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General Information

Location: ANAKTUVUK PASS AK USA
ICAO/IATA: PAKP / AKP
Lat/Long: N68° 08.02', W151° 44.60'
Elevation: 2106 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +9:00 = UTC
Magnetic Variation: 16.0° E

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

Sunrise: 1238 Z
Sunset: 0730 Z

Runway Information

Runway: 02
Length x Width: 4800 ft x 100 ft
Surface Type: gravel
TDZ-Elev: 2086 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 20
Length x Width: 4800 ft x 100 ft
Surface Type: gravel
TDZ-Elev: 2106 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS: 135.750
Anaktuvuk Pass UNICOM: 122.800 CTAF PCL
Fairbanks FSS: 122.150 RCO
Anchorage ACC: 124.600 Remote Communications Air-Ground

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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

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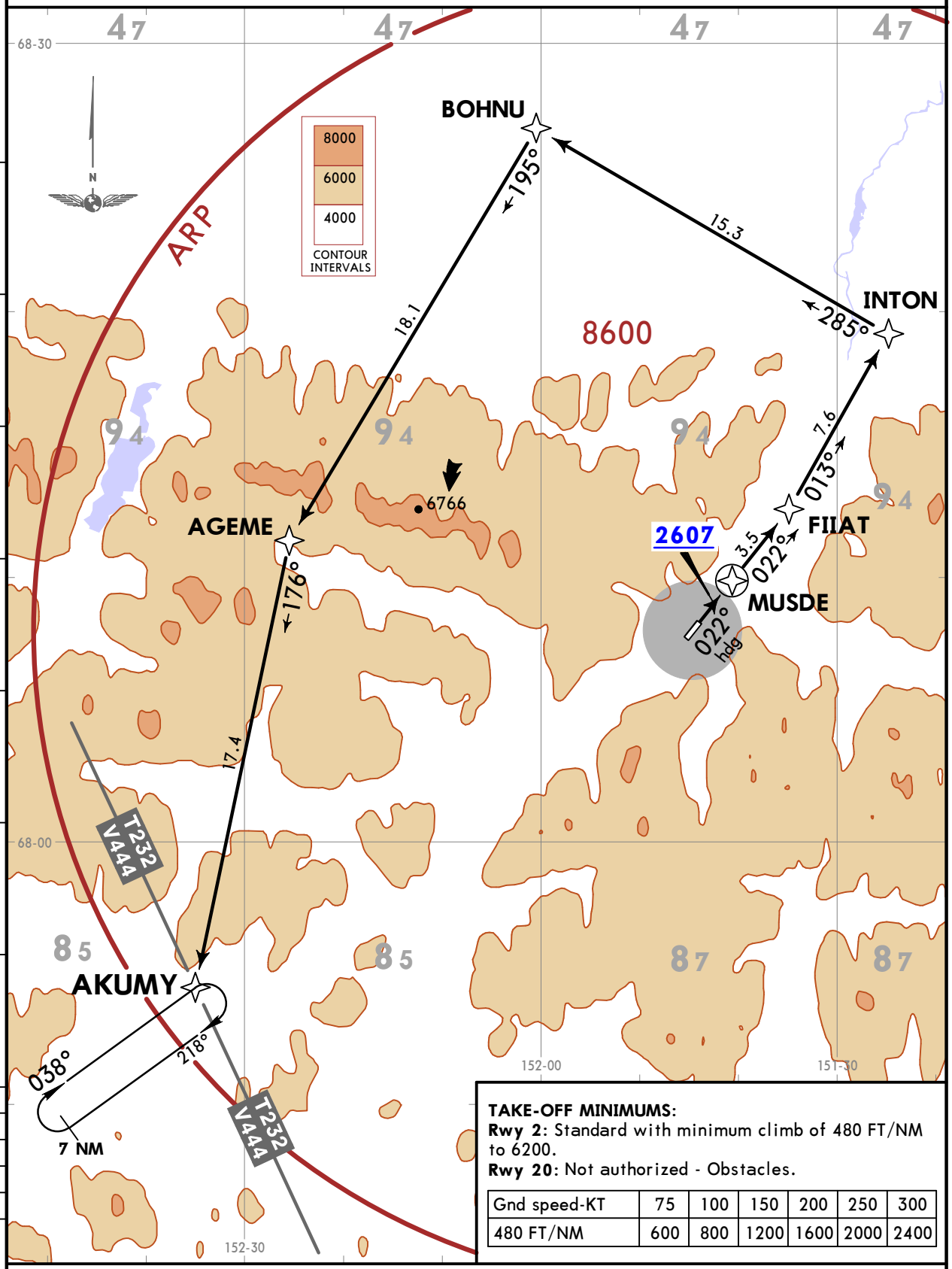
ANCHORAGE Center	Apt Elev	Trans alt: 18000
124.6	2106	RNAV 1 - GPS

OBSTACLE

AKUMY 5 RNAV DEPARTURE
(AKUMY5.AKUMY)
(RWY 2)



TAKE-OFF MINIMUMS:
Rwy 2: Standard with minimum climb of 480 FT/NM to 6200.
Rwy 20: Not authorized - Obstacles.

Gnd speed-KT	75	100	150	200	250	300
480 FT/NM	600	800	1200	1600	2000	2400

INITIAL CLIMB

Climb on heading 022° to 2607, then direct MUSDE, then on depicted route to AKUMY, MAINTAIN 9000 or higher as assigned.

CHANGES: Procedure renumbered, MSA, airways.

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PAKP/AKP

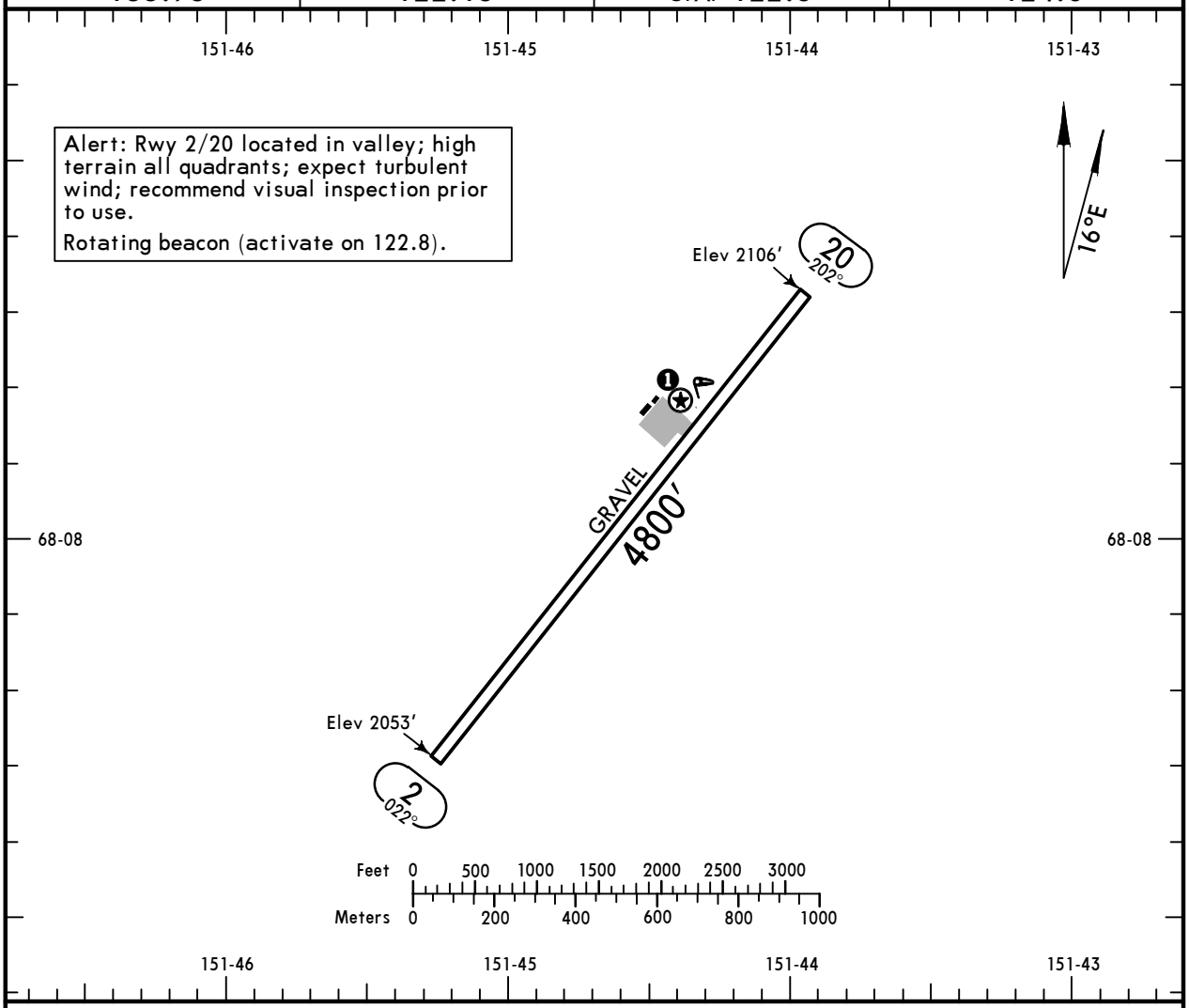
Apt Elev **2106′**
N68 08.0 W151 44.6

JEPPESEN 17 JAN 25 (10-9)

ANAKTUVUK PASS, ~~ALASKA~~

ANAKTUVUK PASS

AWOS-3P	FAIRBANKS Radio	ANAKTUVUK PASS Traffic	ANCHORAGE Center
135.75	122.15	CTAF 122.8	124.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
2 20	❶ MIRL ❶ REIL ❶ PAPI (angle 3.0°)				100′

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	❶ Rwy 2		Rwy 20
	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	NA
3 & 4 Eng		1/2	

❶ Use AKUMY RNAV Departure.

FOR FILING AS ALTERNATE

	RNAV (GPS)-A
A, B	3600-2
C, D	4200-3

AMEND 2

CHANGES: Comms.

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PAKP/AKP
ANAKTUVUK PASS

JEPPESEN 25 APR 25 (12-1)

ANAKTUVUK PASS, ~~ALASKA~~
RNAV (GPS)-A

AWOS-3P	ANCHORAGE Center	FAIRBANKS Radio	ANAKTUVUK PASS Traffic
135.75	124.6	122.15	CTAF 122.8

RNAV	Final Apch Crs	GESTE	MDA(H) Refer to Minimums	Apt Elev 2106′
	039°	7400′ (5294′)		

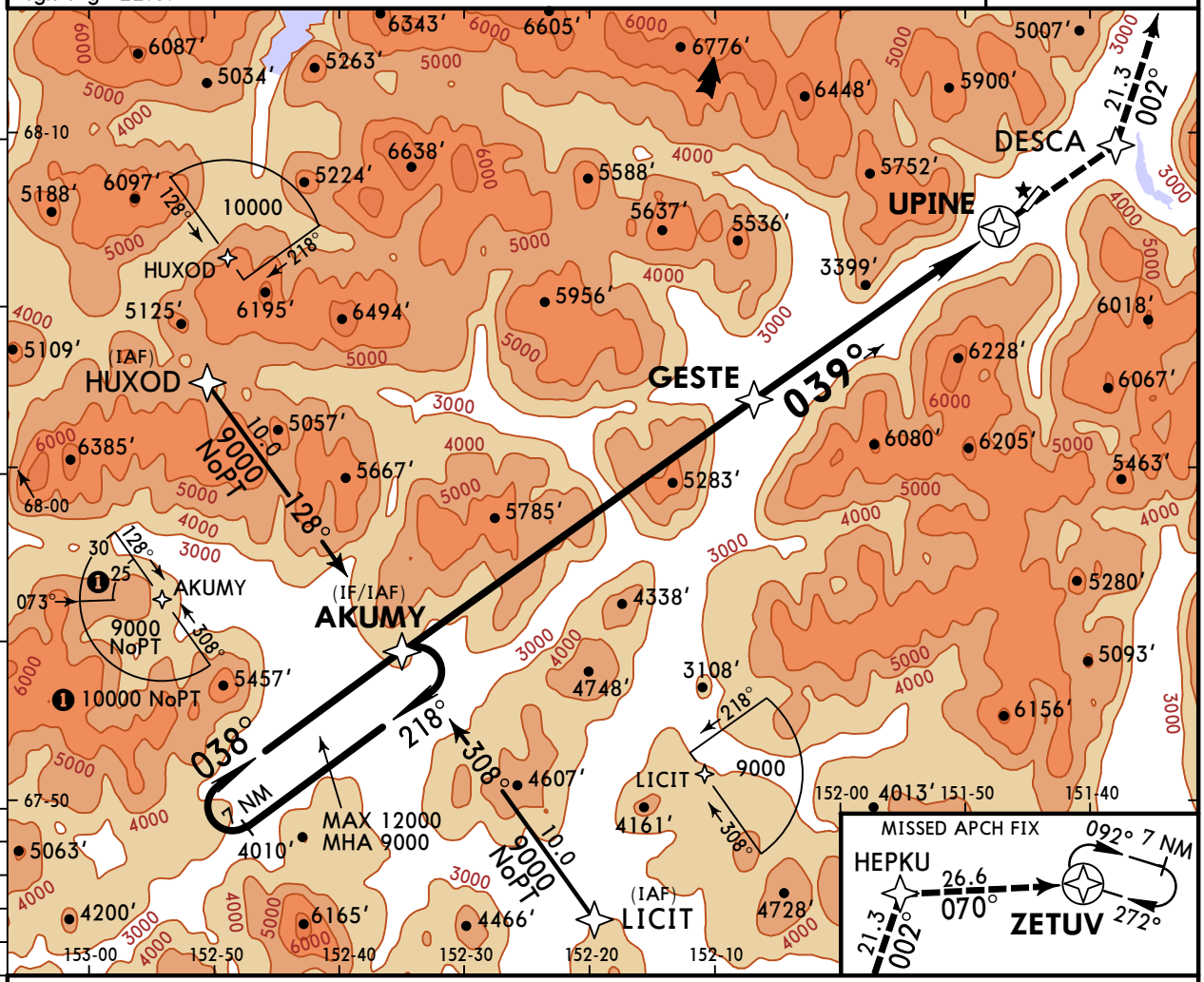
MISSED APCH: Climb to 10000′ direct DESCA and on track 002° to HEPKU and on track 070° to ZETUV and hold.

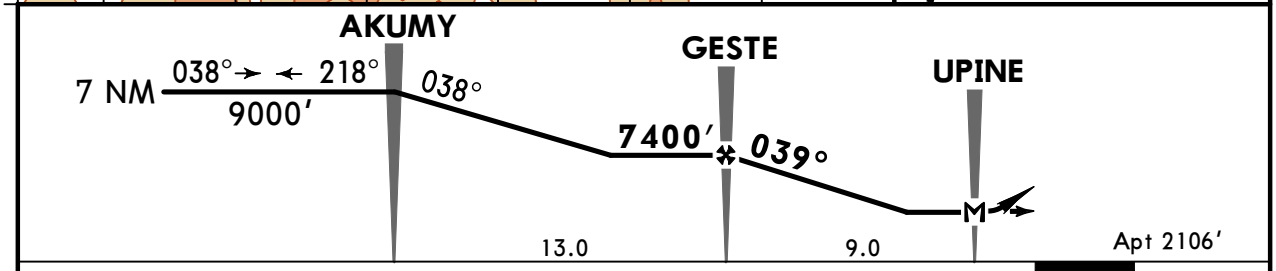
TAA 30 NM IF/IAF

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

1. Cold temperature altitude correction required at or below -31°C. 2. Pilot controlled lighting 122.8.

BRIEFING STRIP™





MAP at UPINE								Lighting - Refer to Airport Chart	10000 ↑	DESCA

CIRCLE-TO-LAND

Not Authorized West of Rwy 2-20

	Max Kts.	MDA(H)
A	90	5620′ (3514′)-1¼
B	120	5620′ (3514′)-1½
C	140	6240′ (4134′)-3
D	165	

TERPS AMEND 2 21 MAY 2020

CHANGES: Cold temperature note.

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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

ANAKTUVUK PASS, AK (ANAKTUVUK PASS - PAKP)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport PAKP

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.