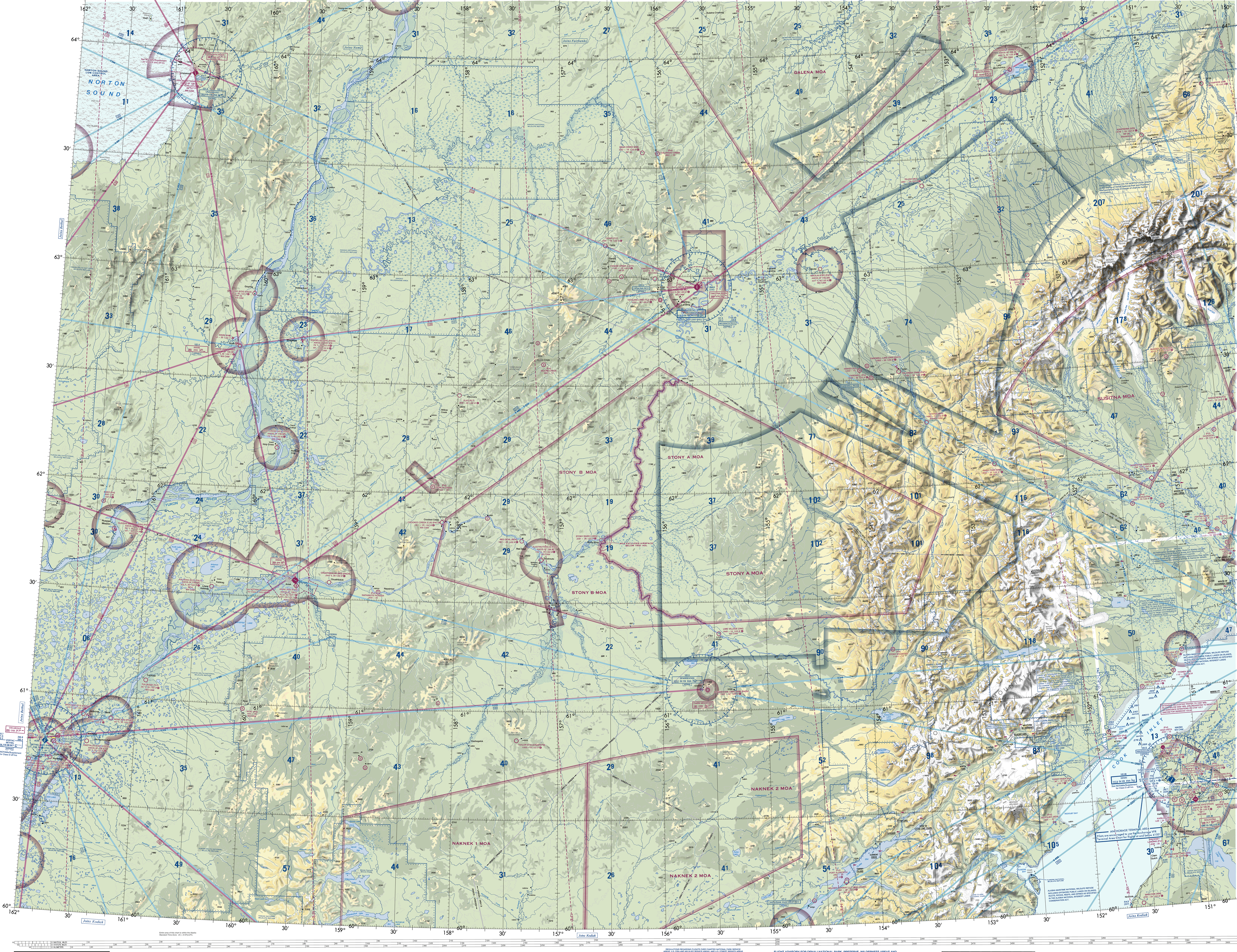
MCGRATH
LEGEND



MCGRATH SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

SOUTH — NORTH

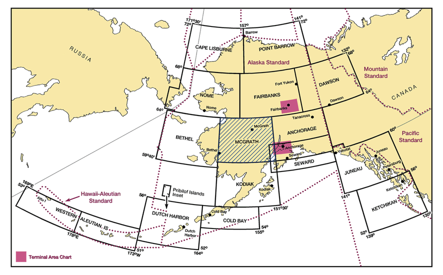
Federal Aviation Administration

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/



Entire area of this chart is within the Alaska Standard Time Zone +9 (+8 DT)=UTC.

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

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.

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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.

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.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. 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 AP/1B Military Training Routes North and South America for current routes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and 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: 12,500 feet .... 12^5

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 aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed 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 interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

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

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

CAUTION: Before landing fixed-wing aircraft on the lands or waters 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 landing of helicopters is prohibited on the lands and waters 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. For contact information for all these areas in Alaska, see Supplement (Area Notices).

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 (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 (16 USC 742j-1; 50 CFR Part 19). Harass is defined to mean disturb, worry, molest, rally, concentrate, harry, chase, drive, herd or torment.

Alaska Maritime NWR - Homer, AK - (907) 235-6546
Innoko NWR - McGrath, AK - (907) 524-3251
Kenai NWR - Soldotna, AK - (907) 262-7021
Koyukuk/Nowitna NWR - Galena, AK - (907) 656-1231
Togiak NWR - Dillingham, AK - (907) 842-1063
Yukon Delta NWR - Bethel, AK - (907) 543-3151
Denali National Park and Preserve - (907) 683-2294
Lake Clark National Park and Preserve - (907) 781-2218 / (907) 644-3626 (Chief Ranger)

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

FLIGHT ADVISORY FOR DENALI NATIONAL PARK, PRESERVE, WILDERNESS AREAS AND DENALI MASSIF

Heavy fixed wing and helicopter activity over Denali National Park, Preserve, Wilderness Areas and Denali Massif.

Surface to 16,000 feet.
Operations 24 hours daily.

Aircraft operating in the vicinity of Denali National Park, Preserve, Wilderness Areas and Denali Massif should utilize 122.725 NORTH/123.65 SOUTH as traffic advisory frequencies. Position reports should be given in the following format:

A. Preface with "Denali Traffic Advisory"
B. Identification
C. Position (as closely as can be defined)
D. Altitude
E. Next prominent position
F. ETA to the next position

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.

MCGRATH