

List of pages in this Trip Kit

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General Information

Location: KODIAK AK USA
ICAO/IATA: PADQ / ADQ
Lat/Long: N57° 44.99', W152° 29.64'
Elevation: 79 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +9:00 = UTC
Magnetic Variation: 14.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1407 Z
Sunset: 0607 Z

Runway Information

Runway: 01
Length x Width: 5010 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 38 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 08
Length x Width: 7534 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 69 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 1138 ft

Runway: 11
Length x Width: 5400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 34 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 440 ft

Runway: 19
Length x Width: 5010 ft x 150 ft
Surface Type: asphalt

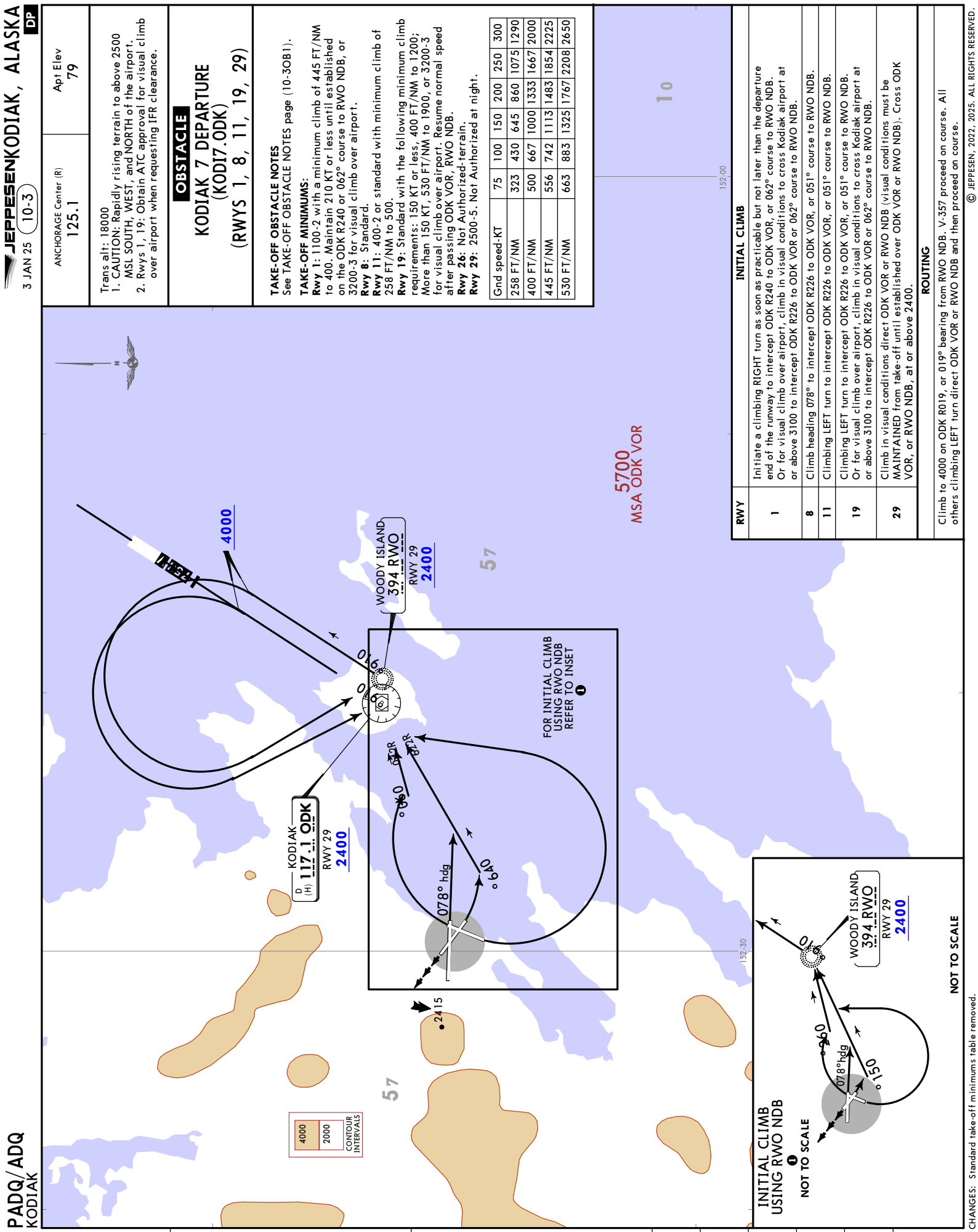
TDZ-Elev: 37 ft
Lighting: Edge, Pilot controlled

Runway: 26
Length x Width: 7534 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 32 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 29
Length x Width: 5400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 31 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 556 ft

Communication Information

ATIS: 134.450
ASOS: 134.450
Kodiak Tower: 119.800 CTAF PCL
Kodiak Ground: 121.900
Kodiak UNICOM: 122.800
Kodiak Air Operations: 156.800 Military
Kenai FSS: 119.800 RCO
Anchorage ACC: 125.100 Remote Communications Air-Ground
Kenai FSS: 122.200 RCO
Kodiak Air Operations: 569.600 Military
Kodiak Air Operations: 267.800 Military
Kodiak Air Operations: 218.200 Military
Kodiak Air Operations: 164.550 Military



PADQ/ADQ

 **JEPPesen**
9 OCT 15 (10-30B1) Eff 15 Oct

KODIAK, ALASKA
KODIAK

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.

PADQ/ADQ

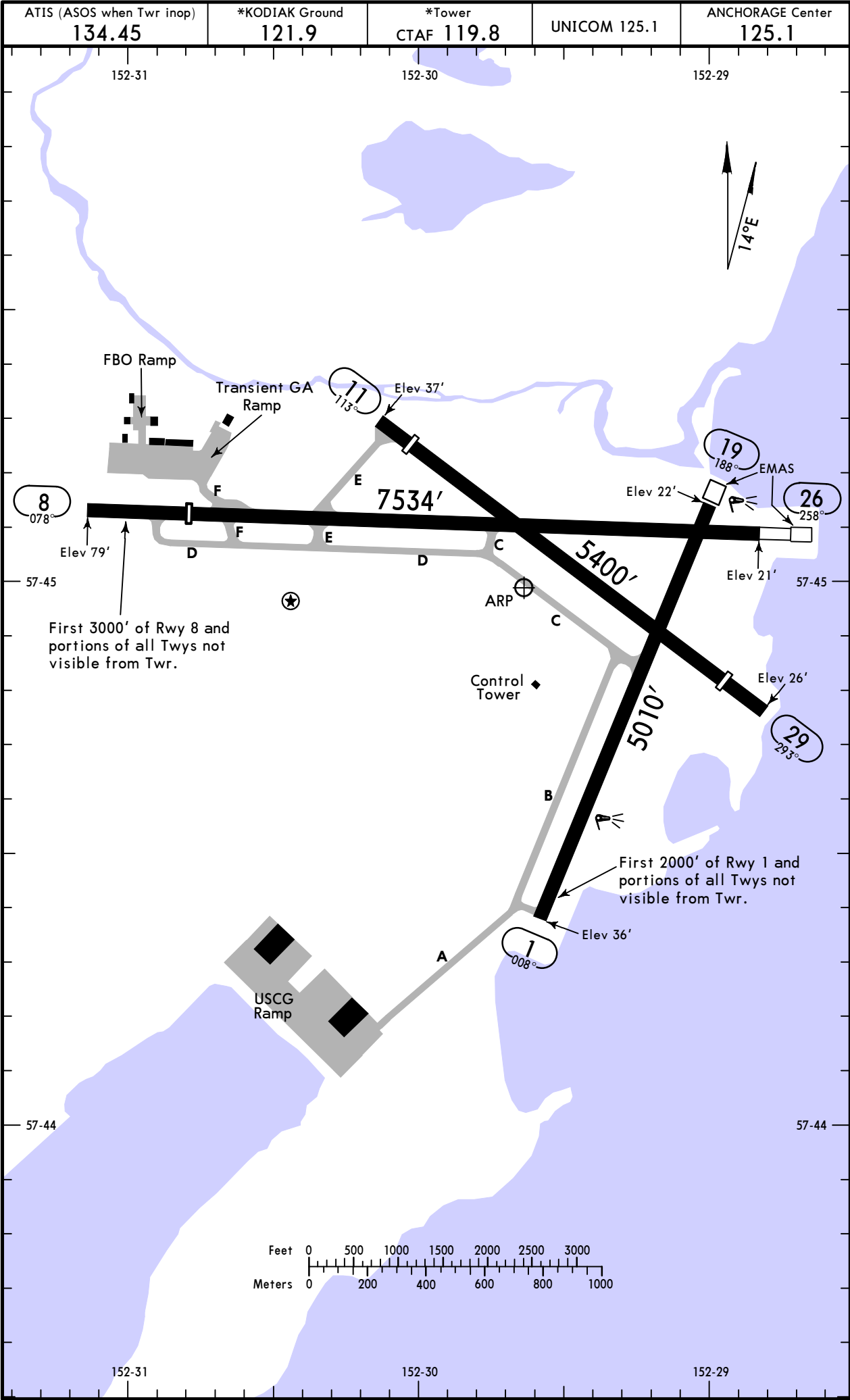
Apt Elev **79'**
N57 45.0 W152 29.6

JEPPESSEN

3 JAN 25 **(10-9)**

KODIAK, ALASKA

KODIAK



PADQ/ADQ



KODIAK, ALASKA
KODIAK

GENERAL

Rwy 08: Mountainous terrain on approach: recommend use only by pilots familiar.
Rwy 08: Heavy lift cargo aircraft restricted from full power take-off without prior permission.
Landing Rwy 08 and Rwy 11: take-off Rwy 26 and Rwy 29 not recommended during darkness or when mountain peaks obscured.
Airport surrounded by mountains except east.
Rwys 1, 26 & 29 right traffic pattern.
Snow removal and deicing not available 1830-0500 LT.
Personnel and equipment in vicinity of runway.
Closed to air carrier operations greater than 30 passenger seats except PPR in writing to airport manager.
Unlighted high terrain all quadrants. Birds, waterfowl and wildlife on and in vicinity of airport.
When tower closed, landing Rwy 26 or departure Rwy 08 possible tall vessels crossing Rwy 26 approach 3200'-5000' from approach end. 120' ships crossing channel between Puffin Island/ADQ. All hours.
Weather balloon launch facility on airport.
All lifeflight/medevac aircraft must use ramp area in or adjacent to transient parking on east side of commercial ramp, outside of SIDA markings.
Locked wheel turns not authorized all surfaces.
Prior permission required all operations greater than 200,000 gross take-off and landing weight.
All arrival aircraft contact Kodiak Air on 345.0 or 164.55 for clearance onto CG ramp, marshaller and parking services.
Closed to Part 121 unscheduled passenger carrying operations with over 30 passenger seats installed unless 24 hr written notice to airport manager and prior approval received.
BE ALERT: non-standard taxi line obstruction clearance on CG ramp.
72 hr advance PPR required for access to CG ramp.
Transient must provide own service and maintenance crew. Expect delay other time except search and rescue and medevac.
CG ramp closed to wingspan greater than 132.5'.
Road within 50' of threshold all runways.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		— LANDING BEYOND —		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
1 19	2 HIRL 2 3 REIL 2 4 VASI-L (angle 3.75°, TCH 57')				150'
	2 HIRL				
1 Runway grooved. 2 Activate on 119.8. 3 Omnidirectional. 4 Does not provide obstacle clearance beyond 2 NM from threshold, unusable beyond 2 NM.					
8 26	6 HIRL	7			150'
	6 HIRL 6 REIL 6 VASI-L (angle 2.05°, TCH 54')		6116'		
5 Runway grooved. 6 Activate on 119.8. 7 LDA 6396'.					
11 29	8 HIRL grooved	9 4960'		4960'	150'
	8 HIRL 8 VASI-L grooved	9 4844'		4844'	
8 Activate on 119.8. 9 LDA 4402'.					

TERPS

TAKE-OFF

1 Rwys 1, 8, 11, 19, 29			Rwy 26
LOWER THAN STANDARD OpSpec Authorization Required	STANDARD		
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	NA

OBSTACLE DEPARTURE PROCEDURE

1 Use KODIAK Departure.

FOR FILING AS ALTERNATE

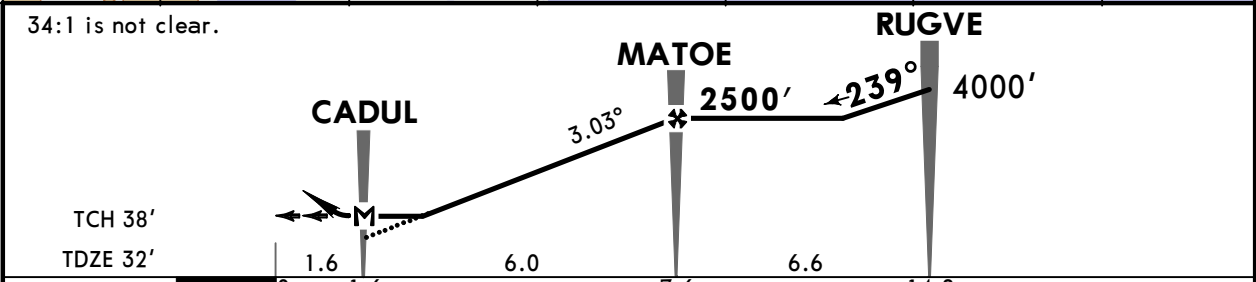
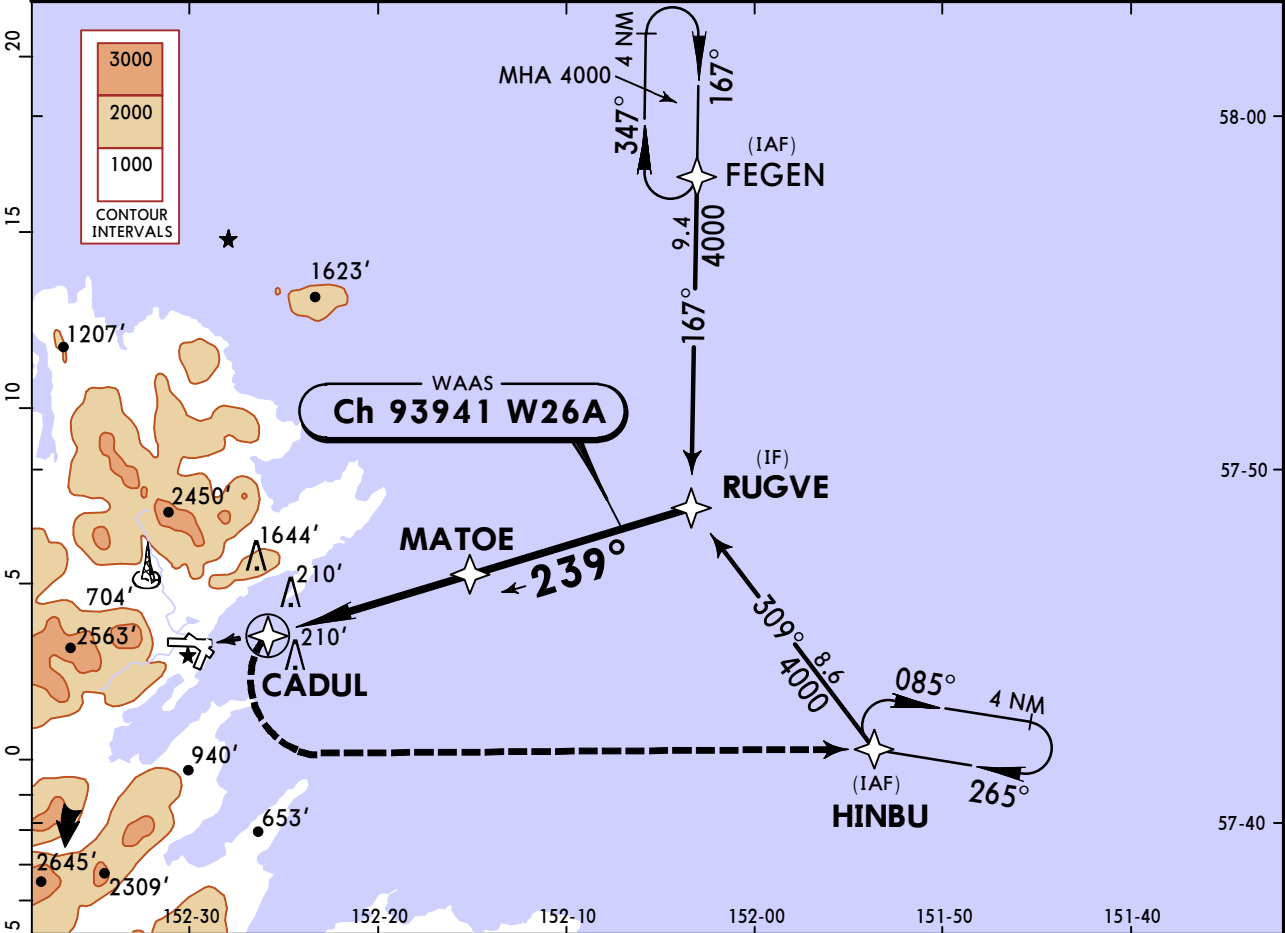
ILS Y Rwy 26		VOR Rwy 26	LOC Y Rwy 26	RNAV (GPS) Rwy 26
A	700-3	800-2	800-2 ½	900-2
B		1100-3	1100-3	1000-2½
C				2000-3
D	800-3	NA		

PADQ/ADQ
KODIAK

JEPPESEN
1 AUG 25 (12-1)

KODIAK, ALASKA
RNAV (GPS) Rwy 26

ATIS (ASOS when Twr inop) 134.45		ANCHORAGE Center 125.1		*KODIAK Tower CTAF 119.8		*Ground 121.9	
WAAS Ch 93941 W26A	Final Apch Crs 239°	MATOE 2500' (2468')		LP MDA(H) 560' (528')	Apt Elev 79' TDZE 32'		5500 MSA CADUL
MISSED APCH: (Do not exceed 210 KT until HINBU) Climbing LEFT turn to 4000' direct HINBU and hold, continue climb-in-hold to 4000'. Refer to minimums for missed apch climb gradients.							
RNP Apch-GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Circling Rwy 1 not authorized at night. 2. Rapidly rising terrain North, West, and South of airport. 3. Final approach offset 19.07°. 4. VGSI and RNAV descent angles not coincident (VGSI angle 2.05°/TCH 54'). 5. Pilot controlled lighting 119.8.							



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	4000' LT	D	HINBU
Descent Angle	3.03°	375	482	536	643	750				
MAP at CADUL										

TERPS				STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
LP		L NAV		L NAV		Max Kts		Not Authorized North of Rwy 8-26 Not Authorized West of Rwy 1-19 Not Authorized to Rws 8, 11 and 19		MDA(H)	
MDA(H) 560' (528')		MDA(H) 560' (528')		MDA(H) 940' (908')		90		940' (861') - 1 7/8			
1 7/8		1 7/8		1 7/8		120					
						140		1140' (1060') - 3			
						165		2020' (1941') - 3			

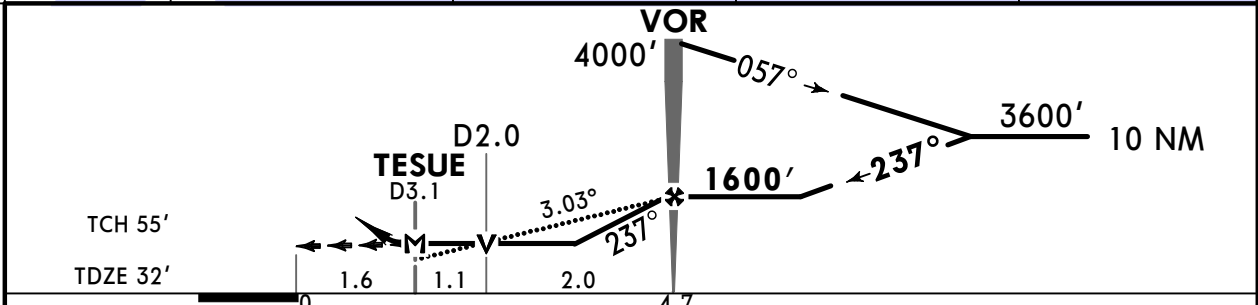
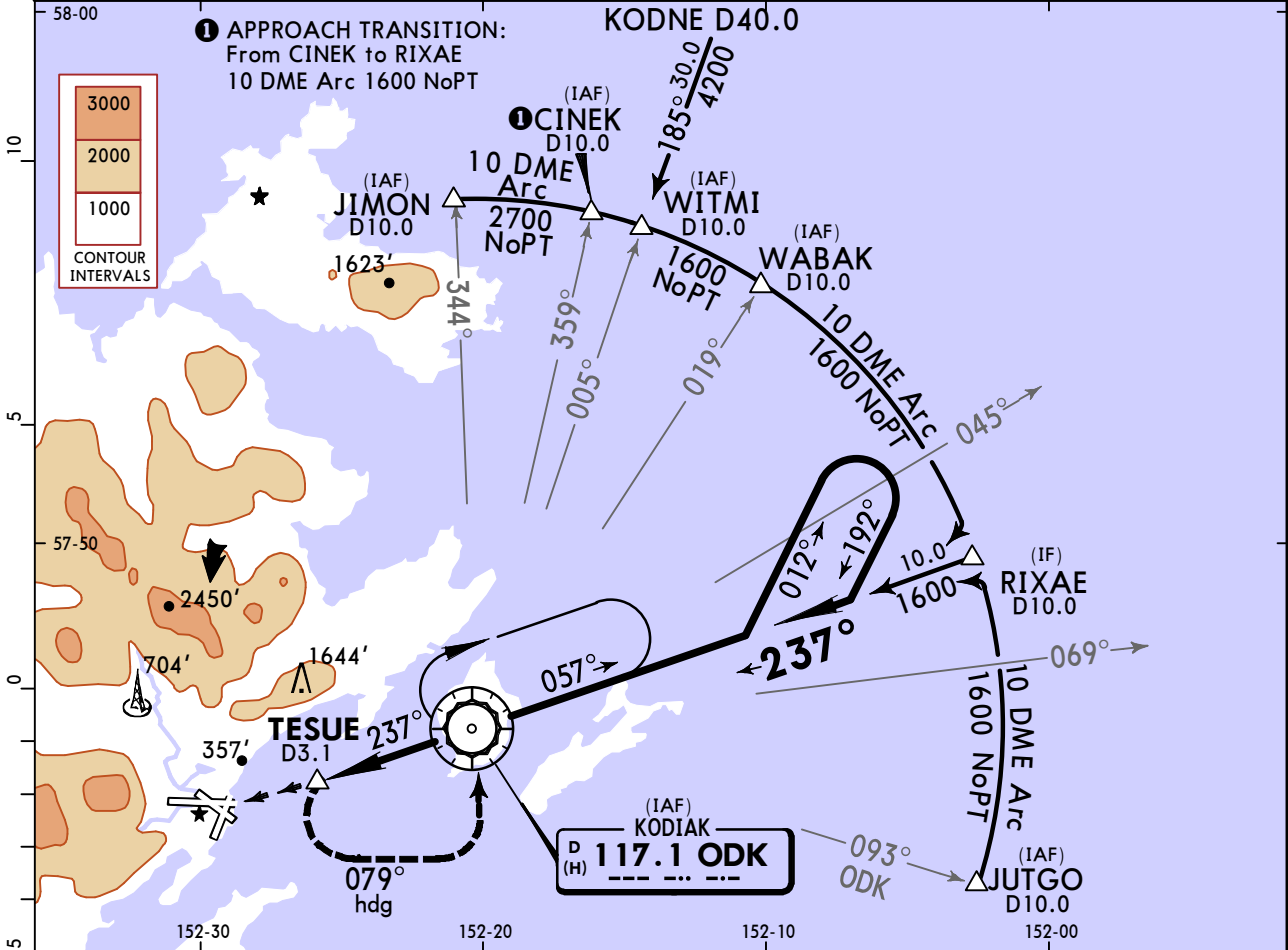
1 Missed approach requires minimum climb of 357'/NM to 1500'.

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KODIAK

1 AUG 25 (13-1)

KODIAK, ALASKA
VOR Rwy 26

ATIS (ASOS when Twr inop) 134.45		ANCHORAGE Center 125.1		*KODIAK Tower CTAF 119.8		*Ground 121.9	
VOR ODK 117.1	Final Apch Crs 237°	VOR 1600'(1568')		MDA(H) 660'(628')	Apt Elev 79' TDZE 32'		5700 MSA ODK VOR
MISSED APCH: Climbing LEFT turn to 3700' on 079° heading then LEFT turn direct ODK VOR and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L 3700' on 079° then LT → ODK 117.1
Descent Angle 3.03°	375	482	536	643	750	858	
MAP at TESUE or							
VOR to MAP 3.1	2:39	2:04	1:52	1:33	1:20	1:10	

TERPS STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND	
MDA(H) 660' (628')		Not Authorized North of Rwy 8-26 Not Authorized West of Rwy 1-19 Not Authorized to Rwy 8, 11 & 19	
2		Max Kts	MDA(H)
		90	660' (581') -2
		120	720' (641') -2
		140	1140' (1061') -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
KODIAK, AK (KODIAK - PADQ)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport PADQ

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.