# NEW YORK
## 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. For additional symbol information refer to the Chart User's Guide.

### AIRPORTS
Other than hard-surfaced runways
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.
Seaplane Base
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)
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 is 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.

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
HIGHEST TERRAIN elevation is 6288 feet located at 44° 16'N - 71° 18'W
Spot elevation .......... 4254
Approximate elevation .......... x 3200

### 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.
(Helicopter Only) · RNAV Waypoint
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 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
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
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
Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)
Wind Turbine · Group Obstruction · Wind Turbine Farm
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.

### MISCELLANEOUS
STADIUM - Intermittent TFR site (within 3 NM, up to and incl 3000' AGL)
Space Launch Activity Area (See Supplement.)
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.)
Marine Light
VPXYZ - VFR Waypoints
Isogonic Line (2020 VALUE)
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.

# NEW YORK 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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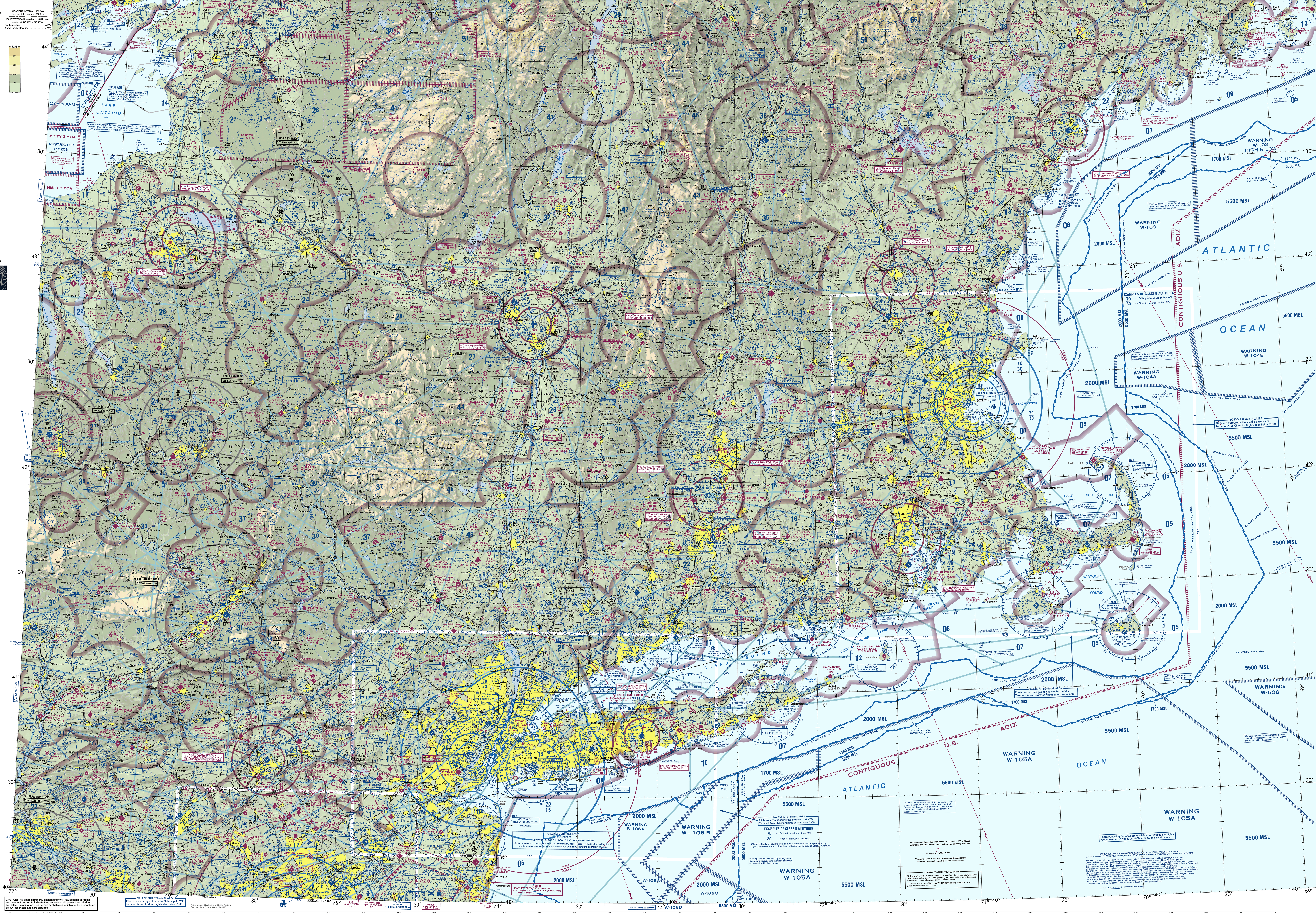
NGA REF. NO. SECXXNEWYORK
EFF. DATE 21056


### 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. Transfer 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 NEW YORK 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 |
|---|---|---|---|---|---|
| ALBANY INTL | CONTINUOUS | 119.5 257.8 | 121.9 | 120.45 | |
| BEVERLY RGNL | 0700-2100 15 MAY–31 OCT; 0700-2000 1 NOV–14 MAY | 125.2 | 121.6 | 119.2 | |
| BOIRE FLD | 0700-2100 | 133.2 | 121.8 | 125.1 | |
| BRADLEY INTL | CONTINUOUS | 120.3 351.8 | 121.9 348.6 | 118.15 | |
| CAPE COD CGAS | CONTINUOUS | 128.425 291.1 | 124.15 275.8 | 120.475 236.825 | |
| CAPE COD GATEWAY | 0600-2200 | 119.5 257.8 | 118.45 | 123.8 | |
| CAPITAL CITY | 0700-2100 | 119.5 257.8 | 121.9 | 124.95 | |
| DANBURY | 0700-2200 | 119.4 | 121.6 | 127.75 | |
| EAST HAMPTON | 0800-2000 SAT BEFORE MEM DAY–SUN AFTER LABOR DAY; O/T BY NOTAM | 125.225 | 121.9 | | |
| ELMIRA/CORNING RGNL | 0600-2400 | 121.1 257.8 | 121.9 | 125.475 | |
| ESSEX CO | 0700-2300 | 119.8 | 121.9 | 135.5 | |
| GABRESKI | 0700-2300 | 125.3 236.6 | 121.8 225.4 | | |
| GREATER BINGHAMTON/EDWIN A LINK FLD | 0600-2400 | 119.3 239.25 | 121.9 | 128.15 | |
| GREEN STATE | 0530-0030 SUN-FRI; 0530-2400 SAT | 120.7 257.8 | 121.9 348.6 | 124.2 | |
| GRIFFISS INTL | 0700-2100 | 118.1 291.7 | 121.9 | 118.7 | |
| GROTON-NEW LONDON | 0700-2200 | 125.6 236.775 | 121.65 236.775 | 127.0 | |
| HARRISBURG INTL | CONTINUOUS | 124.8 269.35 | 121.7 348.6 | 118.8 | |
| HARTFORD-BRAINARD | 0600-2400 | 119.6 248.2 | 121.6 | 126.45 | |
| HUDSON VALLEY RGNL | 0700-2200 15 MAY–14 SEP; 0700-2100 15 SEP–14 MAY | 124.0 269.15 | 121.8 | 126.75 | |
| IGOR I SIKORSKY MEML | 0630-2200 | 120.9 257.8 | 121.75 257.8 | 119.15 | |
| ITHACA TOMPKINS INTL | 0600-2400 | 119.6 | 121.9 | 125.175 | |
| JOHN F KENNEDY INTL | CONTINUOUS | 119.1 281.55 (RWYS 4R/22L & 13L/31R); 123.9 281.55 (RWYS 4L/22R & 13R/31L) | 121.9 348.6 | 128.725; ARR 117.7 NE; ARR 115.4 SW | |
| LAGUARDIA | CONTINUOUS | 118.7 263.0 | 121.7 263.0 | ARR 125.95; DEP 127.05 | |
| LAKEHURST MAXFIELD | 0800-1200 MON-WED; 0800-2000 THU-FRI | 127.775 360.2 | 118.375 307.05 | 276.525 | |
| LANCASTER | 0600-2300 | 120.9 251.1 | 121.9 | 125.675 | |
| LAURENCE G HANSCOM FLD | 0700-2300 | 118.5 257.2 | 121.7 | 124.6 | |
| LAWRENCE | 0700-2200 | 119.25 | 124.3 | 126.75 | |
| LEBANON | 0600-2200 | 125.95 235.775 | 121.6 | 126.75 | |
| LEHIGH VALLEY INTL | CONTINUOUS | 120.5 257.95 | 121.9 257.95 | 126.975 | |
| LOGAN INTL | CONTINUOUS | 128.8 257.8 (W); 132.225 257.8 (E); 124.725 (HELI) | 121.75 121.9 | 135.0 | |
| LONG ISLAND MAC ARTHUR | 0600-2400 | 119.3 335.5 | 135.3 | 120.725 | |
| MANCHESTER | 0600-2200 | 121.3 239.025 | 121.9 | 119.55 | |
| MARTHAS VINEYARD | 0600-2200 15 MAY–31 OCT; 0700-1700 1 NOV–14 MAY | 121.4 | 124.35 | 126.25 | |
| MC GUIRE (JBMDL) | CONTINUOUS | 118.65 255.6 | 121.8 275.8 | 110.6 270.1 | PAR |
| MORRISTOWN | 0645-2200 | 118.1 353.9 | 134.2 | 124.25 | |
| MUIR AAF (FORT INDIANTOWN GAP) | 0700-2400 MON-SAT 1 MAY–31 AUG; 0700-2300 MON-SAT 1 SEP–30 APR; 0700-1500 SUN; CLSD HOL | 126.2 290.5 | 121.625 | 269.525 | |
| NANTUCKET MEML | 0600-2200 15 MAY–30 SEP; 0600-2100 1 OCT–14 MAY | 118.3 | 132.5 | 127.5 | |
| NEWARK LIBERTY INTL | CONTINUOUS | 118.3 257.6 | 121.8 | 134.825; ARR 115.7 | |
| NEW BEDFORD RGNL | 0630-2200 | 118.1 239.0 | 121.9 | 126.85 | |
| NEW YORK STEWART INTL | CONTINUOUS | 121.0 234.4 | 121.9 | 124.575 | |
| NORTHEAST PHILADELPHIA | 0600-2400 | 126.9 278.8 | 121.7 | 121.15 | |
| NORWOOD MEML | 0700-2000 1 NOV–20 APR; 0700-2200 1 MAY–31 OCT | 126.0 | 121.8 | 119.95 | |
| PORTLAND INTL | 0545-2400 | 120.9 257.8 | 121.9 | 119.05 | |
| PORTSMOUTH INTL AT PEASE | CONTINUOUS | 128.4 269.0 | 120.95 275.8 | 132.05 273.5 | ASR/PAR |
| QUONSET STATE | 0800-2300 TUE-FRI; 0900-1700 SAT; 1000-1800 SUN; CLSD HOL | 126.35 252.9 | 134.5 226.675 | 118.6 | |
| READING RGNL/CARL A SPAATZ FLD | 0600-2400 | 119.9 288.3 | 121.9 | 127.1 | |
| REPUBLIC | 0700-2300 | 118.8 279.65 | 121.6 269.6 | 126.65 | |
| SCHENECTADY CO | 0730-2230 | 121.3 321.1 | 121.9 | | |
| SIKORSKY HELIPORT | 0800-SS MON-FRI; 0800-SS SAT-SUN AS REQ | 133.6 257.725 | | | |
| SYRACUSE HANCOCK INTL | CONTINUOUS | 120.3 239.0 | 121.7 348.6 | 124.225 | |
| TETERBORO | CONTINUOUS | 119.5 | 121.9 | 114.2 132.85 | |
| TRENTON MERCER | 0600-2200 | 120.7 257.8 | 121.9 257.8 | 126.775 | |
| TWEED-NEW HAVEN | 0600-2200 | 124.8 | 121.7 | 133.65 | |
| WATERBURY-OXFORD | 0600-2100 | 118.475 | 121.65 | 132.975 | |
| WESTCHESTER CO | 0600-2300 | 118.575 284.65 | 121.825 | 133.8 | |
| WESTFIELD-BARNES | 0700-2300 | 118.9 251.1 | 121.7 289.4 | 127.1 263.15 | |
| WESTOVER ARB/METRO | 0700-2300; O/T BY NOTAM | 134.85 348.75 | 118.35 275.8 | 127.525 | |
| WHEELER-SACK AAF | CONTINUOUS | 118.75 290.25 | 121.9 329.8 | 119.525 | ASR/PAR |
| WILKES-BARRE/SCRANTON INTL | CONTINUOUS | 120.1 257.8 | 121.9 | 111.6 | |
| WILLIAMSPORT RGNL | 0630-2230 | 119.1 257.8 | 121.9 | | |
| WORCESTER RGNL | 0630-2300 | 120.5 263.0 | 121.65 | 126.55 | |

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

| FACILITY | FREQUENCIES | SERVICE AVAILABILITY |
|---|---|---|
| BOSTON CLASS B | 124.4 279.6 (270°-090°); 124.1 263.1 (091°-269°) | CONTINUOUS |
| NEW YORK CLASS B | 125.7 353.75 (071°-142° LGA); 128.125 269.0 (142°-231° LGA); 128.55 379.9 (231°-270° LGA); 127.6 379.9 (270°-328° LGA); 126.4 120.55 257.65 (329°-071° LGA); 125.25 281.55 (3000' & BELOW WITHIN 8 NM OF KENNEDY); 127.85 257.6 (WITHIN 6.5 NM OF NEWARK); 126.05 263.0 (WITHIN 6 NM OF LAGUARDIA) | CONTINUOUS |
| ALBANY CLASS C | 118.05 263.075 (194°-011°); 132.825 307.2 (011°-194°) | CONTINUOUS |
| ALLENTOWN CLASS C | 119.65 351.8 (3000 & BELOW); 124.45 351.8 (ABOVE 3000) | CONTINUOUS |
| LONG ISLAND CLASS C | 120.05 343.75 | 0600-2400; O/T CLASS E |
| MANCHESTER CLASS C | 124.9 269.075 (MANCHESTER/CONCORD AREA); 134.75 254.25 (LAKES REGION); 125.05 269.4 (SEACOAST AREA) | CONTINUOUS |
| PORTLAND CLASS C | 119.75 269.35 (CASCO); 125.5 353.9 (LEWISTON); O/T 128.2 323.4 BOSTON CNTR | 0545-2400; O/T CLASS E |
| PROVIDENCE CLASS C | 123.675 244.875; O/T 124.85 307.9 BOSTON CNTR | 0530-0030 SUN-FRI; 0530-2400 SAT; O/T CLASS E |
| SYRACUSE CLASS C | 126.125 269.125 | CONTINUOUS |
| WINDSOR LOCKS CLASS C | 125.35 290.25 (061°-240°); 125.35 281.5 (241°-060°); 127.225 323.2 | CONTINUOUS |
| BINGHAMTON TRSA | 118.6 257.625 (SFC TO 5000'); 127.55 257.625 (6000'-8000'); O/T 132.175 NEW YORK CNTR | 0600-2400 |
| ELMIRA TRSA | 128.425 257.8; O/T 133.35 372.0 NEW YORK CNTR | 0600-2400 |
| GRIFFISS TRSA | 127.425 290.45 | CONTINUOUS |
| HARRISBURG TRSA | 118.25 269.45 (310°-079°); 124.1 273.525 (180°-309°); 126.45 281.525 (080°-179°) | CONTINUOUS |
| WILKES-BARRE TRSA | 120.95 254.1 (280°-100°); 126.3 256.7 (101°-279°) | CONTINUOUS |
| CAPE COD CGAS | 118.2 284.6; O/T 124.85 288.1 BOSTON CNTR | 0600-2400 |
| LAKEHURST MAXFIELD | 126.475 363.8 | CONTINUOUS |
| MC GUIRE (JBMDL) | 126.475 363.8 | CONTINUOUS |
| MUIR AAF (FORT INDIANTOWN GAP) | 118.25 269.45 | CONTINUOUS |
| WESTOVER ARB/METRO | 125.35 281.5 | CONTINUOUS |
| WHEELER-SACK AAF | 126.475 257.6 | CONTINUOUS |

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

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

### SPECIAL USE AIRSPACE ON NEW YORK 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 |
|---|---|---|---|---|
| P-67 | TO 1000 | CONTINUOUS | NO A/G | |
| R-4101 A | TO BUT NOT INCL 2500 | 0600-1800; †48 HRS IN ADVANCE | BOSTON APP | |
| R-4101 B | TO BUT NOT INCL 5000 | 0600-1800; †48 HRS IN ADVANCE | BOSTON APP | |
| R-4101 C | 5000 TO 9000 | BY NOTAM; 48 HRS IN ADVANCE | BOSTON APP | |
| R-4102 A | TO BUT NOT INCL 2000 | 0800-2200 SAT; †24 HRS IN ADVANCE | BOSTON TRACON | 124.4 |
| R-4102 B | 2000 TO 3995 | 0800-2200 SAT; †24 HRS IN ADVANCE | BOSTON TRACON | 124.4 |
| R-5001 A | TO 4000 | 0600-2330; †4 HRS IN ADVANCE | MC GUIRE APP | 126.475 363.8 |
| R-5001 B | 4000 TO 8000 | SR FRI TO SS SUN; †48 HRS IN ADVANCE | MC GUIRE APP | 126.475 363.8 |
| R-5201 | TO 23,000 | CONTINUOUS 1 APR–30 SEP; 0600-1800 1 OCT–31 MAR; †48 HRS IN ADVANCE | BOSTON CNTR | |
| R-5202 B | 6000 TO FL 290 | 0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR; †48 HRS IN ADVANCE | BOSTON CNTR | |
| R-5203 | TO FL 500 | BY NOTAM; 24 HRS IN ADVANCE | CLEVELAND CNTR | 127.47 346.35 |
| R-5206 | TO 5000 | 0800-2400; 1 JUL–31 AUG; †8 HRS IN ADVANCE | NEW YORK TRACON | 126.4 363.1 |
| R-5802 A | 200 AGL TO 5000 | 0800-2300 SAT; 0800-1200 SUN 15 FEB–10 MAY & 1 SEP–15 DEC; 0800-2400 SAT; 0800-2000 SUN-FRI 11 MAY–31 AUG; †48 HRS IN ADVANCE | NEW YORK CNTR; HARRISBURG INTL ATCT | 134.8 338.3; 126.45 |
| R-5802 B | TO 13,000 | 0800-2300 SAT; 0800-1200 SUN 15 FEB–10 MAY & 1 SEP–15 DEC; 0800-2400 SAT; 0800-2000 SUN-FRI 11 MAY–31 AUG; †48 HRS IN ADVANCE | NEW YORK CNTR; HARRISBURG INTL ATCT | 134.8 338.3; 126.45 |
| R-5802 C | 500 AGL TO BUT NOT INCL 17,000 | 0800-2300 SAT; 0800-1200 SUN 15 FEB–10 MAY & 1 SEP–15 DEC; 0800-2400 SAT; 0800-2000 SUN-FRI 11 MAY–31 AUG; †48 HRS IN ADVANCE | NEW YORK CNTR | 134.8 338.3 |
| R-5802 D | 17,000 TO BUT NOT INCL FL 220 | 0800-2300 SAT; 0800-1200 SUN 15 FEB–10 MAY & 1 SEP–15 DEC; 0800-2400 SAT; 0800-2000 SUN-FRI 11 MAY–31 AUG; †48 HRS IN ADVANCE | NEW YORK CNTR | 134.8 338.3 |
| W-102 LOW | TO 17,000 | INTERMITTENT BY NOTAM | BOSTON CNTR | |
| W-102 HIGH | ABOVE 17,000 TO FL 600 | INTERMITTENT BY NOTAM | BOSTON CNTR | |
| W-103 | TO 2000 | INTERMITTENT BY NOTAM | BOSTON CNTR | |
| W-104 A | TO 2000 | INTERMITTENT BY NOTAM | BOSTON CNTR | |
| W-104 B | TO BUT NOT INCL FL 180 | INTERMITTENT BY NOTAM | BOSTON CNTR | |
| W-105 A | TO FL 500 | INTERMITTENT BY NOTAM | BOSTON CNTR | |
| W-105 B | TO FL 180 | INTERMITTENT BY NOTAM | BOSTON CNTR | |
| W-106 A | TO 3000 | INTERMITTENT BY NOTAM | BOSTON CNTR | |
| W-106 B | TO 8000 | INTERMITTENT BY NOTAM | BOSTON CNTR | |
| W-106 C | TO 10,000 | INTERMITTENT BY NOTAM | BOSTON CNTR | |
| W-106 D | TO BUT NOT INCL 6000 | INTERMITTENT BY NOTAM | PACIFIC VACAPES | |
| W-506 | TO 10,000 | INTERMITTENT BY NOTAM | NEW YORK CNTR | |
| A-220 | TO 4500 | 0800-2200 | NO A/G | |

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

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

| NUMBER | LOCATION | ALTITUDE | TIME OF USE | CONTROLLING AGENCY |
|---|---|---|---|---|
| CYR505 | BATH, ON | TO 1300 | CONTINUOUS | |
| CYR507 | KINGSTON, ON | TO 520 | CONTINUOUS | |
| 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

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

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

SPECIAL FLIGHT RULES AREA (SFRA)

| MOA NAME | ALTITUDE* | TIME OF USE† | CONTROLLING AGENCY/CONTACT FACILITY | FREQUENCIES |
|---|---|---|---|---|
| ADIRONDACK B | 2500 | 0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR | BOSTON CNTR | 135.25 377.1 |
| ADIRONDACK C | 100 AGL | 0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR | BOSTON CNTR | 135.25 377.1 |
| ADIRONDACK D | 5000 | 0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR | BOSTON CNTR | 135.25 377.1 |
| CARTHAGE EAST | 6000 | 0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR | BOSTON CNTR | 135.25 377.1 |
| CARTHAGE WEST | 6000 | 0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR | BOSTON CNTR | 135.25 377.1 |
| CRANBERRY | 500 AGL TO BUT NOT INCL 6000 | 0800-1700 MON-FRI 1 MAY–31 OCT; 0800-2200 MON-FRI 1 NOV–30 APR | BOSTON CNTR | 135.25 377.1 |
| DRUM | 500 AGL TO BUT NOT INCL 5000 | 0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR | WHEELER-SACK AAF | 128.25 257.6 |
| LOWVILLE | 100 AGL | 0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR | BOSTON CNTR | 135.25 377.1 |
| 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 | 300 AGL TO BUT NOT INCL 18,000 | 0800-2200 MON-FRI; 0800-1600 SAT-SUN | CLEVELAND CNTR | 127.47 346.35 |
| TUPPER CENTRAL, SOUTH & WEST | 8000; 8000; 6000 | 0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–31 OCT; 1 NOV–30 APR | BOSTON CNTR | 135.25 377.1 |
| TUPPER EAST | 10,000 | 0800-1700 MON-FRI 1 MAY–31 AUG; 0800-2200 MON-FRI 1 SEP–30 APR | BOSTON CNTR | 135.25 377.1 |
| YANKEE 1 | 9000 | SR-SS | BOSTON CNTR | 135.7 |
| YANKEE 2 | 9000 | SR-SS | BOSTON CNTR | 135.7 |

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

### REPORTING CHART ERRORS
You are requested to inform us of 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/air_traffic/flight_info/aeronav/aero_data prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/ or mail to: FAA, Aeronautical Information Services, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

### 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.

### 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.

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
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

NEW YORK