KLAMATH FALLS
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 8069 ft. in length

Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport Selected | Unverified | Abandoned - paved having landmark value, 3000 ft. or greater | Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways greater than 8069 ft.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.

FSS — NO SVFR — FAR 91

NAME (NAM) (PNAM) — Location Identifier — ICAO Location Indicator shown outside contiguous U.S.

CT - 118.3 ★ ATIS 123.8

285 L 72 122.95

RP 23, 34 — UNICOM

VFR Advsy 125.0

WX CAM — Weather Camera (AK)

AOE — Airport of Entry

Runways with Right Traffic Patterns (public use) - see Supplement.

*RP Special conditions exist - see Supplement.

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

C - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

AFIS 135.2 - Automatic Flight Information Service (AK)

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215/AIM.)

Class D Airspace

Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

CLASS G — Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.

Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace

Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace

2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line.

Intersection - Arrows are directed towards facilities which establish intersection.

132° V 69 169

Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV 2 Routes are indicated by center line.

T 319 TK 313 (Helicopter Only) — RNAV Waypoint

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

*Alert Areas and Military Operations Areas (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Special Airport Traffic Area (See FAR 93 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

MTR - Military Training Route

COMMUNICATION BOXES

122.1R 122.6 123.6 OAKDALE 362 116.0 OAK — 122.6 CHICAGO CHI

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

A - ASOS/AWOS

Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Conterminous U.S.), 121.5, 122.2, 243.0 and 255.4 (Alaska), and 121.5, 126.7, and 243.0 (Canada) are available at many FSSs and are not shown above boxes. All other frequencies are shown above boxes.

R - Receive only

122.1R MIAMI

FSS radio providing voice communication

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — VORTAC

VOR-DME — DME — Other facilities, i.e., FSS Outlet, RCO, WX CAM (AK) (see Supplement), etc.

Non-Directional Radio Beacon (NDB) — NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL

Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)

Wind Turbine — Group Obstruction — Wind Turbine Farm

Obstruction with high-intensity lights; may operate part-time

Elevation of the top above mean sea level — 2894' UC — Height above ground — 2049 (1149) UC — Under construction or reported; position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)

G - Glider Operations

H - Hang Glider Activity

U - Ultralight Activity

UA - Unmanned Aircraft Activity

Parachute Jumping Area (See Supplement.)

STADIUM — Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)

Space Launch Activity Area (See Supplement.)

Marine Light

-1°E- Isogonic Line (2020 VALUE)

VPXYZ — VFR Waypoints — NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line

Aerial Cable

Lookout Tower 618 (Elevation Base of Tower)

Mountain Pass 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

KLAMATH FALLS SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

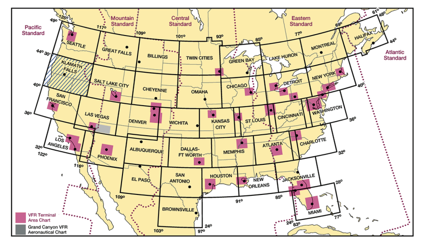
Federal Aviation Administration

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.

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NGA REF. NO. SECXXKLAMATHFLS

EFF. DATE 21056

CONTROL TOWER FREQUENCIES ON KLAMATH FALLS SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and 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	TOWER	GND CON	ATIS	ASR/PAR
CRATER LAKE-KLAMATH RGNL	0700-2000	133.975 257.8	121.9 348.6	126.5 263.0	
MAHLON SWEET FLD	0600-2330	118.9 371.9 (RWY 16R/34L) 124.15 371.9 (RWY 16L/34R)	121.7 269.5	125.225	
REDDING	0630-2130	119.8 269.25	121.7	124.1	
ROBERTS FLD	0500-1900	124.5 256.8	121.8	119.025	
ROGUE VALLEY INTL-MEDFORD	0600-2100	119.4 257.8	121.8	127.25	
SOUTHWEST OREGON RGNL	0700-2100	118.65	127.1		

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
AMEDEE AAF	128.8 285.5	CONTINUOUS

SPECIAL USE AIRSPACE ON KLAMATH FALLS 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 nearest FSS 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.

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

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-4813 A	TO BUT NOT INCL FL 180	0715-2330†	OAKLAND CNTR	128.8 285.5
W-93 N	TO FL 500	0800-1600 12 HRS 30 MINS IN ADVANCE	SEATTLE CNTR	
W-93 S	TO FL 500	0800-1600†	SEATTLE CNTR	
W-570 A	TO FL 500	INTERMITTENT BY NOTAM	SEATTLE CNTR	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
CARSON	500 AGL	0715-2330	OAKLAND CNTR	128.8 285.5
CHINA	3000 AGL	0800-SS	OAKLAND CNTR	132.2 350.3
DOLPHIN N, S	11,000	0800-1600	SEATTLE CNTR	124.85 306.3 121.4 254.35 125.8 291.7
FALLON NORTH 1, 2	100 AGL	0715-2330	OAKLAND CNTR	
FALLON NORTH 3	100 AGL SW OF LINE 40°06'00"N, 117°48'03"W TO 39°29'50"N, 117°04'03"W 200 AGL NE OF LINE 40°06'00"N, 117°48'03"W TO 39°29'50"N, 117°04'03"W	0715-2330	SALT LAKE CITY CNTR	
FALLON NORTH 4	200 AGL	0715-2330	SALT LAKE CITY CNTR	
GOOSE NORTH	3000 AGL	0700-1900 MON-FRI	SEATTLE CNTR	127.6 351.7 135.35 335.55
GOOSE SOUTH	10,000 OR 3000 AGL WHICHEVER IS HIGHER	0700-1900 MON-FRI	SEATTLE CNTR	127.6 351.7 135.35 335.55
HART A, B, C, D, E, F	11,000	INTERMITTENT BY NOTAM	SEATTLE CNTR	
JUNIPER A, B, C, D	11,000	INTERMITTENT BY NOTAM	SEATTLE CNTR	
JUNIPER EAST LOW	500 AGL TO BUT NOT INCL 11,000	INTERMITTENT BY NOTAM	SEATTLE CNTR	
JUNIPER LOW	500 AGL TO BUT NOT INCL 11,000	INTERMITTENT BY NOTAM	SEATTLE CNTR	127.6 351.7 128.15 257.75
MAXWELL 2	11,000 OR 3000 AGL WHICHEVER IS HIGHER	0500-2000 MON-FRI	OAKLAND CNTR	132.2 350.3
OWYHEE NORTH	100 AGL	0730-2200 MT MON-FRI	SALT LAKE CITY CNTR	118.05 363.0 (E) 128.05 387.15 (N,W) 132.25 338.35 (S)
OWYHEE SOUTH	10,000 OR 3000 AGL WHICHEVER IS HIGHER	0730-2200 MT MON-FRI	SALT LAKE CITY CNTR	118.05 363.0 (E) 128.05 387.15 (N,W) 132.25 338.35 (S)
PARADISE N, S	10,000 OR 3000 AGL WHICHEVER IS HIGHER	0730-2200 MT MON-FRI	SALT LAKE CITY CNTR	118.05 363.0 (E) 128.05 387.15 (N,W) 132.25 338.35 (S)
REDHAWK B, C	11,000	INTERMITTENT BY NOTAM	SEATTLE CNTR	
RENO	13,000	0800-1800 MON-FRI	OAKLAND CNTR	128.8 285.5
SADDLE A	10,000	INTERMITTENT BY NOTAM	SALT LAKE CITY CNTR	128.05 387.15
SADDLE B	8000	INTERMITTENT BY NOTAM	SALT LAKE CITY CNTR	128.05 387.15
WHITMORE 1, 2, 3	11,000 OR 3000 AGL WHICHEVER IS HIGHER	0730-1630 MON-FRI	OAKLAND CNTR	132.2 350.3

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts to assist pilots in flight.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (Wilderness Areas) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) an approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the respective agencies. 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 upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

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.

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.

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 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 an 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 paper 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)

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.