

VFR TERMINAL AREA CHART ANCHORAGE/FAIRBANKS

FAIRBANKS ANCHORAGE

86TH EDITION EFFECTIVE 0901Z 5 NOV 2020 TO 0501Z 25 FEB 2021

Includes airspace amendments effective 5 NOV 2020 and all other aeronautical data received by 2 OCT 2020

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://www.faa.gov/air_traffic/flight_info/aeronautical_chart_bulletin)

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VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

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ATTENTION: This chart contains Maximum Elevation Figure (MEF) data. The Maximum Elevation Figure shown in quadrangles bounded by ticked lines of latitude and longitude is the highest elevation within the quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

CONTROL TOWER FREQUENCIES ON ANCHORAGE TERMINAL AREA CHART

CONTROL TOWER	OPERATES	TOWER	OMD	OML	ATS	ASRP/AR
ANCHORAGE	0900-2000 MCH/FRS	125.0 254.3	121.25 239.25	134.25		
FAIRBANKS INTL	0900-2000 MCH/FRS	118.3 227.8	121.9	124.4		ASRP/AR

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
ANCHORAGE CLASS C	118.3 254.3 121.25 239.25	CONTINUOUS
FAIRBANKS INTL CLASS B	118.3 227.8 121.9 124.4	CONTINUOUS

SPECIAL USE AIRSPACE ON ANCHORAGE TERMINAL AREA CHART

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/CONTACT FACILITY	FREQUENCIES
12203 A	10 11,000	0900-2000 MCH/FRS	ANCHORAGE TRACON	118.6
12203 C	10 3000	0900-2000 MCH/FRS	ANCHORAGE TRACON	118.6

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
FAIRBANKS TRSA	122.1 251.1 120.9 231.1	1200-1900

SPECIAL USE AIRSPACE ON FAIRBANKS TERMINAL AREA CHART

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/CONTACT FACILITY	FREQUENCIES
12203 A	10 11,000	0900-2000 MCH/FRS	ANCHORAGE TRACON	118.6
12203 C	10 3000	0900-2000 MCH/FRS	ANCHORAGE TRACON	118.6

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
FAIRBANKS TRSA	122.1 251.1 120.9 231.1	1200-1900

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

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/CONTACT FACILITY	FREQUENCIES
12203 A	10 11,000	0900-2000 MCH/FRS	ANCHORAGE TRACON	118.6
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MDA NAME ALTITUDE* TIME OF USE: CONTROLLING AGENCY/CONTACT FACILITY FREQUENCIES

MDA NAME	ALTITUDE*	TIME OF USE:	CONTROLLING AGENCY/CONTACT FACILITY	FREQUENCIES
ANCHORAGE	100 AGL TO BUT NOT HGT 10000	0900-1800 MCH/FRS	ANCHORAGE CTR	125.3 222.9
OBLA 1	10000	0900-2000 MCH/FRS	ANCHORAGE CTR	125.3 222.9
OBLA 2	5000	0900-2000 MCH/FRS ONLY	ANCHORAGE CTR	125.3 222.9
OBLA 3	3000 AGL	0900-2000 MCH/FRS ONLY	ANCHORAGE CTR	125.3 222.9
OBLA 4	100 AGL	0900-1800 MCH/FRS	ANCHORAGE CTR	125.3 222.9
FAIRBANKS	100 AGL TO BUT NOT HGT 10000	0900-1800 MCH/FRS	FAIRBANKS INTL ACT	124.4
OBLA 1	10000	0900-2000 MCH/FRS	FAIRBANKS INTL ACT	124.4
OBLA 2	5000	0900-2000 MCH/FRS ONLY	FAIRBANKS INTL ACT	124.4
OBLA 3	3000 AGL	0900-2000 MCH/FRS ONLY	FAIRBANKS INTL ACT	124.4
OBLA 4	100 AGL	0900-1800 MCH/FRS	FAIRBANKS INTL ACT	124.4

CONVERSION OF ELEVATIONS

Standard Profile: Anchorage 57° 00' and 60° 00' Fairbanks 64° 30' and 65° 00'

Horizontal Datum: North American Datum of 1983 (Equivalent to World Geodetic System 1984)

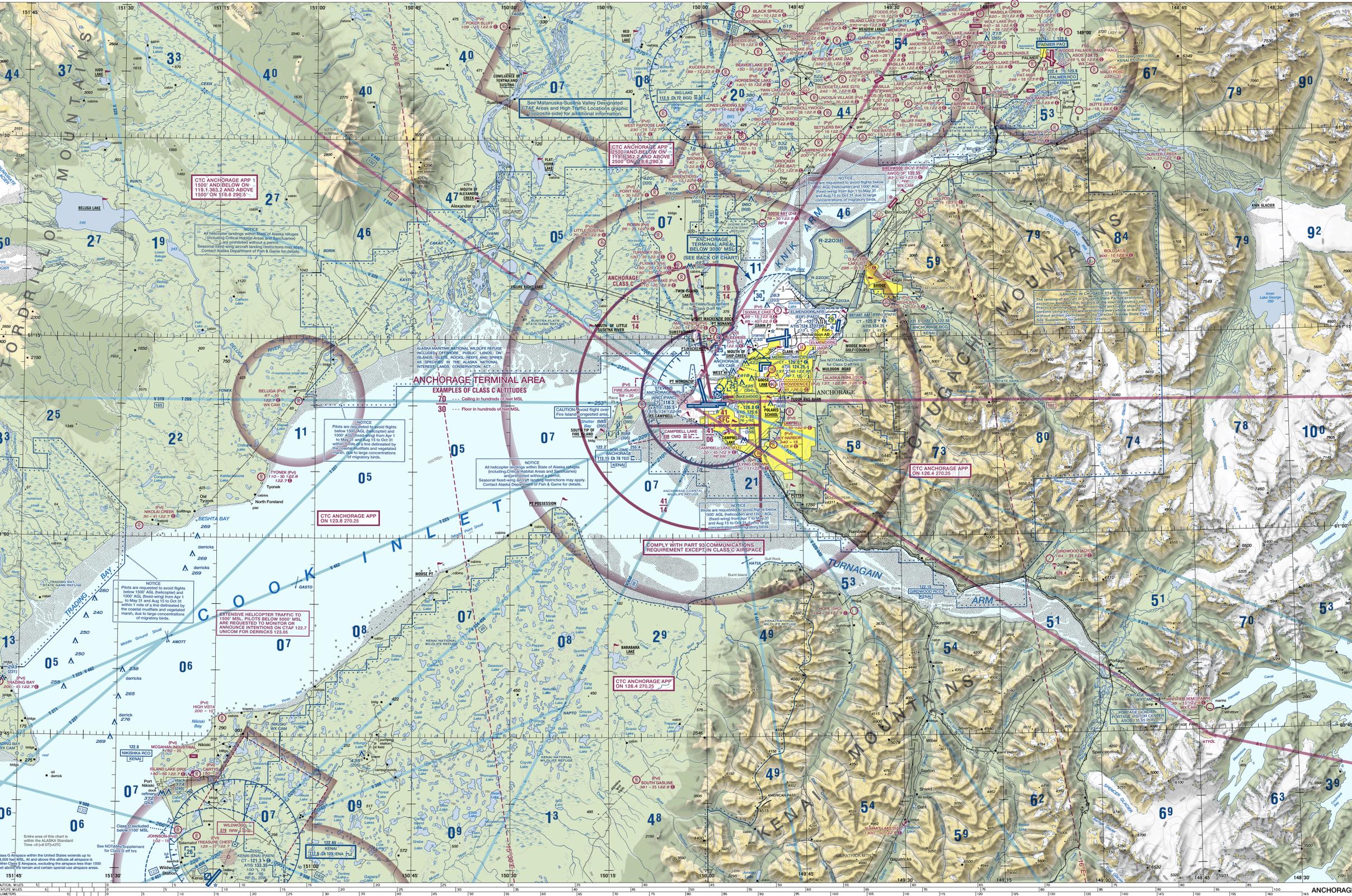
MILITARY TRAINING ROUTES (MTR)

All IR and VFR MTRs are shown, and may extend from the surface upwards. Only the route cardinal direction of flight along the route, and the route designator are depicted - route width and altitudes are not shown.

Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimensions and current status for any MTRs you intend to fly.

Planes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.

DoD plans refer to Army Planning and Operations (APO) Military Training Routes North and South America for current routes.



REGULATIONS REGARDING FLIGHTS OVER CHARTER NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

CAUTION: Before departing, check for any restrictions on the flight or altitude 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 boundary of these areas is established on the chart and 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.

For contact information for all these areas in Alaska, see Supplement (Area Notices).

All aircraft are required to maintain a minimum altitude of 2,000 feet above the surface of the land and water, unless otherwise specified in the NPS, FWS, or USFS Wilderness areas. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Requirements," defines the surface as the highest natural surface within 2,000 feet laterally of the route of flight, or the uppermost rim of a canyon or valley.

Plots are warned that it is unlawful for any aircraft to use an aircraft to harass any wildlife (16 USC 7431); 50 CFR Part 15. Harass is defined to mean disturb, worry, molest, scare, concentrate, chase, chase, drive, hunt or torment.

Alaska Maritime National Wildlife Refuge - Homer, AK - (907) 235-6546
Kenai National Wildlife Refuge - Kenai, AK - (907) 463-0511
Togiak National Wildlife Refuge - Togiak, AK - (907) 825-5312
Denali National Park and Preserve - (907) 683-2294
Wrangell-St. Elias National Park and Preserve - (907) 823-9234

Arctic National Wildlife Refuge - Fairbanks, AK - (907) 456-2250
Aniakchak National Volcanic Monument - (907) 456-2250
Kauai National Wildlife Refuge - Fairbanks, AK - (907) 456-2250
Koyuk National Wildlife Refuge - Fairbanks, AK - (907) 456-2250
Gates of the Arctic National Park and Preserve - (907) 693-5494 / (907) 457-4752
Yukon-Charley National Preserve - (907) 452-2800 / (907) 452-2800 / (907) 644-3638 (Chief Ranger)
Western Arctic National Preserve - (907) 452-2800 / (907) 452-2800 / (907) 644-3638 (Chief Ranger)
Incorporates: National Natural Preserve, Cape Krusenstern National Monument, Kotzebue Sound National Monument, and Bering Land Bridge National Preserve

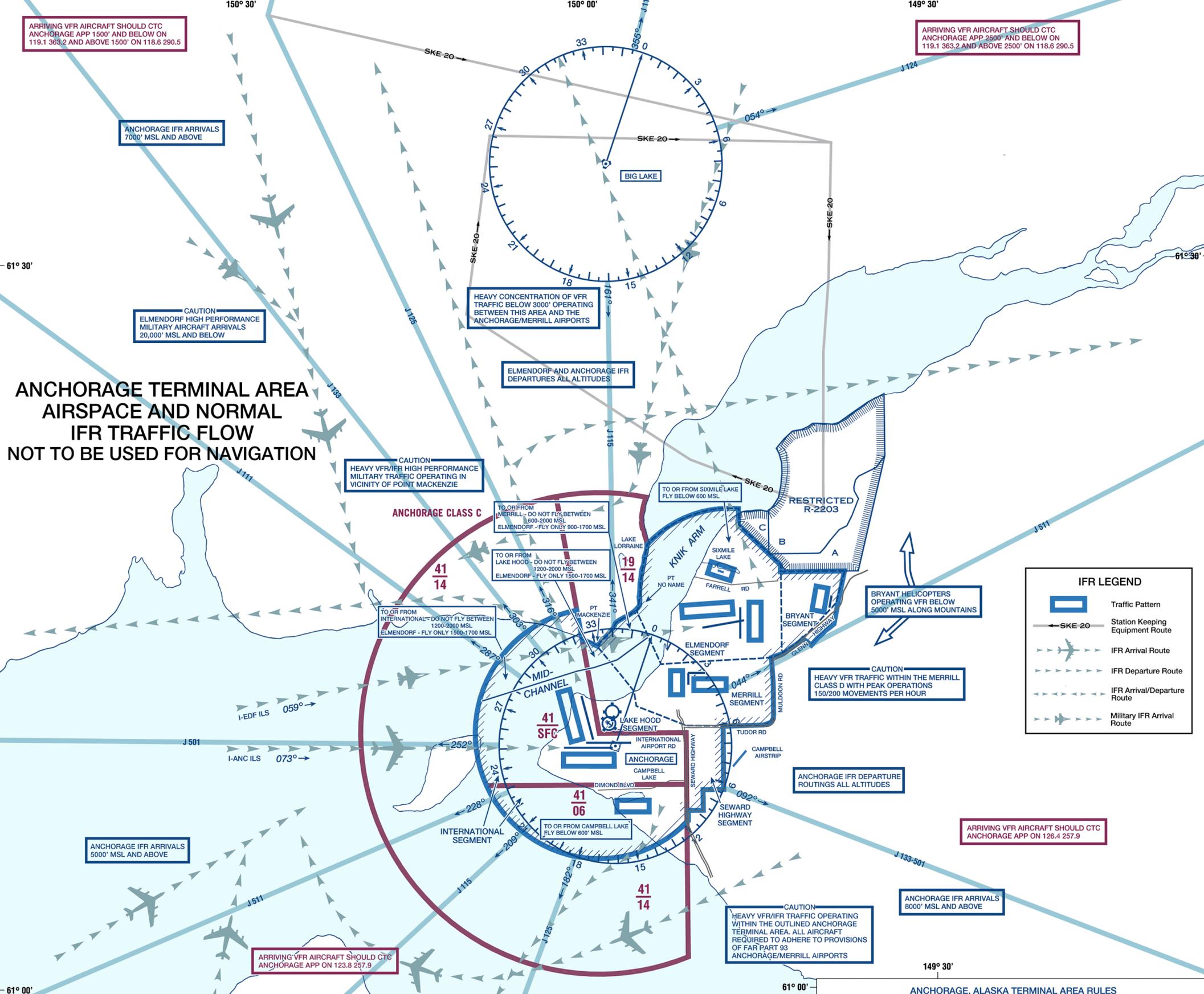
Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, U.S. Forest Service areas.

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 121.5 or 121.7 MHz. It is incumbent upon all pilots to understand their responsibilities in intercept. Review AIM section 5-6-3 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and are dispersed in the area of that aircraft, pilots will pay strict attention, contact air traffic control immediately on the local frequency or VFR ground 121.5 or 121.7 MHz and follow the intercepter's VFR ground 121.5 or 121.7 MHz. Pilots are advised that non-compliance may result in the use of force.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines, and railroads.

Check NOTAMS and see AIM for details.



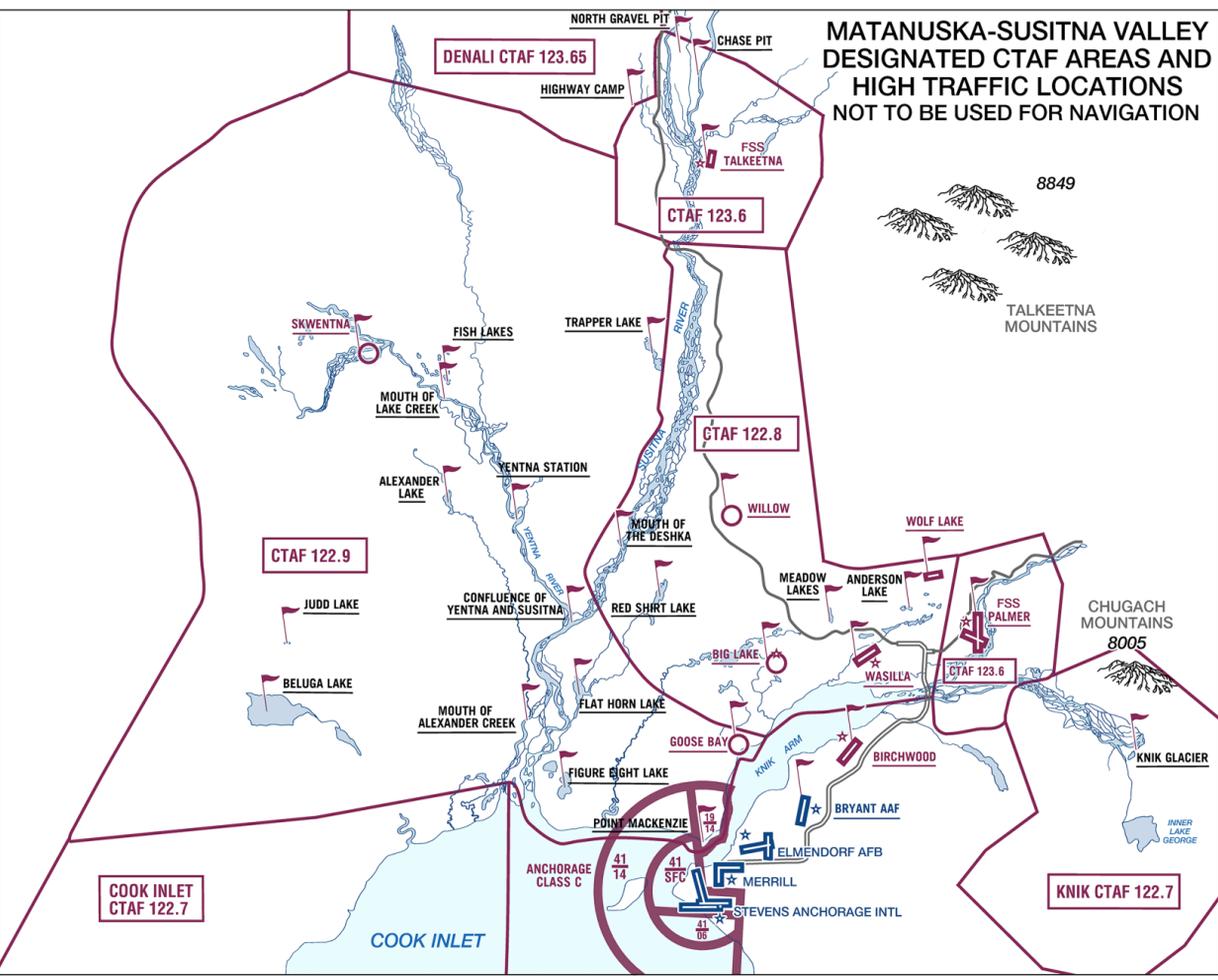
ANCHORAGE TERMINAL AREA AIRSPACE AND NORMAL IFR TRAFFIC FLOW
NOT TO BE USED FOR NAVIGATION

IFR LEGEND

- Traffic Pattern
- Station Keeping Equipment Route
- IFR Arrival Route
- IFR Departure Route
- IFR Arrival/Departure Route
- Military IFR Arrival Route

ANCHORAGE, ALASKA TERMINAL AREA RULES

- The following is a synopsis of the special air traffic rules in effect in the Anchorage, Alaska Terminal Area. It is advisory in nature, and in no way relieves the pilot from compliance with the specific rules set forth in 14 CFR Part 91 and 14 CFR Part 93.
- I. General Rule: All Segments.
 - a. Each person operating an aircraft within the Anchorage, Alaska Terminal Area shall operate that aircraft according to the rules set forth in this section and the International, Lake Hood, Merrill, Elmendorf, Bryant, or Seward Highway segments unless otherwise authorized or required by ATC.
 - b. Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.
 - c. Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.
 - d. Except as provided in Elmendorf segments (d) and (e), Bryant segment (b), and Seward Highway segments (a), (b), and (c), each person operating an aircraft in the Anchorage, Alaska Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.
 - e. Except as provided in Merrill segment (d) and Bryant segment (b), each person operating an aircraft in the Anchorage, Alaska Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.
 - II. General Rules: International Segment.
 - a. No person may operate an aircraft at an altitude between 1200 ft MSL and 2000 ft MSL in that portion of this segment lying north of the mid-channel of Knik Arm.
 - b. Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1600 ft MSL until maneuvering for a safe landing requires further descent.
 - c. Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 ft MSL until maneuvering for a safe landing requires further descent.
 - III. General Rules: Lake Hood Segment.
 - a. No person may operate an aircraft at an altitude between 1200 ft MSL and 2000 ft MSL in that portion of this segment lying north of the mid-channel of Knik Arm.
 - b. Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 600 ft MSL until maneuvering for a safe landing requires further descent.
 - IV. General Rules: Merrill Segment.
 - a. No person may operate an aircraft at an altitude between 600 ft MSL and 2000 ft MSL in that portion of this segment lying north of the mid-channel of Knik Arm.
 - b. Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1200 ft MSL until maneuvering for a safe landing requires further descent.
 - c. Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 ft MSL until maneuvering for a safe landing requires further descent.
 - d. Whenever the Merrill ATCT is not operating, each person operating an aircraft either in that portion of the Merrill segment north of the mid-channel of Knik Arm, or in the Seward Highway segment at or below 1200 ft MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.
 - V. General Rules: Elmendorf Segment.
 - a. Each person operating a turbine-powered aircraft within this segment shall operate that aircraft at an altitude of at least 1700 ft MSL until maneuvering for a safe landing requires further descent.
 - b. Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within this segment shall operate that airplane at an altitude of at least 1200 ft MSL until maneuvering for a safe landing requires further descent.
 - c. Each person operating an airplane (other than turbine-powered aircraft) at a speed of 105 knots or less within this segment shall operate that airplane at an altitude of at least 800 ft MSL until maneuvering for a safe landing requires further descent.
 - d. A person landing or departing from Elmendorf AFB may operate that aircraft at an altitude between 1500 ft MSL and 1700 ft MSL within that portion of the International and Lake Hood segments lying north of the mid-channel of Knik Arm.
 - e. A person landing or departing from Elmendorf AFB may operate that aircraft at an altitude between 900 ft MSL and 1700 ft MSL within that portion of the Merrill segment lying north of the mid-channel of Knik Arm.
 - f. A person operating in VFR conditions, at or below 600 ft MSL, north of a line beginning at Farrell Rd; thence west along Farrell Rd to the east end of Sixmile Lake; thence west along a line bearing on the middle of Lake Lorraine; is not required to establish two-way radio communications with ATC.
 - VI. General Rules: Bryant Segment.
 - a. Each person operating an airplane to or from the Bryant AAF shall conform to the flow of traffic shown on the appropriate aeronautical charts and, while in the traffic pattern, shall operate at an altitude of at least 1000 ft MSL until maneuvering for a safe landing requires further descent.
 - b. Each person operating an airplane within the Bryant segment should self-announce intentions on the Bryant Airport CTAF.
 - VII. General Rules: Seward Highway Segment.
 - a. Each person operating an airplane in the Seward Highway segment shall operate that airplane at an altitude of at least 1000 ft MSL until maneuvering for a safe landing requires further descent.
 - b. Each person operating an aircraft at or below 1200 ft MSL that will transition to or from the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward Highway segment. All other persons operating an airplane at or below 1200 ft MSL in this segment shall contact Anchorage Approach Control.
 - c. At all times, each person operating an aircraft above 1200 ft MSL shall contact Approach Control prior to entering the Seward Highway segment.
 - VIII. Special requirements: Campbell Lake and Sixmile Lake Airport.
 - a. Each person operating an aircraft to or from Campbell Lake or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.



MATANUSKA-SUSITNA VALLEY DESIGNATED CTAF AREAS AND HIGH TRAFFIC LOCATIONS
NOT TO BE USED FOR NAVIGATION