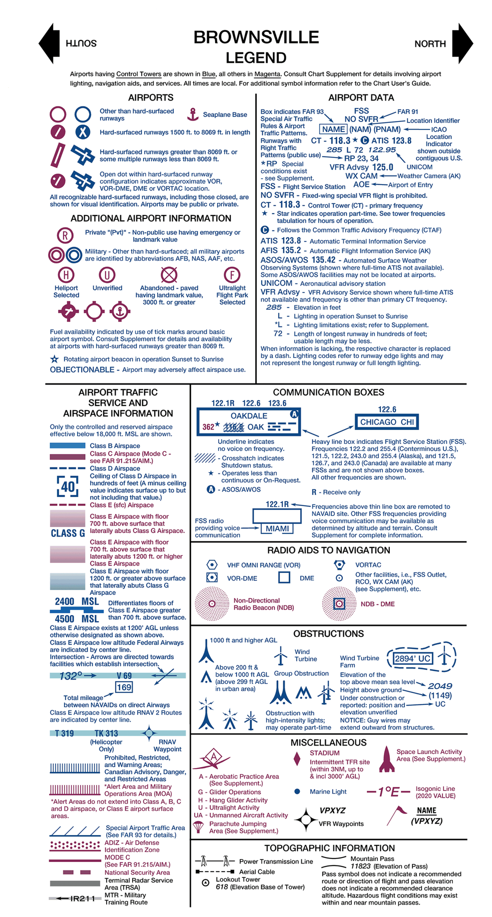
BROWNSVILLE

LEGEND



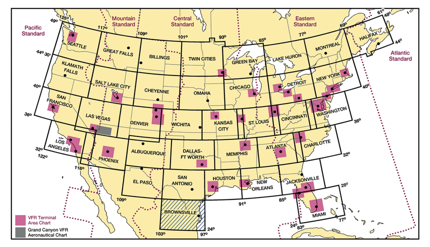
BROWNSVILLE SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **25 FEB 2021**
TO 0901Z **22 APR 2021**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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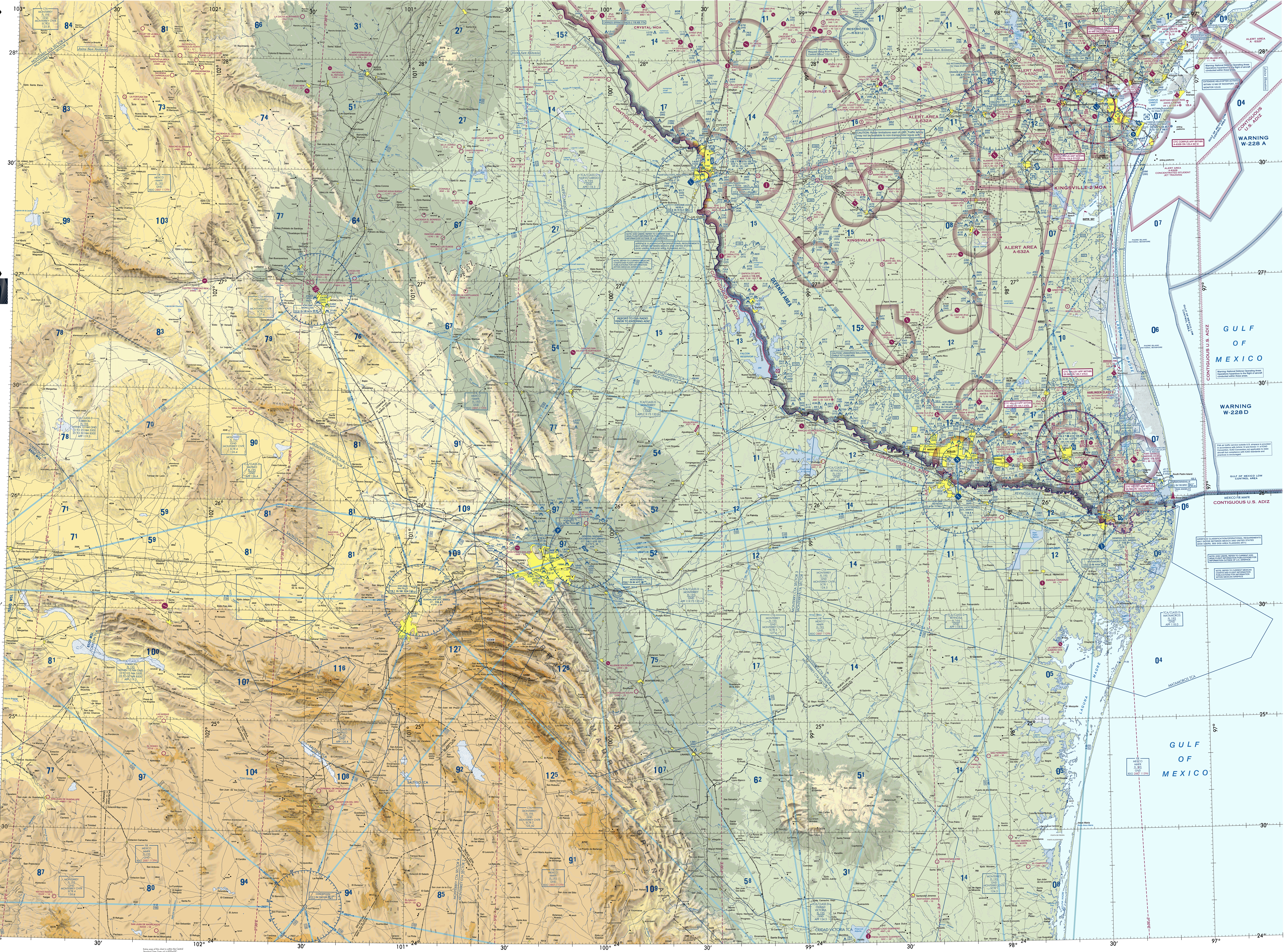
Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SBRO
NSN 7641014100165
NGA REF. NO. SECXXBROWNSVLE
EFF. DATE 21056



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, we 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 end of LINE B to the other side, and extend it 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 BROWNSVILLE 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
BROWNSVILLE/SOUTH PADRE ISLAND INTL	0600-2400	118.9 239.3	121.9	128.55	
CABANISS NOLF	0800-2300 MON-THU 0800-1900 FRI	119.65 299.6			
CORPUS CHRISTI INTL	CONTINUOUS	119.4 257.8	121.9 269.15	126.8	
CORPUS CHRISTI NAS/TRUAX	0700-2300 MON-THU 0700-1900 FRI CLSD HOL	134.85 340.2 (N) 125.525 360.2 (S)	118.7 257.85	127.9 290.9	ASR/PAR
DEL NORTE INTL	0700-2400	118.6	122.0	127.55	
GENERAL LUCIO BLANCO INTL	0700-1900	118.8			
GENERAL MARIANO ESCOBEDO INTL	CONTINUOUS	118.1	121.9	127.7	
GENERAL SERVANDO CANALES INTL	0800-2000	118.0			
KINGSVILLE NAS	0745-2400 MON-THU 0745-1745 FRI BY NOTAM HOL	124.1 377.05	239.05	276.2	ASR/PAR
LAREDO INTL	0600-2400	120.1 257.9	121.8	125.775	
MC ALLEN MILLER INTL	0600-2400	118.5 256.9	121.8	128.5	
ORANGE GROVE NALF	0730-1530 MON-FRI BY NOTAM HOL	128.4 318.85	229.4	254.35	
PLAN DE GUADALUPE INTL	0700-2100	118.4			
QUETZALCOATL INTL	0800-2000	118.3			
VALLEY INTL	0600-2400	119.3 317.6	121.7	124.85	
WALDRON NOLF	0730-55 MON-FRI	133.85 236.825			

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CORPUS CHRISTI CLASS C	120.9 348.725 (RWY 13 & 18 340°-045°) 120.9 348.725 (RWY 31 & 36 270°-045°) 124.8 273.45 (RWY 13 & 18 150°-339°) 124.8 273.45 (RWY 31 & 36 150°-269°) 125.4 307.9 (046°-149°)	CONTINUOUS
HARLINGEN CLASS C	120.7 279.5	0600-2400, O/T CLASS E
CORPUS CHRISTI NAS/TRUAX	120.9 343.75 120.9 348.725 (HI-TACAN RWY 13R) 127.5 259.3 (HI-TACAN RWY 31L)	CONTINUOUS
KINGSVILLE NAS	119.9 290.45 O/T 128.15 350.3 HOUSTON CNTR	0700-2300 MON-THU 0700-1600 FRI BY NOTAM HOL
ORANGE GROVE NALF	119.9 290.45 O/T 128.15 350.3 HOUSTON CNTR	0700-2300 MON-THU 0700-1600 FRI BY NOTAM HOL

SPECIAL USE AIRSPACE ON BROWNSVILLE 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-6312	TO FL 230	SR-SS†	HOUSTON CNTR	
R-6317	TO 15,000	CONTINUOUS	HOUSTON CNTR	
W-228 A, D	TO FL 450	CONTINUOUS	HOUSTON CNTR	
A-632 A	6000 TO BUT NOT INCL FL 180	SR-2300 MON-FRI SR-SS SAT 1200-SS SUN	NO A/G	
A-632 B	TO BUT NOT INCL FL 180	0700-2400	NO A/G	
A-632 C	TO BUT NOT INCL FL 180	SR-2400 MON-FRI	NO A/G	
A-632 D	6000 TO BUT NOT INCL 11,000	SR-2400 MON-FRI 1400-2400 SUN	NO A/G	
A-632 F	3000 AGL TO BUT NOT INCL FL 180	0700-2400 MON-SAT	NO A/G	

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

MEXICO P-PROHIBITED, R-RESTRICTED

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
MMP 301	MATAMOROS	TO 1000	CONTINUOUS	DGAC SENEAM
MMP 302	GASERA	TO 1500	CONTINUOUS	DGAC SENEAM
MMP 304	CADEREYTA	TO 4000	CONTINUOUS	DGAC SENEAM

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
CRYSTAL	6000	0700-1800	HOUSTON CNTR	
KINGSVILLE 1	8000	SR-2400 MON-FRI SR-SS SAT 1000-2400 SUN	HOUSTON CNTR	
KINGSVILLE 2	13,000	SR-2400 MON-FRI SR-SS SAT 1000-2400 SUN	HOUSTON CNTR	
KINGSVILLE 3	8000	SR-2400 MON-FRI 1400-2400 SUN	HOUSTON CNTR	
KINGSVILLE 4	9000	SR-2400 MON-FRI 1400-2400 SUN	HOUSTON 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.

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

HIGHEST TERRAIN elevation is *12306 feet* located at 25° 22'N - 100° 33'W
Spot elevation 4254
Approximate elevation . . . . x 3200

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

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/

Entire area of this chart is within the Central Standard Time Zone +6 (+5DT)=UTC.

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

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.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

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

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

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

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

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

HIGH DENSITY HELICOPTER ACTIVITY AREA FREQUENCIES

ROCKPORT, TX 123.05

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

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 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, 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, 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.

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

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.

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.

BROWNSVILLE