SAN FRANCISCO
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. Runways with Right Traffic Patterns (public use)

FSS — FAR 91 — NO SVFR — 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 23, 34 — VFR Advsy 125.0 — AOE — Airport of Entry

RP ★ Special conditions exist - see A/FD

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 G — Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.

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 — 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 93 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

MTR - Military Training Route — IR211

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 Local 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 — (2894' UC)

Group Obstruction

Elevation of the top above mean sea level — 2049

Height above ground — (1149)

Under construction or reported; position and elevation unverified — UC

Obstruction with high-intensity lights; may operate part-time

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)

—1°E— Isogonic Line (2015 VALUE)

Marine Light

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.

SAN FRANCISCO SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

96TH 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: SSF
NSN 7641014100159
NGA REF. NO. SECXXFRISCO
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 an 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)

Figure 1: NORTH SIDE — Sheet of paper — MARK A — POINT A — MATCH LINE — Overlap area — LINE B

Figure 2: same latitude — MARK A — LINE B (transferred) — Overlap area — MATCH LINE — MARK C — SOUTH SIDE — POINT B

Figure 3: NORTH SIDE — POINT A — LINE B — MARK C (transferred) — MATCH LINE — Overlap area

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

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.

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

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.

CONTROL TOWER FREQUENCIES ON SAN FRANCISCO 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
BEALE AFB	0600 MON—2200 FRI AND/OR BY NOTAM CLSD HOL	119.4 284.75	121.6 257.75	124.55 273.5	
BUCHANAN	0700-2200	119.7 123.9 257.8	121.9	124.7	
CASTLE	0700-2100	118.175 235.775	133.575	124.475	
CHARLES M SCHULZ-SONOMA CO	0700-2000	118.5 363.0	121.9	120.55	
CHICO	0700-1900	121.0 239.3	121.9	119.675	
FALLON NAS (VAN VOORHIS)	0715-2245 MON-FRI SAT-SUN PPR/LCL USE ONLY, CLSD HOL O/T BY NOTAM	119.25 340.2	251.15	370.925	ASR/PAR
FRESNO YOSEMITE INTL	CONTINUOUS	118.2 251.1	121.7 348.6	121.35 273.6	
HAYWARD EXEC	0700-2100	120.2 257.8	121.4	126.7	
LEMOORE NAS (REEVES)	0800-2400 MON-THU 0800-1800 FRI 1000-1800 SAT 1300-2100 SUN	128.3 340.2 (RWY 14L/32L) 360.2 (RWY 14R/32R)	121.65 305.2	121.575 327.15	ASR/PAR
LIVERMORE	0700-2100	118.1 239.25	121.6	119.65	
METROPOLITAN OAKLAND INTL	CONTINUOUS	118.3 291.65 (RWYS 28R/10L, 28L/10R, 15/33) 127.2 256.9 (RWYS 12/30)	121.9 (RWYS 28R/10L, 28L/10R, 15/33) 121.75 (RWYS 12/30)	133.775	
MINETA SAN JOSE INTL	0600-2400	124.0 257.6	121.7	126.95	
MODESTO CITY-CO-SHAM	0700-2100	125.3 257.8	121.7	127.7	
MOFFETT FEDERAL	0700-2300	119.55 259.65	121.85 278.95	124.175 283.0	
MONTEREY RGNL	0600-2100	118.4 257.8	120.875 348.6	119.25	
NAPA CO	0700-2000	118.7 257.8	121.7	124.05	
PALO ALTO	0700-2100	118.6	125.0	135.275	
REID-HILLVIEW	0700-2200	119.8 (RWY 13L/31R) 126.1 (RWY 13R/31L)	121.65	125.2	
RENO/TAHOE INTL	CONTINUOUS	118.7 257.8	121.9 348.6	135.8 363.0	
SACRAMENTO EXEC	0600-2100	119.5 278.8	125.0	125.5	
SACRAMENTO INTL	CONTINUOUS	125.7 256.7	121.7 256.7	126.75	
SACRAMENTO MATHER	0500 MON—2100 SAT 0500-2100 SUN	120.65 282.25	121.85 307.9	118.325	
SALINAS	0600-1900 OCT-MAR 0500-1900 APR-SEP	119.525 239.3	121.7	124.85	
SAN CARLOS	0700-2100	119.0 326.2	121.6	125.9	
SAN FRANCISCO INTL	CONTINUOUS	120.5 269.1	121.8	113.7 115.8 118.85 135.45	
STOCKTON METRO	0700-2100	120.3 239.0	121.9	118.25	
TRAVIS AFB	CONTINUOUS	120.75 254.4	121.8 289.4	135.55 292.125	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
SAN FRANCISCO CLASS B	120.9 323.2 (NW) 127.0 298.95 (N) 125.35 354.1 (NE-E) 134.5 338.2 (SE) 135.65 310.8 (S) 135.1 307.2 (W)	CONTINUOUS
BEALE AFB CLASS C	125.4 259.1	0600 MON—2200 FRI AND/OR BY NOTAM O/T CLASS G
FRESNO CLASS C	132.35 323.25 (091°-239°) 119.6 351.95 (240°-090°)	CONTINUOUS
MONTEREY CLASS C	127.15 307.125 (151°-359°) 133.0 251.15 (360°-150°)	0600-2100 O/T CLASS G
OAKLAND METRO CLASS C	127.0 298.95 (N) 125.35 354.1 (E) 135.65 310.8 (S) 135.1 307.2 (W) 120.9 323.2 (NW)	CONTINUOUS
RENO CLASS C	119.2 279.55 (036°-219°) 126.3 353.9 (220°-035°)	CONTINUOUS
SACRAMENTO INTL CLASS C	134.8 270.25 (W-N) 125.4 259.1 (NE) 127.4 317.5 (E-SE) 125.25 257.9 (S-SW)	CONTINUOUS
SAN JOSE CLASS C	121.3 270.35 (280°-080°) 120.1 290.25 (081°-135°) 135.2 379.1 (136°-279°)	0600-2400 O/T CLASS E
FALLON NAS (VAN VOORHIS)	120.85 360.2 O/T 128.8 285.5 OAKLAND CNTR	0715-2245 MON-FRI SAT-SUN PPR/LCL USE ONLY, CLSD HOL O/T BY NOTAM
LEMOORE NAS (REEVES)	124.1 (N) 118.15 (S) 269.025	0800-2400 MON-THU 0800-1800 FRI 1000-1800 SAT 1300-2100 SUN
TRAVIS AFB	119.9 322.325 (S) 126.6 281.45 (N)	CONTINUOUS

SPECIAL USE AIRSPACE ON SAN FRANCISCO 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-2513	TO FL 240	CONTINUOUS	OAKLAND CNTR	128.7 307.0
R-2531	TO BUT NOT INCL 4000	1000-2050 MON-FRI OCNL SAT-SUN BY NOTAM 24 HRS IN ADVANCE	NORCAL TRACON	123.85 278.3
R-4803	TO BUT NOT INCL FL 180	0715-2330†	OAKLAND CNTR	128.8 285.5 (N, E) 125.75 319.8 (S, W)
R-4804 A	TO BUT NOT INCL FL 180	0715-2330†	OAKLAND CNTR	125.75 319.8
R-4810	TO 17,000	0715-2330†	OAKLAND CNTR	125.75 319.8
R-4811	TO 15,000	0800-1500 MON-FRI	OAKLAND CNTR	125.75 319.8
R-4812	TO BUT NOT INCL FL 180	0715-2330†	OAKLAND CNTR	125.75 319.8
R-4813 A	TO BUT NOT INCL FL 180	0715-2330†	OAKLAND CNTR	128.8 285.5
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)
W-260	TO FL 600	0630-2100 MON-FRI†	OAKLAND CNTR	134.15 387.1 (N, S, W)
W-283	TO FL 600	0630-2100 MON-FRI†	OAKLAND CNTR	134.15 387.1 (N) 134.55 290.5 (S)
W-285 A	TO FL 450	0630-2100 MON-FRI†	OAKLAND CNTR	134.15 387.1 (N) 134.55 290.5 (S)
W-285 B	TO FL 190	0630-2100 MON-FRI†	NORCAL TRACON	128.57 254.25
W-285 D	TO FL 190	0630-2100 MON-FRI†	OAKLAND CNTR	134.15 387.1 (N) 134.55 290.5 (S)
W-513	TO FL 600	0630-2100 MON-FRI†	OAKLAND CNTR	134.15 387.1
A-682	TO 6000 (NORTH OF TRAVIS AFB EXTND RWY CENTERLINES)	0800-2100 MON-FRI	NO A/G	
A-682	TO 3000 (SOUTH OF TRAVIS AFB EXTND RWY CENTERLINES)	0800-2100 MON-FRI	NO A/G	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BISHOP	200 AGL	0600-2200 MON-FRI	JOSHUA CON FAC	
CARSON	500 AGL	0715-2330	OAKLAND CNTR	128.8 285.5
CHINA	3000 AGL	0800-SS	OAKLAND CNTR	132.2 350.3
CHURCHILL HIGH	9000	0715-2245 MON-FRI 0800-1800 SAT	OAKLAND CNTR	
CHURCHILL LOW	500 AGL TO 9000	0715-2245 MON-FRI 0800-1800 SAT	OAKLAND CNTR	
FALLON NORTH 1, 2	100 AGL	0715-2330	OAKLAND CNTR	
FALLON SOUTH 1, 2, 3	100 AGL	0715-2330	OAKLAND CNTR	
FOOTHILL 1	2000 AGL	INTERMITTENT BY NOTAM	OAKLAND CNTR	123.8 353.8
FOOTHILL 2	2000 AGL	INTERMITTENT BY NOTAM	OAKLAND CNTR	123.8 353.8 (N, W)
HUNTER HIGH	11,000	INTERMITTENT BY NOTAM	OAKLAND CNTR	126.9 343.8
HUNTER LOW A	200 AGL TO BUT NOT INCL 11,000	INTERMITTENT BY NOTAM	OAKLAND CNTR	128.7 307.0
HUNTER LOW D	1500 AGL TO 6000	INTERMITTENT BY NOTAM	OAKLAND CNTR	128.7 307.0
ISABELLA	200 AGL	0600-2200 MON-FRI	JOSHUA CON FAC	133.65
LEMOORE A, D, E	5000	0800-2300 MON-THU 0800-1800 FRI 1000-1800 1 SAT PER MO BY NOTAM 1300-2100 1 SUN PER MO BY NOTAM	LEMOORE NAS (REEVES) ATCT	134.225 290.325
LEMOORE B	13,000	0800-2300 MON-THU 0800-1800 FRI 1000-1800 1 SAT PER MO BY NOTAM 1300-2100 1 SUN PER MO BY NOTAM	LEMOORE NAS (REEVES) ATCT	134.225 290.325
LEMOORE C	16,000	0800-2300 MON-THU 0800-1800 FRI 1000-1800 1 SAT PER MO BY NOTAM 1300-2100 1 SUN PER MO BY NOTAM	LEMOORE NAS (REEVES) ATCT	134.225 290.325
MAXWELL 1, 2, 3	11,000 OR 3000 AGL WHICHEVER IS HIGHER	0500-2000 MON-FRI	OAKLAND CNTR	132.2 350.3
OWENS	200 AGL	0600-2200 MON-FRI	JOSHUA CON FAC	126.55
PORTERVILLE	2000 AGL	INTERMITTENT BY NOTAM	LOS ANGELES CNTR	127.1
RANCH LOW	500 AGL TO 9000	0715-2245 MON-FRI 0800-1800 SAT	OAKLAND CNTR	125.75 284.65
RANCH HIGH	9000 TO 13,000	0715-2245 MON-FRI 0800-1800 SAT	OAKLAND CNTR	
RENO	13,000	0800-1800 MON-FRI	OAKLAND CNTR	128.8 285.5
ROBERTS	500 AGL TO BUT NOT INCL 15,000	INTERMITTENT BY NOTAM	OAKLAND CNTR	128.7 307.0
SALINE	200 AGL	0600-2200 MON-FRI	JOSHUA CON FAC	126.55
WHITMORE 1, 3	11,000 OR 3000 AGL WHICHEVER IS HIGHER	0730-1630 MON-FRI	OAKLAND CNTR	132.2 350.3

*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.

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.

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

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database

SAN FRANCISCO VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPKBG	KINGSBURY GRADE	N38°58.75' / W119°53.20'

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.

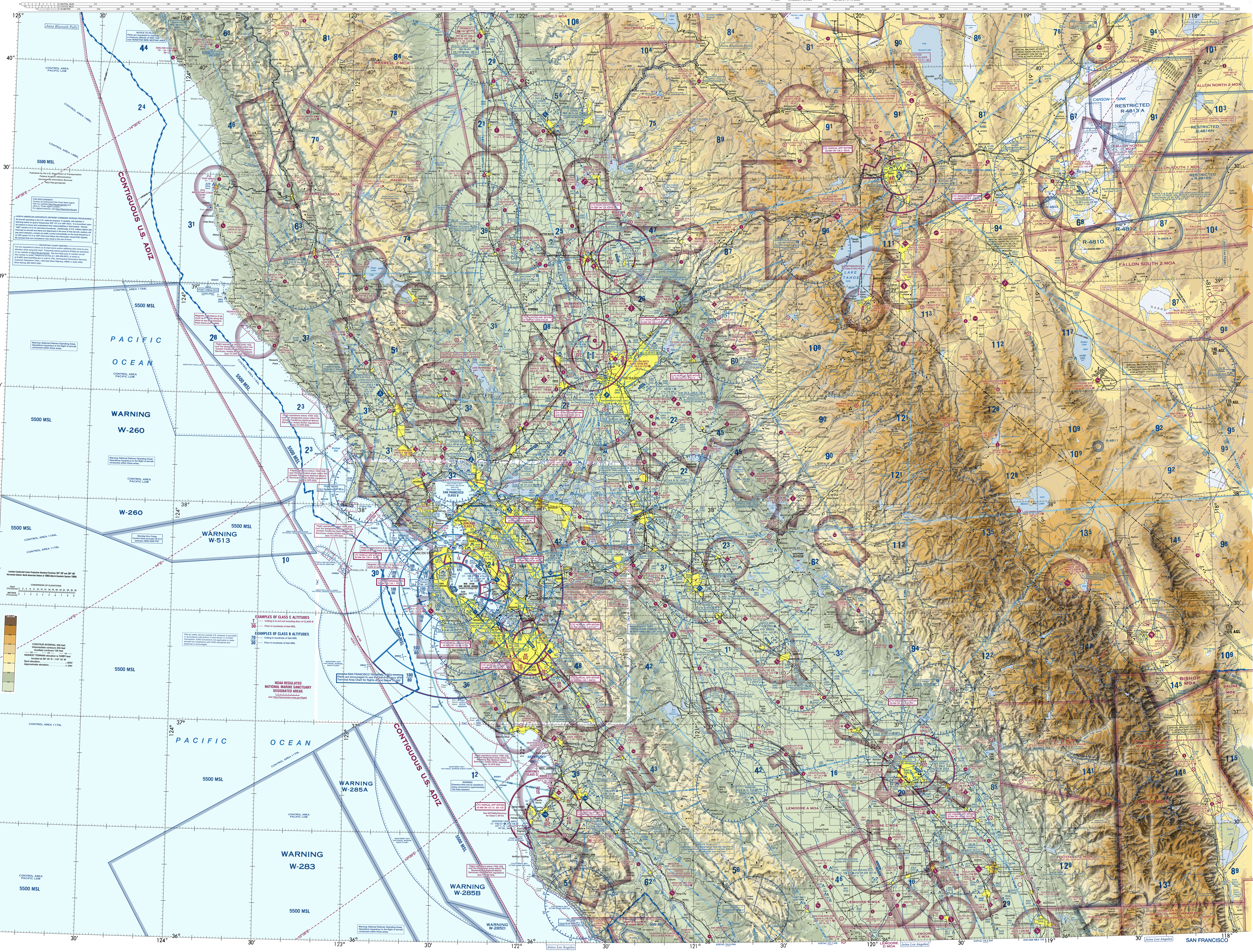
All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife 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.

Boundary of NOAA Regulated National Marine Sanctuary Designated Areas (see http://sanctuaries.noaa.gov/flight).

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

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 designated frequencies along the routes 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.