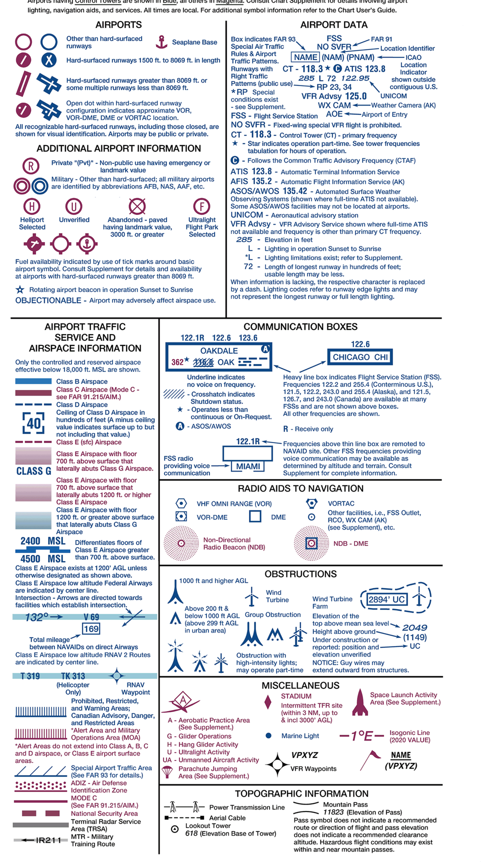
HOUSTON
LEGEND

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.



HOUSTON 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 7641014100174
NGA REF. NO. SECXXHOUSTON
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 straight 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)

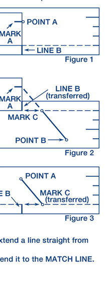


Figure 1 / Figure 2 / Figure 3

CONTROL TOWER FREQUENCIES ON HOUSTON 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 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
ACADIANA RGNL	0600-2100	125.0 239.3	121.7		
ALEXANDRIA INTL	CONTINUOUS	127.35 269.2	121.9 372.0		ASR/PAR
BATON ROUGE METRO, RYAN FLD	0500-2400	118.45 257.8	121.9	125.2	ASR
BROOKS RGNL	0600-2200	119.5	124.85	126.3	
CHENNAULT INTL	0600-2200	124.2 290.4	121.65 275.8	120.0	ASR
CONROE-NORTH HOUSTON RGNL	0600-2100	124.125	120.45	118.325	
DAVID WAYNE HOOKS MEML	0700-2200	118.4 (W) 127.4 (E) 354.1	121.8 239.0	128.375	
EASTERWOOD FLD	0800-2100	118.5 284.7	128.7 284.7	126.85	
ELLINGTON	CONTINUOUS	126.05 253.5	121.6 275.8	135.575 269.9	
GEORGE BUSH INTCNTL/HOUSTON	CONTINUOUS	120.725 290.2 (RWY 08L/26R) 125.35 290.2 (RWY 08R/26L) 127.3 288.25 (RWYS 15R/33L & 15L/33R) 135.15 290.2 (RWY 09/27)	118.575 (RWYS 08L/26R, 08R/26L & 09/27) 121.7 (RWYS 15L/33R & 15R/33L)	124.05	
HOBBY	CONTINUOUS	118.7 256.9	121.9	124.6	
HOUMA-TERREBONNE	0600-1900	125.3 346.3	123.875	120.25	
HOUSTON EXEC	0600-2200	126.975	132.075	119.525	
LAFAYETTE RGNL/PAUL FOURNET FLD	0530-2230	118.5 257.8	121.8	134.05	ASR
LAKE CHARLES RGNL	0600-2200	120.7 257.8	121.8	118.75	ASR
POLK AAF	0700-2300	119.0 257.75	121.8 239.25	134.85 262.2	ASR
SCHOLES INTL AT GALVESTON	0600-1800	120.575	118.625		
SUGAR LAND RGNL	0600-2200	118.65	121.4	118.125	
VICTORIA RGNL	0700-2200	120.075 257.95	120.525 239.25	119.025	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
HOUSTON CLASS B	119.7 281.4 (N) 127.125 269.075 (E) 134.45 284.0 (S) 123.8 257.7 (W)	CONTINUOUS
BATON ROUGE CLASS C	120.3 278.3 (W) 126.5 278.3 (E) O/T 126.35 338.25 HOUSTON CNTR	0500-2400 O/T CLASS E
BEAUMONT TRSA	121.3 377.1	CONTINUOUS
LAFAYETTE CLASS C	121.1 263.0 (020°-210°) 128.7 268.7 (211°-019°) O/T 126.35 338.25 HOUSTON CNTR	0530-2230 O/T CLASS E
LAKE CHARLES TRSA	119.35 353.75 (W) 119.8 282.3 (E) O/T 124.7 317.4 HOUSTON CNTR	0600-2200
POLK AAF	123.7 261.3	CONTINUOUS

SPECIAL USE AIRSPACE ON HOUSTON 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.

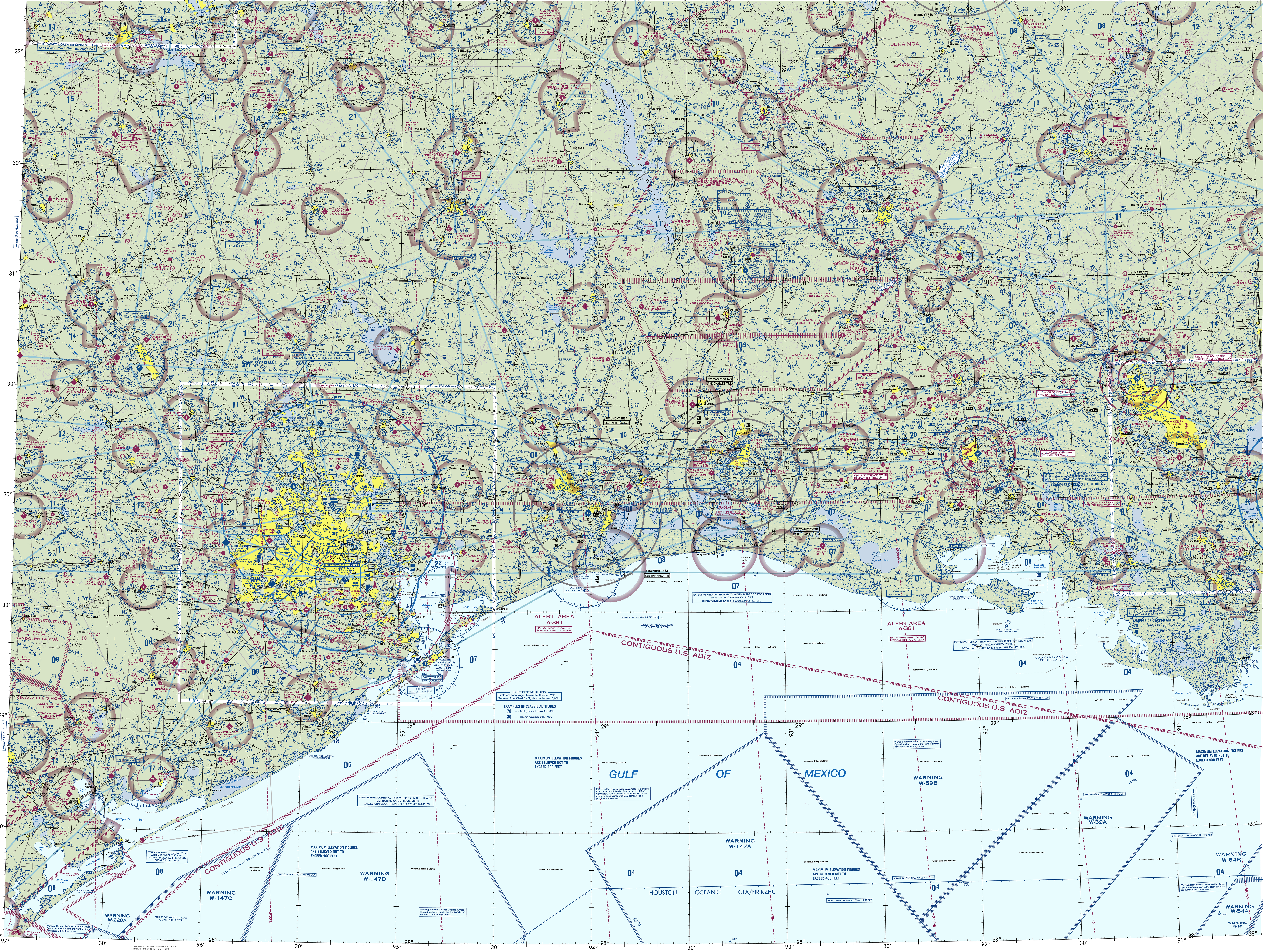
U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-3801 A	10,000 TO BUT NOT INCL FL 180	0800-2200 MON-FRI†	FT POLK APP	
R-3801 B	10,000 TO BUT NOT INCL FL 180	0800-2200 MON-FRI†	FT POLK APP	
R-3803 A, C, D	TO BUT NOT INCL FL 180	BY NOTAM 4 HRS IN ADVANCE	HOUSTON CNTR	
R-3804 A	TO FL 180	BY NOTAM	HOUSTON CNTR	
R-3804 B	TO BUT NOT INCL 10,000	BY NOTAM	HOUSTON CNTR	
W-54 A	TO FL 400	0700-2400†	HOUSTON CNTR	
W-54 B	TO BUT NOT INCL FL 240	0700-2400†	HOUSTON CNTR	
W-59 A	5000 TO FL 500	0900-2100†	HOUSTON CNTR	
W-59 B	5000 TO BUT NOT INCL FL 280	0900-2100†	HOUSTON CNTR	
W-92	TO FL 400	0700-2400	HOUSTON CNTR	
W-147 A	5000 TO BUT NOT INCL FL 230	0800-2200	HOUSTON CNTR	
W-147 C, D	TO FL 500	0800-2200	HOUSTON CNTR	
W-228 A	TO FL 450	CONTINUOUS	HOUSTON CNTR	
A-381	TO 2000	SR-SS	NO A/G	
A-632 B	TO BUT NOT INCL FL 180	0700-2400	NO A/G	
A-632 E	6000 TO BUT NOT INCL 9000	SR-2400 MON-FRI 1400-2400 SUN†	NO A/G	
A-632 F	3000 AGL TO BUT NOT INCL FL 180	0700-2400 MON-SAT	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
CLAIBORNE A	100 AGL TO BUT NOT INCL 10,000	0730-2200 MON-FRI	FT POLK APP	
CLAIBORNE B	10,000	0730-2200 MON-FRI	FT POLK APP	
HACKETT	7000	0730-2200 MON-FRI	FT WORTH CNTR	126.32 346.25 128.2 269.1
JENA	100 AGL TO 5000	0800-2200 MON-FRI	HOUSTON CNTR	
KINGSVILLE 4, 5	9000	SR-2400 MON-FRI 1400-2400 SUN	HOUSTON CNTR	
RANDOLPH 1A	8000	SR-SS MON-FRI	HOUSTON CNTR	
WARRIOR 1, 2, 3 HIGH	10,000	0700-2200 MON-FRI	HOUSTON CNTR	120.97 299.6
WARRIOR 1, 2, 3 LOW	100 AGL TO BUT NOT INCL 10,000	0700-2200 MON-FRI	HOUSTON CNTR	120.97 299.6

*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.

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
Auxiliary contours 100 feet
HIGHEST TERRAIN elevation is 773 feet located at 31° 55'N - 95° 43'W
Spot elevation 4254
Approximate elevation . . . . x 3200

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.

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 25° 20' and 30° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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

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.

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.

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

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.

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.

HIGH DENSITY HELICOPTER ACTIVITY AREA FREQUENCIES

GALVESTON/ PELICAN ISLAND, TX	120.575 VFR 134.45 IFR
GRAND CHENIER, LA	122.75
HOUMA, LA	125.3
INTRACOASTAL CITY, LA	122.85
PATTERSON, TX	122.8
ROCKPORT, TX	123.05
SABINE PASS, TX	122.7
TEXAS GULF COAST RGNL, TX	123.0

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.

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 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

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HOUSTON