HI/JOG

FAIRBANKS
LEGEND

NORTH

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

AIRPORTS

- Civilian Base Land Airport
- Seaplane Base
- Hard-surfaced runways 1500 ft. to 8999 ft. in length
- Hard-surfaced runways greater than 9000 ft. or runways of unknown length (Land Airport)
- Other (Soft surface/Turf/Sod runway, Configuration indicates approximate FOA, Land Airport with no runway)
- Hard-surfaced runways, including those closed, are shown as dead end/hollow dagger only for airfields in vicinity.

ADDITIONAL AIRPORT INFORMATION:

- Private "Ghost" - Have public use having emergency or PPR status
- Military - Other than hard-surface/all all military airports are shown as accommodating C-141 and heavier jet aircraft
- Heliport - Heliport only
- Seaplane - Seaplane only
- Ultralight - Ultralight only
- Abandoned - Airport shown on charts with runways 1500 ft. or greater
- Closed - Airport closed to all activity

Fuel - available Mon-Fri 1400-2 A/D, 0-4 D-F-E, dayliht for use of this ground based airport symbol. Consult Supplement for details and the availability of airports with hard-surfaced runways greater than 1500 ft.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace depicted on the chart is listed in the AIRSPACE section.

CLASS B
- Class B Airspace
- Class C Airspace Block C Airspace Area
- Class D Airspace
- Class D Airspace in Alaska is subdivided in half at 1200 AGL (Alaska Supplement indicating that value)
- Class E Airspace
- Class E Airspace with floor coincident with Class A, B, C, or D airspace
- Class E Airspace with floor coincident with Class E airspace
- Class E Airspace with floor coincident with Class G airspace
- Class E Airspace with floor coincident with Class E and G airspace
- Class G Airspace
- Differentiation floors of Class E Airspace graphic depiction are not to scale but are indicated by center line. Vertical limits are expressed textually in feet. Altitudes which establish intersections, are shown in MSL altitudes.
- Point-to-point segments between NAVAIDS on direct Airways, Offshore Airways, or Jet Routes (Victor Airways are indicated by center line).
- Other Airspace Features (Prohibited, Restricted, Warning, Alert, Military Operations, Canadian Advisory Designs, Military Training Routes, Alert Area and MOA, Canadian Area of Intense Aerial Activity, Special Airport Traffic Area, Mode C Veil, Flight Information Zone, Air Defense Identification Zone, Special Use Airspace, National Security Area, Canadian Special Flying Area, VFR - Military Training Route)

COMMUNICATION BOXES

- 123.45 - 122.8 - 123.6 / CHICKALOON / 123.45 — Non-Directional Radio Beacon (NDB)
- 123.45 / CHICAGO CTR — Non-Directional Radio Beacon (NDB) with Voice Communication
- 123.45 / CHICAGO CTR — Non-Directional Radio Beacon (NDB) with Voice Communication (Operates on the Frequency)
- 123.45 / CHICAGO CTR — Non-Directional Radio Beacon (NDB) with Voice Communication (Operates on the Frequency)
- 123.45 / CHICAGO CTR — Non-Directional Radio Beacon (NDB) with Voice Communication (Operates on the Frequency)
- 123.45 / CHICAGO CTR — Non-Directional Radio Beacon (NDB) with Voice Communication (Operates on the Frequency)

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- TACAN
- VOR/TACAN, Lo, FSS DVRA, D23, M23 SAR (see Supplement)
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

- 1000 ft and higher AGL
- Below 1000 ft AGL
- Above 2000 ft. Below 1000 ft. AGL
- Lighted
- Group of Lights
- Wind Turbine Farm
- Elevation of the highest obstacle in this block. Highest obstacle elevation in the block may be reported another position and/or LIGHTED
- Obstructions with high-intensity lights. (See Supplement)
- NOTICE: Any white flag symbol indicates a NOTAM

MISCELLANEOUS

- Airport Beacon (operation TFR Sunrise-Sunset, Mon-Fri 1400-2 A/D 0-4 D-F-E)
- Marine Light
- Space Launch Activity. (See Supplement)
- Spaceport Line of Sight Area
- VFR/IFR
- Mile Magnetic (See Chart Valuation for accuracy)
- MIRE (VFR/FR)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- 2000 Elevation Base of Tower
- Shoreline Topography
- Highway Road
- Railroad
- Pilots are cautioned that a minimum clearance of 2000 feet above the highest obstacle within a horizontal distance of five miles from the aircraft should be maintained. Obstacle clearance altitude. Hazardous flight conditions may exist when well over mountain passes.

CONTOUR INTERVAL 1000 feet
Intermediate contours 500 feet
Auxiliary contours 250 feet
Contour elevations are in feet above mean sea level.
HIGHEST TERRAIN elevation is 8276' feet located at 67° 25'N - 154° 58'W.
Spot elevation. 4254
Approximate elevation. 3000

HI/JOG

FAIRBANKS SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

NORTH

Federal Aviation Administration

99TH EDITION EFFECTIVE 0901Z 10 NOV 2016
TO 0901Z 25 MAY 2017

Includes airspace amendments effective 10 NOV 2016
and all other aeronautical data received by 15 SEP 2016

Information on this chart will change, consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section online at http://faa.gov/airports. Also consult appropriate NOTICES TO AIRMEN Aeronautical Chart Bulletin section online at http://faa.gov/pilots. Also consult appropriate Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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DF-ST-16 16315

CONTROL TOWER FREQUENCIES ON FAIRBANKS SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF and Other frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and DIR tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

"H24" indicates continuous operation. "NOTAM" indicates Monday through Friday.
"O" indicates other hours.

CONTROL TOWER	OPERATIVE HOURS	TOWER	GND CON	ATIS	AIRSPAC
ANCH INTL	0501-0400 MON-FRI 0501-0400 SAT 0501-0400 SUN	119.8 (332.7)*	121.9 (121.65)*	135.025 (281.0)*	135.025
BEDFORD APR	0700-0300	127.2 (323.0)	121.9 (273.8)	119.4 (273.0)	
FAIRBANKS INTL	CONTINUOUS	118.3 (257.8)	121.9	124.4	124.4
LAKE ASAF	0900-1700 MON-FRI PPR - ACTC	123.0 (284.4)	121.7 (343.0)	134.05	4UB/TWR

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
ANCHORAGE INTL	118.1 - 257.8 124.3 - 257.8 (SAT-OPT)	DEPARTURE CONTROL
FAIRBANKS INTL	124.3 - 381.4 (SAT-OPT)	CONTROL

SPECIAL USE AIRSPACE ON FAIRBANKS SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
H24 = Hours of Operation 24 hours per day, 7 days per week.
O = Other hours of operation.
NOTAM = Hours of operation by Notice to Airmen.
Contact Flight Service for information.

Unless otherwise noted altitudes are MSL and in feet. Time is local.
H24 = Hours of Operation 24 hours per day, 7 days per week.
O = Other hours of operation.
NOTAM = Hours of operation by Notice to Airmen.
Contact Flight Service for information.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2202 A	TO, BOT INCL FL 055	0700-0300 MON-FRI	ANCHORAGE OVER	132.3 320.4
R-2202 C	CLSD TO, FL 210	INTERMITTENT BY NOTAM	ANCHORAGE OVER	132.3 320.4
R-2204 A	TO, 5000	0900-1700 MON-FRI	FAIRBANKS TRSA	124.4
R-2204	TO, 5000	CONTINUOUS	HAC, ACTC	124.4
A-2011	TO, FL 310	0800-0800 MON-FRI	FAIRBANKS RCO, ARTC	124.3

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BIRCH	500 AGL TO BOT INCL FL 180	0800-1800 MON-FRI	ANCHORAGE OVER	132.3 320.4
BURNEY	500 AGL TO BOT INCL FL 180	0800-1800 MON-FRI	ANCHORAGE OVER	132.3 320.4
DELTA 1	13,000	BY NOTAM 72HRS ADVANCE (SAUK RIVER, EIELSON)	ANCHORAGE OVER	120.3
DELTA 2	8000	BY NOTAM 72HRS ADVANCE (SAUK RIVER, EIELSON)	ANCHORAGE OVER	120.3
DELTA 3	8000 MSL	BY NOTAM 72HRS ADVANCE (SAUK RIVER, EIELSON)	ANCHORAGE OVER	120.3
DELTA 4	7000	BY NOTAM 72HRS ADVANCE (SAUK RIVER, EIELSON)	ANCHORAGE OVER	120.3
DELTA 5	100 AGL	0600-1800 MON-FRI	ANCHORAGE OVER	120.3 320.4
GAREWA	1000 AGL	0800-1800 INTERMITTENT NOTAM	ANCHORAGE OVER	127.6 280.2
HARPER	500 AGL TO 10,000	0700-2200 INTERMITTENT NOTAM	Indianola, AK, ARTC	126.7
LATHROP	500	0800-1800 MON-FRI	ANCHORAGE OVER	132.3 320.4
LAVENA 1	100 AGL	0800-1800 MON-FRI	ANCHORAGE OVER	132.3 320.4
LAVENA 2	100 AGL	0800-1800 MON-FRI	ANCHORAGE OVER	132.3 320.4

*Altitudes indicate flow of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in restriction or on chart.
†Other times control ZLAP, ZAN or Flt Ctrl, and 0800-0400 Supplement.

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.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. Place a mark on the north side of the chart and a mark on the south side of the chart at pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) connecting the two marks on the north side of the chart. Place marks on each side of the chart just to the left or right of where your route crosses. (Figure 1)

STEP 2 - Place a straight edge of paper along the departure or destination point closer to the edge of the chart. Rotate the paper edge until it crosses the MATCH LINE. The paper should be continuous from the point of departure or destination to the MATCH LINE. (Figure 2)

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point. Place a MARK A at the edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart along the edge of the paper. Place a MARK B on MATCH LINE cut by the edge of the chart. Make that line.

STEP 5 - 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 6 - Take the sheet of paper with MARK A on it and align the top or bottom edge of the paper with LINE B. Place a mark on the MATCH LINE on the back of the sheet extending off of the chart. Place a line from MARK A to the departure or destination point (FOINT B).

STEP 7 - Place a mark where the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Place a line from MARK C to the destination. (Figure 4)

Figure 1

Figure 2

Figure 3

Figure 4

Lambert Conformal Conic Projection Standard Parallels 65° 20' and 70° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9 10

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ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
Elevations within the area bounded by the latitude and longitude lines are listed in tens of thousands and hundreds of feet above mean sea level. The MEF is based on the highest elevation in the area and includes all man-made structures, such as towers, smokestacks, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet

12 5

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

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

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

Class E Airspace within the United States extends up to but does not include 14,500 feet MSL over land areas within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, anything slower than the subsonic speeds. Only those routes which are 1500 feet AGL and above are depicted. Military operations are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, you are cautioned and advised to consult the Flight Information Publication (FLIP) for 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 Notices to Airmen Chart Bulletin or the Chart Supplement.

Pilots can obtain information concerning MTR Military Training Routes North and South Americas for current status.

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 incumbent upon all aviators to know and understand their responsibilities if intercepted. Weather permitting, intercepted military aircraft will normally be F-15, F-16, or F-18 aircraft. Intercepted civilian aircraft and flares are dispensed in the area of that aircraft, suspicion will pay strict attention, contact air traffic control immediately on the local frequency or dial 911 and state "Aircraft Intercept" to receive assistance from NORAD/CONUS Region. Be advised that non-compliance may result in the use of force.

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 field wing aircraft on the lands or waters within the boundaries of units administered by the National Park Service, Fish and Wildlife Service, or Forest Service, it is necessary to contact the appropriate agencies for any closures that may be in effect. The landing of helicopters is prohibited on the lands and waters within the boundaries of units administered by the National Park Service, Fish and Wildlife Service, and Forest Service. Contact information for any portions of these areas contained on this Sectional Chart can be found in the chart margin. For contact information for all these areas in Alaska, see Supplement (Area Notices).

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of lands and waters within the boundaries of units of the National Park System, as depicted on the current VFR or IFR Sectional Chart, or "Airport Flight Rules (AFR) Flight Near Noise Sensitive Areas," defines the surface as the highest terrain within 2,000 feet laterally of the route of flight or the superimposed 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, chase, rally, concentrate, harry, chase, drive, herd or harass.

Arctic NWR - Fairbanks, AK - (907) 456-0250
Innoko NWR - McGrath, AK - (907) 524-3251
Kanuti NWR - Fairbanks, AK - (907) 456-0329
Kenai NWR - Soldotna, AK - (907) 262-7021 / (907) 486-1331
Yukon Flats NWR - Fairbanks, AK - (907) 456-0401
Gates of the Arctic National Park and Preserve - (907) 890-5494 / (907) 457-0770
Denali National Park and Preserve - (907) 683-9532 / (907) 683-9509 (Backcountry Permit) / (907) 644-3626 (Chief Ranger)
Includes: Alaska National Preserve, Cape Krusenstern National Monument, Kobuk Valley National Park, Lake Clark National Park and Preserve, Wrangell-St. Elias National Park and Preserve
Parks, Monuments, Preserves, Recreation Areas, Seashores, Lakeshores, Rivers, Trails, Historical Parks, Memorials, Battlefields, Military Parks, Scenic Byways, Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, U.S. Forest Service areas.

FLIGHT ADVISORY FOR DENALI NATIONAL PARK, PRESERVE, WILDERNESS AREAS AND DENALI MASSIF

Heavy fixed wing and helicopter activity over Denali National Park, Preserve, Wilderness Areas and Denali Massif

Surface to 18,000 feet.
Operations 24 hours daily.

Aircraft operating in the vicinity of Denali National Park, Preserve, Wilderness Areas and Denali Massif should utilize 122.725 NORTH/123.65 SOUTH as traffic advisory frequencies. Position reports should be given in the following format:

A. Preface with "Denali Traffic Advisory"
B. Identification
C. Position (as closely as can be defined)
D. Altitude
E. Next prominent position
F. ETA to the next position

REPORTING CHART ERRORS

You are requested to report any errors, omissions or questionable data that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://faa.gov/aeronav. See the FAQs prior to contact via toll free telephone (800-638-8972) or fax (405-954-4402) or send an e-mail to aeronav@faa.gov or mail to Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3282.

FAIRBANKS

FAIRBANKS