KETCHIKAN LEGEND

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

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. to 8999 ft. in length
- Hard-surfaced runways greater than 9999 ft. in length (Runway length is to scale)
- Open end arrow indicates partial runway configuration indicates approximate 270° clockwise runway configuration
- Hard-surfaced runways, including those closed, of unknown length (Runway length is not to scale)

ADDITIONAL AIRPORT INFORMATION

- Private (Pvt)—Not available per landing arrangement or landmark value
- Military—Other than hard-surfaced, all-weather military airfield (Military airfields with hard-surfaced runways are depicted as other than military airfields)
- Heliport—Other than those having landmark value, Flight Plan Selected
- Airport symbols normally have no use of their marks around basic airport symbol. Consult Supplement for details and availability of airports with hard-surfaced runways greater than 8999 ft.
- Airport symbols are oriented to the runway they represent.
- OBJECT POSSIBLE—Airport may obviously attract airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the numbered and lettered airspace classes are used in Alaska.

- CLASS B — Class B Airspace (Class B Airspace is usually a collection of Class E airspace in hundreds of feet in whole ceiling and floor increments and is not including that vertical extension to infinity)
- CLASS C — Class C Airspace with floor extending to the surface, operate above Class E Airspace
- CLASS D — Class D Airspace with floor extending to the surface, operate above Class E Airspace
- CLASS E — Class E Airspace with floor extending to the surface, operate above Class E Airspace
- 2400 MSL — Differentiates floors of Class E Airspace (Lower Class E Airspace is depicted by a dashed line)
- 4000 MSL — Class E Airspace at 4000' AGL unless otherwise designated (Class E Airspace at 1200' AGL and higher are indicated by center line, Class E Airspace at surface beneath floor is indicated by center line)
- 1200 — Trade-offs between MSL/AGL on direct Airways/Jet Routes (Trade-offs for Class E Airways are indicated by center line)

COMMUNICATION BOXES

- 122.1R 122.6 ANCHORAGE CENTER — Ground Station Name, Ground Station Frequency, Crosshatch indicates Receive Only, Operates Anti Clockwise, Ground Station Name
- 122.6 ANCHORAGE CENTER — Ground Station Name, Ground Station Frequency, Operates Clockwise
- 122.1R — Receive only

RADIO AIDS TO NAVIGATION

- VHF Omni Range (VOR)
- VORTAC
- VOR/DME
- DME
- Other navigational aids, i.e., FSS Outlet, HIWAS, AWOS, ASOS, ATIS, ASOS/AWOS with voice, etc.
- Non-Directional Radio Beacon (NDB)
- NDB / DME

OBSTRUCTIONS

- 1000 ft and higher AGL
- Wind Turbine
- Wind Farm
- Above 200 ft AGL, below 1000 ft AGL (Elevation and height above ground shown)
- Below 200 ft AGL (Elevation and height above ground shown)
- Obstruction with Lighting
- Elevation of the highest obstacle in the vicinity of the chart. Height above ground is not shown. Elevation is in hundreds of feet MSL
- 2024ft — Height above ground is not shown. Elevation is in hundreds of feet MSL
- 2148 — Height above ground is not shown. Elevation is in hundreds of feet MSL
- 12 — Number of obstructions

MISCELLANEOUS

- Aerial Photo Area
- Intersection VFR Intersection Name, Intersection Name, Intersection Name
- Alaska Launch Activity Area (See Supplement)
- Marine Light
- Seaplane Landing Area (See Supplement)
- Special Use Airspace (See Supplement)
- VFR Waypoints

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Mountain Pass
- Elevation Point
- Elevation Base of Tower
- Mountain Peak — Place symbol is not indicative of a mountainous area. Place symbol and indicate a mountainous area when elevation is a prominent feature. Place symbol and indicate a mountainous area when elevation is a prominent obstacle. Hazardous flight conditions may exist within and near mountain passes.

KETCHIKAN SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **25 FEB 2021**
TO 0901Z **22 APR 2021**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SKET
NSN 7641014100102
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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 course line from one side to the other, the user must first locate two pair of corresponding latitude lines, one pair on each side of the chart, which are exactly alike.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude lines. Place a mark (POINT A) on the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the destination or departure point (POINT B) and place it on the chart. On that side, tape a blank piece of paper (Sheet of paper) so that the edge of the paper is parallel to the chart, and extending beyond its edge.

STEP 3 - Place a second mark (MARK C) on that side of the paper alignment with the departure or destination point (POINT B). Make a mark in an edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same side of the chart, place a second mark (MARK A) from the corner of the paper where it meets the MATCH LINE, along the MATCH LINE, to the LINE B. (Figure 2)

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 - Place the edge of the paper with MARK A and the edge (the top or bottom) edge of the paper on the MATCH LINE and side edge with LINE B with MARK C. Make a mark (MARK D) on the MATCH LINE in 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 E. Extend a line straight from MARK D to MARK E.

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 on the chart if they are 1500 feet AGL or higher. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning MTR Military Training Routes North and South America for current routes.

Class G Airspace within the United States extends up to 14,500 feet MSL, AI and above this altitude all airspace in 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: Refer to Alaska Supplement for information on National Park Service, U.S. Fish and Wildlife Service, and U.S. Forest Service areas administered by the National Park Service (NPS) and U.S. Fish and Wildlife Service (FWS) which are established with the respective agencies for any closures that may be in effect. The landing of helicopters is prohibited on the lands and waters administered by the NPS, FWS, or USFS Wilderness areas. The FAA Alaska Chart User's Guide is the source for closures. 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 prohibited from operating below the minimum altitude over the surfaces 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. 14 USC 1540 (c); 36 CFR 2.15(a)(2); 50 CFR 27.71. Harassment is defined as: willful, unnecessarily harsh, chase, drive, herd or torment.

Alaska Maritime NWR - Homer, AK - (907) 235-6546
Tongass National Forest - (907) 225-6340

Includes: Admiralty Island National Monument, Kuiu Wilderness, Tebenkof Bay Wilderness, Chuck River Wilderness, Coronation Island Wilderness, Petrof Islands Wilderness, Tracy Arm Fords Terror Wilderness, Gaveshkan Island Wilderness, Petersburg Creek Duncan Salt Chuck Wilderness, Warren Island Wilderness, Misty Fjords National Monument, Cleveland Peninsula Wilderness, Karta River Wilderness, Maurelle Islands 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 within the Ketchikan Special Rule Area (SRA) and Ketchikan Terminal Radar Approach Control Area (TRACA). These procedures are in effect below 2,000 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. The purpose of 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, or monitor, 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 departure, Announce position and intentions prior to taxiing onto the active runway or the movement area. Monitor 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 and ensure that 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. Pilots should be aware that Ketchikan Harbor is a busy seaplane base and in response to the higher-than-normal risks and to ensure an acceptable margin of aviation safety, the following procedures and patterns are recommended. Because of the wide variety of designs and engine wherein 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 Station
1000 Airport Terminal Bldg.
Ketchikan, Alaska 99901

Juneau Flight Service Station
6412 Airport Way
Juneau, Alaska 99801

Sitka Flight Service Station
Japonski Island
Sitka, Alaska 99835

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

SPECIAL USE AIRSPACE OR KETCHIKAN SECTIONAL CHART

Military activity has noted altitude on: MSL altitude is shown as "5" or including "5" or including "5".
AGL altitude is shown as "1" or including "1".
Contact controlling agency for current status.

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

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
CYD106	PRINCE RUPERT, B.C.	SFC to 12K	CHANGING	

A - Aerobatic F - Aircraft Not Free O - Hang Gliding W - 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.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention. Reporting of errors may be accomplished by using the online form on our website at http://faa.gov/air/aeronav prior to contacting us via toll free number at 1-800-638-6077 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/contact_us/chart_errors/ or write to Aeronautical Services,1305 East-West Highway, SMC, Suite 4400, Silver Spring, MD 20910-3281.

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 pilots/operators of military aircraft to become familiar with procedures contained in section 5-4-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and have as dependent 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 intercept visual ICAO signals. Be advised that non-compliance may result in the use of force.

FOR PROCUREMENT

For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved Print Plus Providers, visit our website at http://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

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 AFI's) MAY DIFFER BETWEEN CANADA AND UNITED STATES

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

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).

The Maximum Elevation Figure shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet MSL. Quadrangles with MEF's may contain information available concerning the highest known feature in such 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.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as: power/gas transmission ..... and railroads
Check NOTAMs and see AIM for details.

KETCHIKAN