

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)
Entire area of this chart is within the Eastern
Standard Time Zone +5 (+ADT) = UTC

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.

[illegible][illegible]

The diagram illustrates a radio display interface with various readouts and icons. At the top left, there are buttons for 'CLASS' and 'MODE'. The top center features labels for 'communication' and 'Aids to navigation'. The top right displays '2400 MHz' and 'MSL' (Mean Sea Level) with a scale from 0 to 2400. The middle left shows '2400 MSL' and 'MSL' with a scale from 0 to 2400. The middle right shows '2400 MSL' and 'MSL' with a scale from 0 to 2400. The bottom left shows '2400 MSL' and 'MSL' with a scale from 0 to 2400. The bottom right shows '2400 MSL' and 'MSL' with a scale from 0 to 2400.

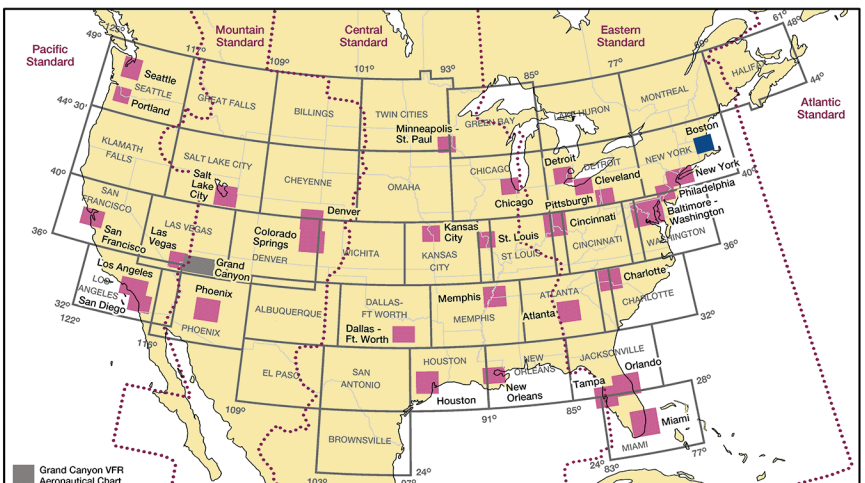
[illegible]

BOSTON TAC
VFR TERMINAL AREA CHART SCALE 1:250,000



EFFECTIVE 0901Z **12 JUN 2025**
TO 0901Z **7 AUG 2025**

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.



FAA Product ID: TBOS



NSN 7641014100132

NSA REF. NO. VERTABOSTON

CONTROL TOWER FREQUENCIES ON BOSTON TERMINAL AREA CHART

*All airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency. 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.

CONTRACT TOWER	OPERATES	TOWERS	GND CON	ANTEN	ASSTWR
BEVLY RAY	0000-0000 15 MAY-31 OCT	125.2	12.4	4.92	
	0000-0000 1 NOV-1 NOV				
BOMB RD	0000-0000				
	0000-0000 15 MAY-31 OCT	133.2	12.4	12.1	
	0000-0000 1 NOV-1 NOV	130.0	29.11	1.8	256.0
COAST GAS STATION					
	0000-0000	119.2	27.1	18.48	12.1
COAST GAS STATION	0000-0000				
	0000-0000 15 MAY-31 OCT	124.2	27.1	12.75	13.1
	0000-0000 1 NOV-1 NOV	128.0	27.1	12.75	13.1
GENERAL EDWARD JENNINGS JONES JR	0000-0000				
	0000-0000 15 MAY-31 OCT	118.2	27.1	13.7	13.46
	0000-0000 1 NOV-1 NOV				
HAVERCAMP					
	0000-0000 15 MAY-31 OCT	119.25	12.4	12.75	
	0000-0000 1 NOV-1 NOV	121.4	12.4	12.25	12.0
HAYESVILLE					
	0000-0000 15 MAY-31 OCT	118.1	11.8	12.5	12.5
	0000-0000 1 NOV-1 NOV	118.1	11.8	12.5	12.5
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				
	0000-0000 15 MAY-31 OCT	118.1	29.0	1.8	26.0
	0000-0000 1 NOV-1 NOV	118.1	29.0	1.8	26.0
NEW BEDFORD	0000-0000				

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
BOSTON CLASS B	124.4 279.6 (270°-010°) 124.1 263.3 (091°-269°)	CONTINUOUS
PROVIDENCE CLASS C	123.673 344.875 Q/T 124.85 303.9 BOSTON CNTR	0550-0630 SUN-FRI 0550-2400 SAT Q/T CLASS E
CAPE COD COAST GUARD AIR STATION	118.2 284.6	CONTINUOUS

SPECIAL USE AIRSPACE ON BOSTON TERMINAL AREA CHART

Unless otherwise noted altitudes are
MSL and, in feet, time is local.
"TO" on altitude means "TO and including."
FL = Flight Level
No A/G = No air to ground communications.

U.S. P-FORBIDDEN, R-RESTRICTED, W-WARNING, A-ALERT, M-MILITARY OPERATIONS AREA		DO NOTATION system	
NUMBER	ALTITUDE	TIME OF USE	CONTINUOUS AGENCY/ CONTACT FACILITY FREQUENCIES
R-4121 A	2500 TO BUT NOT INCL 3000	0600-1800 145 hrs in ADVANCE	NOVOTAN APP NOVOTAN APP
R-4121 B	2500 TO BUT NOT INCL 3000	0600-1800 145 hrs in ADVANCE	NOVOTAN APP NOVOTAN APP
R-4121 C	3000 TO 5000	BY NOTAM 45 hrs in ADVANCE	NOVOTAN APP NOVOTAN APP
R-4122 A	2500 TO BUT NOT INCL 3000	INTERMITTENT 174 hrs in ADVANCE	NOVOTAN TRACON 124.4
R-4122 B	2000 TO 3995	INTERMITTENT 0700-2200 124 hrs in ADVANCE	NOVOTAN TRACON 124.4
W-103	TO 3000	INTERMITTENT BY NOTAM	NOVOTAN CHIEF
W-104 A	TO 10,000	INTERMITTENT BY NOTAM	NOVOTAN CHIEF
W-104 B	TO 10,000	INTERMITTENT BY NOTAM	NOVOTAN CHIEF
W-104 C	TO 10,000	INTERMITTENT BY NOTAM	NOVOTAN CHIEF
W-104 D	TO 10,000	INTERMITTENT BY NOTAM	NOVOTAN CHIEF

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://fas.gov/gov/air> prior to contacting us via toll free number at 1-800-656-6972 or visit https://www.faa.gov/air_traffic/light_info/aerowebhero_data/ or mail to: FAA, Aeronautical Information Services, 1306 East-West Highway, SSCM 4, Suite 4400, Silver Spring, MD 20910-5261.

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

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

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 AGL.

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.

BOSTON CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operator two-way radio capable of communicating with ATC and Class B Airspace.
 2. No person may take off or land a civil aircraft at the Logan International Airport unless the pilot in command holds at least a private pilot certificate.
 3. Except as noted in 2, above, no person may take off or land a civil aircraft at an airport within the Class E Airspace or operate a civil aircraft within the Class B Airspace unless:
 - (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325; or
 - (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.84 or FAR 61.85 as applicable.
 4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
 5. An operator VOR or TACAN receiver for IFR operations.
 6. A transponder with automatic altitude reporting equipment.
- NOTE:** ATC, upon notification, immediately authorizes a deviation from the altitude reporting equipment requirements of FAR 91.225(b) and (c) and other equipment deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Boston Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should conduct the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B airspace should give this information to ATIS on the appropriate frequencies.
3. Aircraft desiring to transit the Class B airspace must obtain an ATC clearance to enter the Class B airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

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**

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 243.5. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-9-13 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 243.5 and follow the interceptor visual ICAD signals. We advised that non-compliance may result in the use of force.

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.

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 Aeronautics Planning API/B Military Training Routes North and South America for current updates.

