SOUTH ◄ **PHOENIX** ► NORTH

PHOENIX 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 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

Fuel - available Mon thru Fri 10:00 A.M. to 4:00 P.M. depicted by use of ticks around basic airport symbol. Consult Supplement for details and for 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. Runways with Right Traffic Patterns (public use) → RP 23, 34

FSS / NO SVFR ← FAR 91 / Location Identifier / NAME (NAM) (PNAM) ← ICAO Location Indicator shown outside contiguous U.S.

CT - 118.3 ★ Ⓒ ATIS 123.8

285 L 72 122.95 ← UNICOM

RP * Special conditions exist - see Supplement.

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 Supplement.
- 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 1200 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 TK 313 (Helicopter Only) 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 91 Subpart E)
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215/AIM.)
- National Security Area
- Terminal Radar Service Area (TRSA)
- MTR - Military Training Route

COMMUNICATION BOXES

122.1R 122.6 123.6 OAKDALE 362★ 116.8 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 Supplement.

R - Receive only

122.1R MIAMI - FSS radio providing voice communication. 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 Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- 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

2894' UC — 2049 (1149) UC: Elevation of the top above mean sea level; Height above ground; Under construction or reported; position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

- A - Aerobatic Practice Area; G - Glider Operations; H - Hang Glider Activity; U - Ultralight Activity; UA - Unmanned Aircraft Activity (See Supplement.)
- Parachute Jumping Area (See Supplement.)
- Space Launch Activity Area (See Supplement.)
- 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.

SOUTH ◄ **PHOENIX SECTIONAL** ► NORTH

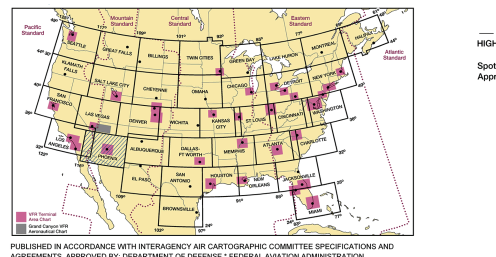
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

95TH EDITION EFFECTIVE 0901Z 28 APR 2016
TO 0901Z 13 OCT 2016

Includes airspace amendments effective 31 MAR 2016 and all other aeronautical data received by 3 MAR 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.



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 within foreign airspace.

FAA Product ID: SPHX
NSN 7641014100154
NGA REF. NO. SECXXPHOENIX
EFF. DATE 16119

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.

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.

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.

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.

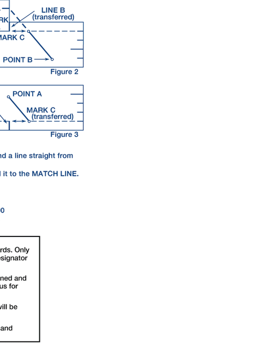
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the outside edge of the chart. Make that LINE B.

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 the MARK C 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)



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.

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.

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.

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

CONTROL TOWER FREQUENCIES ON PHOENIX 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 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
CHANDLER	0600-2100	126.1 (ARR N, W) 126.1 (DEP RWY 04L/22R) 133.1 (ARR S, E) 133.1 (DEP RWY 04R/22L)	124.4	128.325	
DAVIS MONTHAN AFB	CONTINUOUS	118.85 253.5	121.8 275.8	270.1	PAR
EL CENTRO NAF	0700-2300 MON-THU 0700-1800 FRI 0700-1500 SAT CLSD HOL	119.1 360.2	121.9 254.35	269.275	
FALCON	0530-2100 15 MAY-15 AUG 0600-2100 16 AUG-14 MAY	124.6	121.3	118.25	
FLAGSTAFF PULLIAM	0600-2100 1 APR-30 SEP 0700-1900 1 OCT-31 MAR	134.55 239.25	121.9	125.8	
GEN TABOADA INTL	0600-0100	118.2		127.6	
GILA BEND AF AUX	OPR BY NOTAM CLSD HOL	127.75 257.65	233.7		
GLENDALE	0600-2030 MON-FRI 0700-1900 SAT-SUN	121.0	118.0	119.425	
LAGUNA AAF (YUMA PROVING GROUND)	0700-1530 MON-FRI	126.2 242.175	121.8 229.4		
LAUGHLIN/BULLHEAD INTL	0800-1800	123.9	118.25	119.825	
LOVE	0600-2200	125.3 257.9	121.7	127.2	
LUKE AFB	0630-2230 MON-THU 0630-1830 FRI CLSD HOL	119.1 379.9	133.175 335.8	134.925 269.9	
PHOENIX DEER VALLEY	0600-2400	118.4 (ARR 070°-250°) 118.4 (DEP RWY 07R/25L) 120.2 (ARR 251°-069°) 120.2 (DEP RWY 07L/25R)	121.8	126.5	
PHOENIX GOODYEAR	0600-2100	120.1 239.3	121.7	118.35	
PHOENIX–MESA GATEWAY	0500-2400	120.6 289.4	128.25 275.8	133.5 270.275	
PHOENIX SKY HARBOR INTL	CONTINUOUS	118.7 278.8 (RWY 08/26) 120.9 254.3 (RWY 07R/25L & 07L/25R)	119.75 (N) 132.55 (S) 269.2	127.575	
PICACHO ARNG	0800-2400 MON-FRI CLSD HOL	126.2 397.3			
PUERTO PENASCO MAR DE CORTES INTL	0800-1659	118.85			
RYAN	0600-2000	125.8	118.2		
SCOTTSDALE	0600-2100	119.9	121.6	118.6	
SIERRA VISTA–LIBBY AAF	0000 MON–2300 FRI EXC HOL O/T BY NOTAM	124.95 284.75	121.7 268.7	134.75 265.7	
TUCSON INTL	CONTINUOUS	118.3 257.8	124.4 348.6	123.8 279.65	
YUMA MCAS/YUMA INTL	0700-2230 CLSD HOL	119.3 377.075	121.9 314.0	118.8 273.5	ASR/PAR

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
PHOENIX CLASS B	120.7 239.0 (319°-057° BELOW 7500') 119.2 281.45 (319°-057° 7500' AND ABOVE) 124.9 353.8 (058°-118° BELOW 10,500') 126.8 269.6 (058°-118° 10,500' AND ABOVE) 123.7 363.0 (119°-138° BELOW 7500') 124.1 256.9 (119°-138° 7500' TO 14,500') 126.8 269.6 (119°-138° ABOVE 14,500') 123.7 363.0 (139°-191° BELOW 8500') 126.8 269.6 (139°-191° 8500' AND ABOVE) 124.1 256.9 (192°-263° 7500' TO 12,500') 126.8 269.6 (192°-263° ABOVE 12,500')	CONTINUOUS
DAVIS MONTHAN AFB/TUCSON CLASS C	119.4 318.1 (RWY 11 TUCSON INTL, RWY 12 DAVIS MONTHAN AFB 286°-089°) 125.1 269.55 (RWY 11 TUCSON INTL, RWY 12 DAVIS MONTHAN AFB 090°-285°) 119.4 318.1 (RWY 29 TUCSON INTL, RWY 30 DAVIS MONTHAN AFB 066°-274°) 125.1 269.55 (RWY 29 TUCSON INTL, RWY 30 DAVIS MONTHAN AFB 275°-065°)	CONTINUOUS
LAGUNA AAF (YUMA PROVING GROUND)	124.7 371.975	CONTINUOUS
LUKE AFB	118.15 363.125 (N) 125.45 263.125 (S)	0600-2230 MON-THU 0600-2100 FRI-SUN
SIERRA VISTA-LIBBY AAF	127.05 254.35 O/T 134.45 327.15 ALBUQUERQUE CNTR	0000 MON-2300 FRI EXC HOL O/T BY NOTAM
YUMA MCAS/YUMA INTL	124.7 371.975	CONTINUOUS

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

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.

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

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.

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

NOTE: DOD USERS, REFER TO CURRENT DOD (NGA) FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION OUTSIDE OF U.S. AIRSPACE

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

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
Auxiliary contours 100 feet
HIGHEST TERRAIN elevation is 12633 feet located at 35° 21'N - 111° 41'W
Spot elevation 4254
Approximate elevation. . . . . x 3200

SPECIAL USE AIRSPACE ON PHOENIX 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-2301 E	TO FL 800	0630-2400†	ALBUQUERQUE CNTR	
R-2301 W	TO FL 800	CONTINUOUS	YUMA RANGE CON	124.15
R-2302	TO 10,000	0800-2400 MON-SAT	ALBUQUERQUE CNTR	
R-2303 A	TO 15,000	0700-1700 MON-FRI †24 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2303 B	8000 TO FL 300	0700-1700 MON-FRI †24 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2303 C	15,000 TO FL 300	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2304	TO FL 240	0630-2400 MON-SAT†	ALBUQUERQUE CNTR	
R-2305	TO FL 240	0630-2400 MON-SAT†	ALBUQUERQUE CNTR	
R-2306 A,B,E	TO FL 800	CONTINUOUS	YUMA RANGE CON	124.15
R-2306 C	TO 40,000	0600-2200†	YUMA RANGE CON	124.15
R-2306 D	TO FL 230	CONTINUOUS	YUMA RANGE CON	124.15
R-2307	UNLIMITED	CONTINUOUS	YUMA RANGE CON	124.15
R-2308 A	1500 AGL TO 80,000	CONTINUOUS	YUMA RANGE CON	124.15
R-2308 B	TO 80,000	CONTINUOUS	YUMA RANGE CON	124.15
R-2308 C	1500 AGL TO FL 230	CONTINUOUS	LOS ANGELES CNTR	
R-2309	TO 15,000	CONTINUOUS	YUMA RANGE CON	124.15
R-2310 A	TO 10,000	INTERMITTENT BY NOTAM 48 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2310 B	10,000 TO 17,000	INTERMITTENT BY NOTAM 48 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2310 C	17,000 TO 35,000	INTERMITTENT BY NOTAM 48 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2311	TO 3500	SR-SS MON-SAT†	YUMA MCAS APP	
R-2312	TO BUT NOT INCL 15,000	CONTINUOUS	ALBUQUERQUE CNTR	
R-2501 E	UNLIMITED	CONTINUOUS	LOS ANGELES CNTR	128.15
R-2501 N	UNLIMITED	CONTINUOUS	LOS ANGELES CNTR	126.35
R-2501 S	UNLIMITED	CONTINUOUS	LOS ANGELES CNTR	126.35
R-2507 E	TO FL 400	0700-2300†	LOS ANGELES CNTR	
R-2507 N,S	TO FL 400	0700-2300 SAT-SUN	YUMA RANGE CON	124.15
R-2510 A	TO 15,000	0700-2300 †24 HRS IN ADVANCE	LOS ANGELES CNTR	128.6
R-2510 B	15,000 TO FL 400	0700-2300 WHEN ACTIVATED BY NOTAM 24 HRS IN ADVANCE	LOS ANGELES CNTR	128.6
R-2512	TO 23,000	0600-2300 †24 HRS IN ADVANCE	YUMA RANGE CON	124.15
A-231	500 AGL TO 6500	CONTINUOUS	LUKE APP	118.15

MEXICO P-PROHIBITED, R-RESTRICTED

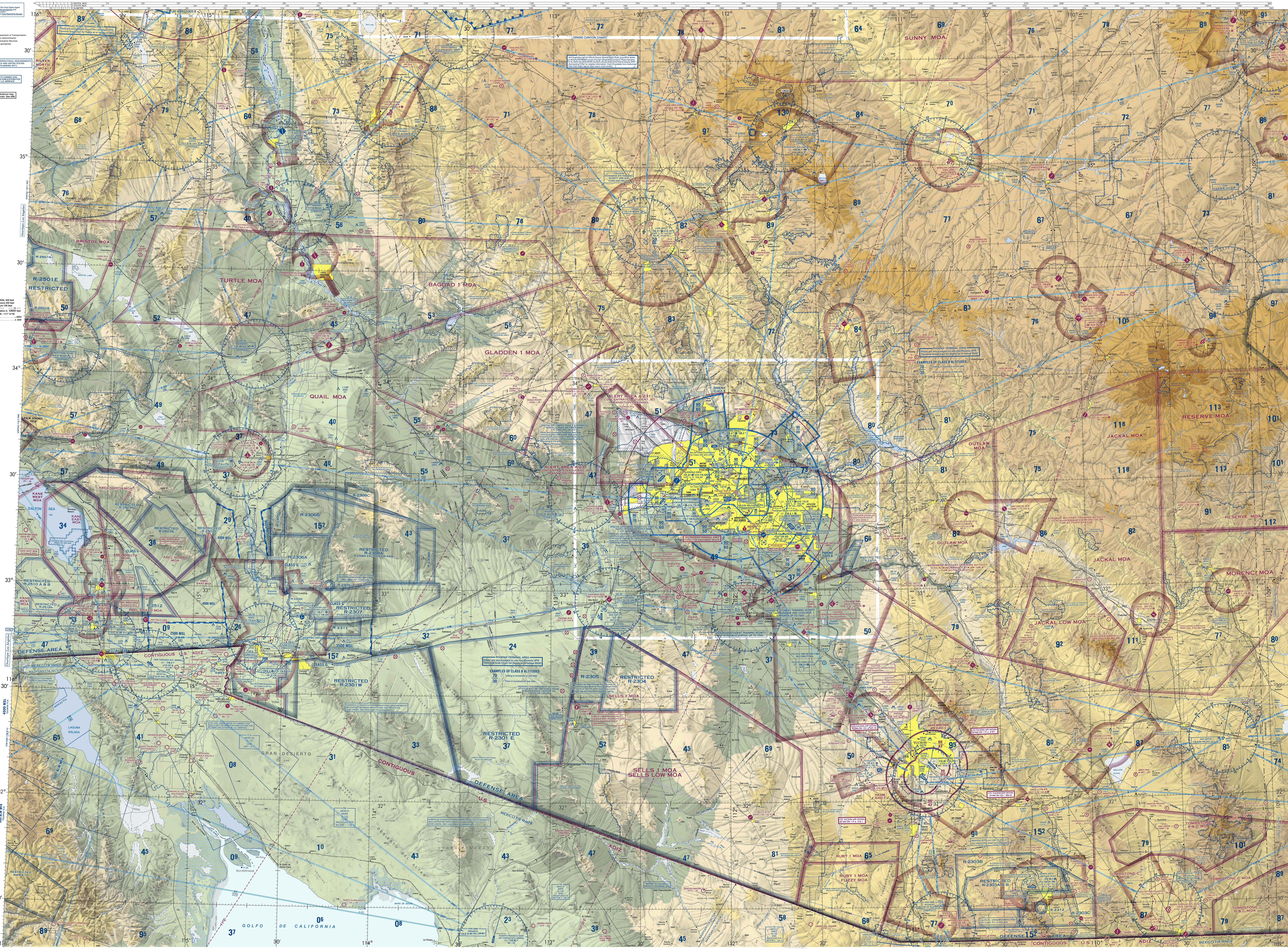
NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
MMR413		TO 9000	BY NOTAM	DGAC SENEAM

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
ABEL BRAVO	7000	0500-2200 MON-FRI	YUMA RANGE CON	124.15
ABEL EAST	5000 TO BUT NOT INCL 13,000	INTERMITTENT BY NOTAM	YUMA RANGE CON	124.15
ABEL NORTH, SOUTH	7000	0500-2200 MON-FRI	YUMA RANGE CON	124.15
BAGDAD 1	7000 OR 5000 AGL WHICHEVER IS HIGHER	0600-1900 MON-FRI	ALBUQUERQUE CNTR	
BRISTOL	5000	0700-1500 MON-FRI	LOS ANGELES CNTR	128.15 (S) 134.65 (N)
DOME	6000	INTERMITTENT BY NOTAM	YUMA RANGE CON	124.15
FUZZY	100 AGL TO BUT NOT INCL 10,000	0700-1900	ALBUQUERQUE CNTR	125.4
GLADDEN 1	7000 OR 5000 AGL WHICHEVER IS HIGHER	0600-1900 MON-FRI	ALBUQUERQUE CNTR	128.45
JACKAL	11,000 OR 3000 AGL WHICHEVER IS HIGHER	0700-1800 MON-FRI 1800-2200 MON-FRI BY NOTAM INTERMITTENT SAT-SUN BY NOTAM	ALBUQUERQUE CNTR	
JACKAL LOW	100 AGL TO BUT NOT INCL 11,000 OR 3000 AGL WHICHEVER IS HIGHER	0700-1800 MON-FRI 1800-2200 MON-FRI BY NOTAM INTERMITTENT SAT-SUN BY NOTAM	ALBUQUERQUE CNTR	134.45
KANE EAST, SOUTH, WEST	10,000	0500-2100	YUMA RANGE CON	124.15
MORENCI	1500 AGL	0600-2100 MON-FRI	ALBUQUERQUE CNTR	134.45
OUTLAW	8000 OR 3000 AGL WHICHEVER IS HIGHER	0700-1800 MON-FRI 1800-2200 MON-FRI BY NOTAM INTERMITTENT SAT-SUN BY NOTAM	ALBUQUERQUE CNTR	134.45
QUAIL	10,000	0700-1700 MST MON-FRI	LOS ANGELES CNTR	128.1
RESERVE	5000 AGL	BY NOTAM	ALBUQUERQUE CNTR	134.45
RUBY 1	10,000	0600-1900 MON-FRI	ALBUQUERQUE CNTR	125.4
SELLS 1	10,000	0600-1900 MON-FRI	ALBUQUERQUE CNTR	125.4
SELLS LOW	3000 AGL TO BUT NOT INCL 10,000	0600-1900 MON-FRI	ALBUQUERQUE CNTR	125.4
SHOSHONE	200 AGL	0600-2200 MON-FRI	LOS ANGELES CNTR	134.65
SILVER NORTH	200 AGL TO 9000	INTERMITTENT BY NOTAM	LOS ANGELES CNTR	134.65
SUNDANCE	500 AGL TO 10,000	INTERMITTENT BY NOTAM	LOS ANGELES CNTR	134.65
SUNNY	12,000	BY NOTAM 24 HRS IN ADVANCE	ALBUQUERQUE CNTR	124.5 306.2
TOMBSTONE A, B	500 AGL TO BUT NOT INCL 14,500	0600-2100 MON-FRI	ALBUQUERQUE CNTR	134.45
TOMBSTONE C	14,500	0600-2100 MON-FRI	ALBUQUERQUE CNTR	
TURTLE	11,000	0700-1700 MON-FRI	LOS ANGELES CNTR	128.15 (N)

*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.

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