COLD BAY LEGEND

Airports having Control Towers are shown in Blue; all others in Magenta. Consult Supplement Alaska for details reviewing airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runway

Hard-surfaced runways 1500 ft. or more, but less than 8069 ft. in length

Hard-surfaced runways greater than 8069 ft. in length

Open and within hard-surfaced runway configuration indicates approximate E/W, NW/SE, or N/S runway alignment

All recognizable airports, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "PVT"

Seaplane base having emergency or restricted use

Military – Other than hard-surfaced; all military airports are permitted by permission only, PPR, mil., etc.

Heliports – hard surfaced (operational hours, if limited, are shown); having limited facilities; 3000 ft. or greater

Unlighted | Lighted | Abandoned | Hard surface | Sod or turf | Seaplane base

Services – fuel available and field tended during normal working hours; fuel available but field not tended; repair service available; working hours are from 0700 to 1900 or HJ (Ground Controlled Approach) indicates radar service available; surfaced runways greater than 8069 ft.

OBJECTIVE/OBJ E – Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B Airspace – Generally, that airspace from the surface to 10,000 ft. MSL surrounding the nation's busiest airports in terms of operations or passenger volume.

Class C Airspace – Generally, that airspace from the surface to 4,000 ft. above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C area is individually tailored, the normal radius is 10 NM with two additional 5 NM radius rings, both extending from 1,200 ft. to 4,000 ft. above the airport elevation.

Class D Airspace – Generally, that airspace from the surface to 2,500 ft. above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration of each Class D area is individually tailored and when published in aeronautical charts, the area will normally be a circle with a radius of 5 NM.

Class E Airspace – Generally, that airspace not designated as Class A, B, C, or D. Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures.

Class G Airspace – Airspace not designated as Class A, B, C, D, or E.

Class A Airspace – Generally, that airspace from 18,000 ft. MSL up to and including FL600.

CLASS B

CLASS C

CLASS D

CLASS E

CLASS G

1200 MSL

2400 MSL

Class E Airspace extends upward from 700 ft. above surface designated as shown above.

Class E Airspace extends upward from 1200 ft. or greater above surface designated as shown above.

Class E Airspace extends upward from 2400 ft. or greater above surface designated as shown above.

Class E Airspace extends upward from 14,500 ft. MSL to but not including FL600.

Class A Airspace

Class B Airspace

Class C Airspace

Class D Airspace

Class E Airspace

Class G Airspace

Total mileage of Federal Airways (VOR/VORTAC and VOR Airways) shown in Alaska are indicated by center line.

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas; Alert Area and MOA; Military Operations Area (MOA); Special Airport Traffic Area; Airport Radar Service Area (ASE); Air Defense Identification Zone (ADIZ)

MODE C INTRUDER (ATCRBS)

Terminal Radar Service Area (TRSA)

ARTC – Military Training Routes

COMMUNICATION BOXES

Control Zone

CTAF

Unicom

Multicom

Flight Watch

Flight Service Station

Airport Advisory Area

Lights

Hours of Operation

Frequency

Name

RADIO AIDS TO NAVIGATION

VOR (with terminal route)

VOR (without terminal route)

VORTAC

VOR – TACAN (no FSD Duties; RCO, AR/ CAR (see Supp AK), etc.

Radio Beacon (NDB)

NDB – DME

OBSTRUCTIONS

1000 ft and higher AGL

Below 1000 ft. AGL

Wind Turbine Farm

Wind Turbine

Group Obstruction

Obstruction with high-intensity lights; may operate part time

Obstruction with medium-intensity lights

MISCELLANEOUS

U – Water Operations
H – Hang Glider Activity
P – Parachute Activity
UA – Unmanned Aircraft Activity

Parachute Jumping Area (Non-Obstruction Marked)

Alaska Launch Activity (ALE) (Non-Obstruction Marked)

VFR Waypoints (See chart datubase for latitude/longitude)

Warning Area

TOPOGRAPHIC INFORMATION

Coastline

Land Contour

Intermittent River or Creek

Land Contour

Land Elevation

Water Contour

Land Contour

Land Elevation

Water Contour

Land Contour

Land Elevation

Water Contour