KODIAK LEGEND

Airports Nearby Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All lines are local. For extensive symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or with primary approach lighting system
- Seaplane Base
- Heliport
- Dual, dirt surface hard-surfaced runway configuration indicates approximate EOIL (Equivalent One Engine Load) capacity
- Airport/Heliport with hard-surfaced runways, including those closed, are shown when within 10 nm of the sectional edge

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having emergency or military priority
- Military - Other than hard-surfaced or unpaved airports and heliports, military hard-surfaced runways 1500 ft. and longer
- Abandoned - paved runways 1500 ft. or greater
- Unpaved - runways 1500 ft. or greater
- Seaplane Base
- Heliport
- Operational - paved runways 1500 ft. or greater

Airport symbols are shown as if runway is east-west regardless of actual orientation. Consult Supplement for details and operational status. Airports with hard-surfaced runways greater than 8069 ft. are shown in bold type.

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Elev. Indicates FAA MSL elevation in feet.
Beacons as of Dec. 1994.
Runway & Airport Lighting as of Dec. 1994.
CT - 118.3 • 6A 1710 123.0 - Control Tower Frequencies (Airport Traffic Area)
ASOS/AWOS/ATIS codes, phone numbers, frequencies.
UPA Advisory 123.0 - UNICOM Advisory Practice Airport
Fuel Supplier
AOE - Airport of Entry
NO SUPPLY - Fuel not available
CT - 118.3 - Control Tower (CT) - primary frequency.
6A - Automatic Terminal Information Service (ATIS) - Departure Information for Hours of operation.
1710 - Automatic Weather Observing System Frequency (AWOS)
APR 123.0 - Automatic Terminal Information Service
APR 135.0 - Automatic Flight Information Service (AFIS)
ASOS/AWOS 135.02 - Automated Surface Weather Observing System (ASOS) or Automated Weather Observing System (AWOS) Frequency, if available, and phone number.
UNICOM - Common Traffic Advisory Frequency (CTAF)
UPA Advisory - UPA Advisory Service shown where full time ATIS or Automatic Terminal Information Service (ATIS) is not available.
ARP — Elevation in feet
L - Lighting in operation Sunset to Sunrise
H - Lighting in operation Hours of Airport Operation
72 - Length of longest runway in hundreds of feet.
L - Lighting in operation Sunset to Sunrise

When information is lacking, the respective character is replaced by a dash. Airports with no information are not listed. Airports that do not represent the Sectional Chart are not lighted.

COMMUNICATION BOXES

- 123.45 - 123.4 - 123.6 — CHICAGO 123
- 34.7° 258.8° CAA 234 — CHICAGO 234
- Center Name
- Controlled Airspace Frequency
- Crosshatch indicates Continental U.S.
- Operates less than continuous or not continuous or H24 Operation
- 123.45 — Frequency
- FSS name, operating status — LEWISTON
- These three-line indicators Flight Service Station (FSS) Frequencies 122.0 and 122.2 (Broadcast Stations) in U.S. 122.0, 122.2, 243.0 and 255.4 (Alaska), and 121.5, 243.0 and 255.4 (Hawaii). Frequencies 243.0 and 255.4 are not shown above Alaska.
- E - Receive only
- Frequencies above 400 mhz are normally in twelve(12) mhz. Other FSB frequencies providing service to adjacent sectionals are shown underscored by altitude and center. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VOR (VAR) Radial (VOR)
- DME
- VORTAC
- VOR, VORTAC, LF, FSS Outlet, ASOS, AWOS (VAR), DME, Radial (VOR)
- Non-Directional Beacon (Beacon only)
- NDB - DME

OBSTRUCTIONS

- 1000 ft and higher AGL
- Above 200 ft & below 1000 ft AGL
- Lighted
- Wind Indicator
- Wind Turbine Farm
- Elevation of the highest point in the area. Height above ground is rounded to the nearest hundred feet. Elevation is rounded to the nearest thousand feet. Height above ground and elevation are MSL. NOTICE: Buoy alone may be lighted. Consult Supplement.
- 2000 (1114) — 1114 ft
- 2000 (1114) — 1114 ft
- UC — Under Construction

MISCELLANEOUS

- Aeronautical Practice Area
- Military Operations Area
- Underlying Airspace
- Restricted Area
- Prohibited Area
- Warning Area
- Alert Area
- Unmanned Aircraft Activity Area (See Supplement)
- Space Launch Activity Area (See Supplement)
- Marine Light
- Magnetic Line of Position
- VRP/VFP
- VFR Waypoints
- VRP/VFP
- VFR Waypoints

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Elevation Base of Tower
- Elevation Base of Tower
- Elevation Point
- Spot Elevation

Elevations and Contours are in feet above mean sea level. Contour Intervals are 1000 feet and 500 feet. Water Features are shown in Blue. Land Features are shown in Black. Spot Elevations are shown in Black. Obstructions are shown in Black. Aeronautical Information is shown in Magenta. Airspace Boundaries are shown in Blue. Topographic Information is shown in Brown.

KODIAK 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/notices_alerts/

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

FAA Product ID: SKOD
NSN 7641014100103
MAP REF SECXXKODIAK
EFF DATE 21056

Lambert Conformal Conic Projection Standard Parallels 57° 20' and 62° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Entire area of this chart is within Alaska Standard Daylight time = 9 (hr UTC = LTC)

CONTOUR INTERVAL 1000 feet
Intermediate contours 500 feet
Auxiliary contours 250 feet
HIGHEST TERRAIN elevation is 10016 feet located at 60° 02'N - 153° 05'W
Spot elevation ..... • 4254
Approximate elevation ..... + 4200

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
METERS (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

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace depicted on this chart is in effect.

- Class A Airspace
- Class C Airspace (Block C)
- Class B Airspace
- Class D Airspace in hundreds of feet (it inclus ceiling and floor information is shown on excluding that value.)
- Class E Airspace
- Class A Airspace with floor and ceiling altitude shown in hundreds of feet (it inclus ceiling and floor information is shown on excluding that value.)
- Class B Airspace with floor and ceiling altitude shown in hundreds of feet (it inclus ceiling and floor information is shown on excluding that value.)
- Differentiation floors of Class A Airspace (Alaska) Class B Airspace (Hawaii) Class C Airspace or VFR ATZs unless otherwise designated are the Federal Airways floor. Floors of Class D and Class E Airspace are indicated by center line. Airspace floors are depicted towards facilities which establish Airspace.
- Class C Airspace Primary Airport(s) Satellite Airport(s) Radius Ring(s) Terminal Area Boundary
- Class D Airspace Primary Airport(s) Radius Ring(s) Terminal Area Boundary
- Class E Airspace Airport Reference Point
- Class E Airspace Extension Point(s)
- Class E Airspace Transitional Area Boundary
- Special Airport Traffic Area (See Text for Dimensions)
- Special Use Airspace Classification Zone
- Alaska Flight Service Station (FSS)
- Terminal Radar Service Area (TRSA)
- ARTC Military Training Route

RESTRICTIVE AIRSPACE

- Prohibited Area
- Restricted Area
- Warning Area
- Alert Area
- Military Operations Area (MOA)
- Military Training Route
- Special Use Airspace Classification Zone

OBSTRUCTIONS

- 1000 ft and higher AGL
- Above 200 ft & below 1000 ft AGL
- Lighted
- Wind Indicator
- Wind Turbine Farm
- Elevation of the highest point in the area. Height above ground is rounded to the nearest hundred feet. Elevation is rounded to the nearest thousand feet. Height above ground and elevation are MSL. NOTICE: Buoy alone may be lighted. Consult Supplement.
- 2000 (1114) — 1114 ft
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- Aeronautical Practice Area
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- Prohibited Area
- Warning Area
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- VFR Waypoints

TOPOGRAPHIC INFORMATION

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- Elevation Base of Tower
- Elevation Point
- Spot Elevation

Elevations and Contours are in feet above mean sea level. Contour Intervals are 1000 feet and 500 feet. Water Features are shown in Blue. Land Features are shown in Black. Spot Elevations are shown in Black. Obstructions are shown in Black. Aeronautical Information is shown in Magenta. Airspace Boundaries are shown in Blue. Topographic Information is shown in Brown.

PLOTTING DIRECT ROUTE ON NORTHBOUND SIDE

There are approximately two minutes of latitude between each pair of north and south sides of each sectional. Locating latitude sub-marks, which are only up to five other, the distance between two pair of north and south sides of the chart and follow the straight line connecting the two points.

STEP 1 - Place a horizontal line (MATCH LINE) between the two points. Extend the line to the right or left edge of the chart and to the other. (Figure 1)

STEP 2 - Decide which side of the route you will fly on the chart. On that side, select closest to the edge of the chart, the MATCH LINE and a point (POINT A) along the MATCH LINE and a point (POINT B) along the MATCH LINE. (Figure 2)

STEP 3 - Draw the shortest distance from POINT A to the edge of the paper along the right or left edge of the paper. Mark this point (POINT A). Do the same for POINT B. (Figure 3)

STEP 4 - Without moving the paper, on the same side of the route, draw a short line on the chart from the number of degrees of route to meet the MATCH LINE out to the edge of the chart. (Figure 4)

STEP 5 - Turn the chart and repeat Steps 2 and 3 for the other side, and extend the line and mark the point (POINT C). (Figure 5)

STEP 6 - Take the sheet of paper with Marks A and B and place it on the chart so that the edge of the paper is on the MATCH LINE and the point is exactly on the point. Mark the point (POINT D). (Figure 6)

STEP 7 - Move your pencil from the MATCH LINE make a Mark C. Extend a line straight from POINT A to the point. (Figure 7)

STEP 8 - Turn the chart and trace alpha C to that side and extend it to the MATCH LINE. Pick a line from Mark C to the destination. (Figure 8)

- Sheet of paper
- POINT A
- LINE A
- Figure 1
- CENTER LINE
- MATCH LINE
- LINE A
- POINT A
- Figure 2
- POINT A
- LINE A
- Figure 3
- NORTH SIDE
- SOUTH SIDE
- MATCH LINE
- LINE A
- POINT A
- Figure 4
- MATCH LINE
- LINE A
- POINT A
- POINT C
- Figure 5
- MATCH LINE
- LINE A
- POINT A
- POINT C
- POINT D
- Figure 6
- MATCH LINE
- LINE A
- POINT A
- POINT C
- POINT D
- Figure 7
- MATCH LINE
- LINE A
- POINT A
- POINT C
- POINT D
- Figure 8

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention. Please use the online error reporting form on our Aeronautical Chart website at http://faa.gov/chart/ prior to contacting us via toll free number at 1-800-638-8972 or use https://www.faa.gov/air_traffic/flight_info/aeronautical/feedback/ and mail to Aeronautical Information Services,1305 East-West Highway, SSMC4, Suite 6400, Silver Spring, MD 20910-3281.

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NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on the emergency frequency 121.5 MHz. It is the pilot in command's responsibility to assess and understand their responsibilities if intercepted. Review "ADIZ" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets are observed in the vicinity, immediately tune to guard 243.0 MHz to monitor and pay strict attention, contact air traffic control immediately on the local frequency or on VRF guard 123.0 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

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

ATTENTION
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. Refer to the Chart User's Guide for information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,000 feet 125

CAUTION: This chart is primarily designed for VFR navigational purposes and does not portray, but the presence of all power transmission lines and pipelines, tower, stacks, antennas or obstacles which may be encountered below reasonable and safe altitudes.

MILITARY TRAINING ROUTES (MTRs)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only those MTRs with segments above 10,000 feet AGL are depicted. The more designed are depicted - route widths and altitudes are not shown.
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for complete routes.

Class G Airspace within the United States east of 160° W extends up to 14,500 feet MSL. IR and above this altitude all navigable airspace is Class A airspace. Class G airspace less than 1500 feet above the terrain and certain special use airspace areas.

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

CONTROL TOWER FREQUENCIES ON KODIAK 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 fixed here. 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 actual VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

"H24" indicates tower/ATIS/ground control/clearance delivery are available continuously.
"HON-PM" indicates Monday through Friday.
"OT" indicates other hours.

MON. NAME	OPERATIONS	TOWER	GND. CON.	ATIS	AIRSPAR
ANC. ANCHORAGE	0600-2200 1 AUG - 31 MAY 0600-0300 01 MAR - 31 AUG	118.3 255.0	121.9	128.6	
KODIAK	1300-0500 01 MAR - 31 OCT 1300-0500 1 NOV - 29 FEB 0700-0300 1 JAN - 31 JAN	118.3 239.0	121.9	134.45	

SPECIAL USE AIRSPACE ON KODIAK SECTIONAL CHART

Unless otherwise noted altitudes are AGL and in feet. Times are local, using a 24 hour clock.
H - Highlighted
U - Unlighted
NOTAM - Notice to Airmen for current information.
Contact Flight Service for references.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA			
MOA NAME	ALTITUDE*	TIME OF USE:	CONTROLLING AGENCY: FREQUENCIES
NAKNEK 1	3000 - 14500	0700-2200 MON-FRI	ANCHORAGE CTAS 118.3, 255.0
NAKNEK 2	3000 - 14500	1000-1200 MON-FRI	ANCHORAGE CTAS 118.3, 255.0

*Altitudes are shown in feet MSL unless otherwise indicated in hundreds of feet AGL (Above Ground Level) or Flight Level (FL). Altitudes in hundreds of feet AGL or FL are denoted in bold type.

REGULATIONS REGARDING PLANTS OVER CHARTED NATIONAL PARK SERVICE, FISH AND WILDLIFE SERVICE, AND FOREST SERVICE AREAS ARE AS FOLLOWS:

CAUTION: Before landing from wing aircraft on the ramp or airport 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 agency for permission. Pilots should be aware that the NPS, FWS, and U.S. Forest Service (USFS) Wilderness areas 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 margin. Contact information for all other areas can be found in the Chart Supplement.

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 Local Flight Operations", recommends 1,000 feet above the highest terrain within 2,000 feet laterally of the route of flight, or the appropriate AGL 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 18). Harass is defined to mean annoys, wounds, molests, rolls, concentrates, herds, chases, drives, hard or surround.

Alaska Maritime NWR - Homer, AK - (907) 235-6546
Kenai NWR - Soldotna, AK - (907) 262-7021 or - (907) 246-3339
Kenai NWR - Soldotna, AK - (907) 262-7021
Kodiak NWR - Kodiak, AK - (907) 487-2600
Tuxedni NWR - Homer, AK - (907) 235-6546
Yukon Delta NWR - Bethel, AK - (907) 543-3151
Denali National Park - Denali Park, AK - (907) 683-9532
Incidentals: Aniakchak National Monument
Katmai National Park - King Salmon, AK - (907) 246-3305 (Chief Ranger)
Kenai Fjords National Park - (907) 224-7500

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

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines ..... and railroads .....
Check NOTAMs and see AIM for details.

KODIAK

KODIAK

KODIAK