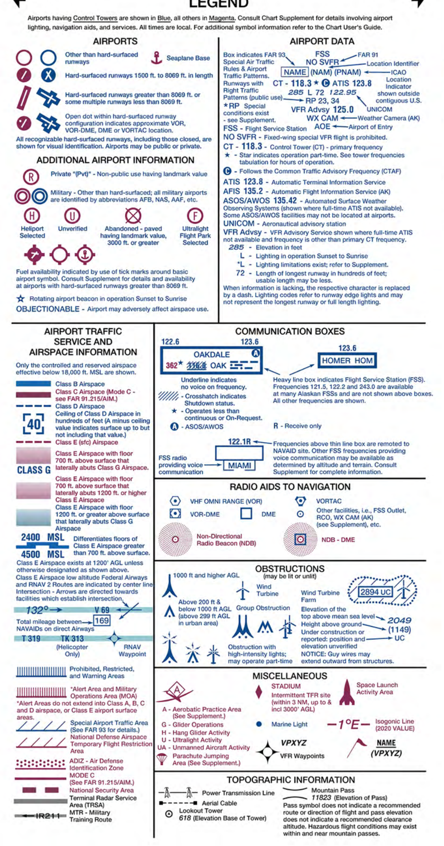
PHOENIX
LEGEND

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.



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

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://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or call 1-800-638-8972 or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
Auxiliary contours 100 feet
HIGHEST TERRAIN elevation is 12633 feet located at 35° 21'N - 111° 41'W
Spot elevation 4254
Approximate elevation . . . . x 3200

SPECIAL USE AIRSPACE ON PHOENIX 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-2301 E	TO FL 800	0630-2400†	ALBUQUERQUE CNTR	
R-2301 W	TO FL 800	CONTINUOUS	YUMA MCAS/YUMA INTL	124.15
R-2302	TO 10,000	0800-2400 MON-SAT BY NOTAM INTERMITTENT 4 HRS IN ADVANCE	PHOENIX TRACON	126.375
R-2303 A	TO 15,000	0700-1700 MON-FRI †24 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2303 B	8000 TO FL 300	0700-1700 MON-FRI †24 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2303 C	15,000 TO FL 300	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2304	TO FL 240	0630-2400 MON-SAT†	ALBUQUERQUE CNTR	
R-2305	TO FL 240	0630-2400 MON-SAT†	ALBUQUERQUE CNTR	
R-2306 A,B,E	TO 80,000	CONTINUOUS	YUMA MCAS/YUMA INTL	124.15
R-2306 C	TO 40,000	0600-2200†	YUMA MCAS/YUMA INTL	124.15
R-2306 D	TO FL 230	CONTINUOUS	YUMA MCAS/YUMA INTL	124.15
R-2306 F	TO 1700	0600-1800 MON-SAT INTERMITTENT†	YUMA MCAS APP	
R-2307	UNLIMITED	CONTINUOUS	YUMA MCAS/YUMA INTL	124.15
R-2308 A	1500 AGL TO 80,000	CONTINUOUS	YUMA MCAS/YUMA INTL	124.15
R-2308 B	TO 80,000	CONTINUOUS	YUMA MCAS/YUMA INTL	124.15
R-2308 C	1500 AGL TO FL 230	CONTINUOUS	LOS ANGELES CNTR	
R-2309	TO 15,000	CONTINUOUS	YUMA MCAS/YUMA INTL	124.15
R-2310 A	TO 10,000	INTERMITTENT BY NOTAM 48 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2310 B	10,000 TO 17,000	INTERMITTENT BY NOTAM 48 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2310 C	17,000 TO 35,000	INTERMITTENT BY NOTAM 48 HRS IN ADVANCE	ALBUQUERQUE CNTR	
R-2311	TO 3500	SR-SS MON-SAT†	YUMA MCAS APP	
R-2312	TO BUT NOT INCL 15,000	CONTINUOUS	ALBUQUERQUE CNTR	
R-2501 C	UNLIMITED	CONTINUOUS	LOS ANGELES CNTR	126.35
R-2501 D,E	UNLIMITED	CONTINUOUS	LOS ANGELES CNTR	128.15
R-2507 E	TO FL 400	0700-2300†	LOS ANGELES CNTR	
R-2507 N,S	TO FL 400	CONTINUOUS	YUMA MCAS/YUMA INTL	124.15
R-2507 W	TO FL 400	CONTINUOUS	LOS ANGELES CNTR	
R-2510 A	TO 15,000	0700-2300 †24 HRS IN ADVANCE	LOS ANGELES CNTR	128.6
R-2510 B	15,000 TO FL 400	0700-2300 SAT-SUN WHEN ACTIVATED BY NOTAM 24 HRS IN ADVANCE	LOS ANGELES CNTR	128.6
R-2512	TO 23,000	0600-2300 †24 HRS IN ADVANCE	YUMA MCAS/YUMA INTL	124.15
A-231	500 AGL TO 6500	CONTINUOUS	LUKE APP	118.15

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
ABEL BRAVO	7000	0500-2200 MON-FRI	YUMA MCAS/YUMA INTL	124.15
ABEL EAST	5000 TO BUT NOT INCL 13,000	INTERMITTENT BY NOTAM	YUMA MCAS/YUMA INTL	124.15
ABEL NORTH, SOUTH	7000	0500-2200 MON-FRI	YUMA MCAS/YUMA INTL	124.15
BAGDAD 1	7000 OR 3000 AGL WHICHEVER IS HIGHER	0600-1900 MON-FRI	ALBUQUERQUE CNTR	128.45
BRISTOL	5000	0700-1500 MON-FRI	LOS ANGELES CNTR	128.15 (S) 134.65 (N)
DOME	6000	INTERMITTENT BY NOTAM	YUMA MCAS/YUMA INTL	124.15
FUZZY	100 AGL TO BUT NOT INCL 10,000	0700-1900	ALBUQUERQUE CNTR	125.4
GLADDEN 1	7000 OR 3000 AGL WHICHEVER IS HIGHER	0600-1900 MON-FRI	ALBUQUERQUE CNTR	128.45
JACKAL	11,000 OR 3000 AGL WHICHEVER IS HIGHER	0700-1800 MON-FRI 1800-2200 MON-FRI BY NOTAM INTERMITTENT SAT-SUN BY NOTAM	ALBUQUERQUE CNTR	134.45
JACKAL LOW	100 AGL TO BUT NOT INCL 11,000 OR 3000 AGL WHICHEVER IS HIGHER	0700-1800 MON-FRI 1800-2200 MON-FRI BY NOTAM INTERMITTENT SAT-SUN BY NOTAM	ALBUQUERQUE CNTR	134.45
KANE EAST, SOUTH, WEST	10,000	0500-2100	YUMA MCAS/YUMA INTL	124.15
MORENCI	1500 AGL	0600-2100 MON-FRI	ALBUQUERQUE CNTR	134.45
OUTLAW	8000 OR 3000 AGL WHICHEVER IS HIGHER	0700-1800 MON-FRI 1800-2200 MON-FRI BY NOTAM INTERMITTENT SAT-SUN BY NOTAM	ALBUQUERQUE CNTR	125.4
QUAIL	10,000	0700-1700 MST MON-FRI	LOS ANGELES CNTR	128.15
RESERVE	5000 AGL	BY NOTAM	ALBUQUERQUE CNTR	134.45
RUBY 1	10,000	0600-1900 MON-FRI	ALBUQUERQUE CNTR	125.4
SELLS 1	10,000	0600-1900 MON-FRI	ALBUQUERQUE CNTR	125.4
SELLS LOW	3000 AGL TO BUT NOT INCL 10,000	0600-1900 MON-FRI	ALBUQUERQUE CNTR	125.4
SHOSHONE	200 AGL	0600-2200 MON-FRI	LOS ANGELES CNTR	134.65
SILVER NORTH	200 AGL TO 9000	INTERMITTENT BY NOTAM	LOS ANGELES CNTR	134.65
SUNDANCE	500 AGL TO 10,000	INTERMITTENT BY NOTAM	LOS ANGELES CNTR	
SUNNY	12,000	BY NOTAM 24 HRS IN ADVANCE	ALBUQUERQUE CNTR	124.5 306.2
TOMBSTONE A, B	500 AGL TO BUT NOT INCL 14,500	0600-2100 MON-FRI	ALBUQUERQUE CNTR	134.45
TOMBSTONE C	14,500	0600-2100 MON-FRI	ALBUQUERQUE CNTR	
TURTLE	11,000	0700-1700 MST MON-FRI	LOS ANGELES CNTR	128.15 (N)

*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.

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.

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

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.

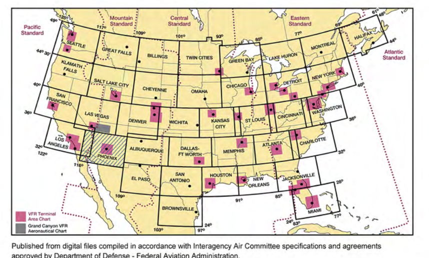
Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.
Example: POWER PLANT
The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

PHOENIX SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z 25 JAN 2024
TO 0901Z 21 MAR 2024

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 7641014100154
EFF. DATE 24025
NGA REF. NO. SECXXPHOENIX

CONTROL TOWER FREQUENCIES ON PHOENIX 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
CHANDLER MUNI	0600-2100	126.1 (ARR N, W) 126.1 (DEP RWY 04L/22R) 133.1 (ARR S, E) 133.1 (DEP RWY 04R/22L)	124.4	128.325	
DAVIS MONTHAN AFB	0500-2400 MON-FRI 0800-1700 SAT-SUN HOL, ACC DOWN DAYS	118.85 253.5	121.8 275.8	270.1	
EL CENTRO NAF (VRAQIU FLD)	0800-2400 MON-THU 0800-1900 FRI 0800-1600 SAT CLSD HOL	119.1 360.2	121.9 254.35	269.275	
FALCON FLD	0530-2100 15 MAY-15 AUG 0600-2100 16 AUG-14 MAY	124.6	121.3	118.25	
FLAGSTAFF PULLIAM	0600-2100 1 APR-30 SEP 0700-1900 1 OCT-31 MAR	134.55 239.25	121.9	125.8	
GILA BEND AF AUX	0730-2330 MON-FRI 0800-1659 SAT-SUN CLSD HOL	127.75 257.65	233.7		
GLENDALE MUNI	0600-2030 MON-FRI 0700-1900 SAT-SUN	121.0	118.0	119.425	
LAGUNA AAF (YUMA PROVING GROUND)	0600-1600 MON-FRI CLSD HOL O/T BY NOTAM	126.2 242.175	121.8 229.4	128.225	
LAUGHLIN/BULLHEAD INTL	0800-1800	123.9	118.25	119.825	
LUKE AFB	0630-2230 MON-THU 0630-1830 FRI CLSD HOL & AETC FAMILY DAYS	119.1 379.9	133.175 335.8	134.925 269.9	
PHOENIX DEER VALLEY	0600-2400	118.4 (ARR 070°-250°) 118.4 (DEP RWY 07R/25L) 120.2 (ARR 251°-069°) 120.2 (DEP RWY 07L/25R)	121.8	126.5	
PHOENIX GOODYEAR	0600-2100	120.1 239.3	121.7	118.35	
PHOENIX-MESA GATEWAY	0500-2400	120.6 289.4	128.25 275.8	133.5 270.275	
PHOENIX SKY HARBOR INTL	CONTINUOUS	118.7 278.8 (RWY 08/26) 120.9 254.3 (RWY 07R/25L & 07L/25R)	119.75 (N) 132.55 (S) 269.2	127.575	
PICACHO ARNG	0800-2400 MON-FRI CLSD HOL	126.2 397.3			
PRESCOTT RGNL - ERNEST A LOVE FLD	0600-2200	125.3 257.9	121.7	127.2	
RYAN FLD	0600-2000	125.8	118.2	133.35	
SCOTTSDALE	0600-2100	119.9	121.6	118.6	
SIERRA VISTA MUNI-LIBBY AAF	2300 SUN-2300 FRI EXC HOL O/T BY NOTAM	124.95 284.75	121.7 268.7	134.75 263.025	ASR/PAR
TUCSON INTL	CONTINUOUS	118.3 257.8	120.025 348.6	123.8 279.65	
YUMA MCAS/YUMA INTL	0730-2300 CLSD HOL O/T BY NOTAM	119.3 377.075	121.9 314.0	118.8 273.5	ASR/PAR

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
PHOENIX CLASS B	120.7 239.0 (319°-057° BELOW 7500') 119.2 281.45 (319°-057° 7500' AND ABOVE) 124.9 353.8 (058°-118° BELOW 10,500') 126.8 269.6 (058°-118° 10,500' AND ABOVE) 123.7 363.0 (119°-188° BELOW 7500') 124.1 256.9 (119°-188° 7500' TO 14,500') 126.8 269.6 (119°-188° ABOVE 14,500') 123.7 363.0 (189°-191° BELOW 8500') 126.8 269.6 (189°-191° 8500' AND ABOVE) 124.1 256.9 (192°-263° 7500' TO 12,500') 126.8 269.6 (192°-263° ABOVE 12,500')	CONTINUOUS
DAVIS MONTHAN AFB/TUCSON CLASS C	119.4 318.1 (RWY 12 TUCSON INTL, RWY 12 DAVIS MONTHAN AFB 286°-089°) 125.1 269.55 (RWY 12 TUCSON INTL, RWY 12 DAVIS MONTHAN AFB 090°-285°) 119.4 318.1 (RWY 30 TUCSON INTL, RWY 30 DAVIS MONTHAN AFB 066°-274°) 125.1 269.55 (RWY 30 TUCSON INTL, RWY 30 DAVIS MONTHAN AFB 275°-065°)	CONTINUOUS
LAGUNA AAF (YUMA PROVING GROUND)	124.7 371.975	CONTINUOUS
LUKE AFB	118.15 363.125 (N) 125.45 263.125 (S)	0600-2230 MON-THU 0600-1830 FRI CLSD HOL & AETC FAMILY DAYS
SIERRA VISTA-LIBBY AAF	127.05 234.25 O/T 134.45 327.15 ALBUQUERQUE CNTR	2300 SUN-2300 FRI EXC HOL O/T BY NOTAM O/T CLASS G
YUMA MCAS/ YUMA INTL	124.7 371.975	CONTINUOUS

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, use these overlap lines: Find the 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 pilot 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 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 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: NORTH SIDE; Sheet of paper; MARK A; POINT A; MATCH LINE; Overlap area; LINE B
Figure 2: same latitude; Overlap area; MATCH LINE; MARK A; LINE B (transferred); MARK C; SOUTH SIDE; POINT B
Figure 3: NORTH SIDE; POINT A; MATCH LINE; LINE B; MARK C (transferred); Overlap area

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.

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 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 Agency Areas

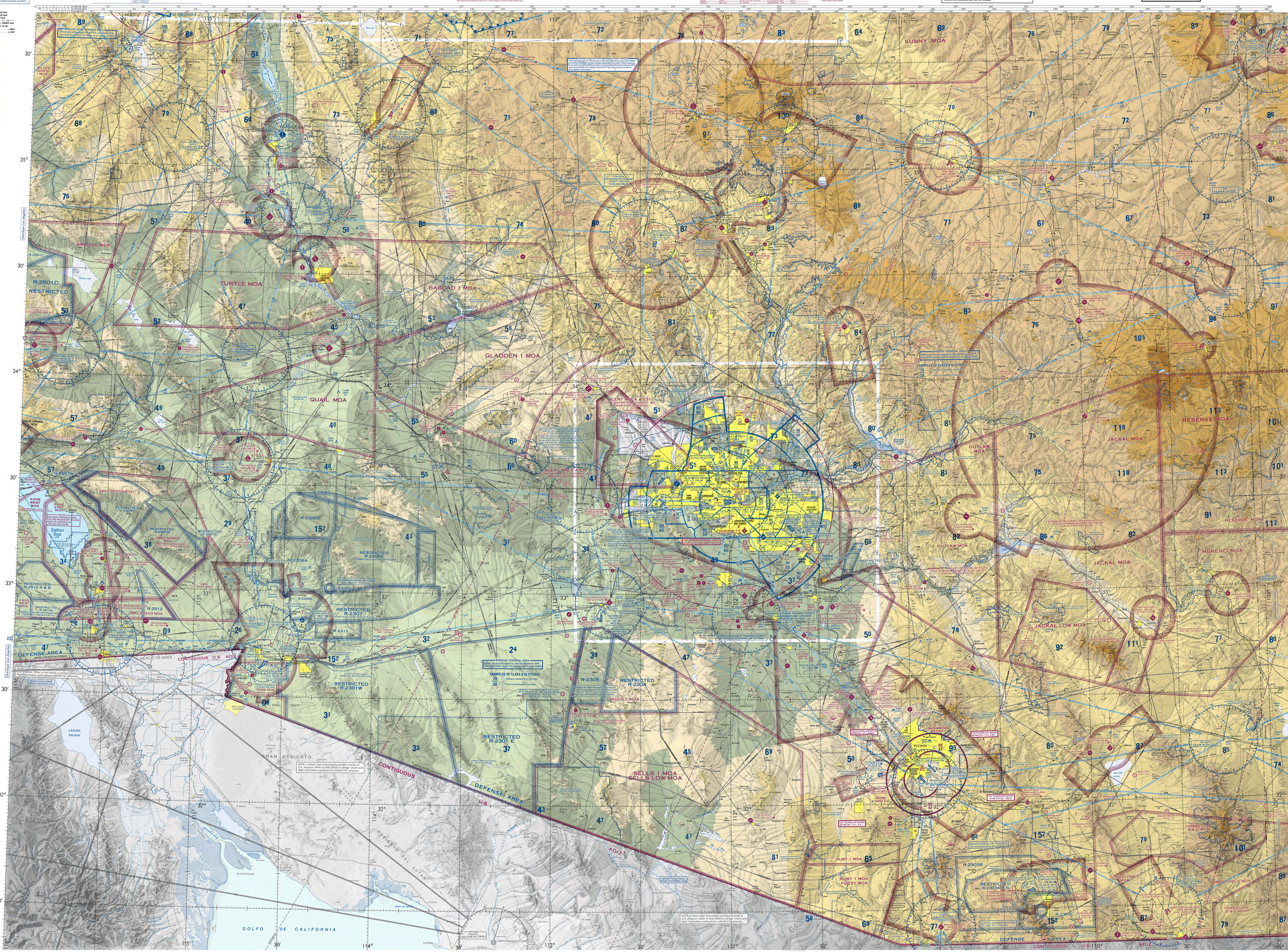
CONVERSION OF ELEVATIONS

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						

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

SPECIAL FLIGHT RULES AREA (SFRA)

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.

NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD (NGA) or foreign charts and flight information publications outside U.S. airspace.

NOTE: Airports outside the U.S. Flight Information Region (FIR) are shown with the standard ○ symbol. Only the airport names and ICAO identifiers are shown.