CC - 9
LEGEND

HUNOS — NORTH

Alaska having Control Towers are shown in Blue, all others in Magenta. Consult Supplement Alaska for details tracking airport lighting, navigation aids and services, AIM terms are bold. For additional special information refer to the Chart User's Guide.

AIRPORTS

- Other that land-surfaced runways
- Hard-surfaced runways 1501 ft. x 8001 ft. in length
- Hard-surfaced runways greater than 8001 ft. or runways of unknown length (Blue only)
- Open and active land-surfaced runway, configuration indicators approximate FOR, PLANNING PURPOSES ONLY
- Unlimited-use land-surfaced runways, including those closed, and those for ultralight operations, designated may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "Ornat" – Non-public use having emergency or military priority
- Military – Other than hard-surfaced, all military airports are classified by accessibility to civilian operations
- Heliport – Heliport
- Seaplane base
- Unpaved – paved
- Spacing landmark radio beacon, 25 NM or greater

Number of runways, if more than one, and runway lighting hours depicted by sets of lines around basic airport symbol. Blue/Magenta airport symbols are shown on VFR Sectional Aeronautical Supplement Alaska for service availability of airports with hard-surfaced runways greater than 8001 ft.

NOTE: Airport symbols may be shown in Sunset or Sunrise **OBJECTIONABLE** – Airport may adversely affect anyone one who looks at it.

Blue indicates Sunset to Sunrise

AIRPORT DATA

Blue indicates Full AIS Service Available. Special Air Traffic Rules and Procedures Apply.

NO SMOKING — Airport Prohibited to Smoking

CTAF — Common Traffic Advisory Frequency

UNICOM — Non-Government communication station

Contact Supplement Alaska for UNICOM frequency

FSS — Flight Service Station

ARTCC — Air Route Traffic Control Center

ARR ALERT — Arrival Alert

DEPARTURE — Departure Alert

ACR — Airport of Entry

PSS – Flight Service Station

ATIS 123.4 – Automatic Terminal Information Service (ATIS) (continuous broadcast of VFR flight is prohibited).

CT 118.3 – Control Tower (CT) – primary frequency

● – See indicators separation point there. See Tower Frequencies section for other frequencies.

ASOS 123.9 – Automatic Terminal Information Service

APIS 135.2 – Automatic Flight Information Service (Alaska Supplement only)

AWOS – AFS Advisory Service where airway full time (AS) not available and frequency is other than primary CT frequency.

LIGHTS

L – Lighting in operation Sunset to Sunrise

L – Lighting limitations exist; refer to Supplement

72 – Length of longest runway in hundreds of feet; visible length may be less.

When a beacon is shown, the white and green character is replaced by a dash. Lighting codes refer to runway edge lights and may be different than those for airport beacons. Airport beacon and runway edge lights may be not operating.

COMMUNICATION BOXES

CHICAGO CRS — 123.15

These Data Link indicates Flight Service Station (FSS) Frequencies 121.5, 122.2, 255.0 and 255.4 (Except 121.5, 126.7 and 243.0) are available at many FSSs and Flight Service Stations (FSS) Frequencies are shown.

Refer to Alaska Flight Service Advisory Service, see Supplement Alaska.

B – Receive only

Frequencies above the line box are intended to be used for air to air communication. Air to air frequency communication may be available as determined by the controlling agency. Consult Supplement Alaska for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only airways and received airspace effective below 18,000 ft. MSL are shown on this chart.

- Class B Airspace
- Class C Airspace
- Class D Airspace (Not Applicable C.)

Class E Airspace (Not Applicable C.) Airways are indicated by centerline.

Class E Airspace (for altitude Field 2 Routes are indicated by central line.

Prohibited Areas, Restricted Areas, Warning Areas, Military Operations Areas, Danger and Restricted Areas. Alert Area and MOA.

Special Airport Traffic Area, Special Use Airspace, ADIZ, Air Defense Identification Zone, Control Area

Control Area (CA)

Area Fixed Air (FIXAIR)

MISCELLANEOUS

- Magnetic Line (2015-2019) 2°
- Station Light

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Pipeline
- 318 (Elevation Base of Tower)
- Obstruction
- 1500 (Elevation of Peak)

Place spotted dices not indicate a recommended route or direction of flight. Dices are placed at intervals of 10 NM recommended clearance altitude. Dices are not placed in Alaska within and near mountain passes.

RADIO AIDS TO NAVIGATION

- VOR (Very High Frequency Omni-Directional Radio Beacon)
- VORTAC
- VOR-DME
- Airport Beacon
- NDB, NW CAN (Non Radio Beacon)
- Non-Directional Radio Beacon (NDB)
- NDB – NWR

OBSTRUCTIONS

- 1000 ft. and higher AGL
- Other than Tower
- Tower
- Group Obstruction
- Obstruction with high-intensity lights, stop lighting part time.
- Wind Turbine Farm

ZONE — Elevation of the top of the zone is the highest elevation in the zone. Height above ground is not included. Obstruction reported position and elevation unverified.

NOTICE: Guy wires may extend outward from structures.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention. Please use the "Chart Error Report" form in the Chart Supplement section on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-6072, or email at 9-AJV-A-Aeronav@faa.gov. Mail to: Chief, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC-4, Suite 4400, Silver Spring, MD 20910-3281.

HUNOS — NORTH

CC-9 WAC
WORLD AERONAUTICAL CHART SCALE 1:1,000,000

Federal Aviation Administration

44TH EDITION EFFECTIVE 0901Z **28 MAY 2015**
TO 0901Z **26 MAY 2016**

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

Consult appropriate NOTAMs and Flight Information Publications for supplemental data and current information.

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: WCC9

NSN 7642014813267

Item NO.: WACCXCC09

15148

Lambert Conformal Conic Projection Standard Parallels 65° 29' and 70° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONTOUR INTERVAL 1000 feet

HIGHEST TERRAIN elevation is 9050 feet located at 64° 41'N - 153° 46'W

Spot elevation 4254

Approximate elevation . . . . . a 3000

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 31

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

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Federal Aviation Administration
Aeronautical Information Services
http://aeronav.faa.gov

FOR PROCUREMENT:
Contact an Authorized FAA Chart Sales Agent
Visit our website http://aeronav.faa.gov and
Call 1-800-638-8972
For digital products, visit http://haxacks.faa.gov

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

AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND AIRSPACE RESTRICTIONS (SEE CANADA FLIGHT SUPPLEMENT AND FLIGHT PLANNING AIP) MAY DIFFER BETWEEN CANADA AND UNITED STATES

ATTENTION:
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines represent the highest known feature in the quadrangle plus 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: 12,000 feet . . . . . 12[5]

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. To plot a direct route between two points on the north and south sides of the chart, use 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) through the departure point parallel to the latitude marks on each side of the chart just to the left or right of the departure point. Label this line "A".

STEP 2 – Decide which side of the chart has the destination or most of the route and use that side of the chart. On that side, form an a blank piece of paper along the MATCH LINE (the paper should be comfortably wide, and long enough to reach the destination).

STEP 3 – Slide the paper sideways left or right so that a side edge of the paper aligns with the destination or most important part of the route. Mark A on edge of the paper where it meets that MATCH LINE.

STEP 4 – Without moving the paper, on the same edge as MARK A, extend a short line on the chart beyond the MATCH LINE. Label this line "B". Place MATCH LINE out to the edge of the chart. Make that line "1".

STEP 5 – Turn the chart over and transfer the end of LINE B to the other sides, and extend it straight to the MATCH LINE. Label "2".

STEP 6 – Take the sheet of paper with MARK A on it and align the top or bottom edge of the paper with LINE 2 and place the point of a pencil on MARK A. Pivot the bulk of the sheet extending off of the chart, from MARK A, until the other edge of the paper crosses POINT B.

STEP 7 – Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from MARK A to MARK C. Label this line "3".

STEP 8 – Turn the chart over and transfer MARK C to that side and extend it to the MATCH LINE. Pick a line from MARK C to the destination. (Figure 3)

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.

CONTROL TOWER FREQUENCIES ON CC-9 WORLD AERONAUTICAL 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 (ex). Information for each tower is listed in the table below. Operational hours are listed here. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is operated in a calibrated full-time FSS for use as a Tower when the FSS is closed. Refer to the Airport/Facility Directory for complete information.

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

"H24" indicates continuous service. "H-SS" indicates Hourly Sunrise-Sunset. "H-SS+" indicates Hourly Sunset-Sunrise. "H-SS+" indicates Hourly Sunset-Sunset. "H-SS+" indicates Hourly Sunset-Sunset. "H-SS+" indicates Hourly Sunset-Sunset