CHARLOTTE
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 approach VOR, VOR-DME, 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.
Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected
Fuel availability indicated by use of tick marks around basic airport symbol. Consult Chart Supplement for details and 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 Special conditions exist - see Supplement.
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
AFIS 135.2 - Automatic Flight Information Service (AK)
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 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.
Total mileage between NAVAIDs on direct Airways
Class E Airspace low altitude RNAV 2 Routes are indicated by center line.
RNAV Waypoint (Compulsory / Non-Compulsory)
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
Alert Areas and Military Operations Areas (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
Special Airport Traffic Areas (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

COMMUNICATION BOXES

Underline indicates no voice on frequency.
Crosshatch indicates Shutdown status.
Operates less than continuous or On-Request.
ASOS/AWOS
Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Conterminous U.S.), 121.5, 122.2, 243.0 and 255.4 (Alaska), and 121.5, 126.7, and 243.0 (Canada) are available at many FSSs and are not shown above boxes. All other frequencies are shown.
R - Receive only
Frequencies above thin line box are remote to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.
FSS radio providing voice communication

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — VORTAC — VOR-DME — DME — Other facilities, i.e., FSS Outlet, RCO, WX CAM (AK) (see legend above) — Non-Directional Radio Beacon (NDB) — NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL — Above 200 ft & below 1000 ft AGL — Below 200 ft AGL (above 299 ft AGL in urban area) — Group Obstruction — Wind Turbine — Wind Turbine Farm
Elevation of the top above mean sea level — Height above ground — Under construction or reported; position and elevation unverified
Obstruction with high-intensity lights; may operate part-time
NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

Aerobatic Practice Area (See Supplement.) — Glider Operations — Hang Glider Activity — Ultralight Activity — Unmanned Aircraft Activity — Parachute Jumping Area (See Supplement.)
STADIUM — Intermittent TFR site (within 3 NM, up to 3000' AGL)
Space Launch Activity Area (See Supplement.)
Marine Light
Isogonic Line (2020 VALUE)
VFR Waypoints

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.

CHARLOTTE 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

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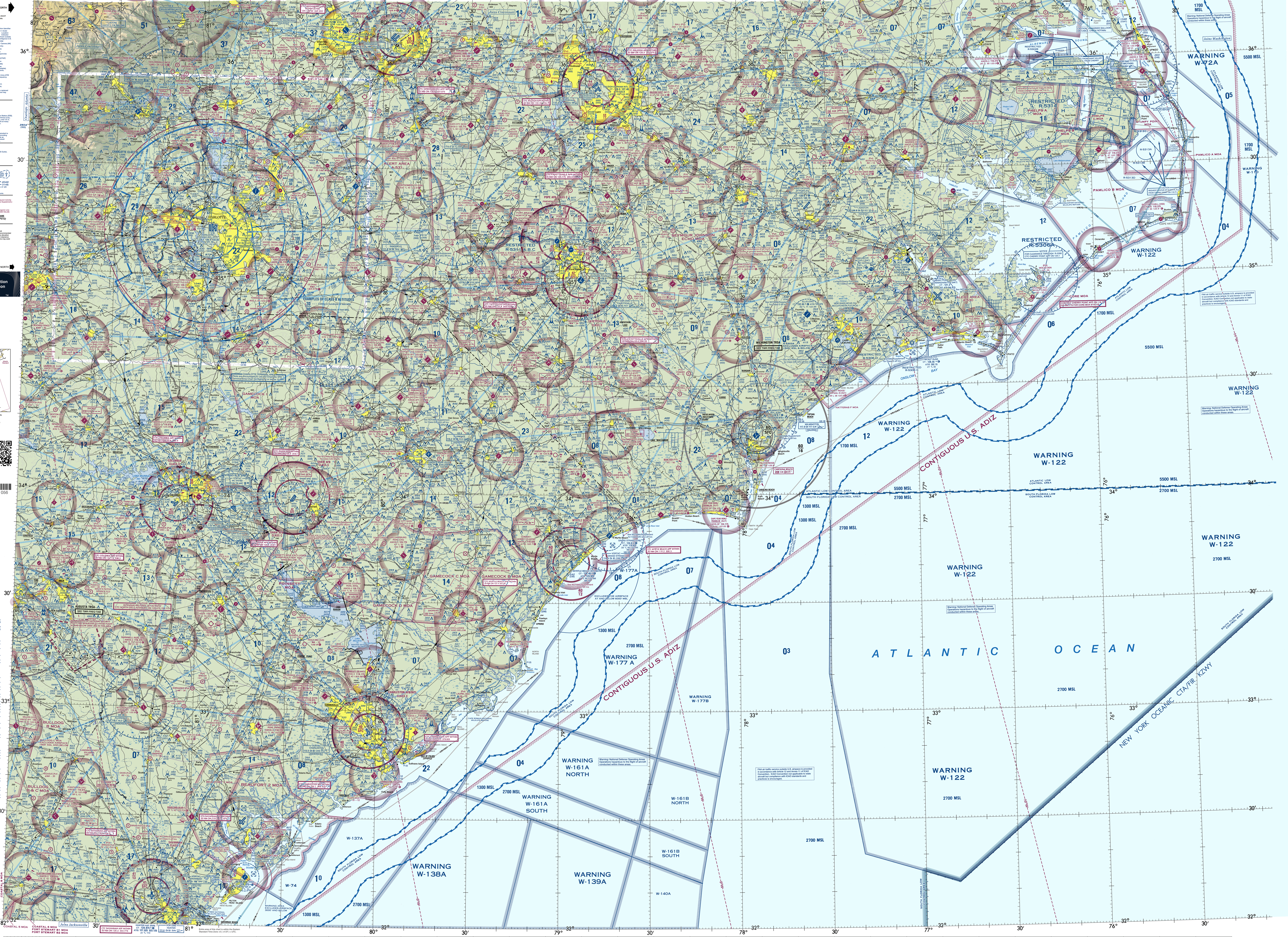
NSN 7641014100176
NGA REF. NO. SECXXCHARLOTTE
EFF. DATE 21056



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, 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 — Figure 2 — Figure 3

CONTROL TOWER FREQUENCIES ON CHARLOTTE 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 times 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
AUGUSTA RGNL AT BUSH FLD	0645-2300	118.7 239.3	121.9 348.6	132.75	
BEAUFORT MCAS/ MERRITT FLD/	0700-2300 MON-THU 0700-1800 FRI O/T BY NOTAM	119.05 342.875	128.15 348.625	279.525	ASR/PAR
BOGUE FLD MCALF	HRS PUB BY 2ND MARINE AIR WING	126.45 339.8	360.725	292.15	
CHARLESTON AFB/INTL	CONTINUOUS	126.0 239.0	121.9 348.6	124.75	
CHARLOTTE/ DOUGLAS INTL	CONTINUOUS	118.1 (RWYS 18L/36R & 05/23) 126.4 (RWY 18C/36C) 133.35 (RWY 18R/36L) 257.8	121.8 (WEST) 121.9 (EAST) 348.6	121.15 (ARR) 132.1 (DEP)	
CHERRY POINT MCAS/ CUNNINGHAM FLD/	CONTINUOUS	121.3 340.2	128.625 239.025	127.475 244.875	ASR/PAR
COASTAL CAROLINA RGNL	0600-2200	124.25	121.7		
COLUMBIA METRO	CONTINUOUS	119.5 257.8	121.9 348.6	120.15	
CONCORD-PADGETT RGNL	0700-2300	134.65	121.85	133.675	
ELLIS	0700-2200	132.65	125.4	124.475	
FAYETTEVILLE RGNL/ GRANNIS FLD	CONTINUOUS	118.3 269.2	121.7 348.6	121.25	
FLORENCE RGNL	0630-2200	125.1 353.85	121.9 353.85	123.625	
GRAND STRAND	0700-2100	124.6 257.6	121.8 257.6	119.625	
HICKORY RGNL	0700-2100	128.15	121.7		
HILTON HEAD	0700-2100	118.975	121.1	121.4	
HUNTER AAF	0730 MON—2300 FRI EXC HOL	124.975 279.575	121.8 291.675	127.525 323.125	ASR/PAR
KINSTON RGNL JETPORT AT STALLINGS FLD	0630-2200	120.6 335.55	121.9		
MACKALL AAF	0810-2400 MON-SAT EXC FED HOL	121.0 254.4	128.35 251.05	141.4	
MC ENTIRE JNGB	0800-2400 MON-FRI EXC HOL 0800-1600 SAT-SUN	132.4 253.5	127.625 226.675	327.05	
MYRTLE BEACH INTL	0600-2300	128.45 259.3	120.3 275.8	123.925	
NEW RIVER MCAS /H/ MCCUTCHEON FLD	0800-0100 MON-THU 0800-1900 FRI 1 OCT—30 APR 0900-0200 MON-THU 0900-2000 FRI 1 MAY—30 SEP	120.0 360.2	121.8 254.275	288.325	ASR/PAR
OAK GROVE MCOLF	BY NOTAM	BY NOTAM			
PIEDMONT TRIAD INTL	CONTINUOUS	119.1 290.325	121.9 348.6	128.55	
POPE AAF	CONTINUOUS	135.025 291.1	124.55 275.8	132.3 353.725	
RALEIGH-DURHAM INTL	CONTINUOUS	127.45 (RWYS 05R/23L & 14/32, EAST) 119.3 (RWY 05L/23R, WEST) 257.8	121.9 (RWYS 05R/23L & 14/32, EAST) 121.7 (RWY 05L/23R, WEST) 348.6	123.8	
SAVANNAH/ HILTON HEAD INTL	0600-2400	119.1 257.8	121.9 348.6	123.75	
SEYMOUR JOHNSON AFB	0700-2300	126.25 270.875	118.1 275.8	317.625	
SHAW AFB	0700-2300	126.65 254.25	126.1 275.8	126.15 270.1	
SIMMONS AAF	0810-2400 MON-FRI CLSD HOL O/T BY NOTAM	125.9 240.625	121.9 229.4	139.25	ASR/PAR
SMITH REYNOLDS	0645-2130	123.75 257.8	128.12		
STANLY CO	0800-2300 TUE-SAT OR BY NOTAM	126.275 291.9	121.75 254.375		PAR
WILMINGTON INTL	CONTINUOUS	119.9 239.0	121.9 348.6	124.975	ASR/PAR

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CHARLOTTE CLASS B	128.325 (001°-119° 8000' & BELOW) 120.05 (120°-295° 8000' & BELOW) 134.75 (296°-360° 8000' & BELOW) 124.0 (073°-245° ABOVE 8000') 120.5 (246°-074° ABOVE 8000') 257.2 (180°-359°) 307.8 (360°-179°)	CONTINUOUS
CHARLESTON AFB/INTL CLASS C	119.3 379.925 (331°-150°) 120.7 306.925 (151°-330°)	CONTINUOUS
COLUMBIA CLASS C	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	CONTINUOUS
FAYETTEVILLE CLASS C	125.175 285.575 (321°-060°) 133.0 290.25 (061°-230°) 127.8 343.725 (231°-320°)	CONTINUOUS
GREENSBORO CLASS C	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	CONTINUOUS
MYRTLE BEACH CLASS C	119.2 350.3 (322°-170°) 127.4 257.95 (171°-321°) O/T 134.375 317.55 JACKSONVILLE CNTR	0600-2300 O/T CLASS G
POPE AFB CLASS C	133.0 290.25 (091°-270°) 125.175 285.575 (271°-090°)	CONTINUOUS
RALEIGH CLASS C	125.3 353.675 (035°-229°) 132.35 256.9 (230°-034°)	CONTINUOUS
SAVANNAH CLASS C	118.4 354.0 (270°-010°) 125.3 371.875 (011°-109°) 120.4 353.775 (110°-269°) O/T 132.925 363.2 JACKSONVILLE CNTR	0600-2400 O/T CLASS E
SHAW AFB CLASS C	125.4 318.1 O/T 124.7 269.55 JACKSONVILLE CNTR	0700-2300 O/T CLASS D
AUGUSTA TRSA	119.15 284.625 (350°-169°) 126.8 270.3 (170°-349°) O/T 128.1 322.325 ATLANTA CNTR	0645-2300
WILMINGTON TRSA	135.75 317.425 (344°-163°) 118.25 284.65 (164°-343°) O/T 135.75 317.425 WASHINGTON CNTR	0600-2300
BEAUFORT MCAS/MERRITT FLD/	123.7 269.125 (3000' & BELOW) 125.125 292.125 (ABOVE 3000') O/T 132.925 363.2 JACKSONVILLE CNTR	0700-2300 1000-1800 HOL
BOGUE FLD MCALF	124.1 268.7 (EAST) 119.35 377.175 (WEST)	CONTINUOUS
CAMP DAVIS MCOLF	119.35 377.175	CONTINUOUS
CHERRY POINT MCAS/ CUNNINGHAM FLD/	124.1 268.7 119.35 377.175 (WEST) 119.75 360.775 (EAST ABOVE 2600') 132.575 299.6 (EAST AT & BELOW 2600')	CONTINUOUS
MACKALL AAF	127.8 343.725	CONTINUOUS
MC ENTIRE JNGB	125.4 318.1 O/T 124.7 269.55 JACKSONVILLE CNTR	0700-2300
NEW RIVER MCAS /H/ MCCUTCHEON FLD	119.35 377.175	CONTINUOUS
OAK GROVE MCOLF	119.35 377.175	CONTINUOUS
SEYMOUR JOHNSON AFB	119.7 273.6 (111°-257°) 123.7 290.9 (258°-110°) O/T 135.5 281.425 WASHINGTON CNTR	0700-2300

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

COASTAL MOA ADVISORY SERVICE
VHF 119.225 OR PHONE 1-800-229-2839

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/

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

CHARLOTTE

NAUTICAL MILES / STATUTE MILES / KILOMETERS

CONVERSION OF ELEVATIONS

FEET (Thousands) — METERS (Thousands)

CONTOUR INTERVAL 500 *feet*
Intermediate contours 250 *feet*
HIGHEST TERRAIN elevation is 5960 *feet* located at 36° 06' N - 81° 49' W
Spot elevation 4254
Approximate elevation . . . . . x 3200

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.

SPECIAL USE AIRSPACE ON CHARLOTTE 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-3005 A, B, D	TO 29,000	0600-2400 †24 HRS IN ADVANCE	JACKSONVILLE CNTR	
R-3005 C	TO 29,000	0600-0300 †24 HRS IN ADVANCE	JACKSONVILLE CNTR	
R-5301	TO 14,000	CONTINUOUS	GIANT KILLER	118.125 233.7
R-5302 A	TO 14,000	BY NOTAM 24 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
R-5302 B	100 AGL TO 14,000	BY NOTAM 24 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
R-5302 C	100 AGL TO 3000	BY NOTAM 24 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
R-5303 A	TO BUT NOT INCL 7000	0600-1800 MON-FRI †24 HRS IN ADVANCE	CHERRY POINT APP	
R-5303 B	7000 TO BUT NOT INCL 10,000	BY NOTAM 24 HRS IN ADVANCE	CHERRY POINT APP	
R-5303 C	10,000 TO BUT NOT INCL FL 180	BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	135.5 272.75
R-5304 A	TO BUT NOT INCL 7000	0600-1800 MON-FRI †24 HRS IN ADVANCE	CHERRY POINT APP	
R-5304 B	7000 TO BUT NOT INCL 10,000	BY NOTAM 24 HRS IN ADVANCE	CHERRY POINT APP	
R-5304 C	10,000 TO BUT NOT INCL FL 180	BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	135.5 272.75
R-5306 A	TO BUT NOT INCL FL 180	CONTINUOUS	CHERRY POINT APP	124.1 268.7
R-5306 C	1200 TO BUT NOT INCL FL 180	CONTINUOUS	CHERRY POINT APP	124.1 268.7
R-5306 D, E	TO BUT NOT INCL FL 180	CONTINUOUS	CHERRY POINT APP	124.1 268.7
R-5311 A	TO BUT NOT INCL 7000	CONTINUOUS	WASHINGTON CNTR	135.2 348.65
R-5311 B	7000 TO BUT NOT INCL 12,000	CONTINUOUS	WASHINGTON CNTR	135.2 348.65
R-5311 C	12,000 TO BUT NOT INCL FL 290	CONTINUOUS	WASHINGTON CNTR	135.2 348.65
R-5313 A	TO 18,000	0800-2300 MON-FRI †24 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
R-5313 B, C	100 AGL TO 13,000	BY NOTAM 24 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
R-5313 D	500 AGL TO 13,000	BY NOTAM 24 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
R-5314 A, D	TO FL 205	0600-2400 MON-FRI †6 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
R-5314 B, E	500 AGL TO FL 205	0600-2400 MON-FRI †6 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
R-5314 C, F	200 AGL TO 15,000	0600-2400 MON-FRI †6 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
R-5314 H	500 AGL TO 10,000	0600-2400 MON-FRI †6 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
R-5314 J	1000 AGL TO 6000	0600-2400 MON-FRI †6 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
R-6001 A	TO 3200	INTERMITTENT 0630-2400	JACKSONVILLE CNTR	
R-6001 B	3200 TO FL 230	INTERMITTENT 0630-2400	JACKSONVILLE CNTR	
R-6002 A	TO BUT NOT INCL 13,000	0600-2400 MON-FRI 0800-1600 SAT †8 HRS IN ADVANCE	JACKSONVILLE CNTR	
R-6002 B	13,000 TO BUT NOT INCL FL 180	0600-2400 MON-FRI 0800-1600 SAT †8 HRS IN ADVANCE	JACKSONVILLE CNTR	
W-72 A	E OF 75°30'00" UNLIMITED W OF 75°30'00" TO BUT NOT INCL 2000	INTERMITTENT BY NOTAM	WASHINGTON CNTR	
W-74	TO 10,000	INTERMITTENT BY NOTAM	JACKSONVILLE CNTR	
W-110	TO FL 230	INTERMITTENT BY NOTAM	FACSFAC VACAPES	
W-122	UNLIMITED	INTERMITTENT BY NOTAM	WASHINGTON CNTR	
W-137 A	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
W-138 A	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
W-139 A	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
W-140 A	TO FL 240	CONTINUOUS	JACKSONVILLE CNTR	
W-161 A NORTH, SOUTH	TO FL 620	SR-0100	JACKSONVILLE CNTR	
W-161 B NORTH, SOUTH	TO FL 300	SR-0100	JACKSONVILLE CNTR	
W-177 A	TO FL 500	SR-0100	JACKSONVILLE CNTR	
W-177 B	TO FL 300	SR-0100	JACKSONVILLE CNTR	
A-530	TO BUT NOT INCL FL 180	0700–2300	NO A/G	
A-531	200 AGL TO 1500 AGL	INTERMITTENT 0600-2400 MON-FRI BY NOTAM SAT-SUN	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
BEAUFORT 1	100 AGL TO 10,000	INTERMITTENT BY NOTAM	JACKSONVILLE CNTR	
BEAUFORT 2	100 AGL TO 7000	INTERMITTENT, 4 DAYLT HRS PER DAY, 2 DAYS PER MONTH BY NOTAM	JACKSONVILLE CNTR	
BEAUFORT 3	100 AGL TO 2000	INTERMITTENT, 4 DAYLT HRS PER DAY, 2 DAYS PER MONTH BY NOTAM	JACKSONVILLE CNTR	
BULLDOG B	10,000	INTERMITTENT 0700-2400	ATLANTA CNTR	
BULLDOG C	500 AGL TO BUT NOT INCL 10,000	INTERMITTENT 0700-2400	ATLANTA CNTR	
COASTAL 5	300 AGL	INTERMITTENT 0700-2200 MON-FRI INTERMITTENT 0700-2200 BY NOTAM SAT-SUN	JACKSONVILLE CNTR	
COASTAL 6	10,001	INTERMITTENT 0700-2200 MON-FRI INTERMITTENT 0700-2200 BY NOTAM SAT-SUN	JACKSONVILLE CNTR	
COASTAL 8	11,000	INTERMITTENT 0700-2200 MON-FRI INTERMITTENT 0700-2200 BY NOTAM SAT-SUN	JACKSONVILLE CNTR	
CORE	3000	INTERMITTENT 0700-2300 MON-FRI	CHERRY POINT APP	119.75 360.775
FORT BRAGG NORTH A	500 AGL TO 6000	INTERMITTENT 0700-2400 MON-FRI BY NOTAM SAT-SUN	FAYETTEVILLE ATCT	
FORT BRAGG NORTH B	4000 TO 6000	INTERMITTENT 0700-2400 MON-FRI BY NOTAM SAT-SUN	FAYETTEVILLE ATCT	
FORT BRAGG SOUTH A	500 AGL TO 6000	INTERMITTENT 0700-2400 MON-FRI BY NOTAM SAT-SUN	FAYETTEVILLE ATCT	
FORT BRAGG SOUTH B	1500 AGL TO 6000	INTERMITTENT 0700-2400 MON-FRI BY NOTAM SAT-SUN	FAYETTEVILLE ATCT	
FORT STEWART B1	500 AGL TO 4999	INTERMITTENT 0600-2200 MON-FRI	JACKSONVILLE CNTR	
FORT STEWART B2	5000 TO 10,000	BY NOTAM	JACKSONVILLE CNTR	
GAMECOCK A	7000	INTERMITTENT 0630-2230 MON-FRI	WASHINGTON CNTR	
GAMECOCK B	10,000	INTERMITTENT 0800-2400	JACKSONVILLE CNTR	
GAMECOCK C	100 AGL TO 10,000	INTERMITTENT 0800-2400	JACKSONVILLE CNTR	
GAMECOCK D	10,000	INTERMITTENT 0800-2400	JACKSONVILLE CNTR	
GAMECOCK I	100 AGL TO 6000	INTERMITTENT 0800-2400	JACKSONVILLE CNTR	
HATTERAS F	3000 TO 13,000	0700-2200 MON-FRI	WASHINGTON CNTR	
PAMLICO A	8000	INTERMITTENT SR-2300 MON-FRI	CHERRY POINT APP	119.75 360.775
PAMLICO B	8000	INTERMITTENT 0700-2200 MON-FRI	CHERRY POINT APP	119.75 360.775
PHELPS A	6000	INTERMITTENT 0600-2400 MON-FRI; 0700-1800 SAT-SUN †6 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
PHELPS B	10,000	INTERMITTENT 0600-2400 MON-FRI; 0700-1800 SAT-SUN †6 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
PHELPS C	15,000	INTERMITTENT 0600-2400 MON-FRI; 0700-1800 SAT-SUN †6 HRS IN ADVANCE	CHERRY POINT APP	119.75 360.775
POINSETT	300 AGL TO 2500	0600-2400 MON-FRI 0800-1600 SAT †8 HRS IN ADVANCE	SHAW APP	
SEYMOUR JOHNSON ECHO	7000	0600-2000 MON-FRI	WASHINGTON CNTR	
STUMPY POINT	TO BUT NOT INCL 8000	INTERMITTENT SR-2300 MON-FRI	CHERRY POINT APP	119.75 360.775

*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.

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

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.

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.

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.

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

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 . . . . 12[5]

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.

CHARLOTTE