MONTREAL 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. DoD users, 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; NAME; (NAM) (PNAM); Location Identifier; ICAO Location Indicator shown outside contiguous U.S.

Runways with Right Traffic Patterns (public use): CT - 118.3 ★ Ⓒ ATIS 123.8; 285 L 72 122.95; RP 23, 34; UNICOM

RP ★ Special conditions exist - see A/FD. VFR Advsy 125.0; 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.
- Ⓒ - 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 length 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 G
- 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.

132° V 69 169 — Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV 2 Routes are indicated by center line. T 319 (Helicopter Only) TK 313 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)
- IR211 - 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.
- Ⓐ - ASOS/AWOS
- Ⓗ - HIWAS

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

FSS radio providing voice communication: 122.1R MIAMI

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 (2894' 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.)
- VPXYZ - VFR Waypoints (See chart tabulation for latitude/longitude.)
- NAME (VPXYZ)
- Marine Light
- 1°E - Isogonic Line (2015 VALUE)

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.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet

HIGHEST TERRAIN elevation is 6288 feet located at 44° 16'N - 71° 18'W

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

MONTREAL SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

94TH 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: SMON

NSN 7641014004888

NGA REF. NO. SECXXMONTREAL

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 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 MONTREAL 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 indicates 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
BANGOR INTL	CONTINUOUS	120.7 233.7	121.9 348.6	127.75	ASR
BURLINGTON INTL	0530-2400	118.3 257.8	126.3 348.6	123.8 269.9	
MONTREAL/PIERRE ELLIOTT TRUDEAU INTL	CONTINUOUS	119.3 119.9 267.1 124.3 (OLD PORT)	121.0 121.9 275.8	133.7 127.5	
OTTAWA/MACDONALD-CARTIER INTL	CONTINUOUS	118.8 (S) 120.1 (N) 341.3	121.9	121.15 132.95	
QUEBEC/LESAGE INTL	CONTINUOUS	118.65 236.6	121.9 250.0	134.6 128.3	
ST-HUBERT	0545-2400 MON-FRI 0545-2200 SAT-SUN O/T ACT. 0545-2300 MON-FRI 0545-2000 SAT-SUN NOV-MAR	118.4	126.4	124.9 124.1	
ST-JEAN	0730-2130 APR-OCT 0800-2100 NOV-MAR	118.2	121.7		
WHEELER-SACK AAF	CONTINUOUS	118.75 290.25	121.9 229.8	119.525	ASR/PAR

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
BANGOR CLASS C	118.925 239.3	CONTINUOUS
BURLINGTON CLASS C	121.1 278.8 O/T 120.35 342.25 BOSTON CNTR	0530-2400 O/T CLASS E
WHEELER-SACK AAF	124.875 257.6	CONTINUOUS

SPECIAL USE AIRSPACE ON MONTREAL 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-5201	TO 23,000	CONTINUOUS 1 APR–30 SEP 0600-1800 1 OCT–31 MAR 148 HRS IN ADVANCE	BOSTON CNTR	
R-5202 B	6000 TO FL 290	0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR†	BOSTON CNTR	
R-6501 A	TO 4000	0700-2300 MON-FRI CONTINUOUS SAT-SUN 124 HRS IN ADVANCE	BURLINGTON APP	121.1
R-6501 B	4000 TO 13,600	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	BURLINGTON APP	121.1

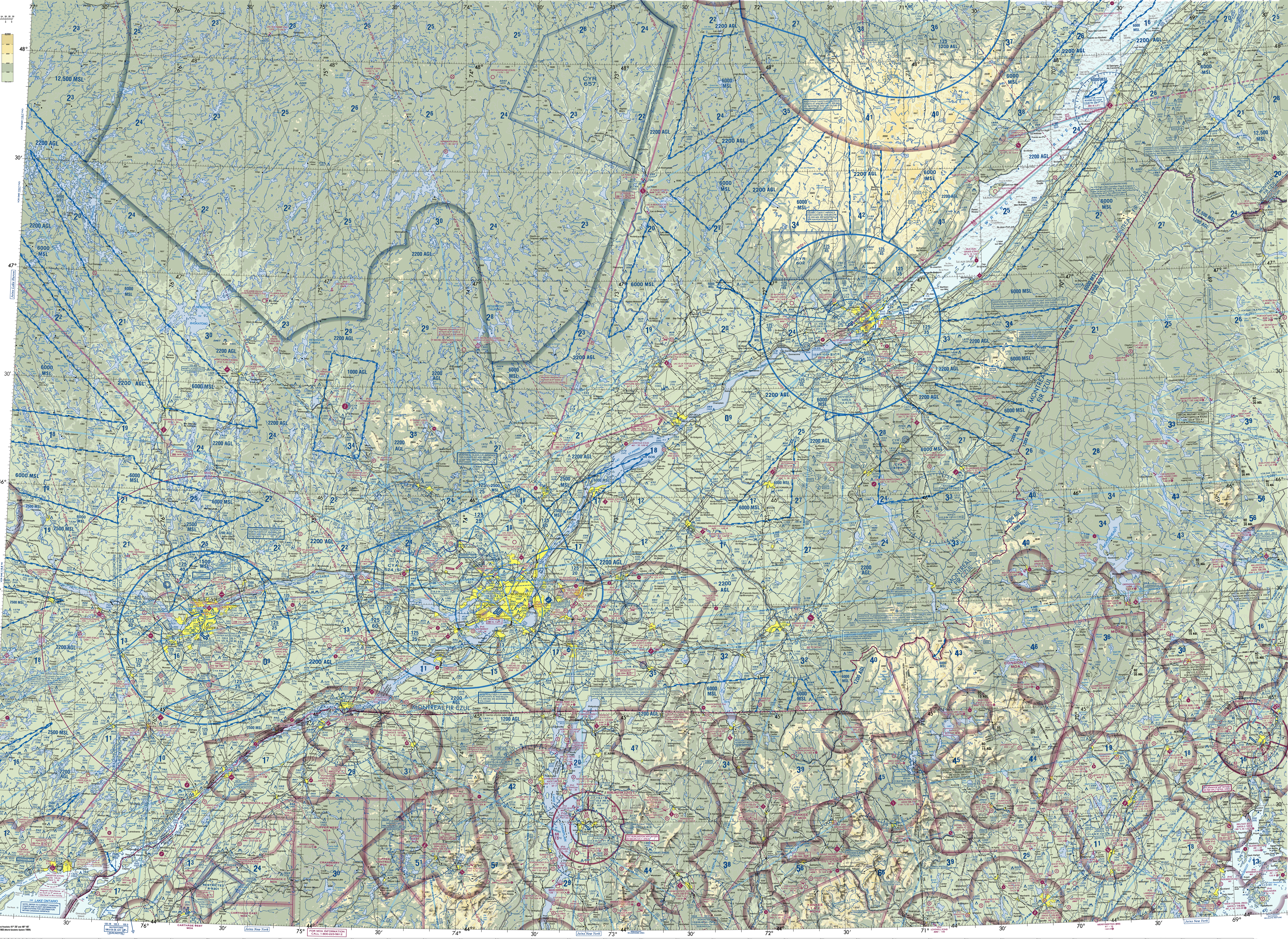
CANADA R–RESTRICTED, D–DANGER, A–ADVISORY AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
CYR504	JOYCEVILLE, ON	TO 1400	CONTINUOUS	
CYR505	BATH, ON	TO 1300	CONTINUOUS	
CYR507	KINGSTON, ON	TO 520	CONTINUOUS	
CYR508	HAZELDEAN, ON	TO 1400	CONTINUOUS DAYLIGHT	
CYR531	CONNAUGHT RANGE, ON	TO 1000	CONTINUOUS	
CYR536	DWYER HILL, ON	TO 2500	CONTINUOUS	
CYR537	PARLIAMENT HILL, ON	TO 3000	CONTINUOUS	
CYR538	RIDEAU HALL, ON	TO 3000	CONTINUOUS	
CYR601	MIRABEL, QC	TO BUT NOT INCL 1300	CONTINUOUS DAYLIGHT	MONTREAL ACC
CYR602	VALCARTIER, QC	7000 TO 17,000	OCSL BY NOTAM	
CYR603	VALCARTIER, QC	TO 17,000 ABOVE 17,000 TO FL 270	CONTINUOUS OCSL BY NOTAM	QUEBEC TERMINAL
CYR604	ST FREDERIC, QC	TO 4000	OCSL BY NOTAM	
CYR605	FARNHAM, QC	TO 1200 TO 3500	CONTINUOUS OCSL BY NOTAM	
CYR606	LAC SAINT PIERRE, QC	TO 17,000 OCSL HIGHER BY NOTAM	0800-2000 MON-FRI†	MONTREAL ACC
CYR608	DONNACONA, QC	TO 1200	CONTINUOUS	
CYR610	COWANSVILLE, QC	TO 2000	CONTINUOUS	
CYR612	VALCARTIER, QC	TO 2700	CONTINUOUS	
CYR613	STE-ANNE-DES-PLAINES, QC	TO 800	CONTINUOUS	
CYR614	ST-VINCENT-DE-PAUL, QC	TO 1300	CONTINUOUS	
CYR615	LA MACAZA, QC	TO 1800	CONTINUOUS	
CYR618	DRUMMOND, QC	TO 900	CONTINUOUS	
CYR620	HARRINGTON LAKE, QC	TO 2000	CONTINUOUS	
CYR624	STE-THERESE, QC	TO BUT NOT INCL 1300	CONTINUOUS DAYLIGHT	
CYR625	JOLIETTE, QC	TO 725	CONTINUOUS	
CYR626	CHUTE MONTMORENCY, QC	TO 600	CONTINUOUS	
CYR657	ALMA, QC	ABOVE 4000 TO BELOW FL 180	OCSL BY NOTAM 48 HRS PPN	MONTREAL ACC
CYA524 (S)	HAWKESBURY, ON	TO 7000	CONTINUOUS DAYLIGHT 1 MAY–1 DEC	MONTREAL ACC
CYA528 (S) (T)	KEMPTVILLE, ON	TO BUT NOT INCL 4000	OCSL DAYLIGHT BY NOTAM	MONTREAL CNTR
CYA534 (S)	KARS, ON	TO BUT NOT INCL 2500	OCSL DAYLIGHT BY NOTAM	MONTREAL ACC
CYA616 (T)	QUEBEC, QC	TO 4000	CONTINUOUS DAYLIGHT	QUEBEC TERMINAL
CYA619 (H)	MONT GRAND MORNE, QC	TO 5000	CONTINUOUS DAYLIGHT 1 APR–30 NOV	
CYA621 (H)	MONT YAMASKA, QC	TO 7000	CONTINUOUS DAYLIGHT 1 MAY–31 OCT	
CYA623 (H)	ROUGEMONT, QC	TO 3000	CONTINUOUS DAYLIGHT	
CYA627 (S)	ST-DOMINIQUE, QC	TO 3000	CONTINUOUS DAYLIGHT	

A - Acrobatic F - Aircraft Test Area H - Hang Gliding M - Military Operations P - Parachuting S - Soaring T - Training

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
ADIRONDACK A	6000	0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR	BOSTON CNTR	135.25 377.1
ADIRONDACK B	2500	0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR	BOSTON CNTR	135.25 377.1
ADIRONDACK C	100 AGL	0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR	BOSTON CNTR	135.25 377.1
ADIRONDACK D	5000	0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR	BOSTON CNTR	135.25 377.1
CARTHAGE EAST	100 AGL	0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR	BOSTON CNTR	135.25 377.1
CARTHAGE WEST	6000	0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR	BOSTON CNTR	135.25 377.1
CONDOR 1 & 2	7000	INTERMITTENT BY NOTAM	BOSTON CNTR	128.2
CRANBERRY	500 AGL TO BUT NOT INCL 5000	0800-2200 MON-FRI 1 NOV–30 APR	BOSTON CNTR	135.25 377.1
DRUM	500 AGL TO BUT NOT INCL 5000	0800-2200 MON-FRI 1 NOV–30 APR	WHEELER-SACK AAF	128.25 257.6
TUPPER CENTRAL & WEST	8000	0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR	BOSTON CNTR	135.25 377.1
	8000	0800-2200 MON-FRI 1 SEP–31 OCT		
	6000	0800-2200 MON-FRI 1 NOV–30 APR		
TUPPER EAST	10,000	0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR	BOSTON CNTR	135.25 377.1
YANKEE 1	9000	SR-SS	BOSTON CNTR	135.7
YANKEE 2	500 AGL TO BUT NOT INCL 9000	SR-SS	BOSTON CNTR	135.7

*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 41° 20' and 46° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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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.

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.

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

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.

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 FSS 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.

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 intercepting aircraft's ICAO signals. Be advised that non-compliance may result in the use of force.

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) an 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.

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 near them. Status of these routes and areas may be obtained by contacting the FAA/DoD facility on the frequencies listed, by contacting a Flight Service Station, or by calling the MOA information number. Altitudes for these route segments are shown by the Special Use Airspace symbol. Altitudes for these route segments are also shown.

90 / 20 AGL IR214
- Ceiling of MTR in hundreds of feet MSL
- Floor of MTR in hundreds of feet AGL

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

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.