POINT BARROW 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 information refer to the Chart User's Guide.

AIRPORTS

- Civil or joint civil-military airport
- Single-runway Basic Base
- Hard-surfaced runways 1500 ft. to 4999 ft. in length
- Hard-surfaced runways greater than 8000 ft. or some multiple runways less than 8000 ft.
- Open dot within hard-surfaced runway indicates lighted runway (night operation with pilot control, dusk or VASI/PAPI system)
- All navigable hard-surfaced runways, including those closed, are depicted. Unpaved runways are not depicted.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Not public use having emergency or landmark value
- Military - Other than hard-surfaced, all military airports are depicted. Military airports with hard-surfaced runways are depicted.

Heliport Seaplane Base Hospital Hospital (Military) Lighted Obstruction Obstruction

Point elevations and heights of this marks around towers except Consult Supplement for details and availability. Elevations are in feet above mean sea level.

Rotating airport beacon in operation Sunset to Sunrise. OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Bird-of-Prey Protection Plan Special Air Traffic Rules Special Traffic Patterns Right Traffic Pattern Non-Rotating Beacon ASOS/AWOS Special conditions exist. FSS - Flight Service Station. ATCT - Tower. CT - Control Tower. UNICOM - Universal Communications. CTAF - Common Traffic Advisory Frequency. ATIS - Automatic Terminal Information Service. ASOS/AWOS - Automatic Surface Weather Observing System. ASOS/AWOS/SAO - Automated Surface Weather Observing System Supplemental Aviation Observer. Some ASOS/AWOS/SAO systems may not be certified for aviation. UNICOM - Aeronautical advisory station. Airport Traffic Pattern - Left unless marked otherwise. Consult Chart Supplement for information on airport and frequency to other than primary CTF frequency.

2400 - Elevation in feet.
L - Lighting available. Consult Supplement for hours.
L - Lighting limitations exist, refer to Supplement.
Runway length in hundreds of feet. Runway surface - nearest hundred feet.

Where runway length and surface characteristics are displayed for a dash, Lighting details refer to runway edge lights and may not represent the longest runway or full length lighting.

COMMUNICATION BOXES

Where Over-the-Air Activation Flight Service Station (FSS) Frequencies 122.2 and 334.4 (Fredericksburg, U.S.), 122.1R and 122.6 (Farmington, U.S.), 122.1R and 122.2 (Cornelia) are available at many airports, they are not shown on the chart. All other frequencies are shown.

R - Receive only.

Frequencies above 950 mhz box are remoted to the nearest VOR. Pilots requesting a remote communication may be assigned to frequencies for Atlanta and Kansas. Consult Chart Supplement for more information.

RADIO AIDS TO NAVIGATION

OBSTRUCTIONS

MISCELLANEOUS

TOPOGRAPHIC INFORMATION

AIRPORT TRAFFIC CONTROL AND AIRSPACE INFORMATION

Only the controlled and reserved airspace affecting visual flying is shown. Refer to IFR charts for complete airspace information.

Class A Airspace
Class B (formerly Class I) Airspace
Class C (formerly Class II) Airspace
Ceiling of Class D Airspace is 2500 feet above the surface unless indicated surface up to 3 digit MSL altitude is shown.
Class D (formerly Class III) Airspace
Class E Airspace with floor at surface (formerly class IV) Class E Airspace with floor beginning above 700 feet above ground level (formerly class V)
Differentiation floors of Class E Airspace are shown in blue.
Class E Airspace begins at 1200 AGL unless otherwise depicted on the chart.
Class E Airspace has altitude Federal Airways unless otherwise depicted.
Airways - Airways are depicted towards the end of the route, not the middle.
Class G (formerly Class V) Airspace
Class E Airspace has altitude Alaska Airways unless otherwise depicted.
Class E Airspace has altitude RNAV (Area Navigation) Routes unless otherwise depicted.
Special Use Airspace - Consult Chart Supplement for information.
Prohibited, Restricted, Warning, Alert, Military Operations Area and Restricted Areas
Caution, Danger, Military Operations Area (MOA) and Alert Areas are depicted in magenta.
Special Airport Traffic Area (SATA) and Special Airport Traffic Area (SAT) - Consult Chart Supplement for information.
Special Use Airspace - Consult Chart Supplement for information.
Parachute Jumping Area - Consult Chart Supplement for information.
Military Training Routes

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

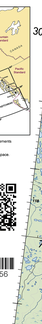
POINT BARROW SECTIONAL

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: SPB

NSN 7643014141003B

NGA REF. NO. SECXXPTBARROW

Lambert Conformal Conic Projection Standard Parallels 65° 29' and 70° 45'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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.

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
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

9020 ELEVATION

CONTOUR INTERVAL 1000 feet
Intermediate contours 500 feet
Auxiliary contours 250 feet
Elevations and contours in feet above mean sea level
HIGHEST TERRAIN elevation in 9020 feet located at 65° 17' N. - 144° 54' W.
Spot elevation · 4054
Approximate elevation · · · · · · · · · · · · · · · · · · 3500

FOR PROCUREMENT: For digital products, visit https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ or call (800) 638-8972. For paper products, visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_guide/ or call (800) 638-8972.

NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AEROSPACE DEFENSE COORDINATED AREA (ADIZ)

AIRSPACE CLASSIFICATION: (SEE CANADA FLIGHT SUPPLEMENT) AND ICAO ATS AIRSPACE CLASSIFICATIONS AND ICAO FLIGHT PLANNING AFI'S) MAY DIFFER BETWEEN CANADA AND UNITED STATES

SPECIAL USE AIRSPACE ON POINT BARROW SECTIONAL CHART

Other airspace uses (MOAs, etc.) are depicted on the Sectional Aeronautical Chart. "FSS" (as officially means "To and including" FSS) "Inclusive".
NO ACTIVITY - Normally no planned utilization.
LIMITED ACTIVITY - Infrequent utilization.

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

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FREQUENTS	FREQUENCIES
R-2204 LOW	TO BLF 14CF INCL 1500	BY NOTAM. NO ACTIVITY.	ANCHORAGE CVER	134.4
R-2204 HIGH	1500 TO BLF 14CF INCL 7000	BY NOTAM. NO ACTIVITY.	ANCHORAGE CVER	134.4
W-220 HIGH & LOW	TO BLF 14CF INCL 2000	BY NOTAM	ANCHORAGE CVER	
W-220 A,B HIGH	2000 TO BLF 14CF INCL 18,000	BY NOTAM	ANCHORAGE CVER	

REPORTING CHART ERRORS
You are requested to return to the address below any conditions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at: http://faa.gov/air/aeronav prior to contacting us via toll free number or: Fax (800) 559-0191 or Email: 9-AJV-A-Aeronav@faa.gov or Telephone (800) 638-8972 or mail to: FAA, Aeronautical Information Services, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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 1200 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 telecommunications lines, terrain or obstacles which may be encountered. **Use reasonable and safe altitudes.**

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. Military training altitudes are not shown.

Bold cases refer to area Planning AFI'S Military Training Routes North and South America for current routes.

ATTENTION
MILITARY TRAINING ROUTES (MTRs)

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines represent the highest elevation plus 2000 feet (rounded to nearest HUNDRED) of text above mean sea level. The MEF is based on information available concerning the highest known features, structures, etc., in quadrangle, including terrain and obstructions (trees, towers, etc.).

Example: 12,500 feet **125**

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

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 lower-wing aircraft on the lands or waters within the boundaries of lands administered by the National Park Service, Fish and Wildlife Service, and Forest Service, pilots should check with the appropriate agencies for any closures that may be in effect. The landing of helicopters is prohibited on the lands and waters within the boundaries of units of the National Park System except at those areas where such landings are allowed. 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 U.S. Fish and Wildlife Service, National Park Service, and U.S. Forest Service. Refer to the GPS/ 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 18.11). Harassing includes, but is not limited to, chasing, herding, driving, molesting, harbing, chasing, driving, herding, harbing, or harrying.

Alaska Marine WIR - Nome, AK - (907) 443-5441
Arctic WIR - Fairbanks, AK - (907) 456-0324
Kenai WIR - Soldotna, AK - (907) 262-7626 or - (907) 262-5937
Wrangell-Arctic National Parklands - (907) 443-2280 (Eielson) / (907) 443-2522 (Nome) / (907) 644-3626 (Chief Ranger)
Excluded: Noatak National Preserve, Cape Krusenstern National Monument, Kobuk Valley National Park, and Bering Land Bridge National Preserve.

Contact information for all properties 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 IAW 121.0 or UHF 243.0. It is incumbent upon all civilian aircraft operators to be familiar with the procedures contained in 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 immediately cease all flare operations over populated areas and land as soon as practicable or IAW guard 121.5 or UHF 243.0 and follow the information visual (IZAD) signals. Be advised that non-compliance may result in the use of force.

POINT BARROW

POINT BARROW