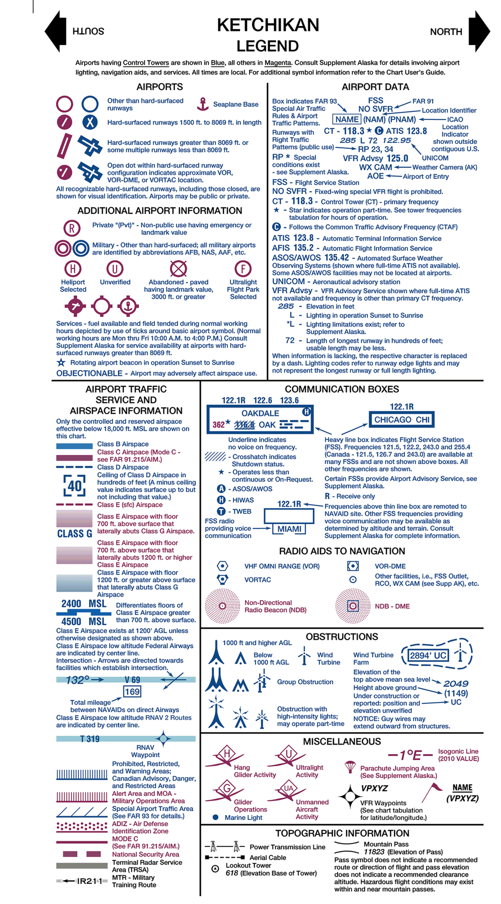


KETCHIKAN SECTIONAL

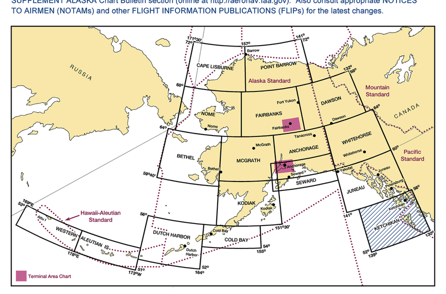
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

55TH EDITION EFFECTIVE 0901Z **30 APR 2015**
TO 0901Z **28 APR 2016**

Includes airspace amendments effective **30 APR 2015**
and all other aeronautical data received by **5 MAR 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.

FAA Product ID: SKET
NSN 7641014100102
NGA REF. NO. SECXXKETCHIKAN
EFF. DATE 15120

PLOTTING DIRECT ROUTE ON NORTH/SOUTH 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 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) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on 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 from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

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 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses 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. Plot a line from MARK C to the destination. (Figure 3)

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.

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.

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, or 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
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.

REGULATORY NOTICES
KETCHIKAN INTERNATIONAL AIRPORT
SPECIAL RULE AREA F.A.R. PART 93

Airspace

Special air traffic rules and communication requirements are in effect for persons operating aircraft under VFR, to, from, or in the vicinity of the Ketchikan International Airport or Ketchikan Harbor. These procedures are in effect below 3,000 feet MSL within the lateral boundary of the surface area of the Ketchikan Class E Airspace, regardless of whether that airspace is in effect.

Communications

When the Ketchikan Flight Service Station is in operation, no person may operate an aircraft within the airspace specified above, or taxi onto the runway at Ketchikan International Airport, unless that person establishes and maintains two-way radio communications with Ketchikan Flight Service Station. This requirement is to ensure that pilots receive appropriate traffic advisories concerning other aircraft.

When the Ketchikan Flight Service Station is not in operation, each pilot must continuously monitor and communicate, as appropriate, on the designated common traffic advisory frequency (CTAF) as follows:

For inbound flights. Announce position and intentions when no less than 10 miles from Ketchikan International Airport, and monitor the designated frequency until clear of the movement area on the airport or Ketchikan Harbor.

For departing flights. Announce position and intentions prior to taxiing onto the active runway on the airport or onto the movement area of Ketchikan Harbor and monitor the designated frequency until outside of the airspace described above, and announce position and intentions upon departing that airspace.

If two-way radio communications failure occurs in flight, a person may operate the aircraft to a landing.

Aircraft Operation

When a pilot receives an advisory from the Ketchikan Flight Service Station that an aircraft is on final approach to the Ketchikan International Airport, that pilot must remain clear of the runway until the approaching aircraft has landed and has cleared the runway.

Unless otherwise authorized by ATC, each person operating a large airplane or a turbine engine powered airplane shall --

When approaching to land at the Ketchikan International Airport, maintain an altitude of at least 900 feet MSL until within three miles of the airport; and

After take-off from the Ketchikan International Airport, maintain runway heading until reaching an altitude of 900 feet MSL.

NOTE
KETCHIKAN RECOMMENDED STANDARD VFR ARRIVAL AND DEPARTURE PROCEDURES AND PATTERNS

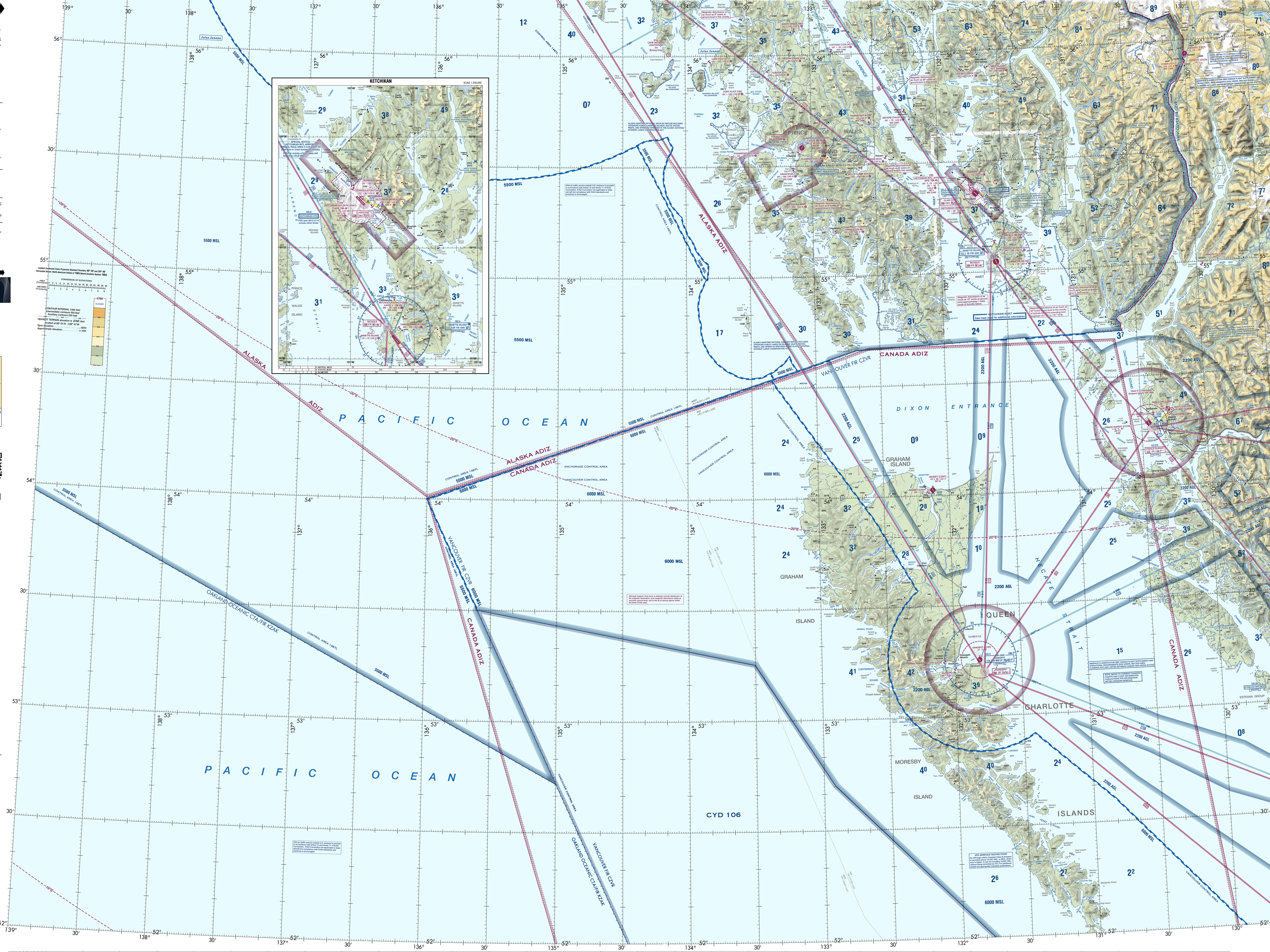
Aircraft normally arrive and depart the Ketchikan Class E surface area airspace via the Tongass Narrows. This results in aircraft passing very close in an area with little maneuvering room. In response to the higher-than-normal risks and to ensure an acceptable margin of aviation safety, special VFR arrival and departure procedures/patterns for floatplanes, helicopters and single engine wheeled aircraft are in use for all VFR operations in the Ketchikan and Tongass Narrows area. Copies of these procedures and patterns can be obtained from:

Ketchikan Flight Service Sation
1800 Airport Terminal Bldg.
Ketchikan, Alaska 99901

Juneau Flight Service Station
9230 Cessna Drive
Juneau, Alaska 99801

Sitka Flight Service Station
800 Airport Road
Sitka, Alaska 99835

The recommended pattern in use at the Ketchikan Harbor and Airport will be broadcast on the Ketchikan AFIS, 134.45 MHz. If the AFIS is out of service, Ketchikan FSS will provide recommended pattern information on 123.6 MHz.



SPECIAL USE AIRSPACE ON KETCHIKAN SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

CANADA R-RESTRICTED, D-DANGER, A-ADVISORY AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
CYD106	PACIFIC OCEAN, NEAR TOFINO, BC	TO FL 230	CONTINUOUS	

A – Acrobatic F – Aircraft Test Area H – Hang Gliding M – Military Operations P – Parachuting S – Soaring T – Training

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

Published by the U.S. Department of Transportation
Federal Aviation Administration
Aeronautical Information Services
http://aeronav.faa.gov

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. 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. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-Aerochart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

FOR PROCUREMENT:
Contact an Authorized FAA Chart Sales Agent.
Visit our website http://aeronav.faa.gov and click on "Chart Agent Locator."
For digital products, visit http://faacharts.faa.gov.

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.

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.

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

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

NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE

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

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.

KETCHIKAN