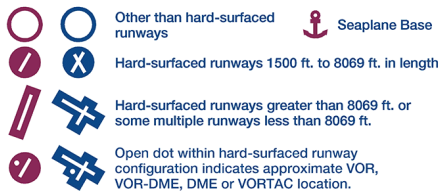


LEGEND

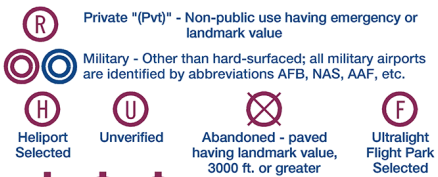
Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS



All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION



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 - Flight Service Station NO SVFR - Fixed-wing special VFR flight is prohibited. CT - 118.3 * ATIS 123.8 285 L 72 122.95 RP 23, 34 VFR Advy 125.0 WX CAM Weather Camer UNICOM Airport of Entry

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

* - Star indicates operation part-time. See tower frequency tabulation for hours of operation.

CT - 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). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advy - 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.

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.

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 dropouts 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

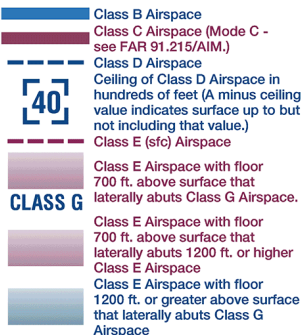
Boundary of NOAA Regulated National Marine Sanctuary Designated Areas (see <http://sanctuaries.noaa.gov/flight/>).

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.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.



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 and RNAV 2 Routes are indicated by center line Intersection - Arrows are directed towards facilities which establish intersection.

132°

V 69

169

T 319

TK 313

RNAV Waypoint

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

*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.)

National Defense Airspace Temporary Flight Restriction Area

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

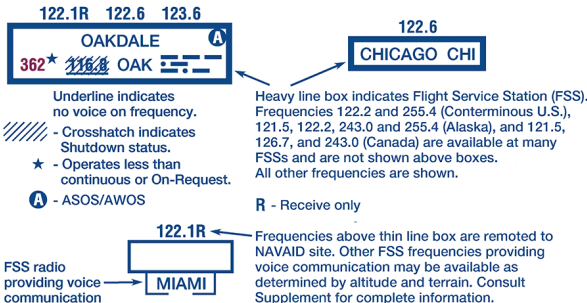
National Security Area

Terminal Radar Service Area (TRSA)

MTR - Military Training Route

IR211

COMMUNICATION BOXES

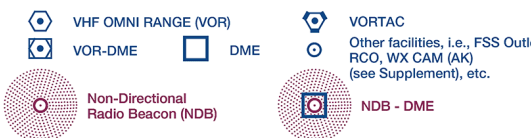


Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

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.

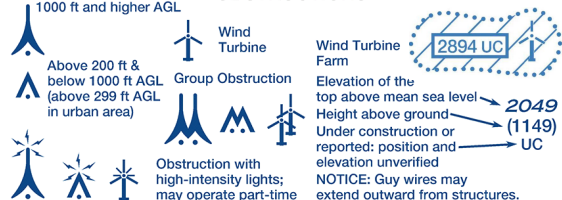
RADIO AIDS TO NAVIGATION



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 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 specified routes are shown by the Special Use Airspace symbol. Altitudes for these route segments are also shown.

OBSTRUCTIONS



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

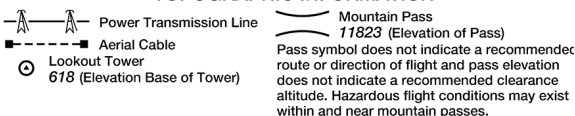
The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

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 Area Planning AP/1B Military Training Routes North and South America for current routes.

TOPOGRAPHIC INFORMATION



90/20 AGL

IR214

90/20 AGL

Ceiling of MTR in hundreds of feet MSL

Floor of MTR in hundreds of feet AGL