BETHEL LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Supplement Alaska for details involving airport lighting, navigation aids, and services. All times are local. For additional operational information refer to the Pilot/Chart Guide.

AIRPORTS

- Chicago metro airport
- Seaplane Base
- Hard-surfaced runways 1000 ft. to 8999 ft. in length
- Hard-surfaced runways greater than 9999 ft. or runways of different surfaces over 9999 ft.
- Hard-surfaced runways under 1000 ft. in length
- Grass and other hard-surfaced runway configuration indicators approximate TORA, including Seaplane runways
- Unpaved/soft-surfaced runways, including Grass, are shown to scale when length is 1000 ft. or greater

ADDITIONAL AIRPORT INFORMATION

- Private; PPR - Non-public use heavily emergency or landmark value
- Military - Military and Military Joint Use military airports not specifically indicated with AUS, CAF, USN, etc.
- Heavy aeromedical traffic; Flight Path Selection
- Heavy seaplane traffic; VFR or greater
- Flight Path Selection

Services - Fuel available and field tended during normal working hours reported for one of more airport traffic service. Diamond symbol indicates 24 hour service. Refer to Chapter 2 of the Supplement Alaska for service availability at airports with hard-surfaced runways over 5999 feet.

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled airspace extending upward from the surface or higher is depicted on this chart. Pilots should refer to the Alaska Supplement for complete information regarding airspace and airport traffic service.

- 122.1B / 122.8 / 123.0 — MAT / ZSQA / UNICOM
- 122.1B / 123.0 — CHICAGO
- Class B Airspace (Shown in Blue)
- Class C Airspace (Shown in Magenta)
- Ceiling of Class D Airspace (Shown in Blue) - Dashed indicates indicates surface up to but not including the floor
- Class E (Air) Airspace
- Class A Airspace with floor extending upward from a specified altitude above Class E Airspace
- Class B Airspace with floor extending upward from a specified altitude above Class E Airspace
- Class C Airspace with floor extending upward from a specified altitude above Class E Airspace
- 7500 MSL — Differentiates floors of Class E Airspace which begins more than 700 ft. above surface.

Class E Airspace extends at 1200' AGL unless otherwise depicted. Floors of Class E Airspace over offshore Federal Airways are indicated by vertical lines.

Alaska Offshore Airspace - Refer to Supplement Alaska (Offshore/Coastal) for complete information.

- 1200 — Total ceiling of Class E Airspace between NAVAIDs or airways/airways and the shoreline. Floors of Class E airspace are indicated by colored tick.
- 2100 — Floors of Class E airspace over water.
- Prohibited Area; Restricted Area; Warning Area; Military Operations Area; Alert Area; Temporary Flight Restrictions; Military Operations Area; National Security Area. Hours of activity are shown in local time except for Alaska Warning Areas, which are in UTC.
- Caution Area; National Security Area; Other Airspace Areas; Military Training Route

COMMUNICATION BOXES

- 122.1B / 122.8 / 123.0 — MAT / ZSQA / UNICOM
- 122.1B — CHICAGO
- Thick Line Indicates Flight Service Station (FSS) Frequencies 122.2, 122.1 and 122.4 (Shown in Blue) or 122.1 and 122.4 (Shown in Magenta) are available at this site. Other FSS frequencies are available at nearby sites.
- Certain FSSs provide Advisory Service, see Supplement Alaska.
- Frequencies above this line are remoted to NAVAID site. Other FSS frequencies providing service are remoted to other sites. For assistance in airways and route, contact Anchorage Center on 126.7 or 135.9.

RADIO AIDS TO NAVIGATION

- VHF Omni-Directional (VOR)
- VOR/DME
- VORTAC
- Other facilities, i.e., FSS OVRs, RCO, Wx Cam (see Supp. Alt.), etc.
- Non-Directional Radio Beacon (NDB)
- NDB - OWE

OBSTRUCTIONS

- 1000 ft and higher AGL
- Tower
- Wind Turbine
- Wind Turbine (Group)
- Group Obstruction
- Obstruction with high-intensity lights
- Obstruction with low-intensity lights
- Obstruction with medium-intensity lights
- Obstruction with high-intensity lights and operational data
- Elevation of the highest obstacle in a group. Height above ground is rounded to the nearest 100 ft. Highest elevation in a group is rounded to the nearest 100 ft. Highest elevation preceded by a plus sign (+) indicates at least one obstacle that obscures.
- 2549 / 1234 — Elevation of the highest obstacle in a group with a vertical extent greater than 1000 ft.

MISCELLANEOUS

- Point from Boundary Description (Alaska)
- Space Launch Activity Area (See Supplement Alaska)
- VFR/FZ — VFR Waypoints (Not to be confused with Intersections)
- NDB (VFR/FZ)
- Marine Light

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Pipeline
- 2125 Elevation Base or Tower
- Spot Elevation
- 1182 Elevation of Point
- Contours are shown at intervals of 500 feet unless noted otherwise. Contours may be omitted in areas of flight and pilot data density.

Elevations are in feet above mean sea level (MSL) unless otherwise noted. Hazardous flight conditions may exist near and over mountain passes.

BETHEL SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

57TH EDITION EFFECTIVE 0901Z **23 JUL 2015**
TO 0901Z **21 JUL 2016**

Includes airspace amendments effective **25 JUN 2015**
and all other aeronautical data received by **28 MAY 2015**

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the Chart Supplement Alaska (CSA) and on the Internet at http://aeronav.faa.gov/vfr. Report errors or omissions to NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY: DEPARTMENT OF DEFENSE / FEDERAL AVIATION ADMINISTRATION

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SBET

NSN 7641014140114

SECXXBETHEL

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

CAUTION: Before landing fixed-wing aircraft on the lands or waters within the boundaries of lands administered by the National Park Service (NPS) and U.S. Fish and Wildlife Service (FWS), pilots should check with the respective agency to ascertain if such use is allowed. Helicopter landings are prohibited in designated wilderness areas within the boundaries of the lands administered by the NPS, FWS, and U.S. Forest Service (USFS) Wilderness areas, except in emergency situations involving the safety of persons or property. Other restrictions may be found in the chart margin. For current information for all these areas in Alaska, see Supplement Alaska (Area Notices).

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of lands and waters administered by the NPS, FWS, and U.S. Forest Service within the boundaries of the Alaska National Wildlife Refuges (ANWR) Flight Noise Noise Sensitive Areas.) defines the surface as the highest terrain within 2,000 feet directly of the route of flight, or the uppermost rim of a canyon or valley.

Pilots are warned that it is unlawful at any altitude to use an aircraft to harass any wildlife (16 USC 742j-1; 50 CFR Part 18). Harass is defined to mean disturb, worry, molest, rally, concentrate, harry, chase, drive, herd or torment.

Denali NPR - (907) 683-2294, alt. - (907) 683-1266
Gates of the Arctic NPP - (907) 692-5494
Yukon Delta NWR - Bethel, Alt. - (907) 543-3151

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, U.S. Forest Service areas.

CONTROL TOWER FREQUENCIES ON BETHEL SECTIONAL CHART

Airport with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF frequency. Frequency 118.7 is used for all towers unless a different primary frequency is shown on the chart. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to another site. Hours of operation are listed. Automatic Terminal Information Service (ATIS) frequencies are also listed. The ATIS operates during hours the tower is closed. The Automatic Surface Observing System (ASOS) frequencies shown on the face of the chart are primary (or/and VHF/UHF) frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

- ASR and/or PAR indicates Radio Instrument Approach available.
- ATIS operates Monday through Friday.
- D/T indicates other times.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
BETHEL	0700-0300 / 0400-0130 MON-SAT	118.7	121.9	119.4	ASR
	0700-0300 / 1630-0130 SUN				

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figure shown in quadrangles bounded by blued lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level (MSL). This elevation information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 10,000 feet **125**

PLOTTING DIRECT ROUTE ON NORTHSOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two corresponding points on the same meridian of longitude on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude lines (Example: Point A to Point A). Place it at a right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the distance between the matching points that is closer to 60. Set this side, hereafter referred to as the "same side", parallel to the matching line and place it precisely on the chart, not extending beyond its edge. (Figure 2) Place a straightedge so it touches the first a side edge of the paper aligns with that departure or destination point (POINT A). Make a mark at the edge of the paper where it meets that point.

STEP 3 - Without moving the paper, on the same side of the chart, place a straightedge so it touches the corner of the paper which it meets the MATCH LINE and the point on the same side of the LINE B.

STEP 4 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 3)

STEP 5 - Place the straight edge of paper with WAMK A on it and align the top or bottom edge of the paper with the MATCH LINE and side edge with LINE B with WAMK A. Make a mark at the point where LINE B crosses the MATCH LINE. (Figure 4)

STEP 6 - Where your plot line crosses the MATCH LINE make a WAMK C. Extend a line straight from WAMK A to WAMK C.

STEP 7 - Turn the chart back over and transfer WAMK C to that side and extend it to the MATCH LINE. Plot a line from WAMK C to the destination. (Figure 5)

NOTE: (VO) USERS, REFER TO CURRENT DOD FLIP PUBLICATIONS FOR PROCEDURES AND INFORMATION OUTSIDE OF U.S. AIRSPACE

FOR PROCUREMENT:
Contact your nearest FAA Chart Sales Agent, Visit our website http://faa.gov/sectiv and click on "Chart Agent Locator."
For digital products, visit https://faa.gov/ifr/ifr-faa.gov.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention. Please use the "Chart Feedback" Form in the Chart Supplement Alaska on our website at http://faa.gov/sectiv. Give the FAA's prior to contact us toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AJV-Chart@faa.gov. Write to: Chief, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 8400, Silver Spring, MD 20910-3281.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are shown. Refer to Supplement Alaska for further details.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 to 12 months, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Supplement Alaska.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current information.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is recommended upon hearing an intercept, the pilot immediately contact the intercept aircraft on guard and "dash" section 5-6-3 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will be advised that the flares are a signal to immediately contact the intercept aircraft on VHF guard 121.5 or UHF 243.0 and follow the intercepter visual (CAS) signals. Be advised that non-compliance may result in the use of force.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CONTOUR INTERVAL 1000 feet
Intermediate contours 500 feet
Auxiliary contours 250 feet
elevations and contours in feet above MSL
HIGHEST TERRAIN elevation is 3400 feet located at 62° 14'N - 161° 31'W
Spot elevation. 4054
Approximate elevation . . . . . a 3000

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18
METERS (Thousands) 0 1 2 3 4 5 6

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission lines/cables/towers/wires/guys/poles or obstacles which may be encountered below reasonable and safe altitudes.

Lambert Conformal Conic Projection Standard Parallels 57° 20' and 62° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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BETHEL

BETHEL