ATLANTA
LEGEND

SOUTH ← → NORTH

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) 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, 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 emergency or landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DoD FLIP.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park 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 10:00 A.M. to 4:00 P.M.) Consult A/FD for service 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. FSS; NO SVFR; FAR 91; Location Identifier; NAME (NAM) (PNAM); ICAO Location Indicator shown outside contiguous U.S.

Runways with Right Traffic Patterns (public use) CT - 118.3 ★ C ATIS 123.8; 285 L 72 122.95; RP 23, 34; RP ★ Special conditions exist - see A/FD; VFR Advsy 125.0; UNICOM; AOE; Airport of Entry

- 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.
- C - Follows the Common Traffic Advisory Frequency (CTAF)
- ATIS 123.8 - Automatic Terminal Information Service
- 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 Airport/Facility Directory.
- 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 lighting lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

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

- 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 are indicated by center line.

Intersection - Arrows are directed towards facilities which establish intersection.

Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV 2 Routes are indicated by center line.

- T 319 TK 313 (Helicopter Only) RNAV Waypoint
- Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
- Alert Area and MOA - Military Operations Area
- Special Airport Traffic Area (See FAR 93 for details.)
- 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

122.1R 122.6 123.6 OAKDALE 362 OAK; 122.1R CHICAGO CHI

- Underline indicates no voice on frequency.
- Crosshatch indicates Shutdown status.
- ★ - Operates less than continuous or On-Request.
- A - ASOS/AWOS
- H - HIWAS

FSS radio providing voice communication: 122.1R MIAMI

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Certain FSSs provide Airport Advisory Service, see A/FD.

R - Receive only

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 Airport/Facility Directory for complete information.

RADIO AIDS TO NAVIGATION

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

OBSTRUCTIONS

- 1000 ft and higher AGL
- Below 1000 ft AGL
- Wind Turbine
- Wind Turbine Farm
- Group Obstruction
- Obstruction with high-intensity lights; may operate part-time

Elevation of the top above mean sea level 2049; Height above ground (1149); Under construction or reported; position and elevation unverified UC; NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Airport/Facility Directory.)
- Space Launch Activity Area (See Airport/Facility Directory.)
- −1°E− Isogonic Line (2015 VALUE)
- VPXYZ VFR Waypoints (See chart tabulation for latitude/longitude.)
- NAME (VPXYZ)
- Marine Light

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.

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet

HIGHEST TERRAIN elevation is 6684 feet located at 35° 46'N - 82° 16'W

Spot elevation 4254
Approximate elevation . . . . . x 3200

CONVERSION OF ELEVATIONS
FEET (Thousands) / METERS (Thousands)

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

ATLANTA SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

96TH EDITION EFFECTIVE 0901Z **3 MAR 2016**
TO 0901Z **18 AUG 2016**

Includes airspace amendments effective **4 FEB 2016**
and all other aeronautical data received by **7 JAN 2016**

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY: DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION

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

FAA Product ID: SATL
NSN 7641014100157
NGA REF. NO. SECXXATLANTA
EFF. DATE 16063

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on an edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

Figure 1: NORTH SIDE; Sheet of paper; POINT A; MARK A; MATCH LINE; Overlap area; LINE B

Figure 2: same latitude; LINE B (transferred); Overlap area; MATCH LINE; MARK A; MARK C; SOUTH SIDE; POINT B

Figure 3: NORTH SIDE; POINT A; MATCH LINE; LINE B; MARK C (transferred); Overlap area

CONTROL TOWER FREQUENCIES ON ATLANTA SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
ASHEVILLE RGNL	0630-2300	121.1 257.8	121.9	120.2	ASR
ATHENS/EPPS	0800-2000	126.3 338.275	121.8		
AUGUSTA RGNL	0645-2300	118.7 239.3	121.9 348.6	132.75	ASR
BIRMINGHAM–SHUTTLESWORTH INTL	CONTINUOUS	119.9 317.725	121.7 348.6	119.4 270.1	
CHARLOTTE/DOUGLAS INTL	CONTINUOUS	118.1 (RWYS 18L/36R & 05/23) 126.4 (RWY 18C/36C) 133.35 (RWY 18R/36L) 257.8	121.8 (180°-359°) 121.9 (360°-179°) 348.6	121.15 (ARR) 132.1 (DEP)	
COBB CO–MC COLLUM	0700-2300	125.9	119.0	128.125	
COLUMBIA METRO	CONTINUOUS	119.5 257.8	121.9 348.6	120.15	
COLUMBUS	0900-2100	120.1 257.8	121.9 348.6	127.75	
DEKALB–PEACHTREE	0630-2300 MON-FRI 0700-2300 SAT-SUN	120.9 281.5	121.6	128.4	
DOBBINS ARB	0700-2300	120.75 370.875	125.3 275.8	269.5	ASR
DONALDSON	0700-2100	133.325 269.25	121.4		
FULTON CO–BROWN	CONTINUOUS	118.45 257.8	121.7 348.6	120.175	
GREENVILLE DOWNTOWN	0700-2200	119.9 257.7	121.25	127.075	ASR
GREENVILLE–SPARTANBURG INTL–MILLIKEN	0600-2345	120.1 251.15	121.9	134.25	ASR
GWINNETT CO–BRISCOE	0700-2100	124.1	121.8	132.275	
HARTSFIELD–JACKSON ATLANTA INTL	CONTINUOUS	119.1 (RWY 8L/26R) 119.3 (RWY 9R/27L) 119.5 (RWY 10/28) 123.85 (RWY 9L/27R) 125.325 (RWY 8R/26L) 254.4	121.65 (RWY 10/28) 121.75 (RWYS 9L/27R & 9R/27L) 121.9 (RWYS 8R/26L & 8L/26R) 254.4	119.65 (ARR) 125.55 (DEP)	
HEART OF GEORGIA RGNL	0800-1600 MON-THU 0800-1200 FRI	124.55	121.175	119.425	
HICKORY RGNL	0700-2100	128.15	121.7		
HUNTER AAF	0730 MON–2300 FRI EXC HOL	124.975 279.575	121.8 291.675	127.525 323.125	ASR/PAR
HUNTSVILLE INTL–JONES	0600-2400	127.6 350.35	121.9 269.525	121.25	ASR
LAWSON AAF	0730-2300 MON-FRI EXC HOL	119.05 269.525	121.7 254.25	134.375	ASR/PAR
LOVELL	0600-2350	118.3 257.8	121.7 348.6	119.85	ASR
MAXWELL AFB	0800-2200 MON-FRI 1000-1800 SAT-SUN CLSD FED HOL	118.15 253.5	127.15 289.4	134.7 269.9	
MC GHEE TYSON	CONTINUOUS	121.2 257.8	121.9 348.6	128.35	ASR
MIDDLE GEORGIA RGNL	0800-2000	128.2 257.8	121.65	120.775	
MONTGOMERY RGNL	0600-2300	119.7 360.85	121.7 348.6	120.675	ASR
NASHVILLE INTL	CONTINUOUS	118.6 257.8	121.9 348.6	135.1	
NORTH AF AUX	0930-0400 MON-THU CLSD FED HOL	121.15	121.15		
REDSTONE AAF	0745-1530 MON-FRI EXC HOL	126.95 290.275			PAR
ROBINS AFB	CONTINUOUS	133.225 257.975	121.85 275.8	119.475 233.4	PAR
SAVANNAH/HILTON HEAD INTL	0600-2400	119.1 257.8	121.9 348.6	123.75	
SMYRNA	0700-2200 MON-FRI 0700-1900 SAT-SUN	118.5 233.1	121.4		
TUSCALOOSA RGNL	0700-2000	126.3 256.7	121.8 257.95		

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
ATLANTA CLASS B	126.975 239.275 (E V97, N V18) 128.0 381.65 (E V97, S V18) 119.8 354.125 (W V97, S V18) 121.0 268.7 (W V97, N V18)	CONTINUOUS
CHARLOTTE CLASS B	128.32 (001°-119° 8000' & BELOW) 120.05 (120°-245° 8000' & BELOW) 134.75 (246°-360° 8000' & BELOW) 124.0 (075°-245° ABOVE 8000') 120.5 (246°-074° ABOVE 8000') 257.2 (180°-359°) 307.8 (360°-179°)	CONTINUOUS
ASHEVILLE CLASS C	124.65 351.8 (160°-339°) 125.8 269.575 (340°-159°) O/T 132.625 353.625 ATLANTA CNTR	0630-2300 O/T CLASS G
BIRMINGHAM CLASS C	123.8 256.8 (050°-230°) 127.675 338.2 (231°-049°)	CONTINUOUS
CHATTANOOGA CLASS C	125.1 379.1 (021°-199°) 119.2 323.075 (200°-020°) O/T 132.05 354.025 ATLANTA CNTR	0600-2350 O/T CLASS E
COLUMBIA CLASS C	124.15 338.2 (110°-289°) 133.4 285.6 (290°-109°)	CONTINUOUS
GREER CLASS C	119.4 350.2 (E) 118.8 270.275 (W) O/T 135.35 263.125 ATLANTA CNTR	0600-2345 O/T CLASS E
HUNTSVILLE CLASS C	125.6 354.1 (360°-179°) 118.05 239.0 (180°-359°) O/T 120.8 307.0 MEMPHIS CNTR	0600-2400 O/T CLASS E
KNOXVILLE CLASS C	118.0 360.8 (051°-229°) 123.9 353.6 (230°-050°)	CONTINUOUS
NASHVILLE CLASS C	118.4 360.7 (E) 119.35 372.0 (W)	CONTINUOUS
SAVANNAH CLASS C	125.3 371.875 (011°-109°) 120.4 353.775 (110°-269°) 118.4 354.0 (270°-010°) O/T 132.925 363.2 JACKSONVILLE CNTR	0600-2400 O/T CLASS E
AUGUSTA TRSA	119.15 284.625 (350°-169°) 126.8 270.3 (170°-349°) O/T 128.1 322.325 ATLANTA CNTR	0645-2300
MACON TRSA	124.2 279.6 O/T 134.5 360.75 ATLANTA CNTR	0615-2300
MONTGOMERY TRSA	124.0 363.025 (S) 121.2 269.05 (N) O/T 120.55 270.25 ATLANTA CNTR	0600-2300
LAWSON AAF	125.5 323.1 O/T 120.45 298.85 ATLANTA CNTR	0615-2300
NORTH AF AUX	124.15 338.2	CONTINUOUS

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.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

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

SPECIAL MILITARY ACTIVITY

The chart identifies IFR Military Training Routes and Military Operations Area within which the Department of Defense conducts periodic operations involving Unmanned Aircraft Systems. These aircraft may be accompanied by military or other aircraft which provide the pilots of the Unmanned Aircraft Systems visual observation information about other aircraft operating in the vicinity. Pilots are cautioned and advised to contact the FAA/DoD facility on designated frequencies along the routes and as depicted on this chart. Status of these routes and areas may be obtained by contacting the FAA/DoD facility on designated frequencies along the routes and as depicted on this chart. The lateral limits of these specified routes are shown by the Special Use Airspace symbol. Altitudes for these route segments are also shown.

90 / 20 AGL — IR30

90 --- Ceiling of MTR in hundreds of feet MSL
20 AGL --- Floor of MTR in hundreds of feet AGL

SPECIAL USE AIRSPACE ON ATLANTA SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" an altitude means "To and including." FL - Flight Level. NO A/G - No air to ground communications. Contact Flight Service for information.

† Other times by NOTAM. NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2101	TO 5000	0700-1800 MON-FRI	ATLANTA CNTR	
R-2102 A, B, C	SUBAREA A TO 8000 SUBAREA B 8000 TO 14,000 SUBAREA C 14,000 TO 24,000	0600-2200 INTERMITTENT †6 HRS IN ADVANCE	ATLANTA CNTR	
R-2104 A, C	TO 12,000	0600-2000 MON-SAT INTERMITTENT †6 HRS IN ADVANCE	MEMPHIS CNTR	
R-2104 B	TO 2400	CONTINUOUS	MEMPHIS CNTR	
R-2104 D, E	12,000 TO FL 300	BY NOTAM 6 HRS IN ADVANCE	MEMPHIS CNTR	
R-3002 A	TO 4000	0600-0200 INTERMITTENT †6 HRS IN ADVANCE	ATLANTA TRACON	
R-3002 B	4000 TO 8000	0600-0200 INTERMITTENT †6 HRS IN ADVANCE	ATLANTA TRACON	
R-3002 C, E	8000 TO 14,000	BY NOTAM 6 HRS IN ADVANCE INTERMITTENT	ATLANTA TRACON	
R-3002 D	TO 8000	0600-0200 INTERMITTENT †6 HRS IN ADVANCE	ATLANTA TRACON	
R-3002 F	14,000 TO FL 250	BY NOTAM 6 HRS IN ADVANCE INTERMITTENT	ATLANTA TRACON	
R-3002 G	TO 14,000	0600-0200 ET INTERMITTENT †6 HRS IN ADVANCE	ATLANTA TRACON	
R-3004 A	TO 7000	BY NOTAM 24 HRS IN ADVANCE	ATLANTA CNTR	
R-3004 B	7001 TO 16,000	BY NOTAM 24 HRS IN ADVANCE	ATLANTA CNTR	
R-3005 A, B, D	TO 29,000	0600-2400 †24 HRS IN ADVANCE	JACKSONVILLE CNTR	
R-3005 C	TO 29,000	0600-0300 †24 HRS IN ADVANCE	JACKSONVILLE CNTR	
A-685	TO 700 AGL	SR-SS INTERMITTENT	NO A/G	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BEAUFORT 3	100 AGL TO 2000	4 DAYLT HRS PER DAY 2 DAYS PER MONTH BY NOTAM INTERMITTENT	JACKSONVILLE CNTR	
BENNING	500 AGL TO 8000	0700-2000 MON-FRI OCCASIONALLY SAT-SUN BY NOTAM	COLUMBUS ATCT	
BIRMINGHAM	10,000	0700-2200	ATLANTA CNTR	
BIRMINGHAM 2	500 AGL TO BUT NOT INCL 10,000	0700-2200	ATLANTA CNTR	
BULLDOG A, C	500 AGL TO BUT NOT INCL 10,000	0700-2400 INTERMITTENT	ATLANTA CNTR	
BULLDOG B	10,000	0700-2400 INTERMITTENT	ATLANTA CNTR	
BULLDOG D	500 AGL TO 17,000	0800-1800 MON-FRI INTERMITTENT IN CONJUNCTION WITH R-3004	ATLANTA CNTR	
BULLDOG E	5000 TO BUT NOT INCL 10,000	0700-2400 INTERMITTENT	ATLANTA CNTR	
CAMDEN RIDGE	500 AGL TO BUT NOT INCL 10,000	0700-2300	ATLANTA CNTR	
COASTAL 5	300 AGL	0700-2200 MON-FRI 0700-2200 SAT-SUN BY NOTAM INTERMITTENT	JACKSONVILLE CNTR	
COASTAL 6	10,001	0700-2200 MON-FRI 0700-2200 SAT-SUN BY NOTAM INTERMITTENT	JACKSONVILLE CNTR	
COASTAL 8	11,000	0700-2200 MON-FRI 0700-2200 SAT-SUN BY NOTAM INTERMITTENT	JACKSONVILLE CNTR	
COLUMBUS 1, 2	8000	SR-SS MON-FRI NORMALLY	MEMPHIS CNTR	
COLUMBUS 4	10,000	SR-SS MON-FRI NORMALLY	MEMPHIS CNTR	
FORT STEWART B1	500 AGL TO 4999	0600-2400 MON-FRI INTERMITTENT	JACKSONVILLE CNTR	
FORT STEWART B2	5000 TO 10,000	BY NOTAM	JACKSONVILLE CNTR	
MERIDIAN 1 EAST	8000	SR-SS MON-FRI NORMALLY	MEMPHIS CNTR	
MOODY 1	8000	0600-2400 MON-FRI	ATLANTA CNTR	
PINE HILL EAST, WEST	10,000	SR-SS MON-FRI NORMALLY	MEMPHIS CNTR	
SNOWBIRD	11,000	0800-2100 BY NOTAM INTERMITTENT	ATLANTA CNTR	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 38° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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Aeronautical Information Services
http://faa.gov/go/ais

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.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://faa.gov/go/ais. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-Aerochart@faa.gov or write to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

FOR PROCUREMENT:
Contact an Authorized FAA Chart Sales Agent. Visit our website http://faa.gov/go/ais and click on "Chart Agent Locator." For digital products, visit http://faacharts.faa.gov.

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

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

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0, and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

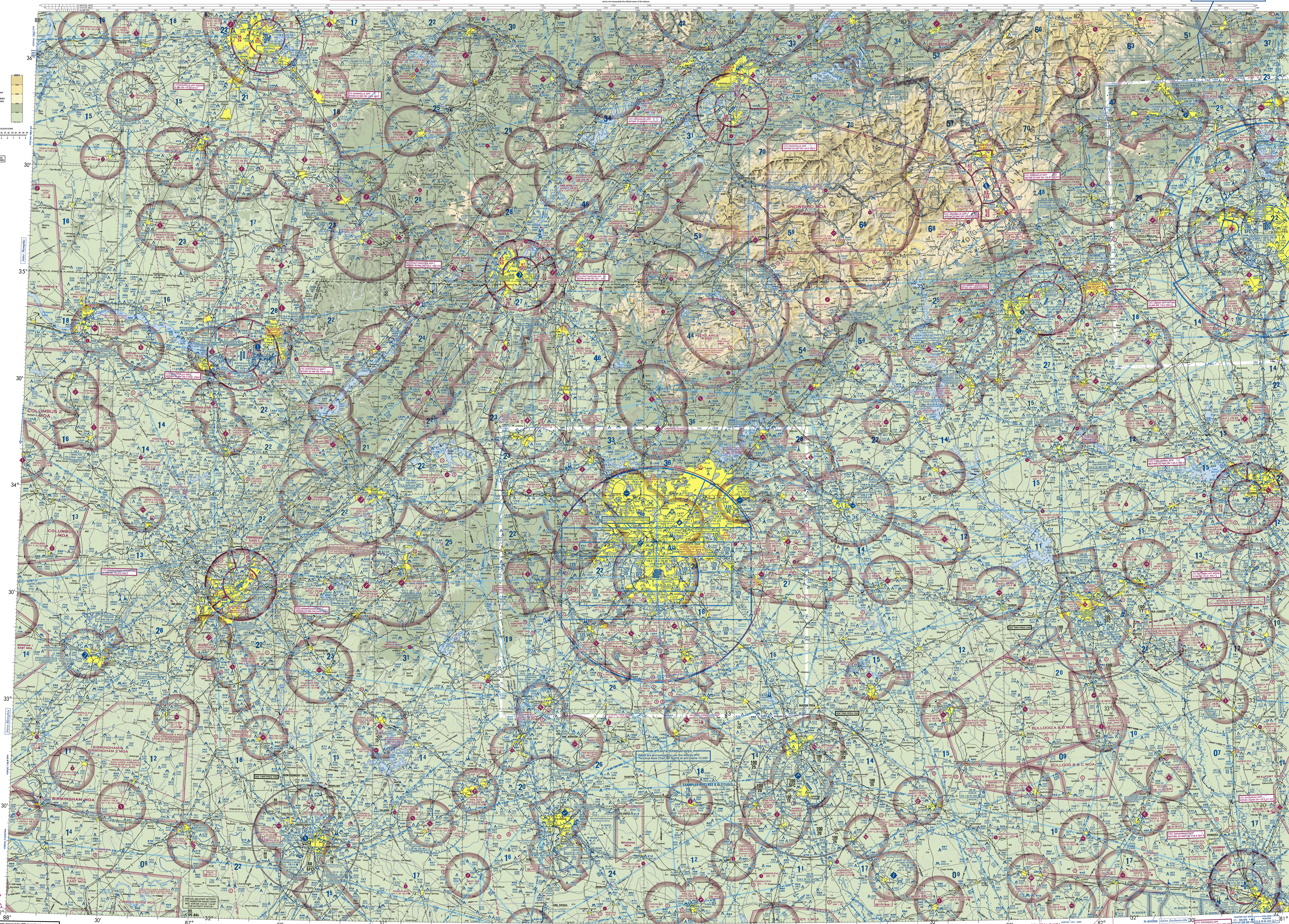
Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

CHARLOTTE TERMINAL AREA

Pilots are encouraged to use the Charlotte VFR Terminal Area Chart for flights at and below 10,000'



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.