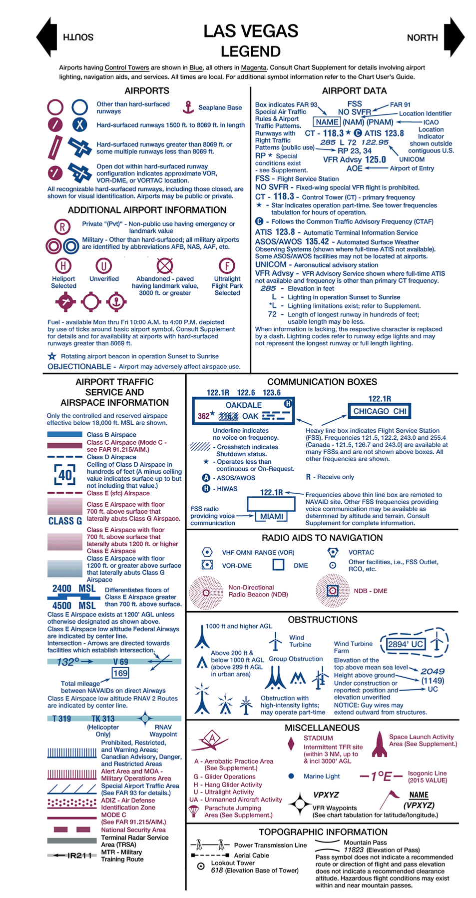

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

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 closest 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 the MATCH LINE out to the edge of the chart. Make that LINE B.

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)

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.

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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://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.

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

LAS VEGAS SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

96TH EDITION EFFECTIVE 0901Z **18 AUG 2016**
TO 0901Z **2 MAR 2017**

Includes airspace amendments effective **21 JUL 2016**
and all other aeronautical data received by **23 JUN 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/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.

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

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
Auxiliary contours 100 feet

HIGHEST TERRAIN elevation is 13063 feet located at 38° 59'N - 114° 19'W

Spot elevation 4254
Approximate elevation 3200

CONVERSION OF ELEVATIONS

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.

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.

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.

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NGA REF. NO. SECXXLASVEGAS
EFF. DATE 16231

CONTROL TOWER FREQUENCIES ON LAS VEGAS 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
CHINA LAKE NAWS (ARMITAGE)	0630-2230 MON-FRI CLSD ALTN FRI & 1ST WORK NON HOL MON OF MONTH SAT-SUN PPR/LCL USE ONLY	120.15 340.2	360.2	322.375	
CREECH AFB	0500 MON-0530 SAT CLSD HOL	118.3 360.625	118.3 275.8	290.45	
GRAND CANYON NATL PARK	0600-2000 1 JUN—30 SEP 0700-1900 1 OCT—31 MAY	119.0	121.9	124.3	
HENDERSON EXEC	0600-2000	125.1	127.8	120.775	
MC CARRAN INTL	CONTINUOUS	118.75 (RWYS 01L/19R & 01R/19L) 119.9 (RWYS 07L/25R & 07R/25L) 257.8	121.1 270.8 (E OF RWY 01R/19L) 121.9 (W OF RWY 01R/19L) 254.3 (W OF RWY 01L/19R)	132.4	
NELLIS AFB	CONTINUOUS	132.55 327.0	121.8 275.8	270.1	
NORTH LAS VEGAS	0600-2000 OCT-MAR 0600-2100 APR-SEP	125.7 360.75	121.7	118.05	
TONOPAH TEST RANGE	0500-1900 MON-FRI CLSD HOL	124.75 257.95	127.25 333.5		

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
LAS VEGAS CLASS B	125.6 282.2 (030°-110°) 118.4 307.25 (110°-200°) 125.025 379.15 (200°-300°)	CONTINUOUS
NELLIS AFB	124.95 273.55 (N)	CONTINUOUS

SPECIAL USE AIRSPACE ON LAS VEGAS 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-2502 N	UNLIMITED	CONTINUOUS	JOSHUA CON FAC	120.25
R-2505	UNLIMITED	CONTINUOUS	JOSHUA CON FAC	133.65 120.25
R-2506	TO 6000	SR-SS MON-FRI	JOSHUA CON FAC	133.65 120.25
R-2524	UNLIMITED	CONTINUOUS	JOSHUA CON FAC	133.65 120.25
R-4806 E	100 AGL TO UNLIMITED	0500-2000 MON-SAT†	NELLIS RANGE CON	126.65
R-4806 W	UNLIMITED	CONTINUOUS	NELLIS RANGE CON	126.65
R-4807 A	UNLIMITED	CONTINUOUS	NELLIS RANGE CON	126.65
R-4807 B	UNLIMITED	CONTINUOUS	NELLIS RANGE CON	126.65
WARNING: R-4806 W, R-4807 A, AND R-4807 B CONTAIN MANY UNEXPLODED BOMBS, ROCKETS, AND OTHER ORDNANCE THAT MAY EXPLODE IF DISTURBED. NO AIRFIELD OR ACTIVE RUNWAY EXISTS WITHIN THESE AREAS; HOWEVER, SIMULATED AIRFIELDS UTILIZED AS BOMBING TARGETS DO EXIST. AIRCRAFT LANDINGS IN R-4806 W, R-4807 A, AND R-4807 B ARE AT THE PILOT'S OWN RISK.				
R-4808 N, S	UNLIMITED	CONTINUOUS	NELLIS RANGE CON	126.65
R-4809	UNLIMITED	CONTINUOUS	NELLIS RANGE CON	126.65
R-4816 N	1500 AGL TO BUT NOT INCL FL 180	0715-2330†	OAKLAND CNTR	128.8 285.5
R-4816 S	500 AGL TO BUT NOT INCL FL 180	0715-2330†	OAKLAND CNTR	128.8 285.5 (N, E, W) 125.75 319.8 (S)
R-6402 A	TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6405	100 AGL TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175 (N) 133.45 317.625 (S)
R-6407	TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
A-481	7000 TO 17,000	SR-2200†	NO A/G	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
DESERT	100 AGL	SR-SS MON-SAT	NELLIS RANGE CON	126.65
FALLON NORTH 1, 2	100 AGL	0715-2330	OAKLAND CNTR	
FALLON NORTH 3	100 AGL SW OF LINE 40°06'00"N, 117°48'03"W TO 39°29'50"N, 117°04'03"W 200 AGL NE OF LINE 40°06'00"N, 117°48'03"W TO 39°29'50"N, 117°04'03"W	0715-2330	SALT LAKE CITY CNTR	
FALLON NORTH 4	200 AGL	0715-2330	SALT LAKE CITY CNTR	
FALLON SOUTH 1, 2, 3	100 AGL	0715-2330	OAKLAND CNTR	
FALLON SOUTH 4, 5	200 AGL	0715-2330	SALT LAKE CITY CNTR	
GANDY	100 AGL	0700-2400 MON-FRI 0800-1700 SAT	SALT LAKE CITY CNTR	128.55 380.05 (N, E) 133.45 397.85 (S) 132.25 338.35 (W)
ISABELLA	200 AGL	0600-2200 MON-FRI	JOSHUA CON FAC	133.65
OWENS	200 AGL	0600-2200 MON-FRI	JOSHUA CON FAC	126.55
PANAMINT	200 AGL	0600-2200 MON-FRI	JOSHUA CON FAC	120.25
REVEILLE N, S	100 AGL	0600-2200 MON-FRI	SALT LAKE CITY CNTR	133.45 317.625
SALINE	200 AGL	0600-2200 MON-FRI	JOSHUA CON FAC	126.55
SEVIER A	100 AGL TO 14,500	0700-2400 MON-FRI 0800-1700 SAT	SALT LAKE CITY CNTR	128.55 269.175 (N) 127.825 284.675 (E) 133.45 317.625 (W)
SEVIER B	100 AGL TO 9500	0700-2400 MON-FRI 0800-1700 SAT	SALT LAKE CITY CNTR	128.55 269.175 (N) 127.825 284.675 (E) 133.45 317.625 (W)
SEVIER C	14,500	BY NOTAM 6 HRS IN ADVANCE	SALT LAKE CITY CNTR	128.55 269.175 (N) 127.825 284.675 (E) 133.45 317.625 (W)
SEVIER D	9500	BY NOTAM 6 HRS IN ADVANCE	SALT LAKE CITY CNTR	128.55 269.175 (N) 127.825 284.675 (E) 133.45 317.625 (W)
SHOSHONE	200 AGL	0600-2200 MON-FRI	LOS ANGELES CNTR	134.65
SILVER N	200 AGL TO 9000	INTERMITTENT BY NOTAM	LOS ANGELES CNTR	134.65
SUNNY	12,000	BY NOTAM 24 HRS IN ADVANCE	ALBUQUERQUE CNTR	124.5 306.2
WHITE ELK	14,000	0730-2200 MON-THU 0730-1630 FRI	SALT LAKE CITY 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.

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

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.

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

SPECIAL MILITARY ACTIVITY CTC JOSHUA APP ON 133.65 FOR ACTIVITY STATUS

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. Status of these routes and areas may be obtained by contacting the FAA/DoD facility on designated frequencies within 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 — Ceiling of MTR in hundreds of feet MSL; Floor of MTR in hundreds of feet AGL

LAS VEGAS

LAS VEGAS