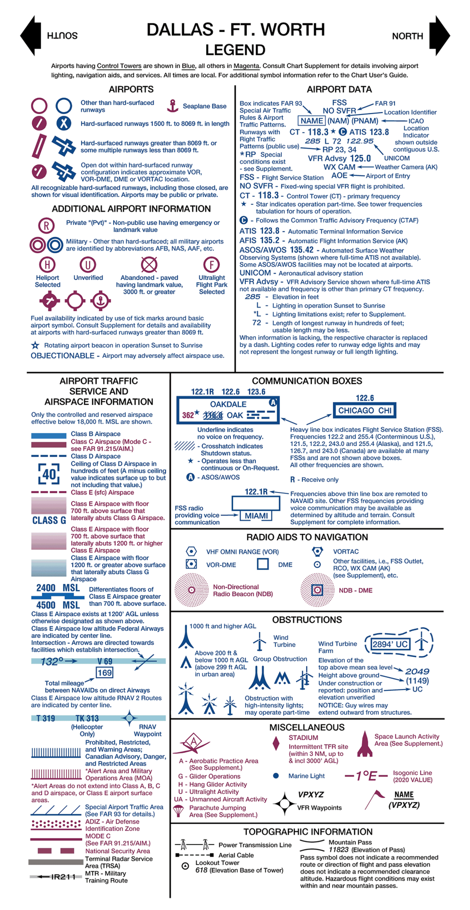


Lambert Conformal Conic Projection Standard Parallels 33° 20′ and 38° 40′
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONTOUR INTERVAL 500 feet

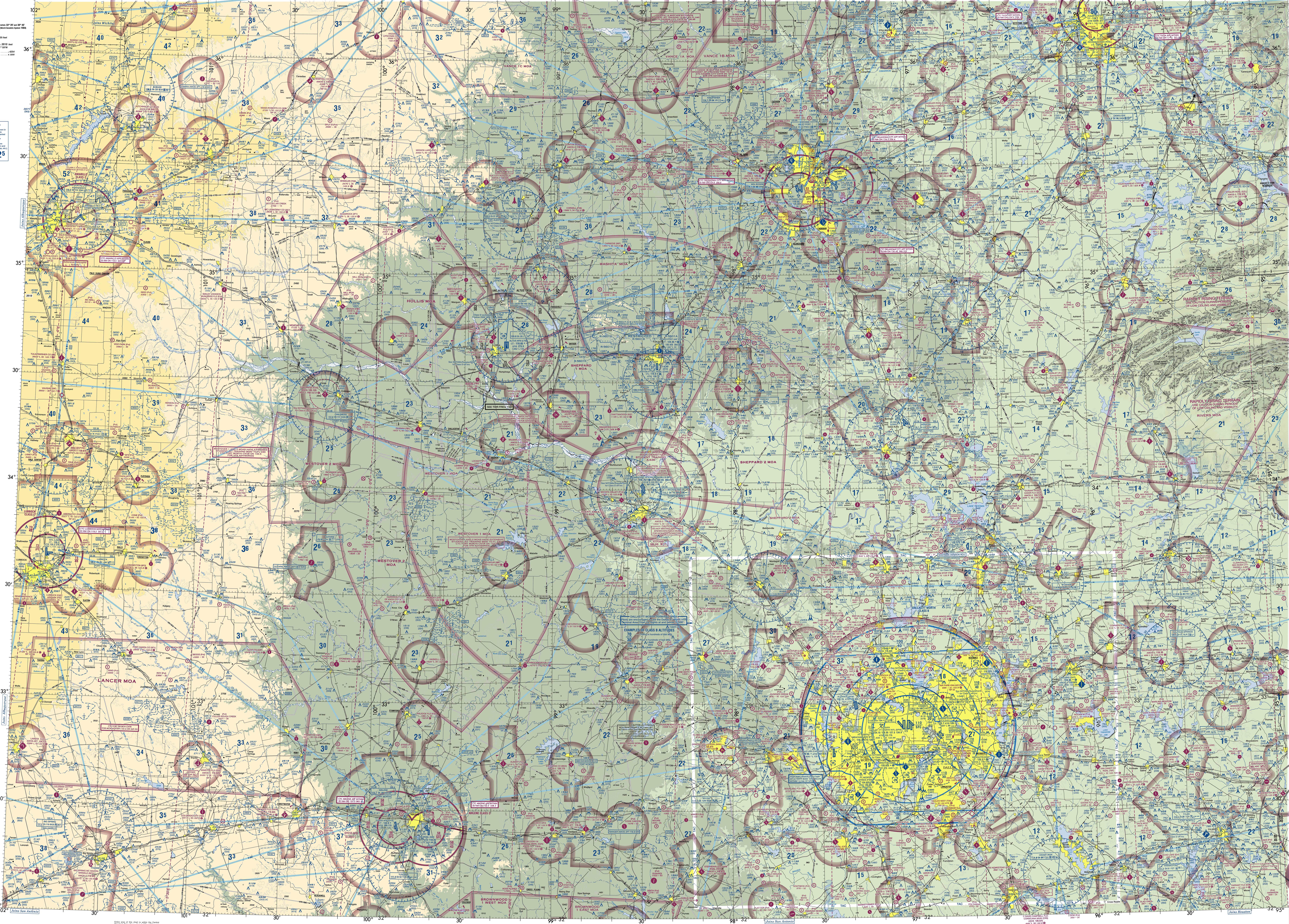
HIGHEST TERRAIN elevation is 3818 feet located at 34° 52′N - 101° 59′W

Spot elevation 4254
Approximate elevation . . . . x 3200

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



DALLAS - FT. WORTH 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
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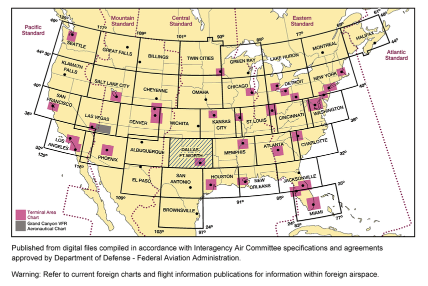

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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SDAL
NSN 7641014100170
NGA REF. NO. SECXXDALLASFTW
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 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 DALLAS–FT WORTH 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 indicates Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.
O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
ABILENE RGNL	CONTINUOUS	120.1 257.8	121.7 348.6	118.25	ASR
ADDISON	0600-2200	126.0 239.0	121.6	133.4	
ALTUS AFB	0900-0230 MON-FRI CLSD HOL	119.65 254.4	121.85 275.8	273.5	
ARDMORE	0700-2300 MON-FRI 0700-1700 SAT-SUN	118.5 257.7	121.8	125.6	
ARLINGTON	0700-2100	128.625	121.875		
CLINTON-SHERMAN	0900-0100 MON-FRI EXC FED HOL	119.6 256.9	121.7 239.0		
DALLAS EXEC	0700-2100	127.25	119.475	126.35	
DALLAS-FT WORTH INTL	CONTINUOUS	124.15 134.9 (W) 126.55 127.5 (E)	121.65 121.8 (E) 121.85 (W)	123.775 (ARR) 135.925 (DEP)	
DALLAS LOVE FLD	CONTINUOUS	123.7 239.3	121.75 348.6	120.15	
DENTON ENTERPRISE	0600-2200	119.95	123.95		
DYESS AFB	CONTINUOUS	133.0 257.675	118.35 275.8	269.175	ASR
FT WORTH ALLIANCE	CONTINUOUS	135.15 257.9	132.65 306.2	126.925	
FT WORTH MEACHAM INTL	CONTINUOUS	118.3 257.8	121.9	120.7	
FT WORTH NAS JRB (CARSWELL)	0700-2300 MON-FRI 0900-1700 SAT-SUN O/T BY NOTAM	120.95 269.325	121.675 279.575	351.675	ASR/PAR
FT WORTH SPINKS	0700-2000	124.625	119.475	120.025	
GRAND PRAIRIE	0800-1800 (0700-2100 DST)	128.55	121.15		
HENRY POST AAF	BY NOTAM	124.95 229.4	121.7 279.575	135.425 354.025	ASR
HUSBAND AMARILLO INTL	0600-2400	118.3 257.9	121.9 348.6	118.85 350.3	ASR
LAWTON-FT SILL RGNL	0800-1900	119.9 257.8	121.9	120.75	ASR
LUBBOCK SMITH INTL	CONTINUOUS	120.5 239.3	121.9 348.6	125.3 270.275	ASR
MAJORS	0730-1600 MON-FRI O/T IRREGULAR HRS	118.65 385.425	121.7 335.8		
MCKINNEY NTL	0600-2200	118.825	121.875		
MESQUITE	0700-2100	120.3	118.85		
NORTH TEXAS RGNL/ PERRIN FLD	0700-1900	120.575 233.7	124.125	118.775	
RICHARD JONES	0700-2200	120.3	121.7	126.5	
SHEPPARD AFB/ WICHITA FALLS	0600-2000 MON-FRI 1200-1700 SUN CLSD HOL O/T CTAF	119.75 279.525	125.5 289.4	132.05 269.9	ASR
STILLWATER RGNL	0800-2200	125.35	121.6		
TINKER AFB	CONTINUOUS	124.45 251.05	121.8 275.8	270.1	ASR
TULSA INTL	CONTINUOUS	118.7 257.8 (RWY 18R/36L) 121.2 310.8 (RWY 18L/36R & RWY 8/26)	121.9 348.6	124.9 377.2	ASR
TYLER POUNDS RGNL	0630-2130	120.1 257.8	121.9	126.25	
UNIV OF OKLAHOMA WESTHEIMER	0800-2200	118.0	121.6		
WILEY POST	0700-2200	126.9 306.9	121.7	128.725	ASR
WILL ROGERS	CONTINUOUS	119.35 269.45	121.9 348.6	125.85	ASR

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
DALLAS-FT WORTH CLASS B	118.1 306.95 (NW) 135.975 379.9 (SW) 124.3 282.275 (NE) 125.2 343.65 (SE)	CONTINUOUS
ABILENE CLASS C	125.0 338.3 (E) 127.2 282.3 (W)	CONTINUOUS
AMARILLO CLASS C	119.5 307.0 O/T 127.85 285.475 ALBUQUERQUE CNTR	0600-2400 O/T CLASS E
LUBBOCK CLASS C	119.2 351.8	CONTINUOUS
OKLAHOMA CITY CLASS C	124.2 336.4 (001°-080°) 120.45 288.325 (081°-170°) 124.6 266.8 (171°-360°)	CONTINUOUS
TULSA CLASS C	119.1 351.8 (355°-174°) 124.0 338.3 (175°-354°)	CONTINUOUS
ALTUS TRSA	125.1 353.7 O/T 128.4 133.5 269.37 350.35 FORT WORTH CNTR	0900-0230 MON-FRI CLSD HOL
HENRY POST AAF	118.6 290.375 (VFR) 120.55 322.4 (IFR)	CONTINUOUS
SHEPPARD AFB/WICHITA FALLS	118.2 269.025 O/T 133.5 350.35 FORT WORTH CNTR	0600-2000 MON-FRI 1200-1700 SUN EXC HOL

SPECIAL USE AIRSPACE ON DALLAS–FT WORTH 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 Facility 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
P-47	TO 4800	CONTINUOUS	NO A/G	
R-5601 A, B, C	TO 40,000	CONTINUOUS	FORT WORTH CNTR	128.4 269.37 133.5 350.35
R-5601 D, F	500 AGL TO FL 400	SR-2200 MON-FRI†	FORT WORTH CNTR	128.4 269.37 133.5 350.35
R-5601 E	500 AGL TO 6000	SR-2200 MON-FRI†	FORT WORTH CNTR	128.4 269.37 133.5 350.35
R-5601 G	500 AGL TO 8000	SR-2200 MON-FRI†	FORT WORTH CNTR	128.4 269.37 133.5 350.35
R-5601 H	TO 400	BY NOTAM	FORT WORTH CNTR	128.4 269.37 133.5 350.35
R-5601 J	500 AGL TO FL 400	SR-2200 MON-FRI†	FORT WORTH CNTR	128.4 269.37 133.5 350.35
A-561	TO 4000	SR-SS MON-FRI	NO A/G	
A-562 A	TO 10,000	SR TO 3 HRS AFTER SS MON-FRI	NO A/G	
A-636	TO 4000	1 HR BEFORE SR-1 HR AFTER SS MON-FRI	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
BROWNWOOD 1 EAST, 1 WEST	7000	0700-2200	FORT WORTH CNTR	127.45 290.3 135.37 354.05
BROWNWOOD 3	13,000	0700-2200	FORT WORTH CNTR	127.45 290.3 135.37 354.05
HOLLIS	11,000	1 HR BEFORE SR-1 HR AFTER SS MON-FRI	FORT WORTH CNTR	128.4 269.37 133.5 350.35
LANCER	6200	0900-2400 MON-FRI	FORT WORTH CNTR	132.6 269.05 133.7 350.2
RIVERS	8000	0900-2100 MON-FRI	FORT WORTH CNTR	124.87 307.2 132.2 338.35
SHEPPARD 1	8000	1 HR BEFORE SR-1 HR AFTER SS MON-FRI	FORT WORTH CNTR	124.85 380.1
SHEPPARD 2	8000	1 HR BEFORE SR-1 HR AFTER SS MON-FRI	FORT WORTH CNTR	118.75 317.45
VANCE 1A, 1C	8000	1 HR BEFORE SR-1 HR AFTER SS MON-FRI	KANSAS CITY CNTR	126.95 379.2
VANCE 1B	7000	1 HR BEFORE SR-1 HR AFTER SS MON-FRI	KANSAS CITY CNTR	127.8 319.1
WASHITA	8000	1 HR BEFORE SR-1 HR AFTER SS MON-FRI	FORT WORTH CNTR	128.4 269.37
WESTOVER 1	9000	1 HR BEFORE SR-1 HR AFTER SS MON-FRI	FORT WORTH CNTR	133.5 350.35
WESTOVER 2	10,000	1 HR BEFORE SR-1 HR AFTER SS MON-FRI	FORT WORTH CNTR	133.5 350.35

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

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

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.

CONVERSION OF ELEVATIONS

MILITARY TRAINING ROUTES (MTRs)
All IFR and VFR 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.

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. If you are intercepted by military aircraft, immediately contact air traffic control. Interceptors are authorized to use their discretion. Refer to 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 guard 243.0 and follow the visual ICAO signals. Be advised that non-compliance may result in the use of force.

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.

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

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 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 National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

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.

DALLAS-FT WORTH