DETROIT
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 approximate 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 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

FSS — NO SVFR — FAR 91 — NAME (NAM) (PNAM) — Location Identifier — ICAO Location Indicator shown outside contiguous U.S. — CT - 118.3 ✱ Ⓒ ATIS 123.8 — 285 L 72 122.95 — RP 23, 34 — UNICOM — VFR Advsy 125.0 — AOE — WX CAM — Airport of Entry — Weather Camera (AK)

Boxes indicate 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.

T 319 / TK 313 — RNAV Waypoint (Helicopter Only)

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

*Alert Area and Military Operations Area (MOA)

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

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

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 362 OAK — 122.6 CHICAGO CHI

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

122.1R — MIAMI — FSS radio providing voice communication

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 Supplement for complete information.

RADIO AIDS TO NAVIGATION

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

OBSTRUCTIONS

1000 ft and higher AGL — Wind Turbine — Wind Turbine Farm — Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area) — Group Obstruction — 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.

2894' UC — 2049 (1149) UC

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)

G - Glider Operations

H - Hang Glider Activity

U - Ultralight Activity

UA - Unmanned Aircraft Activity

Parachute Jumping Area (See Supplement.)

STADIUM — Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)

Space Launch Activity Area (See Supplement.)

Marine Light

Isogonic Line (2020 VALUE) — -1°E—

VPXYZ — VFR Waypoints — NAME (VPXYZ)

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.

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet

HIGHEST TERRAIN elevation is 3160 feet located at 40° 17'N - 78° 33'W

Spot elevation 4254
Approximate elevation . . . . . x 3200

Entire area of this chart is within the Eastern Standard Time Zone +5 (+4 DT) = UTC.

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

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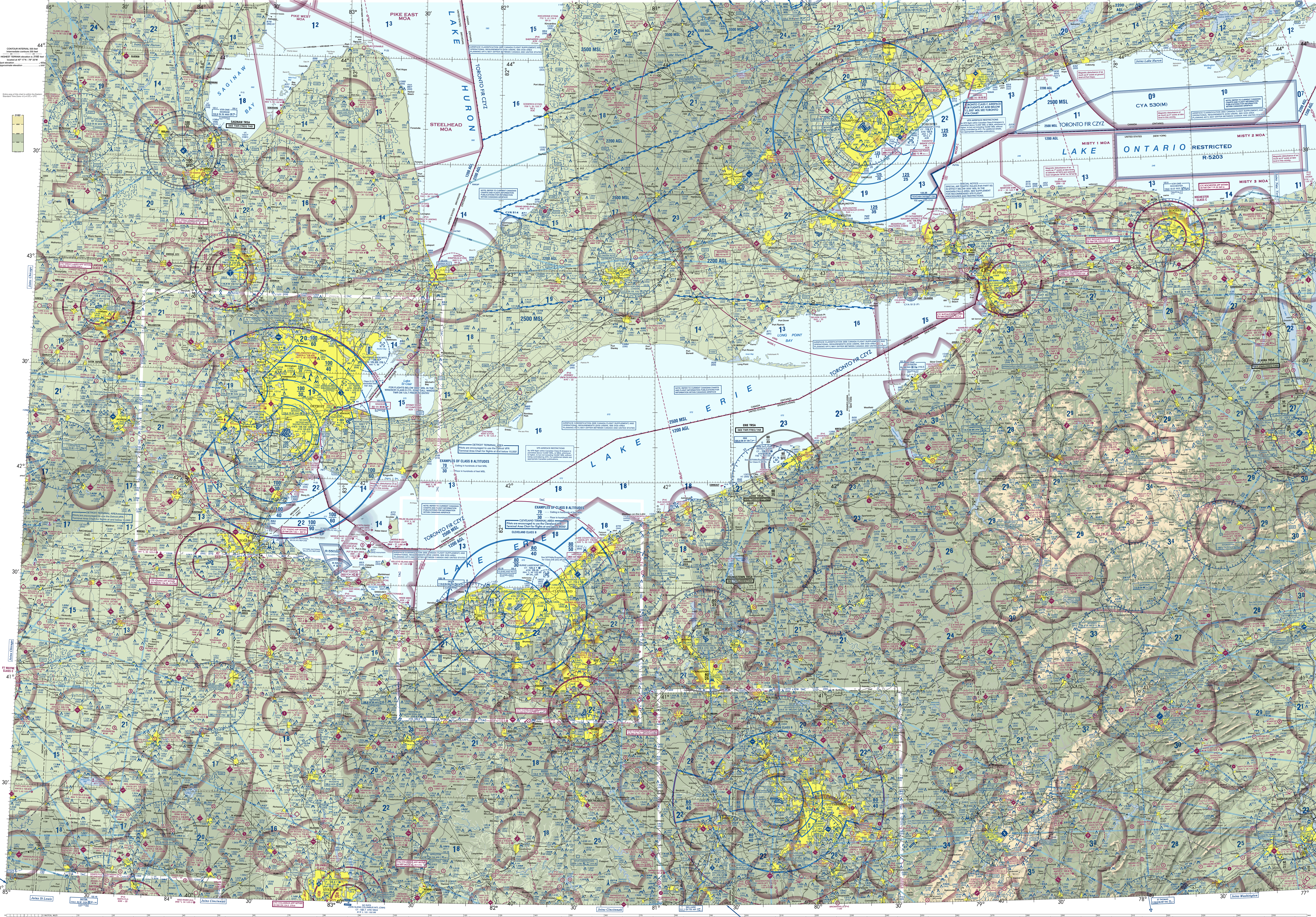
NSN 7641014100143
NGA REF. NO. SECXXDETROIT
EFF. DATE 21056



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. (Figure 2)

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 (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)

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

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

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

CONTROL TOWER FREQUENCIES ON DETROIT SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local 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
AKRON-CANTON RGNL	CONTINUOUS	134.75 279.575	121.7 348.6	121.05	
ALLEGHENY CO	CONTINUOUS	121.1 239.0	121.7	120.55	
ANN ARBOR	0800-2000	120.3	121.6	134.55	
ARNOLD PALMER RGNL	0615-2200	125.0	121.8	118.375	
BEAVER COUNTY	0730-1930 MON-FRI 0800-1600 SAT	120.3	121.8	118.35	
BISHOP INTL	0545-2330	126.3 257.9	121.9	133.15	ASR
BUFFALO NIAGARA INTL	CONTINUOUS	120.5 257.8	133.2 257.8	135.35	
BURKE LAKEFRONT	0700 MON-2200 FRI 0700-2300 SAT 0800-2400 SUN	124.3 339.8	121.9 339.8	125.25	
CAPITAL REGION INTL	CONTINUOUS	119.9 240.9	121.9	119.75	ASR
CLEVELAND-HOPKINS INTL	CONTINUOUS	124.5 273.45	121.7 273.45	127.85 ARR 132.375 DEP	
CUYAHOGA CO	0700-2300	118.5	121.85		
DETROIT METRO WAYNE COUNTY	CONTINUOUS	118.4 (RWYS 03R, 21L, 27R) 128.125 (RWYS 04R, 22L) 128.75 (RWYS 03L, 21R, 27L) 135.0 (RWYS 04L, 22R) 317.725	119.25 (SE) 119.45 (NE) 121.8 (NW) 132.725 (SW)	133.675 ARR 118.125 DEP	
ELMIRA/CORNING RGNL	0600-2400	121.1 257.8	121.9	125.475	
ERIE INTL/TOM RIDGE FLD	CONTINUOUS	118.1 257.8	121.9	120.35	
GREATER ROCHESTER INTL	CONTINUOUS	118.3 254.3	121.7	124.825	
HAMILTON	CONTINUOUS	125.0	121.6	128.1	
JACKSON COUNTY-REYNOLDS FLD	0700-2100	128.475 257.8	121.8	125.725	
JOHN GLENN COLUMBUS INTL	CONTINUOUS	132.7 257.8	121.9 348.6	124.6	
KRANZ TOLEDO EXPRESS	CONTINUOUS	118.1 285.4	121.9 348.6	118.75 290.225	ASR
LONDON	0620-2245	119.4	121.9	127.8	
MANSFIELD LAHM RGNL	0600-2300	119.8 291.775	121.8 291.775	125.3	
MBS INTL	0600-2300	120.1 257.8	121.7	125.925	
MURTHA JOHNSTOWN-CAMBRIA CO	0700-2300	125.75	121.6	118.325	
NIAGARA FALLS INTL	CONTINUOUS	118.5 349.0	125.3 275.8	120.8 269.4	
OAKLAND CO INTL	0600-2400	120.5	121.8	125.025	
OHIO STATE UNIVERSITY	0700-2300	118.8 254.325	121.7	121.35	
OSHAWA EXEC	0630-2230	120.1	118.4	125.675	
PITTSBURGH INTL	CONTINUOUS	128.3 291.7	121.9 (S) 127.8 (N) 348.6	127.25 ARR 135.9 DEP	
SELFRIDGE ANGB	0730-2300 EXC HOL	120.15 225.4	128.3 275.8	125.325 270.1	
TORONTO/BISHOP	0630-2300	118.2	121.7	133.6	
TORONTO/PEARSON INTL	CONTINUOUS	118.35	119.1	120.825 133.1	
TRENTON (ONT)	CONTINUOUS	128.7 236.6	121.9 275.8	133.45 257.7	
UNIVERSITY PARK	0600-2200	128.475	119.625	127.65	
WATERLOO	0700-2300	118.55	121.8	125.1	
WHEELING OHIO CO	0700-2200 MON-FRI 1000-2000 SAT-SUN	118.1 257.8	121.75		
WILLIAMSPORT RGNL	0630-2230	119.1 257.8	121.9		
WILLOW RUN	CONTINUOUS	125.275 256.9	119.975	127.425	
WINDSOR	0630-2230	124.7	121.7	134.5	
YOUNG	CONTINUOUS	121.3 257.8	121.85	124.875	
YOUNGSTOWN-WARREN RGNL	CONTINUOUS	119.5 263.0	121.9 275.8	123.75	ASR

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CLEVELAND CLASS B	125.35 (340°-200°) 126.35 (201°-339°)	CONTINUOUS
DETROIT CLASS B	132.35 (NW/NE) 134.3 (SE) 118.95 (SW) PRIOR TO ENTERING CANADIAN CLASS D CTL ZONE OR BELOW 3000' MSL CONTACT WINDSOR TOWER ON 124.7	CONTINUOUS
PITTSBURGH CLASS B	133.7 (181°-270°) (PIT) 121.25 (271°-360°) (PIT) 123.95 (091°-180°) (PIT) 124.15 (001°-090°) (PIT) 279.625 (270°-089°) (PIT) 360.8 (090°-269°) (PIT) 119.35 285.575 (090°-269°) OTHER 124.75 338.2 (270°-089°) OTHER	CONTINUOUS
AKRON CLASS C	125.5 371.875 (007°-186°) 118.6 269.25 (187°-006°) O/T 134.9 317.7 CLEVELAND CNTR	0600-2400 O/T CLASS D
BUFFALO CLASS C	126.15 263.125 (053°-233°) 126.5 317.6 (234°-052°)	CONTINUOUS
COLUMBUS CLASS C	125.95 317.775 (280°-099°) 134.0 279.6 (100°-279°)	CONTINUOUS
FLINT CLASS C	118.8 257.9 O/T 126.75 348.75 CLEVELAND CNTR	0545-2330 O/T CLASS E
LANSING CLASS C	118.65 226.4 O/T 126.75 348.75 CLEVELAND CNTR	0530-2400 O/T CLASS D
ROCHESTER CLASS C	123.7 322.3 (161°-329°) 119.55 269.6 (330°-160°)	CONTINUOUS
TOLEDO CLASS C	126.1 307.0 (360°-179°) 134.35 317.55 (180°-359°)	CONTINUOUS
ELMIRA TRSA	128.425 257.8 O/T 133.35 372.0 NEW YORK CNTR	0600-2400
ERIE TRSA	257.8 O/T 127.075 292.175 CLEVELAND CNTR	0600-2400
SAGINAW TRSA	126.45 235.625 O/T 126.525 285.525 CLEVELAND CNTR	0530-2400
YOUNGSTOWN TRSA	133.95 322.3 O/T 120.775 298.95 CLEVELAND CNTR	0600-2400
SELFRIDGE ANGB	119.6 318.2 O/T 132.35 363.2 DETROIT APP	0700-2300

CINCINNATI TERMINAL AREA
Pilots are encouraged to use the Cincinnati VFR Terminal Area Chart for flights at or below 10,000

EXAMPLES OF CLASS B ALTITUDES
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

Lambert Conformal Conic Projection Standard Parallels 41° 20' and 46° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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 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) an 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 Management Areas, Wilderness Areas and Primitive Areas administered by the four 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

CONVERSION OF ELEVATIONS
FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

0 NAUTICAL MILES — 0 STATUTE MILES — 0 KILOMETERS

SPECIAL USE AIRSPACE ON DETROIT 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-5203	TO FL 500	BY NOTAM 24 HRS IN ADVANCE	CLEVELAND CNTR	127.47 346.35
R-5502 A	TO 5000	0800-1700 1 APR–30 NOV 0800-1700 TUE-THU 1 DEC–31 MAR †48 HRS IN ADVANCE	TOLEDO EXPRESS ATCT	126.1 307.0
R-5502 B	TO 23,000	0800-1700 TUE-THU †48 HRS IN ADVANCE	CLEVELAND CNTR	127.9 284.625
R-5801	TO 4000	0800-1600 MON-FRI	NEW YORK CNTR HARRISBURG INTL ATCT	132.2 322.4 124.1
R-5803	TO 4000	0800-1600 MON-FRI	NEW YORK CNTR HARRISBURG INTL ATCT	132.2 322.4 124.1

CANADA R–RESTRICTED, D–DANGER, A–ADVISORY AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
CYR502	CFB BORDEN, ON	TO 7000	CONTINUOUS	
CYR505	BATH, ON	TO 1300	CONTINUOUS	
CYR506	WARKWORTH, ON	TO 1400	CONTINUOUS	
CYR514	IPPERWASH, ON	TO 6000	OCSL BY NOTAM	TORONTO ACC
CYR518	NIAGARA FALLS, ON	TO BUT NOT INCL 3500	CONTINUOUS	
CYR533	KITCHENER, ON	TO 1500	CONTINUOUS	
CYA509 (P)	COOKSTOWN, ON	TO 4500	OCSL DAYLIGHT BY NOTAM	
CYA513 (P)	PORT COLBORNE, ON	TO 11,500	OCSL DAYLIGHT BY NOTAM	
CYA529 (P)	GRAND BEND, ON	TO 12,500	OCSL DAYLIGHT BY NOTAM	
CYA530 (M)	LAKE ONTARIO, ON	3000 TO FL 500	OCSL DAYLIGHT BY NOTAM	TORONTO ACC

A – Acrobatic F – Aircraft Test Area H – Hang Gliding M – Military Operations P – Parachuting S – Soaring T – Training

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
DUKE	8000	1000-1500	CLEVELAND CNTR	125.87 338.35 124.32 353.85
MISTY 1	4000 TO BUT NOT INCL 18,000	0800-2200 MON-FRI 0800-1600 SAT-SUN	CLEVELAND CNTR	125.2 263.1
MISTY 2	300 AGL TO BUT NOT INCL 18,000	0800-2200 MON-FRI 0800-1600 SAT-SUN	CLEVELAND CNTR	127.47 346.35
MISTY 3	11,000 TO BUT NOT INCL 18,000	0800-2200 MON-FRI 0800-1600 SAT-SUN	CLEVELAND CNTR	127.47 346.35
PIKE EAST	300 AGL	BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	125.475 269.45
PIKE WEST	6000	BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	125.475 269.45
STEELHEAD	6000	BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	118.05 282.2

*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.

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

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

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.

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

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.

PITTSBURGH TERMINAL AREA
Pilots are encouraged to use the Pittsburgh VFR Terminal Area Chart for flights at and below 8000'

EXAMPLES OF CLASS B ALTITUDES
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

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

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.

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.

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.

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://www.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.

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.

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DETROIT