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

HOM — HOMER

HOMER, AK · PAHO

Night of Tuesday, September 8, 2026

No tower at any hour

REPLAY THIS NIGHT ONLINE
dark-towers.org/airport/HOM?night=2026-09-08

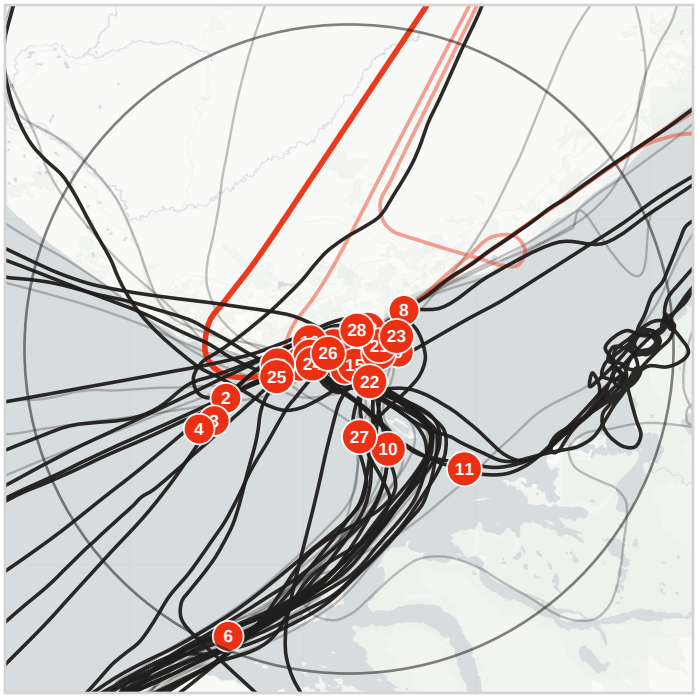
TOWER HOURS	HOURS CLOSED	AIRLINES SERVING	FIELD ELEVATION
No tower	**24 of 24**	**AER, CFS, NAC, QHD, RYA, SIL, SRY**	**84 ft**

THAT NIGHT, IN TOTAL

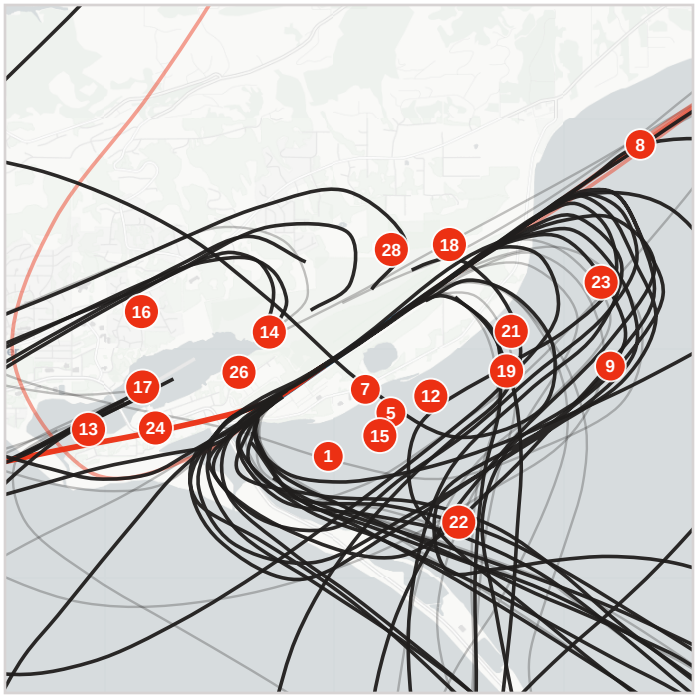
54	32	22	6	48	28 (1)
FLIGHTS	ARRIVALS	DEPARTURES	PASSENGER AIRLINE	PRIVATE AND TRAINING	CLOSE APPROACHES

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 — 8:58 am
N100PC × N901BL
0.9 NM (LESS THAN 3 NM) · 715' (LESS THAN 1,000')

2 VERY CLOSE — 9:35 am
N206GM × N254AW
0.68 NM (LESS THAN 3 NM) · 101' (LESS THAN 1,000')

3 VERY CLOSE — 9:35 am
N206GM × N92AK
0.81 NM (LESS THAN 3 NM) · 131' (LESS THAN 1,000')

4 CLOSE APPROACH — 9:35 am
N254AW × N92AK
1.18 NM (LESS THAN 3 NM) · 222' (LESS THAN 1,000')

5 CLOSE APPROACH — 9:38 am
N100PC × SIL1402
0.95 NM (LESS THAN 3 NM) · 605' (LESS THAN 1,000')

6 CLOSE APPROACH — 10:16 am
N901BL × N9957M
1.64 NM (LESS THAN 3 NM) · 257' (LESS THAN 1,000')

7 CLOSE APPROACH — 1:47 pm
N100PC × N206GC
1.45 NM (LESS THAN 3 NM) · 318' (LESS THAN 1,000')

8 CLOSE APPROACH — 1:47 pm
N206GC × N84050
2.89 NM (LESS THAN 3 NM) · 785' (LESS THAN 1,000')

9 CLOSE APPROACH — 1:48 pm
N100PC × N84050
2.59 NM (LESS THAN 3 NM) · 607' (LESS THAN 1,000')

10 CLOSE APPROACH — 3:30 pm
N84050 × N9957M
1.01 NM (LESS THAN 3 NM) · 907' (LESS THAN 1,000')

11 CLOSE APPROACH — 4:00 pm
N84050 × N9957M
2.74 NM (LESS THAN 3 NM) · 703' (LESS THAN 1,000')

12 CLOSE APPROACH — 4:11 pm
N206GC × N84050
1.84 NM (LESS THAN 3 NM) · 538' (LESS THAN 1,000')

13 CLOSE APPROACH — 4:15 pm
N206GM × N84050
1.53 NM (LESS THAN 3 NM) · 2' (LESS THAN 1,000')

14 VERY CLOSE — 4:16 pm
N100PC × N206GM
0.8 NM (LESS THAN 3 NM) · 60' (LESS THAN 1,000')

15 CLOSE APPROACH — 4:16 pm
N100PC × N84050
1.29 NM (LESS THAN 3 NM) · 600' (LESS THAN 1,000')

16 CLOSE APPROACH — 4:16 pm
N206GM × N254AW
1.64 NM (LESS THAN 3 NM) · 650' (LESS THAN 1,000')

17 CLOSE APPROACH — 4:16 pm
N100PC × N254AW
1.33 NM (LESS THAN 3 NM) · 288' (LESS THAN 1,000')

18 CLOSE APPROACH — 4:17 pm
N254AW × N84050
2.11 NM (LESS THAN 3 NM) · 287' (LESS THAN 1,000')

19 CLOSE APPROACH — 4:23 pm
N84050 × N901BL
2.16 NM (LESS THAN 3 NM) · 973' (LESS THAN 1,000')

20 VERY CLOSE — 4:28 pm
N233WR × N92AK
0.44 NM (LESS THAN 3 NM) · 492' (LESS THAN 1,000')

21 CLOSE APPROACH — 4:47 pm
N100PC × N185DS
0.92 NM (LESS THAN 3 NM) · 988' (LESS THAN 1,000')

22 CLOSE APPROACH — 4:48 pm
N185DS × N901BL
2.88 NM (LESS THAN 3 NM) · 997' (LESS THAN 1,000')

23 CLOSE APPROACH — 4:49 pm
N100PC × N901BL
1.55 NM (LESS THAN 3 NM) · 707' (LESS THAN 1,000')

24 CLOSE APPROACH — 4:58 pm
N206GM × N5755G
1.51 NM (LESS THAN 3 NM) · 206' (LESS THAN 1,000')

25 CLOSE APPROACH — 5:13 pm
N185DS × N77206
1.83 NM (LESS THAN 3 NM) · 257' (LESS THAN 1,000')

26 CLOSE APPROACH — 6:06 pm
N5755G × N84050
0.94 NM (LESS THAN 3 NM) · 537' (LESS THAN 1,000')

27 **CLOSE APPROACH** 6:08 pm

N206GM × N84050

1.93 NM LESS THAN 3 NM

937' LESS THAN 1,000'

28 **CLOSE APPROACH** 7:02 pm

N233WR × N84050

1.2 NM LESS THAN 3 NM

166' LESS THAN 1,000'