

HOM — HOMER

HOMER, AK · PAHO

Night of Friday, September 25, 2026

No tower at any hour

REPLAY THIS NIGHT ONLINE

[dark-towers.org/airport/HOM?night=2026-09-25](https://dark-towers.org/airport/HOM?night=2026-09-25)

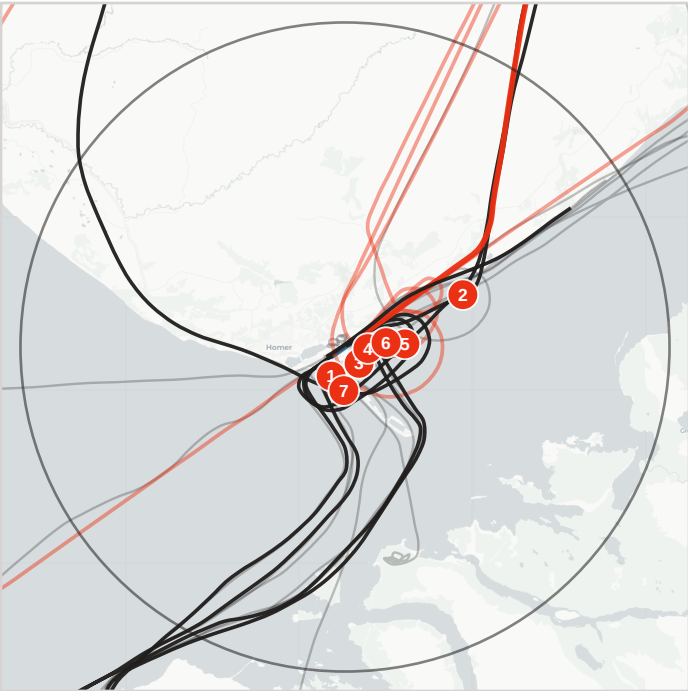
|             |              |                              |                 |
|-------------|--------------|------------------------------|-----------------|
| TOWER HOURS | HOURS CLOSED | AIRLINES SERVING             | FIELD ELEVATION |
| No tower    | 24 of 24     | AER, CFS, QHD, RYA, SIL, SRY |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

THAT NIGHT, IN TOTAL

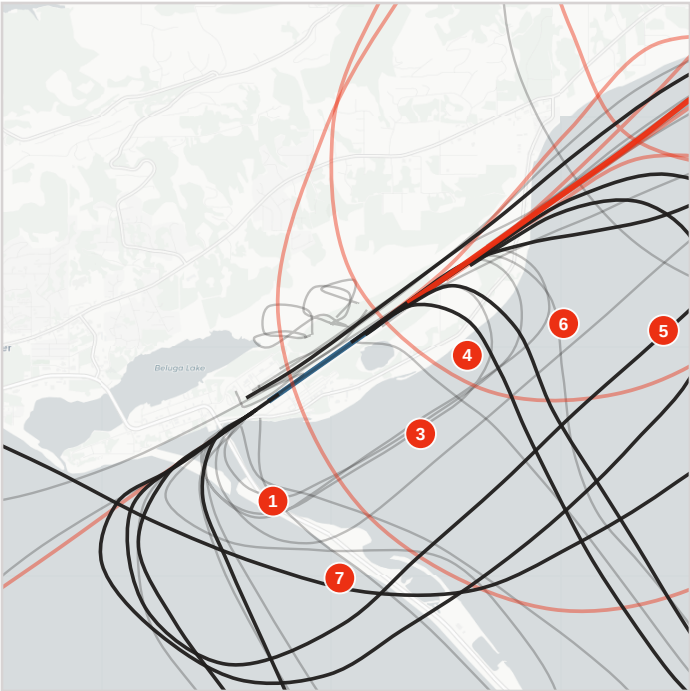
|         |          |            |                   |                      |                  |
|---------|----------|------------|-------------------|----------------------|------------------|
| 34      | 24       | 10         | 6                 | 28                   | 7 (2)            |
| FLIGHTS | 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
- PRIVATE AND TRAINING AIRCRAFT
- FAA RUNWAY LAYOUT
- FLAGGED EVENT, NUMBERED BELOW
- RANGE RING

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FLAGGED EVENTS THIS NIGHT

|                                                                                                                                      |         |                                                                                                                                      |          |
|--------------------------------------------------------------------------------------------------------------------------------------|---------|--------------------------------------------------------------------------------------------------------------------------------------|----------|
| <div>1</div> <div>CLOSE APPROACH</div> <div>N235DA × N727FH</div> <div>2.06 NM 288'</div> <div>LESS THAN 3 NM LESS THAN 1,000'</div> | 9:41 am | <div>3</div> <div>CLOSE APPROACH</div> <div>N235DA × TNV142</div> <div>2.27 NM 952'</div> <div>LESS THAN 3 NM LESS THAN 1,000'</div> | 9:46 am  |
| <div>2</div> <div>VERY CLOSE</div> <div>N727FH × TNV142</div> <div>0.24 NM 490'</div> <div>LESS THAN 3 NM LESS THAN 1,000'</div>     | 9:45 am | <div>4</div> <div>CLOSE APPROACH</div> <div>N100PC × N9957M</div> <div>1.01 NM 847'</div> <div>LESS THAN 3 NM LESS THAN 1,000'</div> | 11:08 am |

5

CLOSE APPROACH

11:09 am

CFS8676 × N100PC

2.64 NM

900'

LESS THAN 3 NM

LESS THAN 1,000'

7

CLOSE APPROACH

11:49 am

MHF407 × N9957M

2.72 NM

717'

LESS THAN 3 NM

LESS THAN 1,000'

6

CLOSE APPROACH

11:10 am

CFS8676 × N9957M

1.69 NM

410'

LESS THAN 3 NM

LESS THAN 1,000'