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General Information

Location: AMBLER AK USA
ICAO/IATA: PAFM / ABL
Lat/Long: N67° 06.37', W157° 51.43'
Elevation: 293 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +9:00 = UTC
Magnetic Variation: 13.0° E

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

Sunrise: 1316 Z
Sunset: 0740 Z

Runway Information

Runway: 01
Length x Width: 4000 ft x 75 ft
Surface Type: gravel
TDZ-Elev: 268 ft
Lighting: Edge, Pilot controlled

Runway: 10
Length x Width: 2400 ft x 60 ft
Surface Type: gravel
TDZ-Elev: 293 ft
Lighting: Edge, Pilot controlled

Runway: 19
Length x Width: 4000 ft x 75 ft
Surface Type: gravel
TDZ-Elev: 269 ft
Lighting: Edge, Pilot controlled

Runway: 28
Length x Width: 2400 ft x 60 ft
Surface Type: gravel
TDZ-Elev: 293 ft
Lighting: Edge, Pilot controlled

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Communication Information

AWOS: 132.100
Anchorage ACC: 119.200 Remote Communications Air-Ground
Ambler MULTICOM: 122.700 CTAF PCL
Kotzebue FSS: 122.000 RCO

Printed from JeppView for Windows 5.3.0.0 on 06 May 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

COLD TEMPERATURE RESTRICTED AIRPORT

Refer to FAA publications for method and application of cold temperature restrictions for procedures.

COLD TEMPERATURE CORRECTION TABLE

The temperature restriction depicted on affected approach indicates a cold temperature altitude correction is required for this procedure. When the reported temperature is at or below the published procedure restricted temperature use the following table to make manual corrections.

REPORTED TEMP	HEIGHT ABOVE AIRPORT (FEET)													
	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10°C (+50°F)	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0°C (+32°F)	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10°C (+14°F)	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20°C (-4°F)	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30°C (-22°F)	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40°C (-40°F)	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50°C (-58°F)	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

CHANGES: Table updated.

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PAFM/ABL

Apt Elev **293′**
N67 06.4 W157 51.4

JEPPESEN
1 AUG 25 (10-9) **Eff 7 Aug**

AMBLER, ~~ALASKA~~
AMBLER

AWOS-3P	KOTZEBUE Radio	AMBLER Traffic	ANCHORAGE Center
132.1	122.0	CTAF 122.7	119.2

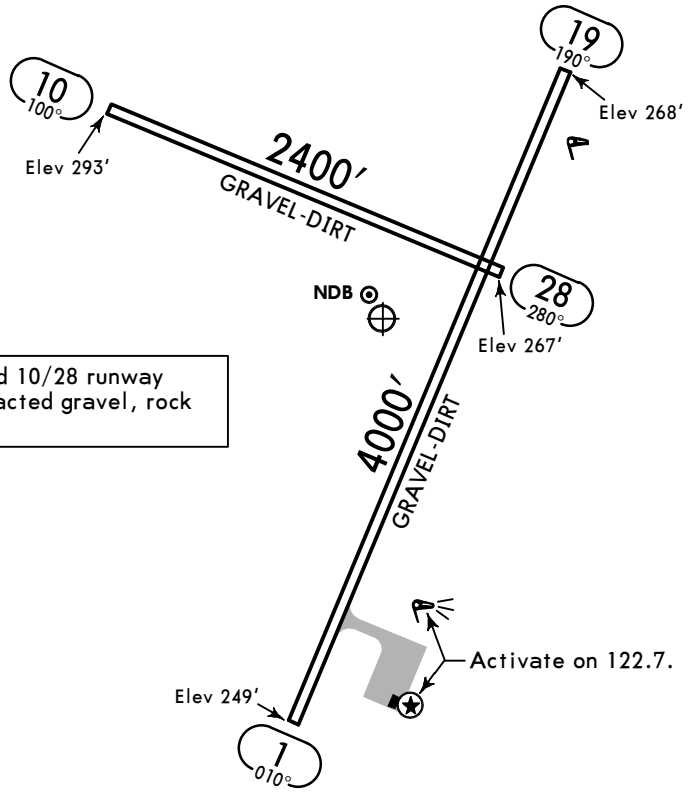
157-52 157-51

67-07 67-07

13°E

Rwy 10-28 slopes uphill east to west approximately 80′.

Rwy 1-19 crowns in center and no line of sight between runway ends.



Rwys 1/19 and 10/28 runway surface compacted gravel, rock and dirt.

67-06 67-06

Feet 0 500 1000 1500 2000 2500
Meters 0 200 400 600 800

157-52 157-51

CHANGES: Runway surface type, format, notes.

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GENERAL

Caribou in vicinity of runway.
Runway conditions not monitored; recommend visual inspection prior to landing.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
1	❶ MIRL ❶ PAPI-R (angle 3.0°, TCH 25′)				75′
19	❶ MIRL				
❶ Activate on 122.7.					
10 / 28	❷ MIRL				60′
❷ Activate on 122.7.					

TERPS

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 19

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

Rwy 1

With Mim Climb of 253′/NM to 2300′			Visual Climb Over Airport
LOWER THAN STANDARD OpSpec Authorization Required	STANDARD		
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	3300-3

Rwys 10, 28

NA

OBSTACLE DP

Rwy 1, climb on heading between 090° clockwise to 189° from departure end of runway.
Rwy 19, climb on heading between 062° clockwise to 279° from departure end of runway.

VISUAL CLIMB OVER AIRPORT (VCOA): Rwy 1, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ambler airport at or above 3500′ before proceeding on course.

TAKE-OFF OBSTACLE NOTES

Rwy 1, tree 1771′ from DER, 938′ left of centerline, 51 AGL/315′ MSL.

FOR FILING AS ALTERNATE

RNAV (GPS) RWY 1

A	800-2
B	
C	
D	800-2¼

AMEND 2

CHANGES: New airport chart.

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PAFM/ABL
AMBLER

JEPPESEN

2 AUG 24 (12-1)

AMBLER, ~~ALASKA~~
RNAV (GPS) Rwy 1

AWOS-3P	ANCHORAGE Center	KOTZEBUE Radio	AMBLER Traffic
132.1	119.2	122.0	CTAF 122.7

BRIEFING STRIP ™

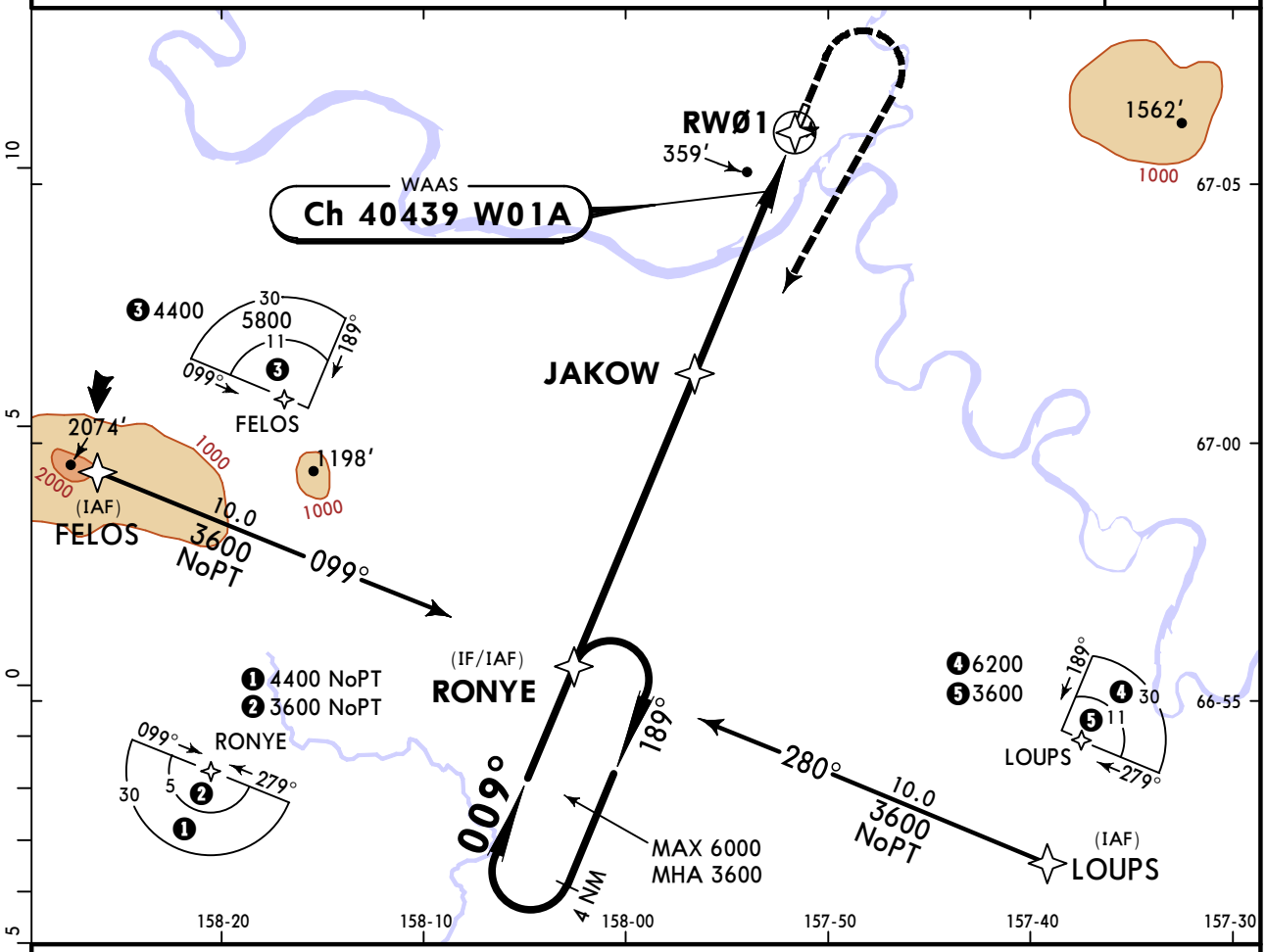
WAAS	Final Apch Crs	JAKOW	LPV DA(H) (CONDITIONAL)	Apt Elev 293′
Ch 40439 W01A	009°	1900′ (1632′)	518′ (250′)	TDZE 268′

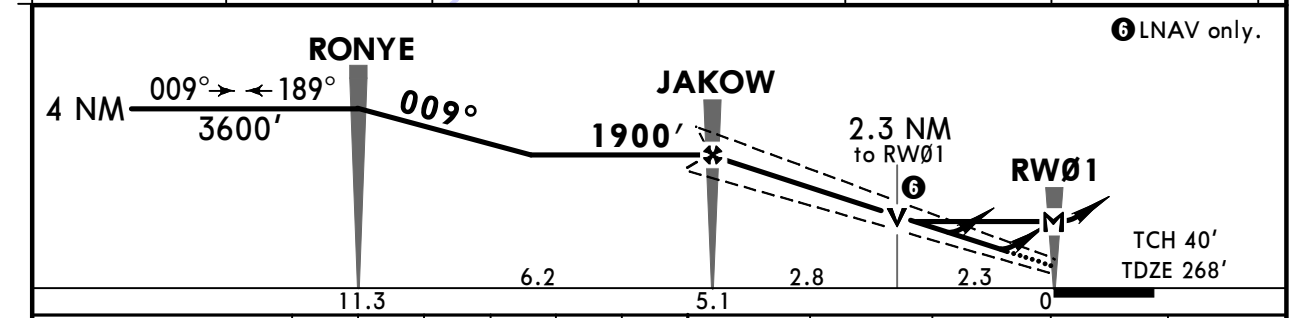
MISSED APCH: Climb to 1000′, then climbing RIGHT turn to 3600′ direct RONYE and hold, continue climb-in-hold to 3600′.

RNP Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C or above 42°C. 2. Cold temperature altitude correction required at or below -36°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 25′). 4. Pilot controlled lighting 122.7.

TAA
30 NM
IAF





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ1							

PAPI-L | 1000′ ↑ | 3600′ ↱ RT | D→ | RONYE

TERPS STRAIGHT-IN LANDING RWY 1

	❶ LPV DA(H) 518′ (250′)	LPV DA(H) 686′ (418′)	LNAV/VNAV DA(H) 811′ (543′)	LNAV MDA(H) 1000′ (732′)
A	1	1⅜	1⅞	1
B				1¼
C				1⅞
D				

CIRCLE-TO-LAND
Ⓒ Not Authorized West of Rwy 1-19

Max Kts	MDA(H)
90	1000′ (707′) -1
120	1000′ (707′) -1¼
140	1000′ (707′) -2
165	1000′ (707′) -2¼

❶ Missed approach requires minimum climb of 210′/NM to 2300′.

TERPS AMEND 1B 13 SEP 2018

CHANGES: Cold temperature note modified, format.

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Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

AMBLER, AK (AMBLER - PAFM)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport PAFM

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.