

**Kodiak
Island
Airport
Corridor
Guide**

SOUTHWEST ALASKA PILOTS ASSOCIATION

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To Whom It May Concern,

In early 2011, Captain Jeffrey Pierce met with Mark Blair, Operations Support Specialist for the Federal Aviation Administration Western Service Center. He wanted to inform Southwest Alaska Pilots Association of the FAA's concern with high draft vessels transiting in the area of the Kodiak Island airport landing approach.

Kindly be advised we recently contacted the FAA to ascertain if any of the procedures have changed. We do this on an annual basis to confirm that protocols remain correct. Mark McClure of the FAA Anchorage ARTCC has assured us that the process outlined in the Kodiak Air Draft LOA appears to be working well and that there have not been any changes to aircraft instrument approach procedures (which either positively or negatively impact the air draft safety issue) for Kodiak airport since last year.

THEREFORE:

Vessels with an air draft of 138 feet or higher will be required to notify the Federal Aviation Administration Anchorage Air Route Traffic Control Center prior to entering a corridor between Kodiak Island entrances - Buoys 2 & 3 and Buoys 6 & 7.

Ten-minute's notice will be required to shut off the instrument approach to Kodiak airport to facilitate a safe transit of the vessel through this corridor, thereby eliminating any conflicts with low flying aircraft landing at the Kodiak airport. Once the ship is clear of the corridor, notification to the FAA will be required to re-energize the instrument approach.

This notification is in order to protect the safety of airplanes and ships moving through the corridor. After discussing this situation with Mr. Blair, it was resolved that the ships' staff would be more readily capable of providing the appropriate notice, since the pilot would be boarding the vessel or disembarking the vessel at the pilot station ten minutes prior to entering or leaving the corridor. A verbal contact via VHF radio with the ship from the pilot, will be established to confirm that notification has occurred as requested.

Please note that certain pleasure craft may have an air draft of 138' or higher and that those vessels exempt from pilotage per AS 08.62.180 (8) (b) should be notified of this procedure as they will also be expected to adhere to these new requirements. Please find enclosed the phone number and written procedure for contacting air traffic control and the graphic indicating the corridor requiring notification prior to transiting.

Thank you for your assistance in this matter.

Sincerely,

Capt. Andrew S. Wakefield

Captain Andrew S. Wakefield *by JLR*
President
Encs.



Data SIO, NOAA, U.S. Navy, NGA, GEBCO
 © 2011 Google
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 57°44'15.83" N 152°23'02.16" W elev. -98 ft

Suggested phraseology for the ship captain, pilot, or designated person to communicate the position is depicted below in red.

a. KODIAK/ST. PAUL HARBOR ARRIVAL/DEPARTURE PROCEDURES

Ships entering or exiting Kodiak/St. Paul harbor with an air draft of 138 foot or higher are required to notify the Federal Aviation Administration (FAA) Anchorage Air Route Traffic Control Center at **907-269-1103** of their presence.

(1) Arriving ships:

Within 10 minutes of a ship crossing 152°21'W

“This is marine vessel _____. We are within 10 minutes of crossing 152°21'W for the Kodiak harbor. We will call when clear of the alert area.”

Then as soon as possible but no later than 5 minutes after crossing a line between:

St. Paul Harbor Entrance Channel Lighted Buoy 7 (26705) - 57°45'21.02"N,
152°27'08.44"W

St. Paul Harbor Entrance Channel Lighted Buoy 6 (26700) - 57°45'22.64"N,
152°26'42.01"W

“This is marine vessel _____. We are clear of the alert area.”

(2) Departing ships:

Within 10 minutes of untying and getting under way

“This is marine vessel _____. We are untying and getting under way from the Kodiak harbor. We will call when clear of the alert area.”

Then as soon as possible but no later than 5 minutes after crossing a line between:

St. Paul Harbor Entrance Channel Lighted Buoy 3 (26690) - 57°44'40.29"N,
152°26'16.91"W

St. Paul Harbor Entrance Channel Lighted Buoy 2 (26685) - 57°44'35.29"N,
152°25'27.38"W

“This is marine vessel _____. We are clear of the alert area.”

b. WOMENS BAY

(1) Departing ships from Womens Bay proceeding to Kodiak/St. Paul Harbor:

Within 10 minutes of Nyman Spit or the

Womens Bay Entrance Channel Lighted Buoy 14 (26830) - 57°42'53.162"N,
152°30'41.769"W

“This is marine vessel _____. We are within 10 minutes of the Womens Bay Entrance Channel Lighted Buoy 14 (or Nyman Spit). We will call when clear of the alert area.”

Then as soon as possible but no later than 5 minutes after crossing a line between:

St. Paul Harbor Entrance Channel Lighted Buoy 7 (26705) - 57°45'21.02"N,
152°27'08.44"W

St. Paul Harbor Entrance Channel Lighted Buoy 6 (26700) - 57°45'22.64"N,
152°26'42.01"W

“This is marine vessel _____. We are clear of the alert area.”

(2) Departing ships from Kodiak/St. Paul harbor proceeding to Womens Bay:

Within 10 minutes of untying and getting under way

“This is marine vessel _____. We are untying and getting under way from the Kodiak harbor. We will call when clear of the alert area.”

Then as soon as possible but no later than 5 minutes after crossing a line between:

Womens Bay Entrance Channel Lighted Buoy 2 (26780) - 57°44'21.179"N,
152°27'53.372"W

Womens Bay Entrance Channel Lighted Buoy 3 (26785) - 57°44'17.162"N,
152°27'43.386"W

“This is marine vessel _____. We are clear of the alert area.”