Updated: March 2023

ELMENDORF AFB

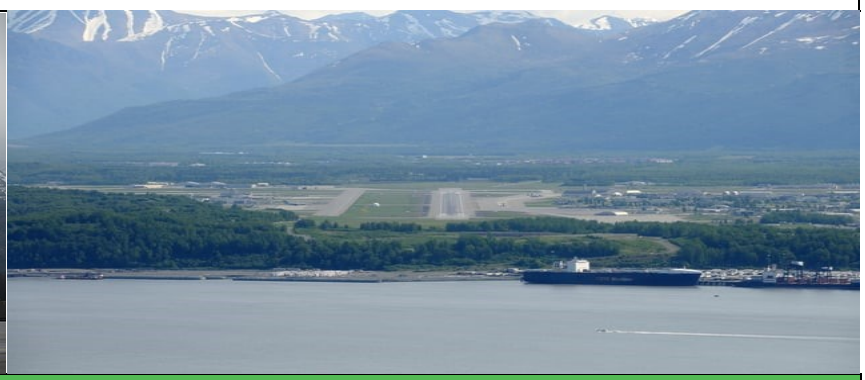
PAED/EDF | **Elevation 213'** | **Anchorage, Alaska**

Airport Website

Airport Overview

The 2005 Defense Base Closure and Realignment Commission (BRAC) report to the president directed the relocation of installation management functions from both the Air Force and Army to a new joint base unit, and established Joint Base Elmendorf-Richardson. The decision listed the Air Force as the supporting agency, implementing and providing the funding vehicle for support to the entire joint base. Both installations used military, civilians and contractors to perform common installation-support functions and similar processes to accomplish those functions. The installations shared a common boundary and had an opportunity to consolidate, providing more consistent and effective support. On July 30, 2010, the 673d Air Base Wing activated as the host wing, combining installation management functions of Elmendorf Air Force Base's 3rd Wing and U.S. Army Garrison Fort Richardson and consists of four groups that operate and maintain the joint base for air sovereignty, combat training, force staging and through output operations in support of worldwide contingencies. The installation hosts the headquarters for the United States Alaskan Command, 11th Air Force, U.S. Army Alaska, the 11th Airborne Division, and the Alaskan North American Aerospace Defense Command Region. The 673 ABW comprises more than 5,500 joint military and civilian personnel, supporting America's Arctic Warriors and their families. The wing supports and enables three Air Force total-force wings, two Army brigades and 75 associate and tenant units.

The airfield consists of two runway surfaces 06/24 and 16/32. The longest of these is 06/24 at 10,000ft. As a reminder ***PRIOR PERMISSION IS REQUIRED TO UTILIZE*** this airfield in a non emergency setting. PAR approaches are available upon request. Please be aware special training and equipment is required to accept an ILS-X approach.



Longest Runway	Lowest Published Approach Minimums
RWY 06/24: 10,000 ft	**ILS Z&Y/RWY 16** 375' (200')- R18 or 1/2 SM

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Runway	Surface	Light System	Runway Length	Runway Width	LDA	GA/TCH	TDZE
06	Asphalt	HIRL,CL, ALSF-1, TDZ,PAPI-L	10,000	200	8,816' bynd G/S	3.0/ 77'	174
24	Asphalt	HIRL, CL, PAPI-L	10,000	200	Not Listed	3.0/ 63'	201
16	Asphalt	HIRL, REIL, PAPI-L	7,493	150	Not Listed	3.0/ 47'	213
34	Asphalt	HIRL, PAPI-L	7,493	150	Not Listed	3.0/ 53'	185

Approach Review

Rwy	06	16
Type of approach and minimums .	ILS: Z&Y: 375' (200') RNAV/GPS: 561' (386') TACAN: 640' (465') PAR: 375' (200')	TACAN Z: 740' (527') TACAN Y: 680' (467') PAR: 502' (289')

ATC

TOWER: 127.20 | ☒ Yes | ☐ No

Notes: ARFF FAA Index D, CAT 8/10
Runways 06/24 Load Bearing: PCN 58 R/B/W/T
Runways 16/34 Load Bearing: PCN 55 F/A/W/T

AF/D Notes of Interest

- RWY 34 500' displaced threshold available for take off with ATC approval, useable length: 7993'
- RWY 06 PAPI unusable beyond 8 degrees **EITHER SIDE** of CL
- RWY 06 PAPI not coincidental with ILS/PAR.
- RWY 06 approach lights extended 15' above surface up to 100' prior to threshold.
- RWY 24 PAPI unusable beyond 7 degrees RIGHT of CL

Terrain/Obstacles

- Mountainous Terrain: *Highest Peak charted at 13,176 ft in the vicinity of airfield*
- Highest tower in class D: *263ft (msl)*

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Additional Airport Notes

- **LNDG RWY 16 NOT RCMND FOR JET ACFT EXCPT DURG DAY VFR DUE OBSTRN 337 FT MSL LCTD 1950 FT FM THR & 574 FT W OF CNTRLN.**
- **NOTICE: A RIDGE EXTENDING FROM APPROXIMATELY 260-020 DEGS ONE TO TWO MILES FROM THE TOWER PREVENTS OBSERVATION OF FOG OVER KNIK ARM. VISIBILITY MAY DROP RAPIDLY AS FOG POURS OVER RIDGE.**
- ACFT UNABLE TO MEET R2203 DEP RSTRNS ADVISE ATC PRIOR TO DEP; CONSIDER DEP RWY 24. SEE ATC NOTES IN GIANT REPORT.
- **ALL ACFT MAINTAIN IDLE POWER ON OUTBOARD ENG WHILE TAXIING.**
- **NO SIGNS ACCOMPANYING HOLD SHORT LINES ON INTERSECTING RWYS.**
- **EXTENSIVE SVC DELAY FOR FUEL.**
- **HGR SPACE & WARM STORAGE EXTREMELY LMTD OCT-MAY.**
- FREQUENT ACTIVITY IN R2203; WHEN UNABLE TO AVOID, CTC ATCT.
- **SPECIAL AIR TRAFFIC RULES FAR PART 93, SEE REGULATORY NOTICES IN THE SUPPLEMENT.**
- LIMITED MAINTENANCE CAPABILITIES ON WKEND.
- PREVENTIVE MAINT: TACAN WED AND FRI 1600-1700Z; ILS TUE AND THR 1500-1700Z; PAR SAT-SUN 1800 -2000Z; ASR SAT-SUN 2000-2200.
- JOAP, JOINT OIL ANALYSIS PROGRAM AVBL. LHNIT, LOW & HIGH PRESSURE NITROGEN SERVICING AVBL.
- DE-ICE, TYPE 1 DE-ICE LIFTOFF P-88; TYPE 4 ANTI-ICE CLARIANT SAFEWING MP-LAUNCH.
- CHANGE JET AIRCRAFT STARTING UNITS (JASU) TO, (A/M32A-86), MC-1A), (MC-2A), (AM32A-60A). (AM32 -95)150 +/-5 LBS/MIN (2055 +/-68CFM) AT 51 +/-02 PSIA. LASS 150 +/-5 LBS/MIN @ 49 +/-2 PSIA.
- OIL: O-123, O-128, O-133, O-148, O-156, JOAP.
- JOAP & LOW & HIGH PRESURE NITROGEN SERVICING FURNISHED DURING NORMAL DUTY HOURS, OTR TIMES ON REQUEST.
- FLUID: PRESAIR, DE-ICE, NITROGEN-LHNIT.
- **QUIET HR 0630-1400Z WKDAYS; 0630-1600Z WKEND & HOLS, AMC ACFT EXEMPT.**
  IFF SVC AVBL.
- C17/C130 OVERT LIGHTS AVBL ON RWY 16/34. C17/C130 COVERT LIGHTS AVBL ON RWY 16.
- NVD OPS ON RWY 16/34 & RWY 06/24 MON-FRI FROM 0400-1000Z++.
- **CAUTION: NUMEROUS ACFT WILL BE OPR IFR BETWEEN 1500-2000 MSL FROM BGQ 092/10 INTO R2203 TO EDF 320/07 INVOF BIG LAKE, PALMER, BIRCHWOOD, GOOSEBAY AND WASILLA, AK., MON-SAT 0300 -0800Z++, AND TUES AND THU 1800-2200Z++.**
- **CAUTION: MOOSE ON & INVOF RWY.**
- **RWY 34 DEPARTURES FOR ACFT WITH WINGSPANS GREATER THAN 98 FT RQR PRIOR COORD WITH AMC, ATC TWR, OR ALD MGT.**

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Additional Airport Notes

ACFT AND/OR NIGHT 6000 FT; AHEAD/BEHIND FORMATION LDG-6000 FT.

- **IF EXP TO USE RWY 16 FOR DEP OR RWY 34 FOR LDG SEE JBER CARTEE AIRSPACE DESCRIPTION IN NOTICES SEC OF THIS SUPPLEMENT.**
- ALL NON-AMC ACFT RQR 732 AMS MAINT/SVC MAY EXPERIENCE LOGISTICAL DELAYS DUE TO MISSION NECESSITIES.
- RCR/RSC RWY 06/24 & 16/34 & FLD RCR CTC ATCT. RWY COND CODE & FICON NOT RPTD.
- EAST RAMP HOT SPOT 19 LTD; 20K LBS N.E.W. CAT 1.1, AND 10K LBS N.E.W. CAT 1.2. COMPENSATORY MEASURES REQ FOR 1.1 N.E.W. >5K LBS AND 1.2 N.E.W. >8.8K LBS. COORDINATE ACFT PARKING WITH 732 AMS AND AFLD MGR. FOR BLDG EVAC CTC 907-552-2577.
- WX OPR H24; DSN 317-552-4903/4397, C907-552-4903/4397. AUGMENTED SFC VIS RSTD E-SW BY BLDG.
- **RWY 34 HAS A 500 FT DISPLACED THLD ALLOWING 7993 FT USABLE FOR TKFS (RWY 34 TKFS ONLY). ACFT REQG TO USE THE ADDITIONAL 500 FT FOR RWY 34 TKF MUST CTC ATC.**
- **RWY 16/34 RWY DIST REMAINING (RDR) SIGNS NOT LCTD IN CORRECT LCTN. AT RWY 16 - 2 RDR 2487 FT OF RWY REMAINING. AT RWY 16 -1 RDR 1487 FT OF RWY REMAINING.**
- **CAUTION: RWY 16/34, USE EXTREME CAUTION TO AVOID FALLING BLW GP TO RWY 34. DECREASED OBST CLNC ON APCH END OF RWY 34. SEVERAL TREES EXCEED 2.5 DEG, 40:1, OR PAPI CLNC PLANES, OR FALL ONLY 30 FT BLW STD FLT PATH OF LDG ACFT.**
- **ACFT WITH WINGSPANS OF 145 FT OR GREATER MAY EXPERIENCE REDUCED WINGTIP CLNC DOWN TO 25 FT WHEN FIGHTER ACFT ARE LCTD IN NORTHERNMOST ELBOW EOR SPOT. TWY N FM RWY 16/34 TO TWY R RSTRD TO FIGHTER ACFT ONLY WHEN ACFT ARE STAGED IN ELBOW EOR. TWY N FM RWY 16/34 TO TWY R UNUSABLE WHEN FIGHTER ACFT STAGED IN SOUTHERNMOST ELBOW EOR SPOT.**
- ARFF FAA INDEX D/ CAT 8/10.
- TPA: OVHD 1700 FT MSL, CONVENTIONAL 1200 FT MSL, HEL/LGT 800 FT MSL.
- **RWY 06** BAK-12B (1770 FT) (7366 FT) (9420 FT)
- **RWY 16** BAK-12B (1498 FT) (6004 FT)
- **RWY 24** BAK-12B (8218 FT) (2622 FT) (568 FT)
- **RWY 34** BAK-12B (1488 FT) (5994 FT)
- **Airport Hot Spots**
  - **HS 1 Int of Rwy 06–24 and Rwy 16–34 is high rwy incursion lctn; possibility of unauthd vehicular tfc.**
  - **HS 2 Int of Rwy 06–24 and Twy D is high rwy incursion lctn; possibility of unauthd vehicular tfc.**
  - **HS 3 Int of Rwy 06–24 and Twy F is high rwy incursion lctn; possibility of unauthd vehicular tfc.**
  - **HS 4 Int of Rwy 16–34 and Twy M is high rwy incursion lctn; possibility of unauthd vehicular tfc.**

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Additional Airport Notes

- DV SPOTS 1 AND 3 LTD TO ACFT WITH WINGSPANS OF 136 FT OR LESS.
- **CAUTION: UNLIT TERRAIN 0 FT AGL/341 FT MSL, 1909 FT PRIOR TO THLD, 1914 FT RIGHT OF COURSE.**
- **CAUTION: WHEN RWY 16 VGSI INOP, STR-IN TO RWY 16 ONLY AUTHORIZED AT NIGHT WITH MAJCOM A3 APVL.**
- TWYS N2 & N5 PERM CLOSED.
- AFLD MGMT DOES NOT HAVE COMSEC STORAGE AVBL, FOR COMSEC STORAGE CTC COMMAND POST DSN 317-552-3000.
- **ALL VIP ACFT CTC BASE OPS 30 MIN PRIOR TO ARR ON PTD 372.2 OR 134.1 OR C907-552-2107.**
- **ACFT REQUIRING CUSTOMS AND AG INSPECTIONS ARE RQR TO CTC BASE OPS NO LATER THAN 90 MIN PRIOR TO ARR.**
- **DURING VMC DEPS/MISSED APCHS/GO AROUNDS; ACFT SHALL MAINTAIN AT OR BLW 1200 FT MLS UNTIL DEP END OF RWY 06.**
- **PPR REQUIRED FOR ALL NON JBER ASSIGNED ACFT EXCEPT NON-EXPLOSIVE LADEN AMCC ACFT UNLESS CONDUCTING LCL TRNG.**
- SUBMIT ALL PPR REQUESTS UTILIZING THE PAED PPR REQUEST FORM LOCATED IN THE PAED GIANT REPORT STIF TO BASEOPS3@US.AF.MIL NO EARLIER THAN 30 DAYS PRIOR AND NO LATER THAN 48 HOURS PRIOR TO ARRIVAL TO BEGIN COORDINATION FOR PPR.
- PPRS WILL BE ISSUED NO EARLIER THAN 7 DAYS PRIOR TO ARR.
- NORMAL BARRIER CONFIGURATION DUR FTR FLY WINDOW LEAVES 5675 FT BTN CABLES ON RWY 06/24, OUTSIDE OF FTR FLY WINDOWS THERE IS 7658 FT BTN CABLES.
- ACFT REQUIRING CABLES DE-RIGGED MUST CTC BASE OPS 24 HR PRIOR TO ARR OR MAKE REQ PRIOR TO PPR BEING ISSUED.
- AMC ACFT ON AN AMC ASGN MSN CAN EXP TO HAVE MAINT SVC ACCOMPLISHED BY 732 AMS.
- UNITS DEPLOYING TO, STAGING OUT OF, OR FLYING LCL SORTIES AT ELMENDORF AFB MUST DEPLOY WITH MAINT PERS REQUIRED TO COMPLETE OPS TO INCLUDE DE-ICE QUALIFIED CREWMEMBERS DUR COLD WX OPS.
- **ANY DEPLOYED OR STAGED ACFT WILL NOT RCV TA SUPPORT BYD INITIAL BLOCK IN.**
- UNLESS PARTICIPATING IN MAJCOM SPONSORED EXER AT ELMENDORF; DEPLOYED OR STAGED UNITS MUST CTC 3 WG SCHEDULING AT DSN 317-552-2406 OR C907-552-2406 AS EARLY AS POSSIBLE TO COORD LOCAL AREA ORIENTATION BRIEFING, MAINT SPONSORSHIP IF APPLICABLE, AND SUBMIT VISITING UNIT REQUEST FORM FOR 3 OG/CC APVL PRIOR TO LCL AREA OPS.
- TRAN ALERT ACFT SVC LTD TO POL SERVICING, INTAKE INSPECTIONS, MAGNETIC CHIP DETECTOR INSPECTIONS AND EOR INSPECTIONS.
- **ALL FTR ACFT ON ARR EXPECT REDUCED SEPARATION; SAME TYPE ACFT AND DAY 3000 FT; DISSIMILAR**

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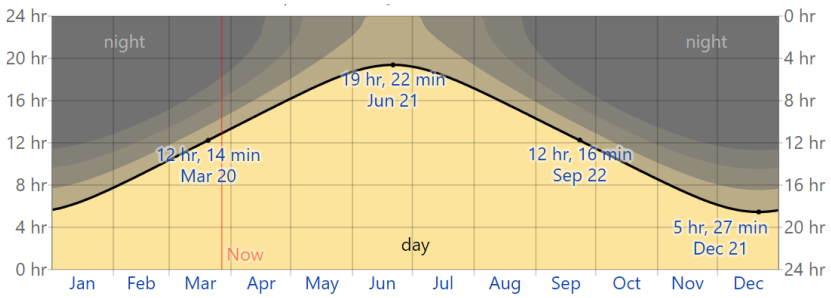
Climate/ Weather

The weather in Alaska is notoriously challenging. Gusty winds, white outs, and unpredictable patterns are all major factors in Alaskan operations. Below are the monthly averages for Anchorage in 2022. The temperatures range from an average High of 20 degrees Fahrenheit in December and January, to an average of 60 degrees Fahrenheit in August and September. The heaviest precipitation occurs in late summer between August and September, averaging 2-3 inches. The windiest season lasts for 7 months between September and April. The average daily wind speed for that period exceeds 5.4mph during that time.

Unlike the lower 48, daylight hours are not reasonably uniform. During Summer the longest stretch of daylight occurs in June with an average length of 19.2 hours, with the shortest period of naturally occurring sunlight in December at 5.6hrs. This great difference in available sunlight wreaks havoc on circadian rhythms. Enhanced scheduling procedures for operations that frequent Alaska sporadically are advised.

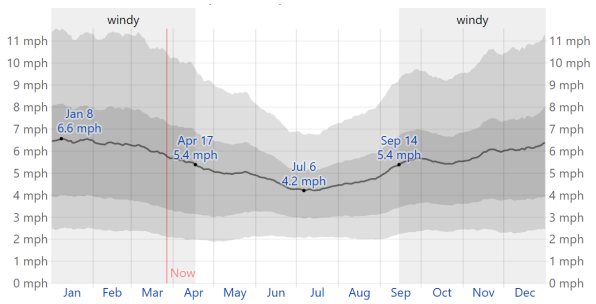
Hours of Daylight and Twilight in Anchorage



The number of hours during which the Sun is visible (black line). From bottom (most yellow) to top (most gray), the color bands indicate: full daylight, twilight (civil, nautical, and astronomical), and full night.

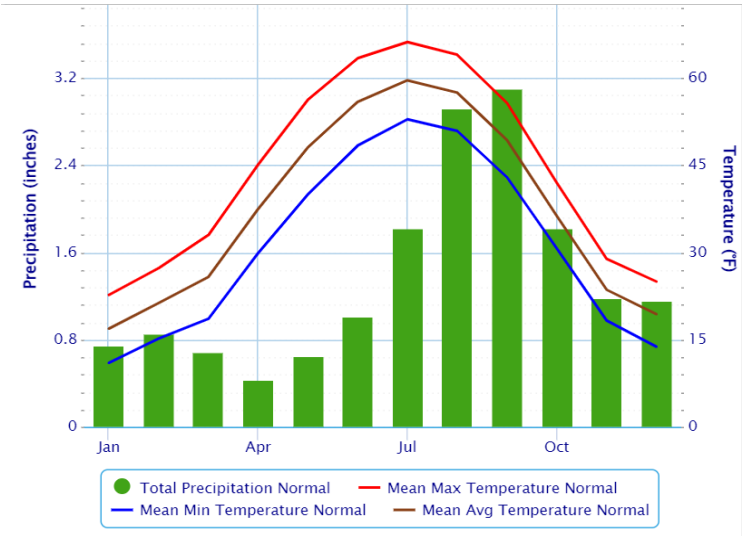
Hours of	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Daylight	6.6h	9.1h	11.9h	14.9h	17.6h	19.2h	18.2h	15.6h	12.8h	9.9h	7.2h	5.6h

Average Wind Speed in Anchorage



The average of mean hourly wind speeds (dark gray line), with 25th to 75th and 10th to 90th percentile bands.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Wind Speed (mph)	6.5	6.3	6.0	5.4	5.0	4.6	4.3	4.6	5.4	5.5	5.9	6.2



Month	Total Precipitation Normal (inches)	Mean Max Temperature Normal (°F)	Mean Min Temperature Normal (°F)	Mean Avg Temperature Normal (°F)
January	0.75	22.7	11.0	16.9
February	0.86	27.3	15.2	21.3
March	0.69	33.0	18.6	25.8
April	0.43	45.1	29.9	37.5
May	0.65	56.3	40.0	48.1
June	1.02	63.4	48.4	55.9
July	1.82	66.2	52.9	59.6
August	2.93	64.0	50.9	57.5
September	3.10	55.7	42.9	49.3
October	1.82	42.0	30.7	36.3
November	1.19	28.9	18.3	23.6
December	1.16	25.0	13.8	19.4
Annual	16.42	44.1	31.1	37.6

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Accident/Incident History

As PAED/KEDF is an active military installation the available data is incredibly limited. There are significant road blocks in obtaining information on accidents and incidents involving military aircraft. As such the occurrences below are primarily GA part 91 aircraft with prior permission to utilize the field (Base Flying Club, Gov't Contractors, etc.)

There were two listed incidents in available databases at the time of research.

In June of 2021 an air carrier aircraft was involved in a CFIT event (Altitude Deviation) due to a communication breakdown between the crew and ATC
ASRS ACN #: 1812051

In June of 2022 a single engine piston C-182R mis-judged the height above runway during the flare to landing phase. This resulted in a "harder than expected" touch down resulting in significant damage to the engine firewall.
NTSB #: ANC22LA044

There is no significant correlation between these two events. However it should be noted that these events were both recorded in June one year apart. While no investigating agency lists this as a factor in either of these incidents, this corresponds with the largest time period of available daylight (Longest days). Highlighting the need for enhanced planning and preparedness for crews and operations engaging in Alaskan Ops. Fatigue and "body clock confusion" will be greatly enhanced during this period.

Wildlife: There is no listed data on the FAA Wildlife strike Database. This does not indicate a lack of events. Rather, that the military keeps their own database of information which is not readily available. Enhanced caution due to the well publicized volume of natural flora and fauna in the Alaskan Territories is highly recommended.

Reference Documents (Double-Click on icon to retrieve)

(AFD)	
	

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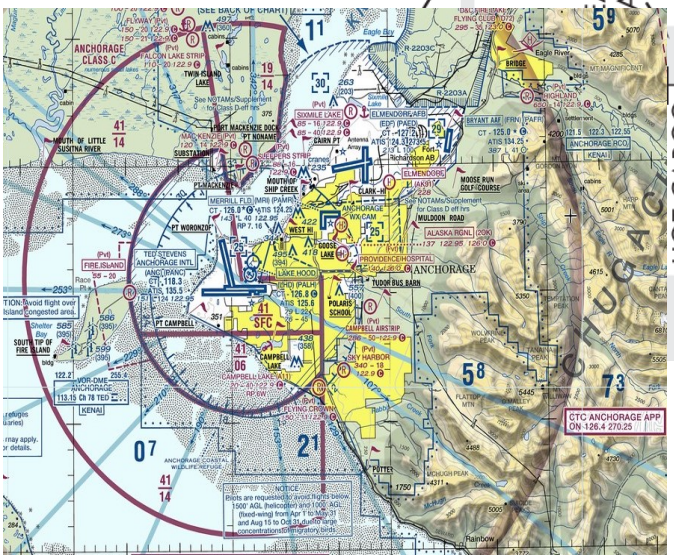
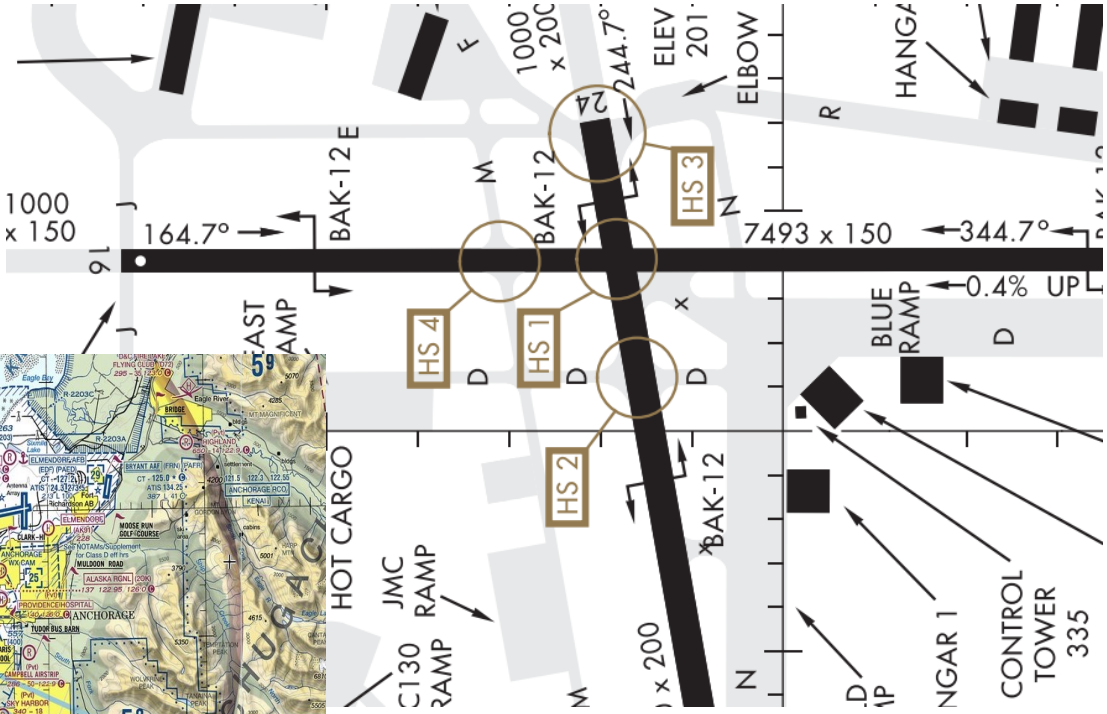
Safety Factors

- Weather
- High Traffic airspace
- Fast Moving Jet Traffic
- Frequent "HEAVY" or "SUPER" traffic
- Mountainous Terrain
- Non Standard Hold Short markings
- Reduced Separation
- Abnormal daylight/nighttime hours
- Airport Hot Spots

Reference Documents (Double-Click on icon to retrieve)

(AFD)	





Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Weather (Rapid Change Possible)	
High Traffic Airspace (Class C)	
Fast Moving Jet Traffic	
Frequent “Heavy” or “Super” class traffic. (Wake Avoidance)	
Reduced Separation Possible	
Mountainous Terrain	
Non Standard Hold Short Markings	
Abnormal Daylight/ Nighttime hours (Fatigue)	
Airport Hot Spots	