

Known Aviation Hazards Chugach NF



Map Scale: 1:393,000

0 2.5 5
Miles



AIRPORTS
(Airports having Control Towers are shown in Blue, all others Magenta)
Other than hard-surfaced runways
Scaup Base
Hand-surfaced runways 1500 ft. to 8069 ft. in length
Hand-surfaced runways 1500 ft. to 8069 ft. in length
Open end within hard-surfaced runway
Configuration indicates approximate VOR, VOR/DME, or VORTAC location.

ADDITIONAL AIRPORT INFORMATION
Private (PVT) - Non-public use having emergency or landmark value
Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, RAF, etc. DOD users, for complete airport information consult DOD FLIP.
Heliport
Unimproved
Abandoned - paved
Ultra-light having landmark value
Flight Park
3000 ft. or greater
Selected
Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 1500 A.M. to 4:00 P.M. local time.)
Control AFD for service availability at airports with hard-surfaced runways greater than 8069 ft.
Aerial Cable
618 (Elevation Base of Tower)
11623 (Elevation of Pass)
Rising airport beacon in operation Sunset to Sunrise

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215(A)(4))
Class D Airspace
Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value).
Class E (to) Airspace
Class E Airspace with floor 700 ft. above surface
Class E Airspace with floor 1200 ft. or greater above surface that abuts Class C Airspace
2400 MSL
4500 MSL
Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
Class E Airspace low altitude Federal Airways are indicated by center line.
Intersections - Arrows are directed towards facilities which establish intersection.
Total mileage between RNAV/D on direct Airways
Class E Airspace low altitude RNAV Routes are indicated by center line.
RNAV
Waypoint
MTR - Military Training Route

OBSTRUCTIONS
Below 1000 ft. AGL
1000 ft. and higher AGL
Group Obstruction
Elevation of the top above mean sea level
Height above ground
Under construction or reported position and elevation unverified
NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS
Isogonic Line (2010 VALUE)
Ultralight Activity
Hang Glider Activity
Glider Operations
Parachute Jumping Area (See Airport/Facility Directory)
Marine Light
VPXYZ
Falcon Avoidance Area (1000 ft Vertical separation)

LOCALLY IDENTIFIED VERTICAL OBSTRUCTIONS
Tower
Lookout
Repeater
Overhead Cables
Bridging Area
Blister
Main Power Lines
Wire Hazards
Aerial Recreation Areas

NATIONAL WIND FACILITY HAZARDS (FAA)
Met Towers < 200 RAGL
Windmills of Unknown Height
Windmills < 200 RAGL
Windmills > 200 RAGL
Wind Farm < 200R AGL
Wind Farm > 200R AGL

ADMINISTRATIVE FEATURES
Guard Stations
Dispatch Areas
Aerial Refuel Routes
ARCS/AV, ARCS/5V

TOPOGRAPHIC INFORMATION
Power Transmission Line
Aerial Cable
618 (Elevation Base of Tower)
11623 (Elevation of Pass)
Mountain Pass

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all, former transmission and telecommunication lines, towers or obstructions which may be unrecorded, but whose existence may be known.

MILITARY TRAINING ROUTES (MTR)
MTRs are shown on this chart only when they are in use. Only the lower portion of the MTR is shown, and the upper portion is shown as a dashed line. MTRs are subject to change every 60 days, and the results are published every 6 to 12 months. The upper portion of the MTR is shown as a dashed line. MTRs are subject to change every 60 days, and the results are published every 6 to 12 months.

NORTH AMERICAN AIRSPACE DESIGNATION PROCEDURES
As an aircraft enters the U.S. airspace, it is subject to the rules of the U.S. Federal Aviation Regulations (FAR). The FARs are subject to change and are published in the FAR. The FARs are subject to change and are published in the FAR. The FARs are subject to change and are published in the FAR.

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

OPPORTUNISTIC CHART ERRORS
This chart is a product of the FAA's National Obstruction Database. It is not a substitute for a current sectional chart. It is not a substitute for a current sectional chart. It is not a substitute for a current sectional chart.

The USDA Forest Service makes no warranty as to the accuracy, reliability or completeness of these data for individual or aggregate use with other data. Original data were compiled from various sources. This information may not meet National Map Accuracy Standards. This product was developed through digital means and may be updated without notification.

Note: All the legend items may not appear in the map extent.