

**TOP ALTITUDE:
4000**

D-ATIS 135.5
CLNC DEL
119.4 323.1
GND CON
121.9 338.25
ANCHORAGE TOWER
118.3 257.8
ANCHORAGE DEP CON
118.6 290.5

BIG LAKE
112.5 BGG
Chan 72
N61°34.17'
W149°58.03'
L-1-3-4, H-1-2

ANCHORAGE
113.15 TED
Chan 78 (Y)
N61°10.07'
W149°57.61'
L-1-3-4, H-1-2

NODLE
N61°17.00'
W152°00.00'
13700
H-1-2

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

ILIAMNA
411 ILL
DME Chan 91 (114.4)
N59°44.88'-W154°54.58'
L-3, H-1-2

HOMER
114.6 HOM
Chan 93
N59°42.57'
W151°27.40'
L-1-2-3-4, H-1-2

MIDDLETON ISLAND
115.3 MDO
Chan 100
N59°25.31'-W146°21.00'
L-1-2-3, H-1

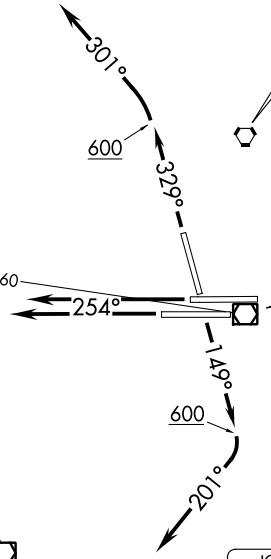
NOTE: Aircraft cleared via NODLE, cross at or above 13700 for terrain.
NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 15: 300 - 1½ with minimum climb of 310' per NM to 400.
Rwys 25L/R, 33: Standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 149° to 600, then climbing right turn on heading 201°. Thence. . . .

TAKEOFF RUNWAYS 25L/R: Climb on heading 254°. Thence. . . .

TAKEOFF RUNWAY 33: Climb on heading 329° to 600, then climbing left turn on heading 301°. Thence. . . .

. . . . expect RADAR vectors to assigned route or depicted fix. Maintain 4000. Expect further clearance to filed altitude within 10 minutes after departure.

AK, 07 OCT 2021 to 02 DEC 2021

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