

List of pages in this Trip Kit

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- Terminal Charts For PAKN
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General Information

Location: KING SALMON AK USA
ICAO/IATA: PAKN / AKN
Lat/Long: N58° 40.59', W156° 38.92'
Elevation: 73 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +9:00 = UTC
Magnetic Variation: 11.0° E

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

Sunrise: 1418 Z
Sunset: 0628 Z

Runway Information

Runway: 12
Length x Width: 8901 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 62 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 18
Length x Width: 4017 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 66 ft
Lighting: Edge, Pilot controlled

Runway: 30
Length x Width: 8901 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 73 ft
Lighting: Edge, Pilot controlled

Runway: 36
Length x Width: 4017 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 65 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS: 128.800
ASOS: 128.800
King Salmon Tower: 27.950 Military
King Salmon Tower: 118.300
King Salmon Ground: 121.900 CTAF PCL
King Salmon UNICOM: 122.950
Kenai FSS: 121.900 CTAF RCO
Anchorage ACC: 35.400 Military
Anchorage ACC: 124.800 Remote Communications Air-Ground
Kenai FSS: 122.200 RCO
King Salmon Operations: 37.220 Military
Kenai FSS: 35.205 CTAF Military

PAKN/ AKN

Apt Elev **73'**
N58 40.6 W156 38.9



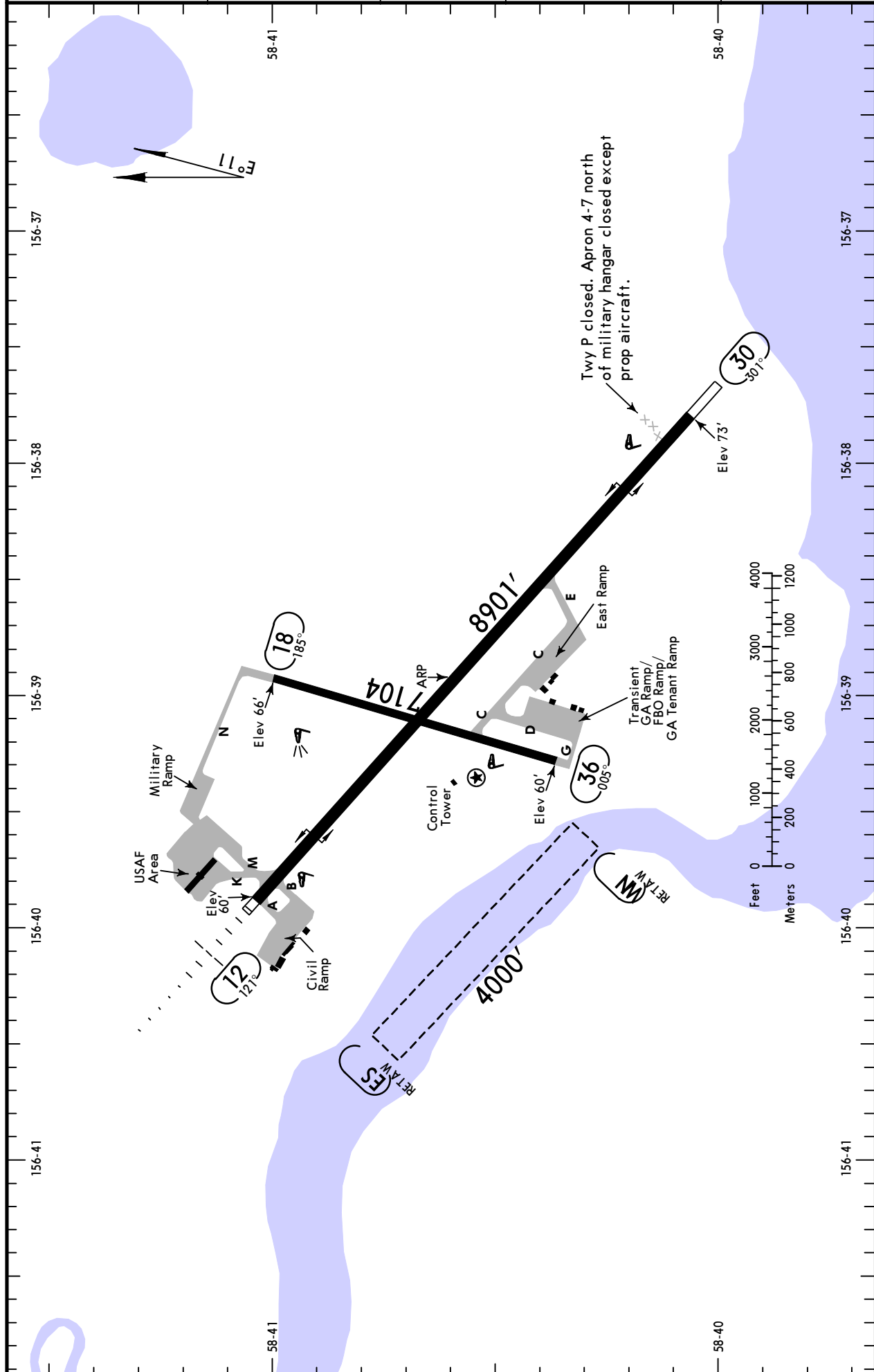
15 AUG 25

10-9

KING SALMON, ~~ALASKA~~

KING SALMON

ATIS (ASOS when Twr inop)	*KING SALMON Ground	*Tower	*KENAI Radio (LAA)	ANCHORAGE Center
128.8	121.9	118.3	CTAF 121.9 when Twr inop	124.8



CHANGES: None.

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PAKN/AKN

15 AUG 25

KING SALMON, ALASKA
KING SALMON**GENERAL**

Airport Rescue and Firefighting is available for Part 121 air carriers involved in ETOPS with 30 minute notice.
 Airport Rescue and Firefighting index; closed to air carrier operations with more than 30 passenger seats except PPR in writing-airport manager.
 Airport Rescue and Firefighting equipment staffed during air carrier activity only.
 Snow/ice removal and airport hazardous conditions reported during attendance hours.
 Off pavement operations by aircraft and helicopters not authorized at air carrier apron.
 Landing, take-off, or parking from dirt or grass not authorized.
 Flocks of large birds in vicinity of during season.
 Locked wheel turn not authorized all surfaces.
 National Weather Service balloon launch facility on airport.
 Civilian transient parking on SE ramp only; other parking greater than 48 hrs requires permit.
 Private jet parking southeast section of E ramp.
 Business jet parking greater than 1 hr; 48 hr prior permission required.
 GA apron pavement crumbling; possible FOD hazard. Jet aircraft be alert during run up to avoid jet wash damage.
 600' safety area approach end runway 12.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
12 30	① HIRL ① MALSR ① PAPI-L (angle 3.00°) grooved ② RVR	③	7662'		150'
	① HIRL ① PAPI-L (angle 3.00°) grooved				
① Activate on 121.9 when Twr inop. ② Touchdown RVR available 0800-2000 LT 1 Aug-14 Jun; 0800-2200 LT 15 Jun-31 Jul. ③ LDA 8501'.					
18 ④ 36	⑤ MIRL grooved				100'
④ Air carrier operations with more than 30 passenger seats not authorized. 1" dip on centerline 1850' from AER 36 extends to 3" dip 25' wide on west edge. ⑤ Activate on 121.9 when Twr inop.					
SE ⑥ NW					500'
⑥ Also used by boats.					

⑥ Also used by boats.

TERPS**TAKE-OFF****Rwy 12**

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 18, 30, 36

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

TAKE-OFF OBSTACLE NOTES: Rwy 18: Trees 4' from DER, 274' left of centerline, 100' AGL/156' MSL. Trees beginning 48' from DER, 7' left of centerline, up to 30' AGL/160' MSL. Trees beginning 93' from DER, 11' right of centerline, up to 30' AGL/160' MSL.
 Rwy 36: Trees 0' from DER, 76' left of centerline, 30' AGL/93' MSL. Trees beginning 45' from DER, 75' right of centerline, up to 30' AGL/96' MSL. Trees beginning 89' from DER, 227' right of centerline, up to 30' AGL/103' MSL. Trees, vegetation beginning 178' from DER, 37' right of centerline, up to 30' AGL/106' MSL. Trees beginning 203' from DER, 9' left of centerline, up to 30' AGL/96' MSL. Trees 540' from DER, 399' left of centerline, 30' AGL/99' MSL. Trees beginning 585' from DER, 95' left of centerline, up to 30' AGL/103' MSL. Trees beginning 788' from DER, 28' left of centerline, up to 30' AGL/109' MSL.

FOR FILING AS ALTERNATE

Authorized Only when Tower Operating			VOR Y Rwy 12 VOR Y Rwy 30 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30
ILS Y Rwy 12	LOC Y Rwy 12	LOC BC Rwy 30	
A B C D	600-2	800-2	800-2
			900-2 3/4
			900-2 3/4

CHANGES: Radar alternate minimums removed.

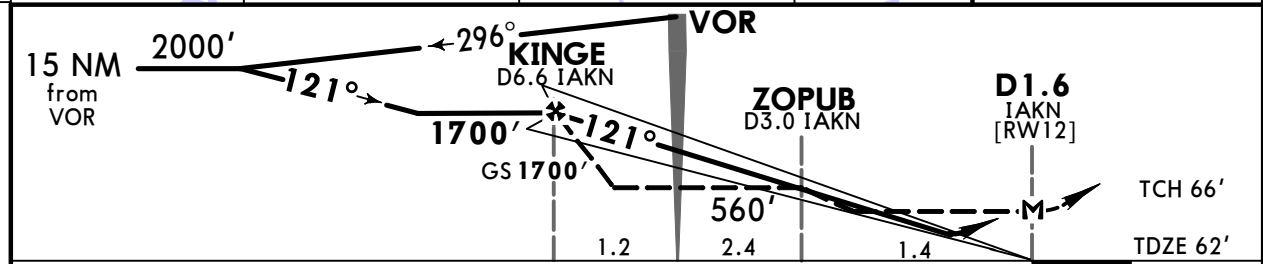
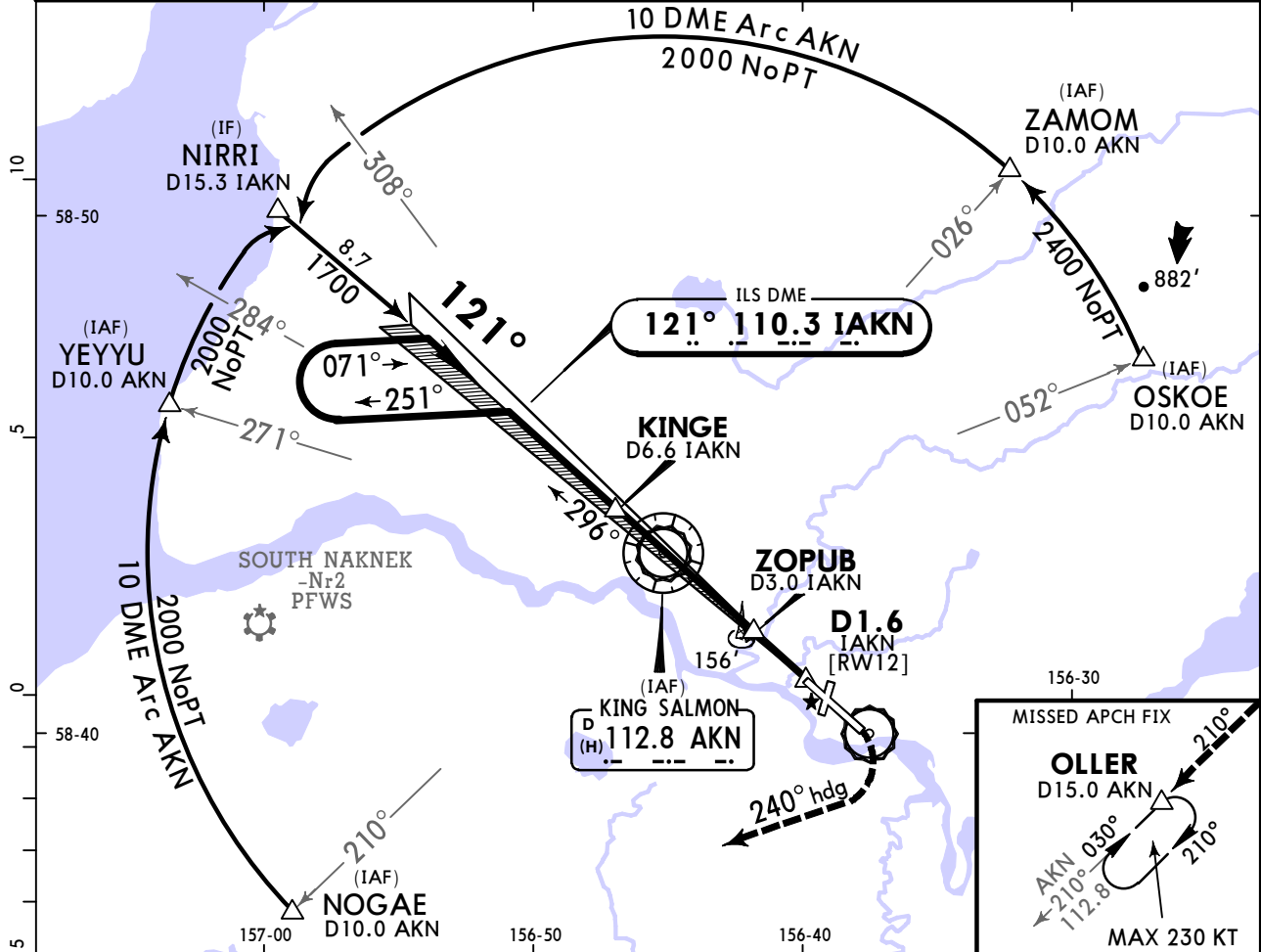
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PAKN/AKN
KING SALMON

JEPPESEN
1 AUG 25
Eff 7 Aug (11-1)

KING SALMON, ALASKA
ILS Y or LOC Y Rwy 12

ATIS (ASOS when Twr inop) 128.8	ANCHORAGE Center 124.8	*KING SALMON Tower 118.3	*KENAI Radio (LAA) CTAF 121.9 when Twr inop.	*Ground 121.9
LOC IAKN 110.3	Final Apch Crs 121°	KINGE 1700' (1638')	ILS DA(H) (CONDITIONAL) 262' (200')	Apt Elev 73' TDZE 62'
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' on heading 240° and AKN VOR R-210 to OLLER/D15.0 AKN and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME required. 2. Autopilot coupled approach not authorized below 700'. 3. Use IAKN DME when on the localizer course. 4. Use local altimeter setting; if not received, use PFWS/WSN altimeter setting. 5. Pilot controlled lighting 121.9.				
4000 MSA AKN VOR				

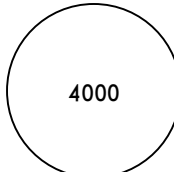


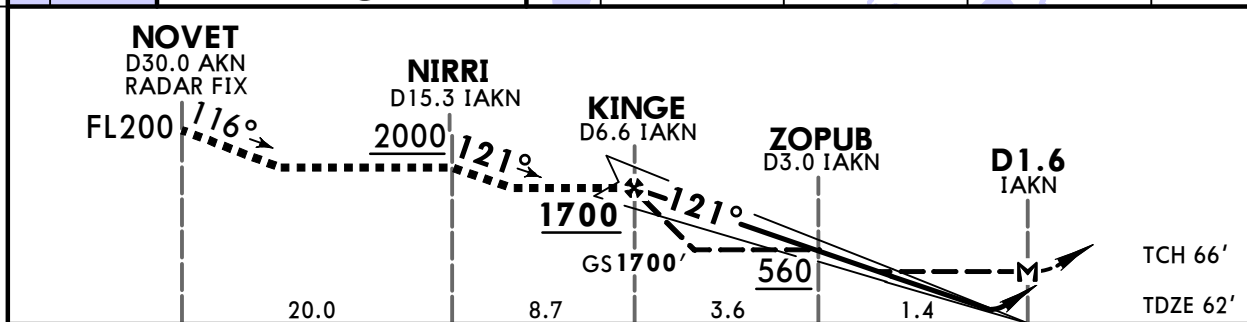
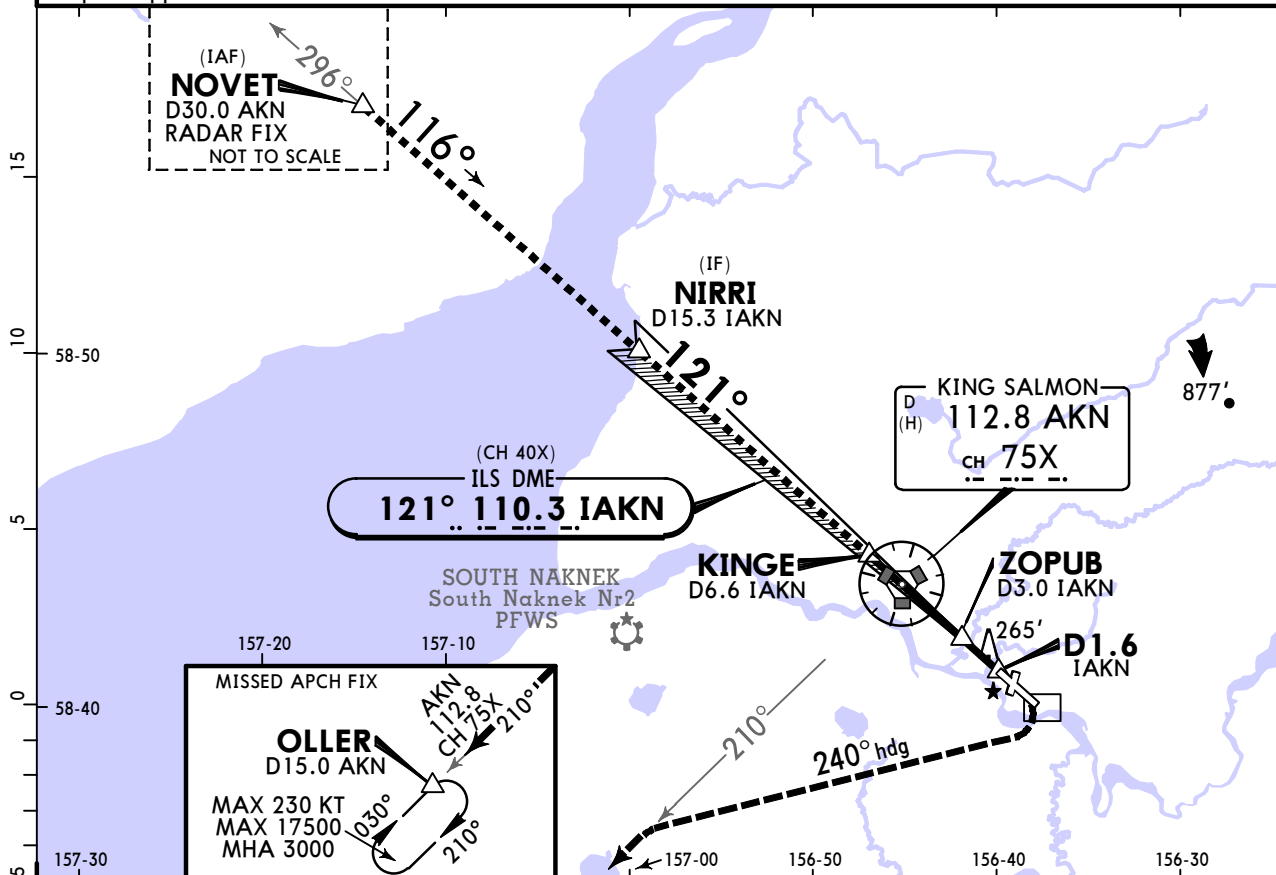
Gnd speed-Kts	70	90	100	120	140	160	MALSR	600'	3000'	240°
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	hdg
MAP at D1.6 IAKN										

TERPS		STRAIGHT-IN LANDING RWY 12		LOC (GS out)	
DA(H) 262' (200') With Local Altimeter Setting	DA(H) 301' (239') With PFWS/WSN Altimeter Setting	MDA(H) 420' (358') With Local Altimeter Setting	MDA(H) 460' (398') With PFWS/WSN Altimeter Setting	RAIL/ALS out	RAIL/ALS out
A	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	RVR 50 or 1
B					
C					
D					

PAKN/AKN KING SALMON 30 APR 21 11-1-0 CAT C, D & E KING SALMON, ALASKA HI-ILS Z or LOC Z Rwy 12

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		ANCHORAGE Center		*KING SALMON Tower		*KENAI Radio (LAA) when Twr INOP		*Ground
128.8		124.8 354.0		118.3 279.5		CTAF 121.9 352.05		121.9
LOC IAKN 110.3 (CH 40X)	Final Apch Crs 121°	KINGE 1700' (1638')		ILS DA(H) 262' (200')		Apt Elev 73' TDZE 62'		 4000
MISSED APCH: Climb to 600', then climbing RIGHT turn to 3000' on heading 240° and AKN VORTAC R-210 to OLLER/D15.0 AKN and hold.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
MSA AKN VORTAC								
1. DME required. 2. RADAR required for procedure entry. 3. EMERG SAFE ALT 100 NM 9900'. 4. Autopilot coupled approach NA below 700'. 5. Use IAKN DME when on localizer course.								



Gnd speed-Kts	70	90	100	120	140	160	SSALR	600'	3000'	240°	AKN
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	hdg	112.8
MAP at D1.6 IAKN											CH 75X
											R-210

Military		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
1 ILS		1 LOC (GS out)				C	Max Kts
DA(H) 262' (200')		MDA(H) 420' (358')					
FULL		ALS out		ALS out			
A	NOT APPLICABLE		NOT APPLICABLE		A	MDA(H) _____	
B	NOT APPLICABLE		NOT APPLICABLE		B	NOT APPLICABLE	
C	300'-	300'-	400'-	400'-	140	580'(507')	600'- V1 1/2
D	R24 or V1/2	R40 or V3/4	R30 or V5/8	R55 or V1	165	900'(827')	900'- V2 3/4
E					200	960'(887')	900'- V3

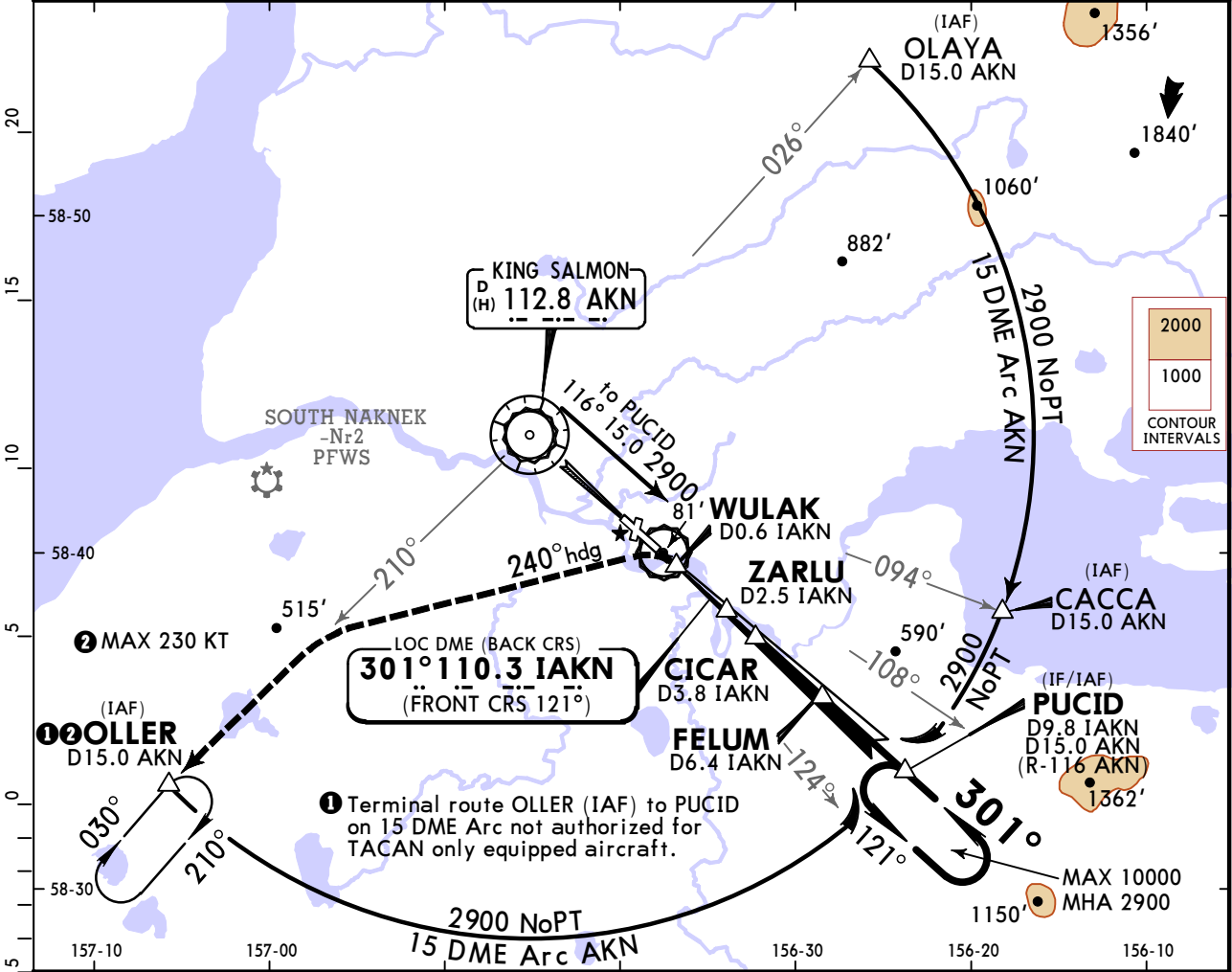
1 When Twr closed, ALL CATS VIS RVR 50 or 1.

PAKN/AKN
KING SALMON

1 AUG 25 (11-2) Eff 7 Aug

KING SALMON, ALASKA
LOC (BACK CRS) Rwy 30

ATIS (ASOS when Twr inop) 128.8		ANCHORAGE Center 124.8		*KING SALMON Tower 118.3		*KENAI Radio (LAA) CTAF 121.9 when Twr inop.		*Ground 121.9	
LOC IAKN 110.3	Final Apch Crs 301° (Front Crs 121°)	CICAR 1400' (1327')		MDA(H) (CONDITIONAL) 340' (267')		Apt Elev 73' TDZE 73'		4000 MSA AKN VOR	
MISSED APCH: Climb to 600' then climbing LEFT turn to 3000' on heading 240° and AKN VOR R-210 to OLLER/D15.0 and hold.									
Alt Set: INCHES									

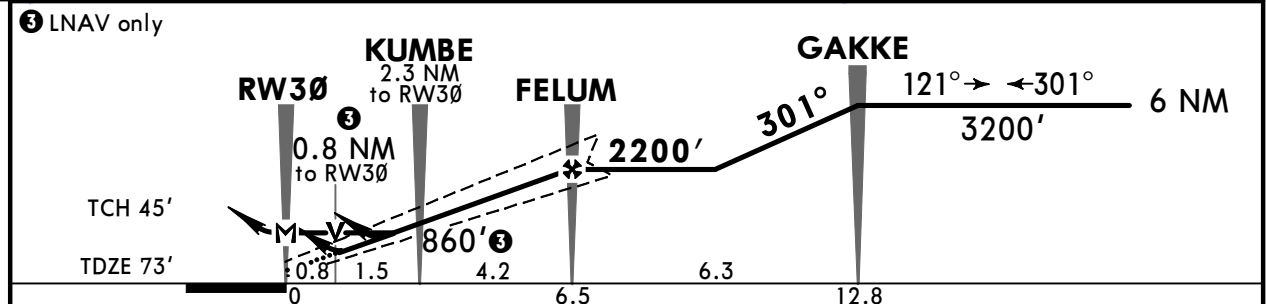
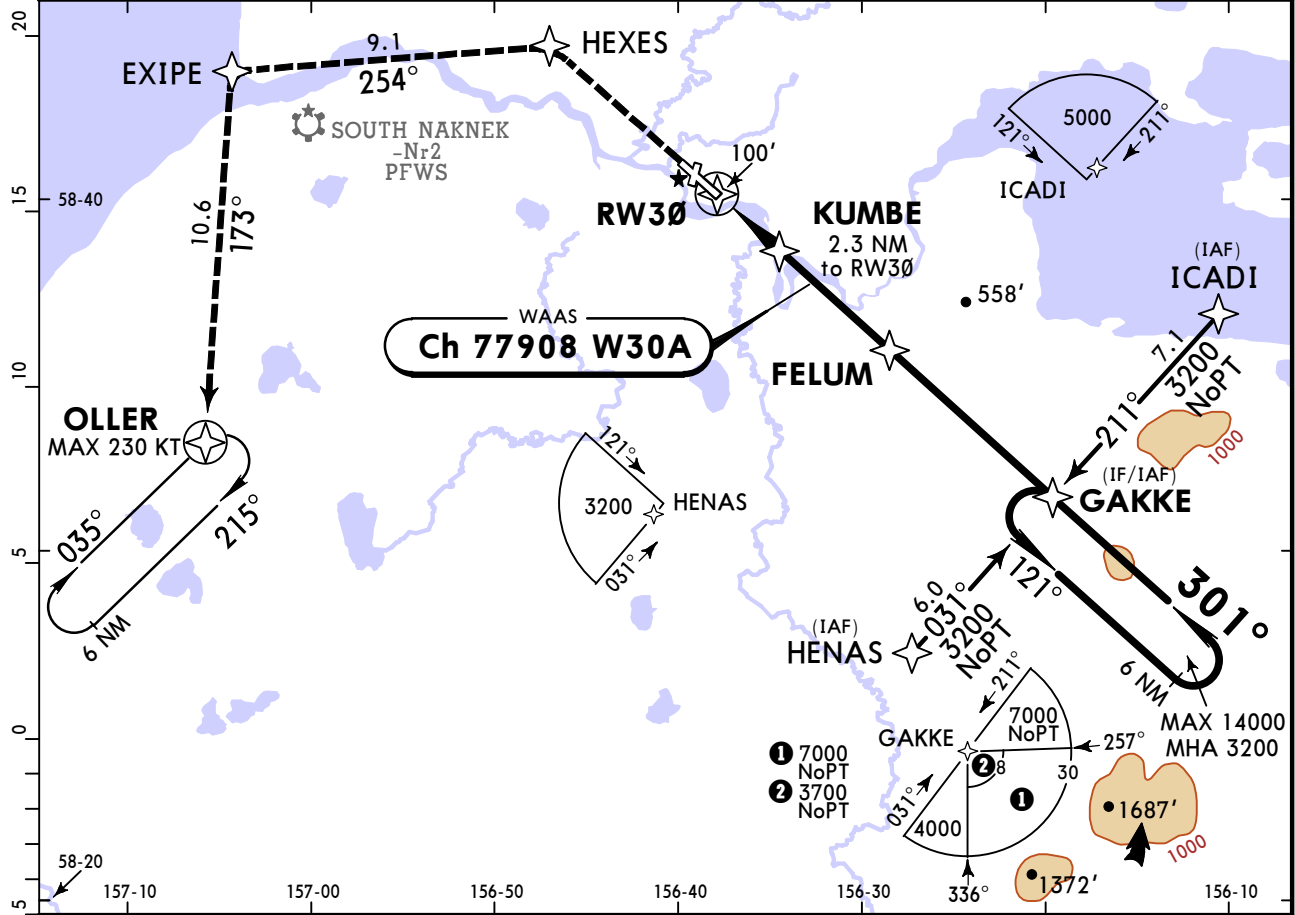


PAKN/AKN
KING SALMON

8 NOV 24 **12-2**

KING SALMON, ALASKA
RNAV (GPS) Rwy 30

ATIS (ASOS when Twr inop) 128.8		ANCHORAGE Center 124.8		*KING SALMON Tower 118.3		*KENAI Radio (LAA) CTAF 121.9 when Twr inop.		*Ground 121.9	
WAAS Ch 77908 W30A		Final Apch Crs 301°		FELUM 2200' (2127')		LPV DA(H) 273' (200')		Apt Elev 73' TDZE 73'	
MISSED APCH: Climb to 3000' direct HEXES and on track 254° to EXIPE and on track 173° to OLLER and hold.									TAA 30 NM IAF
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
RNP Apch-GPS									
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 2. Pilot controlled lighting 121.9.									



Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle 3.00°	372	478	531	637	743	849		PAPI-L	3000'
MAP at RW30								→	HEXES

TERPS

STRAIGHT-IN LANDING RWY 30

CIRCLE-TO-LAND

1 LPV

DA(H) 273' (200')

1 LNAV/VNAV

DA(H) 323' (250')

LNAV

MDA(H) 360' (287')

C

Max Kts

MDA(H)

90

580' (507') - 1

120

140

580' (507') - 1½

165

900' (827') - 2¾

A

B

C

D

3/4

3/4

1

1 When Twr closed, ALL CATS VIS 1.

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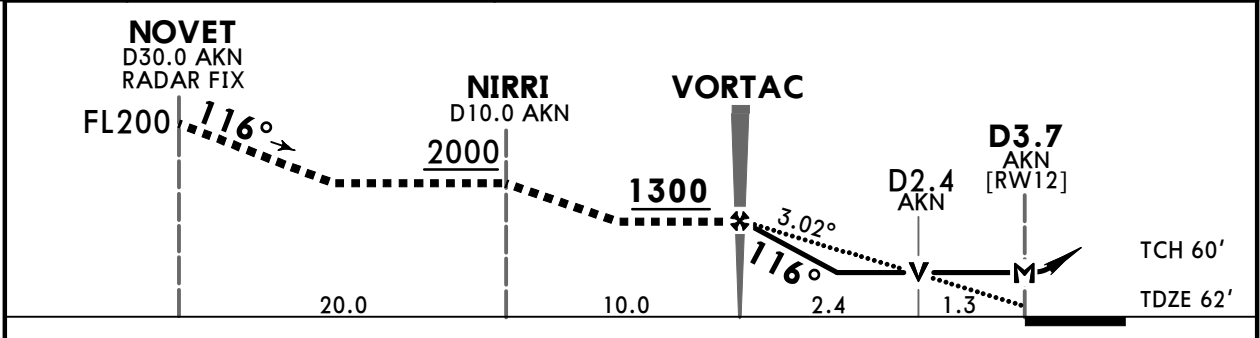
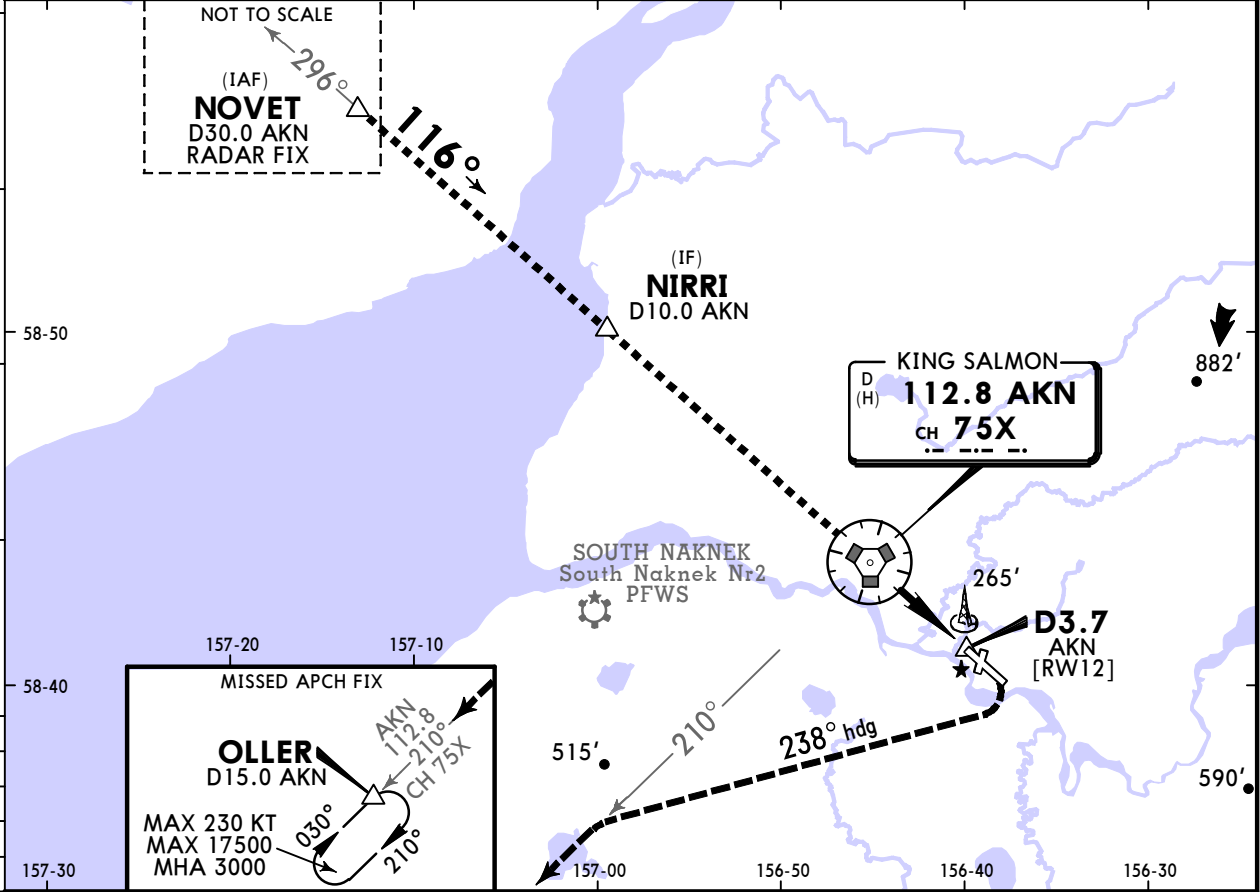
PAKN/AKN
KING SALMON

CAT C, D & E
20 DEC 24
Eff 26 Dec

JEPPESSEN
13-1-0

KING SALMON, ALASKA
HI-VOR Z or TACAN Z Rwy 12

ATIS (ASOS when Twr inop)		ANCHORAGE Center		*KING SALMON Tower		*KENAI Radio (LAA) (when Twr inop)		*Ground
128.8		124.8 354.0		118.3 279.5		CTAF 121.9 352.05		121.9
VORTAC AKN 112.8	TACAN AKN CH 75X	Final Apch Crs 116°	VORTAC 1300 (1238')	MDA(H) 520' (458')	Apt Elev 73' TDZE 62'		4000	
MISSED APCH: Climbing RIGHT turn to 3000' on heading 238° and AKN VORTAC R-210 to OLLER/D15.0 AKN and hold.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
1. DME required. 2. RADAR Required for procedure entry. 3. EMERG SAFE ALT 100 NM 9900'. 4. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 66').								
								MSA AKN VORTAC



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI	3000' on RT	238° hdg	AKN 112.8 CH 75X R-210
Descent Angle	3.02°	374	481	534	641	748				
MAP at D3.7 AKN										

Military		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
MDA(H) 520' (458')		ALS out		MDA(H)	
A	NA	A		NA	
B	NA	B		NA	
C	1	140		580' (507') 600' - V1 1/2	
D	500' - R45 or V7/8	165		900' (827') 900' - V2 3/4	
E	500' - V1 3/8	200		960' (887') 900' - V3	

1 When Twr closed, CATS C/D/E VIS RVR 50 or 1.

CHANGES: Procedure title, chart format.

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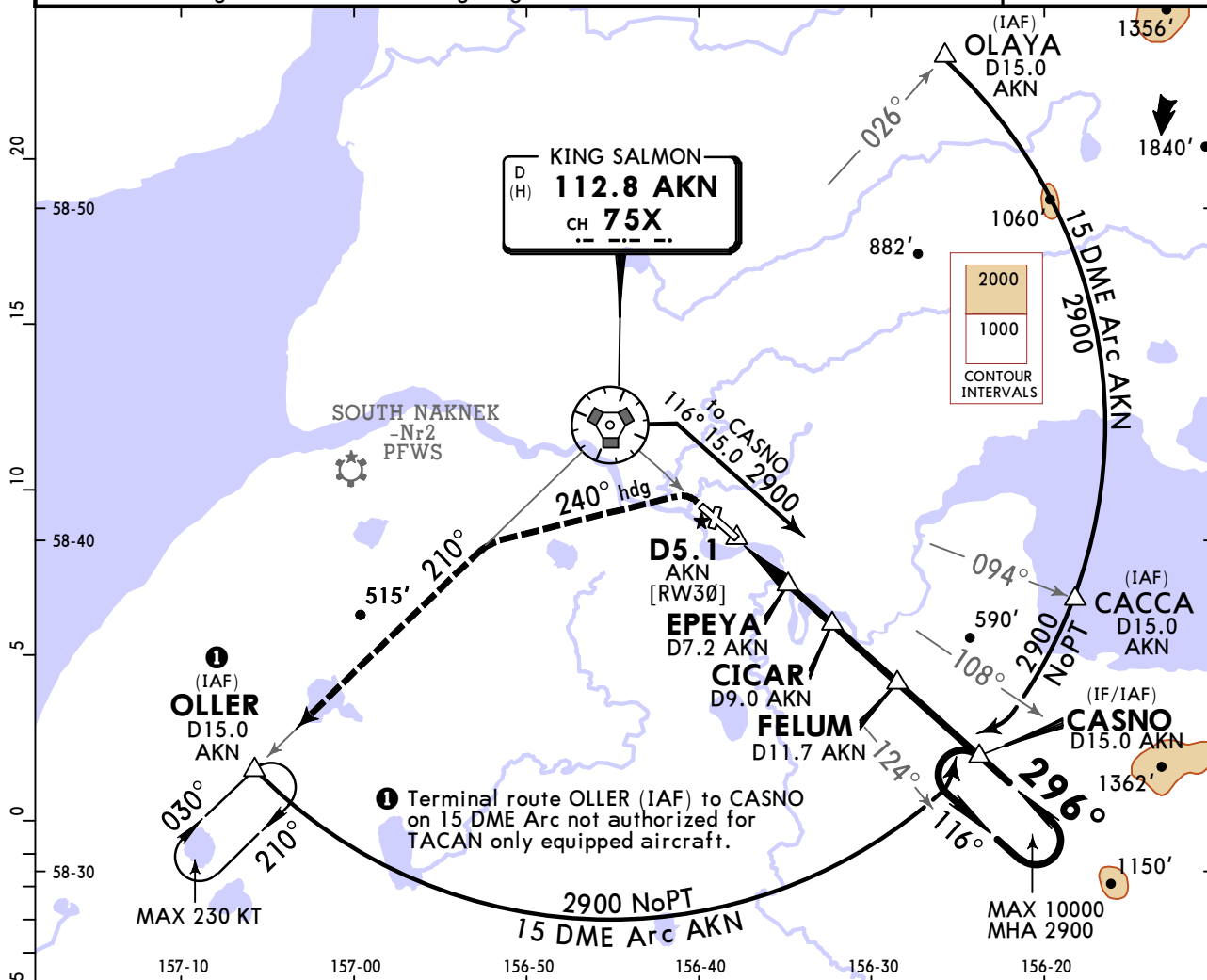
PAKN/AKN
KING SALMON

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1 AUG 25
Eff 7 Aug 13-2

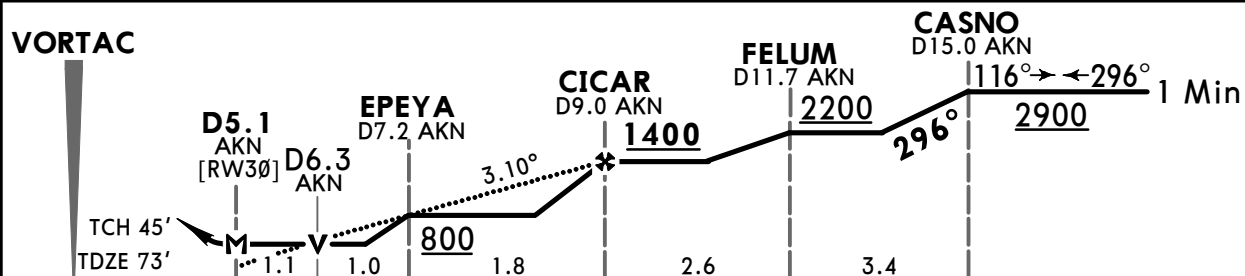
KING SALMON, ALASKA
VOR Y or TACAN Y Rwy 30

BRIEFING STRIP

ATIS (ASOS when Twr inop) 128.8		ANCHORAGE Center (R) 124.8 354.0		*KING SALMON Tower 118.3 279.5		*KENAI Radio (LAA) CTAF (when Twr inop) 121.9 352.05		*Ground 121.9
VORTAC AKN 112.8	TACAN AKN CH 75X	Final Apch Crs 296°	CICAR 1400 (1327')		MDA(H) (CONDITIONAL) 480' (407')		Apt Elev 73' TDZE 73'	4000 MSA AKN VORTAC
MISSED APCH: Climbing LEFT turn to 3000' on heading 240° and on AKN VORTAC R-210 to OLLER/D15.0 AKN and hold.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
1. DME required. 2. Use local altimeter setting; if not received, use PFWS/WSN altimeter setting. 3. Pilot controlled lighting 121.9 or 352.05.								



VORTAC



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000' LT ↖ on	240° hdg	AKN 112.8 CH 75X R-210	OLLER
Descent Angle 3.10°	384	494	548	658	768	878					
MAP at D5.1											

TERPS		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
MDA(H) 480' (407')		MDA(H) 520' (447')		With Local Altimeter Setting	
With Local Altimeter Setting		With PFWS/WSN Altimeter Setting		With PFWS/WSN Altimeter Setting	
A	V1	V1		90	580' (507') V1
B				120	620' (547') V1
C				140	580' (507') V1 1/2
D	V1 1/8	V1 3/8		165	900' (827') V2 3/4
E				E	960' (887') V3

TERPS AMEND 12B 7 AUG 2025

PAKN/AKN
KING SALMON

CAT C, D & E

20 DEC 24

Eff 26 Dec

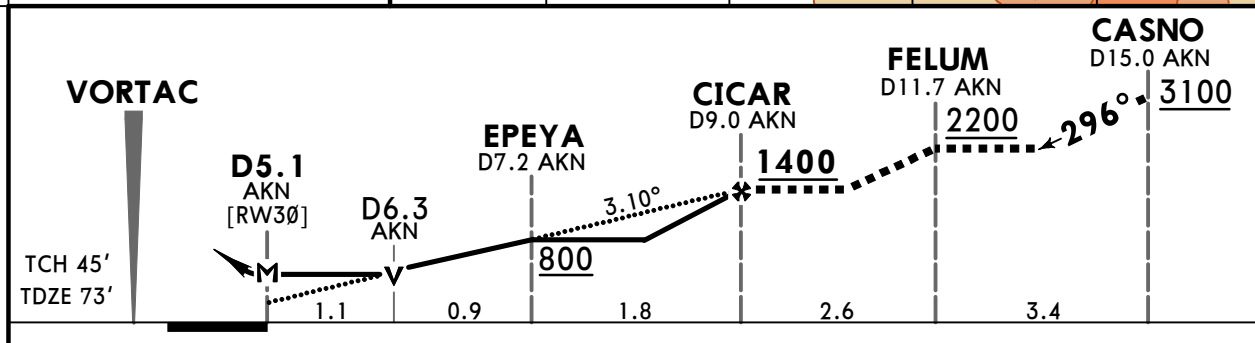
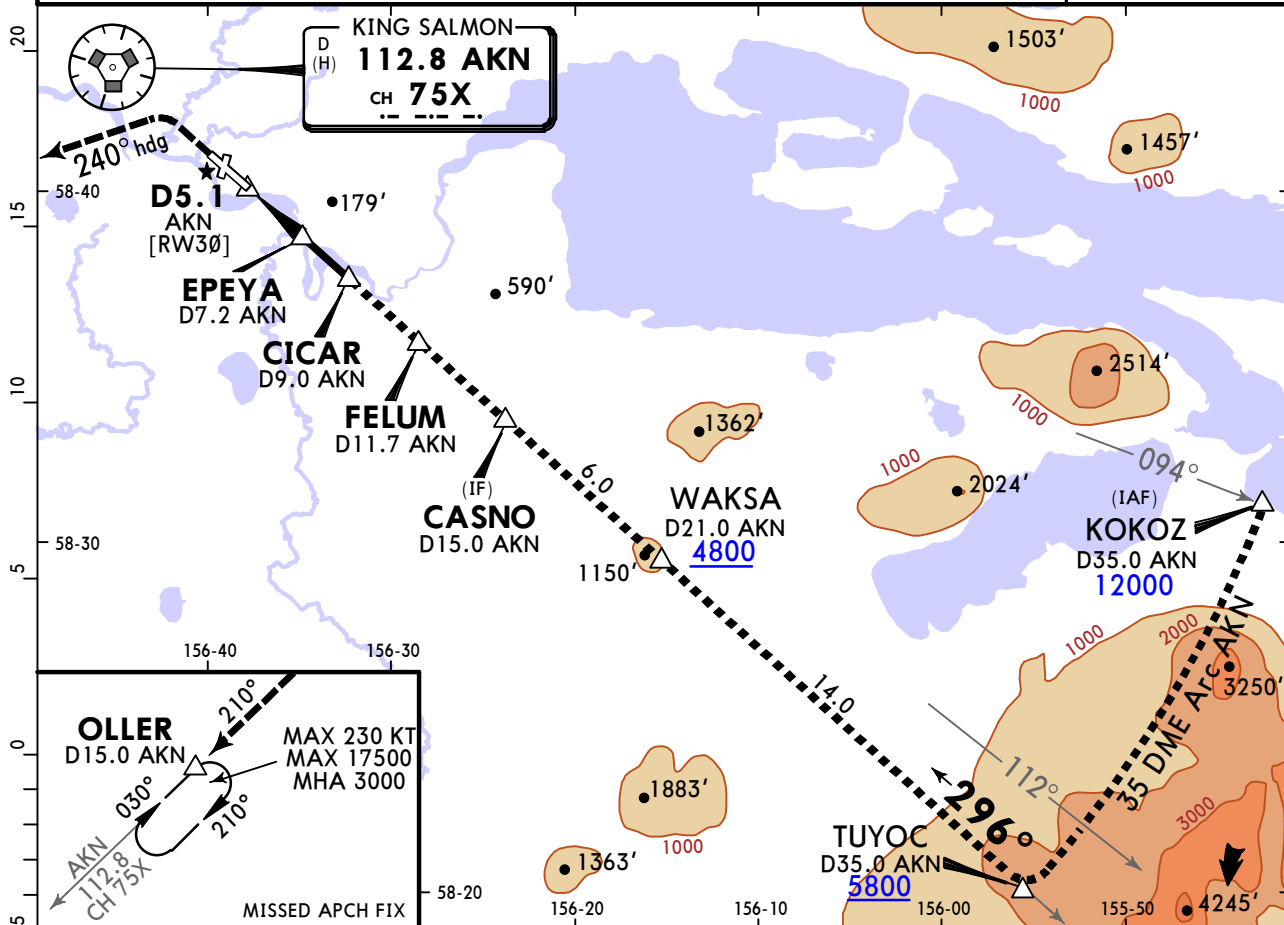
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13-2-0

KING SALMON, ALASKA
HI-VOR Z or TACAN Z Rwy 30

BRIEFING STRIP

ATIS (ASOS when Twr inop)		ANCHORAGE Center		*KING SALMON Tower		*KENAI Radio (LAA) (when Twr inop)		*Ground
128.8		124.8 354.0		118.3 279.5		CTAF 121.9 352.05		121.9
VORTAC AKN 112.8	TACAN AKN CH 75X	Final Apch Crs 296°	CICAR 1400 (1327')		MDA(H) 480' (407')	Apt Elev 73' TDZE 73'		4000
MISSED APCH: Climbing LEFT turn to 3000' on heading 240° and on AKN VORTAC R-210 to OLLER/D15.0 AKN and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. DME required. 2. EMERG SAFE ALT 100 NM 9900'.								
								MSA AKN VORTAC



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	hdg on 240° and 112.8 AKN CH 75X R-210	OLLER
Descent Angle	3.10°	384	494	548	658	768				
MAP at D5.1 AKN										

Military STRAIGHT-IN LANDING					CIRCLE-TO-LAND				
MDA(H) 480' (407')					Max Kts				
NA					MDA(H)				
V11/8					NA				
					140				
					165				
					200				
					580' (507') -V1 1/2				
					900' (827') -V2 3/4				
					960' (887') -V3				

KING SALMON, AK (KING SALMON - PAKN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport PAKN

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.