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Terminal Charts For PANI
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Notebook

General Information

Location: ANIAK AK USA
ICAO/IATA: PANI / ANI
Lat/Long: N61° 34.88', W159° 32.72'
Elevation: 97 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +9:00 = UTC
Magnetic Variation: 12.0° E

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

Sunrise: 1455 Z
Sunset: 0628 Z

Runway Information

Runway: 11
Length x Width: 6200 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 97 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 400 ft

Runway: 29
Length x Width: 6200 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 97 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 400 ft

Communication Information

AWOS: 124.300
Anchorage Clearance Delivery: 118.150 Remote Communications Air-Ground
Aniak MULTICOM: 122.100 CTAF PCL
Anchorage ACC: 118.150 Remote Communications Air-Ground
Kenai FSS: 122.450 RCO

PANI/ANI
ANIAK

 **JEPPesen**
5 JAN 24 **(10-1W)**

ANIAK, ALASKA
COLD TEMPERATURE TABLE

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.

		HEIGHT ABOVE AIRPORT (FEET)													
REPORTED TEMP		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

PANI/ANI

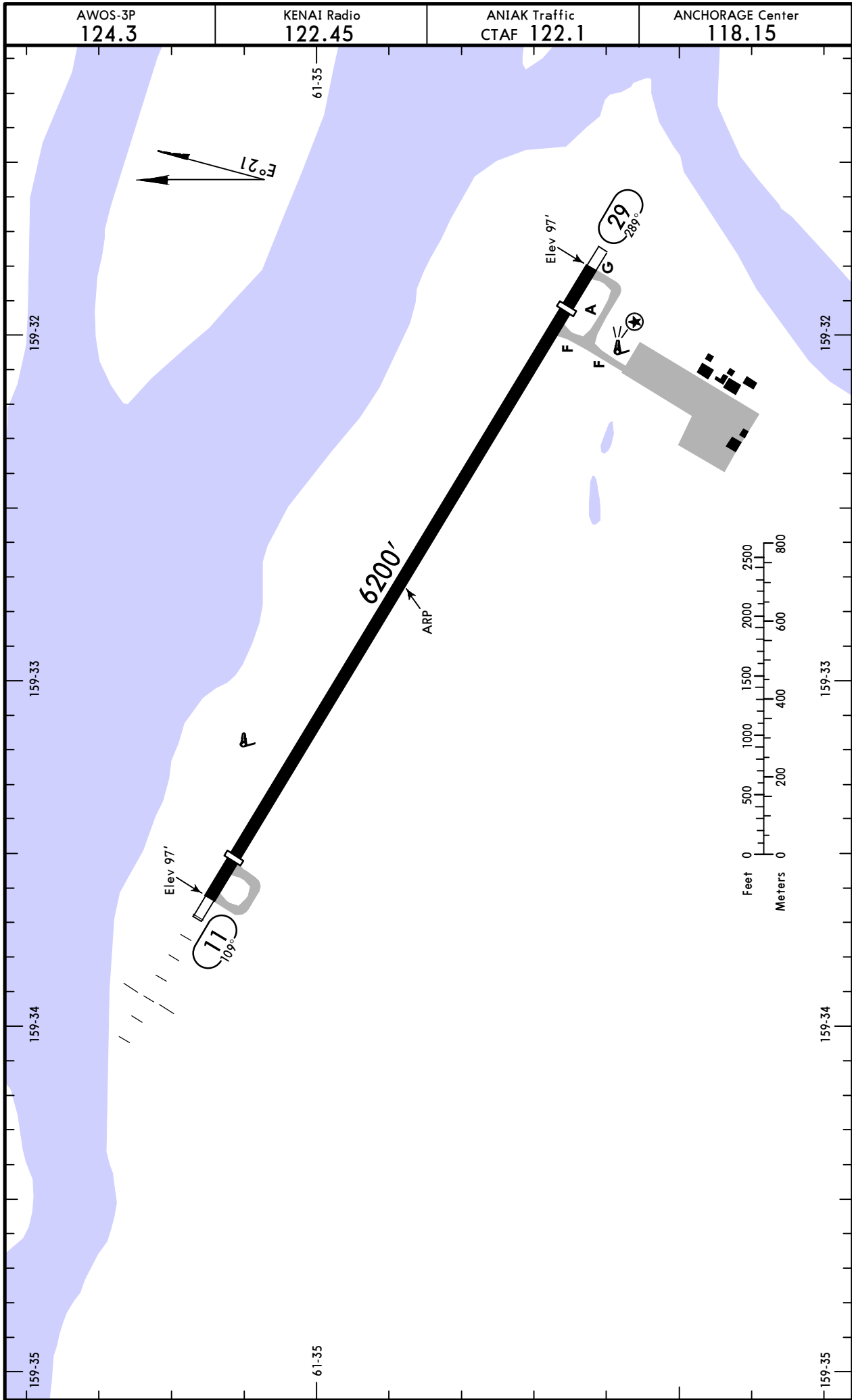
Apt Elev **97'**
N61 34.9 W159 32.7

JEPPESSEN

5 JUL 24 **(10-9)**

ANIAK, ALASKA

ANIAK



PANI/ANI



25 OCT 24 10-9A

ANIAK, ALASKA

ANIAK

GENERAL

Due to natural obstructions, AWOS-3P wind may be unrepresentative of runway wind conditions.

Lock wheel turns not authorized all surfaces.

Personnel and equipment working on the runway.

Transient parking available, marked with green cones.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
11	① HIRL ① MALSF ① PAPI-R (angle 3.00°)	② 5800'	5039'	5800'	100'
29	① HIRL ① PAPI-R (angle 3.00°)				

- ① Activate on 122.1.
- ② LDA 5400'.

TERPS

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 11

With Mim climb of 275'/NM to 3900'

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD		For Visual Climb Over Airport
	RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
	1/4	1/2	1
			2800-3

Rwy 29

With Mim climb of 315'/NM to 1000'

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD		For Visual Climb Over Airport
	RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
	1/4	1/2	1
			2800-3

OBSTACLE DP: Rwy 11, climb heading 109° to 2800' before turning left.

Rwy 29, climb heading 289° to 1800' before proceeding on course.

VISUAL CLIMB OVER AIRPORT (VCOA): Obtain ATC approval for visual climb over airport when requesting IFR clearance. Climb in visual conditions to cross ANIAK Airport at or above 2700' before proceeding on course.

(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

FOR FILING AS ALTERNATE

Authorized When Local Weather Available

	ILS Rwy 11	LOC Rwy 11 RNAV (GPS) Rwy 29	RNAV (GPS) Rwy 11
A	600-2	800-2	900-4
B			
C		800-2 1/4	
D		1200-3	
			1200-4

PANI/ANI


JEPPesen
4 SEP 20 **10-9A1** **Eff 10 Sep**
ANIAK, ALASKA

ANIAK

ODP TAKEOFF OBSTACLE NOTES

◦ Rwy 11:

Fence 5' from DER, 203' right of centerline, 8' AGL/99' MSL. Traverse way 19' from DER, 241' right of centerline, 108' MSL. Tree 21' from DER, 498' right of centerline, 47' AGL/137' MSL. Traverse way 73' from DER, 184' right of centerline, 107' MSL. Traverse way 133' from DER, 136' right of centerline, 107' MSL. Building 146' from DER, 490' right of centerline, 12' AGL/103' MSL. Poles, traverse ways, trees, buildings beginning 177' from DER, 46' right of centerline, up to 18' AGL/108' MSL. Antennas, trees, buildings, poles, vertical structure beginning 500' from DER, 116' right of centerline, up to 54' AGL/148' MSL. Tree 587' from DER, 636' left of centerline, 50' AGL/141' MSL. Tree 625' from DER, 642' left of centerline, 53' AGL/145' MSL. Trees, pole beginning 710' from DER, 639' left of centerline, up to 62' AGL/154' MSL. Trees beginning 1858' from DER, 135' right of centerline, up to 64' AGL/160' MSL. Trees beginning 2099' from DER, 558' right of centerline, up to 74' AGL/165' MSL.

◦ Rwy 29:

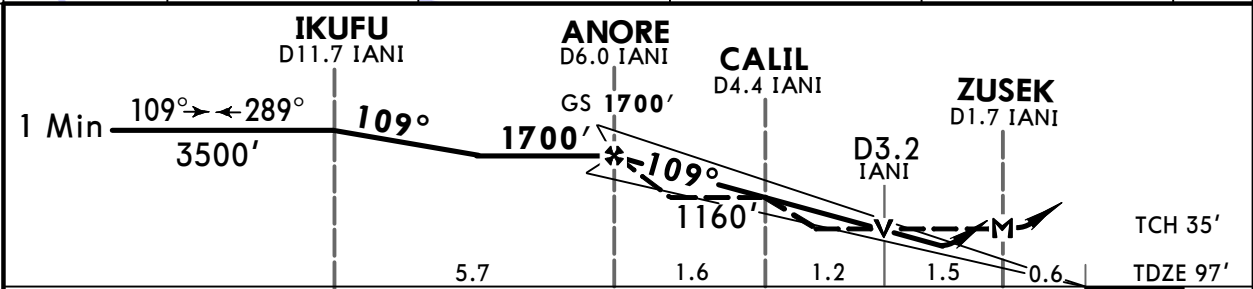
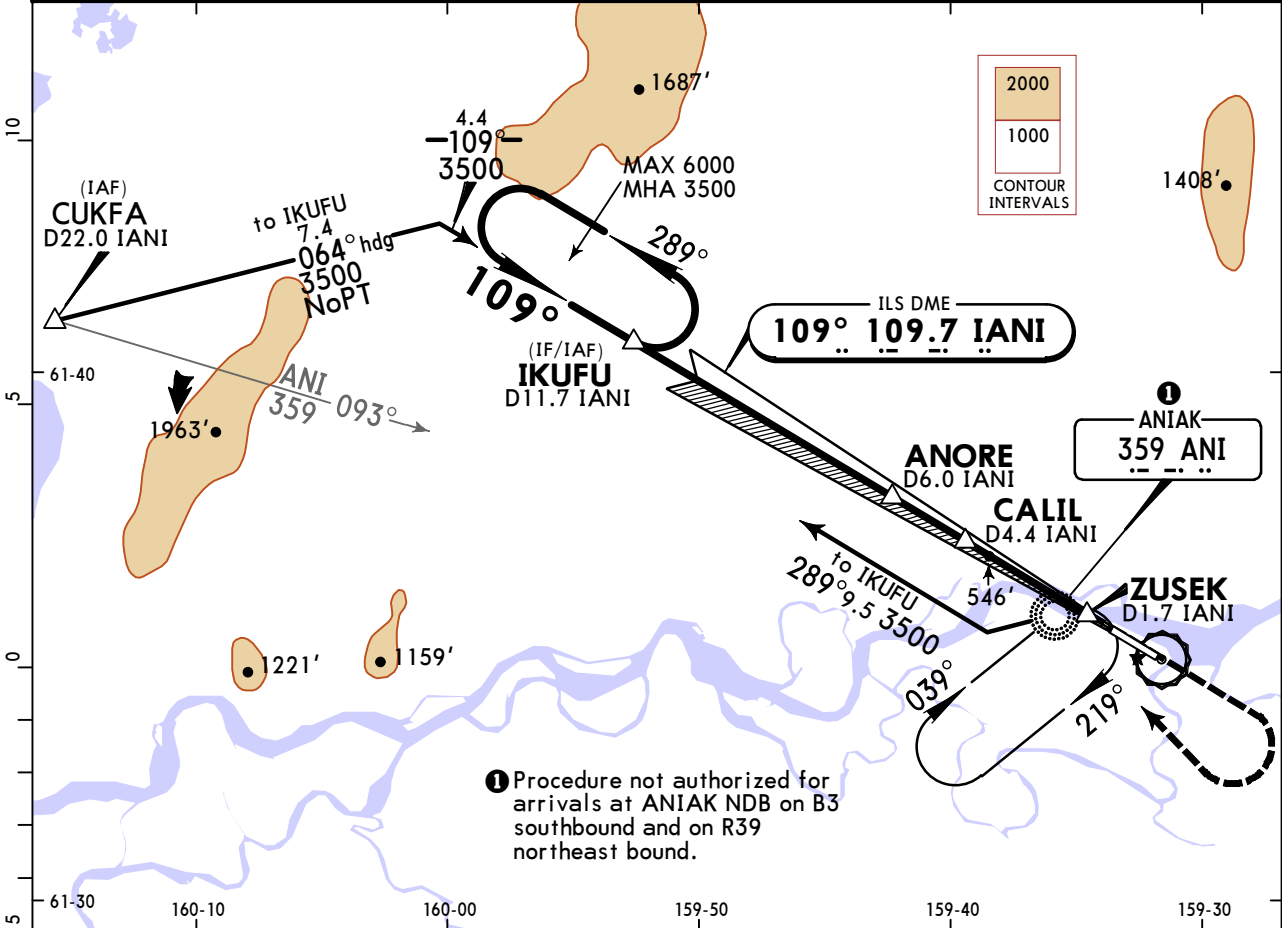
Pole, tree beginning 309' from DER, 363' left of centerline, up to 29' AGL/119' MSL. Trees beginning 453' from DER, 346' left of centerline, up to 32' AGL/126' MSL. Tree 518' from DER, 536' left of centerline, 35' AGL/127' MSL. Trees beginning 522' from DER, 433' left of centerline, up to 42' AGL/133' MSL. Trees beginning 589' from DER, 296' left of centerline, up to 42' AGL/134' MSL. Trees beginning 778' from DER, 309' left of centerline, up to 55' AGL/146' MSL. Trees beginning 1.9 NM from DER, 1658' right of centerline, up to 46' AGL/395' MSL. Trees beginning 1.9 NM from DER, 1225' right of centerline, up to 52' AGL/442' MSL. Trees beginning 1.9 NM from DER, 1256' right of centerline, up to 37' AGL/452' MSL. Tree 2 NM from DER, 2230' right of centerline, 19' AGL/458' MSL. Trees beginning 2 NM from DER, 1705' right of centerline, up to 31' AGL/461' MSL. Trees beginning 2 NM from DER, 2181' right of centerline, up to 29' AGL/467' MSL. Trees beginning 2.2 NM from DER, 2959' right of centerline, up to 28' AGL/491' MSL. Tree 2.2 NM from DER, 2662' right of centerline, 33' AGL/494' MSL. Trees beginning 2.2 NM from DER, 2647' right of centerline, up to 38' AGL/498' MSL. Tree 2.3 NM from DER, 3131' right of centerline, 24' AGL/510' MSL. Trees beginning 2.3 NM from DER, 2736' right of centerline, up to 32' AGL/520' MSL. Tree 2.3 NM from DER, 3245' right of centerline, 36' AGL/545' MSL. Trees beginning 2.3 NM from DER, 3227' right of centerline, up to 659' MSL.

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JEPPESEN
25 OCT 24 (11-1)

ANIAK, ALASKA
ILS or LOC Rwy 11

AWOS-3P 124.3		ANCHORAGE Center 118.15		KENAI Radio 122.45		ANIAK Traffic CTAF 122.1	
LOC IANI 109.7	Final Apch Crs 109°	ANORE 1700' (1603')		ILS DA(H) 347' (250')	Apt Elev 97' TDZE 97'		4800 MSA ANI NDB
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3500' direct ANI NDB and hold. Continue climb-in-hold to 3500'. (ADF REQUIRED)							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME required. 2. ILS unusable from D1.7 IANI inbound. 3. Cold temperature altitude correction required at or below -37°C. 4. Rwy 11 helicopter visibility reduction below 3/4 SM not authorized. 5. Pilot controlled lighting 122.1.							



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI 1500' 3500' ANI 359
GS	3.00°	372	478	531	637	849	
MAP at ZUSEK/D1.7 IANI							

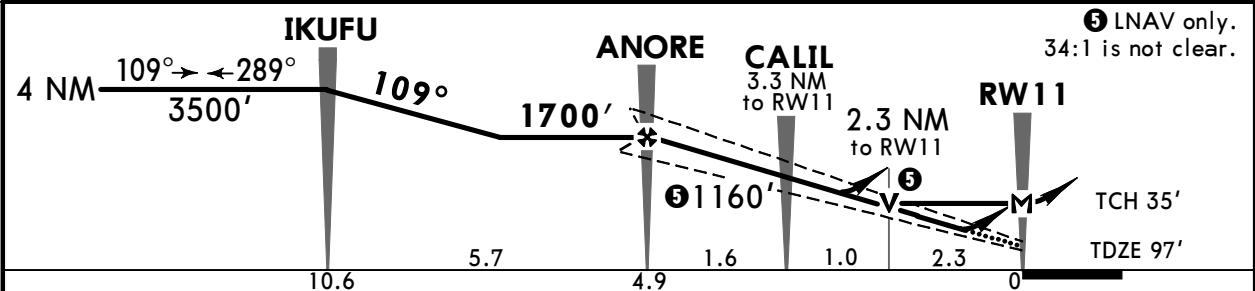
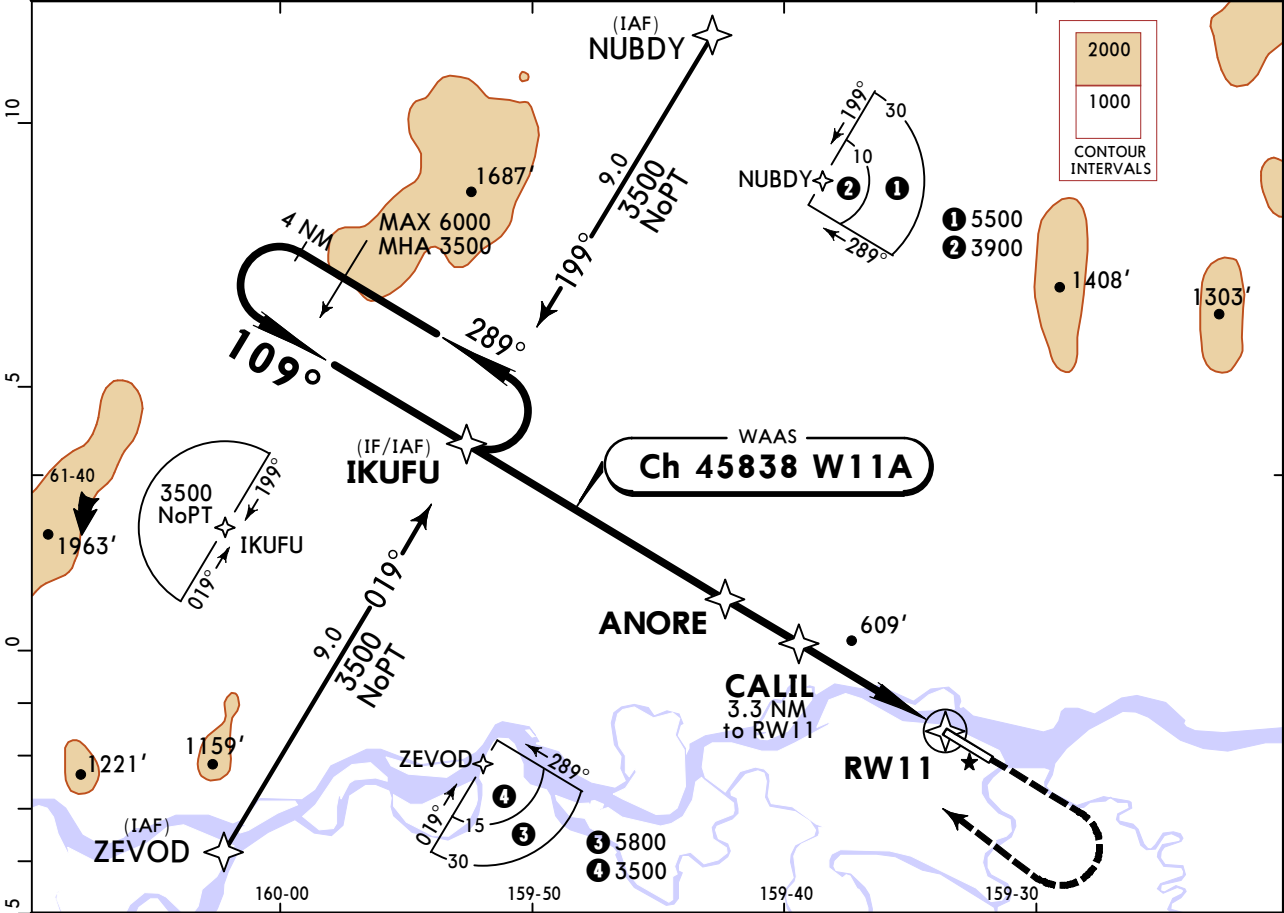
TERPS				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized North of Rwy 11-29	
DA(H) 347' (250')		MDA(H) 800' (703')		MDA(H)	
ALS out		ALS out		Max Kts.	
3/4		3/4		90	800' (703') - 1
		1		120	
		1 3/4		140	860' (763') - 2 1/4
		2		165	1200' (1103') - 3

PANI/ANI
ANIAK

JEPPESSEN
25 OCT 24 (12-1)

ANIAK, ALASKA
RNAV (GPS) Rwy 11

AWOS-3P 124.3		ANCHORAGE Center 118.15		KENAI Radio 122.45		ANIAK Traffic CTAF 122.1	
WAAS Ch 45838 W11A	Final Apch Crs 109°	ANORE 1700' (1603')		LPV DA(H) 347' (250')	Apt Elev 97' TDZE 97'		TAA 30 NM IAF
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3500' direct IKUFU and hold. Continue climb-in-hold to 3500'.							
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C or above 54°C. 2. Cold temperature altitude correction required at or below -37°C. 3. Rwy 11 helicopter visibility reduction below 3/4 SM not authorized. 4. Pilot controlled lighting 122.1.							



Gnd speed-Kts	70	90	100	120	140	160	MALSFPAPI	1500'	3500'	→D→	IKUFU
Glide Path Angle 3.00°	372	478	531	637	743	849		↑	↻RT		
MAP at RW11											

TERPS				STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		Not Authorized North of Rwy 11-29		Max Kts	
DA(H) 347' (250')		DA(H) 994' (897')		MDA(H) 860' (763')					
ALS out		ALS out		ALS out		MDA(H)			
A	1		4		1		90	860' (763') - 1	
1					1¼	120	860' (763') - 1¼		
2					2½	140	860' (763') - 2½		
						165	1200' (1103') - 3		

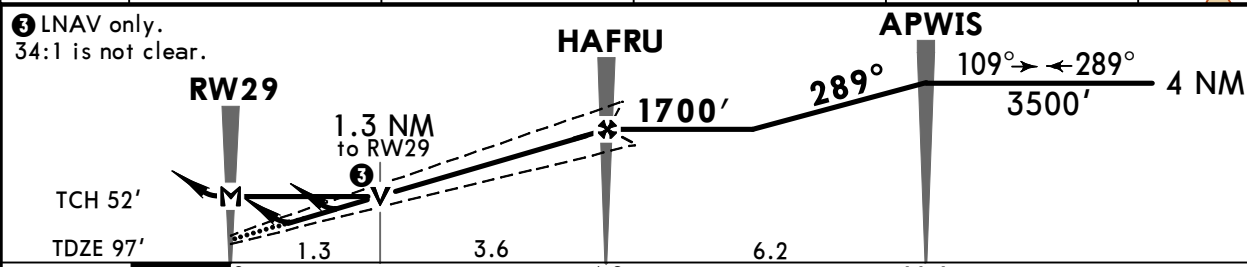
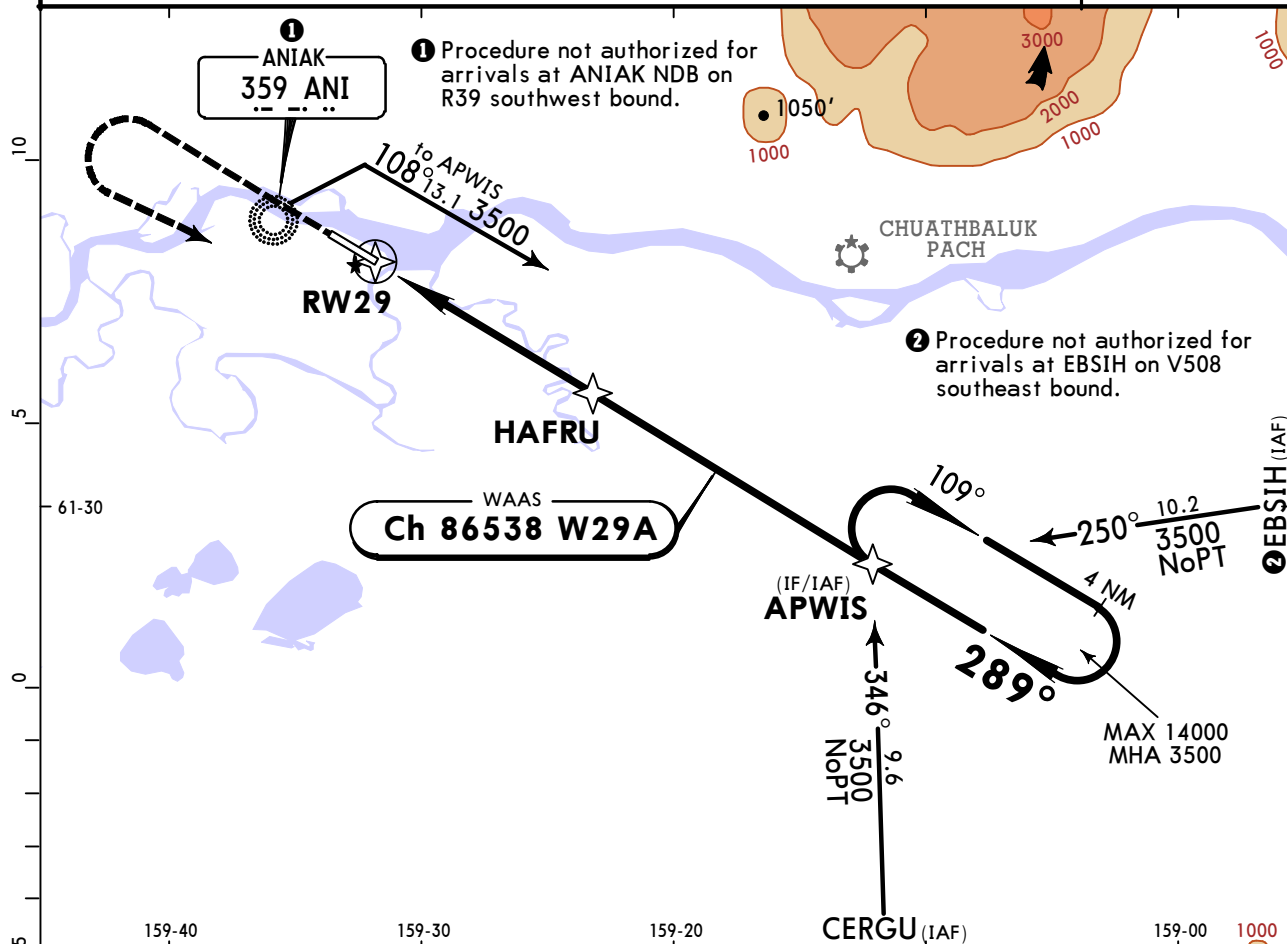
PANI/ANI
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JEPPESSEN
25 OCT 24 (12-2)

ANIAK, ALASKA
RNAV (GPS) Rwy 29

BRIEFING STRIP™

AWOS-3P 124.3		ANCHORAGE Center 118.15		KENAI Radio 122.45		ANIAK Traffic CTAF 122.1	
WAAS Ch 86538 W29A	Final Apch Crs 289°	HAFRU 1700' (1603')		LPV DA(H) 347' (250')	Apt Elev 97' TDZE 97'		
MISSED APCH: Climb to 1500' then climbing LEFT turn to 3500' direct APWIS and hold.							4800 MSA RW29
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C or above 54°C. 2. Cold temperature altitude correction required at or below -37°C. 3. Rwy 29 helicopter visibility reduction below 3/4 SM not authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 40'). 5. Pilot controlled lighting 122.1.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R		1500'	3500'	APWIS
Glide Path Angle	3.00°	372	478	531	637	743			↑	LT	
MAP at RW29											

TERPS			STRAIGHT-IN LANDING RWY 29			CIRCLE-TO-LAND		
LPV		DA(H)	LNAV/VNAV		DA(H)	LNAV		MDA(H)
347' (250')			460' (363')			560' (463')		
A						1		90
B								120
C	1		1			1 3/8		140
D								165

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ANIAK, AK (ANIAK - PANI)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport PANI

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.