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JEPPESEN
JeppView for Windows

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Notebook

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General Information

Location: ANVIK AK USA
ICAO/IATA: PANV / ANV
Lat/Long: N62° 38.84', W160° 11.40'
Elevation: 297 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +9:00 = UTC
Magnetic Variation: 15.0° E

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

Sunrise: 1638 Z
Sunset: 0426 Z

Runway Information

Runway: 17
Length x Width: 4000 ft x 75 ft
Surface Type: gravel
TDZ-Elev: 296 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 4000 ft x 75 ft
Surface Type: gravel
TDZ-Elev: 297 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS: 118.325 Secondary
AWOS: 133.550
Anvik UNICOM: 122.700 CTAF PCL
Anchorage ACC: 33.550 Military
Anchorage ACC: 135.700 Remote Communications Air-Ground
Kenai FSS: 122.400 RCO

Printed from JeppView for Windows 5.3.0.0 on 27 Sep 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

PANV/ANV

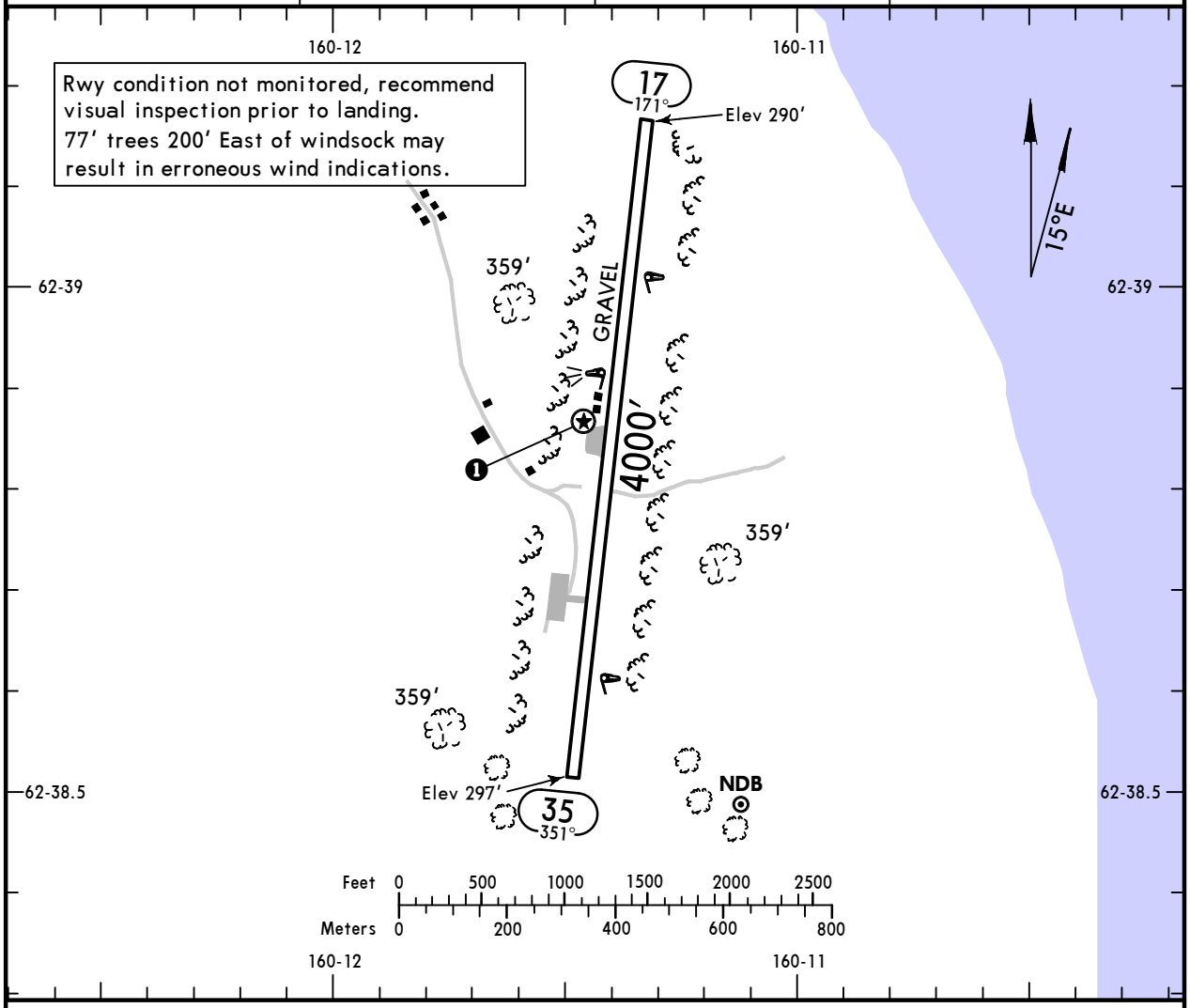
Apt Elev **297′**
N62 38.8 W160 11.4

JEPPESEN
10 APR 15 (10-9)

ANVIK, ~~ALASKA~~

ANVIK

AWOS-3	KENAI Radio	ANVIK UNICOM	ANCHORAGE Center
133.55	122.4	CTAF 122.7	135.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
17 35	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.0°)				75′

❶ Activate on 122.7.

	TAKE-OFF			FOR FILING AS ALTERNATE
	All Rwys			Authorized Only When Local Weather Available
	Adequate Vis Ref	STD		RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35
1 & 2 Eng	1/4	1	A B	800-2
3 & 4 Eng		1/2	C D	

AMEND 0

CHANGES: Airport elevation, end elevations, note, lighting.

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PANV/ANV
ANVIK

JEPPESEN
4 AUG 23 (12-1)

ANVIK, ~~ALASKA~~
RNAV (GPS) Rwy 17

AWOS-3P	ANCHORAGE Center (R)	KENAI Radio	ANVIK UNICOM
133.55	135.7	122.4	CTAF 122.7

BRIEFING STRIP™

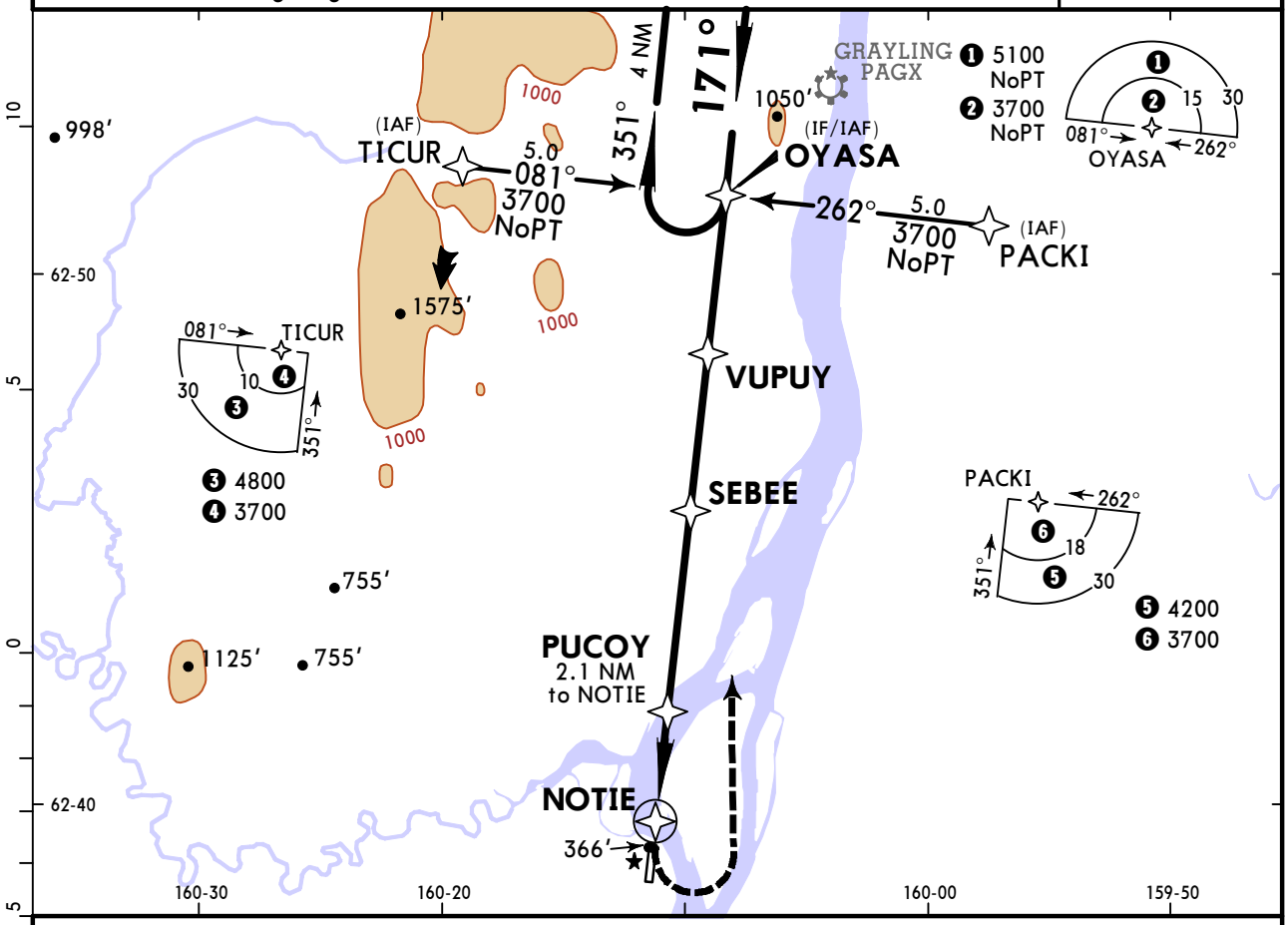
RNAV	Final Apch Crs	SEBEE	MDA(H)	Apt Elev 297′
	171°	2400′ (2104′)	700′ (404′)	TDZE 296′

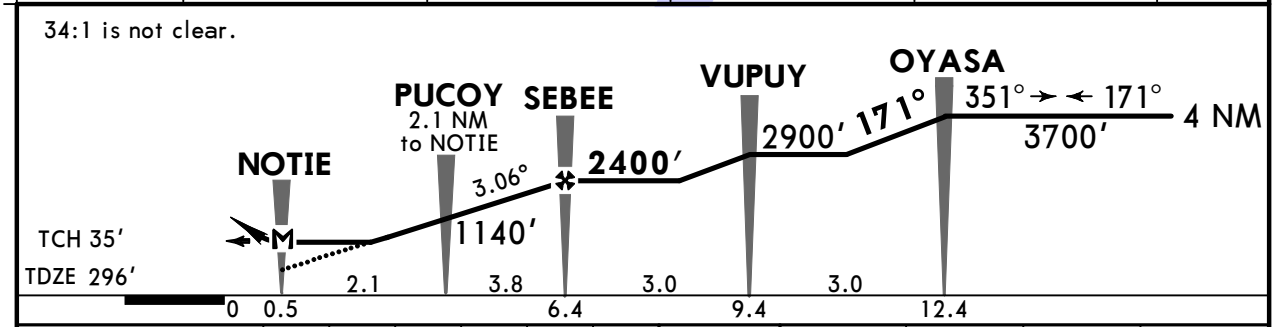
MISSED APCH: Climbing LEFT turn to 3700′ direct OYASA and hold, continue climb-in-hold to 3700′.

TAA
30 NM
IAF

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

1. Rwy 17 helicopter visibility reduction below 3/4 SM not authorized.
2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 25′).
3. Pilot controlled lighting 122.7.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.06°	379	487	541	650	758	866
MAP at NOTIE						

REIL
PAPI-L

3700′
LT

D

OYASA

STRAIGHT-IN LANDING

LNAV
MDA(H) **700′** (404′)

A	1
B	
C	1¼
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	840′(543′) - 1
120	
140	840′(543′) - 1½
165	860′(563′) - 2

TERPS ORIG-B 26 MAY 2016

CHANGES: TDZE, notes, minimums.

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PANV/ANV
ANVIK

JEPPESEN
4 AUG 23 (12-2)

ANVIK, ~~ALASKA~~
RNAV (GPS) Rwy 35

AWOS-3P	ANCHORAGE Center (R)	KENAI Radio	ANVIK UNICOM
133.55	135.7	122.4	CTAF 122.7

BRIEFING STRIP ™

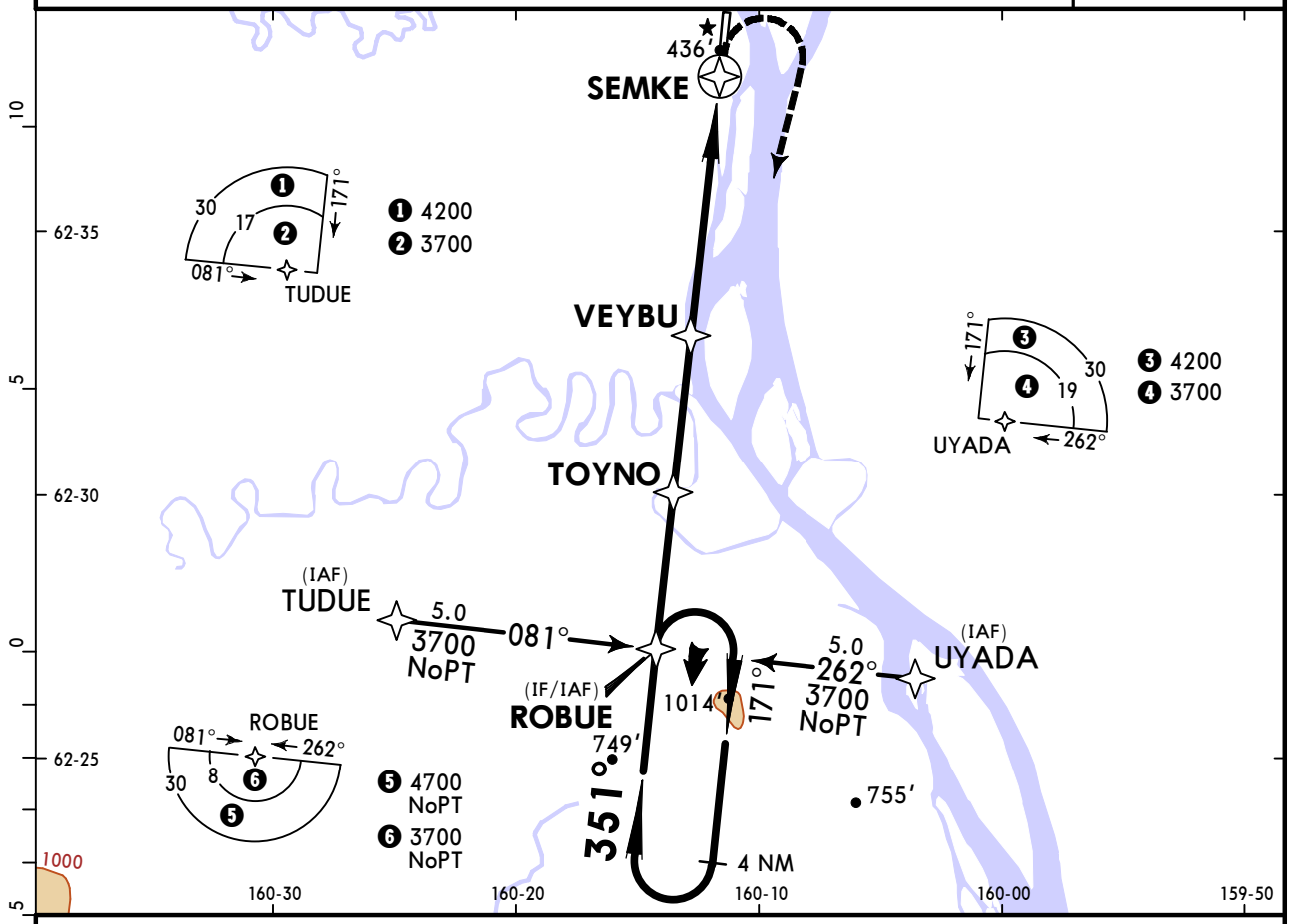
RNAV	Final Apch Crs	VEYBU	MDA(H)	Apt Elev 297′
	351°	2100′ (1803′)	780′ (483′)	TDZE 297′

MISSED APCH: Climbing RIGHT turn to 3700′ direct ROBUE and hold, continue climb-in-hold to 3700′.

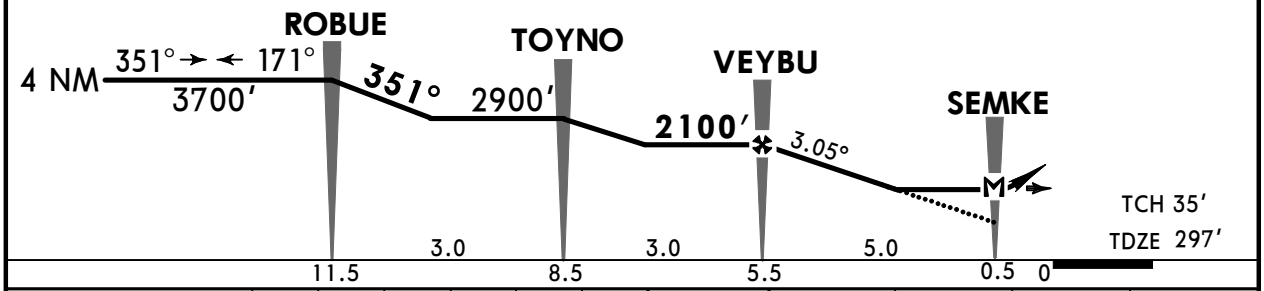
TAA
30 NM
IAF

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

1. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 25′).
2. Pilot controlled lighting 122.7.



34:1 is not clear.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at SEMKE						

REIL
PAPI-L

3700′
RT

D

ROBUE

TERPS

STRAIGHT-IN LANDING

LNAV
MDA(H) **780′** (483′)

A	1
B	
C	1⅜
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	840′ (543′) -1
120	
140	840′ (543′) -1½
165	860′ (563′) -2

TERPS ORIG-B 26 MAY 2016

CHANGES: TDZE, notes, minimums.

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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

ANVIK, AK (ANVIK - PANV)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport PANV

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(Series) AWOS-3 changed to AWOS-3P

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.