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

HOM — HOMER

HOMER, AK · PAHO

Night of Monday, September 14, 2026

No tower at any hour

REPLAY THIS NIGHT ONLINE
dark-towers.org/airport/HOM?night=2026-09-14

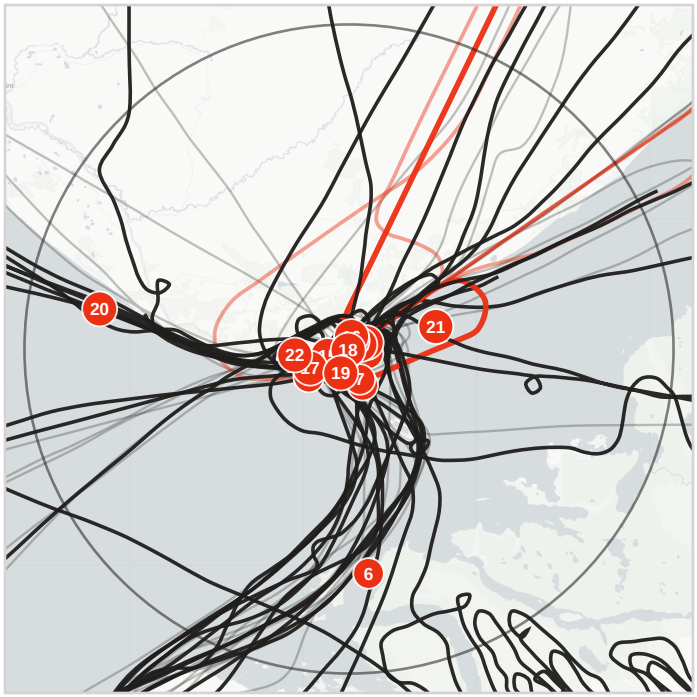
TOWER HOURS	HOURS CLOSED	AIRLINES SERVING	FIELD ELEVATION
No tower	24 of 24	AER, CFS, NAC, QHD, RYA, SIL, SRY	84 ft

THAT NIGHT, IN TOTAL

64	39	25	6	58	22 (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 — 9:10 am
N233WR × N5872H
1.82 NM (LESS THAN 3 NM) · 703' (LESS THAN 1,000')

2 VERY CLOSE — 9:52 am
N51446 × N5872H
0.18 NM (LESS THAN 3 NM) · 417' (LESS THAN 1,000')

3 CLOSE APPROACH — 10:03 am
N72412 × N9957M
2.05 NM (LESS THAN 3 NM) · 890' (LESS THAN 1,000')

4 CLOSE APPROACH — 10:42 am
N84050 × N9957M
2.38 NM (LESS THAN 3 NM) · 975' (LESS THAN 1,000')

5 CLOSE APPROACH — 10:56 am
C6043 × SIL1402
2.02 NM — LESS THAN 3 NM
346' — LESS THAN 1,000'

6 CLOSE APPROACH — 11:55 am
N51446 × N901BL
1.97 NM — LESS THAN 3 NM
342' — LESS THAN 1,000'

7 CLOSE APPROACH — 12:00 pm
N51446 × N9957M
1.91 NM — LESS THAN 3 NM
883' — LESS THAN 1,000'

8 CLOSE APPROACH — 12:28 pm
N5755G × N72412
1.48 NM — LESS THAN 3 NM
338' — LESS THAN 1,000'

9 CLOSE APPROACH — 12:29 pm
N100PC × N5755G
1.63 NM — LESS THAN 3 NM
43' — LESS THAN 1,000'

10 CLOSE APPROACH — 12:29 pm
N51446 × N5755G
1.29 NM — LESS THAN 3 NM
270' — LESS THAN 1,000'

11 VERY CLOSE — 12:29 pm
N100PC × N51446
0.52 NM — LESS THAN 3 NM
112' — LESS THAN 1,000'

12 VERY CLOSE — 12:29 pm
N5755G × N787BM
0.77 NM — LESS THAN 3 NM
200' — LESS THAN 1,000'

13 CLOSE APPROACH — 12:29 pm
N100PC × N787BM
1.22 NM — LESS THAN 3 NM
321' — LESS THAN 1,000'

14 VERY CLOSE — 12:29 pm
N51446 × N787BM
0.7 NM — LESS THAN 3 NM
215' — LESS THAN 1,000'

15 VERY CLOSE — 12:38 pm
N5755G × N787BM
0.65 NM — LESS THAN 3 NM
340' — LESS THAN 1,000'

16 VERY CLOSE — 1:55 pm
N5872H × N787BM
0.69 NM — LESS THAN 3 NM
200' — LESS THAN 1,000'

17 CLOSE APPROACH — 2:22 pm
N206DC × N776BH
1.04 NM — LESS THAN 3 NM
330' — LESS THAN 1,000'

18 CLOSE APPROACH — 3:12 pm
C6043 × N5755G
1.07 NM — LESS THAN 3 NM
231' — LESS THAN 1,000'

19 CLOSE APPROACH — 3:56 pm
N100PC × N9957M
0.62 NM — LESS THAN 3 NM
674' — LESS THAN 1,000'

20 CLOSE APPROACH — 5:00 pm
N233WR × N92AK
2.47 NM — LESS THAN 3 NM
992' — LESS THAN 1,000'

21 CLOSE APPROACH — 5:10 pm
N3780L × N92AK
2.26 NM — LESS THAN 3 NM
998' — LESS THAN 1,000'

22 VERY CLOSE — 5:47 pm
N3780L × N4957W
0.99 NM — LESS THAN 3 NM
35' — LESS THAN 1,000'