MCGRATH

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 runway
- Hard-surfaced runway 1500 ft. to 8999 ft. in length
- Hard-surfaced runway greater than 8999 ft. or runway under construction
- Heliport
- Seaplane Base
- Hard and other hard-surfaced runway configuration indicated approximately (Dia. 1 mile for each runway)
- All recreational hard-surfaced runways, including those closed, and all unpaved runways 1500 ft. and greater in length

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having landmark value
- Military - Other than hard-surfaced, all military airports are shown as "(Mil)" except those with "AFB" or "NAS"
- Rotating Beacon
- Lighted - Sunset to Sunrise, unless otherwise indicated
- Airport Traffic Service (ATS) - operates during landmark dates, 0600 hr. to sunset
- Flight Watch (Enroute Flight Advisory Service)

Four quadrants surrounding an use of this marks ensure visual separation. Consult Supplement for details and availability of airports with hard-surfaced runways greater than 8999 ft.

- Marked by rotating beacon operation Sunset to Sunrise

OBJECTIONABLE - Area of unusual frequency effort airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace necessary for flight in the terminal area is described.

- Class B Airspace
- Class C Airspace (Mode C Veil) Ceiling of Class C Airspace is hundreds of feet (4 rightmost digits) above the highest elevation (in the 4 leftmost digits) in the airspace.
- Class D Airspace with Non-Rotating Beacon (Green/Yellow) and/or Class D Airspace
- Class E Airspace with floor 1200 ft. AGL or higher, normally above 1000 ft. or higher over mountains
- Class E Airspace with floor 700 ft. AGL or lower, but not lower than 600 ft. above Class D
- Differentiates floors of Class E Airspace (positive control) and floors of Class G Airspace (non-positive control) in 1000 MSL areas, unless otherwise indicated.
- Class E Airspace extensions (Control Zones) and Class G Airspace (Uncontrolled) around Airports Surface Areas and Route 2 Routes are indicated by centerline and width, unless otherwise indicated. Numbers enroll controlled intersections.
- Prohibited, Restricted, and Warning Areas
- Military Operations Area (MOA)
- Alert Area
- Special Airport Traffic Area (SATA) - Class G Airspace without Optional Reference Surface Area
- FAA / All National Identification Zone (ADIZ)
- National Security Area (NSA) - Temporary Flight Restrictions (TFRs)
- Military Training Routes

COMMUNICATION BOXES

- Flight Service Station (FSS) providing voice communications
- ASOS/AWOS

122.1R

FSS radio frequency

122.1R

- Remote Communications Outlet
- Unmanned Aircraft System (UAS) Control Segment
- Controlled Airspace
- Uncontrolled Airspace
- Operates Mon thru Fri, 1400-2200Z
- Operates Mon thru Fri, 1400-2200Z and Sat, 1400-2000Z

These are Area Navigation Flight Services Stations (FSS). Frequencies 122.1, 122.2, and 122.6 are assigned at many Alaskan FSSs and are not shown above boxes. All other Frequencies are shown.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VOR-DME
- Non-Directional Radio Beacon (NDB)
- VORTAC
- TACAN
- NDB
- NDB-DME

VOR/DME, Lo, FSS Outlet, 122.6 and 122.2 (R)

OBSTRUCTIONS

- 1000 ft and higher AGL
- Group of Obstructions
- Wind Turbine Farm
- Elevation of the highest obstacle in feet MSL. Height above ground reported (positive sign) ——— Unreported (negative sign)
- Obstruction with high intensity lights. NOTICE: Day and/or night

MISCELLANEOUS

- ATA/IATA - Intersection/ Tri-Graph
- Marine Light
- Space Launch Activity Area
- Seaplane Landing Area
- VPYYZ - aFIS Waypoints
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Tower
- Elevation Base of Tower
- Mountain Pass
- Landmark - Prominent Point. Plain symbol does not indicate a recommended route. Landmarks are selected for pilotage and may not indicate all features and obstacles. Hazardous flight conditions may exist under and near mountain passes.

MCGRATH SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

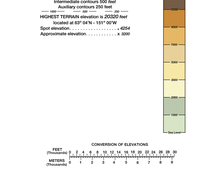
Federal Aviation Administration

EFFECTIVE 0901Z **12 JUN 2025**

TO 0901Z **7 AUG 2025**

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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DTF DATA 25163

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately 60 nautical miles 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 line marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Determine the latitude between each pair of corresponding latitude line marks on the north and south sides of the right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the most room for plotting your course line. Use that side of the chart. On that side, line up a blank piece of paper (PLOTTING SHEET) with the two latitude marks already on the chart, not extending beyond its edge.

STEP 3 - Slide the paper sideways left or right so that it crosses the MATCH LINE at the point of departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that line.

STEP 4 - Without moving the paper, on the same latitude line, make a MARK B on the paper directly from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make this LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the MATCH LINE. Align and connect it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and transfer it to the opposite side of the chart from the MATCH LINE and side edge with LINE B with MARK A on it. Align the paper with the same latitude as it was 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 POINT A to POINT C. (Figure 3)

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Pick a line from MARK C to the destination. (Figure 3)

CONTROL TOWER FREQUENCIES ON MC GRATH 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 airport VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR (radar) or PAR indicate Radar Instrument Approach available.

H24 indicates 24 hours a day, Monday through Friday.

CUT indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND. CON	ATIS	ASR/PAR
MCGRATH	1500-0200 Z++ (MR - 1° WST)	123.7	121.9	119.0	
	1400-0200 Z++ (MR - 1° WST)				
KENAI (H24)	1445-0200 Z++ (MR - 1° WST)	120.9 (239.0	118.75	133.55	
	0700-0200 Z++ (SCT - 8° WST)				

SPECIAL USE AIRSPACE ON MC GRATH SECTIONAL CHART

Times are in hours UTC (Z time).
Effective dates and times will be listed in the Notice to Airmen publication (NOTAM) unless otherwise specified.
"SS-SR" or "Sunset-Sunrise" may be used to describe the period of darkness for a given date.
"HJ" or "Sunrise-Sunset" may be used to describe the period of daylight for a given date.
"H24" = continuously.
"NOTAM" = Notice to Airmen.
"MON-FRI" = Monday through Friday.
"EXC" = except.
"AMSL" = Above Mean Sea Level altitude.
"AGL" = Above Ground Level altitude.

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

WSA NAME	ALTITUDES*	TIMES OF USE*	CONTROLLING AGENCY / CONTACT FACILITY	FREQUENCIES
YUKON	1000' AGL - FL180	0800-1400 AKDAYLIB 2000-0400 AKDAYLIB	ANCHORAGE CNTR	127.4 289.2
HAZEN 1	SFC-4500	1200-1400 AKDAYLIB	ANCHORAGE CNTR	123.75 282.25
HAZEN 2	SFC-4500	1200-1400 AKDAYLIB	ANCHORAGE CNTR	123.75 282.25
HAZEN 3	SFC-4500	1200-1400 AKDAYLIB	ANCHORAGE CNTR	123.75 282.25
EAGLE A	5000' AGL - FL600	0800-1400 AKDAYLIB	ANCHORAGE CNTR	123.7 289.2
EAGLE B	5000' AGL - FL600	0800-1400 AKDAYLIB	ANCHORAGE CNTR	123.7 289.2

*Altitudes indicate floor of MOA; all MOAs extend to the ful includes ft. MSL unless otherwise indicated in tabulation at an dash.
**Other than noted USAF SUAS or FAA FDC and SUAS in Supplement.

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

CONTOUR INTERVAL 1000 feet
Intermediate contours 500 feet
Auxiliary contours 250 feet

HIGHEST TERRAIN elevation in 20320 feet located at 63° 04'N - 151° 00'W

Spot elevation x5054
Approximate elevation ..... x 5000

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

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. Reports may be submitted via the Aeronautical Products Feedback website at https://faa.gov/go/ipaw/ 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/ Aeronautical Products Feedback, Services 1305 East-West Highway, SSMC4 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 the face of the chart 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 (MTR)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only IR routes are numbered. Route widths are 4 nautical miles wide unless 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 MEF is the highest feature including terrain and obstructions. Mean sea level lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information contained in the National Geospatial-Intelligence Agency (NGA) quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 10,500 feet 125

Entire area of this chart's within the Alaska Standard Time Zone. +9 (-) = 9 (Z)=UTC.

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 appropriate emergency frequency. The ICAO flight plan provides for search and rescue aircraft to know and understand their responsibilities if intercepted. Review "alert" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and there are disconnect in the area of that aircraft, pilots will intercept as directed, interpret and comply with any signals. Failure to comply or act as the intercepted aircraft 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 but not including 1,200 feet AGL. Class G airspace surrounds and 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 back-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 administered by the NPS and U.S. Forest Service (USFS) in Alaska. The U.S. Forest Service (USFS) prohibits aircraft landings. Contact information for any portions of these areas contained on this Sectional Chart can be found in the chart margin.

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 for the purpose of flight planning.

Pilots are warned that it is unlawful at any altitude to use an aircraft to harass any wildlife [16 USC 742a-j; 50 CFR Part 18). Harass is defined to mean disturb, worry, molest, rally, concentrate, harry, chase, drive, herd or torment.

Alaska Maritime NWR - Homer, AK - (907) 235-6546
Arctic NWR - Fairbanks, AK - (907) 456-0329
Kenai NWR - Soldotna, AK - (907) 262-7021
Kodiak NWR - Kodiak, AK - (907) 487-2600 ext 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 ——— and railroads ———
Check NOTAMs and see AIM for details.

MCGRATH