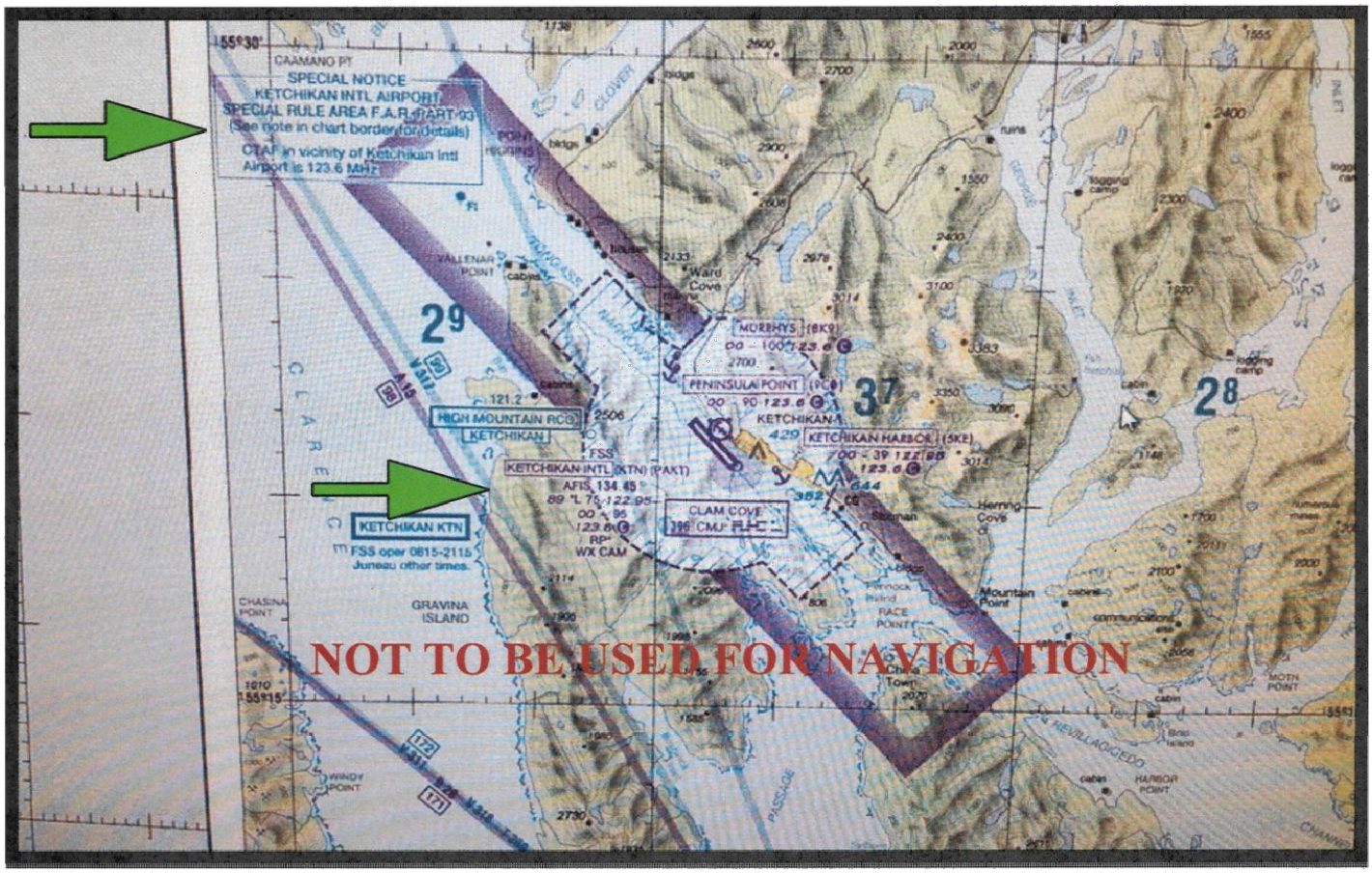
Ketchikan Class E Surface Area-Special Air Traffic Rules and Communication Requirement
Updated May 8, 2021

Federal Aviation Administration



- **Ketchikan International Airport and all landing areas within the Ketchikan Class E airspace/surface area requires two-way radio communication on frequency 123.6**
- **Special FAR's due to high volume of air traffic: 93.151, 93.152, 93.153 and 93.155**
- **Separate air traffic patterns for floatplanes, wheel planes and helicopters**

Tongass Aircraft Pilots Association · U.S. Department of Transportation
Federal Aviation Administration Alaskan Region

Overview

- ✈ **Two-way radio communication requirement on frequency 123.6 with Ketchikan Radio is mandatory per FAR 93, Subpart M:**
  93.151 Applicability
  93.152 Description of Area
  93.153 Communications
  93.155 Aircraft Operations

- ✈ **AFIS (Automatic Flight Information Service, formerly ATIS) frequency 134.45**

- ✈ **Ketchikan FSS is on field with windows and performs Airport Advisory Service and traffic advisories to ALL aircraft within the Class E airspace/surface area.**

- ✈ **Separate Traffic Patterns:**
  1. **Wheel planes/runway traffic: South side of Runway, over Gravina Island.**
  2 **Floatplanes: North side of Runway (over the waterway of the Tongass Narrows).**
  3. **Helicopters: North of Floatplane Pattern - see graphic.**

- ✈ **HEADS UP!! High volume of air traffic!**

- ✈ **Monitor 123.6 before communicating and listen ahead for traffic that pertains to you.**

- ✈ **On initial contact advise position, intentions and AFIS code.**

KETCHIKAN TRAFFIC PATTERNS

Due to the higher than normal volume of air traffic within narrow topography, aircraft are funneled into and out of the Ketchikan Class E Airspace/Surface Area in close proximity with little maneuvering room. Listen continuously for new traffic that pertains to you.

All Aircraft: Be Alert for No-Radio (NORDO) Aircraft in the area!

ALWAYS: LISTEN, WATCH AND USE AIRCRAFT LIGHTS!!

Ketchikan Class E airspace is the surface up to 3,000 feet MSL and includes the Ketchikan Airport and the surrounding area.

Wind dictates the VFR patterns in use:

East-Southeast Wind: ***RWY 11 and Southeast Routes,***
West-Northwest Wind: ***RWY 29 and West Routes.***

Arrivals and departures of aircraft occur from numerous locations within the Ketchikan Class E Airspace/Surface Area as well the surrounding areas.

The following highly recommended traffic patterns were developed by the local aviation community (Tongass Aircraft Pilots Association) to enhance aviation safety in the Ketchikan area. If deviation from the routes is necessary, please advise KTN FSS.

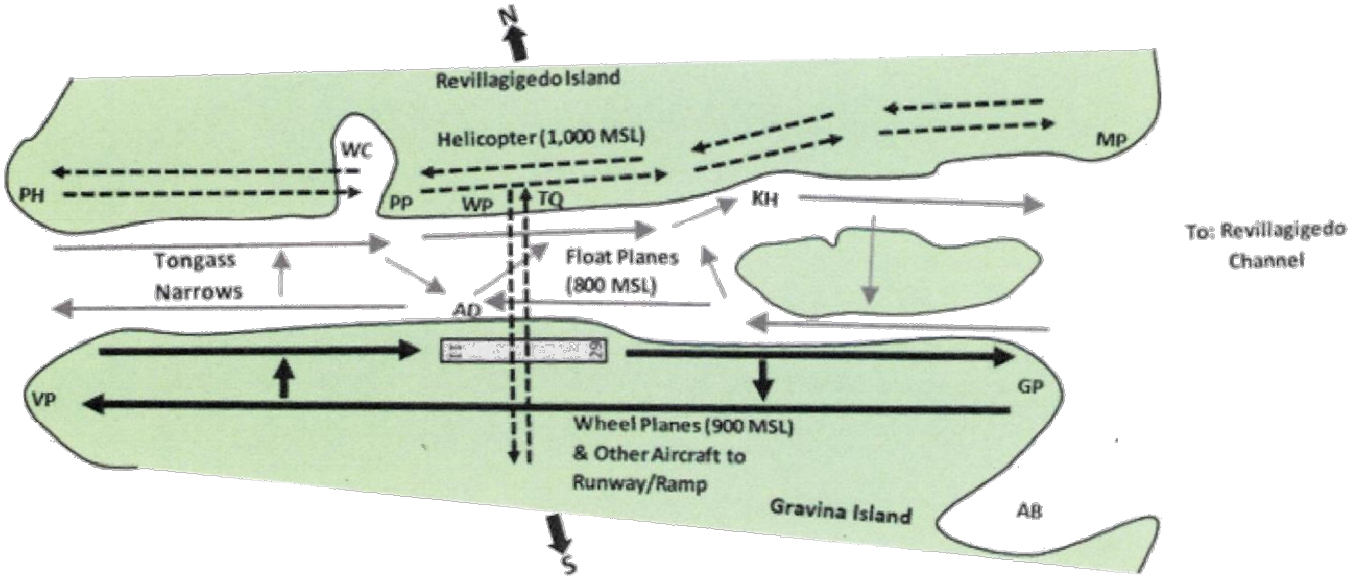
Runway 11 Favored and Southeast Routes in Use:

Wheel Planes (and other aircraft to runway/ramp) – Right Traffic Runway 11 over Gravina Island – 900 MSL

Float Planes – Right Traffic for Southeast Routes over the water – 800 MSL

Helicopters – Left Traffic for Southeast Routes over Revillagigedo Island – 1,000 MSL

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



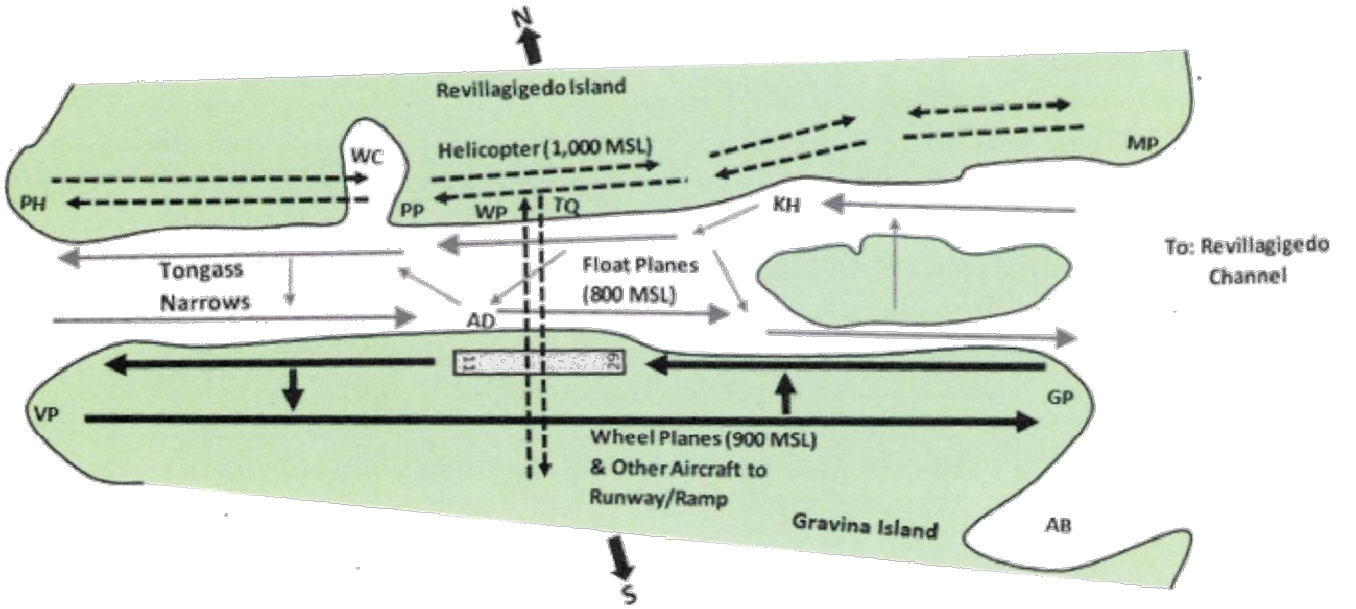
Runway 29 Favored and West Routes in Use:

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

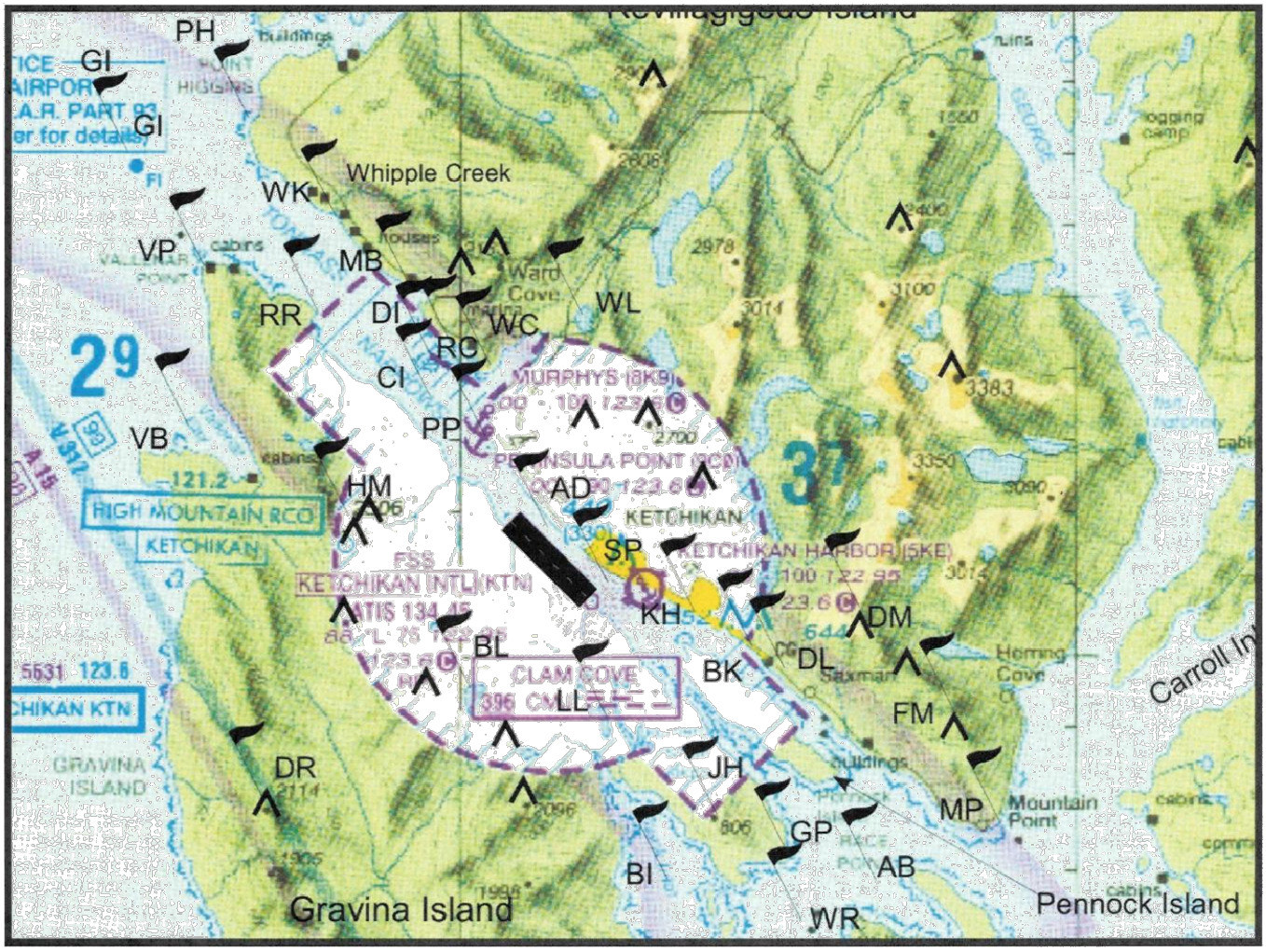
Float Planes – Left Traffic for West Routes over the water – 800 MSL

Helicopters – Right Traffic for West Routes over Revillagigedo Island – 1,000 MSL

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



Ketchikan Checkpoints



AB - Annette Bay
AD - Airport Dock
BI - Blank Inlet
BK - Base KTN USCG
BL - Bostwick Lake
CI - Channel Island
DI - Danger Island
DL - Doyon's
DM - Deer Mountain
DR - Dall Ridge
EC - East Clump
FM - Fawn Mountain
GI - Guard Island
GP - Gravina Point
HM - High Mountain
JH - Judy Hill
KH - Ketchikan Harbor
MB - Mud Bight
MP - Mountain Point
PH - Point Higgins
PP - Peninsula Point
RC - Refuge Cove
RR - Rosa Reef
SP - Taquan Air TQ
VB - Vallenar Bay
VP - Vallenar Point
WC - Ward Cove
WK - Whipple Creek
WL - Ward Lake
WR - Walden Rocks

Part 93 SPECIAL AIR TRAFFIC RULES
Subpart M - Ketchikan International Airport Traffic Rule

Special FAR 93.151 - Applicability.

This subpart prescribes a special air traffic rule for aircraft conducting VFR operations in the vicinity of the Ketchikan International Airport or Ketchikan Harbor, Alaska.

Special FAR 93.152 - Description of area.

Within that airspace below 3,000 feet MSL within the lateral boundary of the surface area of the Ketchikan Class E airspace regardless of whether that airspace is in effect.

Special FAR - 93.153 - Communications

(a) When the Ketchikan Flight Service Station is in operation, no person may operate an aircraft within the airspace specified in §93.151, or taxi onto the runway at Ketchikan International Airport, unless that person has established two-way radio communications with the Ketchikan Flight Service Station for the purpose of receiving traffic advisories and continues to monitor the advisory frequency at all times while operating within the specified airspace.

(b) When the Ketchikan Flight Service Station is not in operation, no person may operate an aircraft within the airspace specified in §93.151, or taxi onto the runway at Ketchikan International Airport, unless that person continuously monitors and communicates, as appropriate, on the designated common traffic advisory frequency as follows:

(1) *For inbound flights.* Announces position and intentions when no less than 10 miles from Ketchikan International Airport, and monitors the designated frequency until clear of the movement area on the airport or Ketchikan Harbor.

(2) *For departing flights.* Announces position and intentions prior to taxiing onto the active runway on the airport or onto the movement area of Ketchikan Harbor and monitors the designated frequency until outside the airspace described in §93.151 and announces position and intentions upon departing that airspace.

(c) Notwithstanding the provisions of paragraphs (a) and (b) of this section, if two-way radio communications failure occurs in flight, a person may operate an aircraft within the airspace specified in §93.151, and land, if weather conditions are at or above basic VFR weather minimums.

Special FAR - 93.155 - Aircraft operation

(a) When an advisory is received from the Ketchikan Flight Service Station stating that an aircraft is on final approach to the Ketchikan International Airport, no person may taxi onto the runway of that airport until the approaching aircraft has landed and has cleared the runway.

(b) 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 Ketchikan International Airport, maintain runway heading until reaching an altitude of 900 feet MSL.

Airspace Users
Ketchikan and Misty Fjords Area

Recommended Frequencies

- **Within ten nautical miles of Ketchikan Airport, mandatory frequency is 123.6; two-way radio communications shall be established and maintained within the ten nautical miles.**

- **Enroute to the Misty Fjords - Mountain Point to Eddie Stone Rock the frequency is 122.75.**

- **Frequency for Eddie Stone Rock to Rudyerd, while in the Misty Fjords Area is 122.85.**

- **For all other surrounding areas the CTAF is 122.9.**

Ketchikan Commercial Operators

Letter of Agreement

Original 1/15/2009
Revision: 04/01/2022

Airspace Users—Ketchikan and Misty Fjords Area

The purpose of this LOA is to establish safe operating practices in the Ketchikan and Misty Fjords National Monument Wilderness Area. The intent is to ensure horizontal and vertical separation of aircraft and to ensure aircraft in the same area are on the same frequency.

All Operators signing this document are indicating voluntary compliance with the routes and procedures. This document is non-binding and does not restrict operators from using non-depicted routes or procedures. It is recognized that both weather and other conditions may dictate alternate routes and procedures. In these instances, it is recommended that the operator announce his/her actions more frequently over the radio.

1. **Frequencies (Map-1 and Map-2)**
    a. Mountain Point to mid Behm Canal 122.75
    b. Mid Behm Canal East into Rudyard, Boca, Walker, and Smeaton 122.85
    c. Ward Cove departure to Misty Fjords/George Inlet. 122.75
    d. Prior to entering Class E airspace, air traffic arriving from East Behm Canal and West Behm Canal are to monitor current ATIS at 134.45. Pilots are additionally recommended to monitor 122.75 at indicated boundaries.
2. **Altitudes (Map-3)**
    a. When flying to the Misty's fly at 1,000ft, 2,000ft, 3,000ft or hemispherical
    b. When returning from the Misty's 500ft, 1,500ft 2,500ft or hemispherical
3. **Choke Points**
    a. Mountain Point **(Map-4a)**
        i. East Flow---Outbound traffic inside of Cutter Rock, inbound traffic stays wide
        ii. West Flow---Inbound traffic inside of Cutter Rock, outbound traffic stays wide
    b. Head of Rudyard/The Narrows—Confined area. Use position reports and extra scan to mitigate air traffic hazards. Use extreme caution if taking off or landing in The Narrows due to boat traffic and restricted visibility.
    c. Point Higgins- Bear Viewing Routes **(Map-4b)**
        i. Neets Bay/Traitors Cove-Outbound traffic avoid overflying the homes at Point Higgins. Use position reports and extra traffic scans to mitigate high volume traffic.
        ii. Behm Canal North - Any time that weather or personal preference dictates flying a non-direct route, pilots shall make additional radio calls to notify other traffic.
4. **Standard Misty Route** (stay right when there is opposing traffic **Map-5**)
    a. Revilla to Rudyard—Right side Carroll Inlet to Gnat Cove, Right side Gokachin Lakes or Ella Lake to Behm Canal

b. Rudyard In—Into Rudyard (stay right), Punchbowl Cove/The Wall, Punchbowl Lake, The Cut, Big Goat Falls/Lake, The "Y", Nooya Lake, The Narrows, Head of Rudyard.
c. Rudyard Out—Head of Rudyard, The Narrows, Nooya Lake, The "Y", out to Behm Canal
d. Revilla to Ketchikan—Behm Canal to Right side Ella Lake or Gokachin Lakes, Right Side Gnat Cove, Right Side Carroll Inlet or cross to George Inlet.
e. George Inlet Fixed Wing Tour Route

5. **Map-6**

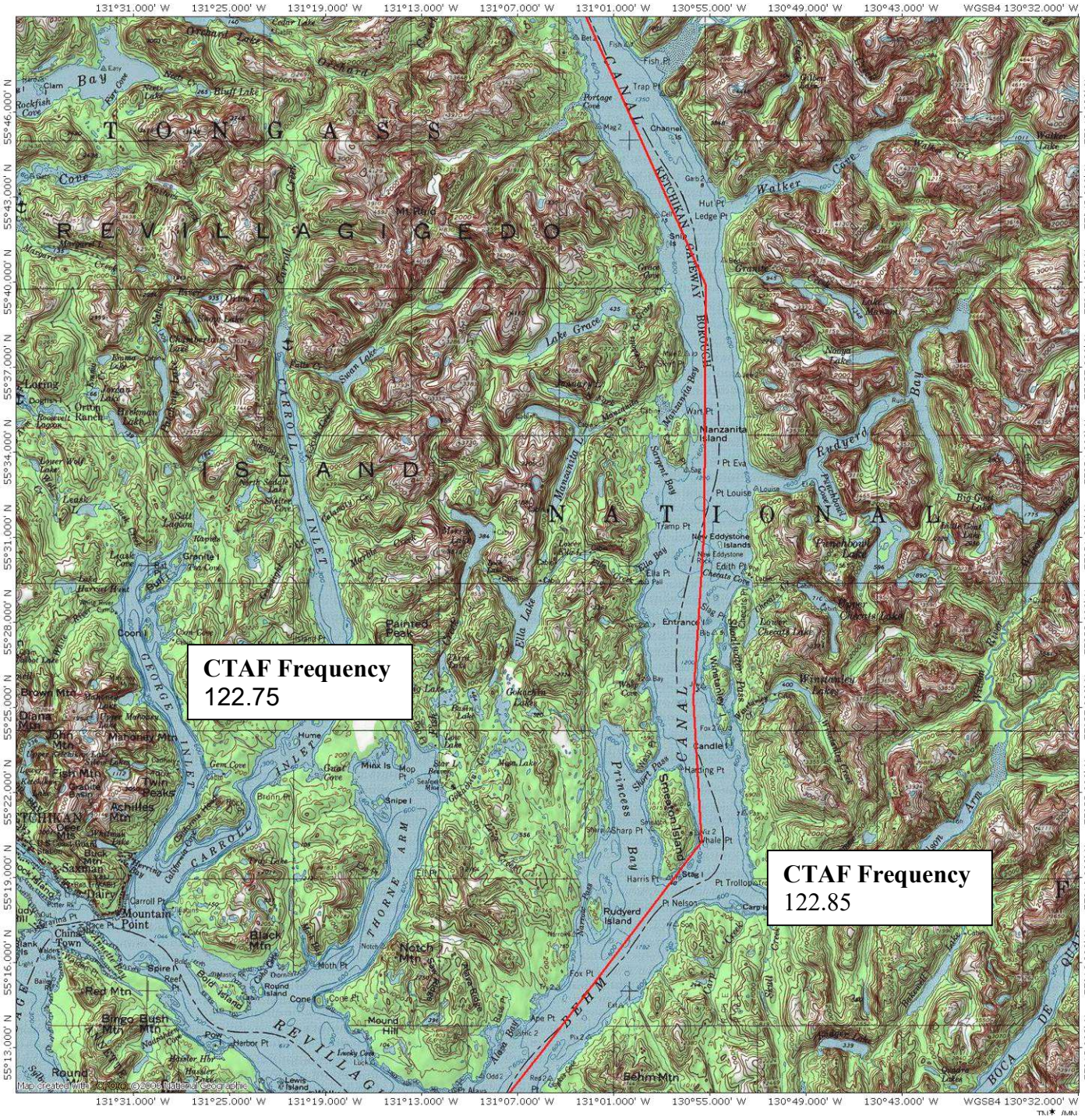
a. Ketchikan Lakes Helicopter Route

6. **Non-Standard Misty Route**
   a. Any time that weather or other conditions dictate flying a nonstandard route, pilots shall make additional radio calls to notify other traffic.
7. **Reporting Points/CTAF Frequencies**
   a. Primary—It is recommended that you call each Primary reporting point with short but efficient calls such as "{aircraft type and tail number} Mountain Point for Gnat Cove-2,000."

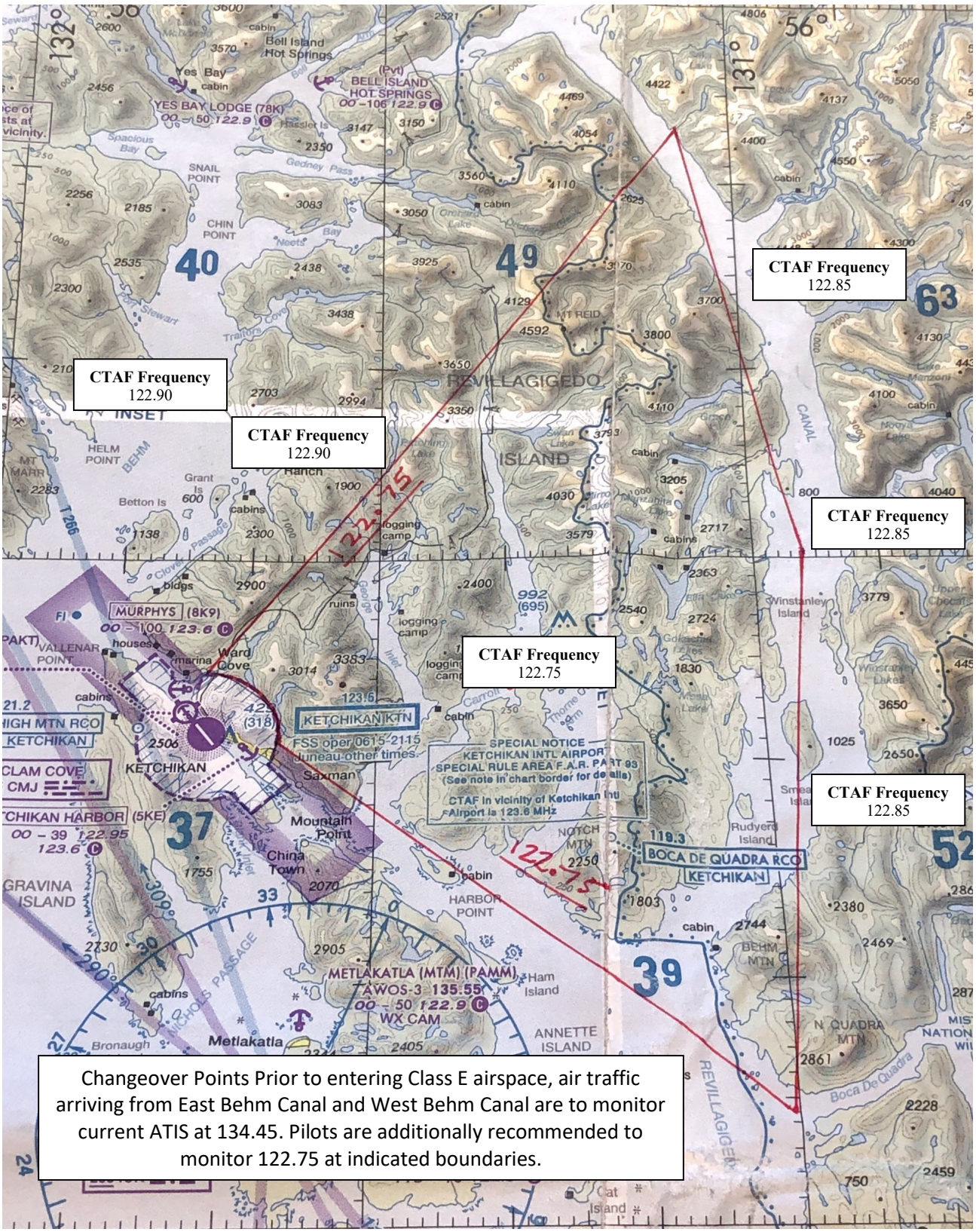
Mountain Point 122.75	Gnat Cove 122.75	Gokachin Lakes 122.75	Ella Lake 122.75
Eddystone Rock 122.85	Pt. Louise 122.85	The Wall 122.85	The Cut 122.85
Big Goat Lake 122.85	The "Y" 122.85	The Narrows 122.85	Head of Rudyard 122.85

   b. Secondary—Any other point to broadcast your position more accurately when needed.
8. **Best Practices:**
   a. Report weather conditions to other pilots and operators
   b. Report weather conditions to FSS using PIREPS
   c. Use "cue based" visibility during training and daily operations
   d. Develop alternate tour routes for poor weather days
   e. Use "Lead Pilots" on tours to oversee a group of tour planes
   f. Use position reports; they help prevent mid-airs and encourage in-flight weather/hazard/emergency communications between pilots

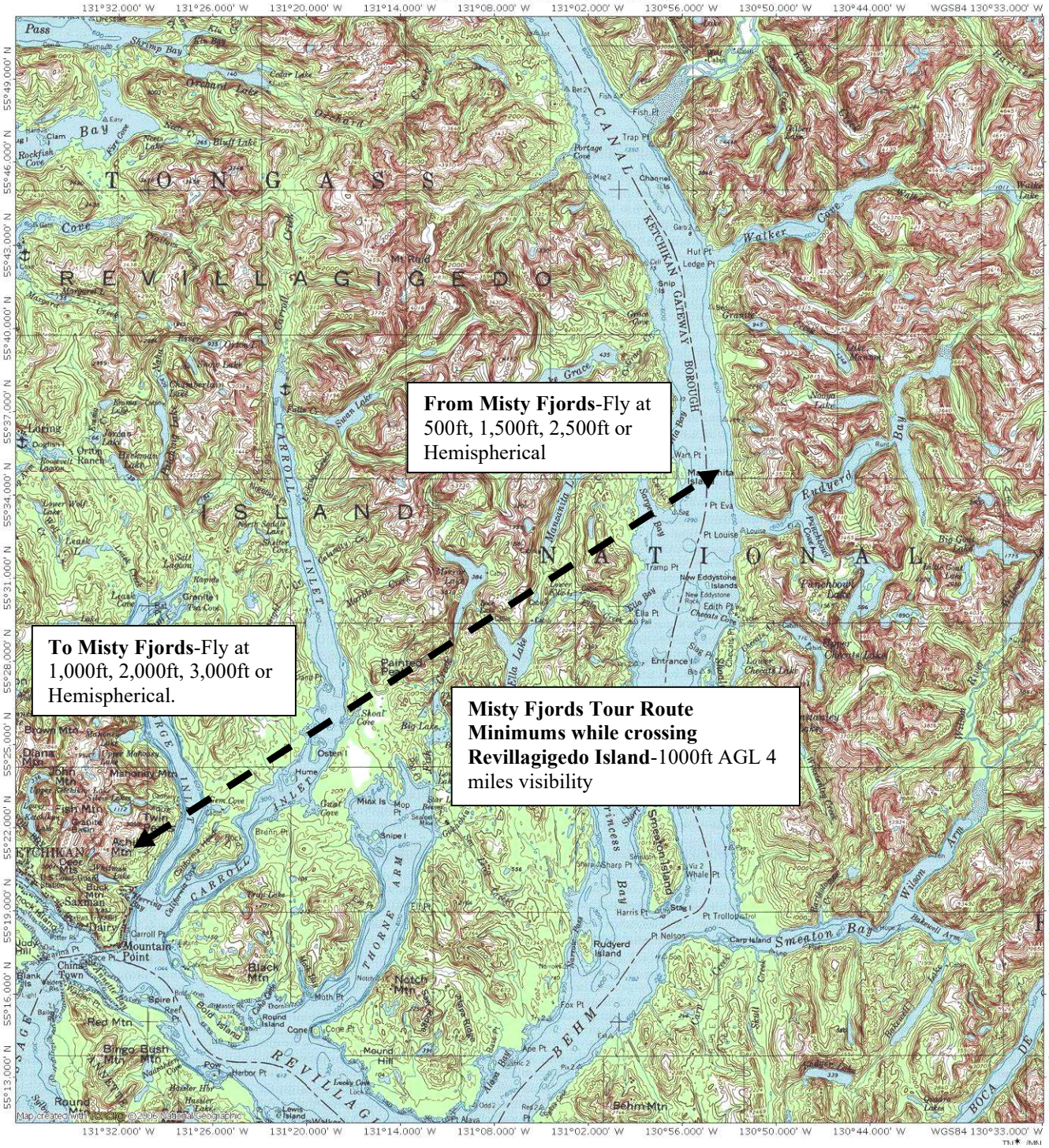
Signature of an aircraft operator to the routes and procedures contained in this Ketchikan Commercial Operators Letter of Agreement (LOA) indicates voluntary compliance, in that while operating on the described routes, these procedures should be adhered to. This does not restrict an aircraft operator from utilizing non-depicted routes. Deviations from this letter of agreement may be made with verbal coordination to other affected parties. This agreement does not relieve aircraft operators and pilots from adhering to Federal Aviation Regulations, or Operations Specifications issued to that company by FAA Flight Standards. **It remains a right and responsibility for a pilot to deviate from any procedure if required to ensure the safety of their aircraft, or when weather or traffic conflicts require.**



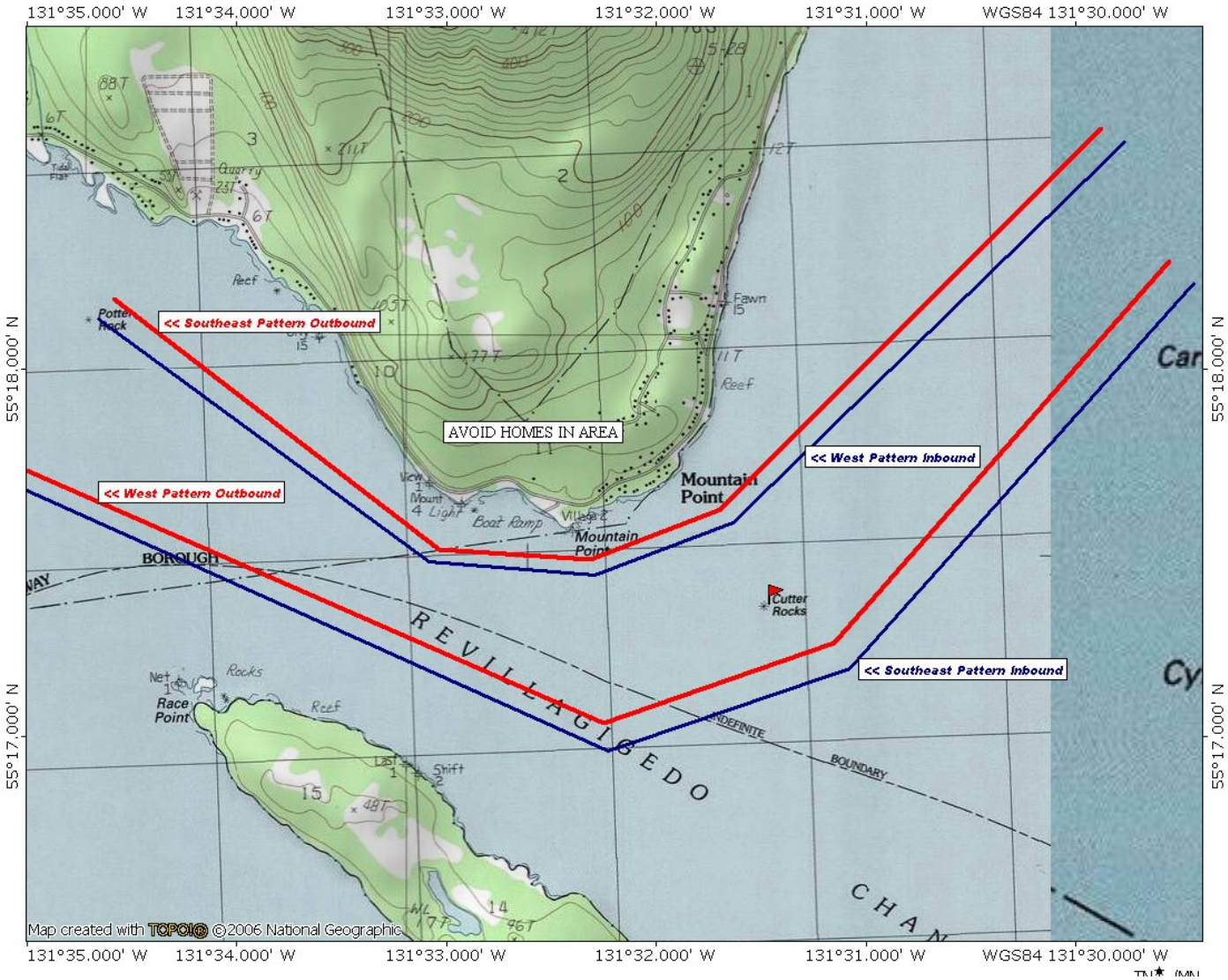
Map-1 Misty Fjords CTAF Frequencies



Map-2 Frequency Changeover Points

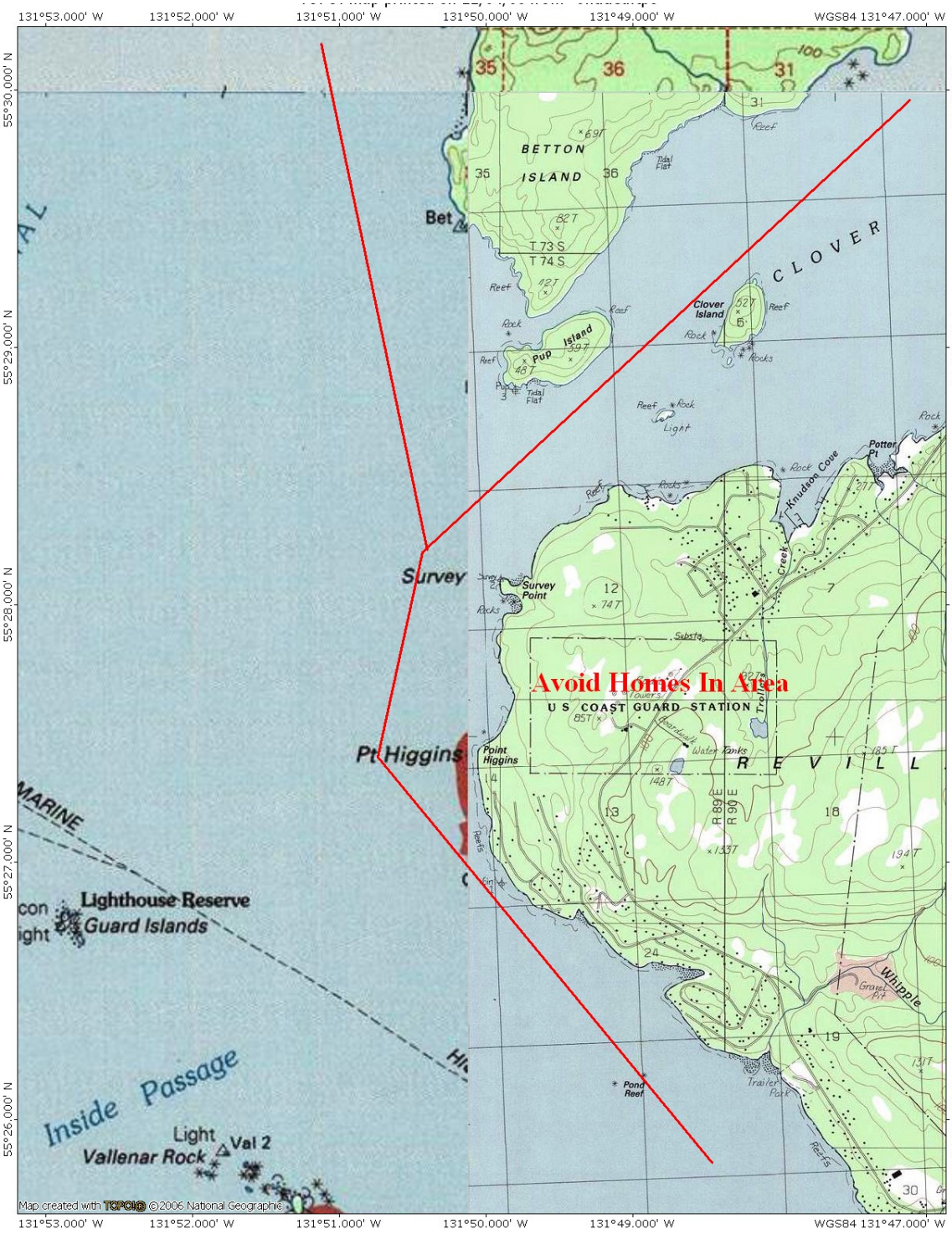


Map-3 Altitudes Enroute To/From Misty Fjords



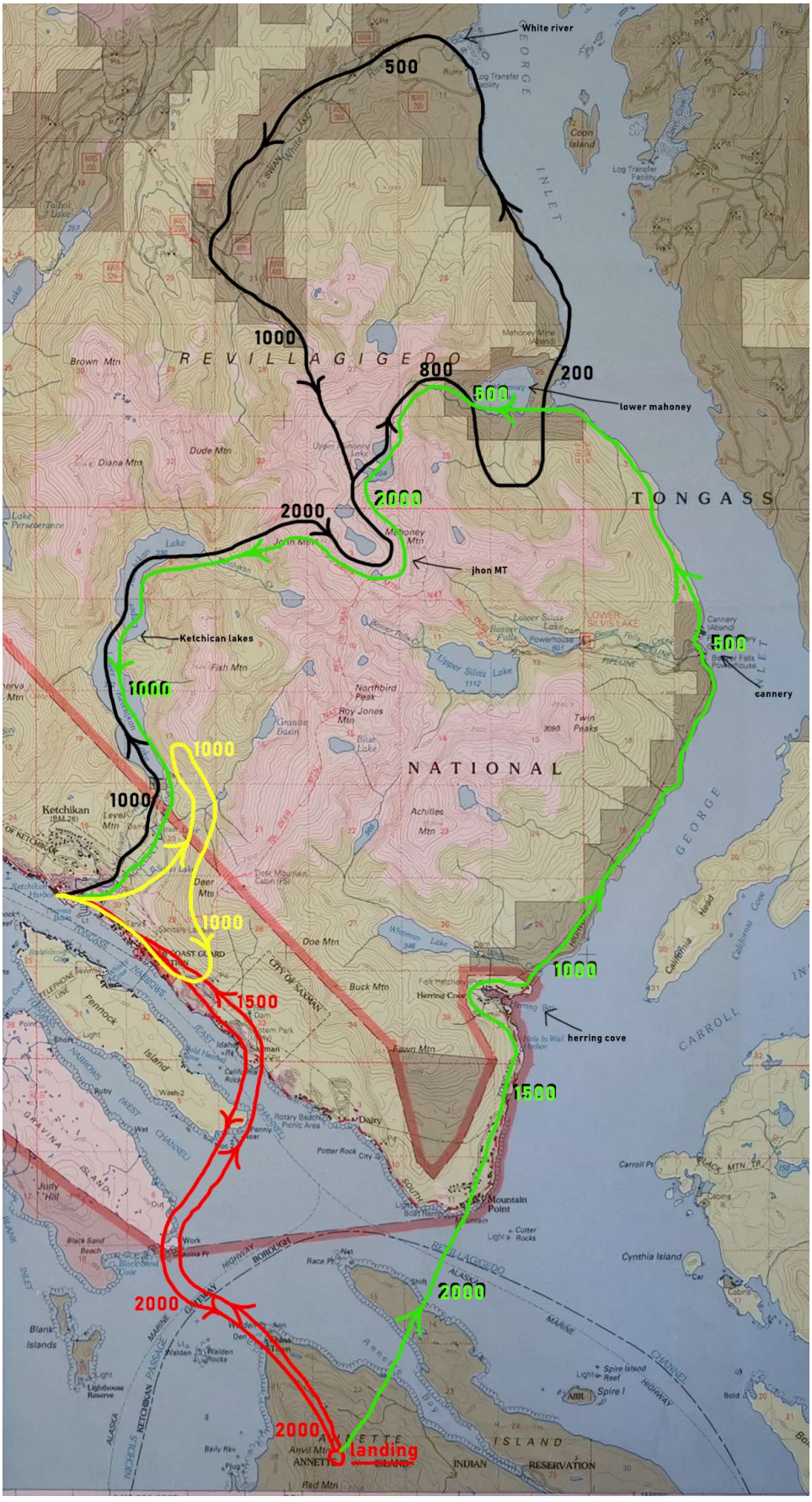
Map-4a Choke Points Mountain Point

Note: Color-coded arrival and departure routes for Inbound and Outbound aircraft.



Map-4b Choke Points Point Higgins
Tour Operators flying to Neets Bay or
Traitors Cove should avoid homes in this area.

Map-5 Standard Misty Route
Note: Red line is outbound and Blue line is inbound
Note: George Inlet Fixed Wing Tour Route in black



Map-6 Ketchikan Lakes Helicopter Route

Taquan Air:

Director of Operations — 3/27/22

Title — Date

Misty Fjords Air: 3/27/22

Director of operations

Title — Date

Carlin Air: 3-28-22

PILOT

Title — Date

Island Wings:

Michelle Masden 3/26/22

Title — Date

Family Air:

[redacted]

Pilot — 3/28/22

Title — Date

SeaWind Aviation:

Manager — 3/27/22

Title — Date

Island Air Express:

ASS. Manager — 3/28/22

Title — Date

Temsco Helicopters:

3/26/22

Title — Date

Ketchikan Helicopters:

4/7/2020

Title — Date

Black Rock Aviation:

3/27/22

Title — Date

Ketchikan Fixed Wing Commerical Operator Letter of Agreement Addendum

_____ is implementing the following in house addendum over and above the Ketchikan Commercial Operators letter of agreement, effective immediately.

I, _____, a pilot employed by _____ have read and fully understood the Ketchikan Commercial Operators letter of agreement revision 04/01/2022.

I agree to comply with the route, procedures and safe practices contained in the *Ketchikan Commercial Operators Letter of Agreement* at all times while I am flying any aircraft for any purpose and voluntarily comply with the following recommended addendum safety measures.

These changes are as follows:

- Anti-Collision/Pulse lights and or aircraft landing lights shall be on at all times when aircraft are being flown.
- All company aircraft are equipped and use ADSB 'In' and 'Out' at all times.
- All company aircraft will not fly in the Ketchikan Lakes area when returning from Misty Fjords tours.
- All company aircraft will stay over water as much as possible on standardized tour routes.
- All company aircraft will follow the route on Page 8 for the George Inlet tours which is over water and out of the Ketchikan Lakes area.
- All pilots will announce position reports at all reporting points identified in the agreement.
- All pilots will adhere to increased VFR minimums of 1000ft AGL and 4 miles visibility when crossing Revillagigedo Island on the Misty Fjords tour route.

Pilot Signature Date