EL PASO
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 8999 ft. in length
- Hard-surfaced runways greater than 9999 ft. or with primary runway lighted
- Heliport
- Open dot within black-surfaced runway configuration indicates approximate ICAO, airport identification location
- Hard-surfaced runways, including those closed, are shown regardless of condition

ADDITIONAL AIRPORT INFORMATION

- Private "PVT" - Not available for use having emergency or military PPR
- Military - Other than hard-surfaced, or large airport military runways, including those closed, NOTAM only
- Intermittent - Lighted at night or during periods of reduced visibility
- Operational - Lighted dusk to dawn
- Obstruction - Lighted

Each candidate field (like 6V1 0G6 0J6 3L6 1G4 6G8 P 34 Y) depicted has an entry below (except airports publishing Chart Supplement for details and for availability of airports with hard-surfaced runways less than 1500 feet).

Seasonal - Seasonal operation or operation limited to Daytime OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the numbered and exposed airspace classes are depicted on the chart.

- Class A Airspace
- Class B Airspace (Mode C Required)
- Class C Airspace (Mode C Required)
- Class D Airspace (Generally 2500 feet above the surface of the earth unless ceiling is lower than 2500 feet AGL, then to 2500 feet AGL or to the ceiling of the class D airspace)
- Class E Airspace with floor of 700 feet above the surface
- Class E Airspace with floor of 1200 feet above the surface
- Class E Airspace with floor of 14,500 feet MSL
- Class E Airspace with floor of 18,000 feet MSL
- Class G Airspace (Uncontrolled Airspace)

Airspace depicted above this line but not extended to AGLAND lists. Other FSS frequencies providing airport information may be available but not determined by altitude and facility. Consult Chart Supplement for details.

COMMUNICATION BOXES

- Airport Traffic Service (ATS) Frequency
- Unicom
- Multicom
- Unofficial Weather Source
- Operational Hours
- Airport Manager
- Weather Information Service (AWIS)

RADIO AIDS TO NAVIGATION

- VOR (VHF Omni Range) facility
- VORTAC
- VOR/DME
- DME
- TACAN
- Non-Directional Radio Beacon (NDB)
- NDB / DME

OBSTRUCTIONS

- Obstruction with Aeronautical Light
- Obstruction without Aeronautical Light
- Wind Turbine Farm
- Obstruction Marked and Lighted
- Obstruction Lighted
- Obstruction Marked
- Obstruction with Aeronautical Light and Marked
- Obstruction without Aeronautical Light

MISCELLANEOUS

- Airport Traffic Area
- Airport Traffic Area (See Supplement)
- Aerial Photo Area
- Intersection VFR Arrival Route (See Supplement)
- Marine Light
- Airport Layout Activity Area (See Supplement)
- Helicopter Low Level Route
- VFR Waypoints (See chart laboratory for refinements/details)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Elevation Point
- Elevation Point of Equal Place symbol does not indicate a recommended flight path around the obstacle. Elevation Point does not indicate a depiction/data obstacle/obstacle clearance altitude. Hazardous flight conditions may exist when over-flying Elevation points.
- ETE Elevation Base of Tower

EL PASO SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

97TH EDITION EFFECTIVE 0901Z **21 JUL 2016**
TO 0901Z **2 FEB 2017**

Includes airspace amendments effective **21 JUL 2016**
and all other aeronautical data received by **26 MAY 2016**

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://faa.gov/agc/). Also consult appropriate NOTAMs and the Airman's Information Manual (AIM) GENERAL NOTICE PUBLICATIONS (FLIPs) for the latest changes. Subscribe/Unsubscribe to FAA Safety Alerts (and Clinics) between http://www.faa.gov/pilots/safety/safety_alerts/index/safety_alerts/

Published from digital files compiled 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.

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NSN 7641014004890

NGA NOT NO: SEC0XELPASO

EDT - DATE 16203

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. This overlap is provided to allow the pilot to plot a direct route that does not cross past of corresponding latitude lines merely over part on each side of the chart and follow the steps below. Figure 1 shows a typical route between two points.

STEP 1 - Decide which side of the chart has the distance between each part of corresponding latitude line longer to the right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the distance between the MATCH LINE and the edge of the chart. On that side, flat up a blank piece of paper along the MATCH LINE (the paper should be considerably longer than the distance between the charts).

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

STEP 4 - Without moving the paper, on the same side of the chart, rotate the paper until a line from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that line.

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 and LINE B and place it on the other side of the chart. Align the MATCH LINE and side edge with LINE B with the MATCH LINE on the other side of the chart. Make 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 POINT A through MARK C.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

CONTROL TOWER FREQUENCIES ON EL PASO SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

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

"H24" indicates tower/ATIS/ground control operates continuously.
"NOTAM" indicates Monday through Friday.
"TBA" indicates hours to be announced.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	AIRPNR
ABILENE/DYESS AFB	0700-2100	118.3			
WOOD AAF (FORT BLISS)	0800-0400 (M-F) 0900-0400 (SAT,SUN)	127.9 340.25	121.4 255.125		ASR
EL PASO INTL	CONTINUOUS	118.3 126.225	121.9 348.4	135.9 324.3	ASR
GENERAL W. TWINING / DEL RIO INTL	0700-2100	119.4		127.9	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
EL PASO CARS C	124.25 319.85 (NORTH OF I-10) 124.25 269.1 (SOUTH OF I-10)	DEPARTURE CONTINUOUS

SPECIAL USE AIRSPACE ON EL PASO SECTIONAL CHART

Other military and select civilian aircraft operations may be conducted in Military Operations Areas. "H" on altitude means "to and including" MSL unless "AGL" is noted.

Contact the controlling agency for more information.

Other Special Use Airspace (Alert, Warning, Prohibited, Restricted Areas) indicates Fish and Gulf NOTAM Areas. Refer to the Chart User's Guide.

Other Special Use Airspace information may be found on the back of this chart.

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-5103A	10,000 MSL-FL 180	CONTINUOUS	ALBUQUERQUE CNTR	ALBUQUERQUE CNTR	
R-5103B	SFC-FL 180	CONTINUOUS	ALBUQUERQUE CNTR	ALBUQUERQUE CNTR	
R-5107 A	UNLIMITED	CONTINUOUS	ALBUQUERQUE CNTR	ALBUQUERQUE CNTR	126.2 280.2
R-5107 B	UNLIMITED	0700-2000 (MONTHLY)	ALBUQUERQUE CNTR	ALBUQUERQUE CNTR	126.2 280.2
R-5108	SFC-FL180	CONTINUOUS	ALBUQUERQUE CNTR	ALBUQUERQUE CNTR	
R-6318	SFC-FL180	CONTINUOUS	ALBUQUERQUE CNTR	ALBUQUERQUE CNTR	

MEXICO P-PROHIBITED, R-RESTRICTED

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
MMP 300	SANTA CEPRADIO	TO 15,000	0900-1700 (MONTH NOTAM)	GUAYMAS, SONORA
MMR 411		1000 AGL TO FL 180	BY NOTAM	GUAYMAS, SONORA

MOA NAME ALTITUDE* TIME OF USE† CONTROLLING AGENCY CONTACT FACILITY FREQUENCIES

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY CONTACT FACILITY	FREQUENCIES
TALON LOW, LOW	1,200 AGL-FL180	0830-1630 (MONTH NOTAM)	ALBUQUERQUE CNTR	
TALON HIGH	3000 AGL TO BLF 18000	08-00 (MONTH NOTAM)	ALBUQUERQUE CNTR	
TUCUMCARI A	3000 AGL-FL 230 BLF 5000 AGL-18,000	0900-2100 (MONTH NOTAM)	ALBUQUERQUE CNTR	124.42
TUCUMCARI C	10,000 MSL-FL 230	0900-2100 (MONTH NOTAM)	ALBUQUERQUE CNTR	
VALENTINE	14,500	BY NOTAM	ALBUQUERQUE CNTR	

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

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

Example: ▲ **TOWER PLANT**

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

Lambert Conformal Conic Projection Standard Parallels 23° 20' and 33° 40'
Horizontal Datum: North American Datum of 1983(World Geodetic System 1984).

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
HIGHEST TERRAIN elevation is 10100 feet located at 28° 15'N - 107° 36'W
Spot elevation 4254
Approximate elevation 4000

CONVERSION OF ELEVATIONS

FEET	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
METERS (Thousands)	0	1	2	3	4	5	6	7	8	9															

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only those SR routes which are below 10,000 feet AGL or narrow enough that they are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, pilots are cautioned and advised to contact Flight Service for route dimensions and current status for those routes which may affect their flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.

Self-announ refer to Area Planning (AP)/IR Military Training Routes North and Military Training Routes South.

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.

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

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines are the highest elevations (including man-made structures) ROUNDED UP to the nearest 100 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

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. Weather permitting, intercepted civil aircraft will be escorted within U.S. airspace. Failure to comply with the pilot of an intercepting aircraft may be interpreted as the act of hostile intent, which may result in the use of force. If you are intercepted, contact air traffic control immediately on the local frequency or 243.0 UHF and state your intent. Refer to the Aeronautical Information Manual (AIM) regards. Be advised that non-compliance may result in the use of force.

AIRSPACE CLASSIFICATION (see CANADA FLIGHT SUPPLEMENT) AND OPERATIONAL REQUIREMENTS (DOD USERS, SEE DOD AREA PLANNING AP/1) MAY DIFFER BETWEEN CANADA AND UNITED STATES

NOTE: DOD USERS, REFER TO CURRENT DOD INTERNET ROUTE PLANNING INFORMATION OUTSIDE OF U.S. AIRSPACE

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/aeronautical. See the FAQs prior to contact via toll free telephone (800-638-8972) or fax (405-954-4403) or e-mail (9-AMC-AeroChart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

FOR PROCUREMENT

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronautical/digital_products/ or call 1-800-638-8972 or fax 1-800-699-1058. For paper products, visit http://www.faa.gov/air_traffic/flight_info/aeronautical/printed_products/

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) emergencies involving the safety of human life, or 2) those of various property laws. 3) Aircraft engaged in landing slick, or 3) an approved official business of the Federal Government.

Flight is prohibited below the minimum prescribed altitudes shown 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, Areas of Critical Environmental Concern, Wildlife Preserves 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 VFR Noise Sensitive Areas and recommends a 2,000 feet minimum altitude be used over these areas whenever it is safe.

Flight operations 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) those of various property laws.

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

Class G Airspace within the United States extends up to but does not include 1200 feet above the surface of the earth within Class E Airspace, excluding the airspace less than 1000 feet above the terrain and certain special use airspace areas.

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

EL PASO