



ALASKA

AVIATION INFORMATION 2001



KETCHIKAN



PETERSBURG



WRANGELL

This pamphlet was prepared through the joint efforts and diligent work of many people in the aviation community of Southeast Alaska and the FAA. It is packed full of flight tips, safe operating practices, recommended procedures, and aerial tour information for pilots operating in the vicinity of Ketchikan, Wrangell, and Petersburg, Alaska. Many aircraft fly tourists to points of interest. The most popular tours are mentioned in this pamphlet.

Included are recommended altitudes, direction of flight, reporting points, VHF frequencies and areas of increased air traffic used by commercial operators. The Ketchikan Class E Surface Area is also in this pamphlet.

These are general procedures of which all pilots should be aware. If it is necessary to operate contrary to the recommended procedures, pilots should announce their intentions in advance on frequencies published in this pamphlet.

To enhance the safety of your flight, contact the nearest Flight Service Station for a complete pilot briefing. For more information, contact the Juneau FSDO at 800-478-2231, or 907-586-7532.

Terry L. Gordon, Manager
Juneau Flight Standards District Office

Steve Turner, Manager
Juneau Air Traffic Control Tower

Carol Veazie, Manager
Juneau Automated Flight Service Station

GENERAL GUIDELINES

- All aircraft should fly with their lights on.
- All aircraft will monitor 123.6 while in Class E Surface Area.
- Any conversation other than position reports require a frequency change to 122.85.
- Report present position, altitude and destination.
- All aircraft on dual-direction routes will attempt (weather permitting) to fly as far to the right side as possible.

CHARTS IN THIS PAMPHLET ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT FOR USE IN NAVIGATION.

MISTY FJORDS NATIONAL MONUMENT

General

Misty Fjords National Monument has some of the busiest airspace in the Ketchikan area during the summer tour season. Concern over air safety in the area has prompted the local Air Taxi Operators to develop the following recommended procedures. These procedures were designed for use in VFR weather conditions. Although not regulatory in nature for the tour operators, the procedures should be followed to the extent possible.

Routes

Tour areas, routes and altitudes may vary due to weather conditions. Pilots should enter the area from Behm Canal into Rudyerd Bay. Be aware that some tour aircraft enter at Checats Lake. Exiting the area may be done from any location. This will avoid traffic conflicts within the tour area. Traffic should enter and exit the tour area with the shoreline to the pilot's right.

Reporting points

Dots depict recommended tour operator reporting points on the maps. Transient pilots should report upon arriving at each reporting point. Include altitude and intentions, altitude leaving and location when beginning an approach for a landing.

MISTY FJORD ROUTE

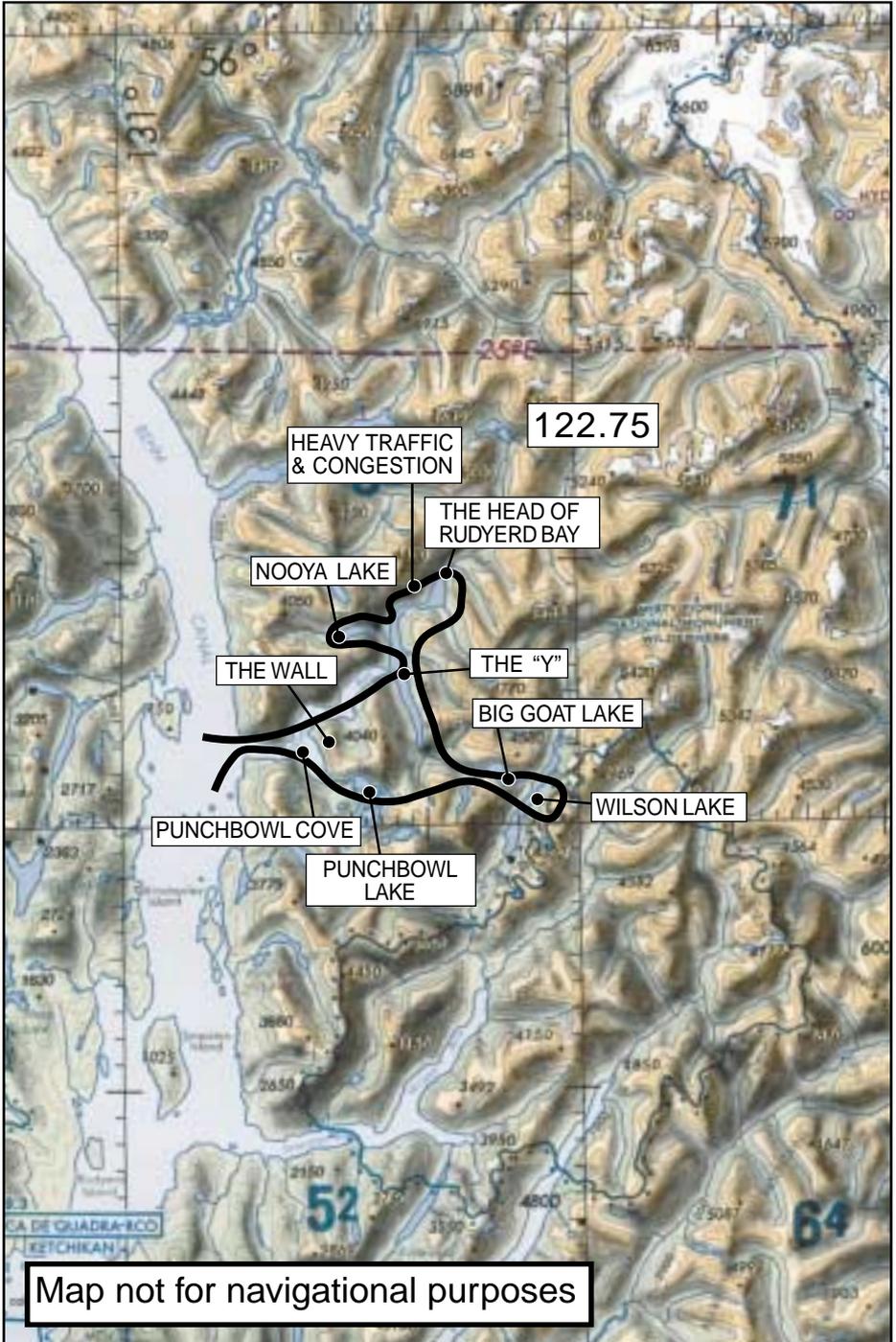
All aircraft should fly with their lights on at all times. It is recommended that all aircraft monitor 122.75 within tour area. Report position, altitude, and direction of flight. Pilots are cautioned to remain at least 500 feet away from any person, vessel, vehicle or structure.

Reporting points are as follows:

- Punchbowl Cove
- Punchbowl Lake
- Big Goat Lake
- Wilson Lake
- The "Y"
- The Head of Rudyerd Bay
- Nooya Lake
- The Wall

Reporting Points

Dots depict recommended reporting points on the maps. Pilots should report upon arriving at each reporting point. Include altitude and intentions.



WARD COVE AND MOUNTAIN POINT ROUTE

Aircraft should monitor 122.70 between Ward Cove and New Eddystone Rock. Report position, altitude and direction of flight.

Aircraft should monitor 122.75 while in the Rudyerd Bay tour area.

Pilots are cautioned to remain at least 500 feet away from any person, vessel, vehicle or structure.

Recommended altitudes are 1500 feet AGL and above outbound, 1000 feet AGL and below inbound.

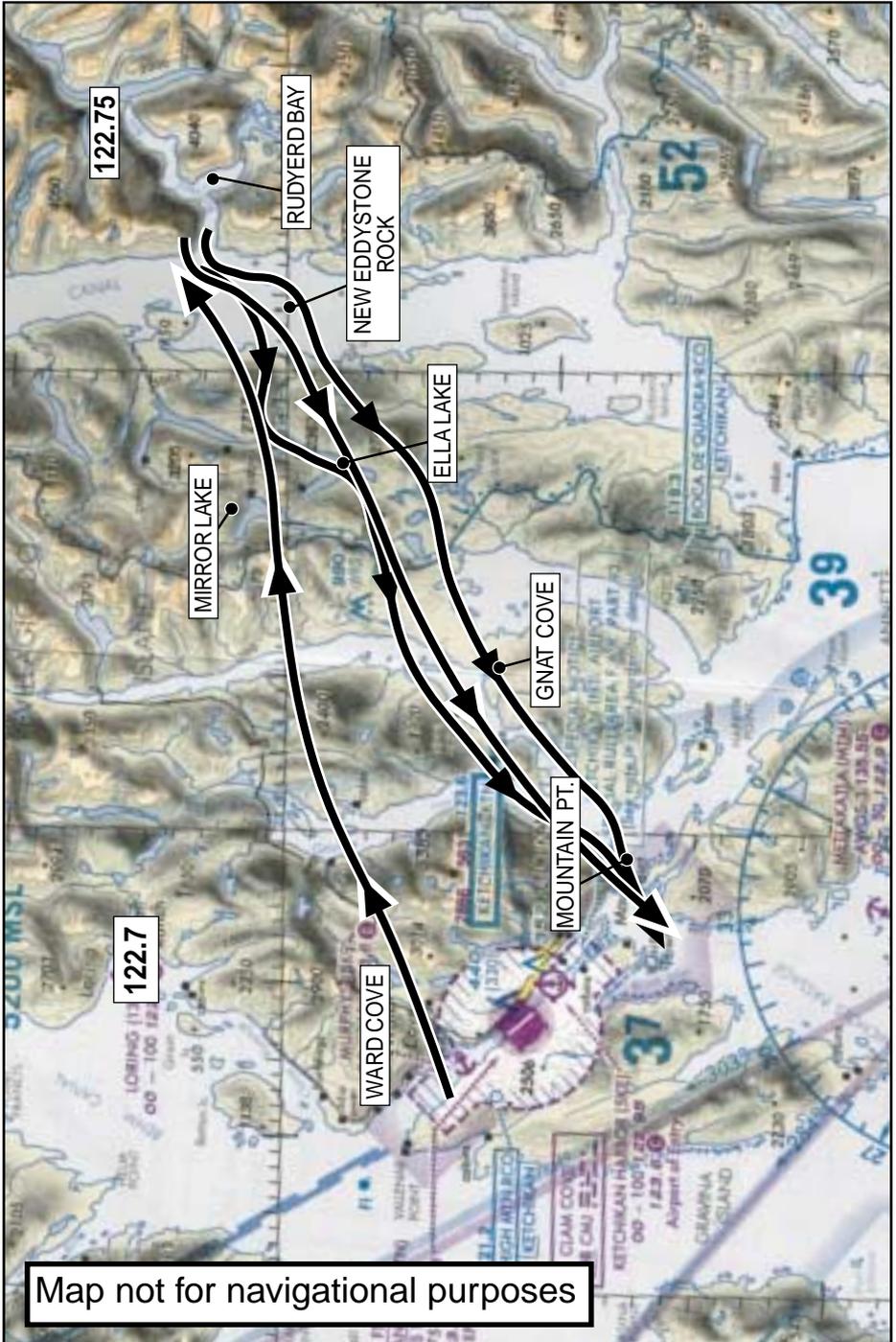
Reporting points are as follows:

- Ward Cove
- Mirror Lake
- New Eddystone Rock
- Ella Lake
- Gnat Cove
- Mountain Point
- Rudyerd Bay – Exercise extreme caution: high traffic area

CAUTION:
HELICOPTER TRAFFIC IN THE WARD COVE DRAINAGE AREA.

See Example of this route on the opposite Page.





SALMON FALLS AND POINT ALAVA ROUTE

Aircraft should monitor 122.70 between Salmon Falls and New Eddystone Rock.

Aircraft should monitor 122.75 while in the Rudyerd Bay tour area.

Pilots are cautioned to remain at least 500 feet away from any person, vessel, vehicle or structure.

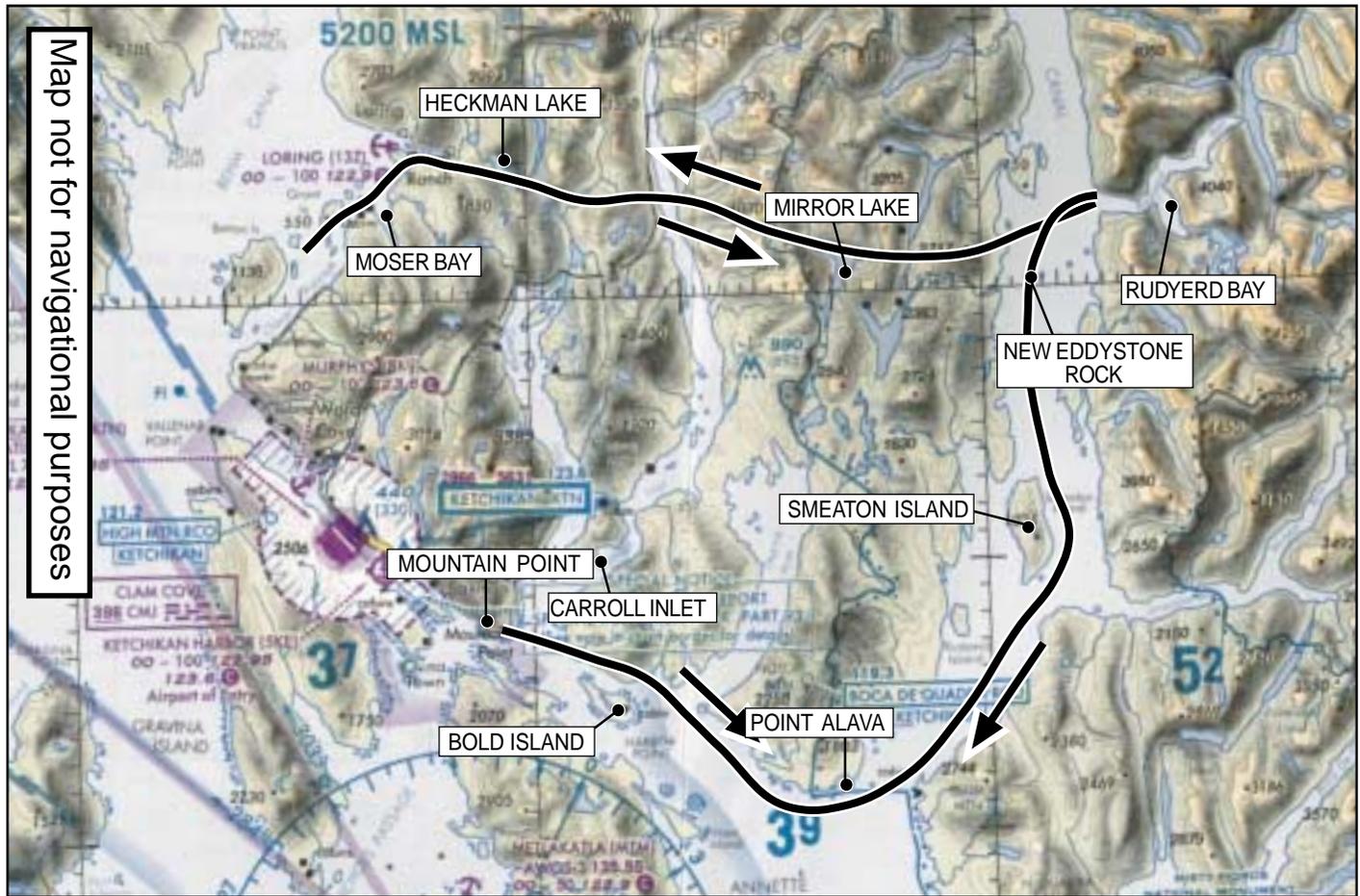
Recommended altitudes are 1500 feet AGL and above outbound, 1000 feet AGL and below inbound.

Reporting points are as follows:

- Moser Bay
- Mirror Lake
- New Eddystone Rock
- Heckman Lake
- Please be aware of blasting in Carroll Inlet due to road building for logging operations. Also be aware of power lines from Swan Lake to Ketchikan.
- Rudyerd Bay
- Point Alava
- Smeaton Island
- Bold Island

See Example of this route on the opposite Page.

Map not for navigational purposes



ALASKA AIRLINES

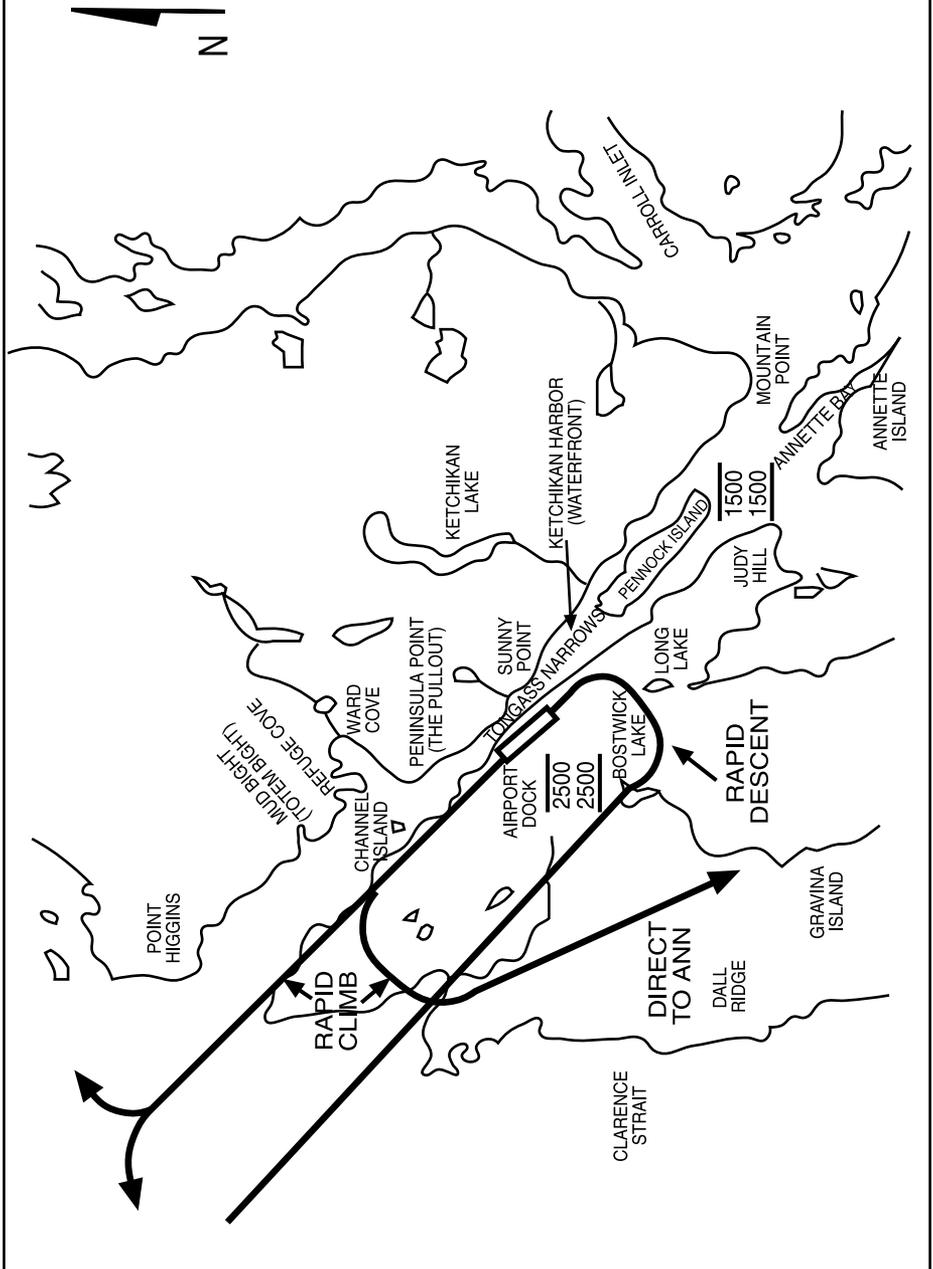
COMMON TURBOJET ROUTES – KETCHIKAN

These VFR routings are the preferred routes for turbojet aircraft. Normal VFR rules apply and aircraft are free to deviate from these routes in order to safely comply with FAR's and good operating practices. The altitudes are approximate altitudes for arriving aircraft. Except where VFR enroute altitudes are shown for short trips between two closely located airports, departing aircraft are climbing at high rates along depicted departure paths to high enroute altitudes.

Minimum weather for turbojet VFR operation from ANN are 1500 ceiling/5 mile visibility (day), 5000 ceiling/5 mile visibility (night). At other times, ILS to Rwy II will be used.



TURBOJET VFR TRAFFIC PATTERNS



KETCHIKAN INTERNATIONAL AIRPORT SPECIAL RULES

Airspace

Special air traffic rules and communication requirements are in effect for persons operating aircraft under VFR, to, from, or in the vicinity of the Ketchikan International Airport or Ketchikan Harbor.

Communications

When the Ketchikan Flight Service Station is in operation, pilots must establish and maintain two-way radio communication with FSS. If Flight Service is closed, pilots should announce their intentions for landing, taxi, take-off, and departures on CTAF. During the hours Ketchikan FSS is closed pilots may contact Juneau AFSS on any Ketchikan frequency. The runway, taxiway and approach lights are pilot-controlled on frequency 123.6.

Special FARs for Ketchikan

FAR's 93.151, 93.153 and 93.155 have been established to facilitate the flow of traffic through and into the Ketchikan area and to lessen the likelihood of a mid-air collision. It is the responsibility of the pilot to become familiar with these FAR's prior to flying in the Ketchikan Class E Surface Area.

SPECIAL VFR CLEARANCES

The Ketchikan Class E Surface Area operates continuously. If weather conditions are below VFR, VFR pilots are required to obtain a special VFR clearance before operating within the Class E Surface Area.

Frequencies

Atis	119.9 Mhz
FSS/CTAF	123.6 Mhz
Clearances	122.2 Mhz
Unicom	122.95 Mhz
Annette VORTAC	117.1 Mhz
Nichols NDB	266 Khz
Clam Cove NDB	396 Khz
Annette, RCO	122.4 Mhz
Boca, RCO	119.3 Mhz
High Mtn	121.2 Mhz
Ratz Mnt, RCO	122.15 Mhz
Sunny Hay, RCO	120.9 Mhz
Klawock, RCO	122.25 Mhz

Further Information

Contact Ketchikan FSS at:
(800) 478-3500 or (907) 225-3531

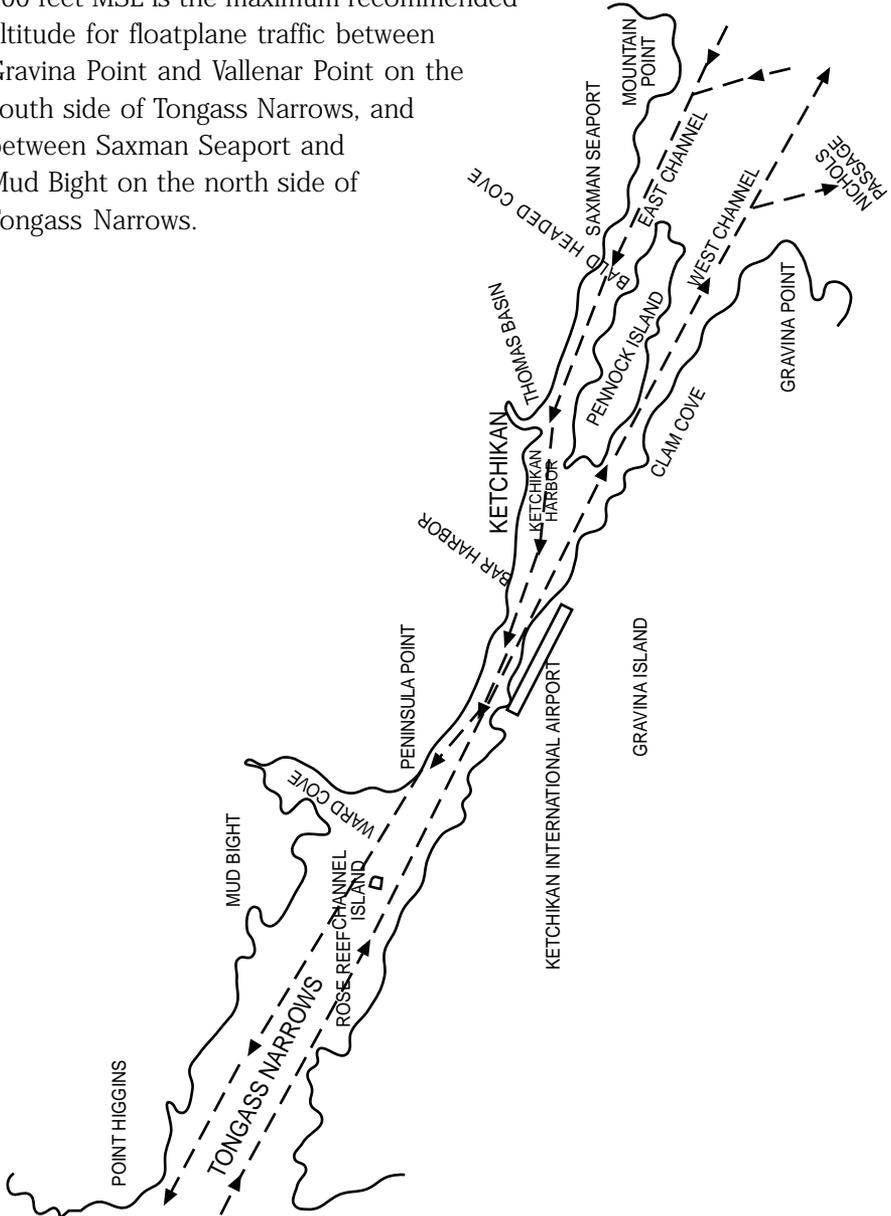
or write to:
Ketchikan Flight Service Station
Air Traffic Manager
1800 Airport Terminal Building
Ketchikan, AK 99901

CHARTS ON THE FOLLOWING PAGES ARE REPRESENTATIVE OF THE KETCHIKAN ARRIVAL AND DEPARTURE PATTERNS. MORE DETAILED INFORMATION CAN BE RECEIVED BY CONTACTING KETCHIKAN FSS AT THE ABOVE ADDRESS.

WEST WIND

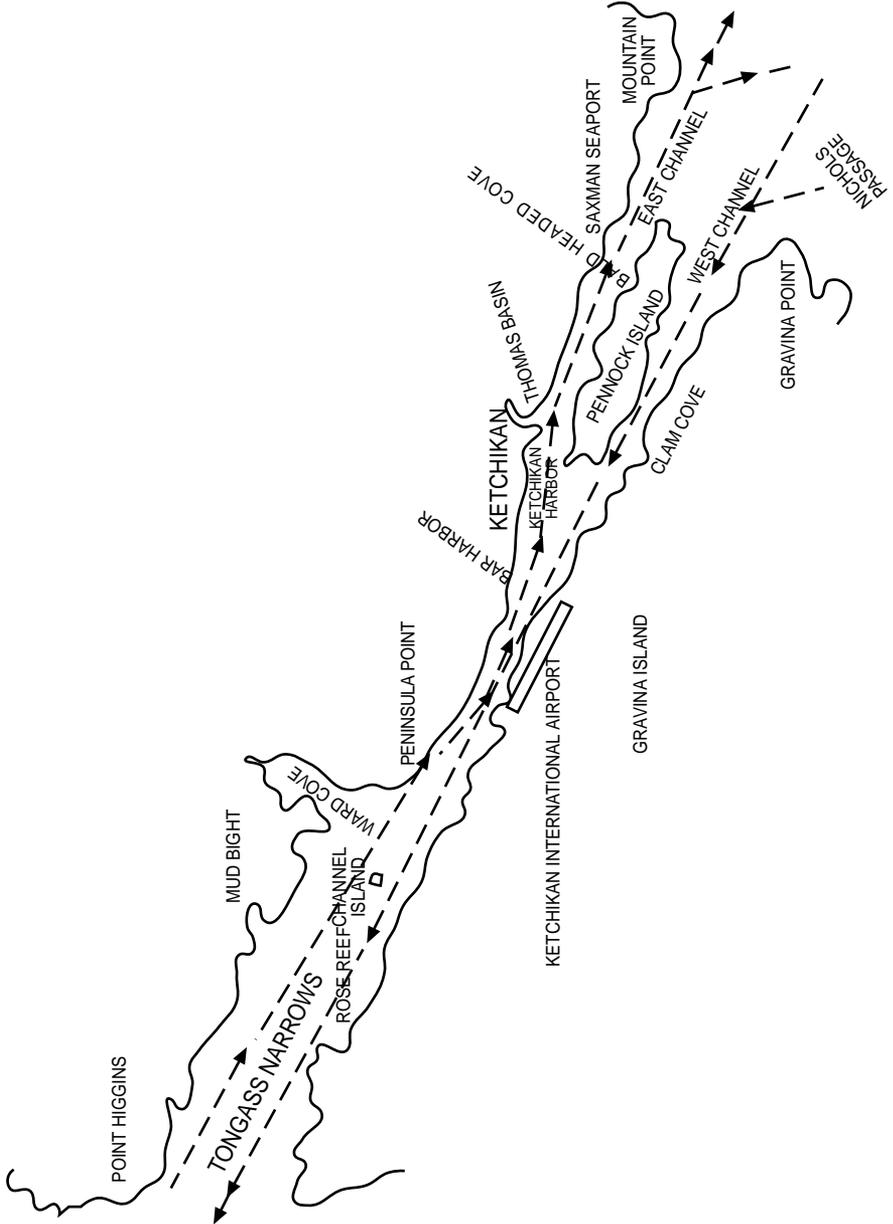
Recommended VFR Arrival and Departure Patterns – Ketchikan Harbor and Airport Dock

800 feet MSL is the maximum recommended altitude for floatplane traffic between Gravina Point and Vallenar Point on the south side of Tongass Narrows, and between Saxman Seaport and Mud Bight on the north side of Tongass Narrows.



SOUTHEAST WIND

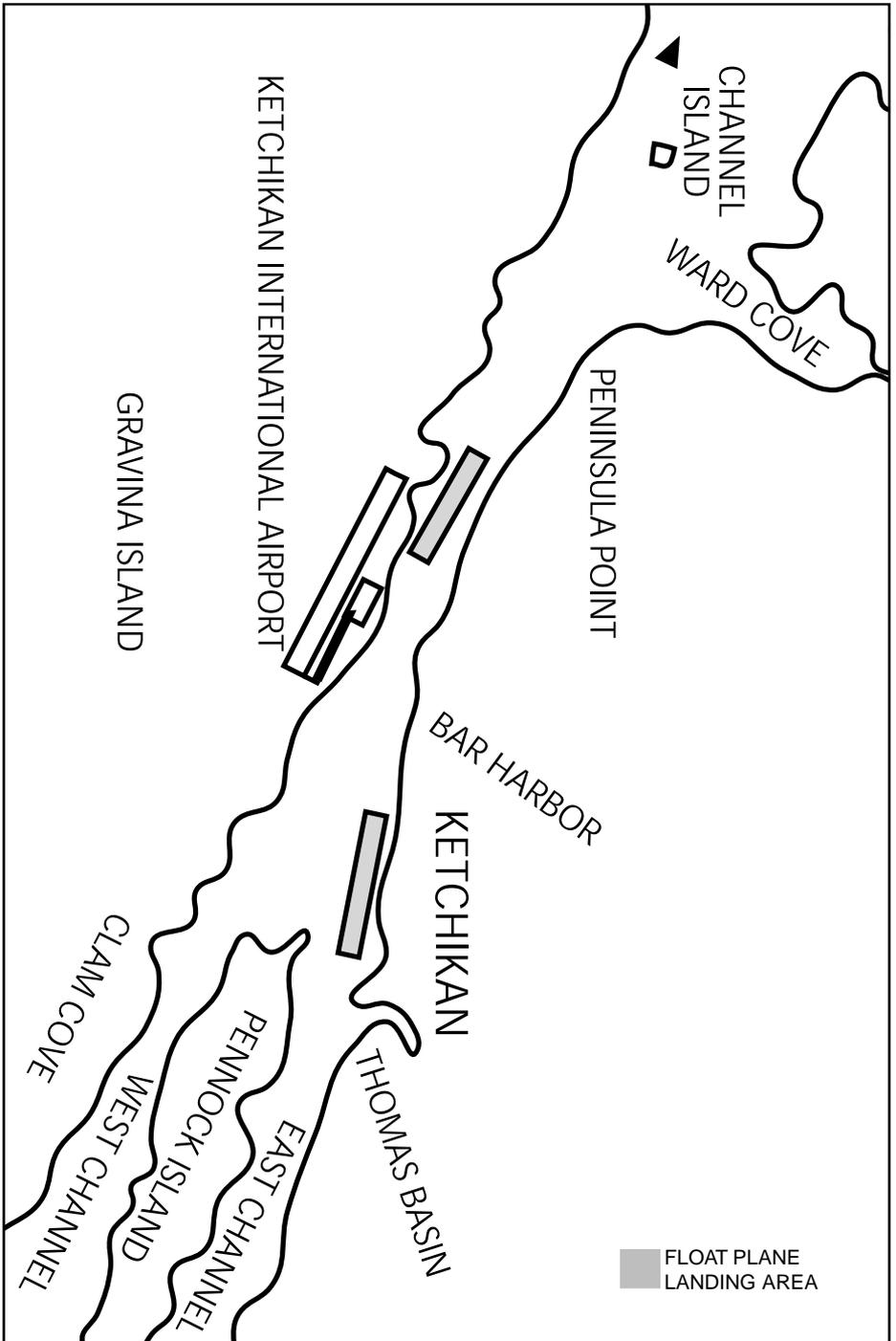
Recommended VFR Arrival and Departure Patterns – Ketchikan Harbor and Airport Dock



FLOAT PLANE OPERATIONS

- Float plane operators are reminded that when the plane is on the water it is considered a vessel and is subject to the International Navigation Regulations (72 COLREGS). As the operator of a float plane, you are reminded that under the 72 COLREGS, float planes on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances however, where risk of collision exists, she shall comply with the Rules of this Part.
- It is recommended that “Step Taxiing” in float planes be minimized. “Idle Taxiing” is preferred.
- Float plane operators should keep a close eye out for kayaks and other small vessel traffic when landing and taking off.
- When landing and taking off in the vicinity of a cruise ship, keep a sharp lookout for vessels that may be screened from your sight by the cruise ship.
- Float plane operators are encouraged to extend their taxi to the west when operating under the East Wind Pattern. This will aid the pilots in avoiding most of the congestion.
- There is no set distance a float plane should keep from the waterfront facilities. However, pilots are reminded that many vessels depart from these facilities and by keeping more to the center of the channel, you will decrease your risk of being surprised by a vessel leaving one of these facilities.
- When using the float plane facilities at the Ketchikan International Airport, float plane operators should avoid operating in the vicinity of the airport ferry. The attached chartlet illustrates a suggested landing and take-off zone to the northwest of the float plane dock. By using this suggested area for your landing and take-offs, you are helping to ease the congestion in this, the narrowest portion of Tongass Narrows. You are also limiting the amount of vessel traffic that you will have to contend with when using this facility.
- Float plane operators, when landing or taking off in the vicinity of any vessel should avoid doing so in a manner that will impede or surprise the operator of that vessel.

The chartlet used in this section is not all-inclusive. It serves only as an illustration of the suggested operational guidelines for this user group.



WEST BEHM CANAL TOUR ROUTES

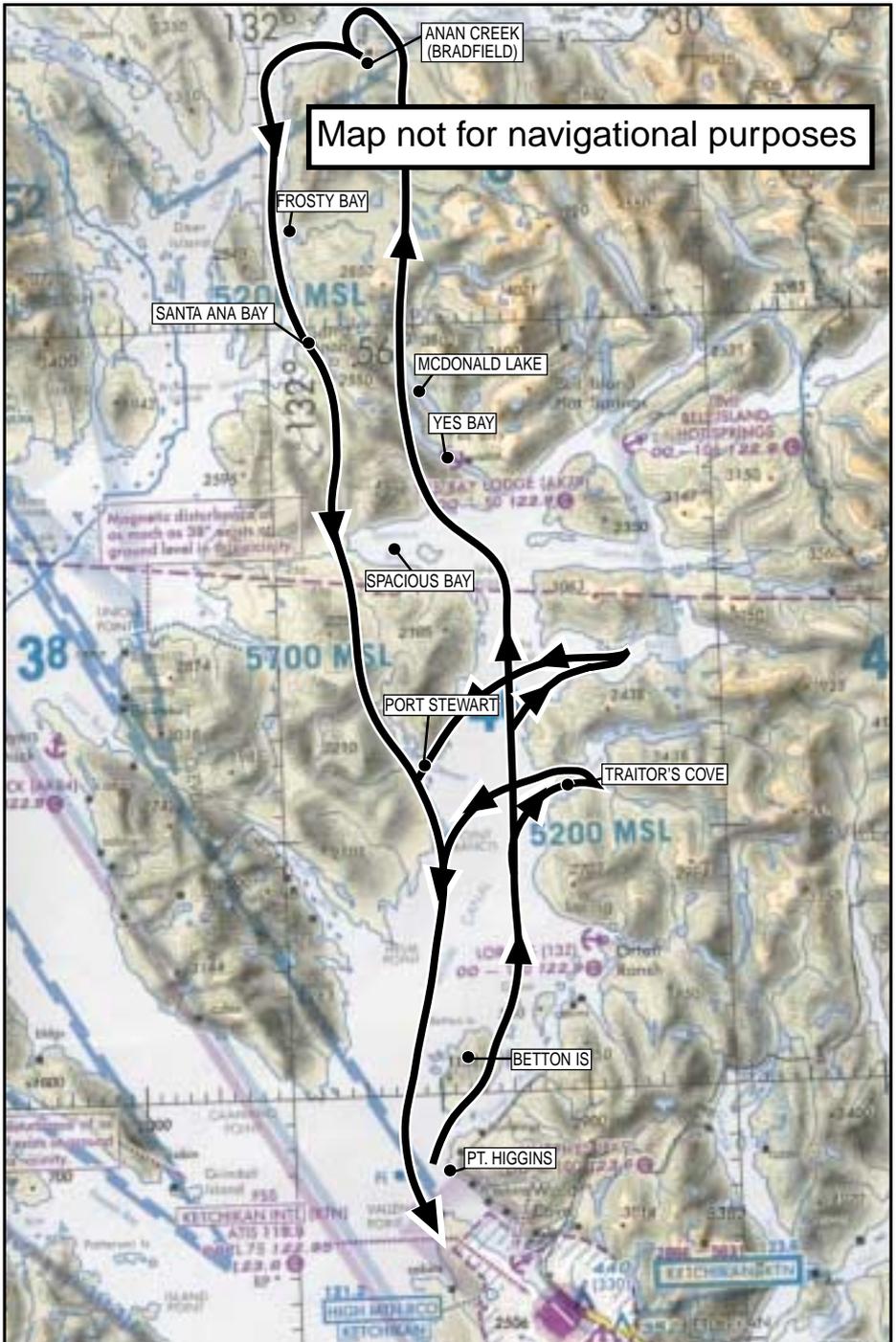
All aircraft monitor 122.9 after passing Pt. Higgins outbound. Report position, direction and altitude of flight.

All aircraft should monitor 122.9 while enroute. Traffic on this route should fly no lower than 500' AGL. Recommended altitudes are 1500' AGL and above outbound and 1000' AGL inbound (weather permitting).

Reporting points are as follows:

- Pt. Higgins
- Betton Island
- Traitor's Cove
- Port Stewart
- Spacious Bay
- Yes Bay
- McDonald Lake
- Anan Creek (Bradfield)
- Frosty Bay
- Santa Ana Bay

See Example of this route on the opposite Page.



GLACIER FJORDS TOUR

Aircraft should use Ward Cove or Mountain Point Route to and from the Glacier Tour area. Aircraft should use the same radio frequency and reporting points as the Ward Cove or Mountain Point Routes.

Pilots are cautioned to remain at least 500 feet away from any person, vessel, vehicle or structure.

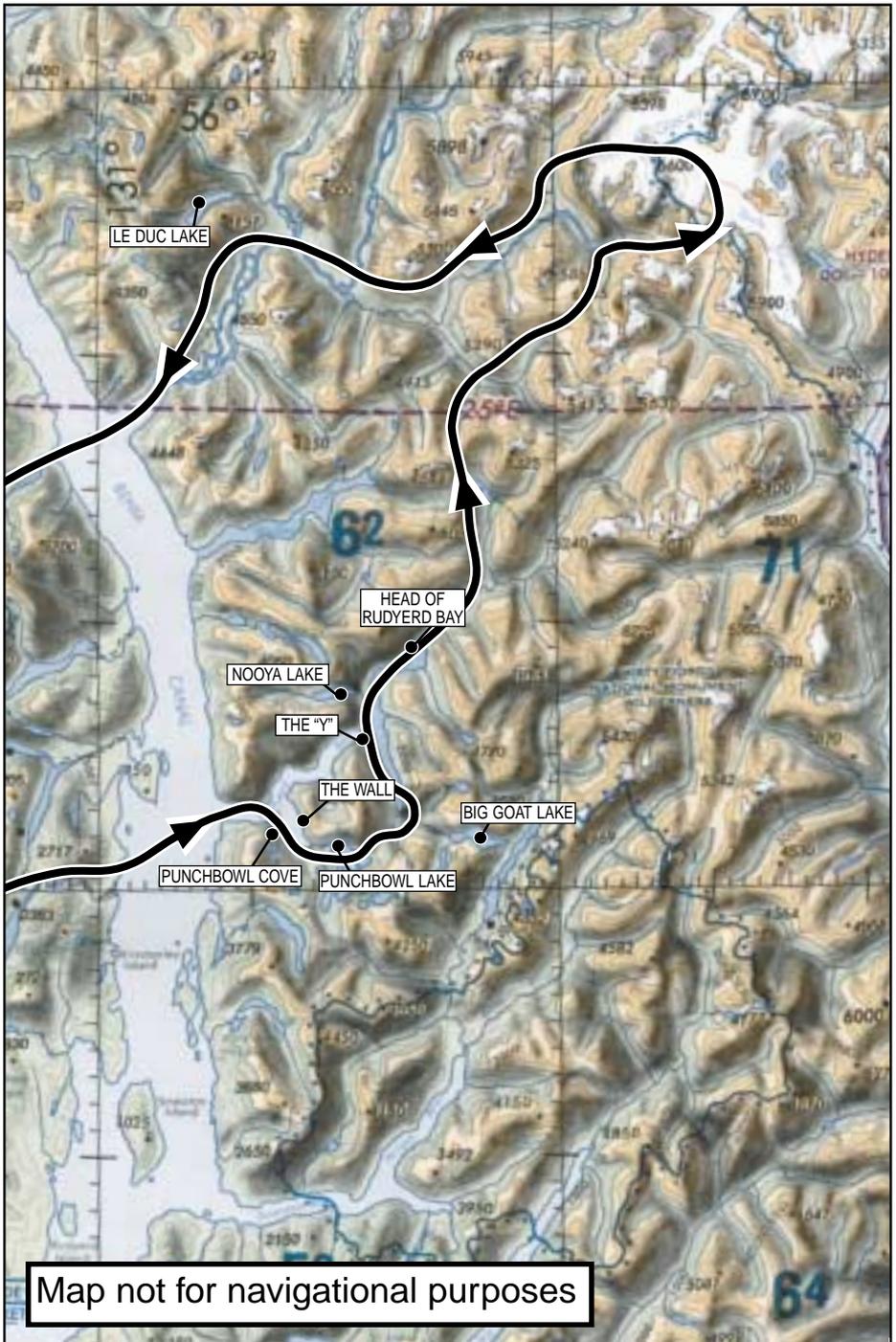
Recommended altitudes are 1500' AGL and above outbound and 1000' AGL inbound.

Recommended landing areas:

Reporting points are as follows:

- Punchbowl Cove
- Punchbowl Lake
- Big Goat Lake
- The "Y"
- The Head of Rudyerd Bay
- Nooya Lake
- The Wall
- LeDuc Lake

See Example of this route on the opposite Page.



WRANGELL AIRPORT

Airport traffic pattern not designated
Right hand traffic Rwy 28
Left hand traffic Rwy 10
Communications 122.45 RCO / 122.6 CTAF

Reporting Points are as follows:

- Sergief Island
- Point Rothsay
- High Island (Kadin Island)
- Five Mile Island
- Hour island
- Shoemaker Bay
- The Nose

PETERSBURG AIRPORT

- Airport Traffic Pattern 1,100 feet MSL
- Right hand traffic Rwy 22
- Left hand traffic Rwy 04
- Communications 122.35 Petersburg RCO / 122.5 CTAF

Because of proximity, the harbor landing area and the airport utilize the same reporting points and frequency.

Reporting points are as follows:

- McDonald Island
- Petersburg Creek*
- Sukoi Islands*
- Beacon Point
- Point Agassiz
- Brown Cove
- Coney Island
- Papkes Landing
- Scow Bay
- Frederick Point*
- Duncan Pass*
- Mountain Point

* Commonly used reporting points for landing and departing traffic.



LE CONTE GLACIER TOUR

Flight Routes from Petersburg and Wrangell

Aircraft should climb to 3,500 to 4,500 feet MSL on inbound routes, and remain high until descending the face of Le Conte Glacier. Circle the face of Le Conte Glacier not lower than 500 feet AGL, if conditions permit, exit the bay not lower than 500 feet MSL. Fly the return to Petersburg at 1,000 feet, to Wrangell at 1,500 feet MSL. Weather and traffic will affect the routes and altitudes.

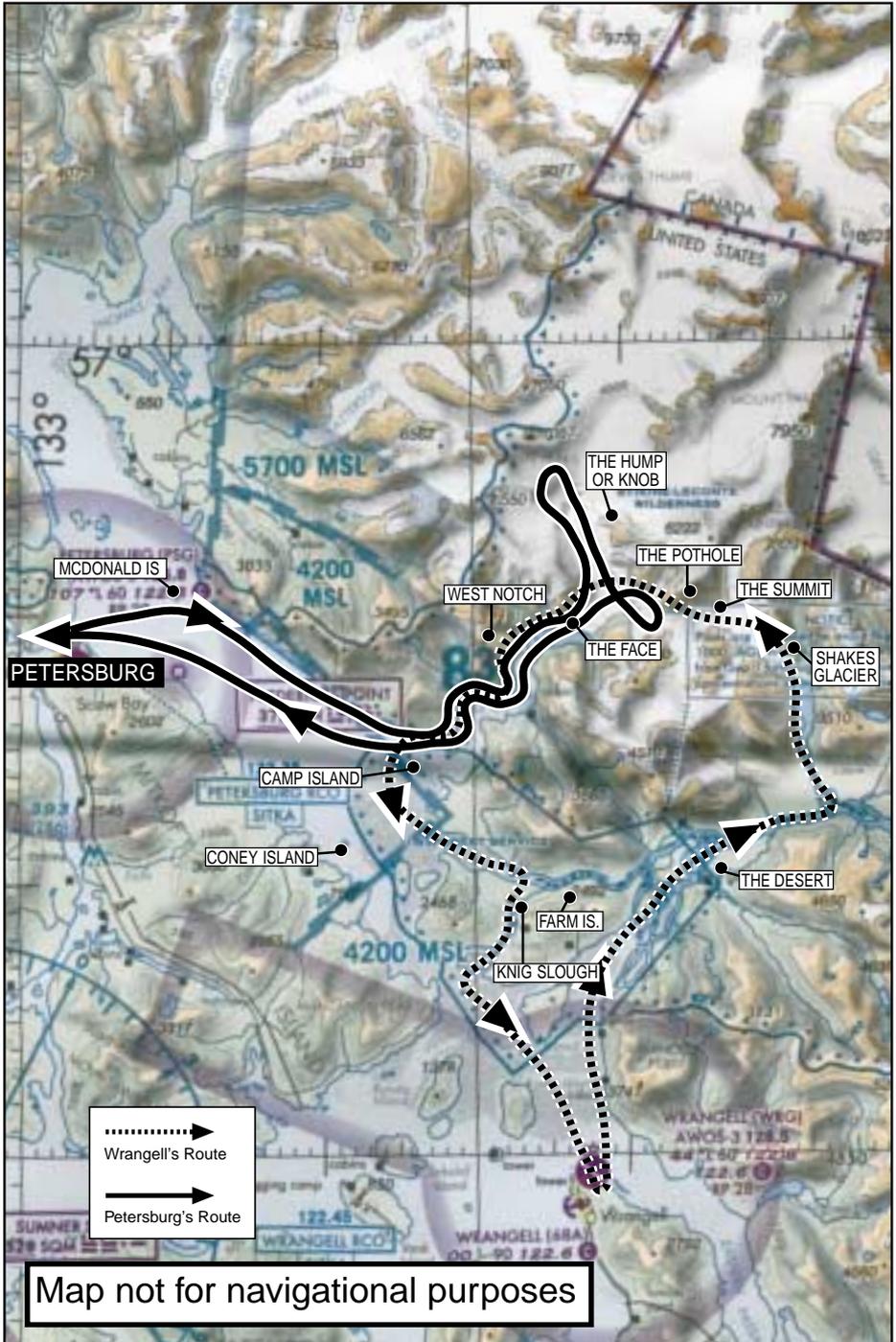
Petersburg Communications

Switch to 122.9 five miles from Petersburg and remain on 122.9 until within five miles on return. Announce altitude and location upon entering and departing Le Conte Bay or Thunder Mountain area, and continue to monitor 122.9 for traffic.

Aircraft Lighting

Landing lights, beacon and strobe lights should be on all times when within the Le Conte Bay, Thunder Mountain Area.

See Example of this route on the opposite Page.



ALASKA AIRLINES

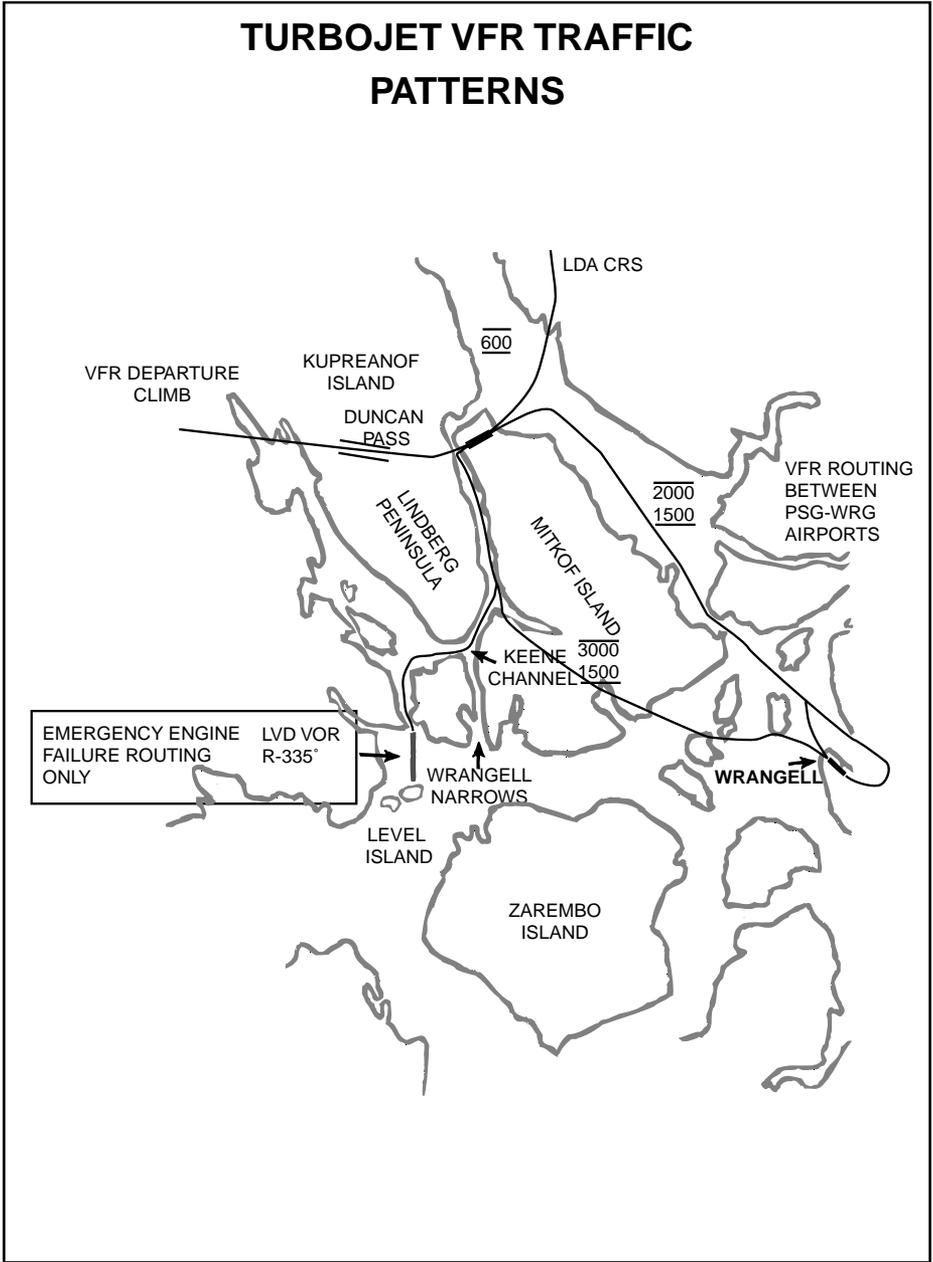
COMMON TURBOJET ROUTES – PETERSBURG AND WRANGELL

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IFR routes have similar routing at minimum terrain clearance values between 6000-8000.

With low ceilings, watch for large aircraft descending out of clouds on instrument approach paths.

TURBOJET VFR TRAFFIC PATTERNS



Department of Transportation
Federal Aviation Administration
Alaskan Region
Juneau FSDO
1910 Alex Holden Way, Suite A
Juneau, Alaska 99801

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

AN EQUAL OPPORTUNITY EMPLOYER

