KANSAS CITY
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, 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 - available Mon thru Fri 10:00 A.M. to 4:00 P.M. depicted by use of ticks around basic airport symbol. Consult Supplement for details and for 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 - Control Tower (CT) - primary frequency
★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
C - Follows the Common Traffic Advisory Frequency (CTAF)
ATIS 123.8 - Automatic Terminal Information Service
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 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 Area and MOA - Military Operations Area
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.
A - ASOS/AWOS
H - HIWAS
R - Receive only
Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.
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.
FSS radio providing voice communication

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)
VORTAC
VOR-DME
DME
Other facilities, i.e., FSS Outlet, RCO, 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
Obstruction with high-intensity lights; may operate part-time
Elevation of the top above mean sea level
Height above ground
Under construction or reported; position and elevation unverified

MISCELLANEOUS

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.)
STADIUM Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
Marine Light
Space Launch Activity Area (See Supplement.)
Isogonic Line (2015 VALUE)
VFR Waypoints (See chart tabulation for latitude/longitude.)

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.

KANSAS CITY SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

97TH EDITION EFFECTIVE 0901Z 10 NOV 2016
TO 0901Z 25 MAY 2017

Includes airspace amendments effective 10 NOV 2016
and all other aeronautical data received by 15 SEP 2016

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://www.faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes. 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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EFF. DATE 16315

CONTROL TOWER FREQUENCIES ON KANSAS CITY 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
BILLARD	0700-1900	118.7 257.8	121.9		
BRANSON	0700-2100	128.15	118.4	124.625	
COLUMBIA RGNL	0700-2100	119.3 363.25	121.6	128.45	
DRAKE	0600-2200	128.0 371.9	121.8	119.575	ASR
JEFFERSON CITY MEM	0600-2130	125.6	121.7		
JOHNSON CO EXEC	0700-2100	126.0 225.4	121.6	119.35	
JOPLIN RGNL	0700-2100	119.8	121.6	120.85	
KANSAS CITY INTL	CONTINUOUS	128.2 254.25	121.8	128.375	
LAMBERT-ST LOUIS INTL	CONTINUOUS	118.5 257.7 (S) 120.05 284.6 (N) 132.475 239.275 (W)	121.9 348.6 (INBOUND) 121.65 377.175 (OUTBOUND)	125.025 379.925 118.925 227.125 (W)	
MANHATTAN RGNL	0700-2100	118.55	121.85		
MARSHALL AAF	0800-0100 MON-FRI 0800-1600 FRI CLSD HOL	126.2 248.65	140.2 229.4	121.025	ASR/PAR
NEW CENTURY	0600-2200	133.0	124.3		
NORTHWEST ARKANSAS RGNL	0530-2300	127.1	121.9	119.425	
RICHARD JONES	0700-2100	119.2 120.3	121.7	126.5	
ROGERS EXEC-CARTER	0530-1930 MON-FRI 0800-1900 SAT-SUN	119.375	118.0		
ROSECRANS MEM	0700-2100 MON-FRI 0800-1759 SAT-SUN O/T BY NOTAM	126.9 239.0	121.9	125.05	
ST LOUIS DOWNTOWN	0630-2200	119.9 379.3	121.8	121.45	
ST LOUIS RGNL	0700-2200	126.0 239.0	120.2	128.0	
SCOTT AFB/MIDAMERICA	CONTINUOUS	128.25 253.5	119.2 275.8	128.7 256.7	
SPIRIT OF ST LOUIS	0600-2300	124.75 257.2	121.6	134.8	
SPRINGDALE	0600-2100	118.2	121.6		
SPRINGFIELD-BRANSON NATL	CONTINUOUS	119.9 257.8	121.9 251.15	135.125	
TOPEKA RGNL	0545-2200	120.8 340.2	121.7 275.8	128.25	
TULSA INTL	CONTINUOUS	118.7 257.8 (RWY 18R/36L) 121.2 310.8 (RWY 18L/36R & 8/26)	121.9 348.6	124.9 377.2	ASR
WAYNESVILLE-ST ROBERT RGNL FORNEY	0700-2200 MON-FRI CLSD HOL	125.4 268.7	123.75 256.8	118.7 229.4	
WHEELER DOWNTOWN	CONTINUOUS	133.3 233.7	121.9	120.75	
WHITEMAN AFB	CONTINUOUS CLSD HOL	132.4 318.8	128.275 275.8	118.725 239.025	ASR

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
KANSAS CITY CLASS B	118.9 294.7 (S OF A LINE FROM IWC ARPT TO 3GV ARPT) 118.4 294.7 (E OF RWY 1/19) 124.7 318.1 (W OF RWY 1/19)	CONTINUOUS
ST LOUIS CLASS B	124.2 353.9 (N/E) 126.5 254.3 (S/W)	CONTINUOUS
FAYETTEVILLE/SPRINGDALE CLASS C	121.0 244.57 (W) 126.6 305.2 (E) O/T 126.1 269.0 MEMPHIS CNTR	0530-2300 O/T CLASS G
SPRINGFIELD-BRANSON CLASS C	124.95 290.5 (020°-199°) 124.95 318.2 (200°-019°)	CONTINUOUS
TULSA CLASS C	124.0 338.3 (175°-354°) 119.1 351.8 (355°-174°)	CONTINUOUS
MARSHALL AAF	121.25 254.35 O/T 127.35 257.97 KANSAS CITY CNTR	0800-0100 MON-THU 0800-1600 FRI CLSD HOL
WAYNESVILLE-ST ROBERT RGNL FORNEY	128.35 284.67	CONTINUOUS
WHITEMAN AFB	127.45 284.0 O/T 135.575 323.15 KANSAS CITY CNTR	0700-2300 MON-FRI 0800-1700 SAT-SUN CLSD HOL

SPECIAL USE AIRSPACE ON KANSAS CITY 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-3602 A, B	TO FL 290	CONTINUOUS	KANSAS CITY CNTR	134.9 363.2
R-4501 A	TO BUT NOT INCL 2200	0630-2100 MON-SAT †24 HRS IN ADVANCE	KANSAS CITY CNTR	128.35 284.67
R-4501 B	TO 4300	0630-2100 MON-SAT †24 HRS IN ADVANCE	KANSAS CITY CNTR	128.35 284.67
R-4501 C	2200 TO 5000	0900-2100 MON 0900-1600 TUES-FRI †24 HRS IN ADVANCE	KANSAS CITY CNTR	128.35 284.67
R-4501 D	5000 TO 12,000	0900-2100 MON 0900-1600 TUES-FRI †24 HRS IN ADVANCE	KANSAS CITY CNTR	128.35 284.67
R-4501 E	12,000 TO FL 180	0900-2100 MON 0900-1600 TUES-FRI †24 HRS IN ADVANCE	KANSAS CITY CNTR	128.35 284.67
R-4501 F	TO 3200	0700-1800 †24 HRS IN ADVANCE	KANSAS CITY CNTR	128.35 284.67
R-4501 H	TO 3200	1500-1600 WED†	KANSAS CITY CNTR	128.35 284.67

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
CANNON A	300 AGL	0900-1600 TUE-SAT	KANSAS CITY CNTR	128.35 284.67
CANNON B	300 AGL	0900-1600 TUE-SAT	KANSAS CITY CNTR	128.35 284.67
EUREKA HIGH	6000	SR-SS MON-FRI SAT-SUN BY NOTAM	KANSAS CITY CNTR	132.9 279.5
EUREKA LOW	2500 TO BUT NOT INCL 6000	SR-SS MON-FRI SAT-SUN BY NOTAM	KANSAS CITY CNTR	132.9 279.5
HOWARD EAST	9000	0700-2200	KANSAS CITY CNTR	127.27 327.7
HOWARD WEST	10,000	0700-2200	KANSAS CITY CNTR	127.27 327.7
LINDBERGH A	7000	0900-1030 & 1300-1430 MON-FRI, BY NOTAM 0900-1030 & 1300-1430 ONE SAT-SUN PER MONTH, BY NOTAM 1800-2100 MON-FRI TWO MONTHS PER YEAR	KANSAS CITY CNTR	128.35 284.67
LINDBERGH B, C	8000	0900-1030 & 1300-1430 MON-FRI, BY NOTAM 0900-1030 & 1300-1430 ONE SAT-SUN PER MONTH, BY NOTAM 1800-2100 MON-FRI TWO MONTHS PER YEAR	KANSAS CITY CNTR	128.35 284.67
PRUITT A	500 AGL TO 6000	0900-1600 & 1300-1600	KANSAS CITY CNTR	127.27 327.7
PRUITT B	500 AGL TO 6000	0900-1200 & 1300-1600	KANSAS CITY CNTR	127.27 327.7
RILEY	7000	INTERMITTENT BY NOTAM	KANSAS CITY CNTR	127.35 388.8
SALEM	TO BUT NOT INCL 7000	INTERMITTENT BY NOTAM	KANSAS CITY CNTR	128.35 284.67
SHIRLEY A, B	11,000	0700-2100 & 1300-1700 MON-FRI	MEMPHIS CNTR	
TRUMAN A, B	8000	0600-2400	KANSAS CITY CNTR	135.575 323.15
TRUMAN C	500 AGL	0600-2400	KANSAS CITY CNTR	135.575 323.15

*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.

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.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC 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 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 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).

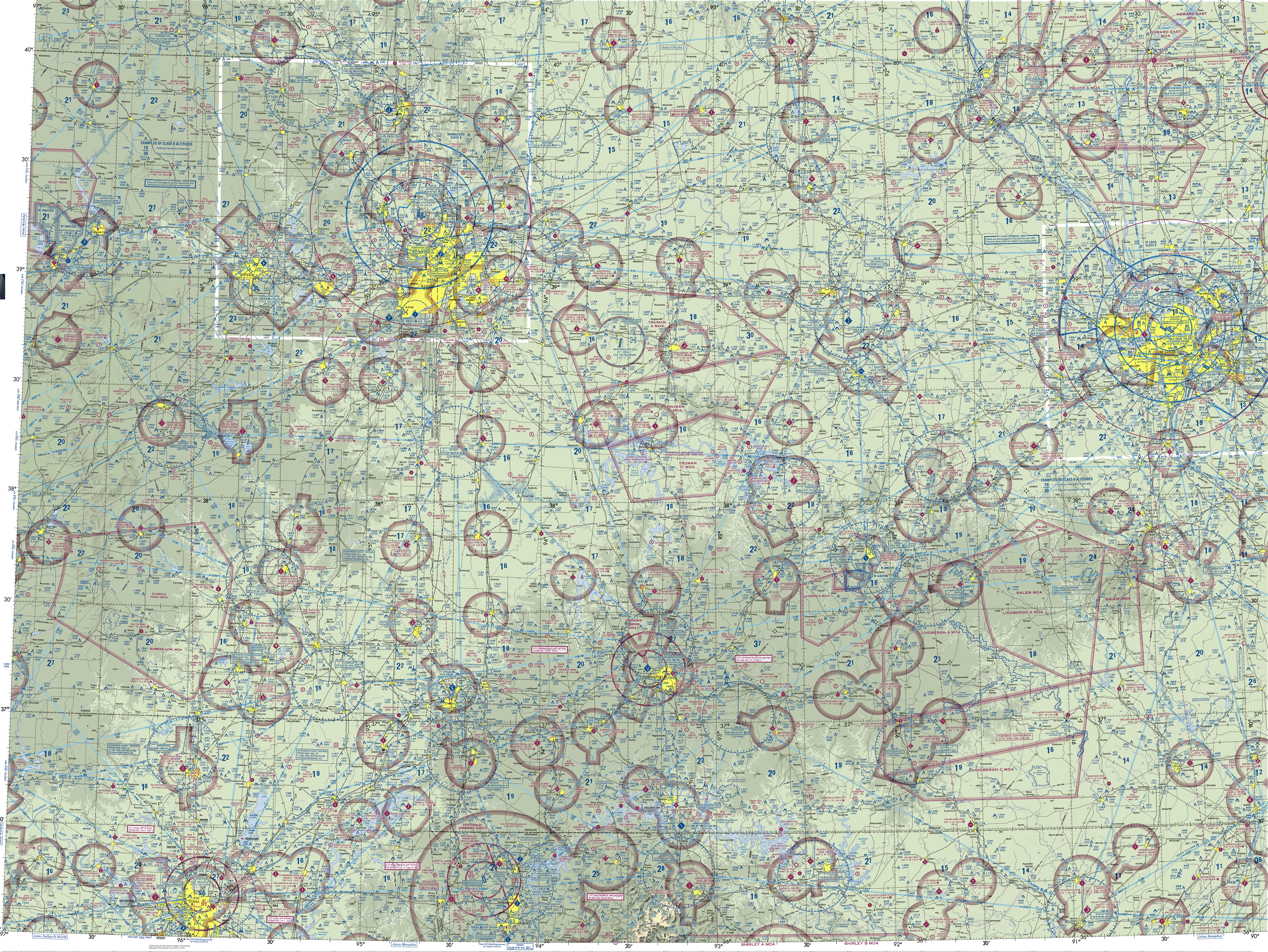
STEP 7 - Where your plot line crosses the MATCH LINE make MARK C. Extend a line straight from that mark to the edge of the chart.

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 / MARK A / POINT A / MATCH LINE / Overlap area / LINE B
Figure 1

same latitude / LINE B (transferred) / MARK A / MATCH LINE / Overlap area / MARK C / SOUTH SIDE / POINT B
Figure 2

NORTH SIDE / POINT A / LINE B / MARK A / MATCH LINE / MARK C (transferred) / Overlap area
Figure 3



Entire area of this chart is within the Central Standard Time Zone +6 (+5 DT) = UTC.

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 38° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
HIGHEST TERRAIN elevation is 2440 feet located at 36° 05'N - 93° 22'W
Spot elevation 4254
Approximate elevation x 3200

CONVERSION OF ELEVATIONS
FEET (Thousands)
METERS (Thousands)

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/

REPORTING CHART ERRORS

You are requested to inform us of any chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://www.faa.gov/go/ais. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-Aerochart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 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.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database

KANSAS CITY VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPAGO	N37°50.33' / W090°29.03'
VPBEK	N37°15.07' / W092°30.67'
VPDEN	N37°46.75' / W092°19.20'
VPENE	N37°44.75' / W091°55.78'
VPESS	N36°59.48' / W091°00.88'
VPFME	N37°41.00' / W092°38.33'
VPGXY	N37°15.50' / W091°40.17'
VPMBE	N37°11.08' / W090°27.92'
VPMKE	N37°24.47' / W092°40.00'
VPROV	N38°01.72' / W091°12.81'
VPUTT	N37°52.05' / W092°01.20'
VPWOC	N37°18.03' / W092°18.63'
VPWRO	N37°39.12' / W091°45.68'
VPXIZ	N37°26.60' / W092°05.42'

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.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE 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 or U.S. Forest Service 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 and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. 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 three 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 National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive 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 5-6-2 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.

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

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.

Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.

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