EL PASO
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 runway

Seaplane Base

Hard-surfaced runways 1500 ft. to 8999 ft. in length

Hard-surfaced runways greater than 9000 ft. or with primary runway hard-surfaced and lighted

Major civil airfield (hard-surfaced runway configuration indicates approximate FOA, runway length and lighting capability)

Military airfield (hard-surfaced runway configuration indicates approximate FOA, runway length and lighting capability)

ADDITIONAL AIRPORT INFORMATION

Private "PVT" - Not available (per landing emergency or permission)

Military - Other than hard-surfaced and military airports (military airports with hard-surfaced runways, FAR, Part 91)

Unlimited - Unlimited operations (FAR, Part 91)

Limited - Limited operations (FAR, Part 91)

Fuel available (including by use of 50ft reach) around basic airport supply. Consult Supplement for details and availability of aircraft with hard-surface runways greater than 3999 ft.

Working airport beacon or aeronav illuminated obstruction

OBJECTIONABLE - Airport may adversely affect airspace use

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace affecting VFR flying is shown on the chart.

CLASS B Airspace

CLASS C Airspace

CLASS D Airspace

Class D Airspace in hundreds of feet (it varies ceiling and may be part time, consult Chart User's Guide)

Class E Airspace with floor at surface (controlled airport)

Class E Airspace with floor at 700 AGL (controlled airport)

Class E Airspace with floor at 1200 AGL (controlled airport)

Class E Airspace with floor at 1200 AGL (uncontrolled airport)

Class E Airspace with floor at 14500 MSL (Federal Airways)

Class E Airspace with floor at 18000 MSL (Jet Routes)

Class E Airspace in hundreds of feet (it varies ceiling and may be part time, consult Chart User's Guide)

Class E Airspace with floor at 2400 AGL (Offshore Airspace)

Class E Airspace at 1200 AGL unless otherwise designated above. Federal Airways are indicated by center line. Transition areas are depicted towards facilities which establish instrument approaches.

Terminal Control Area (Mandatory Radar Service)

Class A Airspace (Mandatory Radar Service)

Prohibited, Restricted, Warning, Military Operations, Caution Advisory, Danger, Military Training Route, Alert, Heavy Glider Activity, Parachute Operations Area (MCA), Parachute Jump Area (PJA) and airport, on Class E airport surface.

Special Airport Traffic Area (SATA), Class E airspace 2500 - no Defense Area Designation

MODE C Required (FAR, Part 91 (91.215(b)))

National Security Area (NSA) - Temporary flight restriction area (TFRA)

Flight Training Area

ADDITIONAL INFORMATION

Other Airport Facilities

Seaplane Base

Heliport

Helicopter Landing Area

Balloon Port

Glider Site

Ultralight Area

Parachute Jump Area

Hang Gliding Area

Radio Controlled Model Airplane Site

COMMUNICATION BOXES

CALL FLIGHT WATCH 122.1R 122.6 - 123.6 (122.7 - 123.6 Optional)

CALL CONTROL TOWER 122.6 (Optional) 124.1

Place a hook on indicates Flight Service Station (FSS). Blue boxes (122.2 and 122.1R) are primary frequencies to 122.5, 122.2, 122.3 and 122.4 (Guard), and 121.5, 243.0 and 121.5 (Guard) are secondary frequencies. FSSs and one-ion-ion above boxes.

R - Receive only

T - Transmit only

Frequencies above this box are controlled by RADAR sites. Other FSS frequencies providing Flight Watch are shown in the box nearest the responsible FSS.

RADIO AID TO NAVIGATION

VOR (VHF Omni Range)

VORTAC

VOR/DME

VOR/TACAN

NDB

NDB / DME

Non-Directional Radio Beacon (NDB)

OBSTRUCTIONS

1500 ft and higher AGL

Above 350 ft AGL (Within 3 nm of airport, 100 ft AGL or higher in other areas)

Obstruction with Aeronautical Lighting

Obstruction with Aeronautical Lighting and Marking

Wind Turbine Farm

Group Obstruction

Obstruction with Aeronautical Lighting and Marking

MISCELLANEOUS

Intersection

Intersection VFR intersection (Name, Radio Freq. & DME ARP)

Marine Light

Airport Layout Activity Area (See Supplement)

Airport Layout Activity Area (See Supplement)

VFR Waypoints

TOPOGRAPHIC INFORMATION

Power Transmission Line

Aerial Cable

Spot Elevation

Elevation Base of Tower

Elevation Peak

Elevation Peak (Elevation Base of Tower)

Contour Lines and Relief Feature Tints are used to show general terrain configuration and relief. Spot elevations are provided to show and orientation. Elevations are in feet above mean sea level. The MSL elevation is based on information available concerning the highest known feature or vertical obstruction (natural or man made) including trees, towers, buildings, etc.

EL PASO 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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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 and extend it straight to the middle of the right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the distortion free area for your route. Use that side of the chart. On that side, line up a blank piece of paper or straight edge with the MATCH LINE and precisely on the chart, not extending beyond its edge.

STEP 3 - Mark your departure point (POINT A). Make a mark on the edge of the paper where it meets the MATCH LINE.

STEP 4 - Without moving the paper, on the same side of the chart, line up the paper with POINT A and trace the corner of the paper where it meets the MATCH LINE. Mark this point (MARK B). Draw 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 - Line up the paper edge with MARK B on it and align the drop or lanyard edge of the paper with the MATCH LINE and note edge with LINE B with MARK B. Make a mark on the edge of the paper at a line from MARK B 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 MARK B through MARK C.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Pick a line from MARK C to the destination. (Figure 3)

CONTROL TOWER FREQUENCIES ON EL PASO SECTIONAL CHART

Airports with control towers are listed in the table below. Primary frequencies are listed first. If followed by the primary VHF tower frequencies, 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 central VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

AOB and/or PAR indicates Radar Instrument Approach available.

H24 - Indicates Monday through Friday.

O/T indicates other hours.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	AOB/PAR
ABILENE, DYESS AFB	H24 O/T	118.7		127.8	
MIDLAND INT. (FOR MIDLAND)	H24 O/T	119.7 340.95	121.9 327.725	124.35	AOB
EL PASO INTL	CONTRACT	118.3 135.075	121.7 348.1	128.0 324.3	AOB
HOBBS, LEA COUNTY (HOBBS)	H24 O/T	118.4		123.9	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
EL PASO CARS C	124.55 (N) 126.0 (S) 119.15 (NE) 350.05 (E) 307.1 (W)	CONTINUOUS

SPECIAL USE AIRSPACE ON EL PASO SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. Refer to Chart User's Guide or Legend for details. R - Right hand. L - Left hand. Refer to general presentation, Current Flight Service for information.

L-Other times by NOTAM. NOTAM - Day of the week to Restricted Area activity may be obtained by telephone system. Use of this term in off Restricted Area airspace does not relieve the FAR 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-5103 A	50 BLW, MOT PAL 5, 180	CONTINUOUS MON-FRI	ALBUQUERQUE CWS	
R-5103 B	UNLIMITED	CONTINUOUS	ALBUQUERQUE CWS	
R-5107 A	UNLIMITED	CONTINUOUS	ALBUQUERQUE CWS	126.2 383.1
R-5107 B	UNLIMITED	CONTINUOUS	ALBUQUERQUE CWS	126.2 383.1
R-6312	50 14,000	CONTINUOUS	ALBUQUERQUE CWS	
R-6318	50 14,000	CONTINUOUS	ALBUQUERQUE CWS	

MEXICO P-PROHIBITED, R-RESTRICTED

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
MMP 300*	SANTA CORONA	TO 10,000	0900-1700 MON-FRI	SCWC, SENEAM
MMR 411C		1000 AGL TO 5, 180	0900-1700 MON-FRI BY NOTAM	SCWC, SENEAM

MOA NAME	ALTITUDE*	TIME OF USE	CONTROLLING AGENCY CONTACT FACILITY	FREQUENCIES
TALON LOW MOA	500 AGL TO 18,000	0730-1630 MON-FRI	ALBUQUERQUE CWS	
TALON LOW	500 AGL TO BLW MOT FL 180	08 HS MON-FRI	ALBUQUERQUE CWS	
TOMBSTONE C MOA	500 AGL TO BLW MOT FL 180	0900-2100 MON-FRI	ALBUQUERQUE CWS	134.45
TOMBSTONE C	14,500	0900-2100 MON-FRI	ALBUQUERQUE CWS	
VALENTINE MOA	500 AGL TO 18,000	08 HS MON-FRI	ALBUQUERQUE CWS	

*Altitudes are shown in MSL unless otherwise indicated. AGL altitude assigned to but do not include FL 180 unless otherwise indicated in sectionals or on chart. *Other times by NOTAM.

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

This name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

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

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet

HIGHEST TERRAIN elevation is 10,150' feet located at 30° 11'N - 107° 36'W

Spot elevation 4054
Approximate elevation . . . . . a 3990

CONVERSION OF ELEVATIONS

FEET (Thousands): 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

METERS (Thousands): 0 1 2 3 4 5 6 7 8 9

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only those SR routes which extend below 10,000 AGL are shown. Route widths 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.

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

ATTENTION
This chart contains MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines are based on the highest charted feature in the quadrangle. RADIREQ of not above mean sea level. The MEF is based on information available concerning the highest known feature or vertical obstruction (natural or man made) including trees, towers, buildings, etc.
Example: 12,000 feet ..... 12[9]

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

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

REPORTING DAMAGE OR MISSING DATA
You are requested to inform us of chart errors and/or additions that come to your attention. Please include a copy of the chart section with your report. Visit our website at http://faa.gov/air/afs/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronautical/aeronautical_info/contact_us/ or write to: Aeronautical Information, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

FOR PROCUREMENT: For digital products, visit https://www.faa.gov/air_traffic/flight_info/aeronautical/digital_products/ or call 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronautical/aeronautical_procedures/ or write to: Aeronautical Information, 1305 East-West Highway, SSMC 4, Silver Spring, MD 20910-3281.

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

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

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, and U.S. Forest Service except at established airfields or by permit without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the aircraft operator; 2) when a prior arrangement has been made with the appropriate 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, and Game Management Areas. Refer to Federal Register Volume 36, Number 133 and subsequent updates by the Agencies. FAA Advisory Circular 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines voluntary VFR pilot procedures for flying over or near noise-sensitive areas administered by the National Park Service. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft descending from or ascending to a point in navigable airspace without prior approval. 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 but not including 1200 feet above ground level (AGL) unless otherwise noted. Class E Airspace, excluding the airspace less than 1200 feet above the terrain and certain special use airspace areas.

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

EL PASO