TOP ALTITUDE: 4000

RADAR required.

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

N

BIG LAKE 112.5 BGQ Chan 72

ANCHORAGE 113.15 TED Chan 78(Y)

JOHNSTONE POINT 116.7 JOH Chan 114

MIDDLETON ISLAND 115.3 MDO Chan 100

HOMER 114.6 HOM Chan 93

KENAI 117.6 ENA Chan 123

SPARREVOHN 117.2 SQA Chan 119

301°
329°
149°
201°
254°
600
600
R-260
R-311

NODLE 13700

MSA TED 25 NM
5600
8900
1800
090°
201°
001°

NOTE: Aircraft cleared direct NODLE, cross at or above 13700 for terrain.

TAKEOFF MINIMUMS
Rwys 7L/R: NA - ATC.
Rwy 15: 300-1½ with minimum climb of 310′ per NM to 400.
Rwys 25L/R, 33: Standard.

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.

NOTE: Chart not to scale.

AK, 29 OCT 2026 to 24 DEC 2026