KETCHIKAN INTERNATIONAL AIRPORT
SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS (14 CFR Part 93)

Airspace

Special air traffic rules and communication requirements are in effect for persons operating aircraft under Visual Flight Rules (VFR), to, from, or in the vicinity of the Ketchikan International Airport or Ketchikan Harbor. These procedures are in effect below 3,000 feet MSL with the perimeter defined as the Ketchikan Class E surface area regardless of whether the Class E surface area is in effect.

Communications

When the Ketchikan Flight Service Station (FSS) is in operation, no person may operate an aircraft within the airspace specified above, or taxi onto the runway at Ketchikan International Airport, unless that person has established two-way radio communications with the Ketchikan FSS for the purpose of receiving traffic advisories and continues to monitor the advisory frequency at all times while operating within the specified airspace.

When the Ketchikan FSS is not in operation, each pilot must continuously monitor and communicate, as appropriate, on the designated common traffic advisory frequency (CTAF) as follows:

For inbound flights. Announce position and intentions when no less than 10 miles from Ketchikan International Airport, and monitor the designated frequency until clear of the movement area on the airport or Ketchikan Harbor.

For departing flights. Announce position and intentions prior to taxiing onto the active runway on the airport or onto the movement area of Ketchikan Harbor and monitor the designated frequency until outside the airspace described above, and announce position and intentions upon departing that airspace.

If two-way radio communications failure occurs in flight, a person may operate the aircraft to a landing.

Aircraft Operation

When a pilot receives an advisory from the Ketchikan FSS that an aircraft is on final approach to the Ketchikan International Airport, that pilot must remain clear of the runway until the approaching aircraft has landed and has cleared the runway. Unless otherwise authorized by ATC, each person operating a large airplane or a turbine engine powered airplane shall—(1) When approaching to land at the Ketchikan International Airport, maintain an altitude of at least 900 feet MSL until within three miles of the airport; and (2) After takeoff from the International Airport, maintain runway heading until reaching an altitude of 900 feet MSL.

Recommended VFR Arrival and Departure Procedures and Traffic Patterns

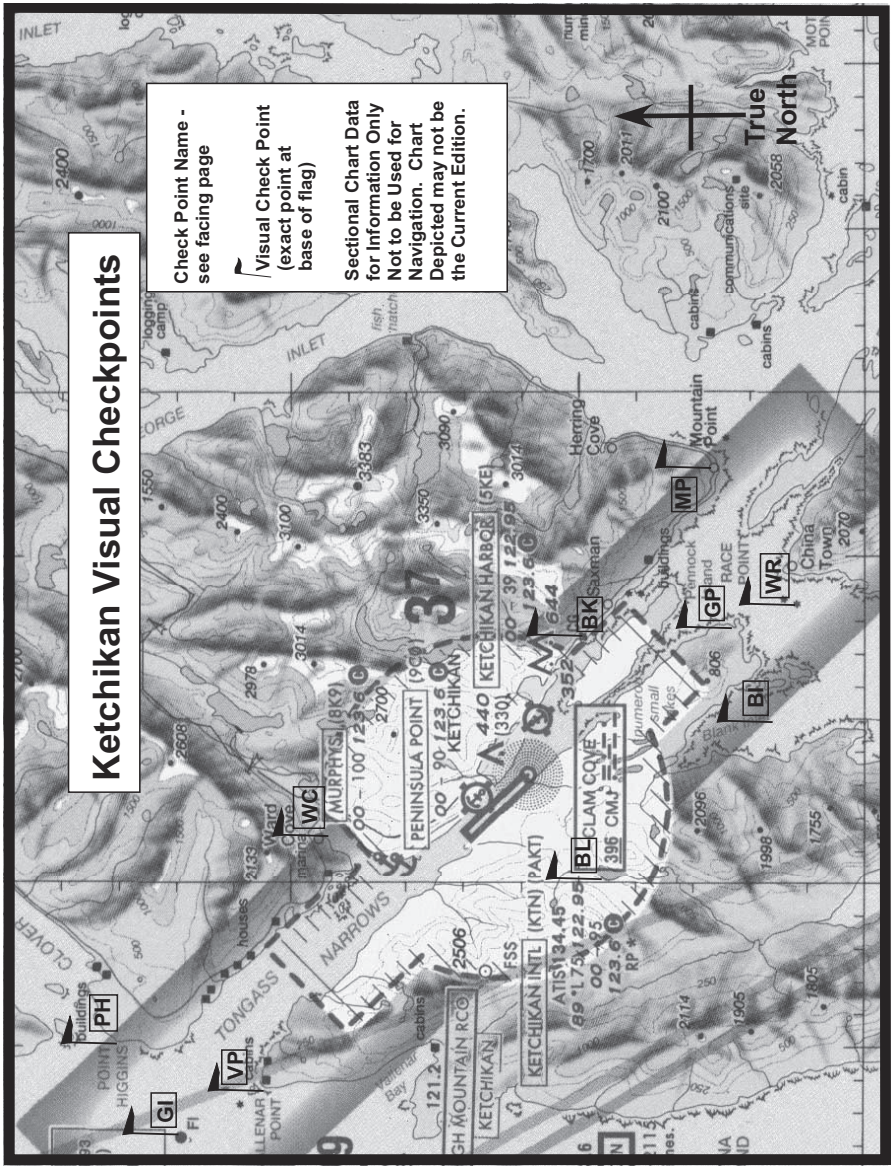
Aircraft normally arrive and depart the Ketchikan Class E airspace via the Tongass Narrows. This results in aircraft passing very close in an area with very little maneuvering room. In response to the higher-than-normal risks and to ensure an acceptable margin of aviation safety, special VFR arrival and departure procedures/patterns for floatplanes, helicopters, and single-engine wheeled aircraft are in use for all VFR operations in the Ketchikan and Tongass narrows area. Copies of these procedures and patterns can be obtained from: Ketchikan FSS, 1800 Airport Terminal Building, Ketchikan, AK 99901; Juneau FSS, 9230 Cessna Drive, Juneau, AK 99801, or Sitka FSS, 800 Airport Road, Sitka, AK 99835.

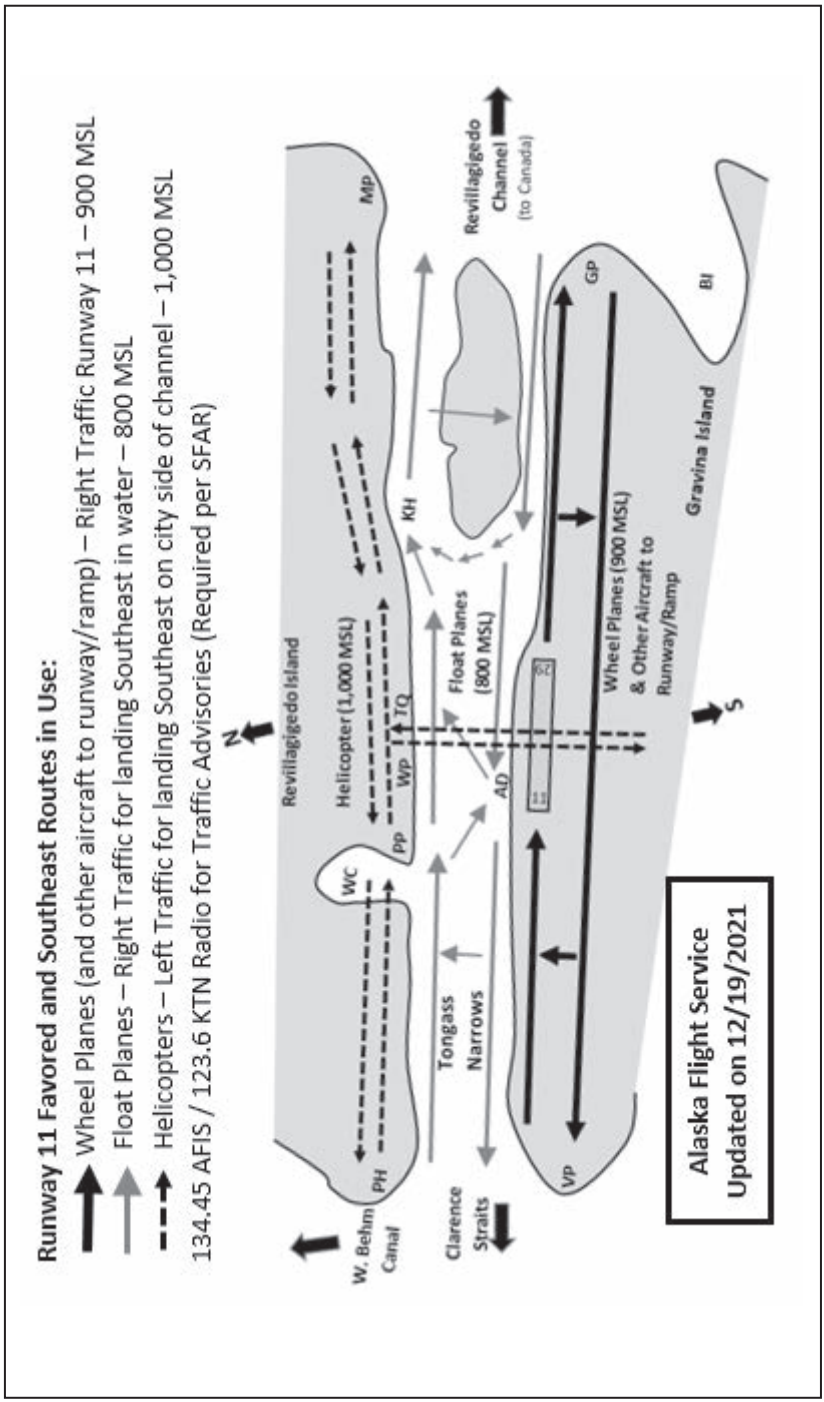
The recommended pattern in use at the Ketchikan Harbor and Airport will be broadcast on the Ketchikan AFIS, 134.45 MHz. If the AFIS is out of service, Ketchikan FSS will provide recommended pattern information on 123.6 MHz.

The Ketchikan Visual Checkpoint Table below is in NAD 83 (formatted in degrees, minutes, seconds) and is to be used with the picture on the next page. Alaskan Region FAA Internet Website located at: http://www.alaska.faa.gov/at

Code	Checkpoint	NAD 83	Code	Checkpoint	NAD 83	
BI	Blank Inlet	N 55°16´45”W 131°40´02”	MP	Mountain Point	N 55°17´33”W	131°32´23”
BK	Base KTN USCG	N 55°19´54”W 131°37´32”	PH	Point Higgins	N 55°27´26”W	131°50´02”
BL	Bostwick Lake	N 55°19´30”W 131°44´40”	VP	Vallenar Point	N 55°25´34”W	131°51´06”
GI	Guard Island	N 55°26´46”W 131°52´54”	WC	Ward Cove	N 55°23´45”W	131°44´21”
GP	Gravina Point	N 55°17´10”W 131°37´06”	WR	Walden Rocks	N 55°16´13”W	131°36´32”

Office of Primary Responsibility (OPR): Air Traffic Organization, Mission Support Services, Policy, Airspace Rules and Regulations
Contact Information: (202)267-8783
Amended: August 2023


Ketchikan Visual Checkpoints
Check Point Name - see facing page
Visual Check Point (exact point at base of flag)
Sectional Chart Data for Information Only Not to be Used for Navigation. Chart Depicted may not be the Current Edition.
True North
KETCHIKAN INTL (KTNJ (PAKT)
KETCHIKAN
PENINSULA POINT
KETCHIKAN HARBOR (5KE)
CLAM COVE
Mountain Point
RACE POINT
Herring Cove
TONGASS NARROWS
PH
GI
VP
WC
BL
BK
MP
GP
BI
WR


Runway 11 Favored and Southeast Routes in Use:
Wheel Planes (and other aircraft to runway/ramp) – Right Traffic Runway 11 – 900 MSL
Float Planes – Right Traffic for landing Southeast in water – 800 MSL
Helicopters – Left Traffic for landing Southeast on city side of channel – 1,000 MSL
134.45 AFIS / 123.6 KTN Radio for Traffic Advisories (Required per SFAR)
N
S
Revillagigedo Island
Helicopter (1,000 MSL)
Float Planes (800 MSL)
Wheel Planes (900 MSL) & Other Aircraft to Runway/Ramp
Tongass Narrows
Clarence Straits
W. Behm Canal
Revillagigedo Channel
(to Canada)
Gravina Island
WC
PH
PP
WP
TQ
AD
KH
MP
GP
VP
BI
Alaska Flight Service
Updated on 12/19/2021

Runway 29 Favored and West Routes in Use:

Wheel Planes (and other aircraft to runway/ramp) – Left Traffic Runway 29 – 900 MSL

Float Planes – Left Traffic for landing West in water – 800 MSL

Helicopters – Right Traffic for landing West on city side of channel – 1,000 MSL

134.45 AFIS / 123.6 KTN Radio for Traffic Advisories (Required per SFAR)

