PAKT/KTN
KETCHIKAN INTL

JEPPESEN
18 NOV 05 (11-1)

KETCHIKAN, ALASKA
ILS DME-1 Rwy 11

ATIS (ASOS when Twr inop)	ANCHORAGE Center	KETCHIKAN Radio (LAA)
134.45	118.5	CTAF 123.6

LOC IECH	Final Apch Crs	GS D11.0	ILS DA(H)	Apt Elev 88'
109.3	109°	3943'(3856')	1000'(913')	TDZE 87'

MISSED APCH: Climb to 5000' direct CMJ NDB, then via 120° bearing from CMJ NDB to D4.7 IECH , then intercept ANN VOR R-326 inbound to ANN VOR or 150° bearing to ICK NDB.

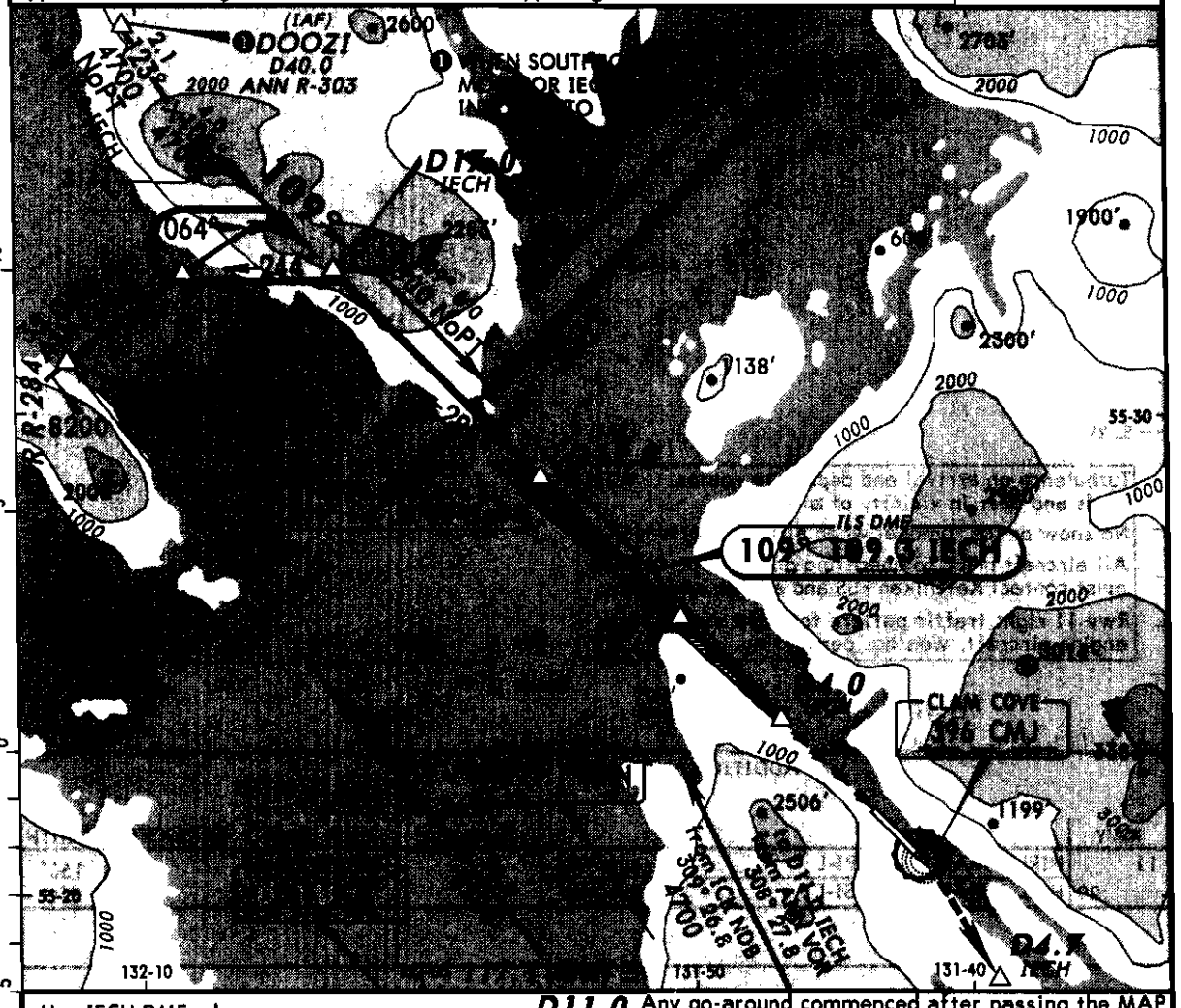
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. CAUTION: Rising terrain both sides of final approach. Strong winds may cause severe turbulence. Do not permit full scale CDI deflection. 2. ADF required for missed approach. 3. During VFR conditions watch for opposing traffic on localizer.

5600'

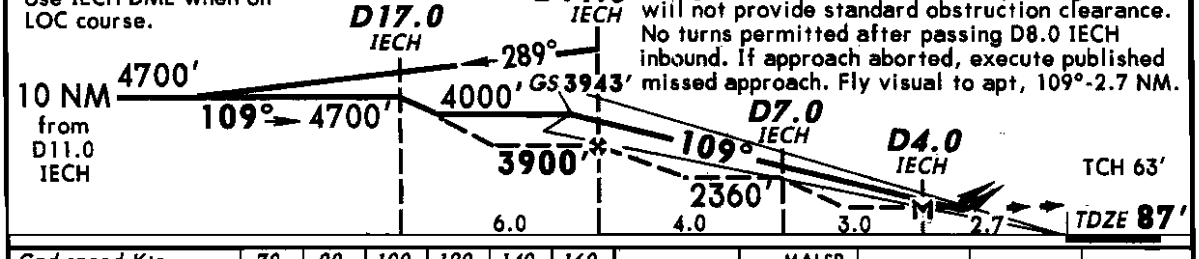
MSA CMJ NDB

BRIEFING STRIP™



1 in=5 NM

Use IECH DME when on LOC course.



Any go-around commenced after passing the MAP will not provide standard obstruction clearance. No turns permitted after passing D8.0 IECH inbound. If approach aborted, execute published missed approach. Fly visual to apt, 109°-2.7 NM.

Gnd speed-Kts		70	90	100	120	140	160
GS	3.60°	451	580	645	773	902	1031
MAP at D4.0 IECH							

MALSR
PAPI

5000'

D

CMJ 396

TERPS AMEND 6

STRAIGHT-IN LANDING RWY 11	ILS DA(H) 1000'(913')		LOC (GS out) MDA(H) 1000'(913')		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	3		3		
B					
C					
D					

CIRCLE-TO-LAND			
	DAY		NIGHT
Max Kts	MDA(H)		
90	2500'(2412')-3		NA
120			
140	2700'(2612')-3		
165	3180'(3092')-3		

CHANGES: None.

KETCHIKAN VISUAL CHECKPOINTS

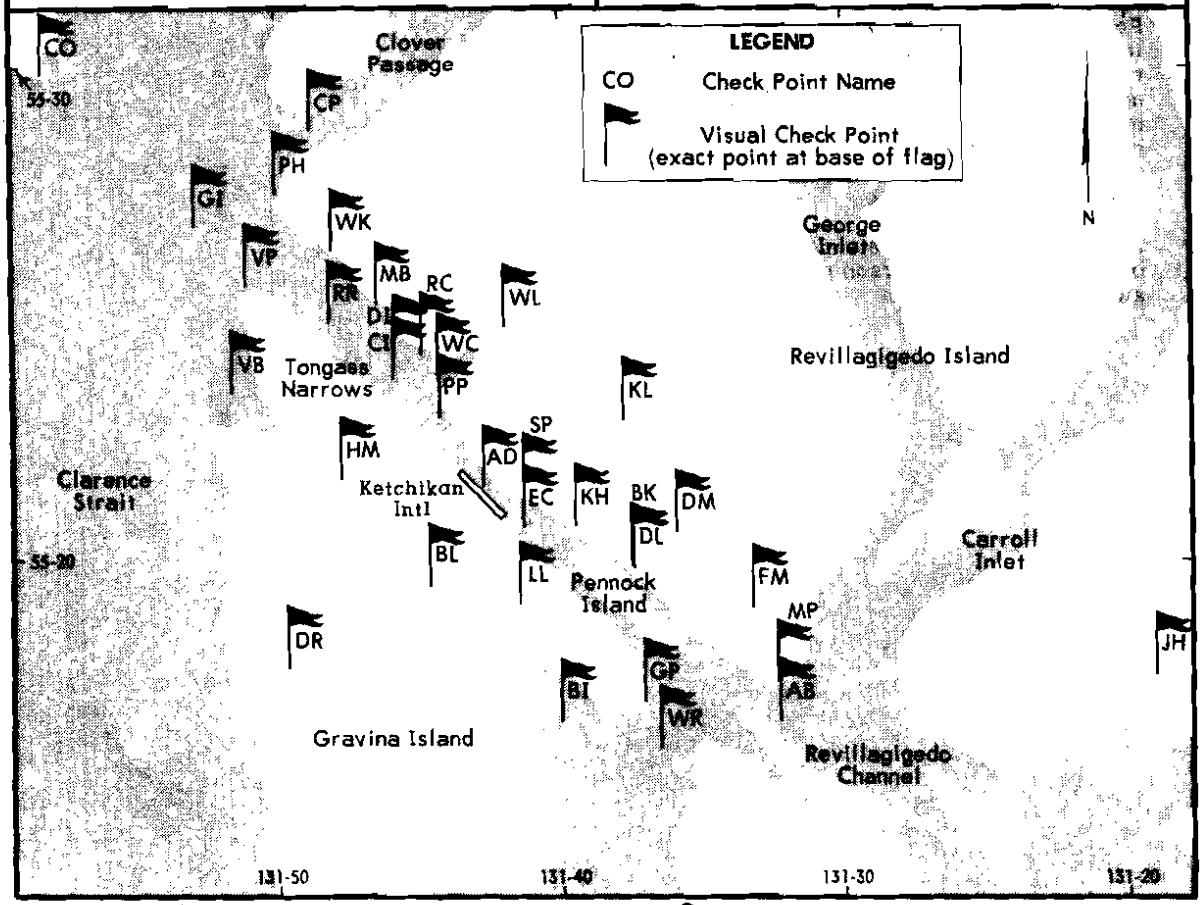
Recommended VFR Arrival and Departure Procedures and Traffic Patterns

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 float-planes, 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, Alaska 99901; Juneau AFSS, 9230 Cessna Drive, Juneau, Alaska 99801; or Sitka FSS, 800 Airport Road, Sitka, Alaska 99835.

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

The Ketchikan Visual Check Point Table below is in NAD 83 (formatted in degrees, minutes, tenths of minutes) and is to be used with the diagram shown below.

CODE	CHECK POINT	COORDINATES	CODE	CHECK POINT	COORDINATES
AB	Annette Bay	N55 16.8 W131 32.3	JH	Judy Hill	N55 17.7 W131 18.8
AD	Airport Dock	N55 21.5 W131 42.8	KH	Ketchikan Harbor	N55 20.7 W131 39.5
BI	Blank Inlet	N55 16.8 W131 40.0	KL	Ketchikan Lake	N55 22.9 W131 37.8
BK	Base KTN USCG	N55 19.9 W131 37.5	LL	Long Lake	N55 19.1 W131 41.5
BL	Bostwick Lake	N55 19.5 W131 44.7	MB	Mud Blight	N55 25.2 W131 46.5
CI	Channel Island	N55 23.7 W131 45.9	MP	Mountain Point	N55 17.6 W131 32.4
CO	Caamano Point	N55 29.9 W131 58.3	PH	Point Higgins	N55 27.4 W131 50.0
CP	Clover Pass	N55 28.7 W131 48.8	PP	Peninsula Point	N55 22.9 W131 44.3
DI	Danger Island	N55 24.1 W131 45.9	RC	Refuge Cove	N55 24.2 W131 44.9
DL	Doyon's Landing	N55 19.9 W131 37.5	RR	Rosa Reef	N55 24.8 W131 48.2
DM	Deer Mountain	N55 20.6 W131 36.0	SP	Sunny Point	N55 21.3 W131 41.4
DR	Dall Ridge	N55 17.8 W131 49.7	VB	Vallenar Bay	N55 23.4 W131 51.6
EC	East Clump	N55 20.7 W131 41.4	VP	Vallenar Point	N55 25.6 W131 51.1
FM	Fawn Mountain	N55 19.1 W131 33.3	WC	Ward Cove	N55 23.8 W131 44.4
GI	Guard Island	N55 26.8 W131 52.9	WK	Whipple Creek	N55 26.3 W131 48.1
GP	Gravina Point	N55 17.2 W131 37.1	WL	Ward Lake	N55 24.7 W131 42.0
HM	High Mountain	N55 21.7 W131 47.8	WR	Walden Rocks	N55 16.2 W131 36.5



CHANGES: New chart.

PAKT/KTN

Apt Elev **88′**

N55 21.3 W131 42.8

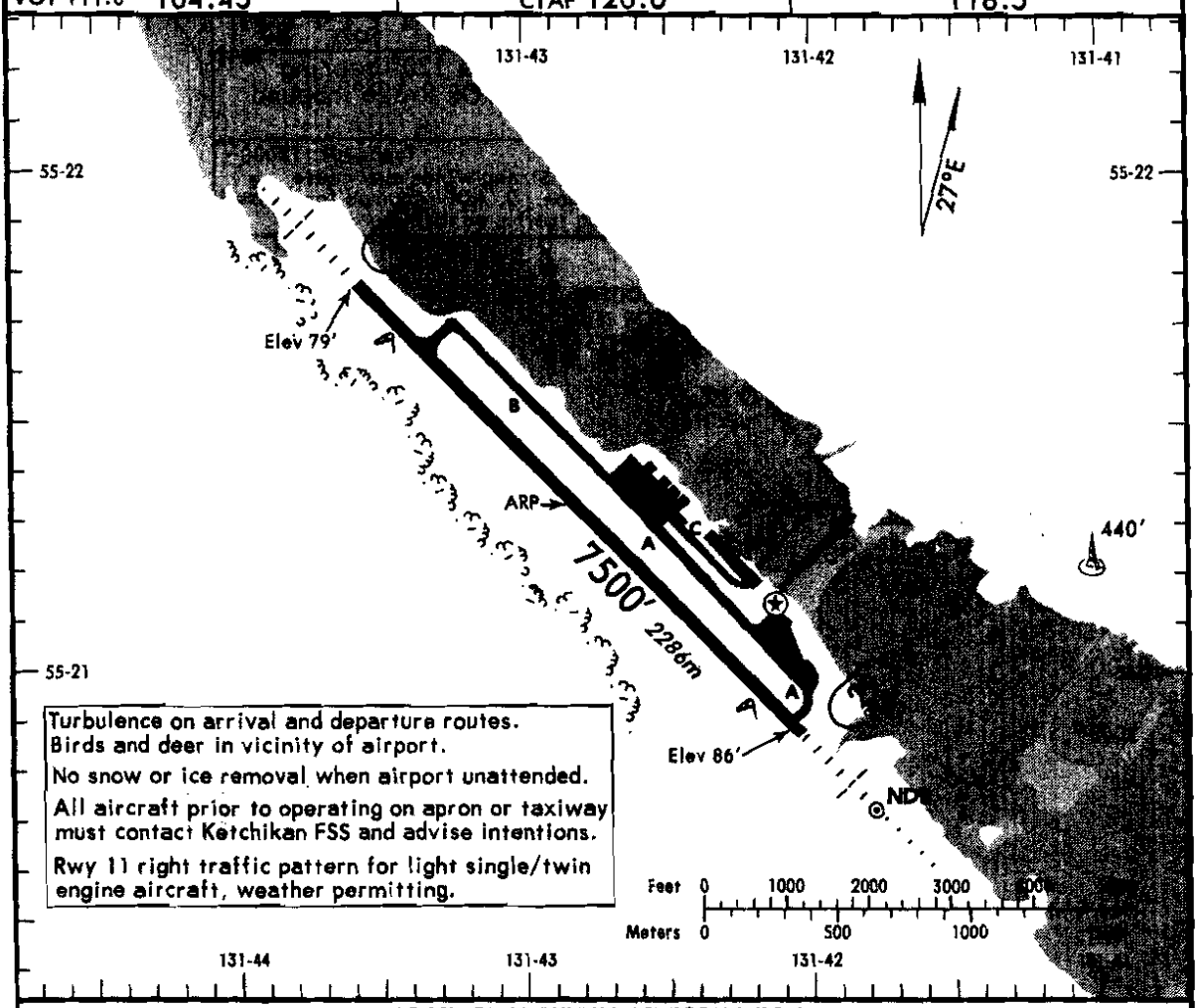
JEPPESEN

18 NOV 05 (11-1)

KETCHIKAN, ALASKA

KETCHIKAN INTL

ATIS (ASOS when Twr Inop)	KETCHIKAN Radio (LAA)	ANCHORAGE Center
VOT 111.0 134.45	CTAF 123.6	118.5



Turbulence on arrival and departure routes.
Birds and deer in vicinity of airport.
No snow or ice removal when airport unattended.
All aircraft prior to operating on apron or taxiway must contact Ketchikan FSS and advise intentions.
Rwy 11 right traffic pattern for light single/twin engine aircraft, weather permitting.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL	MALSR	PAPI-L	grooved		6579′ *2005m*		150′ *46m*
29	HIRL	MALSR	VASI-L	grooved				

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 29			Rwy 11		
	With Min climb of 380′/NM to 1000′		Other	With Min climb of 340′/NM to 3400′		Other
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1000-2	1/4	1	3000-2
3 & 4 Eng		1/2			1/2	

FOR FILING AS ALTERNATE

	ILS DME-1 Rwy 11 NDB DME-A	Other
A B C D	3200-5	NA

OBSTACLE DP: Rwy 11, climb at 340′ per NM to 3400′ on 109° bearing from CMJ NDB to intercept ANN VOR R-326 to ANN VOR or 150° bearing to ICK NDB. West and Northwest-bound, turn RIGHT heading 250° passing 3500′ inbound to ANN VOR or ICK NDB and continue climb to intercept assigned route. Southeast-bound, climb to cross ANN VOR or ICK NDB at or above 4500′.

Rwy 29, climb at 380′ per NM to 1000′. Northwest bound on V-317, A-15 and J-502, climb on IECH LOC west course to intercept airways. Cross IECH 20 DME at or above 4100′, continue climb on course. All other departures climb on IECH LOC west course to IECH 10 DME, then turn LEFT heading 230°. Passing 4500′ continue climb on course.

AMEND 6

CHANGES: Taxiway identifiers, rwy 11 PAPI angle removed.

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 person operating aircraft under VFR, to, from, or in the vicinity of the Ketchikan Intl Airport or Ketchikan Harbor. These procedures are in effect below 3,000' 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 FSS is in operation, no person may operate an aircraft within the airspace specified above, or taxi onto the runway at Ketchikan Intl 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 Intl Airport, and monitors 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 monitors the designated frequency until outside the airspace described above, and announces 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 Intl 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 Intl Airport, maintain an altitude of at least 900' MSL until within 3 miles of the airport; and

(2) After take-off from the Ketchikan Intl Airport, maintain runway heading until reaching an altitude of 900' MSL.