JUNEAU
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 symbol information refer to the Chart User's Guide.

JUNEAU SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

55TH EDITION EFFECTIVE 0901Z 2 APR 2015
TO 0901Z 31 MAR 2016

Includes airspace amendments effective 5 MAR 2015
and all other aeronautical data received by 5 FEB 2015

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the SUPPLEMENT ALASKA Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate 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.

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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.

FAA air traffic service outside U.S. airspace is provided in accordance with Article 12 and Annex 11 of ICAO Convention. ICAO Convention not applicable to state aircraft but compliance with ICAO standards and practices is encouraged.

Although isogonic lines show a relatively smooth distribution of the magnetic declination, local magnetic disturbances exist at sea level, ground level, and in the air at various places within the limits of this chart.

CONTOUR INTERVAL 1000 feet
Intermediate contours 500 feet
Auxiliary contours 250 feet
HIGHEST TERRAIN elevation is 15300 feet located at 58° 54'N - 137° 31'W
Spot elevation 4254
Approximate elevation . . . . . x 3200

Lambert Conformal Conic Projection Standard Parallels 57°20' and 62°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)
Published by the U.S. Department of Transportation
Federal Aviation Administration
AeroNav Products
http://aeronav.faa.gov

CONTROL TOWER FREQUENCIES ON JUNEAU SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed. Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival 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 indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.
O/T indicates other times.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
JUNEAU INTL	0600-2300 1 APR-30 SEP 0700-2000 1 OCT-31 MAR	118.7* 278.3	121.9	135.2	

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is suspect, please describe it clearly and accurately on a current chart, and a replacement copy will be returned. Mail to: FAA, AeroNav Products, SSMC-4 Sta. #4503, 1305 East West Highway, Silver Spring, MD 20910-3281.

FOR PROCUREMENT: Contact an Authorized FAA Chart Sales Agent. Visit our website at http://aeronav.faa.gov for a listing of agents near you (paper products) or for direct purchase (digital products).

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

ATTENTION

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

Example: 12,500 feet 12⁵

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.

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. Review "AIM" section 5-6-2 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 pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0, and follow the interceptor visual ICAO signals. 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 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 agencies for any closures that may be in effect. The landing of helicopters is prohibited on the lands and waters within the boundaries of the lands administered by the NPS, FWS, and U.S. Forest Service (USFS) Wilderness areas. 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 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, or USFS Wilderness areas. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally 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 19). Harass is defined to mean disturb, worry, molest, rally, concentrate, harry, chase, drive, herd or torment.

Alaska Maritime NWR - Homer, AK - (907) 235-6546
Klondike Gold Rush National Historic Park - (907) 983-2921
Glacier Bay National Park and Preserve - (907) 697-2230
Wrangell - St. Elias National Park and Preserve - (907) 822-5234
Tongass National Forest - (907) 228-6345

Includes: Admiralty Island National Monument, Kuiu Wilderness, Tebenkof Bay Wilderness, Chuck River Wilderness, Maurelle Island Wilderness, Tracy Arm Fords Terror Wilderness, Coronation Island Wilderness, Petersburg Creek Duncan Salt Chuck Wilderness, Warren Island Wilderness, Misty Fjords National Monument, Pleasant-Lemesurier-Inian Islands Wilderness, West Chichagof Yakobi Wilderness, Karta River Wilderness, South Etolin Wilderness, Young Lake Wilderness, Kootznoowoo Wilderness, and South Prince of Wales Wilderness

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

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 depicted - route widths and altitudes are not shown.

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 routes.

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.

AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND OPERATIONAL REQUIREMENTS (DOD USERS, SEE DOD AREA PLANNING AP/1) MAY DIFFER BETWEEN CANADA AND UNITED STATES