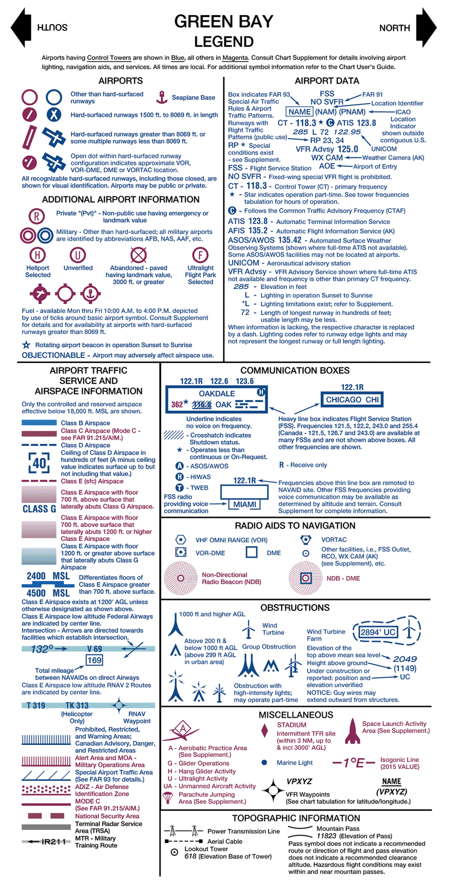
GREEN BAY LEGEND

SOUTH ◄ ► NORTH



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

CONVERSION OF ELEVATIONS

FEET (Thousands) / METERS (Thousands)

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

GREEN BAY SECTIONAL

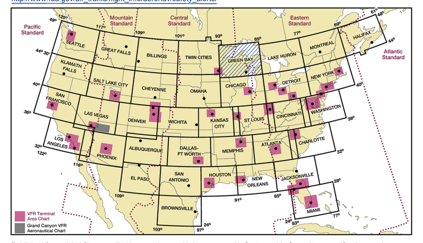
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

93RD EDITION EFFECTIVE 0901Z **8 DEC 2016**
TO 0901Z **25 MAY 2017**

Includes airspace amendments effective **10 NOV 2016**
and all other aeronautical data received by **13 OCT 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://www.faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes. Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/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.

FAA Product ID: SGB
NSN 7641014100148
NGA REF. NO. SECXXGREENBAY
EFF. DATE 16343

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 edge of the paper where it meets that point.

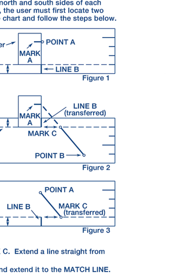
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

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.

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)



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.

CONTROL TOWER FREQUENCIES ON GREEN BAY 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 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	TOWER	GND CON	ATIS	ASR/PAR
APPLETON INTL	0530-2300	119.6	121.7	127.15	
CENTRAL WISCONSIN	0600-2200	119.75 360.7	121.9 360.7	127.45	
CHERRY CAPITAL	0700-2100 (0600-2100 DST)	124.2 348.6	121.8 348.6	119.175	
CHIPPEWA VALLEY RGNL	0530-2030	118.575	120.925	126.025	
DULUTH INTL	CONTINUOUS	118.3 257.8	121.9 348.6	124.1 270.1	
GRAYLING AAF	0800-1700 MON-FRI EXC FED HOL & BY NOTAM	126.2	121.9		
GREEN BAY-AUSTIN STRAUBEL INTL	0530-2330	118.7 257.8	121.9	124.1	ASR
SAULT STE MARIE	0630-2230	118.8	121.7	133.05	
SAWYER INTL	0600-2200	119.975	121.65		
THUNDER BAY	0600-2300	118.1	121.9	128.8	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
GREEN BAY CLASS C	119.4 338.2 O/T 125.55 370.9 MINNEAPOLIS CNTR	0530-2330 O/T CLASS E
GRAYLING AAF	125.475 269.45	CONTINUOUS

SPECIAL USE AIRSPACE ON GREEN BAY 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
P-204	TO BUT NOT INCL 4000	CONTINUOUS	NO A/G	
P-205	TO BUT NOT INCL 4000	CONTINUOUS	NO A/G	
P-206	TO BUT NOT INCL 4000	CONTINUOUS	NO A/G	
R-4201 A	TO 23,000	0800-1600 TUE-SAT†	MINNEAPOLIS CNTR	134.6 354.05
R-4201 B	TO 9000	0001 SAT–2359 SUN†	MINNEAPOLIS CNTR	134.6 354.05
R-4202	TO 8200	1 SEP—31 MAY BY NOTAM 24 HRS IN ADVANCE 1 JUN—31 AUG BY NOTAM	MINNEAPOLIS CNTR	134.6 354.05
R-4305	TO FL 450	INTERMITTENT BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	127.2 379.5 133.55
R-6901 A	TO 20,000	CONTINUOUS 1 MAY—30 SEP 0800-2200 MON-THU & 0800 FRI–2200 SUN 1 OCT—30 APR †24 HRS IN ADVANCE	MINNEAPOLIS CNTR	128.6 363.0
R-6901 B	TO 20,000	BY NOTAM 24 HRS IN ADVANCE	MINNEAPOLIS CNTR	128.6 363.0
R-6903	TO FL 450	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	128.6 363.0
R-6904 A	150 AGL TO FL 230	0800-1600 TUE-SAT†	MINNEAPOLIS CNTR	124.4 317.7
R-6904 B	TO FL 230	0800-1600 TUE-SAT†	MINNEAPOLIS CNTR	124.4 317.7

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BIG BEAR	500 AGL	0800-1800	MINNEAPOLIS CNTR	121.25 322.5
MINNOW	10,000	INTERMITTENT BY NOTAM NORMALLY DAYLIGHT HRS	MINNEAPOLIS CNTR	120.85 322.35
ONTONAGON	500 AGL	0800-1800	MINNEAPOLIS CNTR	133.55
SNOOPY EAST	300 AGL	BY NOTAM NORMALLY INTERMITTENT 0800-2200 MON-SAT	MINNEAPOLIS CNTR	127.9 281.45
SNOOPY WEST	6000	BY NOTAM NORMALLY INTERMITTENT 0800-2200 MON-SAT	MINNEAPOLIS CNTR	127.9 281.45
VOLK EAST	8000	INTERMITTENT BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	124.4 317.7
VOLK FALLS	500 AGL	INTERMITTENT BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	125.3 335.6
VOLK SOUTH	500 AGL	INTERMITTENT BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	128.6 363.0
VOLK WEST	500 AGL	INTERMITTENT BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	124.4 317.7 128.6 363.0

*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.

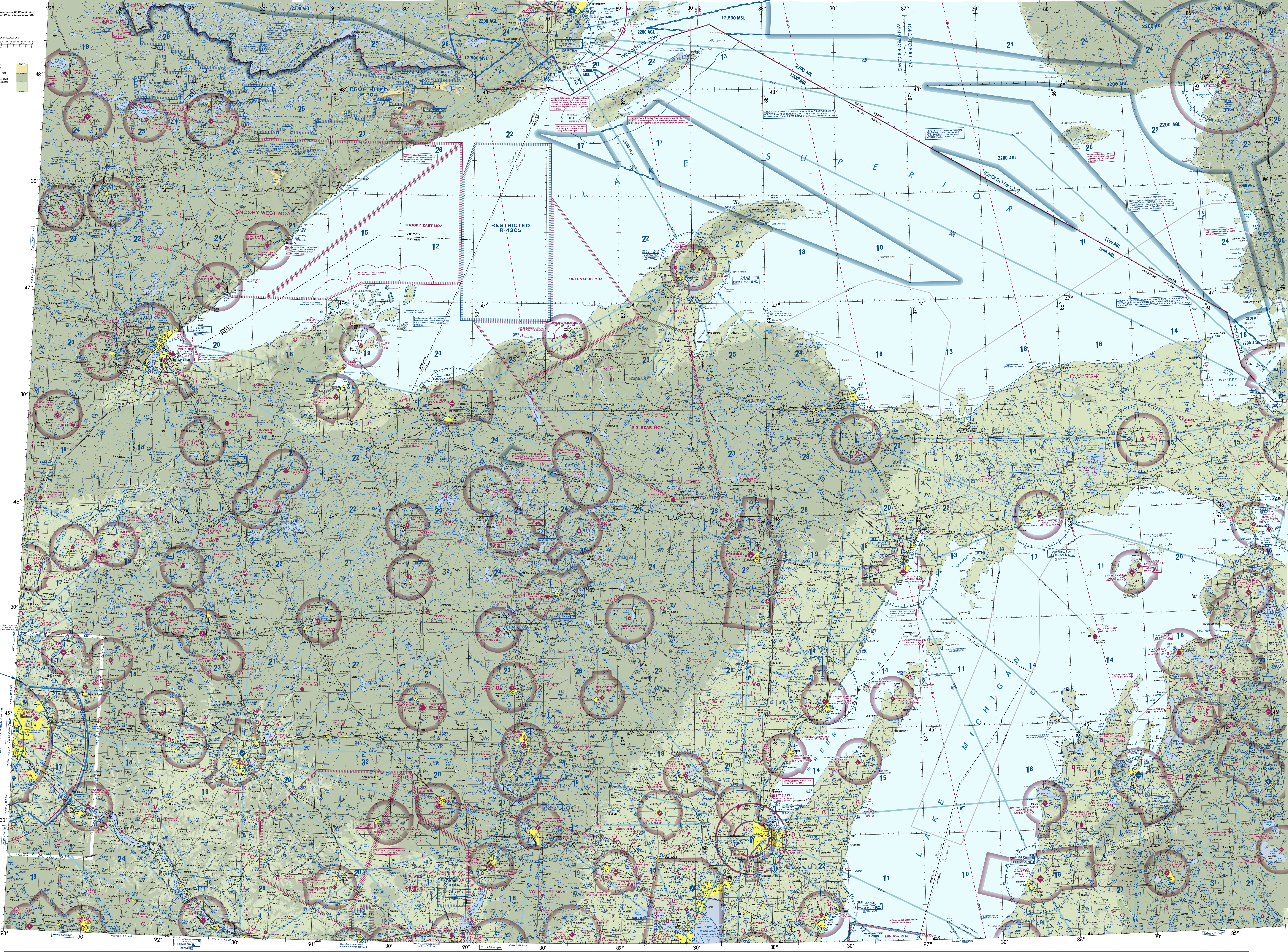
REGULATIONS REGARDING PROHIBITED AIRSPACE OVER THE BOUNDARY WATERS CANOE WILDERNESS AREA IN MINNESOTA

Public Law 95-495 incorporated airspace restrictions established by Executive Order 10092 that prohibit flights over the Boundary Waters Canoe Wilderness Area. These areas are depicted on this chart as Prohibited Areas P-204, P-205, and P-206. In accordance with Executive Order 10092, no person may operate an aircraft below 4,000 feet MSL within the designated areas, except when necessary for:
(1) Making an emergency landing;
(2) Navigating when low-level flight is necessary for safety;
(3) Conducting or assisting in the conduct of official business of the United States, the State of Minnesota, or of Cook, St. Louis, or Lake County, Minnesota; or
(4) Conducting rescue operations.

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.

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



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.

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.

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

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

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.

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.

NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE

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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://www.faa.gov/air_traffic/flight_info/aeronav/faq. 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 mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

GREEN BAY