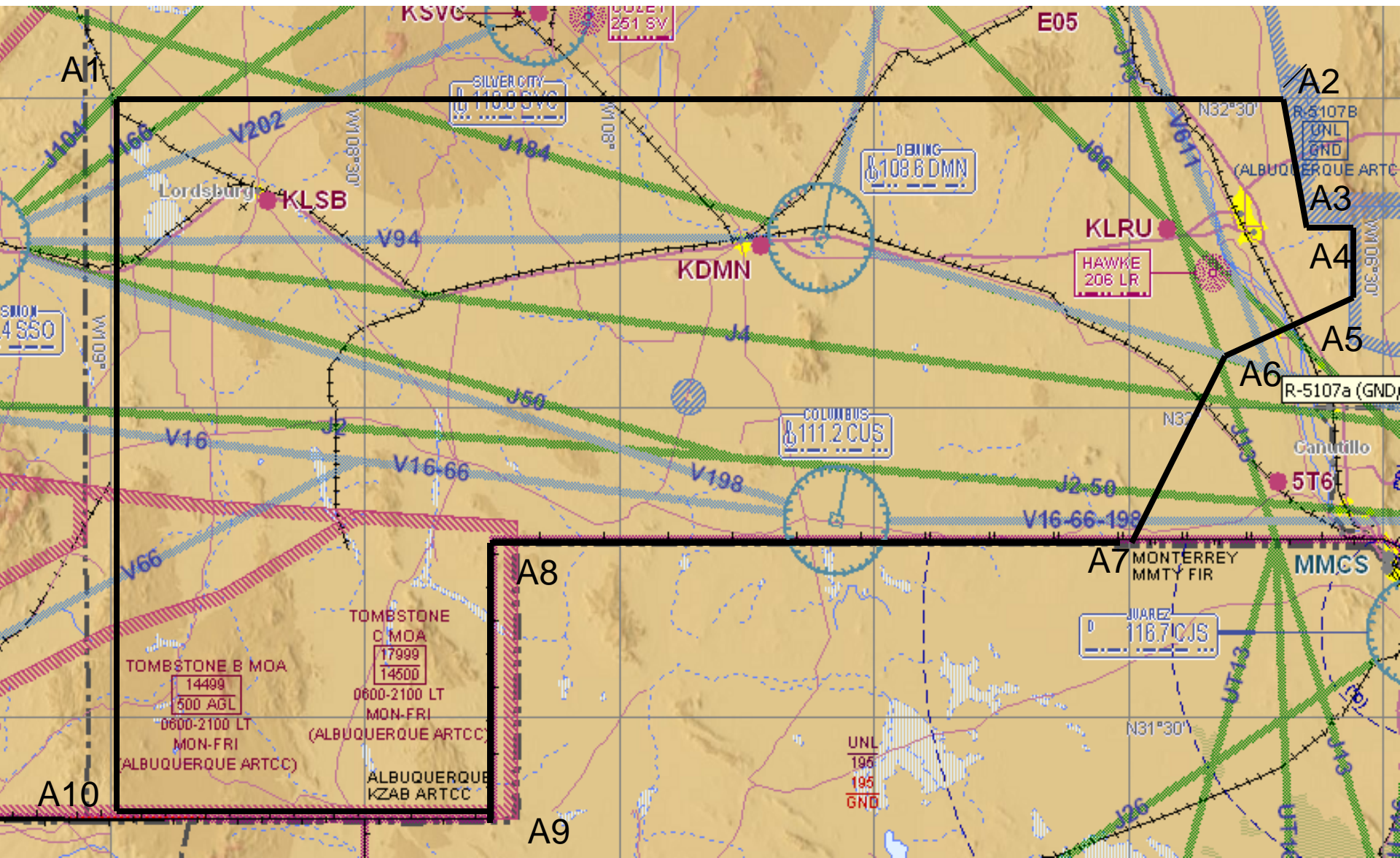


## TAAC AIRSPACE ALPHA



## TAAC AIRSPACE ALPHA

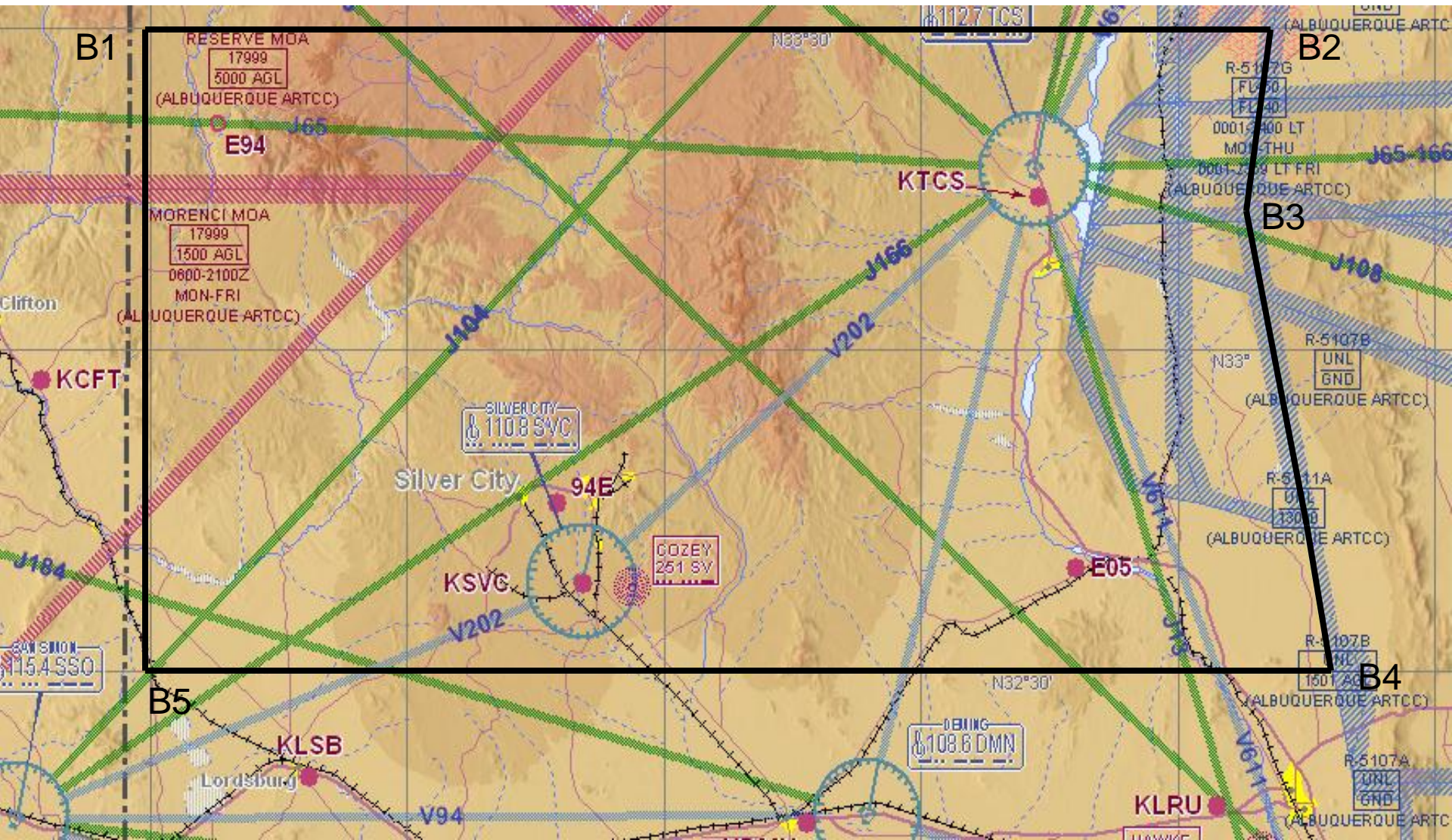
Beginning at 32-30-00N / 109-00-00W (A1) to  
32-30-00N / 106-42-00W (A2) to  
32-19-30N / 106-39-32W (A3) to  
32-18-00N / 106-34-02W (A4) to  
32-11-00N / 106-34-00W (A5) to  
32-00-00N / 106-48-00W (A6) to  
31-47-24N / 107-00-00W (A7) to  
31-47-24N / 108-15-00W (A8) to  
31-20-00N / 108-15-00W (A9 ) to  
31-20-00N / 109-00-00W (A10) to  
point of beginning

Altitude – Surface to 17,999 MSL

Excluding the airspace; (1) between 17,500' MSL and FL 180, except when transitioning to FL 180, (2) within 3 nautical miles of a city or town, except when required for takeoff and landing, (3) within a MOA, when active, unless authorized by the using/controlling authority, and (4) less than 1,000' above the highest published altitude for each segment of any MTR traversed, unless de-conflicted through the MTR scheduling authority.



## TAAC AIRSPACE BRAVO



## TAAC AIRSPACE BRAVO

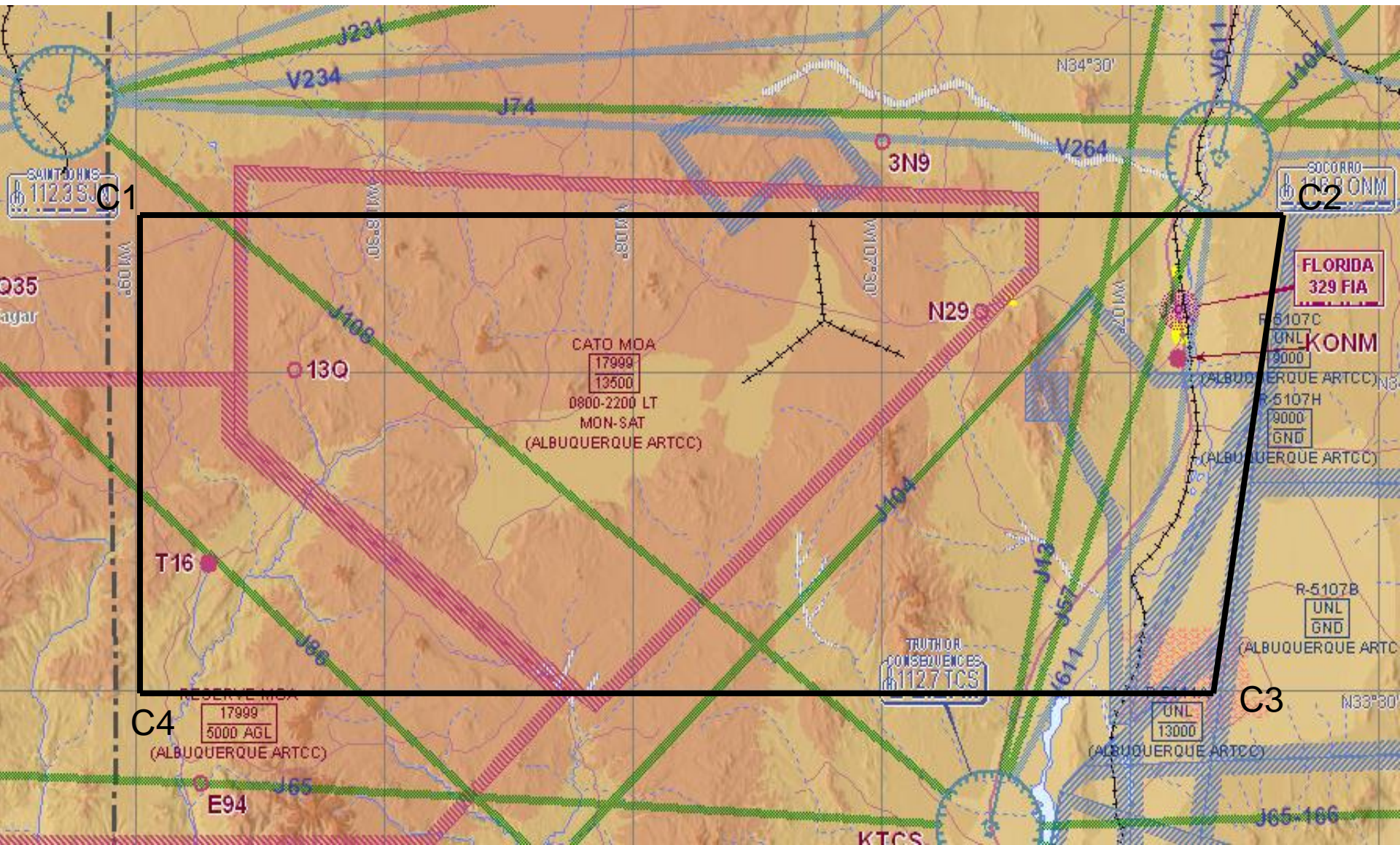
Beginning at 33-30-00N / 109-00-00W (B1) to  
33-30-00N / 106-49-00W (B2) to  
33-13-00N / 106-52-02W (B3) to  
32-30-00N / 106-42-00W (B4) to  
32-30-00N / 109-00-00W (B5) to  
point of beginning

Altitude – Surface to 17,999 MSL

Excluding the airspace; (1) between 17,500' MSL and FL 180, except when transitioning to FL 180, (2) within 3 nautical miles of a city or town, except when required for takeoff and landing, (3) within a MOA or restricted area, when active, unless authorized by the using/controlling authority, and (4) less than 1,000' above the highest published altitude for each segment of any MTR traversed, unless de-conflicted through the MTR scheduling authority



# TAAC AIRSPACE CHARLIE



## TAAC AIRSPACE CHARLIE

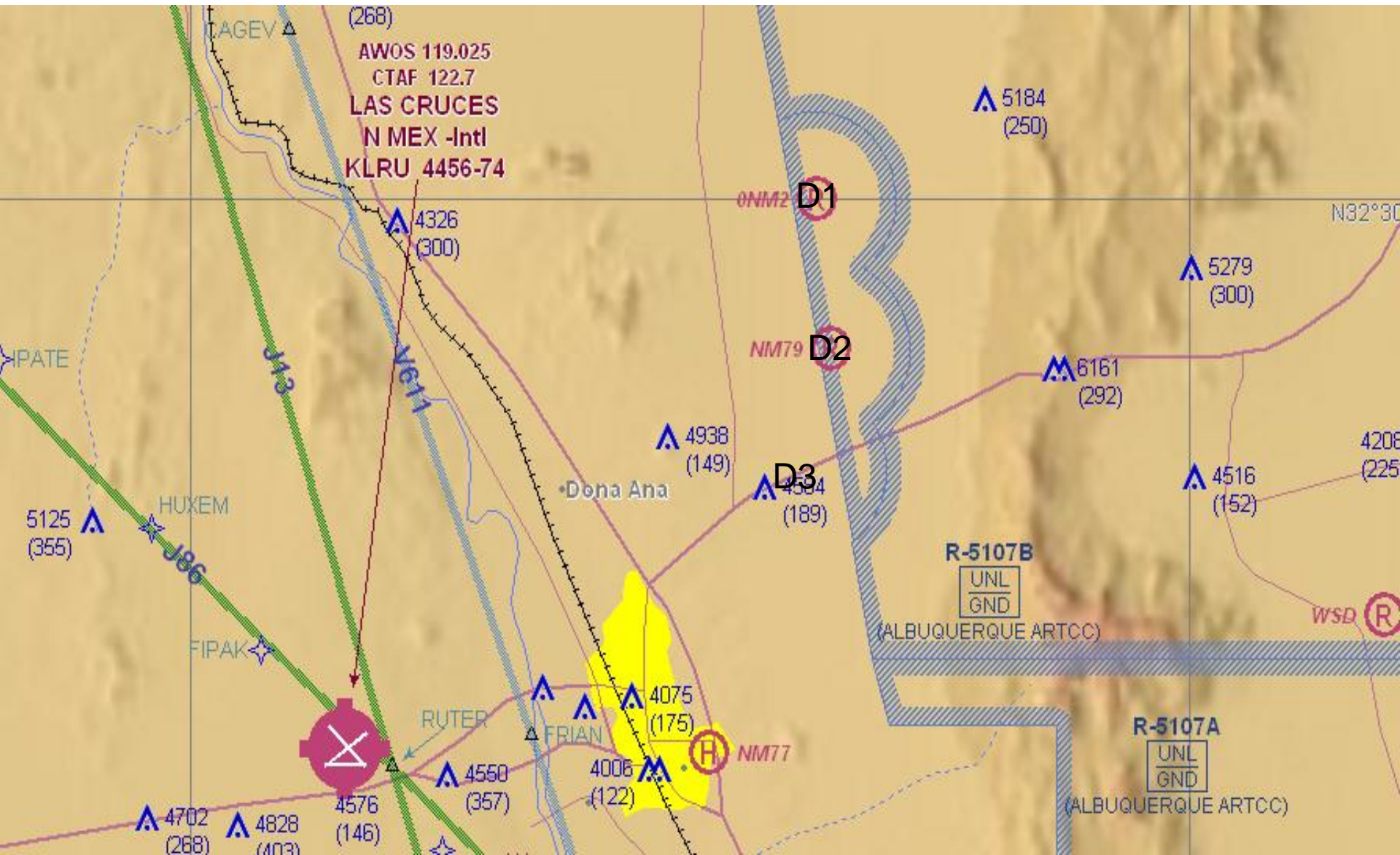
Beginning at 34-15-45N / 109-00-00W (C1) to  
34-15-45N / 106-40-32W (C2) to  
33-30-00N / 106-49-00W (C4) to  
33-30-00N / 109-00-00W (C5) to  
point of beginning

Altitude – Surface to 17,999 MSL

Excluding the airspace; (1) between 17,500' MSL and FL 180, except when transitioning to FL 180, (2) within 3 nautical miles of a city or town, except when required for takeoff and landing, (3) within a MOA or restricted area, when active, unless authorized by the using/controlling authority, and (4) less than 1,000' above the highest published altitude for each segment of any MTR traversed, unless de-conflicted through the MTR scheduling authority



## TAAC AIRSPACE DELTA



## TAAC AIRSPACE DELTA

That airspace from the surface to and including 1,500 feet above the surface within a 2-nautical-mile radius of each of the following points

32-30-00N / 106-41-12W – (D1) Waids Pvt Airport (NM2)

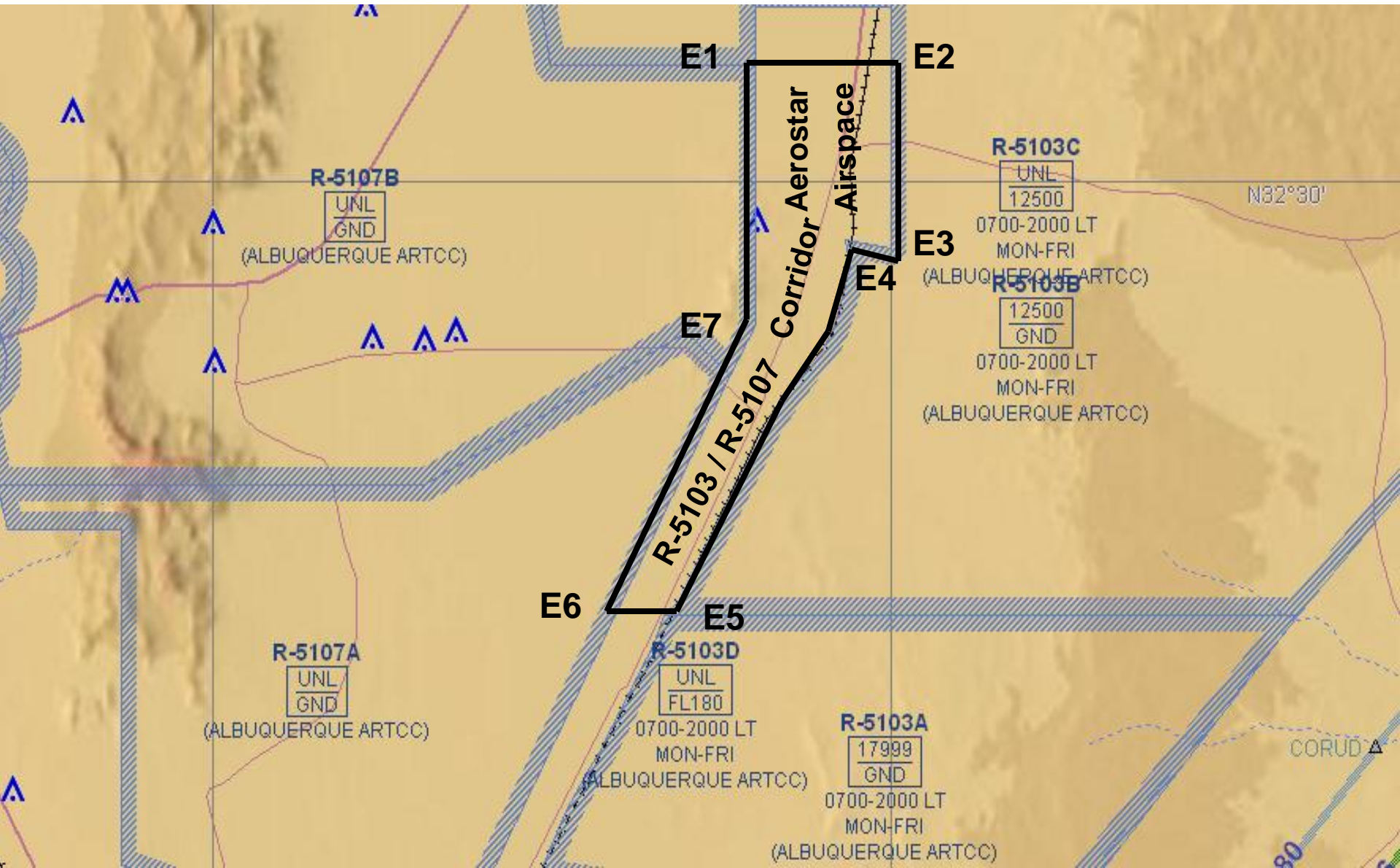
32-26-35N / 106-40-47W – (D2) Shoestring Pvt Airport (NM79)

32-23-49N / 106-41-29W – (D3)

This is the airspace that is depicted as a cutout of the western boundary of R-5107B as shown on the Albuquerque Aeronautical Sectional chart.



## TAAC AIRSPACE ECHO



## TAAC AIRSPACE ECHO

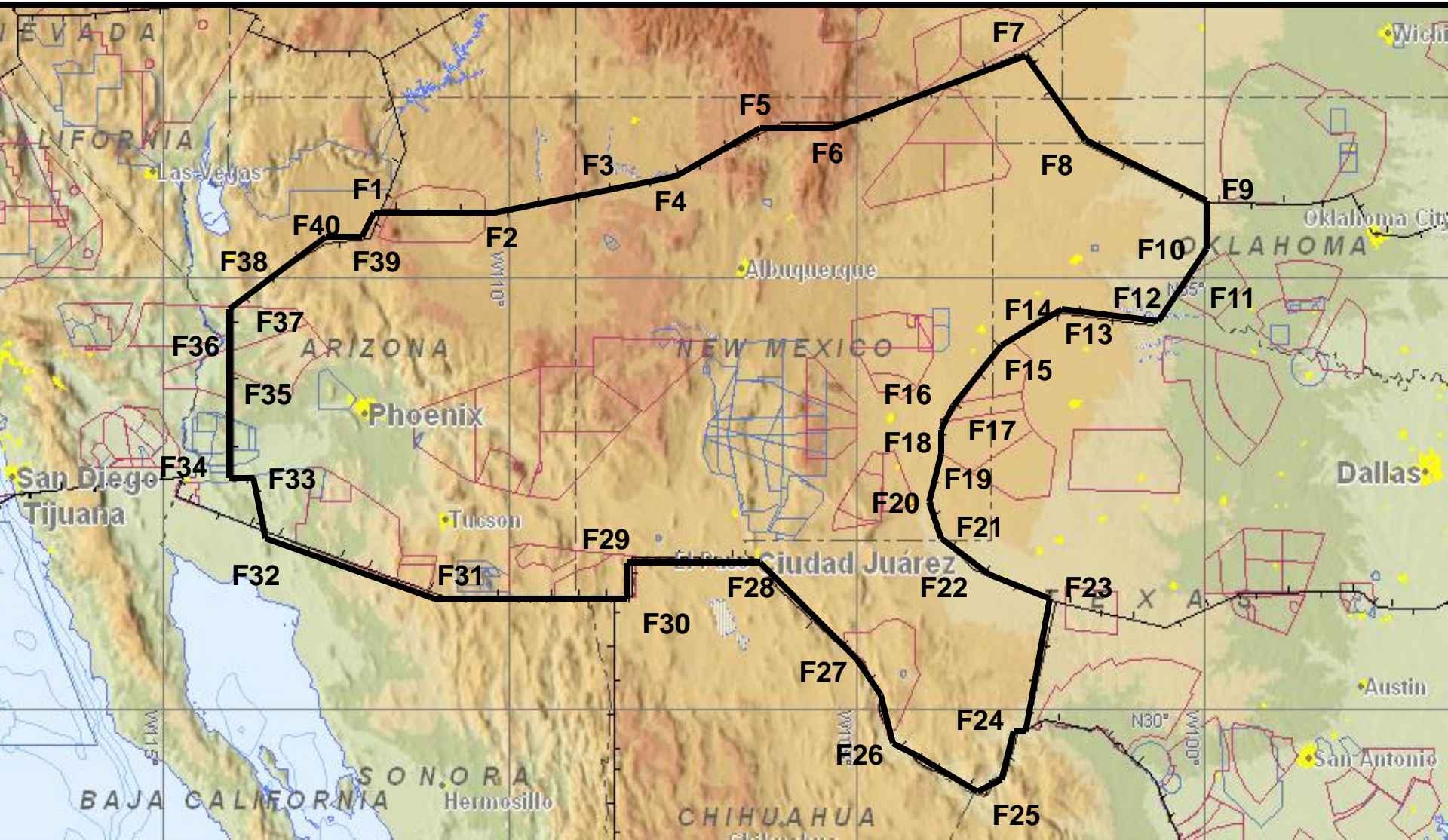
Beginning at 32-36-00N / 106-06-02W (E1) to  
32-36-00N / 106-00-02W (E2) to  
32-27-40N / 106-00-02W (E3) to  
32-28-00N / 106-02-02W (E4) to  
32-15-00N / 106-10-02W (E5) to  
32-15-00N / 106-12-00W (E6) to  
32-24-48N / 106-09-02W (E7) to  
point of beginning

Altitude – Surface to 17,999 MSL

Excluding the airspace; (1) between 17,500' MSL and FL 180, except when transitioning to FL 180 and (2) at least 1,000' above the highest published altitude for each segment of any MTR traversed, unless de-conflicted through the MTR scheduling authority



# TAAC AIRSPACE FOXTROT (ALBUQUERQUE ARTCC's CLASS A AIRSPACE)





## TAAC AIRSPACE FOXTROT (*ALBUQUERQUE ARTCC's CLASS A AIRSPACE*)

BEGINNING AT 35-46-00N / 111-50-30W (F1) to  
35-42-00N / 110-14-00W (F2) to  
36-02-00N / 108-13-00W (F3) to  
36-12-00N / 107-28-00W (F4) to  
36-43-00N / 106-05-00W (F5) to  
36-43-00N / 105-00-00W (F6) to  
37-30-00N / 102-33-00W (F7) to  
36-30-00N / 101-45-00W (F8) to  
35-49-45N / 100-00-00W (F9) to  
35-20-00N / 100-00-00W (F10) to  
34-52-00N / 100-19-00W (F11) to  
34-28-00N / 100-45-00W (F12) to  
34-36-00N / 102-00-00W (F13) to  
34-33-00N / 102-19-30W (F14) to  
34-19-00N / 102-48-00W (F15) to  
33-46-30N / 103-22-00W (F16) to  
33-24-10N / 103-41-30W (F17) to  
33-23-00N / 103-48-00W (F18) to  
33-00-00N / 103-48-00W (F19) to  
32-28-00N / 103-56-00W (F20) to  
32-02-00N / 103-48-00W (F21) to

31-39-00N / 103-20-00W (F22) to  
31-17-00N / 102-09-00W (F23) to  
29-46-00N / 102-33-30W (F24) to  
28-55-00N / 103-11-00W (F25) to  
29-19-00N / 104-00-00W (F26) to  
30-41-00N / 104-59-00W (F27) to  
31-47-00N / 106-32-00W (F28) to  
31-47-00N / 108-13-00W (F29) to  
31-20-00N / 108-13-00W (F30) to  
31-20-00N / 111-06-00W (F31) to  
32-06-00N / 113-30-30W (F32) to  
32-44-15N / 113-41-05W (F33) to  
32-41-00N / 114-00-00W (F34) to  
34-02-00N / 114-00-00W (F35) to  
34-11-00N / 114-00-00W (F36) to  
34-40-00N / 114-00-00W (F37) to  
34-55-00N / 113-37-00W (F38) to  
35-23-00N / 112-40-00W (F39) to  
35-26-00N / 112-00-00W (F40) to  
POINT OF BEGINNING

Altitude – FL 180 only

Excluding the airspace; (1) within 3 nautical miles of a city or town, and  
(2) within a restricted area, when active, unless authorized by the  
using/controlling authority

**Note – No flight operations will be planned in any area where the altimeter  
is or is forecast to be below 29.92 during the duration of the flight**