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

HOM — HOMER

HOMER, AK · PAHO

Night of Tuesday, September 1, 2026

No tower at any hour

REPLAY THIS NIGHT ONLINE
dark-towers.org/airport/HOM?night=2026-09-01

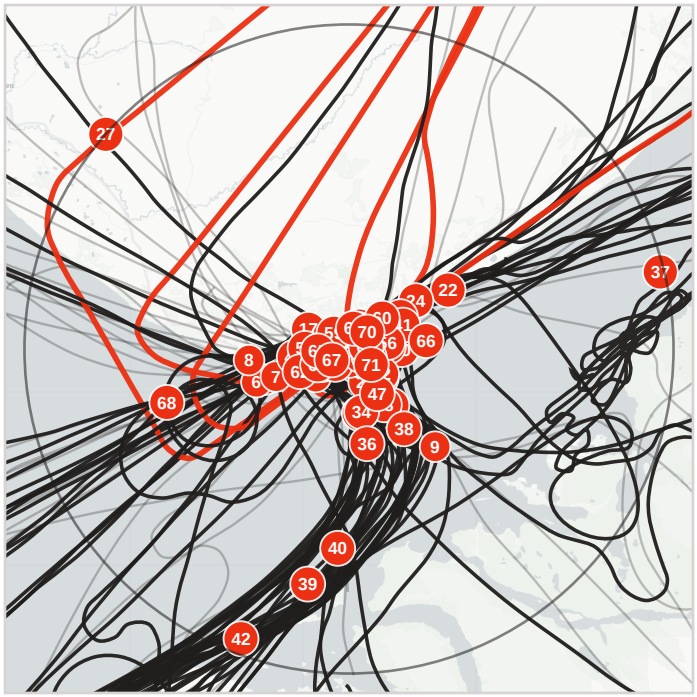
TOWER HOURS	HOURS CLOSED	AIRLINES SERVING	FIELD ELEVATION
No tower	**24 of 24**	**AER, CFS, NAC, QHD, RYA, SIL, SRY**	**84 ft**

THAT NIGHT, IN TOTAL

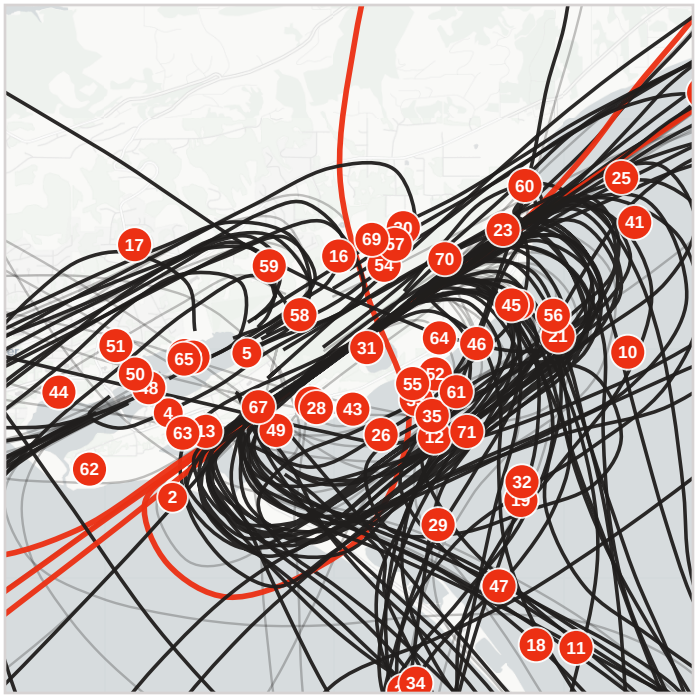
108	54	54	6	102	71 (11)
FLIGHTS	ARRIVALS	DEPARTURES	PASSENGER AIRLINE	PRIVATE AND TRAINING	CLOSE APPROACHES

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 CLOSE APPROACH 8:57 am
N776BH × N9957M
1.22 NM (LESS THAN 3 NM) · 942' (LESS THAN 1,000')

2 CLOSE APPROACH 9:01 am
N72412 × N776BH
1.6 NM (LESS THAN 3 NM) · 415' (LESS THAN 1,000')

3 CLOSE APPROACH 9:02 am
N72412 × N92AK
1.08 NM (LESS THAN 3 NM) · 388' (LESS THAN 1,000')

4 CLOSE APPROACH 9:03 am
N100PC × N92AK
2.86 NM (LESS THAN 3 NM) · 108' (LESS THAN 1,000')

5 CLOSE APPROACH — 9:03 am
N100PC × N77206
2.6 NM (LESS THAN 3 NM) · 330' (LESS THAN 1,000')

6 CLOSE APPROACH — 9:03 am
N72412 × N77206
2.34 NM (LESS THAN 3 NM) · 660' (LESS THAN 1,000')

7 CLOSE APPROACH — 9:03 am
N77206 × N92AK
1.13 NM (LESS THAN 3 NM) · 104' (LESS THAN 1,000')

8 CLOSE APPROACH — 9:05 am
N233WR × N77206
2.71 NM (LESS THAN 3 NM) · 963' (LESS THAN 1,000')

9 CLOSE APPROACH — 9:06 am
N100PC × N776BH
1.29 NM (LESS THAN 3 NM) · 755' (LESS THAN 1,000')

10 VERY CLOSE — 9:11 am
N710MH × N7269N
0.91 NM (LESS THAN 3 NM) · 49' (LESS THAN 1,000')

11 CLOSE APPROACH — 9:11 am
N442GR × N7269N
2.28 NM (LESS THAN 3 NM) · 999' (LESS THAN 1,000')

12 CLOSE APPROACH — 9:44 am
N906JS × N9957M
1.25 NM (LESS THAN 3 NM) · 664' (LESS THAN 1,000')

13 CLOSE APPROACH — 10:09 am
MHF316 × N51446
1.3 NM (LESS THAN 3 NM) · 423' (LESS THAN 1,000')

14 CLOSE APPROACH — 10:09 am
MHF316 × N254AW
1.17 NM (LESS THAN 3 NM) · 189' (LESS THAN 1,000')

15 CLOSE APPROACH — 10:09 am
N254AW × N51446
1.47 NM (LESS THAN 3 NM) · 441' (LESS THAN 1,000')

16 CLOSE APPROACH — 10:10 am
N254AW × N9957M
1.76 NM (LESS THAN 3 NM) · 788' (LESS THAN 1,000')

17 CLOSE APPROACH — 10:10 am
CFS8676 × N254AW
2.79 NM (LESS THAN 3 NM) · 947' (LESS THAN 1,000')

18 CLOSE APPROACH — 10:11 am
MHF316 × N9957M
1.62 NM (LESS THAN 3 NM) · 763' (LESS THAN 1,000')

19 CLOSE APPROACH — 10:11 am
CFS8676 × N9957M
1.55 NM (LESS THAN 3 NM) · 172' (LESS THAN 1,000')

20 CLOSE APPROACH — 10:11 am
CFS8676 × MHF316
1.86 NM (LESS THAN 3 NM) · 745' (LESS THAN 1,000')

21 CLOSE APPROACH — 10:23 am
N100PC × TNV141
2.15 NM (LESS THAN 3 NM) · 861' (LESS THAN 1,000')

22 CLOSE APPROACH — 10:38 am
N4371Z × N84050
1.64 NM (LESS THAN 3 NM) · 999' (LESS THAN 1,000')

23 CLOSE APPROACH — 10:57 am
CFS7676 × N3ZY
1.06 NM (LESS THAN 3 NM) · 203' (LESS THAN 1,000')

24 VERY CLOSE — 10:57 am
CFS7676 × N84050
0.66 NM (LESS THAN 3 NM) · 153' (LESS THAN 1,000')

25 VERY CLOSE — 10:58 am
N3ZY × N84050
0.3 NM (LESS THAN 3 NM) · 217' (LESS THAN 1,000')

26 CLOSE APPROACH — 11:03 am
N100PC × N84050
1.9 NM (LESS THAN 3 NM) · 392' (LESS THAN 1,000')

27 CLOSE APPROACH 11:18 am
N5755G × SIL1401
0.46 NM LESS THAN 3 NM
871' LESS THAN 1,000'

28 CLOSE APPROACH 11:24 am
N84050 × SIL1401
2.14 NM LESS THAN 3 NM
459' LESS THAN 1,000'

29 CLOSE APPROACH 11:28 am
N84050 × N9957M
1.79 NM LESS THAN 3 NM
496' LESS THAN 1,000'

30 CLOSE APPROACH 12:04 pm
N100PC × N77206
1.1 NM LESS THAN 3 NM
200' LESS THAN 1,000'

31 CLOSE APPROACH 12:14 pm
N9957M × SIL1402
1.51 NM LESS THAN 3 NM
361' LESS THAN 1,000'

32 CLOSE APPROACH 2:32 pm
N710MH × N7269N
2.41 NM LESS THAN 3 NM
859' LESS THAN 1,000'

33 CLOSE APPROACH 2:52 pm
N100PC × N4371Z
1.67 NM LESS THAN 3 NM
546' LESS THAN 1,000'

34 CLOSE APPROACH 2:54 pm
N100PC × N168RF
2.61 NM LESS THAN 3 NM
306' LESS THAN 1,000'

35 CLOSE APPROACH 3:02 pm
N5755G × N9957M
1.6 NM LESS THAN 3 NM
318' LESS THAN 1,000'

36 CLOSE APPROACH 3:25 pm
N100PC × N84050
1.17 NM LESS THAN 3 NM
512' LESS THAN 1,000'

37 CLOSE APPROACH 3:33 pm
N5872H × N84050
1.73 NM LESS THAN 3 NM
998' LESS THAN 1,000'

38 CLOSE APPROACH 4:04 pm
N100PC × N9957M
1.7 NM LESS THAN 3 NM
568' LESS THAN 1,000'

39 CLOSE APPROACH 4:07 pm
N901BL × N9957M
1.2 NM LESS THAN 3 NM
0' LESS THAN 1,000'

40 CLOSE APPROACH 4:08 pm
N100PC × N901BL
1.49 NM LESS THAN 3 NM
106' LESS THAN 1,000'

41 VERY CLOSE 4:08 pm
N38FG × N710MH
0.72 NM LESS THAN 3 NM
432' LESS THAN 1,000'

42 CLOSE APPROACH 4:10 pm
MHF316 × N100PC
1.06 NM LESS THAN 3 NM
991' LESS THAN 1,000'

43 CLOSE APPROACH 4:12 pm
N710MH × N901BL
1.38 NM LESS THAN 3 NM
587' LESS THAN 1,000'

44 CLOSE APPROACH 4:20 pm
N72412 × N92AK
2.46 NM LESS THAN 3 NM
737' LESS THAN 1,000'

45 CLOSE APPROACH 4:29 pm
N84050 × SIL1403
0.75 NM LESS THAN 3 NM
708' LESS THAN 1,000'

46 CLOSE APPROACH 4:35 pm
N84050 × N901BL
1.28 NM LESS THAN 3 NM
964' LESS THAN 1,000'

47 CLOSE APPROACH 4:35 pm
MHF316 × N901BL
1.72 NM LESS THAN 3 NM
997' LESS THAN 1,000'

48 CLOSE APPROACH 4:36 pm
MHF316 × N233WR
1.98 NM LESS THAN 3 NM
651' LESS THAN 1,000'

49 CLOSE APPROACH 4:36 pm
MHF316 × N84050
0.42 NM LESS THAN 3 NM
647' LESS THAN 1,000'

50 CLOSE APPROACH 4:36 pm
N233WR × N84050
1.3 NM LESS THAN 3 NM
41' LESS THAN 1,000'

51 CLOSE APPROACH 4:37 pm
N233WR × N254AW
2.39 NM LESS THAN 3 NM
633' LESS THAN 1,000'

52 CLOSE APPROACH 4:38 pm
N168RF × N84050
1.39 NM LESS THAN 3 NM
651' LESS THAN 1,000'

53 CLOSE APPROACH 4:38 pm
N168RF × N254AW
1.01 NM LESS THAN 3 NM
238' LESS THAN 1,000'

54 CLOSE APPROACH 4:39 pm
N254AW × N84050
1.29 NM LESS THAN 3 NM
165' LESS THAN 1,000'

55 CLOSE APPROACH 4:46 pm
N84050 × N9957M
1 NM LESS THAN 3 NM
598' LESS THAN 1,000'

56 CLOSE APPROACH 4:49 pm
N100PC × N84050
1.09 NM LESS THAN 3 NM
712' LESS THAN 1,000'

57 CLOSE APPROACH 4:50 pm
N100PC × N331TM
1.49 NM LESS THAN 3 NM
410' LESS THAN 1,000'

58 VERY CLOSE 4:50 pm
N331TM × N84050
0.65 NM LESS THAN 3 NM
126' LESS THAN 1,000'

59 CLOSE APPROACH 4:53 pm
N4957W × N84050
2.22 NM LESS THAN 3 NM
402' LESS THAN 1,000'

60 CLOSE APPROACH 4:59 pm
N725FH × N901BL
2.11 NM LESS THAN 3 NM
470' LESS THAN 1,000'

61 CLOSE APPROACH 5:26 pm
N168RF × SIL1404
1.94 NM LESS THAN 3 NM
908' LESS THAN 1,000'

62 CLOSE APPROACH 5:27 pm
N725FH × SIL1404
1.06 NM LESS THAN 3 NM
986' LESS THAN 1,000'

63 CLOSE APPROACH 5:41 pm
N331TM × N710MH
1.01 NM LESS THAN 3 NM
85' LESS THAN 1,000'

64 CLOSE APPROACH 5:42 pm
N710MH × N901BL
0.57 NM LESS THAN 3 NM
988' LESS THAN 1,000'

65 CLOSE APPROACH 5:42 pm
N331TM × N901BL
2.92 NM LESS THAN 3 NM
420' LESS THAN 1,000'

66 CLOSE APPROACH 5:43 pm
N710MH × N72412
2.99 NM LESS THAN 3 NM
992' LESS THAN 1,000'

67 CLOSE APPROACH 6:23 pm
N72WD × N84050
1.02 NM LESS THAN 3 NM
708' LESS THAN 1,000'

68 VERY CLOSE 6:49 pm
N206GM × N77206
0.56 NM LESS THAN 3 NM
129' LESS THAN 1,000'

69 CLOSE APPROACH 6:52 pm
N206GM × N84050
1.8 NM LESS THAN 3 NM
454' LESS THAN 1,000'

70 VERY CLOSE 6:52 pm
N77206 × N84050
0.98 NM LESS THAN 3 NM
167' LESS THAN 1,000'

71 **CLOSE APPROACH** 7:16 pm

N555EL × N5872H

2.02 NM LESS THAN 3 NM

350' LESS THAN 1,000'