

**Kodiak
Island
Airport
Corridor
Guide**

SOUTHWEST ALASKA PILOTS ASSOCIATION

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To Whom It May Concern,

In early 2011, a representative from Southwest Alaska Pilots Association (SWAPA) met with Mark Blair, Operations Support Specialist for the Federal Aviation Administration Western Service Center. He wanted to inform SWAPA 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. We have spoken with David Chilson of the FAA Anchorage ARTCC and there have been a couple of changes to the Kodiak Air Draft LOA. Please note that calls from arriving or departing vessels must now be made within **15 minutes** as the FAA have determined they need the additional time to be able to hold aircraft prior to starting their approach. The contact telephone number for the Anchorage Air Route Traffic Control Center (ZAN) has also been revised to **(907) 269-1103**.

THEREFORE:

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


Fifteen minutes 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 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,



Captain Ian Maury
President

Encs.

SUBJECT: Notification process for ships entering or exiting Kodiak/St. Paul Harbor and Women's Bay.

PURPOSE: To provide operating procedures for the notification of ships with an air draft of 138 feet or greater arriving or departing Kodiak/St. Paul Harbor or Women's Bay.

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

The vessel must notify ZAN of their presence.

ZAN is responsible for the control of aircraft through the notification area as defined in item C.

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 (ZAN) at **907-269-1103** of their presence.

(1) Arriving ships:

Within **15 minutes** of a ship crossing 152°21'W

“This is marine vessel _____. We are within 15 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 **15 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 **15 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 15 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 **15 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.”

C. NOTIFICATION AREA:

