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General Information

Location: ATKA AK USA
ICAO/IATA: PAAK / AKB
Lat/Long: N52° 13.23', W174° 12.37'
Elevation: 55 ft

Airport Use: Joint-Use
Daylight Savings: Observed
UTC Conversion: +10:00 = UTC
Magnetic Variation: 8.0° E

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

Sunrise: 1557 Z
Sunset: 0710 Z

Runway Information

Runway: 16
Length x Width: 4500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 55 ft
Lighting: Edge, REIL

Runway: 34
Length x Width: 4500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 44 ft
Lighting: Edge, REIL

Communication Information

AWOS: 135.550
Atka MULTICOM: 122.900 CTAF
Kenai Fss Ground Communication Outlet: 122.150
Cold Bay FSS: 123.600 CTAF
Anchorage ACC: 126.400 Remote Communications Air-Ground
Anchorage ACC: 25.430 Military

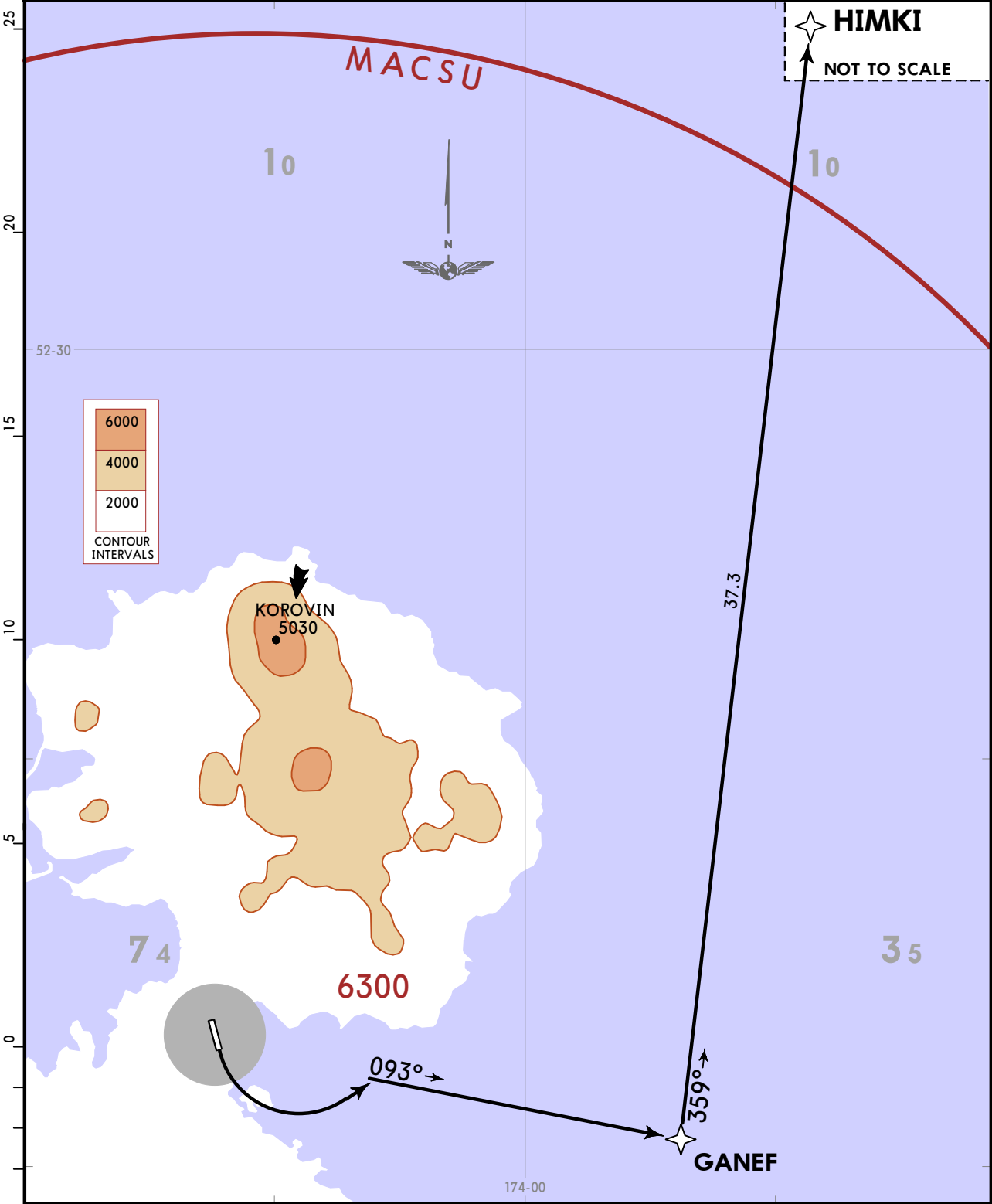
PAAK/AKB
ATKA

JEPPESSEN
25 NOV 22 10-3

ATKA, ALASKA
RNAV DP

ANCHORAGE Center (R) 126.4	Apt Elev 55	Trans alt: 18000
		RNAV 1 GPS required
		1. Procedure not authorized at night. 2. Rapidly rising terrain SOUTH and WEST of airport.

OBSTACLE
HIMKI 1 RNAV DEPARTURE (HIMKI1.HIMKI)
(RWY 16)



TAKEOFF MINIMUMS:
Rwy 16: 500-2.
Rwy 34: Not Authorized-ATC.

TAKEOFF OBSTACLE NOTES
Rwy 16: Multiple trees and terrain starting 1571 from DER, 786 right of centerline, up to 15 AGL/414 MSL.

INITIAL CLIMB
Immediate climbing LEFT turn to 9000 or as assigned, to intercept course 093° to GANEF, then on track 359° to HIMKI.

PAAK/AKB
ATKA

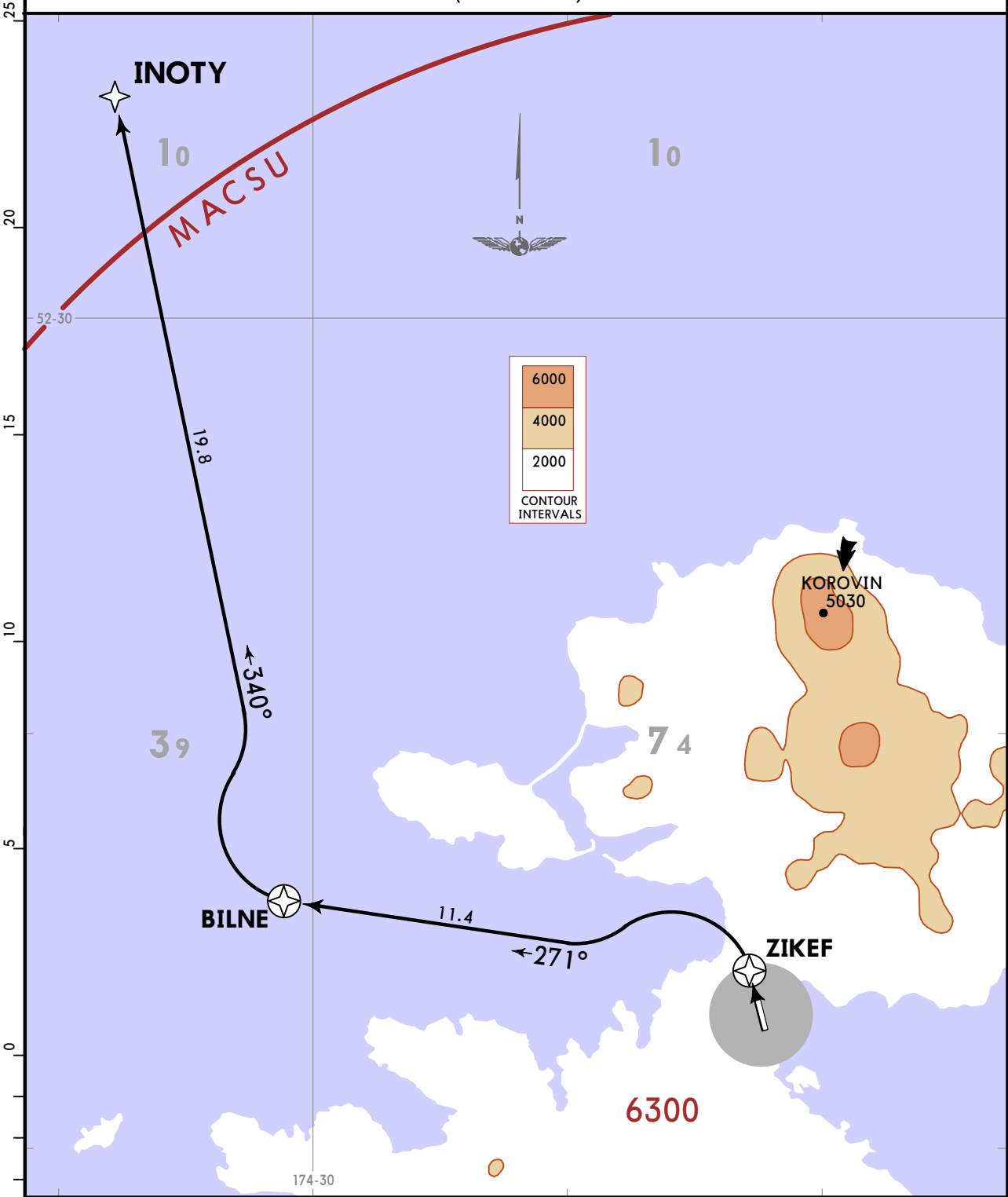
JEPPESSEN
25 NOV 22 (10-3A)

ATKA, ALASKA
RNAV DP

ANCHORAGE Center (R) 126.4	Apt Elev 55	Trans alt: 18000
		RNAV 1 GPS required
		1. Procedure not authorized at night. 2. Rising terrain WEST to NORTHWEST of airport up to 614 MSL within 2 1/2 miles.

OBSTACLE

INOTY 1 RNAV DEPARTURE (INOTY1.INOTY)
(RWY 34)



TAKEOFF MINIMUMS:

Rwy 16: Not Authorized-ATC.
Rwy 34: 600-2 1/2.

TAKEOFF OBSTACLE NOTES

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.

INITIAL CLIMB

Climb to 6000 or assigned altitude direct ZIKEF, then on track 271° to BILNE, then on track 340° to
INOTY before proceeding on course.

PAAK/AKB

Apt Elev **55'**
N52 13.2 W174 12.4

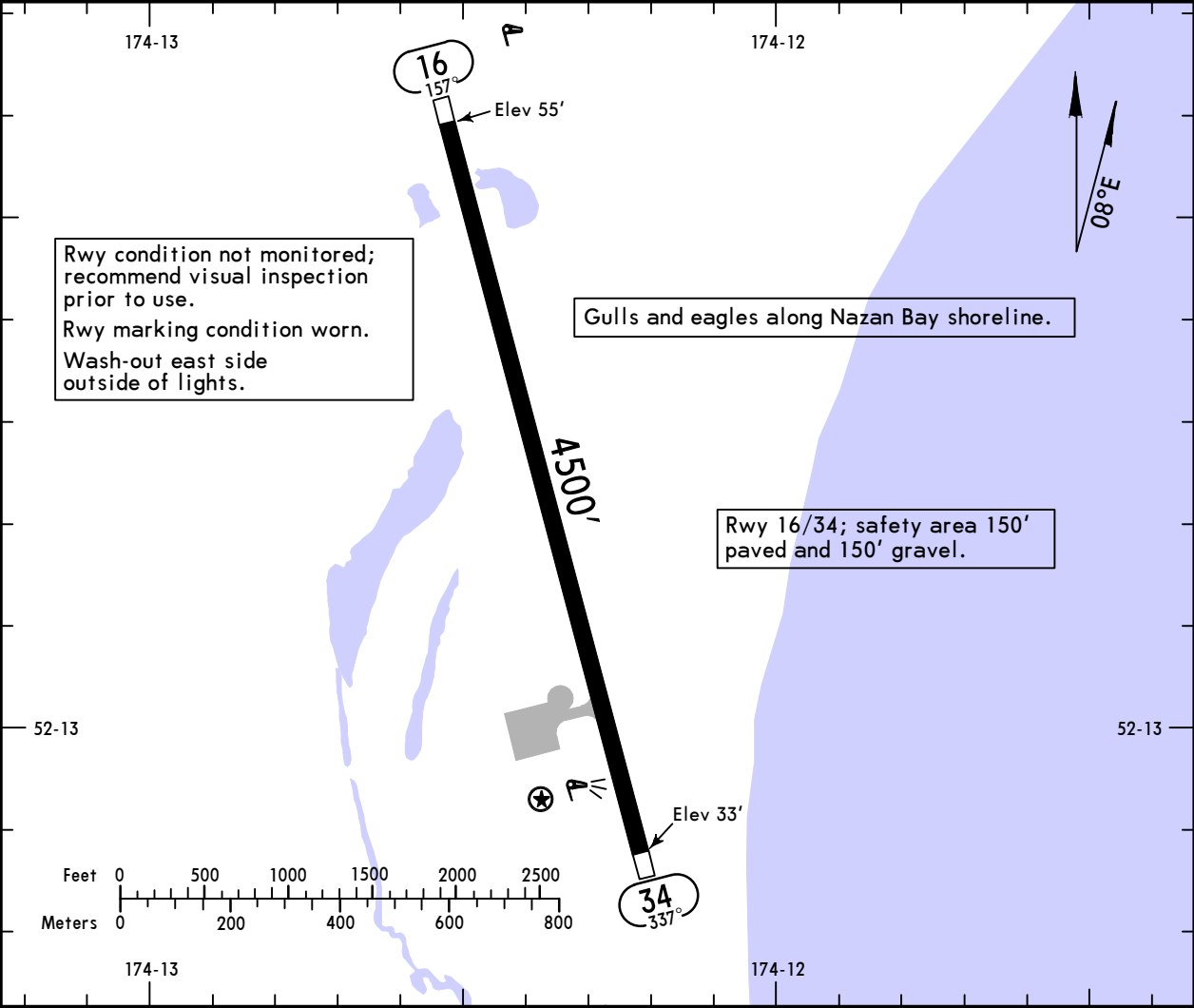
 **JEPPESSEN**

4 AUG 23 **(10-9)** Eff 10 Aug

ATKA, ALASKA

ATKA

AWOS-3P	KENAI Radio (GCO 4 clicks)	COLD BAY Radio	ATKA Traffic	ANCHORAGE Center (R)
135.55	122.15	123.6	CTAF 122.9	126.4



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
16 34	MIRL REIL grooved				100'

TAKE-OFF				FOR FILING AS ALTERNATE		
				Authorized Only When Local Weather Available		
				RNAV (GPS)-A		
		1 Rwy 16	2 Rwy 34			
1 & 2 Eng	500-2		600-2 ½		A	1300-2
B						
C					1900-3	
3 & 4 Eng					D	NA

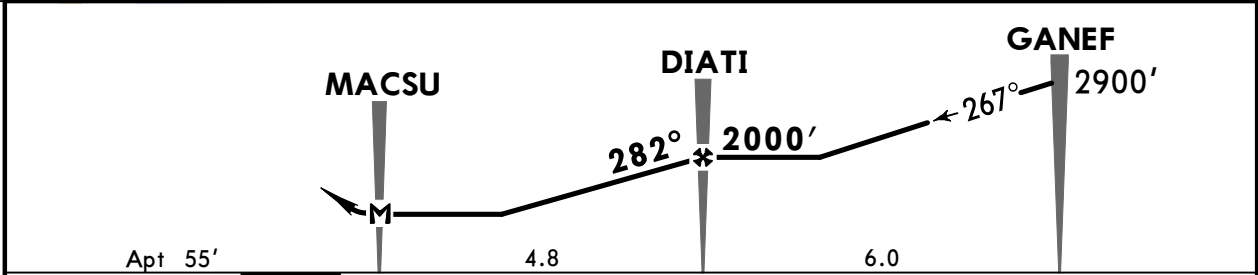
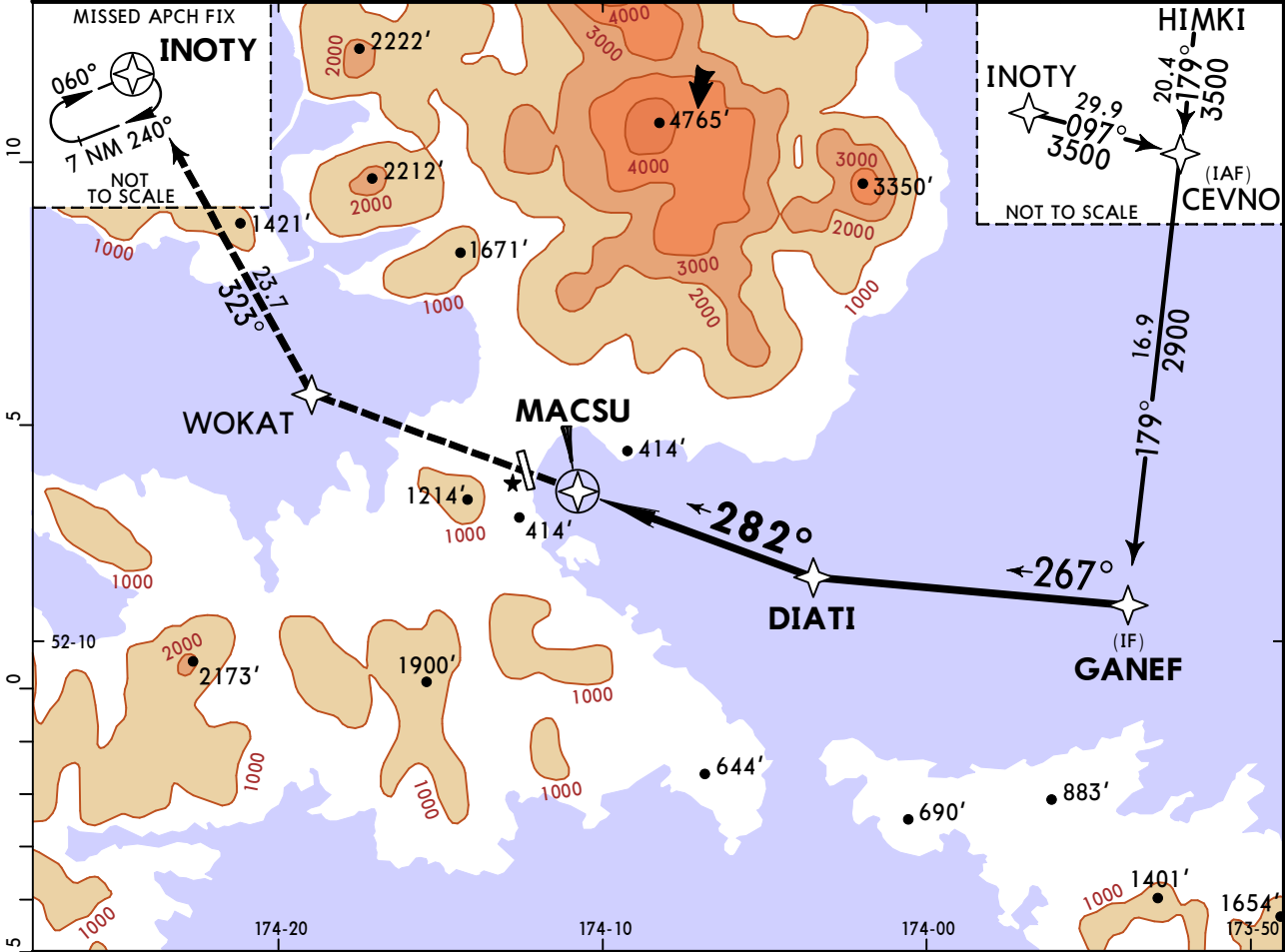
- 1** Use HIMKI departure.
2 Use INOTY departure.

PAAK / AKB
ATKA

JEPPESSEN
4 AUG 23
Eff 10 Aug (12-1)

ATKA, ALASKA
RNAV (GPS)-A
CAT A, B & C

AWOS-3P 135.55		ANCHORAGE Center (R) 126.4		COLD BAY Radio 123.6		ATKA Traffic CTAF 122.9	
RNAV	Final Apch Crs 282°	DIATI 2000' (1945')		MDA(H) Refer to Minimums	Apt Elev 55'		6300 MSA MACSU
MISSED APCH: Climb to 7500' direct WOKAT and on track 323° to INOTY and hold. Continue climb-in-hold to 7500'.							
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Procedure not authorized at night. 2. When local altimeter setting not received, procedure not authorized.							



MAP at MACSU				Lighting - Refer to Airport Chart		7500'	→	WOKAT
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CIRCLE-TO-LAND		
Not Authorized West of Rwy 16-34		
	Max Kts	MDA(H)
A	90	1280' (1225') - 1¼
B	120	1280' (1225') - 1½
C	140	1880' (1825') - 3
D		NA

Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ATKA, AK (ATKA - PAAK)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport PAAK

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-9) AIRPORT, AIRPORT INFO, TAKE-OFF MNMS: Automatic weather - CTAF 4 clicks.

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities. When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile. Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.