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

HOM — HOMER

HOMER, AK · PAHO

Night of Friday, September 4, 2026

No tower at any hour

REPLAY THIS NIGHT ONLINE
dark-towers.org/airport/HOM?night=2026-09-04

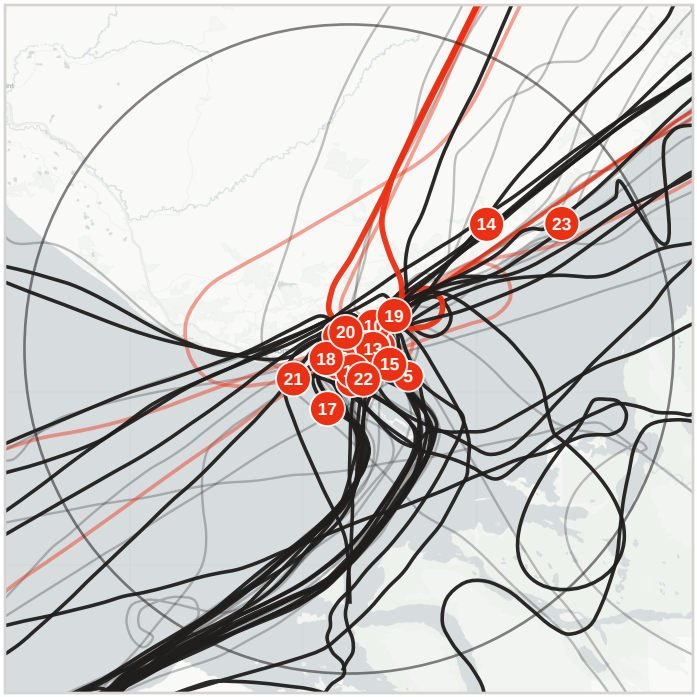
TOWER HOURS	HOURS CLOSED	AIRLINES SERVING	FIELD ELEVATION
No tower	**24 of 24**	**AER, CFS, NAC, QHD, RYA, SIL, SRY**	**84 ft**

THAT NIGHT, IN TOTAL

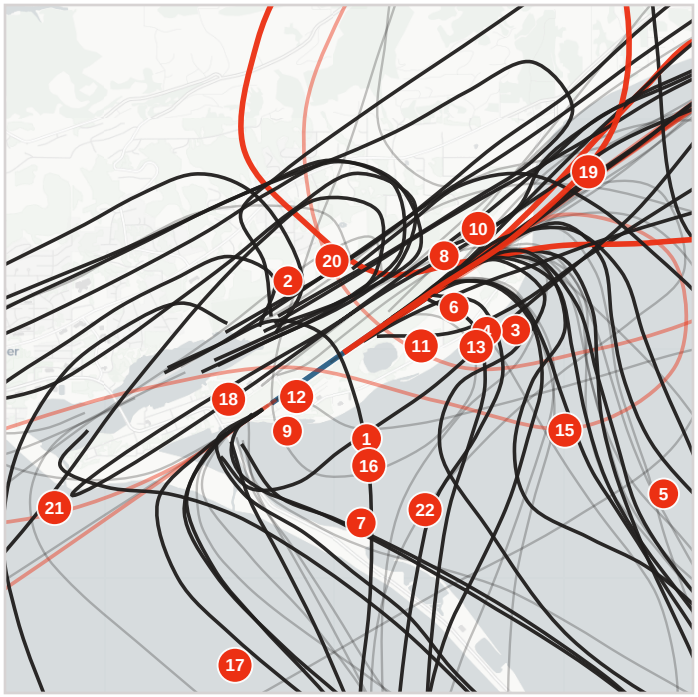
71	40	31	10	61	23 (3)
FLIGHTS	ARRIVALS	DEPARTURES	PASSENGER AIRLINE	PRIVATE AND TRAINING	CLOSE APPROACHES

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 CLOSE APPROACH — 8:52 am
N722FH × N901BL
1.14 NM (LESS THAN 3 NM) · 620' (LESS THAN 1,000')

2 VERY CLOSE — 9:01 am
N233WR × N77206
0.99 NM (LESS THAN 3 NM) · 455' (LESS THAN 1,000')

3 CLOSE APPROACH — 10:14 am
N36GB × N9957M
1.08 NM (LESS THAN 3 NM) · 881' (LESS THAN 1,000')

4 VERY CLOSE — 10:15 am
N7691D × N9957M
0.77 NM (LESS THAN 3 NM) · 300' (LESS THAN 1,000')

5 CLOSE APPROACH — 10:16 am
N36GB × N7691D
2.73 NM (LESS THAN 3 NM) — 994' (LESS THAN 1,000')

6 VERY CLOSE — 10:23 am
N5872H × TNV141
0.28 NM (LESS THAN 3 NM) — 152' (LESS THAN 1,000')

7 CLOSE APPROACH — 11:48 am
CFS7676 × N9957M
2.31 NM (LESS THAN 3 NM) — 801' (LESS THAN 1,000')

8 VERY CLOSE — 11:49 am
CFS7676 × N77206
0.3 NM (LESS THAN 3 NM) — 393' (LESS THAN 1,000')

9 CLOSE APPROACH — 11:49 am
N77206 × N9957M
2.18 NM (LESS THAN 3 NM) — 665' (LESS THAN 1,000')

10 VERY CLOSE — 12:02 pm
N109RC × N901BL
0.63 NM (LESS THAN 3 NM) — 382' (LESS THAN 1,000')

11 CLOSE APPROACH — 1:34 pm
N51446 × N9957M
0.5 NM (LESS THAN 3 NM) — 604' (LESS THAN 1,000')

12 CLOSE APPROACH — 1:35 pm
N51446 × N77206
1.18 NM (LESS THAN 3 NM) — 313' (LESS THAN 1,000')

13 CLOSE APPROACH — 1:35 pm
N77206 × N9957M
1.42 NM (LESS THAN 3 NM) — 619' (LESS THAN 1,000')

14 VERY CLOSE — 2:36 pm
N109RC × N233WR
0.44 NM (LESS THAN 3 NM) — 257' (LESS THAN 1,000')

15 CLOSE APPROACH — 2:50 pm
N100PC × N9957M
2.22 NM (LESS THAN 3 NM) — 700' (LESS THAN 1,000')

16 VERY CLOSE — 4:05 pm
N100PC × N8630Z
0.96 NM (LESS THAN 3 NM) — 225' (LESS THAN 1,000')

17 CLOSE APPROACH — 4:06 pm
N100PC × N722FH
2.29 NM (LESS THAN 3 NM) — 174' (LESS THAN 1,000')

18 CLOSE APPROACH — 4:07 pm
N722FH × N8630Z
2.98 NM (LESS THAN 3 NM) — 570' (LESS THAN 1,000')

19 CLOSE APPROACH — 4:07 pm
N725FH × N8630Z
1.99 NM (LESS THAN 3 NM) — 580' (LESS THAN 1,000')

20 CLOSE APPROACH — 4:08 pm
N722FH × N725FH
1.59 NM (LESS THAN 3 NM) — 256' (LESS THAN 1,000')

21 CLOSE APPROACH — 4:18 pm
N901BL × N92AK
2.66 NM (LESS THAN 3 NM) — 105' (LESS THAN 1,000')

22 CLOSE APPROACH — 6:42 pm
AER180 × N776BH
2.19 NM (LESS THAN 3 NM) — 243' (LESS THAN 1,000')

23 VERY CLOSE — 7:36 pm
N5872H × N776BH
0.84 NM (LESS THAN 3 NM) — 148' (LESS THAN 1,000')