

GENERAL**Operational Hours****ATS Hours:** 1600-0800±**AD OPS Hours:** 1600-0800±. Quiet hours 0700-1500±, no TKOF/LDG allowed unless approval from AD.**Airport Information****RFF:** O/R**Fuel:** J8**PCN:** RWY 14/32: 41/F/A/W/T**Customs:** 1.5HR PPR prior LDG**Operation****Traffic Notes**

AD is PPR, valid +/- 30min. Outside this time, PPR will be considered as cancelled.

Requests to be made no earlier than 5 days and no later than 24HR prior to ARR.

RWY Restriction

RWY is equipped with non-standard edge lights between TWY E and D, and around north and south arresting gear.

TWY Restriction

Loop TWY east of Corrosion / Hangar 1348 through the 4/8 bay area MAX wingspan 13.7m / 45ft.

While taxiing on TW G the use only center keel. The use of E and W TWY line is prohibited.

Parking

Portions of ramp not visible from TWR.

Warnings

RWY 14 arresting gear 337m / 1104ft and 1017m / 3338ft from THR. AVBL with 20min PN.

RWY 32 arresting gear 380m / 1248ft from THR. AVBL with 20min PN.

PAEW on RWY 14/32 when TWR closed.

Firing range 2.5 NM E of THR 32, weekdays 1700-0100±, from GND up to 3500ft.

Moose have been spotted on/near the RWY environment all hours of the day.

Birds in vicinity of AD

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication

All ACFT call 3HR and again 30min prior ARR to state number of PAX.

COM Failure: See CRAR.**Arrival Procedure****VFR Traffic Pattern:** RWY 14 right-hand circuit.**Non-standard GP Intercept Position on RWY 14/32**

GP intercepts RWY 14/32 at 317m / 1039ft after landing threshold.

Remaining DIST beyond GP is 4112m / 13491ft.

ARRIVAL**Warnings**

Autocoupled APCH: GP signal not protected.

Circling area for ACFT CAT D/E not completely within controlled airspace.

RWY 14/32: PAPI not coincidental with ILS GS.

DEPARTURE**Take-off Minima**

RWY		32	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0v	MNM climb gradient 4.2% up to 3800
3+4 ENG		0 - 2400R/0.5v	
RWY		14	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0v	MNM climb gradient 4.6% up to 3800
3+4 ENG		0 - 2400R/0.5v	

Speed

MAX IAS 250KT below 10000ft.

Communication

All ACFT call 30min prior DEP to state number of PAX.

COM Failure: See CRAR.

Departure Procedure**Departure Notes**

File FPL MNM 2HR prior ETD.

Maintain 1500ft or below until RWY end.

06-SEP-2018

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AGC

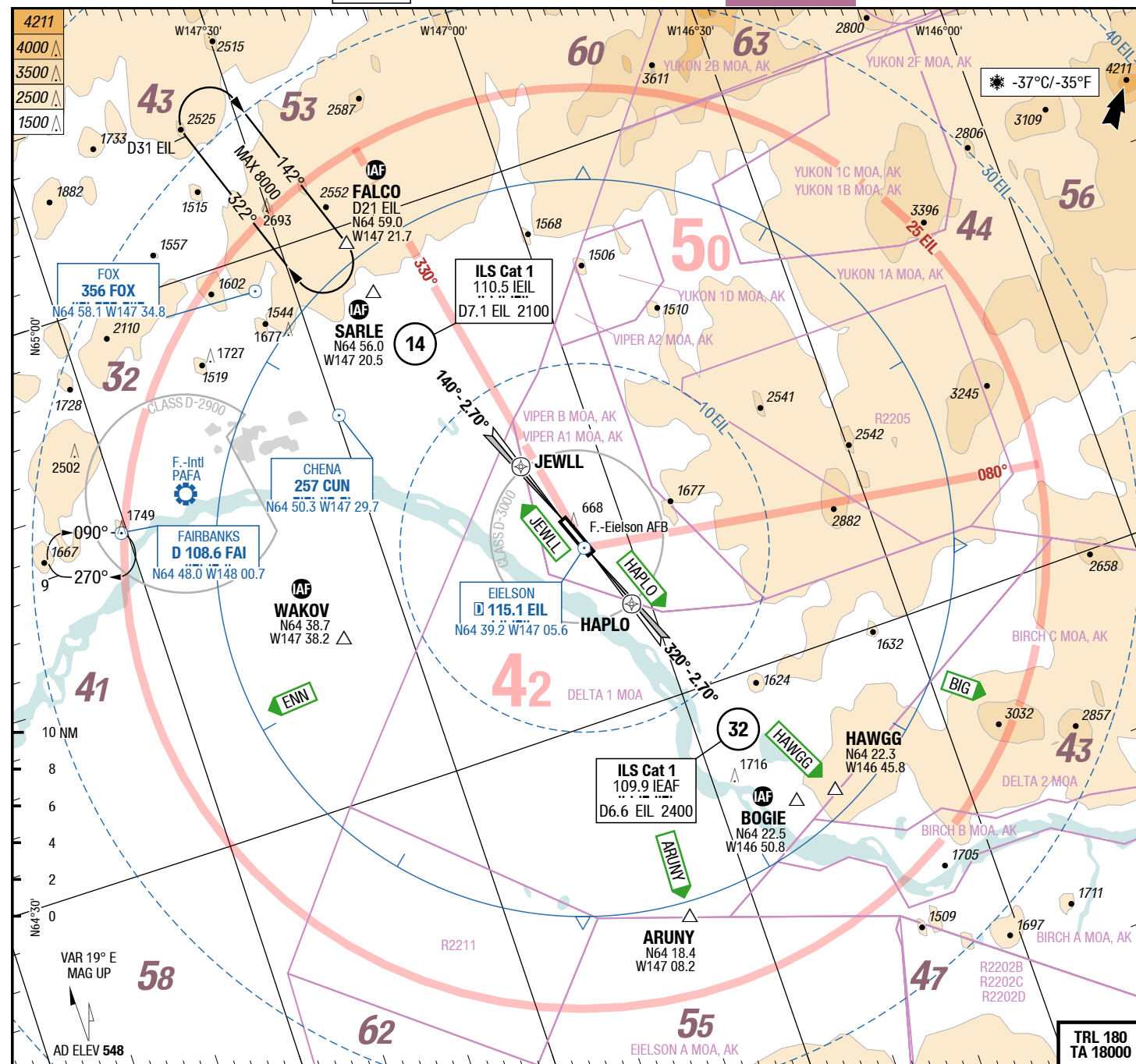
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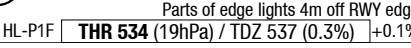
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ASOS	118.525	
APP	126.500	(360°-179°)
	125.350	(180°-359°)
DEP	126.500	
TWR	127.200	1600-0800#
GND	121.800	

Landing RWY system:

14 

Parts of edge lights 4m off RWY edge
HL-P1F **THR 534** (19hPa) / TDZ 537 (0.3%) +0.1%

Parts of edge lights 4m off RWY edge
60 HL

46 G 4429 

Parts of edge lights 4m off RWY edge
HL-P1F **TDZ 548** (0.0%) / **THR 548** (20hPa)

Changes: PROC, WPT , OBST

Effective 13-SEP-2018

06-SEP-2018

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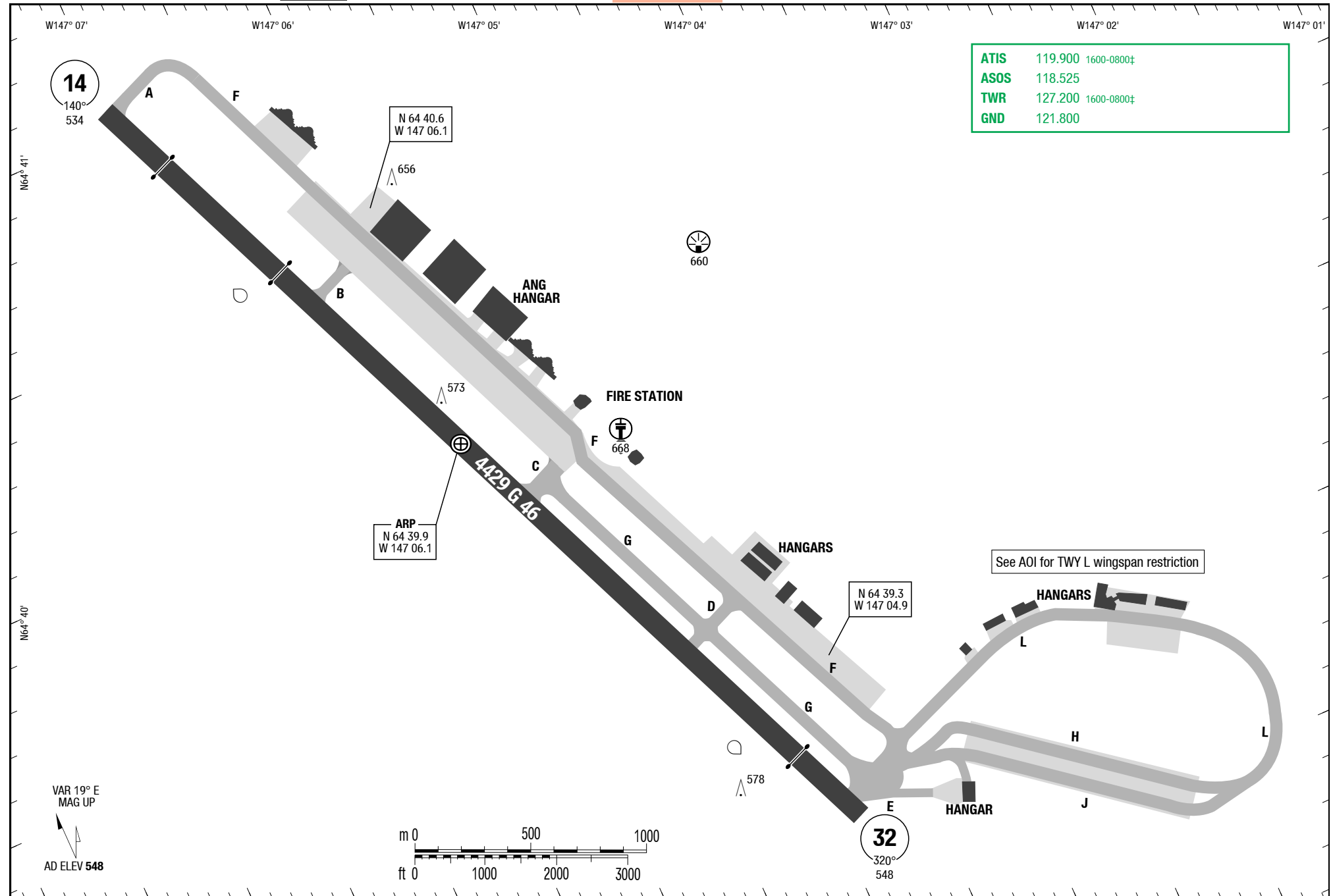
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3-20



Changes: Nil

Effective 13-SEP-2018

06-SEP-2018

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SIDs

RNAV SIDs

SID

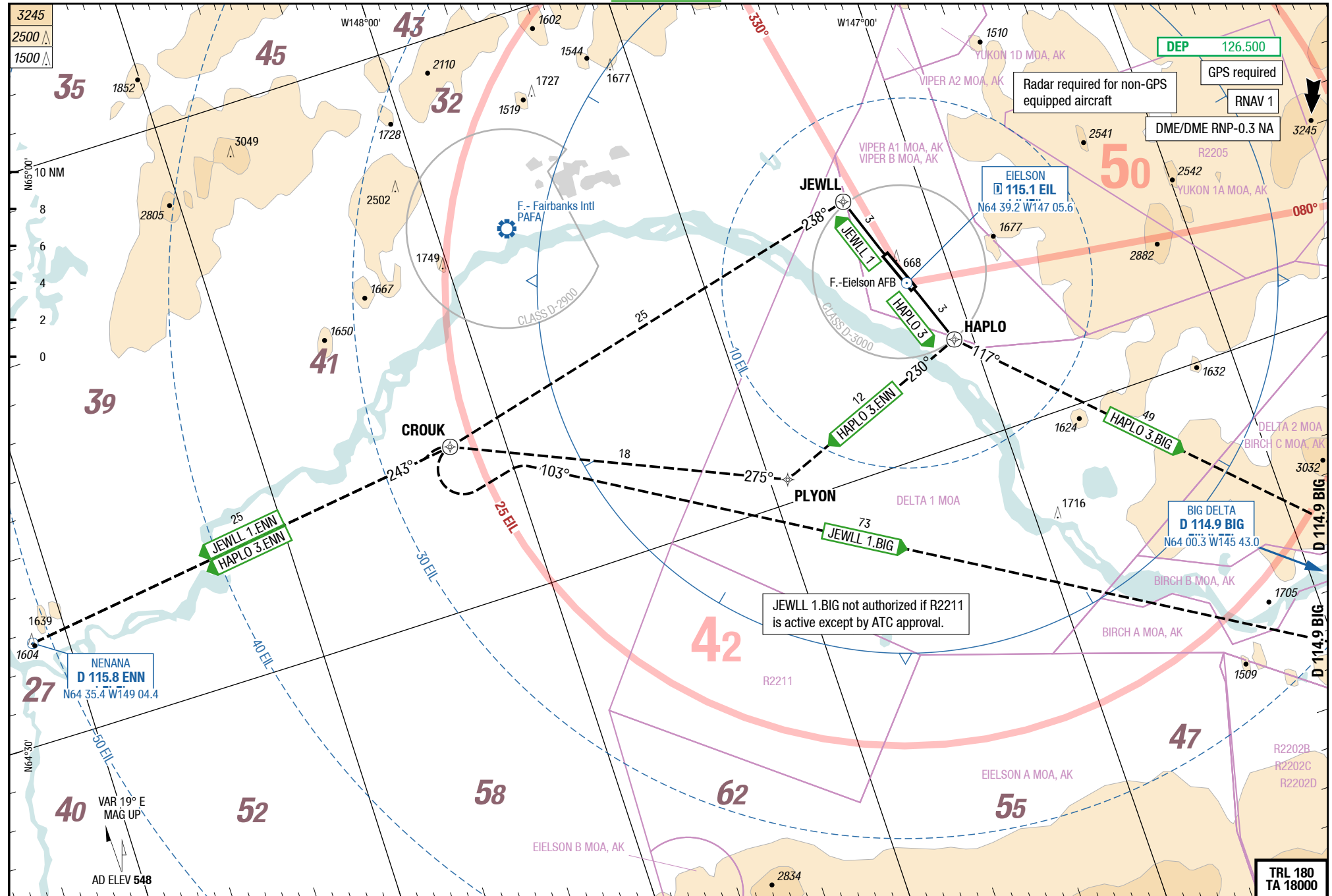
SID

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SIDs

RNAV SIDs

4-10



Changes: PROC, OBST

EIL-PAEI

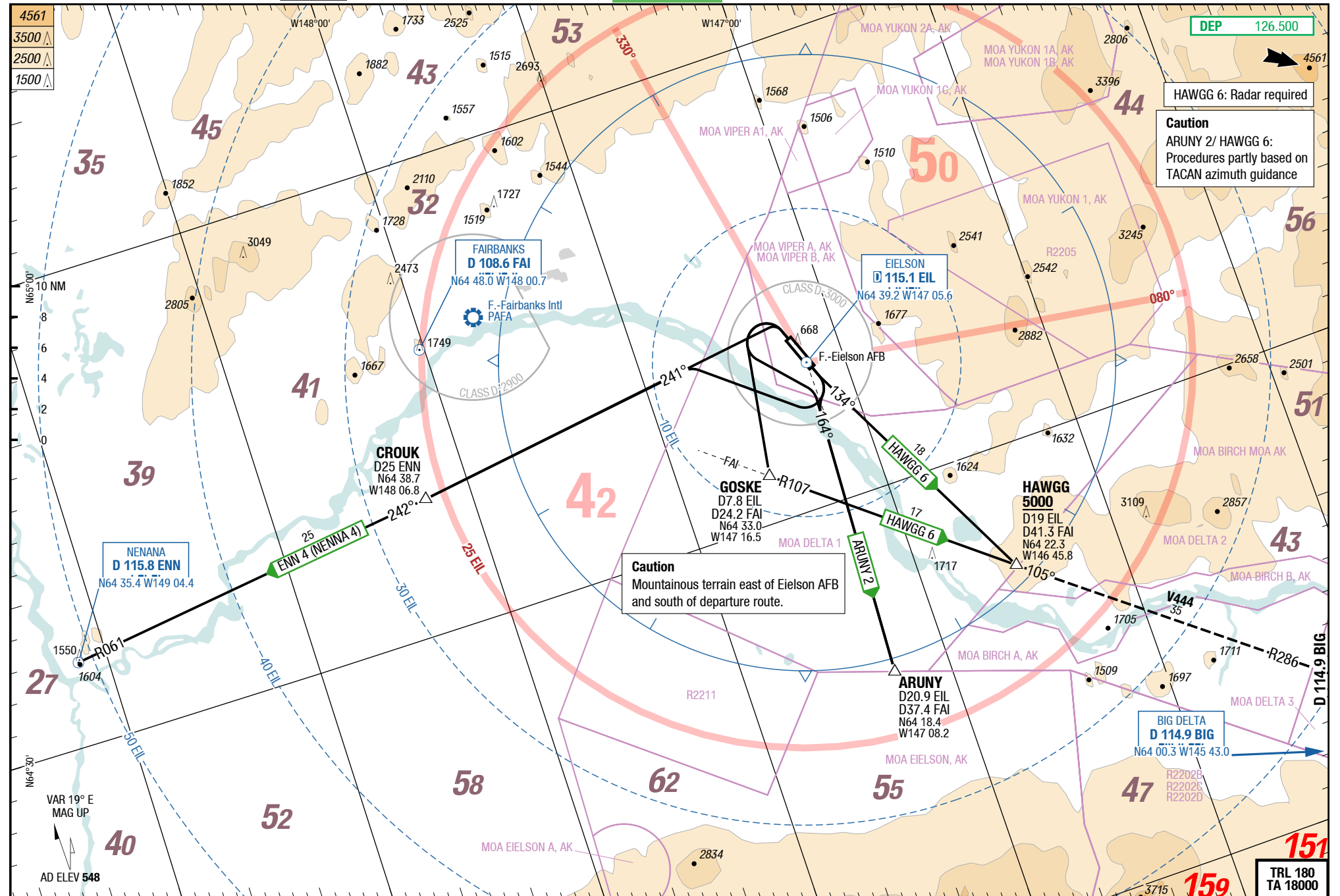
SIDs

SID

SID

SIDs

4-20



Changes: Nil

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EIL-PAEI

5-10

RNAV SIDs

SIDPT

HAPLO 3 / JEWLL 1

RWYs 14 (140°) / 32 (320°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
HAPLO 3 126.500	140° [A950+] - DCT <u>HAPLO</u>	
	TRANSITION	
	BIG DELTA (BIG) <u>HAPLO</u> - BIG	
	NENANA (ENN) <u>HAPLO</u> - <u>PLYON</u> - CROUK - ENN	
	Runway 32	
JEWLL 1 126.500 ①	320° [A950+] - DCT <u>JEWLL</u>	
	TRANSITION	
	BIG DELTA (BIG) <u>JEWLL</u> - <u>CROUK</u> [L] - BIG	
	NENANA (ENN) <u>JEWLL</u> - <u>CROUK</u> - ENN	

① BIG DELTA Transition not authorized if R2211 is active except by ATC approval.

EIL-PAEI

5-20

SIDs

SIDPT

ARUNY 2 / HAWGG 6 / NENANA 4 (ENN 4)

RWYs 14 (140°) / 32 (320°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
ARUNY 2 126.500		
RWY 14	RT 164° EIL to ARUNY	
RWY 32	LT 164° EIL to ARUNY	
HAWGG 6 126.500		HAWGG MNM 5000
RWY 14 3.9% to 5000 (ATC)	134° EIL to HAWGG	
RWY 32	LT to GOSKE - LT intercept R107 FAI to HAWGG	
	TRANSITION	
	BIG DELTA (BIG) HAWGG - intercept R286 BIG to BIG - via assigned route	
NENANA 4 (ENN 4) NENNA 4 126.500		
RWY 14	RT intercept R061 ENN to CROUK - ENN	
RWY 32	LT intercept R061 ENN to CROUK - ENN	

EIL-PAEI

5-30

Obstacle Departure

Obstacle Departure

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300

RWY

Routing

14

climb 4.6% (280ft/NM) to **3800**

32

climb 4.2% (250ft/NM) to **3800**

RWY

Notes

14

Trees 3607ft from DER, 1377ft left of CL, 85ft AGL/657ft MSL.

32

Multiple trees up to 85ft AGL/631ft MSL, beginning from 2663ft from DER, 1166ft right of CL to 2959ft from DER, 1347ft right of CL. Multiple trees up to 85ft AGL/623ft MSL, beginning from 1613ft from DER, 851ft left of CL to 3316ft from DER, 1040ft left of CL.

ILS 14 / LOC + DME 14



14		Cat 1	LOC DME EIL				Circling¹⁾ TERPS
C	ft - ft/SM ft	200 - 2400R/0.5V 740	370 - 3500R/0.63V 900				600 - 1.5V 1150
D	ft - ft/SM ft	200 - 2400R/0.5V 740	370 - 3500R/0.63V 900				720 - 2.25V 1260²⁾

AMDT 5

07-DEC-2017

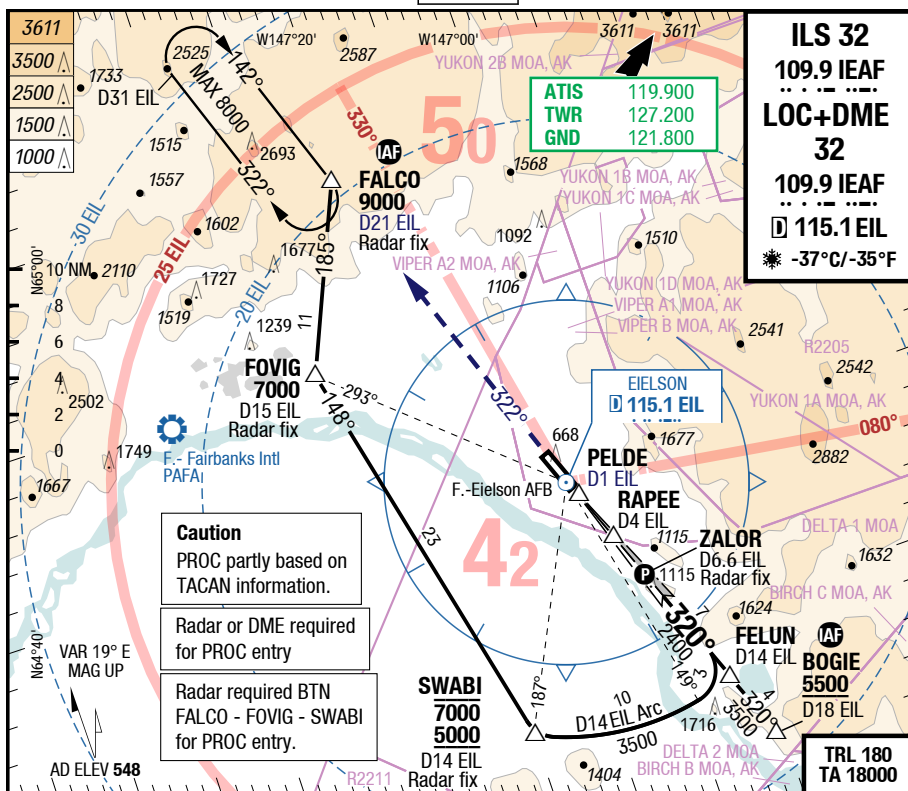
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7-20

ILS 32 / LOC + DME 32



32		Cat 1	LOC DME	Circling 1) TERPS	
T _{Enr}			EIL	New	
C	ft - ft/SM ft	200 - 2400R/0.5V 750	400 - 3500R/0.63V 940	600 - 1.5V 1150	
D	ft - ft/SM ft	200 - 2400R/0.5V 750	400 - 3500R/0.63V 940	720 - 2.25V 1260 2)	

1) W of RWY only
2) Circling ASP not completely contained WI CTL ASP

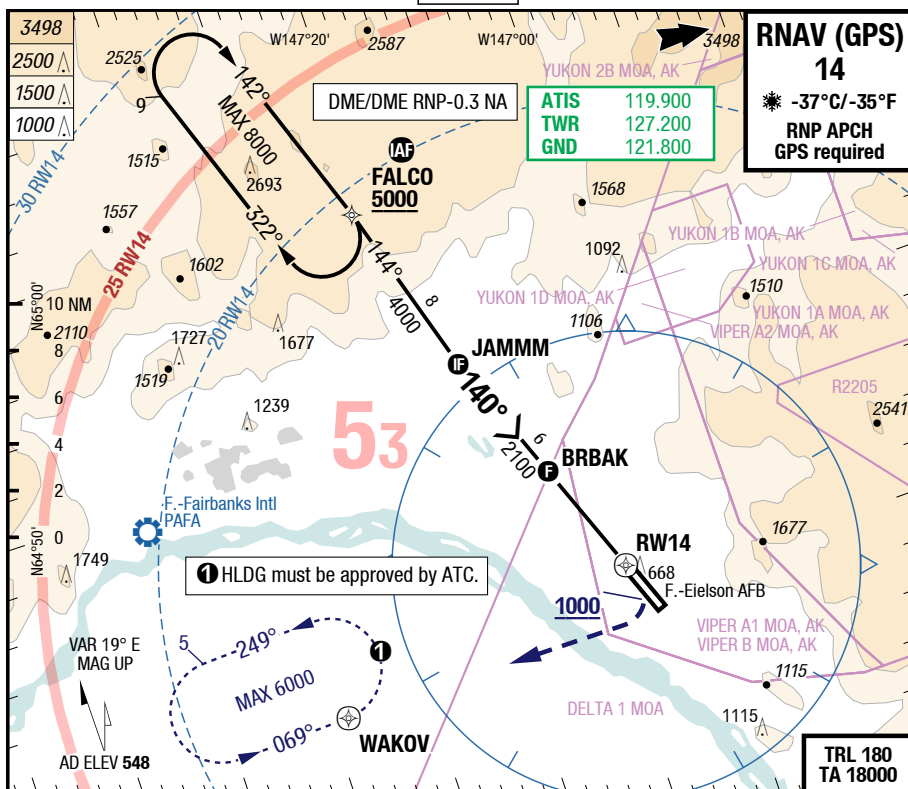
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AMDT 5

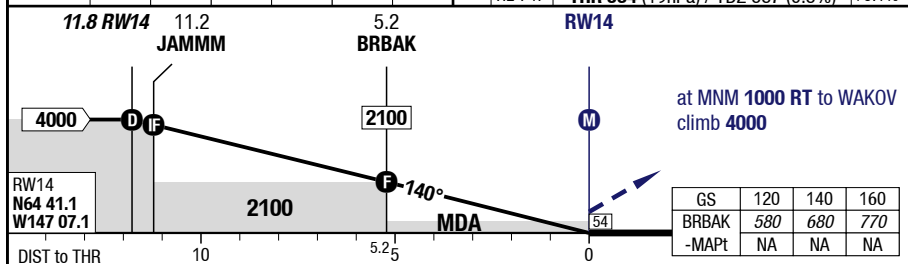
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7-30

RNAV (GPS) 14



2.73° RW14	11.8	10	8	6	4	2	
	4000	3490	2910	2330	1750	1170	



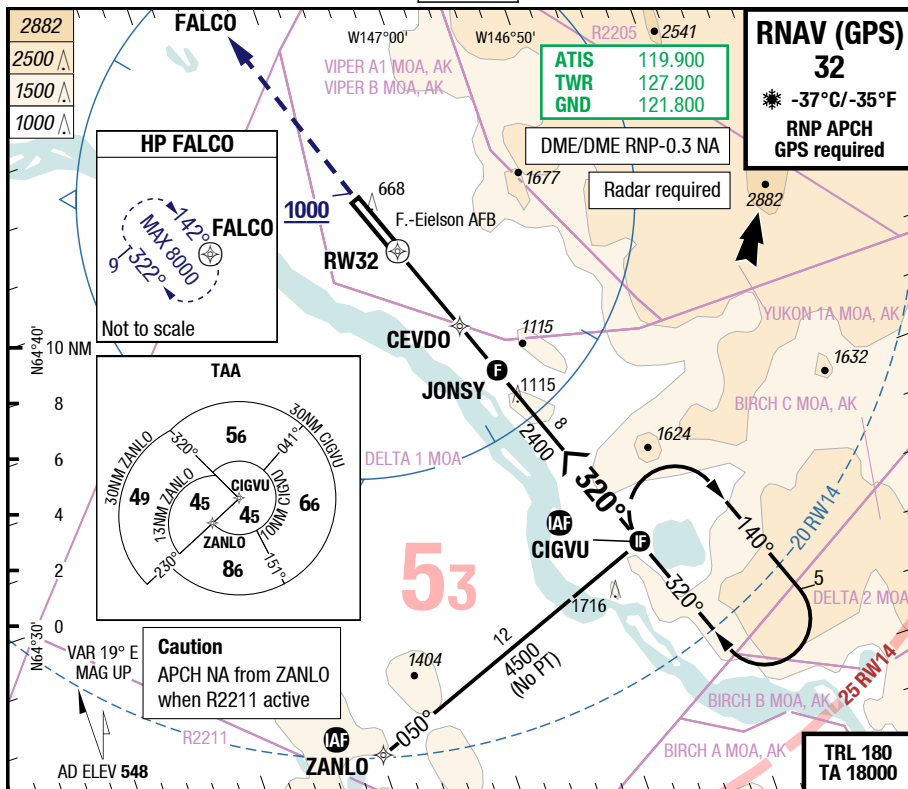
14		RNAV GPS LNAV					Circling ¹⁾ N_{ew} TERPS
C	ft - ft/SM ft	370 - 3500R/0.63V 900					600 - 1.5V 1150
D	ft - ft/SM ft	370 - 3500R/0.63V 900					720 - 2.25V 1260 ²⁾

1) W of RWY only
2) Circling ASP not completely contained WI CTL ASP

EIL-PAEI

7-40

RNAV (GPS) 32



1) W of RWY only

2) Circling ASP not completely contained WI CTL ASP