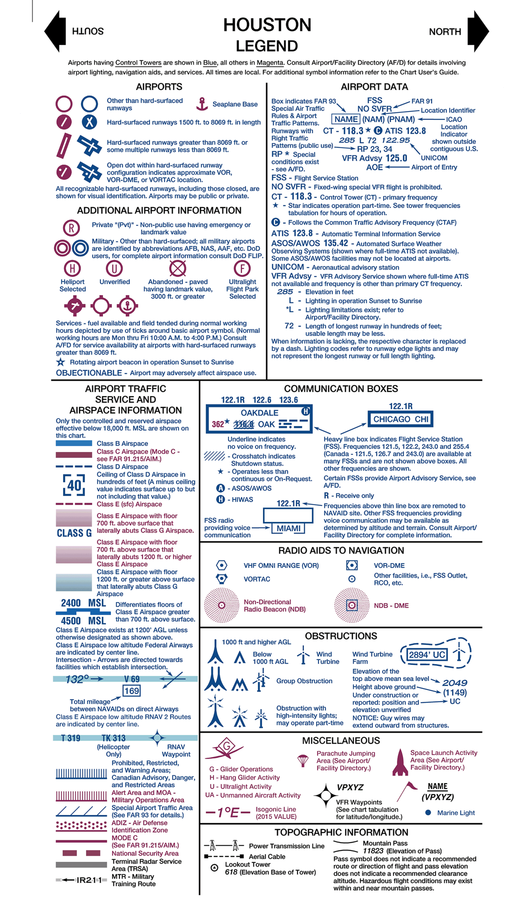


HOUSTON SECTIONAL

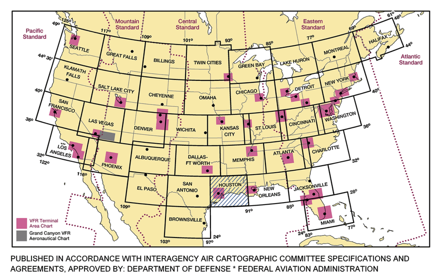
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

97TH EDITION EFFECTIVE 0901Z 3 MAR 2016
TO 0901Z 15 SEP 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: SHOU
NSN 7641014100174
NGA REF. NO. SECXXHOUSTON
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 edge of the paper where it meets that point.

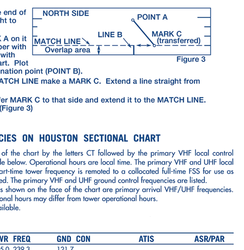
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

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)



CONTROL TOWER FREQUENCIES ON HOUSTON 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 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
ACADIANA RGNL	0600-2100	125.0 239.3	121.7		
ALEXANDRIA INTL	CONTINUOUS	127.35 269.2	121.9 372.0		ASR/PAR
BATON ROUGE, RYAN	0500-2400	118.45 257.8	121.9	125.2	ASR
BROOKS RGNL	0600-2200	119.5	124.85	126.3	
CHENNAULT INTL	0600-2200	124.2 290.4	121.65 275.8	120.0	ASR
EASTERWOOD	0800-2100	118.5 284.7	128.7 284.7	126.85	
ELLINGTON	CONTINUOUS	126.05 253.5	121.6 275.8	135.575 269.9	
GEORGE BUSH INTCNTL/HOUSTON	CONTINUOUS	120.725 290.2 (RWY 08L/26R) 125.35 290.2 (RWY 08R/26L) 127.3 288.25 (RWYS 15R/33L & 15L/33R) 135.15 290.2 (RWY 09/27)	118.575 (RWYS 08L/26R, 08R/26L & 09/27) 121.7 (RWYS 15L/33R & 15R/33L)	124.05	
HOBBY	CONTINUOUS	118.7 256.9	121.9	124.6	
HOOKS MEM	0700-2200	118.4 (W) 127.4 (E) 354.1	121.8 239.0	128.375	
HOUMA-TERREBONNE	0600-1900	125.3 346.3	121.8	120.25	
HOUSTON EXEC	0600-2200	126.975	132.075	119.525	
LAFAYETTE RGNL/FOURNET	0530-2230	118.5 257.8	121.8	134.05	ASR
LAKE CHARLES RGNL	0600-2200	120.7 257.8	121.8	118.75	ASR
LONE STAR EXEC	0700-2200	124.125	120.45	118.325	
POLK AAF	0700-2330 C/L50 FED HOL	119.0 257.75	121.8 239.25	134.85 282.2	ASR/PAR
SCHOLES INTL AT GALVESTON	0600-1800	120.575	118.625		
SUGAR LAND RGNL	0600-2200	118.65	121.4		
VICTORIA RGNL	0700-2200	127.85 257.95	120.525 239.25	119.025	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
HOUSTON CLASS B	119.7 281.4 (N) 133.6 257.2 (E) 134.45 284.0 (S) 123.8 257.7 (W)	CONTINUOUS
BATON ROUGE CLASS C	120.3 278.3 (W) 126.5 278.3 (E) O/T 126.35 338.25 HOUSTON CNTR	0500-2400 O/T CLASS E
LAFAYETTE CLASS C	121.1 363.0 (020°-210°) 128.7 268.7 (211°-019°) O/T 126.35 338.25 HOUSTON CNTR	0530-2230 O/T CLASS E
LAKE CHARLES TRSA	119.35 353.75 (W) 119.8 282.3 (E) O/T 124.7 317.4 HOUSTON CNTR	0600-2200
POLK AAF	123.7 261.3	CONTINUOUS

SPECIAL USE AIRSPACE ON HOUSTON 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.

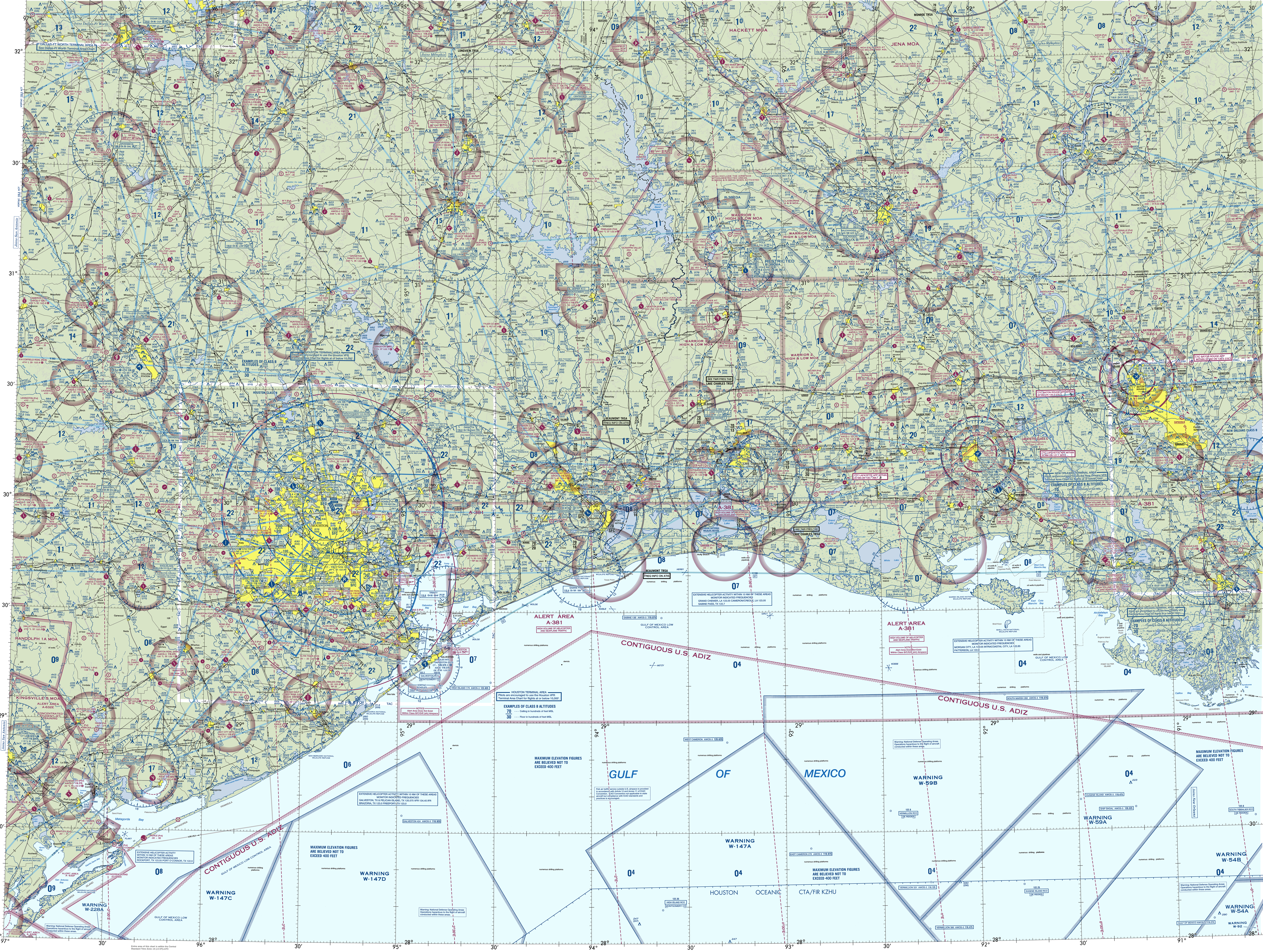
† Other times by NOTAM. NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

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-3801 A	TO BUT NOT INCL 10,000	0800-2200 MON-FRI†	FT POLK APP	
R-3801 B	10,000 TO BUT NOT INCL FL 180	0800-2200 MON-FRI†	FT POLK APP	
R-3803 A	TO FL 180	CONTINUOUS	HOUSTON CNTR	
R-3804 A	TO FL 180	BY NOTAM	HOUSTON CNTR	
R-3804 B	TO BUT NOT INCL 10,000	BY NOTAM	HOUSTON CNTR	
W-54 A	TO FL 400	0700-2400†	HOUSTON CNTR	
W-54 B	5000 TO BUT NOT INCL FL 240	0700-2400†	HOUSTON CNTR	
W-59 A	5000 TO FL 500	0900-2100†	HOUSTON CNTR	
W-59 B	5000 TO BUT NOT INCL FL 280	0900-2100†	HOUSTON CNTR	
W-92	TO FL 400	0700-2400	HOUSTON CNTR	
W-147 A	5000 TO BUT NOT INCL FL 230	0800-2200	HOUSTON CNTR	
W-147 C, D	TO FL 500	0800-2200	HOUSTON CNTR	
W-228 A	TO FL 450	CONTINUOUS	HOUSTON CNTR	
A-381	TO 2000	SR-SS	NO A/G	
A-632 B	TO BUT NOT INCL FL 180	0700-2400	NO A/G	
A-632 E	6000 TO BUT NOT INCL 9000	SR-2400 MON-FRI 1400-2400 SUN	NO A/G	
A-632 F	3000 AGL TO BUT NOT INCL FL 180	0700-2400 MON-SAT	NO A/G	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
CLAIBORNE A	100 AGL TO BUT NOT INCL 10,000	0730-2200 MON-FRI	FT POLK APP	
CLAIBORNE B	10,000	0730-2200 MON-FRI	FT POLK APP	
HACKETT	7000	0730-2200 MON-FRI	FT WORTH CNTR	126.32 346.25 128.2 269.1
JENA	100 AGL TO 5000	0800-2200 MON-FRI	HOUSTON CNTR	
KINGSVILLE 4, 5	9000	SR-2400 MON-FRI 1400-2400 SUN	HOUSTON CNTR	
RANDOLPH 1A	8000	SR-SS MON-FRI	HOUSTON CNTR	
WARRIOR 1 HIGH 2 HIGH, 3 HIGH	10,000	0700-2200 MON-FRI	HOUSTON CNTR	120.97 299.6
WARRIOR 1 LOW 2 LOW, 3 LOW	100 AGL TO BUT NOT INCL 10,000	0700-2200 MON-FRI	HOUSTON CNTR	120.97 299.6

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



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

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.

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
Auxiliary contours 100 feet
HIGHEST TERRAIN elevation is 773 feet located at 31° 55'N - 95° 43'W
Spot elevation 4254
Approximate elevation. . . . . x 3200

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

Lambert Conformal Conic Projection Standard Parallels 25° 20' and 30° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONVERSION OF ELEVATIONS

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.

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 guard 243.0 and follow the intercept visual ICAO signals. Be advised that non-compliance may result in the use of force.

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

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.

Published by the U.S. Department of Transportation
Federal Aviation Administration
Aeronautical Information Services
http://faa.gov/go/ais

HIGH DENSITY HELICOPTER ACTIVITY AREA FREQUENCIES

BRAZORIA, TX	123.0
CAMERON/CREOLE, LA	123.05
FREEPORT, TX	123.0
GALVESTON, TX	120.575 VFR 134.45 IFR
GRAND CHENIER, LA	123.05
INTERCOASTAL CITY, LA	122.85
MORGAN CITY, LA	123.05
PATTERSON, LA	122.8
PELICAN ISLAND, TX	120.575 VFR 134.45 IFR
PORT O'CONNOR, TX	122.9
ROCKPORT, TX	123.05
SABINE PASS, TX	122.7

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 mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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.

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.

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