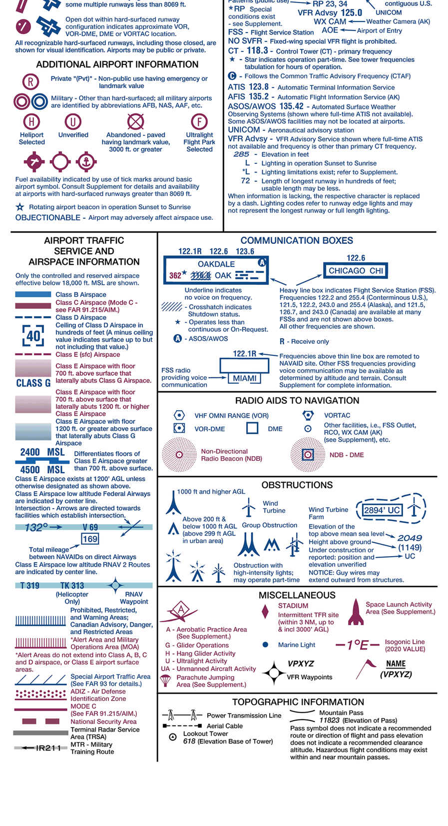
NEW ORLEANS

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.



NEW ORLEANS SECTIONAL

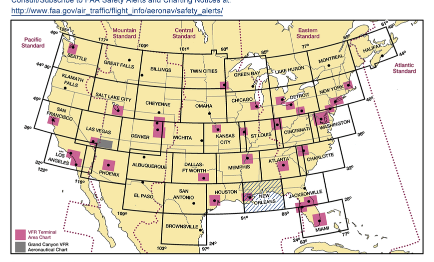
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

107TH EDITION EFFECTIVE 0901Z **5 NOV 2020**
TO 0901Z **25 FEB 2021**

Includes airspace amendments effective **5 NOV 2020**
and all other aeronautical data received by **2 OCT 2020**

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://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/). 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 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.

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NSN 7641014100169
NGA REF. NO. SECXXNEWORLEANS
EFF. DATE 20310

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional 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)

CONTROL TOWER FREQUENCIES ON NEW ORLEANS 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 primary 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
CAIRNS AAF (FT RUCKER)	0600-0100 MON-FRI	135.2 248.55	121.9 288.25	111.2 316.15	ASR/PAR
CHOCTAW NOLF	0730-1730 MON-FRI CLSD HOL	121.4 259.25		290.55	
DESTIN EXEC	0600-2200	118.45	121.6	133.925	
DOTHAN RGNL	0600-2100 MON-FRI 0800-2000 SAT-SUN	118.4 257.6	121.7 348.6	135.725	
DUKE (EGLIN AF AUX 3)	0700-2400 MON-FRI CLSD HOL	133.2 289.425	123.25 251.125	244.575	
EGLIN AFB/DESTIN-FT WALTON BEACH	CONTINUOUS	118.2 353.65	121.8 335.8	134.625 273.5	
GULFPORT-BILOXI INTL	0600-2300	123.7 339.8	120.4 348.6	119.45	ASR
HAGLER AHP	0630-1500	126.2 241.0			
HAMMOND NORTHSHORE RGNL	0800-1800	120.575	119.85	118.325	
HANCHEY AHP (FT RUCKER)	0545-0045 MON-FRI EXC HOL, O/T CTC CAIRNS TWR	140.5 387.85	142.55 225.575	141.375	
HOUMA-TERREBONNE	0600-1900	125.3 346.3	123.875	120.25	
HURLBURT	CONTINUOUS	126.5 351.675	123.975 275.8	134.475 360.675	
KEESLER AFB	0800-2300 MON-FRI 1100-1700 SAT-SUN CLSD HOL	120.75 269.075	121.8 275.8	281.55	
KNOX AHP	0800-1700 MON-FRI EXC HOL	140.5 387.85			
LAKEFRONT	0700-2100	119.9	121.7	124.9	
LOUIS ARMSTRONG NEW ORLEANS INTL	CONTINUOUS	119.5 254.3	121.9 273.525	127.55	
LOWE AHP (FT RUCKER)	0700-0100 MON-FRI EXC HOL	141.3 289.15	357.15	361.1	
MOBILE DOWNTOWN	0600-2200 MON 0330-2200 TUE-FRI 0400-1900 SAT 0700-1900 SUN	118.8 251.1	121.7 239.3	135.575	
MOBILE RGNL	0600-2300	118.3 239.0	121.9 348.6	124.75 257.85	ASR
NEW ORLEANS NAS JRB/CALLENDER	0700-2300 MON-FRI 0900-1700 SAT-SUN CLSD HOL EXC BY NOTAM	123.8 340.2	121.6 270.35	279.55	ASR/PAR
NORTHWEST FLORIDA BEACHES INTL	0600-2200	118.95	121.65	119.975	
PENSACOLA INTL	0530-2300	119.9 257.8	121.9 348.6	121.25	
PENSACOLA NAS/SHERMAN	0700-2200 MON-FRI 1500-2030 SUN HOL BY NOTAM	120.7 340.2	121.7 336.4	124.35 266.8	ASR/PAR
SHELL AHP	0630-2400 MON-FRI EXC HOL	139.125 244.5	142.425 310.6	376.5	
STENNIS INTL	0700-2100	127.15	121.725		
TRENT LOTT INTL	0600-2000 MON-FRI 0800-1800 SAT-SUN	118.575	121.725	135.175	
TROY AT CAMPBELL	0800-1600 MON-FRI EXC HOL	124.3 306.9	121.9 294.7	120.925	ASR/PAR
TYNDALL AFB	0600-1600 MON-FRI CLSD HOL & ACC DOWN DAYS	133.95 263.15	121.9 259.3	254.4	ASR/PAR
WHITING NAS NORTH	0645-2245 MON-FRI 1800-2200 SUN CLSD HOL O/T BY NOTAM	121.4 306.925	251.15	126.2 290.325	ASR
WHITING NAS SOUTH	0700-2200 MON-THU 0800-2200 FRI 1700-2100 SUN CLSD HOL O/T BY NOTAM	121.4 348.675	317.65	273.575	ASR/PAR

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
NEW ORLEANS CLASS B	123.85 256.9 (SE-S) 125.5 350.35 (W) 133.15 290.3 (N-E)	CONTINUOUS
MOBILE CLASS C	118.5 269.3 (320°-139°) 121.0 307.1 (140°-319°) O/T 127.65 285.475 HOUSTON CNTR	0600-2300 O/T CLASS E
PENSACOLA CLASS C	118.6 351.825 (251°-339°) 119.0 269.375 (340°-159°) 120.65 270.8 (160°-250°)	0530-2300 O/T CLASS E
PENSACOLA NAS CLASS C	120.65 270.8	0700-2200 MON-FRI 1500-2030 SUN HOL BY NOTAM O/T CLASS G
NAS WHITING CLASS C	127.35 291.625	NORTH 0645-2245 MON-FRI NORTH 1800-2200 SUN SOUTH 0800-2300 MON-THU SOUTH 0900-2300 FRI SOUTH 1800-2200 SUN CLSD HOL O/T CLASS G
GULFPORT TRSA	124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°) O/T 127.65 285.475 HOUSTON CNTR	0600-2300
CAIRNS AAF	121.1 319.25 (341°-020°) 125.4 327.125 (021°-120°) 133.45 239.275 336.3 (220°-340°) 133.75 270.35 (121°-219°) O/T 134.3 353.5 JACKSONVILLE CNTR	CONTINUOUS TUE-SAT 0600-2300 SUN-MON
CHOCTAW NOLF	119.0 269.375 (340°-159°)	CONTINUOUS
DUKE (EGLIN AF AUX 3)	125.1 281.45 (271°-089°) 132.1 360.6 (090°-270°)	CONTINUOUS
EGLIN AFB	125.1 281.45 (271°-089°) 132.1 360.6 (090°-270°)	CONTINUOUS
HANCHEY AHP	121.1 319.25 O/T 134.3 353.5 JACKSONVILLE CNTR	CONTINUOUS TUE-SAT 0600-2300 SUN-MON
HURLBURT	132.1 360.6	CONTINUOUS
KNOX AHP	125.4 327.125 O/T 134.3 353.5 JACKSONVILLE CNTR	CONTINUOUS TUE-SAT 0600-2300 SUN-MON
LOWE AHP	133.45 239.275 O/T 134.3 353.5 JACKSONVILLE CNTR	CONTINUOUS TUE-SAT 0600-2300 SUN-MON
SHELL AHP	133.45 239.275 O/T 134.3 353.5 JACKSONVILLE CNTR	CONTINUOUS TUE-SAT 0600-2300 SUN-MON
TYNDALL AFB	119.775 120.825 317.45 379.3 (SFC TO 5000') 124.15 125.2 338.35 392.1 (ABOVE 5000') O/T 120.825 379.3 JACKSONVILLE CNTR	0600-1600 MON-FRI CLSD HOL & ACC DOWN DAYS

SPECIAL USE AIRSPACE ON NEW ORLEANS 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-2103 A	TO BUT NOT INCL 10,000	CONTINUOUS	CAIRNS APP	
R-2103 B	10,000 TO 15,000	BY NOTAM 6 HRS IN ADVANCE	JACKSONVILLE CNTR	
R-2905 A, B	TO 10,000	INTERMITTENT BY NOTAM	TYNDALL APP	
R-2908	TO 12,000	NOV–DEC 0800-1600 MON-FRI †24 HRS IN ADVANCE	PENSACOLA TRACON	
R-2914 A	UNLIMITED EXCL AIRSPACE WITHIN R-2917	CONTINUOUS	JACKSONVILLE CNTR	
R-2914 B	8500 TO UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
R-2915 A, B	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
R-2915 C	8500 TO UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
R-2917	TO 5000	CONTINUOUS	EGLIN APP	
R-2918	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
R-2919 A	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
R-2919 B	8500 TO UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
R-4401 A	TO BUT NOT INCL 4000	BY NOTAM 24 HRS IN ADVANCE	HOUSTON CNTR	
R-4401 B	4000 TO BUT NOT INCL 10,000	BY NOTAM 24 HRS IN ADVANCE	HOUSTON CNTR	
R-4401 C	10,000 TO BUT NOT INCL FL 180	BY NOTAM 24 HRS IN ADVANCE	HOUSTON CNTR	
R-4403 A	TO 12,000	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	HOUSTON CNTR	
R-4403 B	TO 6000	INTERMITTENT 1000-0300 BY NOTAM 24 HRS IN ADVANCE	HOUSTON CNTR	
R-4403 C, E	TO 10,000	INTERMITTENT 2000-0500 & 1800-2000 1 NOV—1 MAR BY NOTAM 24 HRS IN ADVANCE	HOUSTON CNTR	
R-4403 F	4000 TO 10,000	INTERMITTENT 2000-0500 & 1800-2000 1 NOV—1 MAR BY NOTAM 24 HRS IN ADVANCE	HOUSTON CNTR	
W-54 A	TO FL 400	0700-2400†	HOUSTON CNTR	
W-54 B	TO BUT NOT INCL FL 240	0700-2400†	HOUSTON CNTR	
W-59 A	5000 TO FL 500	0900-2100†	HOUSTON CNTR	
W-92	TO FL 400	0700-2400	HOUSTON CNTR	
W-148 A	TO BUT NOT INCL 6000	INTERMITTENT SR-SS†	HOUSTON CNTR	
W-148 B	6000 TO FL 600	INTERMITTENT SR-SS†	HOUSTON CNTR	
W-151 A, B, C, D	UNLIMITED	0600-0130†	JACKSONVILLE CNTR	
W-151 E, F	UNLIMITED	INTERMITTENT BY NOTAM	JACKSONVILLE CNTR	
W-155 A, B, C	TO FL 600	0700-2300 MON-FRI†	JACKSONVILLE CNTR	
W-453 A	TO BUT NOT INCL 6000	INTERMITTENT SR-SS†	HOUSTON CNTR	
W-453 B	6000 TO FL 600	INTERMITTENT SR-SS†	HOUSTON CNTR	
W-470 A, B, C	UNLIMITED	0600-0030†	JACKSONVILLE CNTR	
W-470 F	UNLIMITED	INTERMITTENT BY NOTAM	JACKSONVILLE CNTR	
A-211	TO 5000	0600-2200 MON-FRI	NO A/G	
A-292	TO 3000 WITHIN FEDERAL AIRWAYS; OTHERWISE TO FL 175	SR-0100 MON-FRI SR-SS SAT	NO A/G	
A-381	TO 2000	SR-SS	NO A/G	

Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BULLSEYE 1	10,000	0830-1730 MON-FRI	HOUSTON CNTR	
BULLSEYE 2	5000	0830-1730 MON-FRI	HOUSTON CNTR	
BULLSEYE 3	11,000	0830-1730 MON-FRI	HOUSTON CNTR	
CAMDEN RIDGE	500 AGL TO BUT NOT INCL 10,000	0700-2300	ATLANTA CNTR	
DE SOTO 1	500 AGL TO 10,000	0830-1730 MON-FRI	HOUSTON CNTR	
DE SOTO 2	100 AGL TO 5000	0830-1730 MON-FRI	HOUSTON CNTR	
EGLIN A EAST & WEST EGLIN B, C	1000 AGL (OCCASIONALLY 200 AGL BY NOTAM)	INTERMITTENT 0600-2100 MON-FRI	JACKSONVILLE CNTR	
EGLIN D	1000 AGL TO 3000	INTERMITTENT 0600-2100 MON-FRI	JACKSONVILLE CNTR	
EGLIN E, F	SURFACE	INTERMITTENT 0600-2100 MON-FRI	JACKSONVILLE CNTR	
MERIDIAN 2 EAST & WEST	8000	0700-2200 MON-FRI	MEMPHIS CNTR	
MOODY 3	8000	0600-0200 MON-FRI	JACKSONVILLE CNTR	
PENSACOLA NORTH	10,000	SR-SS MON-SAT OCCASIONAL NIGHTTIME OPS UNTIL MIDNIGHT	JACKSONVILLE CNTR	
PENSACOLA SOUTH	10,000	INTERMITTENT SR-2400 MON-SAT	PENSACOLA ATCT	
PINE HILL EAST & WEST	10,000	0700-2300 MON-FRI 0800-1500 SAT	ATLANTA CNTR	
ROSE HILL	8000	0600-2400 MON-FRI	JACKSONVILLE CNTR	
SNAKE	6000	INTERMITTENT SR-SS	HOUSTON CNTR	
SNAKE LOW	3000 TO BUT NOT INCL 6000	INTERMITTENT SR-SS	HOUSTON CNTR	
TYNDALL B	9000	INTERMITTENT SR-SS MON-FRI	TYNDALL APP	
TYNDALL C, D	300 AGL TO 6000	INTERMITTENT SR-SS MON-FRI	TYNDALL APP	
TYNDALL E, F	300 AGL	INTERMITTENT SR-SS MON-FRI	TYNDALL APP	
TYNDALL G	1000 AGL	INTERMITTENT SR-SS MON-FRI	TYNDALL APP	
TYNDALL H	9000	INTERMITTENT SR-SS MON-FRI	TYNDALL APP	

*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.

O NAUTICAL MILES / O STATUTE MILES / O KILOMETERS

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

HIGH DENSITY HELICOPTER ACTIVITY AREA FREQUENCIES

FOURCHON/LEEVILLE, LA	122.85
GRAND ISLE, LA	122.9
HOUMA, LA	125.3
SOUTH LAFOURCHE/ GALLIANO, LA	123.0
VENICE, LA	122.975

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
Auxiliary contours 100 feet
HIGHEST TERRAIN elevation is 720 feet located at 32° 11'N - 84° 42'W
Spot elevation 4254
Approximate elevation . . . . . . x 3200

CONVERSION OF ELEVATIONS
FEET (Thousands) / METERS (Thousands)

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.

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.

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

90/20 AGL ---- 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 operations 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.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and pipelines and railroads. Check NOTAMs and see AIM for details.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT 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, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) 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, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. 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 four 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 Agency 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.

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 5-6-13 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 intercept visual ICAO signals. Be advised that non-compliance may result in the use of force.

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

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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.

NEW ORLEANS