

122.9 CTAF  
Minchumina  
122.2 RCO  
135.55 AWOS

Nenana  
122.5 RCO

122.9 CTAF  
Healy River  
122.4 RCO

122.9 CTAF  
McKinley Park  
122.1 RCO  
135.75 AWOS

122.9 CTAF  
Stampede

122.9 CTAF  
Kantishna

Denali  
(Private Airstrip)

122.9 CTAF  
Cantwell (Pvt)  
122.5 RCO

122.9 CTAF  
Summit  
122.6 RCO

Frequency  
Changeover

122.725  
North  
Mountain Advisory  
Frequency

122.775  
Aircraft flying between  
15,000 msl and  
18,000 msl

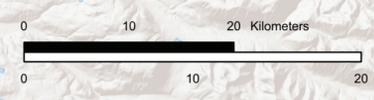
122.9 CTAF  
Purkeypile

123.65  
South  
Mountain Advisory  
Frequency

122.9 CTAF  
Chelatina Lake (Pvt)

123.6 Radio  
Talkeetna

- Red Dots are Reporting Points that transient pilots should use
- Black dots are Reporting Points used by commercial operators

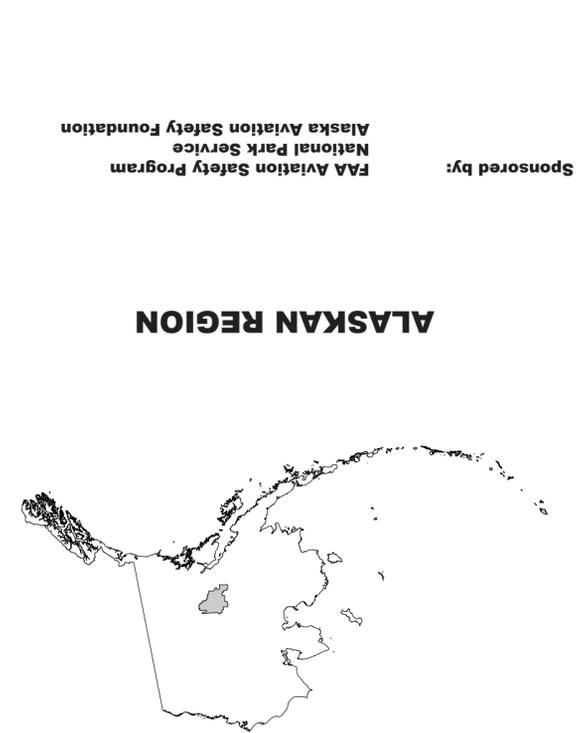


- Denali National Park
- Denali National Preserve
- Unpaved road
- Primitive road
- Radio Frequency Boundaries

**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. Locations as published may differ from locations known to you. Visiting pilots using the FAA's chart will use those points as shown. Maintain VFR separation at all times.



# Denali National Park and Preserve AVIATION INFORMATION

## DENALI NATIONAL PARK AVIATION INFORMATION

### General Guidelines

The map shows the Denali National Park and the 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 should be used by transient pilots. The black reporting points are commonly used by commercial operators.

The mountain is divided into two geographic areas, north and south. The dividing line begins at the bottom of the Eldridge Glacier, eastwards along the south side of the glacier to the main ridge, which extends up to the summit of Mt. McKinley and westward to the summits of Mt. Foraker and Mt. Russell. There are two CTAFs used on the mountain. The south side traffic should monitor and report on 123.65 and the north side on 122.725. Selected reporting points are depicted on the map. 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 between 15,000 ft msl and 18,000 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.

All turns should be to the left if possible.

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.

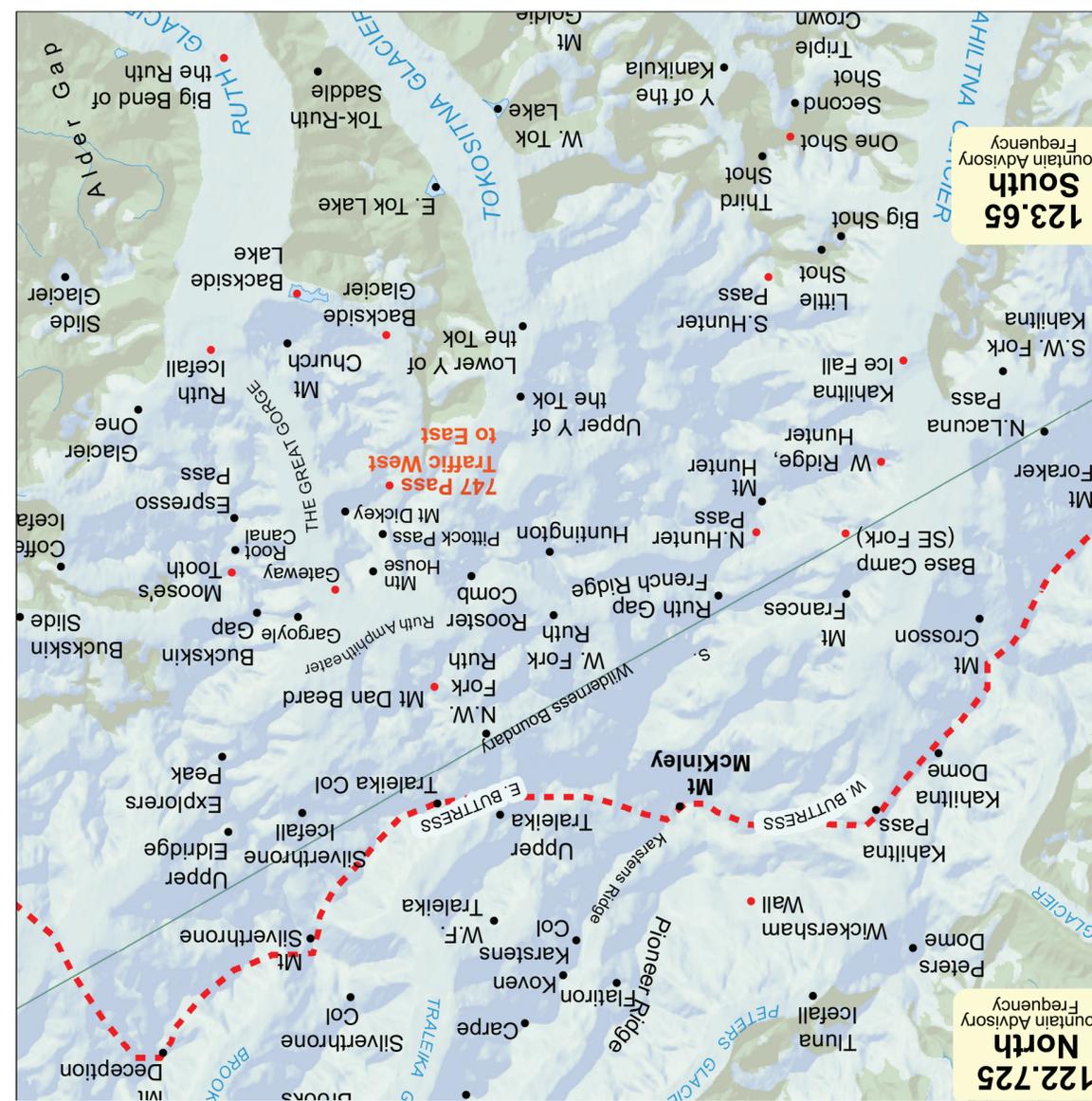
Be sure to brush up on your mountain flying techniques before flying Denali. There are many excellent books and pamphlets available. Consider reviewing your skills with a flight instructor.

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 the high altitude Lama helicopter, fixed wing and military aircraft. Please stay well away from rescue sites. Listen and obey airspace closures around rescue operations.

### TALKEETNA AIR ROUTES

**Southeast Fork Kahiltna (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 Kahiltna 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 Kahiltna (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" Commercial traffic flies in a clockwise direction. 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. Recommended traffic flow west to east through "747 Pass"

**Pica (pie-ka) Glacier:** This is the heart of "Little Switzerland" bordered by the Kahiltna 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 Kahiltna Glacier or Dutch Hills.

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

### PARK AREA ROUTES

**ERA McKinley Helicopter Flightseeing:** Across from McKinley Park airstrip helicopters depart the Nenana Heliport southeast bound at 300 AGL or below to avoid traffic at McKinley strip. Approximately 5 miles south, the helicopters turn back SW and climb to 4000 ft MSL. At position reporting point "Triple Lakes," airplanes cross at 3000 ft MSL while the helicopters cross at 4000 MSL or above to maintain separation. The route flies generally along the Alaska Range SW towards Mt. McKinley and will be either on the north or south side depending on weather. Generally the helicopters will maintain an altitude of 2000 AGL while flying over the park, weather permitting. The route is reversed on the return. Part of the regular tour includes circling in front of Cantwell Glacier.

**Alert: Triple lakes has the largest volume of traffic in July with an estimated aircraft crossings of 200 per day.**

**Atkins Guiding Service:** Flights depart Cantwell airport and generally last one hour, weather permitting. Some major reporting points used along this route are: Foggy Pass, Cantwell Glacier, Easy Pass, Anderson Pass, Muldrow Glacier, Brook Glacier, Traleika Column, Top of Ruth Amphitheater, Top of Eldridge Glacier, Mt. Eldridge, middle fork Eldridge, north fork Eldridge and Golden Zone.

**Denali Air:** All flights depart and terminate at Denali Air's private strip located at mile 229.5 of the Park's Highway. ( Highway 3) The North route tracks southwest along the north side of the Alaska Range and turns around at Mt. Silverthron. The South route tracks southwesterly along the south side of the Alaska Range and turns around north of the Ruth Glacier Amphitheater.

### KANTISHNA AREA

**Kantishna Air:** All flights depart from Kantishna or McKinley Park. When departing out of Kantishna Strip, communicate on 122.9 until Upper Moose Creek, then change to the appropriate frequency.

Stampede area traffic use 122.9 for CTAF

Remember: Mount McKinley makes its own weather	
<b>Denali Park Airports</b>	
<b>Cantwell</b> Airport Elevation Runway Length Runways Right Hand Traffic	2190ft 2100ft     Dirt and gravel 04-22 RWY 04/slope2%uphill north/dogleg approach due to mountainous terrain RWY 22 CTAF 122.9/RCO 122.5 (Kenai FSS)
Left Hand Traffic Communications	
<b>Healy River</b> Airport Elevation Runway Length Runways	1294ft 2800ft     Asphalt 15-33 Condition not monitored. Recommend visual inspection prior to use CTAF 122.9/RCO 122.4 (Fairbanks FSS)
Communications	
<b>Kantishna</b> Airport Elevation Runway Length Right Hand Traffic Left Hand Traffic	1575ft 1800ft     Dirt and gravel. RWY 28 RWY10/slopes downhill 2%towards the west/dogleg at NW end. CTAF 122.9 Unattended. Brush and trees on both sides rising abruptly.
Communications Remarks	
<b>McKinley National Park</b> 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 FSS) Unattended/approaches windshear activity Pedestrian traffic on RWY
<b>Denali PVT</b> Airport Elevation Runway Length Runways Communications Remarks	2050ft 5000ft 12-30 CTAF 122.9 Unattended Private strip
<b>Summit</b> Airport Elevation Runway Length Runways Communications Remarks	2409ft 3800ft     Dirt and gravel 03-21 CTAF 122.9/RCO 122.6 (Kenai FSS) Unattended/ Radio communication unreliable within 15miles/ Soft-wet
<b>Talkeetna</b> Airport Elevation Runway Length Runways Communications	358ft 3500ft     Asphalt 18-36 CTAF 123.6/RCO122.2/unicom123.0/ANC CTR/119.6/ TWEB/116.2 RWY not monitored.
Remarks	

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

For further information, please contact the Alaskan Region Aviation Safety Program at 907-271-5912 or the National Park Service at PO Box 9, Denali National Park, AK, 99755 tel. 907-683-2294.

### TRANSIENT PILOT REPORTING POINTS (RED DOTS)

LOCATION	LONGITUDE	LATITUDE
747 Pass	W150° 45.786'	N62° 56.203'
Anderson Pass	W150° 44.412'	N63° 17.173'
Backside Glacier	W150° 45.984'	N62° 52.627'
Backside Lake	W150° 41.380'	N62° 51.544'
Base Camp (SE Fork)	W150° 21.259'	N62° 57.846'
Base of the Muldrow	W150° 17.564'	N63° 17.564'
Base of the Peters	W150° 12.013'	N63° 17.980'
Big Bend of the Kahiltna	W150° 11.252'	N62° 26.053'
Between the Rivers	W150° 11.252'	N62° 26.053'
Brooker Mtn	W151° 4.091'	N63° 30.203'
Bubbling Spring	W150° 26.586'	N62° 39.286'
Burno Lake	W150° 30.671'	N62° 31.370'
Burno Bump	W150° 30.671'	N62° 31.370'
Cathedral Mtn	W149° 28.460'	N63° 34.362'
Double Mtn	W149° 28.460'	N63° 34.362'
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'
Hillside	W150° 31.020'	N62° 38.703'
Kahiltna Ice Falls	W151° 13.263'	N62° 53.803'
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 Dan Beard	W150° 47.652'	N63° 1.038'
Mt Goldie	W150° 37.171'	N62° 44.819'
Mt Margaret	W149° 18.277'	N63° 46.817'
Myrtle Pass	W150° 35.247'	N63° 33.002'
N. Hunter Pass	W151° 5.096'	N62° 57.721'
N. Peters Hills	W150° 42.970'	N62° 34.669'
One Shot	W150° 47.553'	N62° 31.412'
Peters Gap	W151° 11.921'	N62° 42.002'
Pika Glacier	W149° 50.989'	N63° 26.451'
Polychrome Glaciers	W149° 51.659'	N63° 32.317'
Polychrome Rest Area	W149° 51.659'	N63° 32.317'
Refuge Valley	W149° 22.041'	N63° 29.273'
Round Top	W149° 41.419'	N63° 31.643'
Ruth Ice Fall	W150° 36.686'	N62° 52.770'
S. Hunter Pass	W151° 6.318'	N62° 51.686'
S. Peters Hills	W150° 56.403'	N62° 26.835'
Safatn Lake	W150° 34.187'	N62° 27.653'
Scott Peak	W150° 8.296'	N63° 21.154'
Swan Lake	W150° 24.192'	N62° 31.622'
Toe of the Kahiltna	W150° 28.885'	N62° 28.885'
Toe of the Kanikula	W150° 55.300'	N62° 42.253'
Toe of the Muldrow	W150° 32.638'	N63° 23.988'
Toe of the Peters	W151° 0.321'	N63° 14.909'
Toe of the Ruth	W150° 35.137'	N62° 40.136'
Toe of the Tokositna Glacier	W150° 47.445'	N62° 40.340'
Triple Crown	W151° 7.947'	N62° 45.233'
Turtle Hill	W150° 46.231'	N63° 22.894'
Upper Riley	W149° 5.814'	N63° 33.605'
W. Ridge, Hunter	W151° 11.856'	N62° 56.180'
Wickersham Wall	W151° 3.955'	N63° 6.467'

Sponsored by: FAA Aviation Safety Program National Park Service Alaska Aviation Safety Foundation