

**DENALI NATIONAL PARK - ALASKA RANGE
COMMONLY USED REPORTING POINTS**

For Advisory Purposes Only
Pilots are responsible to See and Avoid other aircraft.
This is a collection of the most commonly used reporting points used by Part 135 Operators based in the Talkeetna and Windy Pass areas.

Caution: Study the reporting point locations. Maintain VFR separation at all times. Pilots: Please report discrepancies to Denali National Park & Preserve for updating. Refer to the Alaska Supplement under "Denali Advisory" for the most current information.

For Google Earth overlays, GPS downloads, current revisions and updates go to:
www.nps.gov/dena/planyourvisit/avmpguidelines.htm



Sponsored by: Alaskan Region FAA Safety Team (FAASteam)
National Park Service
FAA
Aviation Safety



ALASKAN REGION



AVIATION INFORMATION

Version 2, 2009; this map supersedes Version 1, 1999

Denali National Park and Preserve

DENALI NATIONAL PARK

AVIATION INFORMATION

General Guidelines

The map shows Denali National Park and Preserve and Denali State Park. It is not intended for navigation, but delineates commonly used reporting points for the numerous aircraft flying in the area. The red ● reporting points indicate areas of heavier traffic. The black ● reporting points are commonly used VFR reporting points.

The mountain is divided into three geographic areas; north, south and above 15,000 feet. The dividing line begins at the terminus of the Eldridge Glacier, along the east side of the main branch of the glacier. At Mt. Eldridge the line will circle northeast to Mt. Mather. From there the line will proceed westward, connecting Mt. Deception and Mt. Silverthorne and along the spine up to the summit of Mt. McKinley and westward to the summits of Mt. Foraker and Mt. Russell. There are two "Mountain Traffic Advisory Frequencies" (MTAF) used on the mountain. The south side traffic should monitor and report on 123.65 and the north side on 122.725. When making a position report, give your location, altitude, destination, and or direction of flight. For example: "Mountain Traffic, Cessna 1234, Ruth Icefall, 8000 feet, up glacier for the Amphitheater."

Aircraft above 15,000 ft msl should monitor and report on 122.775.

ALL AIRCRAFT SHOULD FLY WITH THEIR LIGHTS ON.

Climb early, stay high, especially over areas where landings and departures take place.

Be sure your aircraft has the performance capability to operate in a high altitude mountainous environment.

Stay to the right in the valleys and canyons.

If the weather begins to deteriorate, leave the mountain area immediately.

REMEMBER, Mt. MCKINLEY MAKES ITS OWN WEATHER

Tour aircraft may have their radios turned down to talk to their passengers and therefore miss a report. **ALWAYS** assume that another aircraft may be in your area and might have missed your call.

BE ALERT!

Be sure you report your correct altitude in order to maximize separation, and minimize the potential for a mid-air. Obtain a current altimeter setting from the nearest facility.

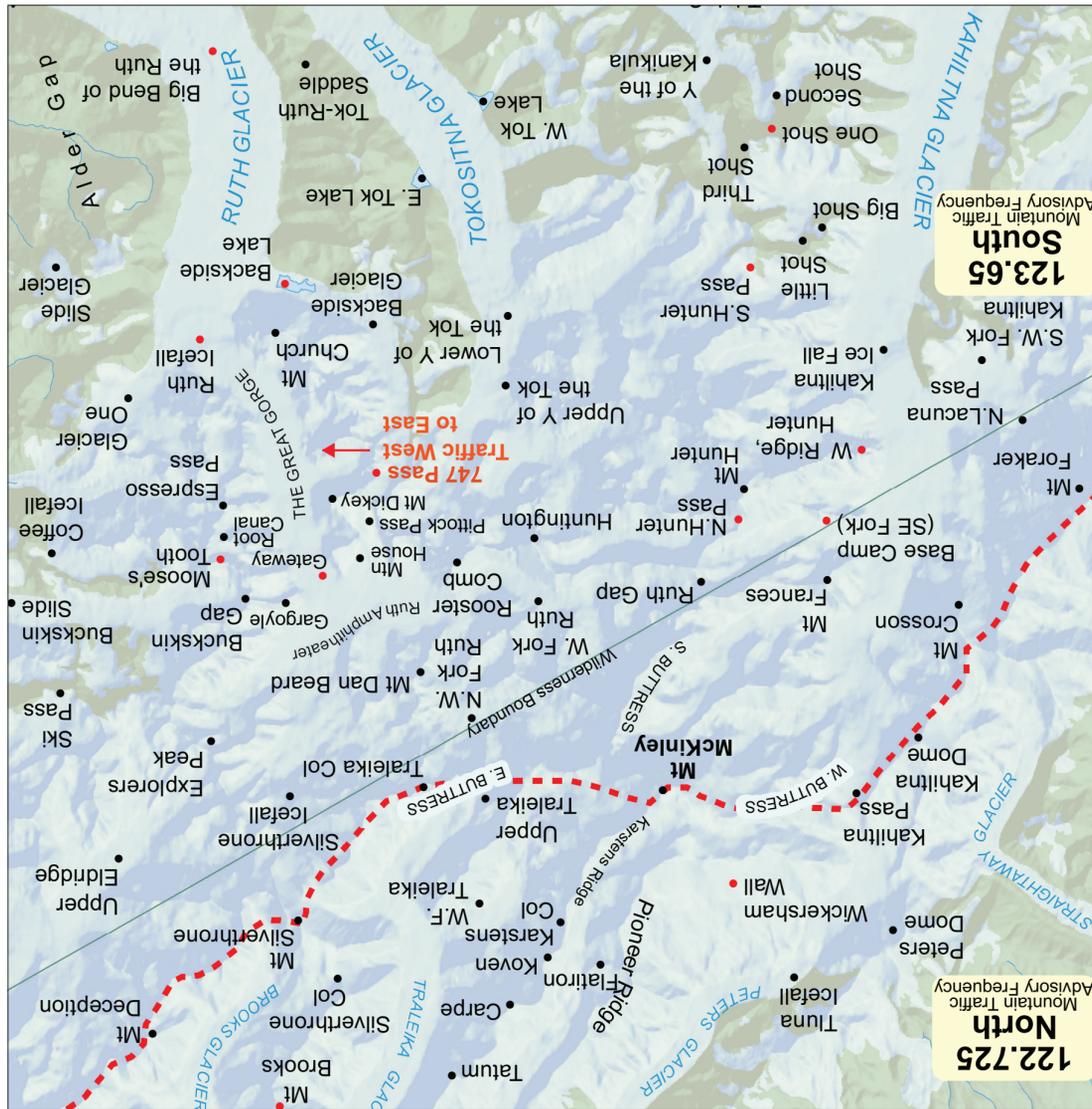
Be sure to brush up on your mountain flying techniques before flying Denali. There are many excellent books and pamphlets available. Consider reviewing your skills with a flight instructor.

The National Park Service at Denali National Park and Preserve performs numerous rescues in the Alaska Range and on Mt. McKinley. Rescues are often performed using high altitude rotary, fixed wing and military aircraft. Please stay well away from rescue sites. Listen and obey airspace closures around rescue operations.

SOUTHSIDE AIR ROUTES

Southeast Fork Kahlitna (ka-hilt-na) Glacier: This can be a very high volume route during May and June. Aircraft are leaving Talkeetna and flying the most direct route to "base camp" on the Kahlitna Glacier. Watch for "One Shot Gap": minimum altitude 8500 ft MSL, listen, stay right, watch diligently for opposite direction traffic, listen for reports of downdrafts and turbulence. Don't get caught with no way out.

Southeast Fork Kahlitna (the long way): Local pilots will be using this route when the direct route is weathered in. Listen for PIREPs on the CTAF frequency and follow reporting point procedures. If you are new to the area, and this route is being used, it is recommended you leave the mountain area as the weather can change very quickly.



Around the Mountain/Kantishna (Kan-tish-na): This route requires good VFR weather and an aircraft that can climb to 12,000 ft MSL. Ask for PIREPs, climb early and stay high until you have crossed back to your original side. You should not cross north to south or south to north unless you can verify good weather on the other side. Position reports should include "around the mountain clockwise". Change frequency to 122.90 when approaching Kantishna.

Ruth Glacier/Mountain House: This is the most popular scenic flight route. Ski equipped aircraft land and takeoff from the ski strip at the "Mountain House" in the Don Sheldon Amphitheater. Stay to the right in the "Great Gorge." Listen for aircraft entering from "Moose's Tooth" (east of the gorge), and "747 Pass" (west of the gorge). Mountain House overflights should remain at or above 7000 feet MSL to avoid conflict with landing traffic. **The traffic flow is west to east through "747 Pass".**

Pika (pie-ka) Glacier: This is the heart of "Little Switzerland" bordered by the Kahlitna Glacier to the west, the Kanikula (Kan-i-ku-la) Glacier to the east and the Dutch Hills to the south. This area is very popular with rock climbing enthusiasts. Aircraft may enter and depart via the Kahlitna Glacier or Dutch Hills.

DON'T FORGET: LIGHTS ON, STAY 2000' AGL ABOVE LANDING AREAS, ANNOUNCE YOUR INTENTIONS / POSITION AND MONITOR THE MTAF.

NORTH SIDE PARK AREA ROUTES

Crossing the Alaska Range between Healy and Cantwell along the parks highway, pilots should maintain vigilance. The 20 mile long mountain pass is defined by Healy canyon in the north and Windy Pass in the south. Traffic should, if able, fly the right side of the pass; announcing location, altitude and direction. Remember, not all aircraft have radios, see and avoid! Air traffic along this corridor can be extremely heavy. Also realize that flying this route will put you within close proximity to traffic patterns. At the peak flying season in July there have been as many as 200 crossings a day within a several mile radius of the McKinley National Park airstrip (PAIN or INR).

There are at least five commercial flight businesses operating out of Healy (HRR), McKinley National Park (PAIN or INR), riverside heliport (across from PAIN), Denali private (AK06), and Cantwell (PATW) during the summer months.

In general, Healy traffic will depart Healy River Airport; fly south through Healy canyon, and follow the spine and trench of the Alaska Range to Mt. McKinley, returning to Healy along the same route.

Rotorcraft flying off the riverside heliport can be expected to depart southeast bound at 300 AGL or below to avoid traffic at McKinley National Park airstrip. Approximately 5 miles south, the helicopters turn back SW and climb. If doing a park tour, the helicopters will generally head SW along the Alaska Range, reversing the route somewhere between Scott's Peak and Mt. McKinley. Typically, if departing to the east, the rotorcraft will fly direct from the heliport.

Fixed wing and rotorcraft operate out of McKinley National Park airstrip (PAIN or INR), year round. When departing north, commercial aircraft will typically depart and climb through Healy Canyon, then turn west over Otto Lake into Dry Creek. South bound departures will either depart the area in a downwind departure, or continue SW to the spine and toward Mt. McKinley. From there the traffic often goes to Kantishna direct.

Many Agency aircraft operate out of the McKinley National Park strip as well. These aircraft usually fly direct to their mission objectives and typically depart mid field after climbing above the airstrip. Often if agency aircraft are departing to the North they will also climb through Healy canyon and depart via Dry Creek.

Denali Private (AK06) is centered between Healy and Windy passes, east of the Nenana River, and in close proximity to the Triple Lakes reporting point. Special attention should be given to this area as aircraft are in either the landing or departing phases of flight. These flights are typically comprised of multiple twin engine aircraft. Typical flight routes track southwest along the north or south side of the spine along the Alaska Range. When landing, these flights typically descend rapidly from 6000 ft to 3000 ft AGL down the Riley and Denali Creek drainages, continuing across the Triple Lakes area.

KANTISHNA AREA

Kantishna Airstrip

Aircraft should monitor and use 122.9 when within 5 statute miles of Kantishna Airport (5Z5). The airstrip is typically described as "East" (10 uphill) and "West" (28 downhill) respectively. Typically, traffic will takeoff to the West, either departing the area in a left hand downwind to the East or continuing for a NE departure north of the Kantishna Hills. Arriving traffic from north or south of the Kantishna Hills typically lands to the East (10 uphill).

Stampede Airstrip

Aircraft should monitor and use 122.9 when within 5 statute miles of Stampede Airport (Z90). Please refer to the Alaska Supplement for further information.

Denali Park Airports

Cantwell (PATW) Airport Elevation Runway Length Runways Right Hand Traffic Left Hand Traffic Communications	2190ft 2100ft Dirt and gravel 04-22 RWY 04, slope 2% uphill north, dogleg approach due to mountainous terrain RWY 22 CTAF 122.9/RCO 122.5 (Kenai AFSS)
Healy River (HRR) Airport Elevation Runway Length Runways Communications	1294ft 2800ft Asphalt 15-33 Condition not monitored. Recommend visual inspection prior to use CTAF 122.9, RCO 122.4 (Fairbanks AFSS)
Kantishna (5Z5) Airport Elevation Runway Length Right-Hand Traffic Left-Hand Traffic Communications Remarks	1575ft 1800ft Dirt and gravel. RWY 28 RWY10, slopes downhill 2% towards the west, dogleg at NW end CTAF 122.9, AWOS 135.75 Unattended. Brush and trees on both sides rising abruptly.
McKinley National Park (PAIN, INR) Airport Elevation Runway Length Right-Hand Traffic Left-Hand Traffic Communications Remarks	1720ft 3000ft Dirt and gravel. 34 16 122.9, RCO 122.1 (Fairbanks AFSS), AWOS 135.75 Unattended, approaches wind/shear activity, pedestrian traffic on RWY
Denali PVT (AK06) Airport Elevation Runway Length Runways Communications Remarks	2050ft 5000ft 12-30 CTAF 122.9 Unattended Private strip
Summit (PAST) Airport Elevation Runway Length Runways Communications Remarks	2409ft 3800ft Dirt and gravel 03-21 CTAF 122.9/RCO 122.6 (Kenai AFSS) Unattended, Radio communication unreliable within 15miles, Soft-wet
Talkeetna (PATK) Airport Elevation Runway Length Right-hand Traffic Left-hand Traffic Runways Communications Remarks	358ft 3500ft Asphalt 18 36 18-36 CTAF 123.6, RCO122.2, unicom123.0, ANC CTR, 125.55, TWEB 116.2, ASOS 135.20 RWY not monitored. Most arrivals from North and Northwest will report "highway camp" or "Chase gravel pits" between 1500 ft and traffic avoid these corridors

Please check current airport information in the Alaska Supplement and by NOTAM/PIREP

LOCATION	LONGITUDE	LATITUDE
747 Pass	W150° 45.786'	N62° 56.203'
Anderson Pass	W150° 14.412'	N63° 17.173'
Backside Lake	W150° 41.380'	N62° 51.544'
Base Camp (SE Fork)	W151° 9.820'	N62° 57.846'
Band of the Muldrow	W150° 21.259'	N63° 17.564'
Band of the Peters	W150° 57.980'	N63° 12.013'
Big Bend of the Kahlitna	W151° 23.587'	N62° 40.301'
Big Bend of the Ruth	W150° 35.759'	N62° 45.867'
Cathedral Mtn	W149° 35.759'	N63° 34.362'
Double Mtn	W149° 28.460'	N63° 36.421'
Easy Pass	W149° 43.882'	N63° 22.163'
Foggy Pass	W149° 13.351'	N63° 24.880'
Gateway	W150° 42.652'	N62° 58.605'
Gunsight Pass	W150° 51.501'	N63° 12.020'
Lower Toklat	W150° 6.895'	N63° 38.313'
Moose's Tooth	W150° 37.208'	N62° 58.085'
Mt Brooks	W150° 38.910'	N63° 11.303'
Mt Margaret	W149° 17.545'	N63° 45.318'
Myrtle Pass	W150° 35.247'	N63° 33.002'
N. Hunter Pass	W151° 5.096'	N62° 57.721'
One Shot	W151° 7.777'	N62° 48.373'
Peters Gap	W149° 50.989'	N63° 31.412'
Polychrome Glaciers	W149° 51.659'	N63° 32.317'
Polychrome Rest Area	W149° 22.041'	N63° 29.273'
Refuge Valley	W149° 41.419'	N63° 31.643'
Round Top	W150° 36.686'	N62° 52.770'
Ruth Ice Fall	W151° 8.296'	N62° 51.686'
S. Hunter Pass	W150° 34.187'	N62° 27.653'
Safari Peak	W150° 8.296'	N63° 21.154'
Swan Lake	W150° 24.192'	N62° 31.622'
Toe of the Kahlitna	W151° 11.970'	N62° 28.885'
Toe of the Kankikula	W150° 55.300'	N62° 42.253'
Toe of the Muldrow	W150° 32.638'	N63° 14.909'
Toe of the Peters	W151° 0.321'	N63° 14.909'
Toe of the Ruth	W150° 25.137'	N62° 40.136'
Toe of the Tokositna Glacier	W150° 47.445'	N62° 40.340'
Triple Crown	W151° 7.947'	N62° 45.233'
Upper Riley	W149° 11.789'	N63° 31.688'
W. Ridge Hunter	W151° 11.856'	N62° 56.180'
Wickersham Wall	W151° 3.955'	N63° 6.467'

HEAVILY USED REPORTING POINTS (RED DOTS)
Formatted in Decimal Minutes (dd mm.mmm)
Pilots - Consult Alaska Supplement for current updates

DENALI STATE PARK

Denali State Park (DSP) borders the national park on its southeast corner between the Dutch Hills to the west and to the Susitna River on the east. The George Parks Highway (Highway 3) runs through the middle of the park. There are some state requirements for aviators with regards to operations within the state park.

Landings of fixed wing aircraft in DSP are permitted west of the Parks Highway. and on Blair and Ermine Lakes.

Landings are not permitted on Byers Lake and on Kesugi and Curry Ridges, which are all east of the highway.

Practice landings are not permitted.

Helicopters landings are restricted to five specific sites west of the highway.

For detailed information on these sites for planning purposes, please phone (907) 745-3975.

Accident Reporting:

The National Transportation Safety Board (NTSB) is the Federal Agency charged with investigating all civil and certain public accidents. If you are involved in an aviation accident or reportable incident, you may fulfill the immediate reporting criteria by calling the NTSB Field Office in Anchorage. This office is responsible for investigating all aviation accidents in Alaska. Their daytime phone number is: (907) 271-5001. After normal duty hours, please call (907) 271-5936 and ask to speak with the NTSB investigator on duty. Should questions arise as to what constitutes an accident or incident, or if you have any questions about the NTSB, please give them a call.

Further revisions, in addition to other aviation information pertaining to Denali National Park & Preserve, may be found at:

www.nps.gov/dena/planyourvisit/avmapguidelines.htm

Denali Park Operators

Atkins Guide and Flying Service	768-2143
Barry Stanley	495-5899
Denali Air	683-2261
Denali Flying Service	317-9520
Fly Denali	683-2899
ERA Helicopters	550-8600
Hudson Air Service	733-2321
Kantishna Air Taxi	683-1223
K-2 Aviation	733-2291
Rust's Flying Service	243-1595
Talkeetna Aero Services	733-2899
Talkeetna Air Taxi	733-2218

For further information, please contact:

Alaskan Region FAA Safety Team (FAASteam)
(866) 866-357-4704
www.faa.gov/go/flyalaska

or

National Park Service
PO Box 9
Denali National Park, AK, 99755
(907) 683-2294