGION						Y	Y							Y	
GUSTAVUS	02-20	GST	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
GUSTAVUS	11-29	GST	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION						Y	Y								
HAINES	H1	HNS	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
HAINES	08-26	HNS	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
HANGAR LAKE	N-S	Z58		PUBLIC DOMAIN															
HARLEQUIN LAKE AIRSTrip	05-23	A67		USFS															
HEALY RIVER	15-33	HRR	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y								Y	
HOLY CROSS	02-20	HCA	WESTERN	AK DOT&PF NORTHERN REGION						Y									
HOMER	04-22	HOM	KENAI PENNINSULA	AK DOT&PF CENTRAL REGION					Y	Y							Y		Y
HOMER-BELUGA LAKE	NE-SW	5BL	KENAI PENNINSULA	AK DOT&PF CENTRAL REGION															
HOONAH	06-24	HNH	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
HOONAH SPB	E-W	OOH	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
HOOPER BAY	14-32	HPB	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y	Y								
HOPE	17-35	SHO	KENAI PENNINSULA	AK DOT&PF CENTRAL REGION															
HORSFELD	03-21	4Z5		PUBLIC DOMAIN															
HUGHES	18-36	HUS	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y									
HUSLIA	03-21	HLA	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y	Y			Y					
HYDABURG	E-W	HYG	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
HYDER	N-S	4Z7	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
IGIUGIG	05-23	IGG	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y									
ILIAMNA	N-S	ILI	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
ILIAMNA	E-W	ILI	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
ILIAMNA	08-26	ILI	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y									
ILIAMNA	18-36	ILI	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y			Y						
ISLAND LAKE	18W-36W	29A		PUBLIC DOMAIN															
ISLAND LAKE	06W-24W	2R3		DNR															
JAKES BAR	10-28	AK0		NPS															
JAKOLOF BAY	12-30	4Z9		PUBLIC DOMAIN															
JOHNSONS LANDING	09-27	Z52		PUBLIC DOMAIN															

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
JONES LANDING	05W-23W	L95		DNR															
JUNEAU INTL	08W-26W	JNU		CITY BOROUGH OF JUNEAU						Y									
KAKE	11-29	AFE	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION						Y									
KAKE SPB	NW-SE	KAE		CITY OF KAKE															
KALSKAG	07-25	KLK	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y								Y	
KALTAG	03-21	KAL	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y									
KANTISHNA	10-28	5Z5	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION															
KARLUK	10-28	KYK	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
KARLUK LAKE	NW-SE	KKL		USFWS															
KASAAK	N-S	KXA	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
KASIGLUK	17-35	Z09	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
KASILOF	01-19	5KS	KENAI PENNINSULA	AK DOT&PF CENTRAL REGION															
KENAI MUNICIPAL	02W-20W	ENA		CITY OF KENAI	Y		Y		Y	Y	Y						Y		
KETCHIKAN HARBOR	E-W	5KE		PROMECH AIR															
KETCHIKAN INTL	WNW-ESE	KTN	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
KETCHIKAN INTL	11-29	KTN	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION	Y		Y			Y							Y	Y	
KING COVE	08-26	KVC	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y								Y	
KIPNUK	17-35	IJK	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
KITOI BAY	E-W	KKK		AFOGNAK NATIVE CORPORATION															
KIVALINA	12-30	KVL	WESTERN	AK DOT&PF NORTHERN REGION						Y									
KLAWOCK	02-20	AKW	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION						Y									
KOBUK	09-27	OBK	WESTERN	AK DOT&PF NORTHERN REGION						Y									
KODIAK	01-19	ADQ	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION	Y				Y	Y	Y								
KODIAK	11-29	ADQ	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
KODIAK	08-26	ADQ	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION	Y		Y		Y	Y	Y						Y		
KODIAK MUNICIPAL	02-20	KDK		CITY OF KODIAK															
KODIAK TRIDENT BASIN SPB	02W-20W	T44		CITY BOROUGH OF JUNEAU															
KODIAK/LILLY LAKE	NE-SW	9Z3		CITY OF KODIAK															

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
KOKHANOK	07-25	9K2	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y									
KOLIGANEK	09-27	JZZ	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
KONGIGANAK	01-19	DUY	SOUTHWEST	AK DOT&PF CENTRAL REGION															
KOTLIK	02-20	2A9	WESTERN	AK DOT&PF NORTHERN REGION						Y									
KOYUK ALFRED ADAMS	01-19	KKA	WESTERN	AK DOT&PF NORTHERN REGION						Y									
KOYUKUK	07-25	KYU	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y									
KULIK LAKE	07-25	LKK		NPS															
KWETHLUK	18-36	KWT	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
KWIGILLINGOK	15-33	GGV	SOUTHWEST	KWIK INC.															
LAKE BROOKS	ALL/WAY	5Z9		US DEPT. OF INTERIOR															
LAKE LOUISE	13-31	Z55	TAZLINA	AK DOT&PF NORTHERN REGION															
LAKE LOUISE	ALL/WAY	13S		EVERGEEN LODGE															
LAKE LUCILLE	09W-27W	4A3		DNR															
LARSEN BAY	04-22	2A3	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
LAWING	15-33	9Z9	KENAI PENNINSULA	AK DOT&PF CENTRAL REGION															
LEVELOCK	01-19	9Z8	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
LIME VILLAGE	10-28	2AK	SOUTHWEST	AK DOT&PF CENTRAL REGION															
LIVENGODD CAMP	15-33	4AK	DALTON	AK DOT&PF NORTHERN REGION															
LLOYD R ROUNDTREE SEAPLANE FACILITY	NE-SW	63A	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
LORING SPB	E-W	13Z		KETICHIKAN GATEWAY BOROUGH															
MACKEYS LAKES	N-S	L85		PUBLIC DOMAIN															
MANLEY HOT SPRINGS	18-36	MLY	DALTON	AK DOT&PF NORTHERN REGION						Y									
MANOKOTAK	03-21	MBA	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
MARSHALL DON HUNTER SR	07-25	MDM	WESTERN	AK DOT&PF NORTHERN REGION						Y								Y	
MAY CREEK	13-31	MYK	TAZLINA	AK DOT&PF NORTHERN REGION															
MC GRATH	05-23	MCG	SOUTHWEST	AK DOT&PF CENTRAL REGION															
MC GRATH	N-S	16Z		PUBLIC DOMAIN															
MC GRATH	16-34	MCG	SOUTHWEST	AK DOT&PF CENTRAL REGION					Y	Y	Y			Y				Y	

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
MC KINLEY NTL PARK	16-34	INR		NPS															
MCCARTHY	01-19	15Z	TAZUNA	AK DOT&PF NORTHERN REGION															
MEKORYUK	06-24	MYU	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
MERLE K (MUDHOLE) SMITH	09-27	CDV	VALDEZ	AK DOT&PF NORTHERN REGION	Y				Y	Y								Y	
MERRILL FIELD	07-25	MRI		MOA						Y							Y	Y	
METLAKATLA	N-S	MTM	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
METLAKATLA	E-W	MTM	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
MEYERS CHUCK SPB	NW/SE	84K		CITY BOUROUGH OF WRANGELL															
MIDDLETON ISLAND	02-20	MDO		FAA						Y	Y								
MINCHUMINA	03-21	MHM	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y			Y						
MINTO AL WRIGHT	02-20	51Z	DALTON	AK DOT&PF NORTHERN REGION															
MINUTEMAN LAKE	07W-25W	MFN		DNR															
MOSER BAY	N-S	KMY		AKHIOK-KAGUYAK INC.															
MOUNTAIN VILLAGE	02-20	MOU	WESTERN	AK DOT&PF NORTHERN REGION						Y									
MURPHYS PULLOUT	NE-SW	8K9	SOUTHEAST	KETICHIKAN GATEWAY BOROUGH															
NAKEEN	04-22	76Z		ATLANTIC & PACIFIC TEA CO.															
NAKNEK	08W-26W	5NK	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
NAKNEK	14-32	5NK	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
NAKNEK	08-26	5NK	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
NANCY LAKE	N-S	78Z		DNR															
NANWALEK	01-19	KEB	KENAI PENNINSULA	AK DOT&PF CENTRAL REGION															
NAPAKIAK	16-34	WNA	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
NAPASKIAK	02-20	PKA	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
NELSON LAGOON	08-26	OUL	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y									
NENANA MUNICIPAL	04R-22L	ENN		CITY OF NENANA						Y									
NENANA MUNICIPAL	04W-22W	ENN		CITY OF NENANA						Y			Y						
NENANA MUNICIPAL	04L-22R	ENN		CITY OF NENANA						Y			Y						
NEW STUYAHOK	14-32	KNW	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
NEWTOK	E-W	WWT		CITY OF NENANA															
NIGHTMUTE	03-21	IGT	SOUTHWEST	AK DOT&PF CENTRAL REGION															
NIKLASON LAKE	E-W	4AK0		JOHN S PAKAN															
NIKOLAI	05-23	FSP	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
NINILCHIK	10-28	NIN	KENAI PENNINSULA	AK DOT&PF CENTRAL REGION															
NOATAK	01-19	WTK	WESTERN	AK DOT&PF NORTHERN REGION						Y									
NOME	10-28	OME	WESTERN	AK DOT&PF NORTHERN REGION	Y		Y		Y	Y	Y		Y	Y			Y		Y
NOME	03-21	OME	WESTERN	AK DOT&PF NORTHERN REGION						Y									
NOME CITY FLD	03-21	94Z	WESTERN	AK DOT&PF NORTHERN REGION															
NONDALTON	02-20	5NN	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y									
NORTHWAY	06-24	ORT	TOK	AK DOT&PF NORTHERN REGION						Y	Y							Y	
NUIQSUT	05-23	AQT		NORTH SLOPE BOROUGH						Y									
NULATO	03-21	NUL	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y								Y	
NUNAM IQUA	02-20	SXP	WESTERN	AK DOT&PF NORTHERN REGION															
NUNAM IQUA	18W-36W	SXP	WESTERN	AK DOT&PF NORTHERN REGION															
NUNAM IQUA	09W-27W	SXP	WESTERN	AK DOT&PF NORTHERN REGION															
NUNAPITCHUK	18-36	16A	SOUTHWEST	AK DOT&PF CENTRAL REGION															
OLD HARBOR	03-21	6R7	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
OLGA BAY	ALL/WAY	KOY		AKHIOK-KAGUYAK INC.															
OPHIR	11-29	Z17	SOUTHWEST	AK DOT&PF CENTRAL REGION															
OUZINKIE	08-26	4K5	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
PALMER MUNICIPAL	H1	PAQ		CITY OF PALMER															
PALMER MUNICIPAL	16S-34S	PAQ		CITY OF PALMER						Y									
PALMER MUNICIPAL	10-28	PAQ		CITY OF PALMER						Y									
PALMER MUNICIPAL	16-34	PAQ		CITY OF PALMER						Y								Y	
PAXSON	13-31	PXK		BLM															
PEDRO BAY	09-27	4K0	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
PELICAN SPB	NW-SE	PEC		CITY OF PELICAN															

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
PENINSULA POINT PULLOUT	NE-SW	9CO	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
PERRY ISLAND	N-S	PYL		JON VAN HYNNG															
PERRYVILLE	02-20	PEV	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y									
PETERSBURG JAMES A JOHNSON	05-23	PSG	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION						Y						Y		Y	
PILOT POINT	07-25	PNP	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y									
PILOT STATION	04-22	OAK	WESTERN	AK DOT&PF NORTHERN REGION															
PLATINUM	14-32	PTU	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
POINT BAKER	N-S	KPB	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
POINT HOPE	03-21	PHO	WESTERN	AK DOT&PF NORTHERN REGION						Y								Y	
POINT LAY	05-23	PIZ		US GOV 11TCW/LGO ELEMDFOR						Y			Y						
PORT ALEXANDER	N-S	AHP	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
PORT ALICE	NW-SE	16K		ALASKA LOGGING & PULP															
PORT BAILEY	E-W	KPY		PB ENERGY INC															
PORT GRAHAM	12-30	PGM	KENAI PENNINSULA	AK DOT&PF CENTRAL REGION						Y									
PORT HEIDEN	14-32	PTH	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
PORT HEIDEN	06-24	PTH	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y									
PORT LIONS	07-25	ORI	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
PORT PROTECTION	NW-SE	19P	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
PORT WALTER	NE-SW	PWR		US DEPT. OF COMMERCE NOAA NMFS															
PORT WILLIAMS	E-W	KPR		BRUCE & YVONNE COOPER															
PORTAGE CREEK	01-19	A14	SOUTHWEST	AK DOT&PF CENTRAL REGION															
PROSPECT CREEK	01-19	PPC	SOUTHWEST	AK DOT&PF NORTHERN REGION															
PURKEYPILE	05-23	01A		DNR															
QUAIL CREEK	16-34	20K		DNR															
QUARTZ CREEK	04-22	JLA	KENAI PENNINSULA	AK DOT&PF CENTRAL REGION															
QUARTZ CREEK / KOUGAROK	12-30	5QC	WESTERN	AK DOT&PF NORTHERN REGION															
QUINHAGAK	12-30	AQH		NATIVE VILLAGE OF KWINHAGAK						Y									
RAINY PASS LODGE	11-29	6AK		DNR															

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
RALPH M CALHOUN MEML	07-25	TAL	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y	Y			Y					
RALPH WIEN MEML	18-36	OTZ	WESTERN	AK DOT&PF NORTHERN REGION	Y				Y	Y	Y								
RALPH WIEN MEML	09-27	OTZ	WESTERN	AK DOT&PF NORTHERN REGION	Y				Y	Y	Y								
RAMPART	11-29	RMP	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION															
RED DEVIL	10-28	RDV	SOUTHWEST	AK DOT&PF CENTRAL REGION															
ROBE LAKE SPB	E-W	L93		DNR															
ROBERT/BOB/CURTIS MEML	06-24	D76	WESTERN	AK DOT&PF NORTHERN REGION						Y									
RUBY	03-21	RBY	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION						Y									
RUSSIAN MISSION	18W-36W	RSH	WESTERN	AK DOT&PF NORTHERN REGION						Y									
RUSSIAN MISSION	18-36	RSH	WESTERN	AK DOT&PF NORTHERN REGION						Y									
SAGINAW	NW-SE	A23		M. HAMMER															
SALMON LAKE	15-33	Z81	WESTERN	AK DOT&PF NORTHERN REGION															
SAN JUAN /UGANIK/	N-S	WSJ		POLAR EQUIPMENT LLC.															
SAND POINT	14-32	SDP	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y			Y				Y		
SAVOONGA	05-23	SVA	WESTERN	AK DOT&PF NORTHERN REGION						Y	Y			Y			Y		
SCAMMON BAY	11-29	SCM	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
SELAWIK	09-27	WLK	WESTERN	AK DOT&PF NORTHERN REGION						Y									
SELAWIK	04-22	WLK	WESTERN	AK DOT&PF NORTHERN REGION						Y	Y						Y		
SELDOVIA	16-34	SOV	KENAI PENNINSULA	AK DOT&PF CENTRAL REGION															
SELDOVIA SPB	E-W	A27		CITY OF SELDOVIA															
SEWARD	16-34	SWD	KENAI PENNINSULA	AK DOT&PF CENTRAL REGION						Y								Y	
SEWARD	13-31	SWD	KENAI PENNINSULA	AK DOT&PF CENTRAL REGION						Y								Y	
SEYMOUR LAKE	N-S	3A3		AK DOT&PF CENTRAL REGION															
SHAGELUK	18W-36W	SHX	WESTERN	AK DOT&PF NORTHERN REGION						Y									
SHAGELUK	16-34	SHX	WESTERN	AK DOT&PF NORTHERN REGION						Y									
SHAKTOOLIK	15-33	2C7	WESTERN	AK DOT&PF NORTHERN REGION						Y									
SHEEP MOUNTAIN	05-23	SMU	MATANUSKA-SUSITNA	AK DOT&PF CENTRAL REGION															
SHISHMAREF	05-23	SHH	WESTERN	AK DOT&PF NORTHERN REGION						Y									

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
SHUNGNAC	10-28	SHG	WESTERN	AK DOT&PF NORTHERN REGION						Y									
SITKA	11-29	SIT		AK DOT&PF SOUTHCOAST REGION						Y						Y		Y	
SITKA SPB	NW-SE	A29	SOUTHEAST	CITY BOROUGH OF SITKA															
SITUK AIRSTRIP	13-31	A68		USFS															
SKAGWAY	02-20	SGY	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
SKWENTNA	10-28	SKW	MATANUSKA-SUSITNA	AK DOT&PF CENTRAL REGION															
SLEETMUTE	15-33	SLQ	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
SOLDOTNA MUNICIPAL	07-25	SXQ		CITY OF SOLDOTNA						Y	Y								
SOLDOTNA MUNICIPAL	07-25	SXQ		CITY OF SOLDOTNA						Y	Y		Y					Y	
SOUTH NAKNEK NR 2	13-31	WSN	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y									
SOUTH NAKNEK NR 2	05-23	WSN	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y									
SQUAW HARBOR	ALL/WAY	36H		PUBLIC DOMAIN															
ST GEORGE	11-29	PBV	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION	Y				Y	Y								Y	
ST MARY'S	06-24	KSM	WESTERN	AK DOT&PF NORTHERN REGION					Y	Y									
ST MARY'S	17-35	KSM	WESTERN	AK DOT&PF NORTHERN REGION					Y	Y									
ST MICHAEL	02-20	SMK	WESTERN	AK DOT&PF NORTHERN REGION						Y									
ST PAUL ISLAND	18-36	SNP	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION	Y				Y	Y				Y					
STAMPEDE	15-33	Z90		NPS															
STEAMBOAT BAY	N-S	WSB		STEAMBOAT BAY RESORT															
STEBBINS	05-23	WBB	WESTERN	AK DOT&PF NORTHERN REGION															
STEVENS VILLAGE	05-23	SVS	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION															
STONY RIVER 2	18-36	SRV	SOUTHWEST	AK DOT&PF CENTRAL REGION															
SUMMIT	03-21	UMM	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION															
SUMMIT LAKE	N-S	52Z		MARTY ARNOLDY															
TAKOTNA	04-22	TCT	SOUTHWEST	AK DOT&PF CENTRAL REGION															
TAKU HARBOR	NE-SW	A43		CITY BOROUGH OF JUNEAU															
TAKU LODGE	NE-SW	TKL		TAKU GLACIER LODGE															
TALKEETNA	01-19	TKA	MATANUSKA-SUSITNA	AK DOT&PF CENTRAL REGION						Y	Y								

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
TAMGAS HARBOR	NW-SE	Z43		COUNCIL OF ANNETTE IS															
TANACROSS	H1	TSG		BLM															
TANACROSS	H2	TSG		BLM															
TANACROSS	06-24	TSG		BLM															
TANACROSS	12-30	TSG		BLM															
TANIS MESA AIRSTRIP	12-30	A69		USFS															
TATITLEK	13W-31W	7KA	VALDEZ	AK DOT&PF NORTHERN REGION						Y									
TATITLEK	13-31	7KA	VALDEZ	AK DOT&PF NORTHERN REGION						Y									
TATITNA	06-24	8KA		BLM															
TAZLINA	13-31	Z14	TAZLINA	AK DOT&PF NORTHERN REGION					Y										
TAZLINA/SMOKEY LAKE	06W-24W	5AK		ARTHUR WIKLE															
TED STEVENS ANCHORAGE INTL	07R-25L	ANC	AIAS	AK DOT&PF CENTRAL REGION	Y			Y	Y	Y							Y		
TED STEVENS ANCHORAGE INTL	07L-25R	ANC	AIAS	AK DOT&PF CENTRAL REGION	Y			Y		Y									
TED STEVENS ANCHORAGE INTL	15-33	ANC	AIAS	AK DOT&PF CENTRAL REGION	Y					Y									
TELIDA	02-20	2K5		PUBLIC DOMAIN															
TELLER	08-26	TER	WESTERN	AK DOT&PF NORTHERN REGION						Y									
TENAKEE	E-W	TKE	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION															
TETLIN	08-26	3T4	TOK	AK DOT&PF NORTHERN REGION															
THOMPSON PASS	05-23	K55		DNR															
THORNE BAY SPB	NW/SE	KTB		CITY OF THORNE BAY															
TIN CREEK	13-31	TNW		PUBLIC DOMAIN															
TOGIAK	10-28	TOG	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
TOGIAK	03-21	TOG	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
TOK JUNCTION	08-26	6K8	TOK	AK DOT&PF NORTHERN REGION						Y								Y	
TOKEEN	NE-SW	57A																	
TOKSOOK BAY	16-34	OOK	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y									
TOLSONA LAKE	NW-SE	58A		ALASKA DEPT FISH & GAME															
TOTATLANIKA RIVER	07-25	9AK		PUBLIC DOMAIN															

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
TRIPOD	11-29	Z25		PUBLIC DOMAIN															
TULUSAK	15-33	TLT	SOUTHWEST	AK DOT&PF CENTRAL REGION															
TUNTUTULIAK	02-20	A61	SOUTHWEST	AK DOT&PF CENTRAL REGION															
TUNTUTULIAK	NE-SW	Z20		PUBLIC DOMAIN															
TUNUNAK	16-34	4KA	SOUTHWEST	AK DOT&PF CENTRAL REGION						Y							Y		
TWIN HILLS	18-36	A63	SOUTHWEST	AK DOT&PF CENTRAL REGION															
UGASHIK	06-24	9A8	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION															
UGASHIK BAY	12-30	UGB		BLM															
UMIAT	06-24	UMT	DENALI / RURAL AVIATION	AK DOT&PF NORTHERN REGION					Y	Y									
UNALAKLEET	09-27	UNK	WESTERN	AK DOT&PF NORTHERN REGION															
UNALAKLEET	15-33	UNK	WESTERN	AK DOT&PF NORTHERN REGION					Y	Y								Y	
UNALASKA	13-31	DUT	KODIAK-ALEUTIAN	AK DOT&PF SOUTHCOAST REGION						Y			Y					Y	
UPPER WASILLA LAKE	NE-SW	3K9		DOUG MILLARD															
VALDEZ PIONEER FLD	06-24	VDZ	VALDEZ	AK DOT&PF NORTHERN REGION												Y			
VENETIE	04-22	VEE		VENTIE TRIBAL GONVERMENT						Y									
VISNAW LAKE	N-S	T66		DNR															
WAINWRIGHT	06-24	AWI		NORTH SLOPE BOROUGH						Y									
WALES	18-36	IWK	WESTERN	AK DOT&PF NORTHERN REGION						Y									
WASILLA	04S-22S	IYS		CITY OF WASILLA						Y									
WASILLA	04-22	IYS		CITY OF WASILLA						Y									
WASILLA LAKE	NE-SW	5L6		DNR															
WATERFALL	NW-SE	KWF		WATERFALL CANNERY RESORT															
WEST POINT VILLAGE	E-W	KWP		JOHN & LINDA LINDBERG															
WHITE MOUNTAIN	15-33	WMO	WESTERN	AK DOT&PF NORTHERN REGION						Y									
WHITTIER	04-22	IEM	ANCHORAGE	AK DOT&PF CENTRAL REGION															
WILEY POST-WILL ROGERS MEML	08-26	BRW	DALTON	AK DOT&PF NORTHERN REGION	Y				Y	Y	Y								Y
WILLOW	13-31	UUO	MATANUSKA-SUSITNA	AK DOT&PF CENTRAL REGION						Y									
WILLOW SPB	13W-31W	2X2	MATANUSKA-SUSITNA	AK DOT&PF CENTRAL REGION															

Airport Information					Precision Approach				Non-Precision Approach										
AIRPORT	RUNWAY	LOCATION ID	M&O District	OWNER	ILS	HI-ILS	PA - XYZ	SA CAT I-III	LOC	RNAV	VOR	HI VOR	NDB	DME	TACAN	LDA	NPA - XYZ restriction	Circling Only only approach	Back Course
WISEMAN	02-20	WSM	DALTON	AK DOT&PF NORTHERN REGION															
WRANGELL	10-28	WRG	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION						Y						Y		Y	
WRANGELL SPB	NW-SE	68A		CITY BOUROUGH OF WRANGELL															
YAKATAGA	08-26	OAA1		FAA															
YAKUTAT	11-29	YAK	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION	Y				Y	Y	Y			Y					Y
YAKUTAT	02-20	YAK	SOUTHEAST	AK DOT&PF SOUTHCOAST REGION							Y								
YAKUTAT SPB	NW-SE	2Y3		CITY BOROUGH OF YAKUTAT															
YAKUTAT SPB	NE-SW	2Y3		CITY BOROUGH OF YAKUTAT															
YANKEE CREEK 2	13-31	A77		DOYON LIMITED															
YES BAY LODGE	E-W	78K		KEVIN HACK															

Appendix B. Infographic: How To Interpret Approach Plates



This document outlines the major components of instrument approach plates and how to interpret approach restrictions or minimums.

An Instrument Approach Procedure (IAP) is a predetermined flight path that aircraft must follow when landing at an airport under Instrument Flight Rules (IFRs).

An IAP provides a structured method for descending from the enroute airspace to a point where a safe landing can be executed and guide pilots in performing proper landings by providing necessary restrictions, instructions, and frequencies. Pilots and aviation personnel must ensure they are using the most current versions to maintain compliance and ensure flight safety.

Margin Identification

- Airport location
- Airport identifier and responsible organization
- Type of approach
- Date last updated: Upper right 24361 (361st day in 2024)
- Effective date along sides

Briefing Strip

- Airport frequency and information
- Warnings and/or instructions
- Approach lighting representation
- Missed approach instructions
- Comms frequencies for approach and tower

Plan View

- Solid line represents the flight path
- Dashed line represents the missed approach path
- Minimum safe altitude on upper left

Profile

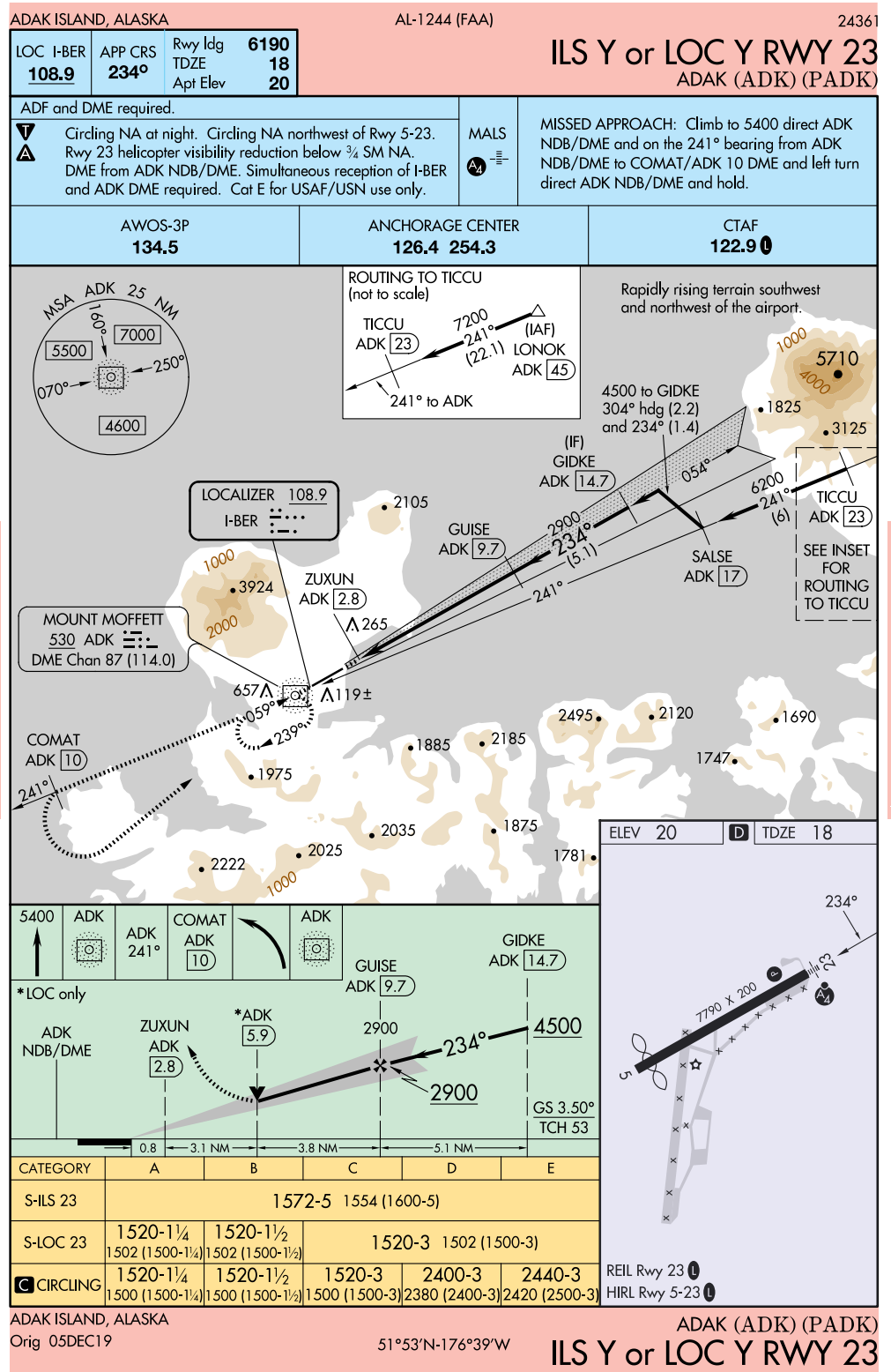
- Solid line represents the flight path
- Dashed line represents the missed approach path
- Guidance on upper left for missed approach

Landing Minimums

- Landing minimums depending on category, elevation needed per category and sight distance in nautical miles

Airport Sketch

- Taxiway diagram, Touchdown Zone Elevation (TDZE), airport elevation, runway identifier



Information on where to locate IAPs can be found on official FAA websites:

<https://adip.faa.gov/agis/public/#/public>

https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/application/