

## KING SALMON, ALASKA

KING SALMON (PAKN)

**SSALR**  


**MISSED APPROACH:** Climb to 600, then climbing right turn to 3000 via heading 240° and AKN VORTAC R-210 to OLLER/AKN 1.5 DME and hold

<sup>t</sup> When control tower closed, increase RVR to 50.  
Autopilot coupled approaches not authorized below 700' MSL.

EMERG SAFE ALT 100 NM 9900121° 4.9 NM  
from FAE

KING SALMON, ALASKA

KING SALMON (PAKN)

Amdt 8 22APR21

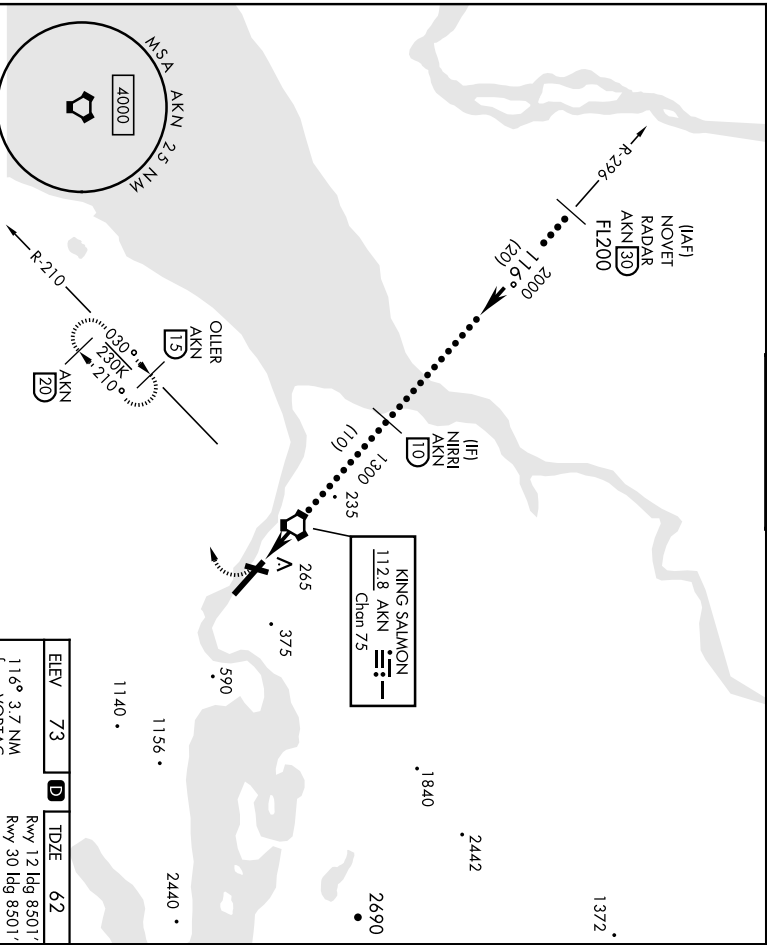
HI-ILS Z or LOC Z RWY 12

## KING SALMON, ALASKA

AL-1237 [USAF]

|                                                                                                        |  |                                                                                                                    |                                                                                           |                       |                          |
|--------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|-----------------------|--------------------------|
| <b>VOR/AC AKN</b><br><b>112.8</b><br>Chn 75                                                            |  | <b>APCH CRS</b><br><b>116°</b><br>Aprt Elev 73                                                                     | <b>Rwy Idg</b><br><b>8501</b><br><b>TDE</b><br><b>62</b><br><b>Aprt Elev</b><br><b>73</b> | <b>AL-1237 (USAF)</b> | <b>KING SALMON (PAK)</b> |
| <b>DME required. RADAR required for procedure entry:</b>                                               |  | <b>MISSED APPROACH:</b> Climbing right turn to 3000 on heading 238° and AKN VORTAC R-210 to OLLER/15 DME and hold. |                                                                                           |                       |                          |
| <b>SAQR</b><br>When A/S inop, increase vis to 1½ miles. When control tower closed, increase RVR to 50. |  | <b>A3</b><br>!                                                                                                     |                                                                                           |                       |                          |

|       |                  |             |         |               |        |
|-------|------------------|-------------|---------|---------------|--------|
| ATIS  | ANCHORAGE CENTER | TOWER *     | GND CON | CTAF          | UNICOM |
| 128.8 | 124.8 354.0      | 118.3 279.5 | 121.9   | 121.90 352.05 | 122.95 |



|                                                                     |                        |                        |                      |                    |
|---------------------------------------------------------------------|------------------------|------------------------|----------------------|--------------------|
| VGS1 and descent angles not coincident<br>(VGS1 Angle 3.00/TCH 66). |                        | 3000<br>Indg<br>238°   | Intp<br>AKN<br>R-210 | OLLER<br>AKN<br>15 |
|                                                                     |                        |                        |                      |                    |
| CATEGORY                                                            | C                      | D                      | E                    |                    |
| S-12 *                                                              | 520/45                 | 458                    | (500-76)             |                    |
| CIRCLING                                                            | 580-1½<br>507 (600-1½) | 900-2¾<br>827 (900-2¾) | 960-3<br>887 (900-3) |                    |

HIRL Rwy 12-30  
 MIRL Rwy 12-30  
 HIRL Rwy 36-18  
 MIRL Rwy 36-18

12  
 36  
 100±  
 100±  
 891 ± 150  
 4017 ± 100  
 125  
 36

KING SALMON (PAKN)

# III VOPRAŠNÍK TACANI 7. DÍLY 12



|                                                 |                        |                                                             |
|-------------------------------------------------|------------------------|-------------------------------------------------------------|
| LOC/DME I-AKN<br><b>110.3</b><br>Chan <b>40</b> | APP CRS<br><b>121°</b> | Rwy Idg <b>8501</b><br>TDZE <b>62</b><br>Apt Elev <b>73</b> |
|-------------------------------------------------|------------------------|-------------------------------------------------------------|

ILS Y or LOC Y RWY 12  
KING SALMON (AKN)(PAKN)

DME required.

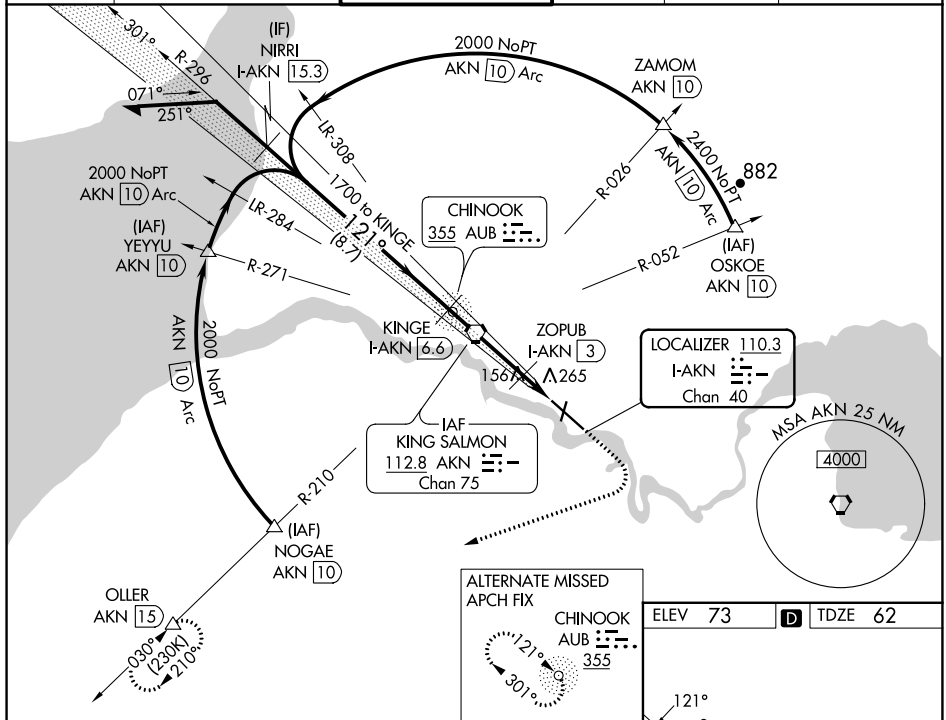
|                                                                                                                            |                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div style="text-align: center;">  </div> | <p>Autopilot coupled approach NA below 700. For inop ALS, increase S-ILS 12 Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 12 Cat C-E visibility to RVR 5500. When control tower closed: increase S-ILS 12 and S-LOC 12 visibilities to RVR 5000 all Cats. When control tower closed, inop table does not apply.</p> |
|----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

SSALR



**MISSED APPROACH:** Climb to 600 then climbing right turn to 3000 on heading 240° and AKN VORTAC R-210 to OLLER/15 DME and hold.

|               |                                 |                                   |                  |                  |                      |
|---------------|---------------------------------|-----------------------------------|------------------|------------------|----------------------|
| ATIS<br>128.8 | ANCHORAGE CENTER<br>124.8 354.0 | KING SALMON TOWER*<br>118.3 279.5 | GND CON<br>121.9 | UNICOM<br>122.95 | CTAF<br>121.9 352.05 |
|---------------|---------------------------------|-----------------------------------|------------------|------------------|----------------------|



Use I-AKN DME when on the localizer course.

Remain

AKN  
WORTAC

|          |                          |              |            |
|----------|--------------------------|--------------|------------|
| 600<br>↑ | 3000<br>↗<br>hdg<br>240° | AKN<br>R-210 | OLLER<br>△ |
|----------|--------------------------|--------------|------------|

\* LOC only

Remain within 15 NM AKN 296°

GS 3.00°  
TCH 66

KING

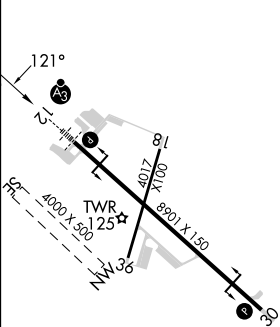
ZOPUB

1700

| CATEGORY | A                  | B | C                  | D | E |
|----------|--------------------|---|--------------------|---|---|
| S-ILS 12 | 262/24 200 (200-½) |   |                    |   |   |
| S-LOC 12 | 420/24 358 (400-½) |   | 420/30 358 (400-⅝) |   |   |

|          |                                                                                   |         |
|----------|-----------------------------------------------------------------------------------|---------|
| FILEV 73 |  | TD7E 62 |
|----------|-----------------------------------------------------------------------------------|---------|

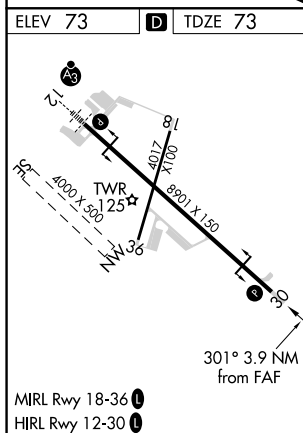
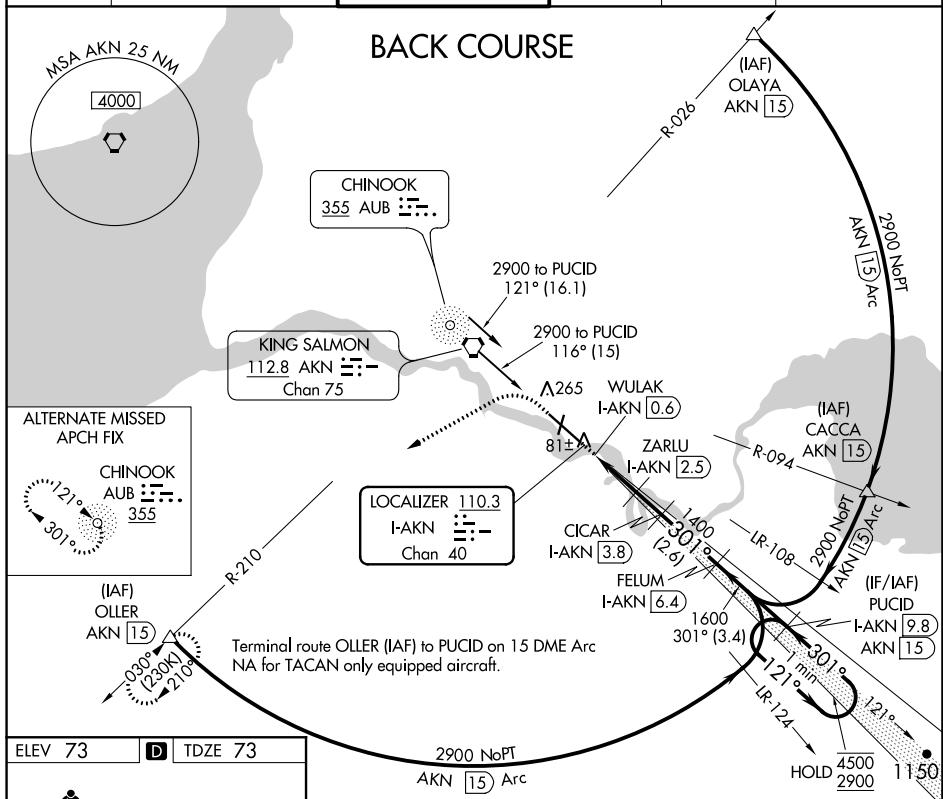
|     |    |          |      |    |
|-----|----|----------|------|----|
| EEV | 75 | <b>D</b> | 1022 | 02 |
|-----|----|----------|------|----|

MIRI R<sub>WAVE</sub> 18-36 LINDL. Buss 12 30 **L**

LOC BC RWY 30  
KING SALMON (AKN)(PAKN)

**MISSED APPROACH:** Climb to 600 then climbing left turn to 3000 on heading 240° and AKN VORTAC R-210 to OLLER/15 DME and hold.

|               |                                 |                                   |                  |                  |                      |
|---------------|---------------------------------|-----------------------------------|------------------|------------------|----------------------|
| ATIS<br>128.8 | ANCHORAGE CENTER<br>124.8 354.0 | KING SALMON TOWER*<br>118.3 279.5 | GND CON<br>121.9 | UNICOM<br>122.95 | CTAF<br>121.9 352.05 |
|---------------|---------------------------------|-----------------------------------|------------------|------------------|----------------------|



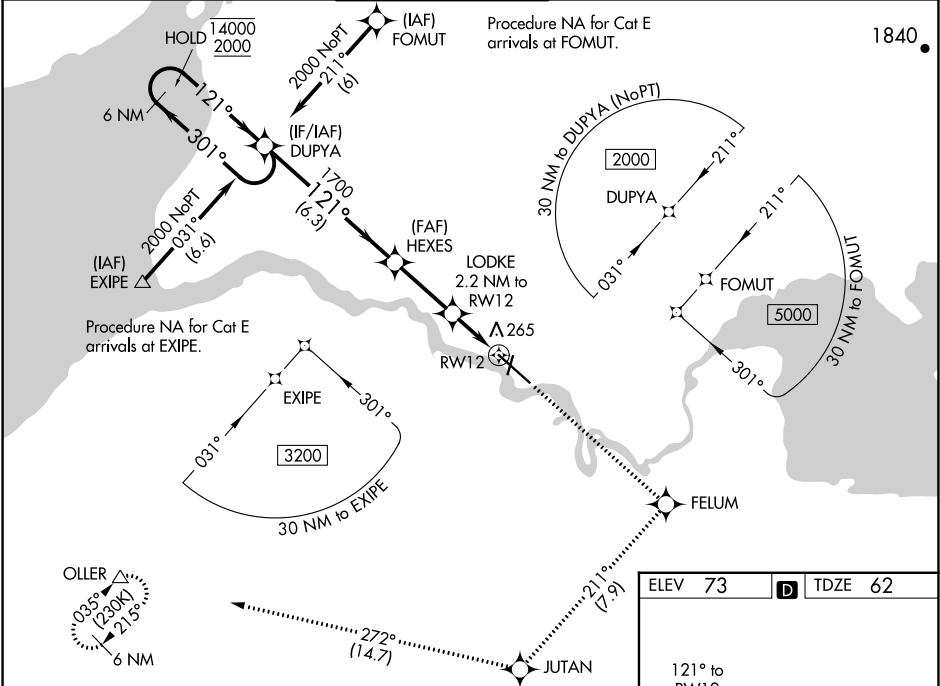
|                                                                                                                                                                           |                     |              |                        |                           |                      |                      |                               |          |       |             |                        |                        |                      |      |                   |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|--------------|------------------------|---------------------------|----------------------|----------------------|-------------------------------|----------|-------|-------------|------------------------|------------------------|----------------------|------|-------------------|--|--|--|--|
| 600<br>↑                                                                                                                                                                  | 3000<br>hdg<br>240° | AKN<br>R-210 | OLLER<br>△             | Disregard GS indications. | FELUM<br>I-AKN [6.4] | PUCID<br>I-AKN [9.8] | One Minute<br>Holding Pattern |          |       |             |                        |                        |                      |      |                   |  |  |  |  |
|                                                                                                                                                                           |                     |              |                        |                           |                      |                      |                               |          |       |             |                        |                        |                      |      |                   |  |  |  |  |
| <table><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td><td>E</td></tr><tr><td>S-30</td><td colspan="5">340-1 267 (300-1)</td></tr></table>                   |                     |              |                        |                           |                      |                      |                               | CATEGORY | A     | B           | C                      | D                      | E                    | S-30 | 340-1 267 (300-1) |  |  |  |  |
| CATEGORY                                                                                                                                                                  | A                   | B            | C                      | D                         | E                    |                      |                               |          |       |             |                        |                        |                      |      |                   |  |  |  |  |
| S-30                                                                                                                                                                      | 340-1 267 (300-1)   |              |                        |                           |                      |                      |                               |          |       |             |                        |                        |                      |      |                   |  |  |  |  |
| <table><tr><td>CIRCLING</td><td>580-1</td><td>507 (600-1)</td><td>580-1½<br/>507 (600-1½)</td><td>900-2¾<br/>827 (900-2¾)</td><td>960-3<br/>887 (900-3)</td></tr></table> |                     |              |                        |                           |                      |                      |                               | CIRCLING | 580-1 | 507 (600-1) | 580-1½<br>507 (600-1½) | 900-2¾<br>827 (900-2¾) | 960-3<br>887 (900-3) |      |                   |  |  |  |  |
| CIRCLING                                                                                                                                                                  | 580-1               | 507 (600-1)  | 580-1½<br>507 (600-1½) | 900-2¾<br>827 (900-2¾)    | 960-3<br>887 (900-3) |                      |                               |          |       |             |                        |                        |                      |      |                   |  |  |  |  |

|                                        |                        |                                                             |
|----------------------------------------|------------------------|-------------------------------------------------------------|
| WAAS<br>CH <b>72608</b><br><b>W12A</b> | APP CRS<br><b>121°</b> | Rwy Idg <b>8501</b><br>TDZE <b>62</b><br>Apt Elev <b>73</b> |
|----------------------------------------|------------------------|-------------------------------------------------------------|

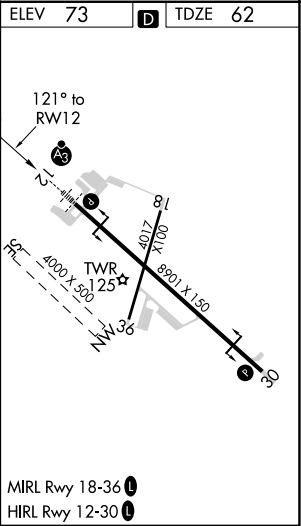
RNAV (GPS) RWY 12  
KING SALMON (AKN)(PAKN)

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |                                                                                            |                                                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| RNP APCH-GPS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  | SSALR<br> | MISSED APPROACH:<br>Climb to 3000 direct<br>FELUM and on track<br>211° to JUTAN and<br>on track 272° to<br>OLLER and hold. |
| <p> For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV all Cats visibility to RVR 5000 and increase LNAV Cat E visibility to 1½ SM. When control tower closed, LPV, LNAV/VNAV and LNAV visibility RVR 5000. When control tower closed, inop table does not apply to LPV, LNAV/VNAV and LNAV Cats A/B.<br/># RVR 1800 authorized with use of FD or AP or HUD to DA (NA when control tower closed).</p> |  |                                                                                            |                                                                                                                            |

|                      |                                        |                                          |                         |                         |                             |
|----------------------|----------------------------------------|------------------------------------------|-------------------------|-------------------------|-----------------------------|
| ATIS<br><b>128.8</b> | ANCHORAGE CENTER<br><b>124.8 354.0</b> | KING SALMON TOWER*<br><b>118.3 279.5</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> | CTAF<br><b>121.9 352.05</b> |
|----------------------|----------------------------------------|------------------------------------------|-------------------------|-------------------------|-----------------------------|



|                                                                  |                    |             |                     |                     |                   |         |       |
|------------------------------------------------------------------|--------------------|-------------|---------------------|---------------------|-------------------|---------|-------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66). |                    | 3000        | FELUM               | tr 211°             | JUTAN             | tr 272° | OLLER |
| 6 NM Holding Pattern                                             |                    | 14000       | 2000                | 1700                | 1700              | 820     | 820   |
| GP 3.00° TCH 55                                                  |                    | 6.3 NM      | 2.8 NM              | 1 NM                | 1.2 NM            |         |       |
| CATEGORY                                                         | A                  | B           | C                   | D                   | E                 |         |       |
| LPV DA#                                                          | 262/24 200 (200-½) |             |                     |                     |                   |         |       |
| LNAV/VNAV DA                                                     | 426/35 364 (400-¾) |             |                     |                     |                   |         |       |
| LNAV MDA                                                         | 520/24             | 458 (500-½) | 520/45              | 458 (500-¾)         |                   |         |       |
| CIRCLING                                                         | 580-1              | 507 (600-1) | 580-1½ 507 (600-1½) | 900-2¾ 827 (900-2¾) | 960-3 887 (900-3) |         |       |



AK, 25 JAN 2024 to 21 MAR 2024

AK, 25 JAN 2024 to 21 MAR 2024

|                                        |                        |                                                             |
|----------------------------------------|------------------------|-------------------------------------------------------------|
| WAAS<br>CH <b>77908</b><br><b>W30A</b> | APP CRS<br><b>301°</b> | Rwy Idg <b>8501</b><br>TDZE <b>73</b><br>Apt Elev <b>73</b> |
|----------------------------------------|------------------------|-------------------------------------------------------------|

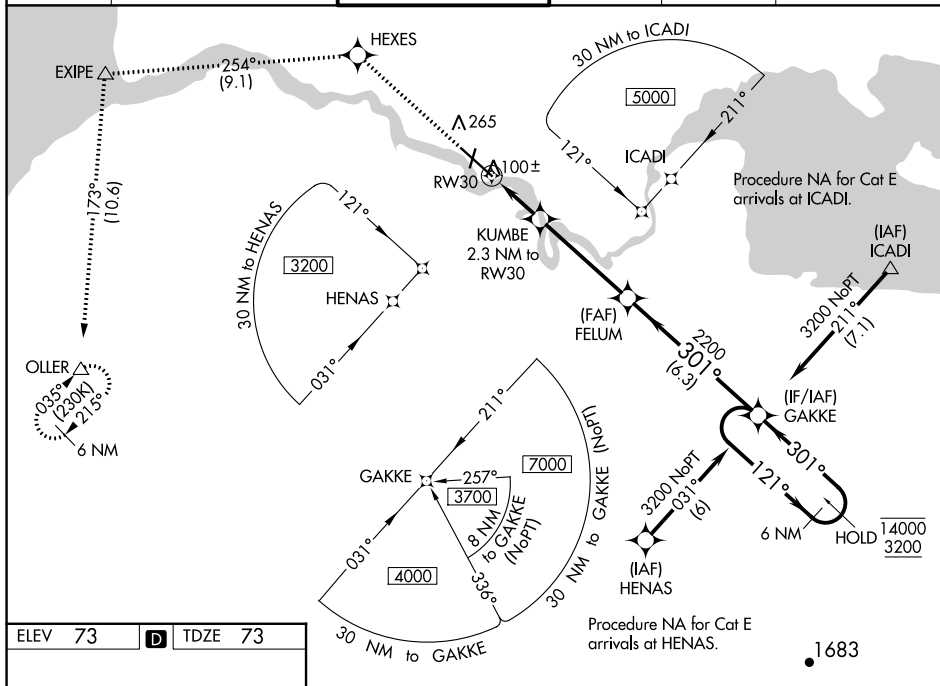
# RNAV (GPS) RWY 30

RNP APCH-GPS.

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
**A** -19°C or above 54°C. When control tower closed, increase LPV  
 and LNAV/VNAV visibility all Cats to 1 SM.

**MISSED APPROACH:** Climb to 3000 direct HEXES and on track 254° to EXIPE and on track 173° to OLLER and hold.

|               |                                 |                                   |                  |                  |                        |
|---------------|---------------------------------|-----------------------------------|------------------|------------------|------------------------|
| ATIS<br>128.8 | ANCHORAGE CENTER<br>124.8 354.0 | KING SALMON TOWER★<br>118.3 279.5 | GND CON<br>121.9 | UNICOM<br>122.95 | CTAF<br>121.9 0 352.05 |
|---------------|---------------------------------|-----------------------------------|------------------|------------------|------------------------|



|                                                                                                              |       |                                                                          |             |                        |                        |                      |   |   |                                                                             |   |
|--------------------------------------------------------------------------------------------------------------|-------|--------------------------------------------------------------------------|-------------|------------------------|------------------------|----------------------|---|---|-----------------------------------------------------------------------------|---|
| 3000                                                                                                         | HEXES | ir<br>254°                                                               | EXIPE       | ir<br>173°             | OLLER                  |                      |   |   |                                                                             |   |
| <p>*LNAV only<br/>KUMBE 2.3 NM to RW30<br/>FELUM 2200<br/>GAKKE 6 NM Holding Pattern<br/>GP 3.00° TCH 45</p> |       |                                                                          |             |                        |                        |                      |   |   |                                                                             |   |
| CATEGORY                                                                                                     |       |                                                                          |             |                        |                        | A                    | B | C | D                                                                           | E |
| LPV                                                                                                          | DA    | 273- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> ) |             |                        |                        |                      |   |   |                                                                             |   |
| LNAV/<br>VNAV                                                                                                | DA    | 323- <sup>3</sup> / <sub>4</sub> 250 (300- <sup>3</sup> / <sub>4</sub> ) |             |                        |                        |                      |   |   | 376- <sup>7</sup> / <sub>8</sub><br>303 (400- <sup>7</sup> / <sub>8</sub> ) |   |
| LNAV                                                                                                         | MDA   | 360-1 287 (300-1)                                                        |             |                        |                        |                      |   |   |                                                                             |   |
| <b>C</b> CIRCLING                                                                                            |       | 580-1                                                                    | 507 (600-1) | 580-1½<br>507 (600-1½) | 900-2¾<br>827 (900-2¾) | 960-3<br>887 (900-3) |   |   |                                                                             |   |

|            |         |          |      |
|------------|---------|----------|------|
| VORTAC AKN | APP CRS | Rwy Idg  | 8501 |
| 112.8      | 116°    | TDZE     | 62   |
| Chan 75    |         | Apt Elev | 73   |

VOR Y or TACAN Y RWY 12  
KING SALMON (AKN)(PAKN)

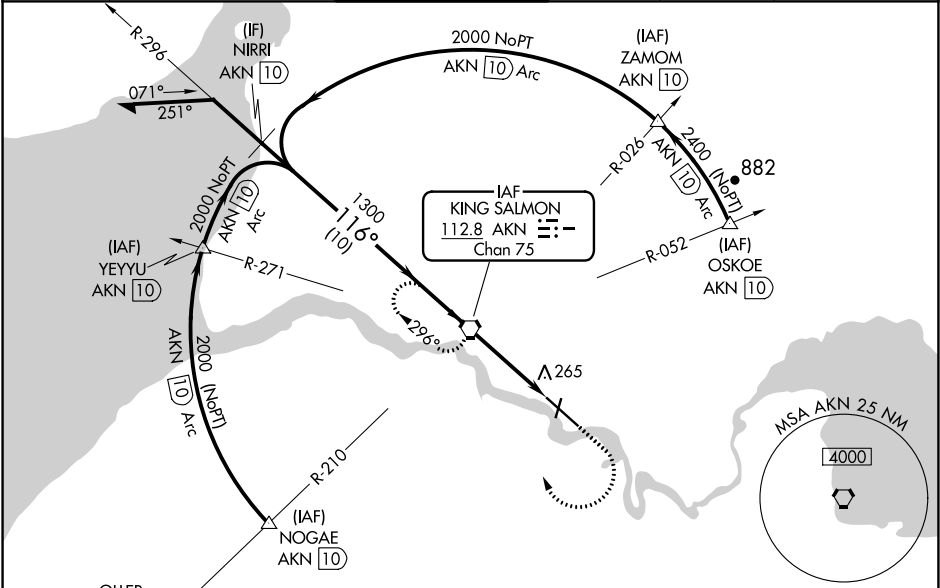
**⚠** For inop ALS, increase S-12 Cat E visibility to 1½ SM. When control tower closed, increase S-12 all Cats visibility to RVR 5000. When control tower closed, inop table doesn't apply to Cats A/B. When control tower closed and ALS inop, increase S-12 Cats C/D/E visibility to 1½ SM.

**SSALR**

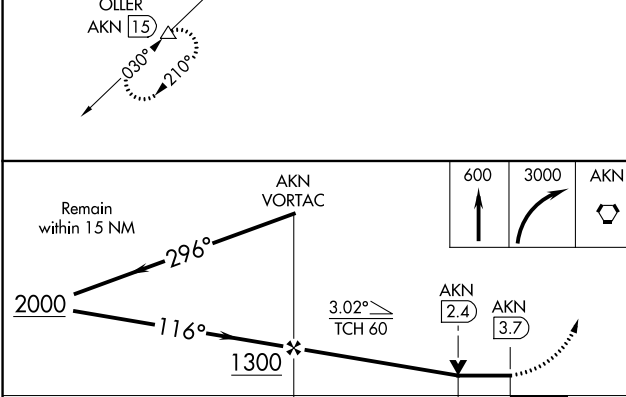


**MISSED APPROACH:** Climb to 600 then climbing right turn to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT: Climbing right turn to 3000 on heading 238° and on AKN VORTAC R-210 to OLLER/ 15 DME and hold SW, right turn, 030° inbound.)

|       |                  |                    |         |        |              |
|-------|------------------|--------------------|---------|--------|--------------|
| ATIS  | ANCHORAGE CENTER | KING SALMON TOWER* | GND CON | UNICOM | CTAF         |
| 128.8 | 124.8 354.0      | 118.3 279.5        | 121.9   | 122.95 | 121.9 352.05 |



ELEV 73 TDZE 62



600 3000 AKN

3.02° TCH 60

AKN 2.4 AKN 3.7

| CATEGORY | A                  | B                   | C                   | D                 | E |
|----------|--------------------|---------------------|---------------------|-------------------|---|
| S-12     | 520/24 458 (500-½) | 520/45 458 (500-¾)  |                     |                   |   |
| CIRCLING | 580-1 507 (600-1)  | 580-1½ 507 (600-1½) | 900-2¾ 827 (900-2¾) | 960-3 887 (900-3) |   |

MIRL Rwy 18-36  
HIRL Rwy 12-30

FAF to MAP 3.7 NM

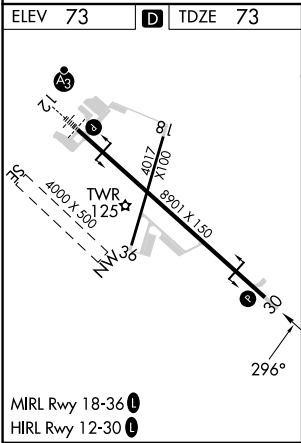
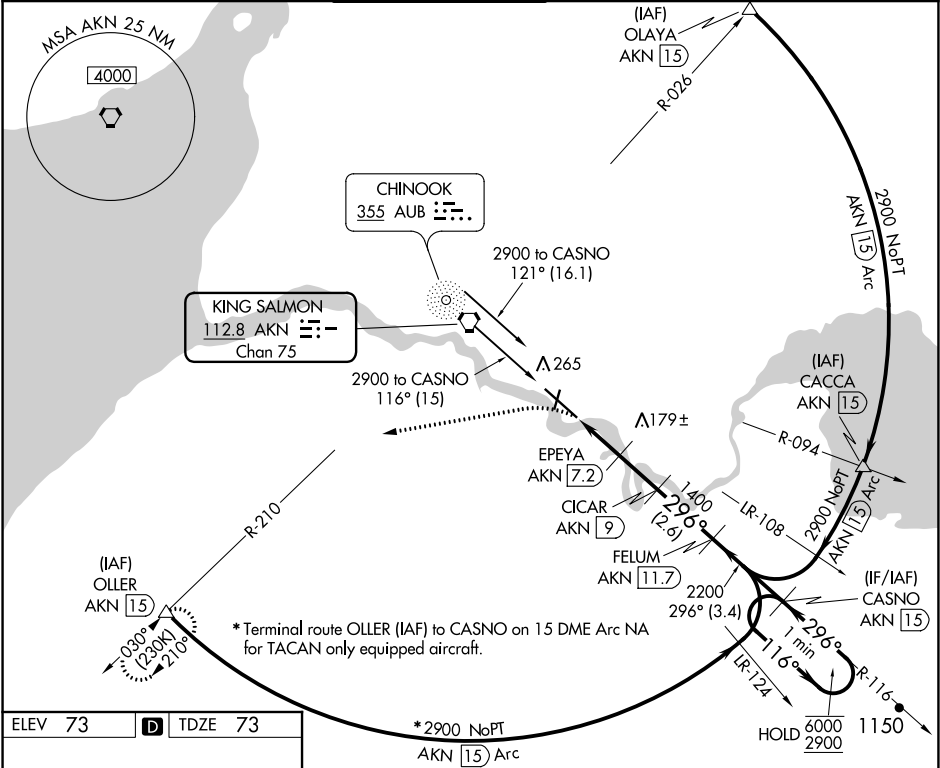
| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

|                                              |                        |                                                 |
|----------------------------------------------|------------------------|-------------------------------------------------|
| VORTAC AKN<br><b>112.8</b><br>Chan <b>75</b> | APP CRS<br><b>296°</b> | Rwy Idg<br>TDZE <b>73</b><br>Apt Elev <b>73</b> |
|----------------------------------------------|------------------------|-------------------------------------------------|

VOR Y or TACAN Y RWY 30  
KING SALMON (AKN)(PAKN)

|               |                                                                                                               |
|---------------|---------------------------------------------------------------------------------------------------------------|
| DME required. | MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on AKN VORTAC R-210 to OLLER/15 DME and hold. |
|---------------|---------------------------------------------------------------------------------------------------------------|

|                      |                                        |                                          |                         |                         |                             |
|----------------------|----------------------------------------|------------------------------------------|-------------------------|-------------------------|-----------------------------|
| ATIS<br><b>128.8</b> | ANCHORAGE CENTER<br><b>124.8 354.0</b> | KING SALMON TOWER*<br><b>118.3 279.5</b> | GND CON<br><b>121.9</b> | UNICOM<br><b>122.95</b> | CTAF<br><b>121.9 352.05</b> |
|----------------------|----------------------------------------|------------------------------------------|-------------------------|-------------------------|-----------------------------|



|                                  |                              |                        |                              |                            |                                    |                                    |                                           |                   |                 |  |  |  |  |
|----------------------------------|------------------------------|------------------------|------------------------------|----------------------------|------------------------------------|------------------------------------|-------------------------------------------|-------------------|-----------------|--|--|--|--|
| <div>3000<br/>hdg<br/>240°</div> | <div>AKN<br/>R-210</div>     | <div>OLLER<br/>△</div> |                              |                            |                                    |                                    |                                           |                   |                 |  |  |  |  |
|                                  |                              |                        | <div>EPEYA<br/>AKN 7.2</div> | <div>CICAR<br/>AKN 9</div> | <div>FELUM<br/>AKN 11.7</div>      | <div>CASNO<br/>AKN 15</div>        | <div>One Minute<br/>Holding Pattern</div> |                   |                 |  |  |  |  |
|                                  |                              |                        | <div>AKN 5.1</div>           | <div>AKN 6.3</div>         | <div>≤ 3.10°<br/>TCH 45</div>      |                                    |                                           | <div>116° →</div> | <div>6000</div> |  |  |  |  |
|                                  |                              |                        |                              |                            | <div>800</div>                     | <div>1400</div>                    | <div>2200</div>                           | <div>← 296°</div> | <div>2900</div> |  |  |  |  |
|                                  |                              |                        | <div>1.1 NM</div>            | <div>0.9</div>             | <div>1.8 NM</div>                  | <div>2.6 NM</div>                  | <div>3.4 NM</div>                         |                   |                 |  |  |  |  |
| <div>CATEGORY</div>              | <div>A</div>                 |                        | <div>B</div>                 |                            | <div>C</div>                       |                                    | <div>D</div>                              |                   | <div>E</div>    |  |  |  |  |
| <div>S-30</div>                  | <div>480-1 407 (500-1)</div> |                        |                              |                            | <div>480-1½ 407 (500-1½)</div>     |                                    |                                           |                   |                 |  |  |  |  |
| <div>CIRCLING</div>              | <div>580-1 507 (600-1)</div> |                        |                              |                            | <div>580-1½<br/>507 (600-1½)</div> | <div>900-2¾<br/>827 (900-2¾)</div> | <div>960-3<br/>887 (900-3)</div>          |                   |                 |  |  |  |  |