HALIFAX

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

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

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 and frequency is other than primary CT frequency). 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.

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 (Helicopter Only) · RNAV Waypoint
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
*Alert Areas and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport 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 · CHICAGO CHI · 122.6

Underline indicates no voice on frequency.
Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Conterminous U.S.), 122.2 (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.
Crosshatch indicates Shutdown status.
Operates less than continuous or On-Request.
ASOS/AWOS
R - Receive only
FSS radio providing voice communication · 122.1R · MIAMI
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
Obstruction with high-intensity lights; may operate part-time
Elevation of the top above mean sea level 2049 · Height above ground (1149) · Under construction or reported; position and elevation unverified UC
NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)
STADIUM - Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
Space Launch Activity Area (See Supplement.)
G - Glider Operations
H - Hang Glider Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity
P - Parachute Jumping Area (See Supplement.)
Marine Light
-1°E - Isogonic Line (2020 VALUE)
VPXYZ - 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.

HALIFAX 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/

Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

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

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NSN 7641014100151
NGA REF. NO. SECXXHALIFAX
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)

NORTH SIDE · Sheet of paper · POINT A · MARK A · MATCH LINE · Overlap area · LINE B
Figure 1
same latitude · Overlap area · MARK A · LINE B (transferred) · 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

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

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.

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]

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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.

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.

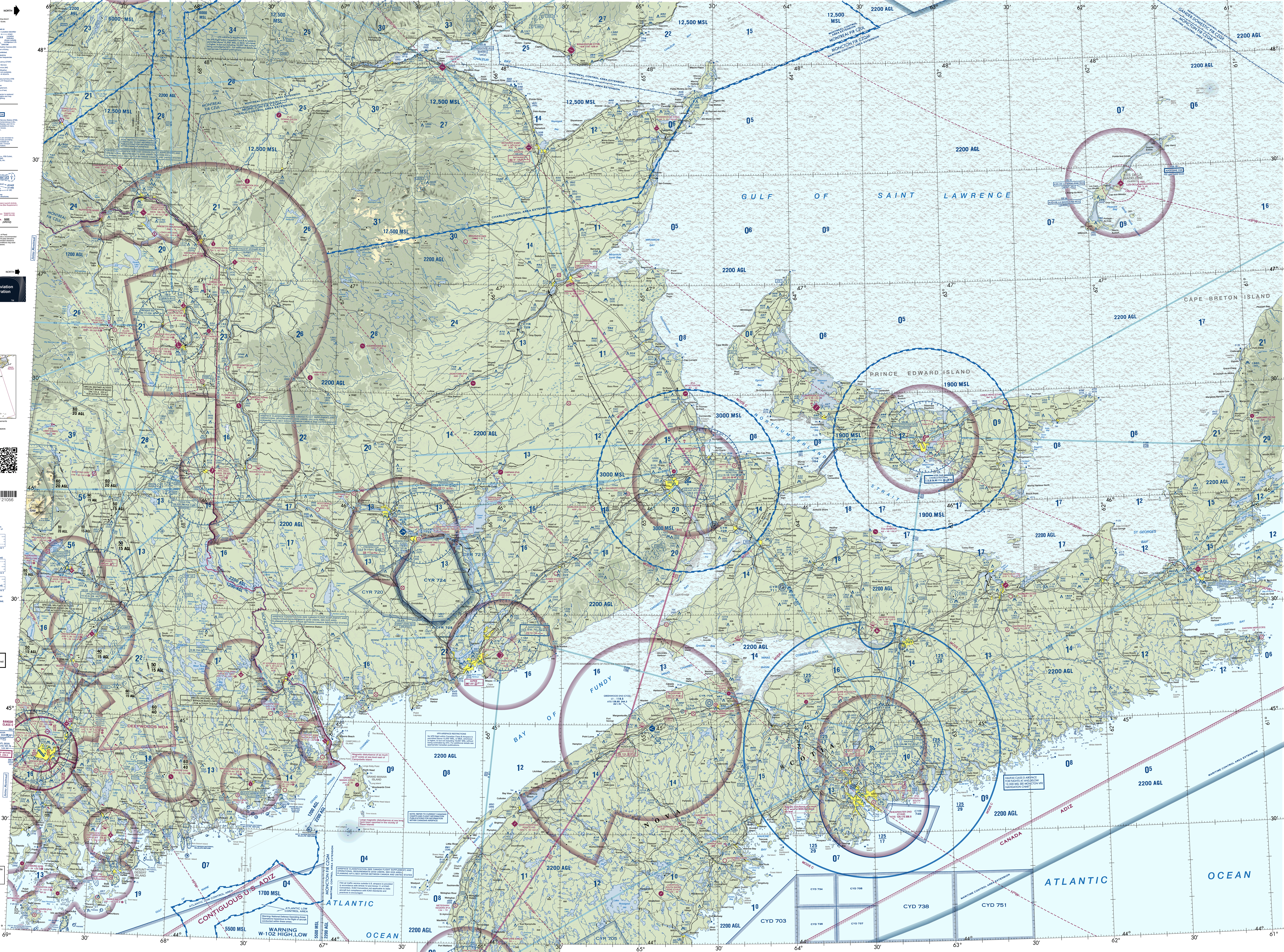
CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines and railroads. Check NOTAMs and see AIM for details.

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

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

CONVERSION OF ELEVATIONS

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
HIGHEST TERRAIN elevation is 5268 feet located at 45° 54'N - 68° 56'W
Spot elevation 4254
Approximate elevation .... x 3200



60 / 20 AGL · IR850
60 --- Ceiling of MTR in hundreds of feet MSL
20 AGL --- Floor of MTR in hundreds of feet AGL

CONTROL TOWER FREQUENCIES ON HALIFAX 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 primary 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
BANGOR INTL	CONTINUOUS	120.7 233.7	121.9 348.6	127.75	ASR
FREDERICTON INTL	0645-2345	119.0	121.7	127.55	
GREATER MONCTON LEBLANC INTL	CONTINUOUS	120.8 236.6	121.8 275.8	128.85	
GREENWOOD DND	CONTINUOUS	119.5 236.6	133.75 289.4	128.85 244.3	ASR/PAR
HALIFAX/STANFIELD INTL	CONTINUOUS	118.4 236.6	121.9 275.8	121.0	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
BANGOR CLASS C	118.925 239.3	CONTINUOUS

SPECIAL MILITARY ACTIVITY

The chart identifies IFR Military Training Routes and Military Operations Area within which the Department of Defense conducts periodic operations involving Unmanned Aircraft Systems. These aircraft may be accompanied by military or other aircraft which provide the pilots of the Unmanned Aircraft Systems the visual observation information about other aircraft operations near them. Status of these routes and areas may be obtained by contacting the FAA/DoD facility on designated frequencies along the routes and as depicted on this chart. The lateral limits of these routes and areas are shown by the Special Use Airspace symbol. Altitudes for these route segments are also shown.

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 guard 243.0, and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

SPECIAL USE AIRSPACE ON HALIFAX 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
W-102 HIGH	ABOVE 17,000 TO FL 600	INTERMITTENT BY NOTAM	BOSTON CNTR	
W-102 LOW	TO 17,000	INTERMITTENT BY NOTAM	BOSTON CNTR	

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

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
CYR705	HALIFAX, NS	TO 5000	OCSL BY NOTAM 48 HRS PN	MONCTON ACC
CYR706	CAMP ALDERSHOT, NS	TO 1000	CONTINUOUS	
CYR711	SPRINGHILL, NS	TO 1600	CONTINUOUS	
CYR717	HALIFAX, NS	TO 1700	CONTINUOUS	MONCTON ACC
CYR720	FREDERICTON/GAGETOWN, NB	TO FL 250	OCSL BY NOTAM 24 HRS PN	
CYR721	FREDERICTON/GAGETOWN, NB	6000 TO 14,000	OCSL BY NOTAM 24 HRS PN	
CYR722	FREDERICTON/GAGETOWN, NB	TO 1200	CONTINUOUS	
CYR724	FREDERICTON/GAGETOWN, NB	TO FL 250	CONTINUOUS	
CYR725	FREDERICTON/GAGETOWN, NB	TO 2000	CONTINUOUS	
CYR728	DORCHESTER, NB	TO 1200	CONTINUOUS	
CYR729	ATLANTIC, NB (NEAR CHATHAM)	TO 600	CONTINUOUS	
CYR747	TRURO, NS	TO 1300	CONTINUOUS	
CYR748	HALIFAX, NS	TO 1500	CONTINUOUS	
CYR754	CONFEDERATION BRIDGE, PE	TO 500	CONTINUOUS	
CYD703	HALIFAX, NS	TO FL 300	OCSL BY NOTAM 48 HRS PN	MONCTON ACC
CYD734	HALIFAX, NS	TO FL 200 OCSL HIGHER BY NOTAM	CONTINUOUS	MONCTON ACC
CYD735	HALIFAX, NS	TO FL 200 OCSL HIGHER BY NOTAM	CONTINUOUS	MONCTON ACC
CYD736	HALIFAX, NS	TO FL 200 OCSL HIGHER BY NOTAM	CONTINUOUS	MONCTON ACC
CYD737	HALIFAX, NS	TO FL 200 OCSL HIGHER BY NOTAM	CONTINUOUS	MONCTON ACC
CYD738	HALIFAX, NS	TO FL 200 OCSL HIGHER BY NOTAM	CONTINUOUS	MONCTON ACC
CYD751	HALIFAX, NS	TO 5000	CONTINUOUS	MONCTON ACC
CYA702 (P)	GREENWOOD, NS	TO 500	CONTINUOUS DAYLIGHT	

A – Aerobatic F – Aircraft Test Area H – Hang Glider Activity G – Glider Operations M – Military Operations P – Parachuting S – Soaring T – Training

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
DEEPWOODS	TO 3000	0700-2000 MON-FRI	BANGOR APP	118.925

*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.

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) 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 Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. Federal Aviation 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 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

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.

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.

HALIFAX