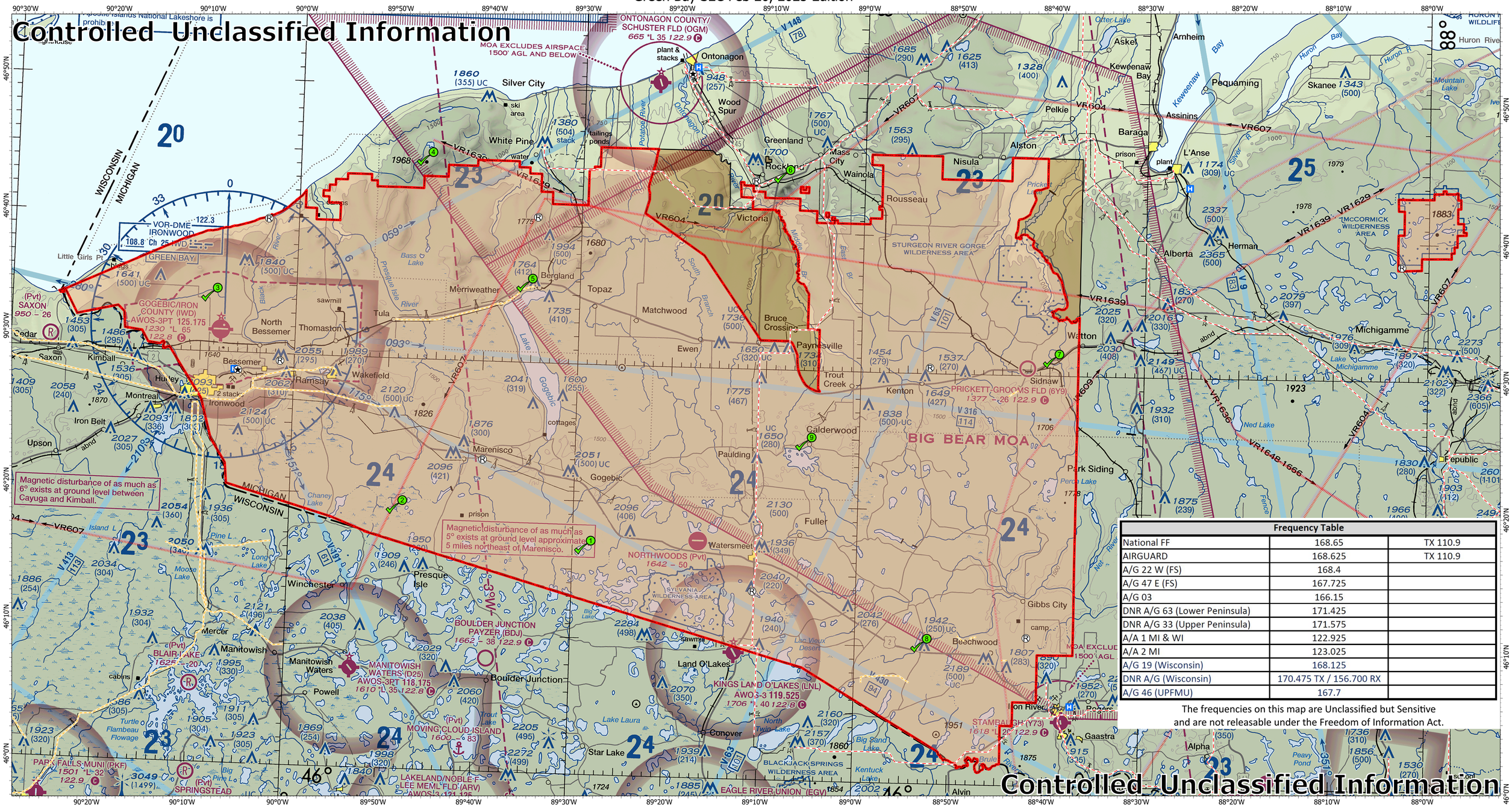
Flight Hazard Map 2025 - Ottawa National Forest

Green Bay SEC Feb 20, 2025 Edition



Frequency Table		
National FF	168.65	TX 110.9
AIRGUARD	168.625	TX 110.9
A/G 22 W (FS)	168.4	
A/G 47 E (FS)	167.725	
A/G 03	166.15	
DNR A/G 63 (Lower Peninsula)	171.425	
DNR A/G 33 (Upper Peninsula)	171.575	
A/A 1 MI & WI	122.925	
A/A 2 MI	123.025	
A/G 19 (Wisconsin)	168.125	
DNR A/G (Wisconsin)	170.475 TX / 156.700 RX	
A/G 46 (UPFMU)	167.7	

The frequencies on this map are Unclassified but Sensitive and are not releasable under the Freedom of Information Act.

Ottawa NF Legend

Protection Boundary
DNR Protection Zones
Ottawa FS Protection Zones
Aerial Detection Route Pts
Military Training Routes
Powerlines From Other Sources
ATC Power Lines (1)
Hospitals
FS Base Station
FS Repeater
Green Bay SEC Feb 2025.tif

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

0 2.5 5 10 15 Nautical Miles

SOUTH — NORTH

GREEN BAY LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways
Seaplane Base
Hard-surfaced runways 1500 ft. to 8069 ft. in length
Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having landmark value
Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways greater than 8069 ft.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93, Special Air Traffic Rules & Airport Traffic Patterns. Runways with Right Traffic Patterns (public use) — RP 23, 34
*RP Special conditions exist - see Supplement.
FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
G - Follows the Common Traffic Advisory Frequency (CTAF)
ATIS 123.8 - Automatic Terminal Information Service
AFIS 135.2 - Automatic Flight Information Service (AK)
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
*L - Lighting limitations exist; refer to Supplement.
72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
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 (sfc) Airspace
Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
Class E Airspace low altitude Federal Airways and RNAV 2 Routes are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.
Total mileage between — NAVAIDs on direct Airways
RNAV Waypoint

Prohibited, Restricted, and Warning Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
Special Airport Traffic Area (See FAR 93 for details.)
National Defense Airspace
Temporary Flight Restriction Area
ADIZ - Air Defense Identification Zone
MODE C (See FAR 91.215/AIM.)
National Security Area
Terminal Radar Service Area (TRSA)
MTR - Military Training Route

COMMUNICATION BOXES

OAKDALE — HOMER HOM
Underline indicates no voice on frequency.
Crosshatch indicates Shutdown status.
* - Operates less than continuous or On-Request.
G - ASOS/AWOS
R - Receive only
Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.
FSS radio providing voice communication — MIAMI
122.1R — Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)
VORTAC
VOR-DME
DME
Other facilities, i.e., FSS Outlet, RCO, WX CAM (AK) (see Supplement), etc.
Non-Directional Radio Beacon (NDB)
NDB - DME

OBSTRUCTIONS

(may be lit or unlit)
1000 ft and higher AGL
Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)
Wind Turbine
Wind Turbine Farm
Group Obstruction
Obstruction with high-intensity lights; may operate part-time
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

A - Aerobatic Practice Area (See Supplement.)
G - Glider Operations
H - Hang Glider Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement.)
STADIUM Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
Marine Light
Space Launch Activity Area
Isogonic Line (2020 VALUE)
VPXYZ VFR Waypoints
NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line
Aerial Cable
Lookout Tower
618 (Elevation Base of Tower)
Mountain Pass
11823 (Elevation of Pass)
Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet

HIGHEST TERRAIN elevation is 2301 feet located at 47° 54'N - 90° 34'W
Spot elevation 4254
Approximate elevation . . . . . x 3200

N

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

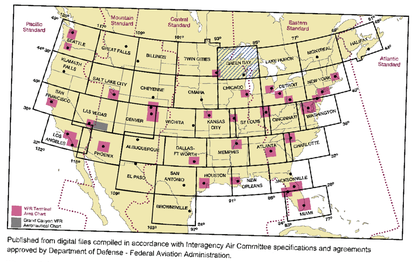
Example: 12,500 feet 125

Lambert Conformal Conic Projection Standard Parallels 41° 20' and 46° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Updated March 2025 by DAB, from previous editions by SSBurns.
Location: T:\FS\NFS\Ottawa\Program\6800InformationMgmt\GIS\Workspace\dbeyer\2025AerialHazardMap

EFFECTIVE 0901Z 20 FEB 2025
TO 0901Z 17 APR 2025

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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