Report made Sunday, November 22, 2026, 8:32 am AKST

HOM — HOMER

HOMER, AK · PAHO

Night of Saturday, August 15, 2026

No tower at any hour

REPLAY THIS NIGHT ONLINE
dark-towers.org/airport/HOM?night=2026-08-15

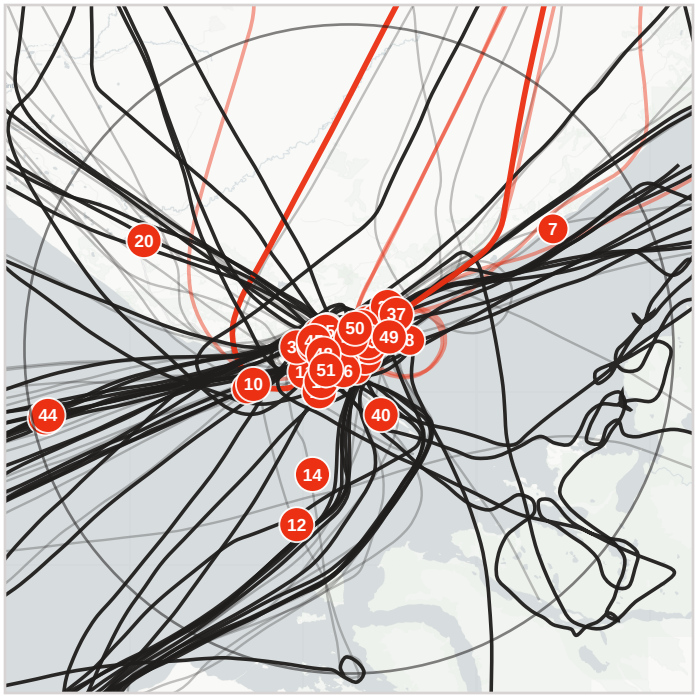
TOWER HOURS	HOURS CLOSED	AIRLINES SERVING	FIELD ELEVATION
No tower	**24 of 24**	**AER, CFS, NAC, QHD, RYA, SIL, SRY**	**84 ft**

THAT NIGHT, IN TOTAL

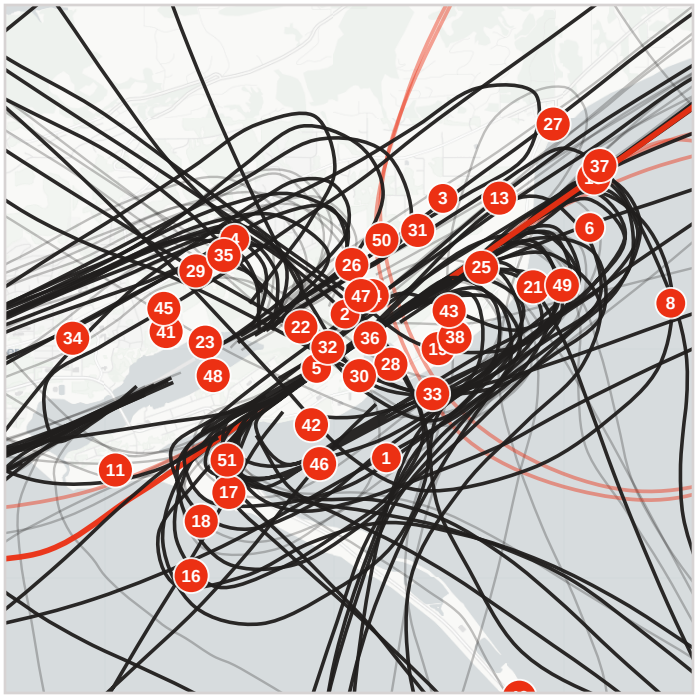
113	57	56	8	105	51 (3)
FLIGHTS	ARRIVALS	DEPARTURES	PASSENGER AIRLINE	PRIVATE AND TRAINING	CLOSE APPROACHES

Close approach: two aircraft within 3 nautical miles and less than 1,000 feet apart at the same moment, tower closed. Wake turbulence: an aircraft following a heavier one closer than the in-trail spacing a controller would apply. A count in parentheses is how many of those events had a passenger airline on at least one side.

WITHIN 10 NAUTICAL MILES



WITHIN 2 NAUTICAL MILES OF THE FIELD



PASSENGER AIRLINE
FLAGGED EVENT, NUMBERED BELOW
PRIVATE AND TRAINING AIRCRAFT
RANGE RING
FAA RUNWAY LAYOUT

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FLAGGED EVENTS THIS NIGHT

1 VERY CLOSE — 7:17 am
N710MH × N7269N
0.8 NM (LESS THAN 3 NM) · 181' (LESS THAN 1,000')

3 VERY CLOSE — 8:17 am
N233WR × N7691D
0.88 NM (LESS THAN 3 NM) · 488' (LESS THAN 1,000')

2 CLOSE APPROACH — 8:15 am
N233WR × SRY1402
1.66 NM (LESS THAN 3 NM) · 38' (LESS THAN 1,000')

4 CLOSE APPROACH — 8:20 am
N5872H × N7691D
2.45 NM (LESS THAN 3 NM) · 994' (LESS THAN 1,000')

5 CLOSE APPROACH — 8:48 am
N5872H × N727FH
2.89 NM (LESS THAN 3 NM) — 720' (LESS THAN 1,000')

6 VERY CLOSE — 8:49 am
N206GM × N5872H
0.79 NM (LESS THAN 3 NM) — 35' (LESS THAN 1,000')

7 CLOSE APPROACH — 8:52 am
N5872H × N84050
1.15 NM (LESS THAN 3 NM) — 807' (LESS THAN 1,000')

8 CLOSE APPROACH — 8:55 am
N36GB × N84050
2.48 NM (LESS THAN 3 NM) — 190' (LESS THAN 1,000')

9 CLOSE APPROACH — 9:07 am
N331TM × N631KB
2.42 NM (LESS THAN 3 NM) — 731' (LESS THAN 1,000')

10 CLOSE APPROACH — 9:09 am
N4957W × N631KB
2.21 NM (LESS THAN 3 NM) — 347' (LESS THAN 1,000')

11 CLOSE APPROACH — 9:31 am
C6034 × N724FH
1.69 NM (LESS THAN 3 NM) — 169' (LESS THAN 1,000')

12 CLOSE APPROACH — 9:39 am
C6034 × N9957M
2.12 NM (LESS THAN 3 NM) — 986' (LESS THAN 1,000')

13 CLOSE APPROACH — 10:25 am
N725FH × N808VS
2.46 NM (LESS THAN 3 NM) — 324' (LESS THAN 1,000')

14 CLOSE APPROACH — 10:53 am
N808VS × N9957M
2.29 NM (LESS THAN 3 NM) — 883' (LESS THAN 1,000')

15 CLOSE APPROACH — 10:56 am
N901BL × N9957M
2.27 NM (LESS THAN 3 NM) — 608' (LESS THAN 1,000')

16 VERY CLOSE — 11:15 am
N808VS × N9957M
0.35 NM (LESS THAN 3 NM) — 92' (LESS THAN 1,000')

17 VERY CLOSE — 11:15 am
N36GB × N808VS
0.62 NM (LESS THAN 3 NM) — 141' (LESS THAN 1,000')

18 VERY CLOSE — 11:15 am
N36GB × N9957M
0.76 NM (LESS THAN 3 NM) — 128' (LESS THAN 1,000')

19 CLOSE APPROACH — 11:54 am
N6467L × N9957M
1.23 NM (LESS THAN 3 NM) — 579' (LESS THAN 1,000')

20 VERY CLOSE — 11:58 am
N710MH × N7269N
0.78 NM (LESS THAN 3 NM) — 78' (LESS THAN 1,000')

21 VERY CLOSE — 12:01 pm
N442GR × N6467L
0.61 NM (LESS THAN 3 NM) — 340' (LESS THAN 1,000')

22 CLOSE APPROACH — 12:02 pm
N442GR × N51446
2.03 NM (LESS THAN 3 NM) — 19' (LESS THAN 1,000')

23 CLOSE APPROACH — 12:02 pm
N51446 × N710MH
0.95 NM (LESS THAN 3 NM) — 663' (LESS THAN 1,000')

24 CLOSE APPROACH — 12:02 pm
N442GR × N710MH
0.97 NM (LESS THAN 3 NM) — 641' (LESS THAN 1,000')

25 VERY CLOSE — 12:03 pm
N6467L × N710MH
0.43 NM (LESS THAN 3 NM) — 351' (LESS THAN 1,000')

26 CLOSE APPROACH — 12:04 pm
N51446 × N6467L
1.34 NM (LESS THAN 3 NM) — 995' (LESS THAN 1,000')

27 CLOSE APPROACH 12:05 pm
N51446 × N7269N
0.85 NM LESS THAN 3 NM
819' LESS THAN 1,000'

28 CLOSE APPROACH 12:05 pm
N6467L × N7269N
1.14 NM LESS THAN 3 NM
802' LESS THAN 1,000'

29 CLOSE APPROACH 1:55 pm
N233WR × N77206
2.27 NM LESS THAN 3 NM
997' LESS THAN 1,000'

30 CLOSE APPROACH 1:55 pm
N77206 × N84050
1.11 NM LESS THAN 3 NM
703' LESS THAN 1,000'

31 CLOSE APPROACH 1:57 pm
N233WR × N84050
1.67 NM LESS THAN 3 NM
112' LESS THAN 1,000'

32 VERY CLOSE 2:11 pm
N5872H × N84050
0.16 NM LESS THAN 3 NM
31' LESS THAN 1,000'

33 CLOSE APPROACH 2:53 pm
N84050 × N9957M
1.49 NM LESS THAN 3 NM
506' LESS THAN 1,000'

34 CLOSE APPROACH 3:23 pm
N722FH × N92AK
2.19 NM LESS THAN 3 NM
783' LESS THAN 1,000'

35 VERY CLOSE 3:25 pm
N725FH × N92AK
0.62 NM LESS THAN 3 NM
435' LESS THAN 1,000'

36 CLOSE APPROACH 3:32 pm
N413JP × N9957M
1.38 NM LESS THAN 3 NM
489' LESS THAN 1,000'

37 CLOSE APPROACH 3:33 pm
N901BL × N9957M
2.71 NM LESS THAN 3 NM
898' LESS THAN 1,000'

38 CLOSE APPROACH 3:34 pm
N36GB × N901BL
0.6 NM LESS THAN 3 NM
845' LESS THAN 1,000'

39 VERY CLOSE 3:52 pm
N725FH × N727FH
0.2 NM LESS THAN 3 NM
108' LESS THAN 1,000'

40 CLOSE APPROACH 3:56 pm
N81052 × N9957M
1.18 NM LESS THAN 3 NM
223' LESS THAN 1,000'

41 CLOSE APPROACH 3:57 pm
N72412 × N727FH
1.03 NM LESS THAN 3 NM
379' LESS THAN 1,000'

42 CLOSE APPROACH 3:57 pm
N72412 × N81052
2.25 NM LESS THAN 3 NM
944' LESS THAN 1,000'

43 CLOSE APPROACH 3:58 pm
N727FH × N81052
1.74 NM LESS THAN 3 NM
550' LESS THAN 1,000'

44 CLOSE APPROACH 4:33 pm
N254AW × N331TM
1.52 NM LESS THAN 3 NM
704' LESS THAN 1,000'

45 CLOSE APPROACH 4:37 pm
N254AW × N72412
1.52 NM LESS THAN 3 NM
687' LESS THAN 1,000'

46 CLOSE APPROACH 4:38 pm
N254AW × N9957M
2.18 NM LESS THAN 3 NM
853' LESS THAN 1,000'

47 VERY CLOSE 4:40 pm
N331TM × N9957M
0.97 NM LESS THAN 3 NM
8' LESS THAN 1,000'

48 CLOSE APPROACH 5:01 pm
N4957W × N5872H
1.9 NM LESS THAN 3 NM
716' LESS THAN 1,000'

49 **VERY CLOSE** 5:02 pm

N5872H × SRY1405

0.83 NM LESS THAN 3 NM

100' LESS THAN 1,000'

50 **CLOSE APPROACH** 5:02 pm

N4957W × SRY1405

0.96 NM LESS THAN 3 NM

580' LESS THAN 1,000'

51 **CLOSE APPROACH** 9:10 pm

N5755G × N906JS

2.68 NM LESS THAN 3 NM

980' LESS THAN 1,000'