

IFR AERONAUTICAL CHART SYMBOLS

IFR Enroute Low/High Altitude (U.S. & Alaska Charts)

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GENERAL INFORMATION

Symbols shown are for the Instrument Flight Rules (IFR) Enroute Low and High Altitude Charts.

AIRPORTS	
AIRPORT DATA	<p style="text-align: center;">LOW/HIGH ALTITUDE</p> <p>Airports/Seaplane bases shown in BLUE and GREEN have an approved Instrument Approach Procedure published. Those in BLUE have an approved DoD Instrument Approach Procedure and/or DoD RADAR MINIMA published in DoD FLIPS or FAA TPP. Airports/Seaplane bases shown in BROWN do not have a published Instrument Approach Procedure.</p> <p>All IAP Airports are shown on the Low Altitude Charts.</p> <p>Non-IAP Airports shown on the U.S. Low Altitude Charts have a minimum hard surface runway of 3000'.</p> <p>Non-IAP Airports shown on the Alaska Low Altitude Charts have a minimum hard or soft surface runway of 3000'.</p> <p>Airports shown on the U.S. High Altitude Charts have a minimum hard surface runway of 5000'.</p> <p>Airports shown on the Alaska High Altitude Charts have a minimum hard or soft surface runway of 4000'.</p> <p>Associated city names for public airports are shown above or preceding the airport name. If airport name and city name are the same, only the airport name is shown. City names for military and private airports are not shown.</p> <p>The airport identifier in parentheses follows the airport name or Pvt.</p> <p>Airport symbol may be offset for enroute navigational aids.</p> <p>Pvt - Private Use</p>

AIRPORT DATA DEPICTION	<p style="text-align: center;">LOW ALTITUDE - U.S. & ALASKA</p> <p style="text-align: center;">Lighting Capability:</p> <p>L Lighting available Ⓛ Pilot Controlled Lighting - No lighting available ★ Part-time or on request</p> <p style="text-align: center;">For complete information consult the Airport / Facility Directory or FUP IFR Supplement.</p> <ol style="list-style-type: none"> Airport elevation given in feet above or below mean sea level. Pvt - Private use, not available to general public. A solid line box enclosing the airport name indicates FAR 93 Special Requirements- see Directory/Supplement "NO SVFR" above the airport name indicates FAR 91 fixed-wing special VFR flight is prohibited Ⓛ or Ⓛ following the airport name indicates Class C or Class D airspace. There is no A/G tabulation on Alaska Low Altitude Charts. Airport symbol may be offset for enroute navigational aids. Associated city names for public airports are shown above or preceding the airport name. If airport name and city name are the same, only the airport name is shown. The airport identifier in parentheses follows the airport name. City names for military and private airports are not shown.
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	<p style="text-align: center;">HIGH ALTITUDE - U.S.</p>
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	<p style="text-align: center;">HIGH ALTITUDE - ALASKA</p> <p style="text-align: center;">Longest runway length to nearest 100 feet with 70 feet as the dividing point (add 00) s indicates soft</p>
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AIRPORTS	
CIVIL	<p>LOW/ HIGH ALTITUDE</p>
CIVIL AND MILITARY	<p>LOW/ HIGH ALTITUDE</p>
MILITARY	<p>LOW/ HIGH ALTITUDE</p>
SEAPLANE - CIVIL	<p>LOW ALTITUDE</p>
HELIPORT	<p>LOW ALTITUDE</p>

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RADIO AIDS TO NAVIGATION	
<p>VHF OMNIDIRECTIONAL RADIO RANGE (VOR)</p> <p>DISTANCE MEASURING EQUIPMENT (DME)</p> <p>TACTICAL AIR NAVIGATION (TACAN)</p>	<p>LOW/ HIGH ALTITUDE</p> <p>VHF / UHF Data is depicted in Black LF / MF Data is depicted in Brown</p> <p>COMPASS ROSES are oriented to Magnetic North of the NAVAID which may not be adjusted to the charted isogonic values.</p> <p>"L" and "T" Category Radio Aids located off Jet Routes are depicted in screen black.</p>
<p>NON-DIRECTIONAL RADIO BEACON (NDB)</p> <p>MARINE RADIO BEACON (RBN)</p>	<p>LOW/ HIGH ALTITUDE</p> <p>NDB or RBN with Magnetic North Indicator</p> <p>UHF NDB</p> <p>NDB with DME</p>
<p>COMPASS LOCATOR BEACON</p>	<p>LOW ALTITUDE</p>
<p>ILS LOCALIZER</p>	<p>LOW ALTITUDE</p> <p>ILS Localizer Course with additional navigation function.</p>
<p>VOR/DME RNAV WAYPOINT DATA</p>	<p>HIGH ALTITUDE - ALASKA</p> <p>Coordinates: N00°00.00' W00°00.00' 000.0 NME 000.0°-00.0 Frequency: 000 Identifier: 000 Radial/Distance (Facility to Waypoint)</p> <p>Reference Facility Elevation</p>
<p>RNAV WAYPOINT</p>	<p>LOW/ HIGH ALTITUDE</p>

RADIO AIDS TO NAVIGATION	
<p>NAVIGATION and COMMUNICATION BOXES</p>	<p>LOW/ HIGH ALTITUDE</p> <p>CHECK NOTAMS</p> <p>VOR with TACAN compatible DME</p> <p>Underline indicates No Voice Transmitted on this frequency</p> <p>TACAN channels are without voice but not underlined</p> <p>Overprint of affected data indicates Abnormal Status, i.e. CHECK NOTAMS/ DIRECTORY</p> <p>(T) Frequency Protection - usable range 25 NM at 12000' AGL</p> <p>(Y) TACAN must be placed in "Y" mode to receive distance information</p> <p>(A) ASOS/AWOS - Automated Surface Observing Station/Automated Weather Observing Station</p> <p>(H) HWAS - Hazardous Inflight Weather Advisory Service</p> <p>(T) TWEB - Transcribed Weather Broadcast</p> <p>Automated weather, when available, is broadcast on the associated NAVAID frequency.</p> <p>For terminal weather frequency see A / G Voice Communication Tab under associated airport. (U.S. Low only)</p> <p>Part-time or On-Request NDB with DME</p> <p>DME channel and paired VHF frequency are shown</p> <p>122.65</p> <p>FSS associated with a NAVAID</p> <p>123.6 122.65</p> <p>Name and identifier of FSS not associated with NAVAID</p> <p>Shadow NAVAID Boxes indicate Flight Service Station (FSS) locations. Frequencies 122.2, 255.4 and emergency 121.5 and 243.0 are normally available at all FSSs and are not shown. All other frequencies are shown above the box.</p> <p>Certain FSSs provide Local Airport Advisory (LAA) on 123.6.</p> <p>Frequencies transmit and receive except those followed by R or T: R - Receive only T - Transmit only</p> <p>In Canada, shadow boxes indicate FSSs with standard group frequencies of 121.5, 126.7 and 243.0.</p> <p>122.55</p> <p>Remote Communications Outlet (RCO) FSS name and remoted frequency are shown</p> <p>122.6</p> <p>Controlling FSS Name: JONESBORO</p> <p>This line NAVAID Boxes without frequencies and controlling FSS name indicate no FSS frequencies available. Frequencies positioned above thin line boxes are remoted to the NAVAID sites. Other frequencies at the controlling FSS named are available, however, altitude and terrain may determine their reception.</p> <p>Morse Code is not shown in NAVAID boxes on High Altitude Charts.</p> <p>○ Flight Service Station (FSS), Remote Communications Outlet (RCO) or Automated Weather Observing Station (AWOS/ASOS) not associated with a charted NAVAID or airport.</p>

AIRSPACE INFORMATION	
<p>LOW ALTITUDE AIRWAYS</p> <p>HIGH ALTITUDE ROUTES</p>	<p>LOW/HIGH ALTITUDE</p> <p>VHF / UHF Data is depicted in Black LF / MF Data is depicted in Brown RNAV Route data is depicted in Blue</p> <p> VOR Airway / Jet Route</p> <p> LF / MF Airway</p> <p> Uncontrolled LF MF Airway</p> <p> Oceanic Route</p> <p> ATS Route</p> <p> Low Altitude RNAV Route GNSS Required</p> <hr/> <p>HIGH ALTITUDE</p> <p> RNAV Route</p> <p> Joint Jet/RNAV Route</p>
<p>SINGLE DIRECTION ROUTES</p>	<p> Effective Times of Route</p> <p>Other times routes revert to bi-directional</p> <p>HIGH ALTITUDE</p> <p> AIR TRAFFIC SERVICE (ATS) ROUTE</p>
<p>DIRECTION OF FLIGHT INDICATOR</p>	<p>LOW ALTITUDE - CANADA</p> <p>←EVEN</p>
<p>SUBSTITUTE ROUTE</p>	<p>LOW/ HIGH ALTITUDE</p> <p> Substitute Route</p> <p>All relative and supporting data shown in brown</p> <p>See NOTAMs or appropriate publication for specific information</p>
<p>UNUSABLE ROUTE</p>	<p>LOW/ HIGH ALTITUDE</p> <p> Unusable Route</p>
<p>BY-PASS ROUTE</p>	<p>HIGH ALTITUDE</p> <p> Jet Route centerline by-passing a facility which is not part of that specific route</p>
<p>AIRWAY RESTRICTION</p>	<p>LOW ALTITUDE</p> <p> Airway penetrates Prohibited & Restricted Airspace</p>

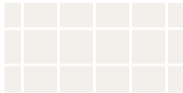


AIRSPACE INFORMATION	
<p>MILITARY TRAINING ROUTES (MTR)</p>	<p>LOW ALTITUDE</p> <p>MTRs 5 NM or less both sides of centerline</p> <p> MTRs 5 NM or less both sides of centerline</p> <p>MTRs greater than 5 NM either or both sides of centerline</p> <p> MTRs greater than 5 NM either or both sides of centerline</p> <p>Arrow indicates direction of route</p> <p>See MTR tabulation for altitude range information</p> <p>All IR and VR MTRs are shown except those VRs at or below 1500' AGL</p> <p>CAUTION: Inset charts do not depict MTRs</p>
<p>FIXES/ATC REPORTING REQUIREMENTS</p>	<p>LOW/HIGH ALTITUDE</p> <p> Fix-Compulsory Position Report</p> <p> Fix-Non-Compulsory Position Report</p> <p>NAMEE $N00^{\circ}00.00'$ $W00^{\circ}00.00'$ NAMEE $N00^{\circ}00.00'$ $W00^{\circ}00.00'$</p> <p>Coordinates are shown for compulsory, offshore and holding fixes</p> <p>NAMEE NAMEE</p> <p> RNAV Waypoint Compulsory Report</p> <p> RNAV Waypoint Non-Compulsory Report</p> <p>Off-set arrows indicate facility forming a fix (airway away from VHF/UHF, toward LF/MF NAVAID)</p>
<p>TACTICAL AIR NAVIGATION (TACAN) FIX - ALASKA</p>	<p>LOW/ HIGH ALTITUDE</p> <p>Ident $\left[\begin{matrix} NME 00 \\ 000^{\circ}/00 \end{matrix} \right]$ Channel</p> <p>Radial from TACAN $\left[\begin{matrix} 000^{\circ}/00 \\ \text{Distance from TACAN} \end{matrix} \right]$</p>
<p>RADIALS AND BEARINGS</p> <p><i>All radials and bearings are magnetic</i></p>	<p>LOW/ HIGH ALTITUDE</p> <p> Radial outbound from a VHF / UHF NAVAID</p> <p> Bearing inbound to a LF / MF NAVAID</p>
<p>FACILITY LOCATORS</p>	<p>LOW/ HIGH ALTITUDE</p> <p> Facility Locators used with radial / bearing lines in the formation of reporting points</p> <p> Facility Locator</p> <p> Overprint of affected data indicates Abnormal Status at the Facility</p>
<p>MILEAGES</p> <p><i>All Mileages are Nautical (NM)</i></p>	<p>LOW/ HIGH ALTITUDE</p> <p> Total Mileage between Compulsory Reporting Points and/or NAVAIDs</p> <p> Mileage between other Fixes, NAVAIDs and/or Mileage Breakdown</p> <p> Mileage Breakdown or Computer Navigation Fix (CNF)(no ATC function)</p> <p>(RCRCP) Five-letter identifier in parenthesis indicates CNF with no ATC function</p>
<p>DISTANCE MEASURING EQUIPMENT (DME) FIX</p>	<p>LOW/ HIGH ALTITUDE</p> <p> Denotes DME fix (distance same as airway / route mileage)</p> <p> Denotes DME fix (encircled mileage shown when not otherwise obvious)</p>




AIRSPACE INFORMATION	
<p>MINIMUM ENROUTE ALTITUDE (MEA)</p> <p><i>All Altitudes Are MSL Unless Otherwise Noted</i></p>	<p>LOW ALTITUDE</p> <p>RNAV/GPS MEA</p> <p>Directional MEA</p>
<p>MINIMUM ENROUTE ALTITUDE (MEA) GAP</p>	<p>LOW/ HIGH ALTITUDE</p> <p>MEA is established when there is a gap in navigation signal coverage</p>
<p>MAXIMUM AUTHORIZED ALTITUDE (MAA)</p> <p><i>All Altitudes Are MSL Unless Otherwise Noted</i></p>	<p>LOW ALTITUDE</p> <p>MAA-15500</p> <p>HIGH ALTITUDE</p> <p>MAA-41000</p> <p>Shown along Routes when other than 45,000'</p>
<p>MINIMUM OBSTRUCTION CLEARANCE ALTITUDE (MOCA)</p> <p><i>All Altitudes Are MSL Unless Otherwise Noted</i></p>	<p>LOW ALTITUDE</p> <p>MOCA</p> <p>T266 112</p>
<p>CHANGEOVER POINT</p>	<p>LOW/ HIGH ALTITUDE</p> <p>VOR Changeover Point giving mileage to NAVAIDs (Not shown at midpoint locations)</p>
<p>ALTITUDE CHANGE</p>	<p>LOW/ HIGH ALTITUDE</p> <p>MEA, MOCA and / or MAA change at other than NAVAIDs</p>
<p>MINIMUM CROSSING ALTITUDE (MCA)</p>	<p>LOW/ HIGH ALTITUDE</p> <p>NEHER V6 4000SW, DIGGS V6 4000SW, GRANT T244 7400SE</p>
<p>MINIMUM RECEPTION ALTITUDE (MRA)</p>	<p>LOW/ HIGH ALTITUDE</p> <p>COPEL MRA 4500, SHIMY MRA 4500</p>
<p>HOLDING PATTERNS</p>	<p>LOW/ HIGH ALTITUDE</p> <p>NAMEE N00°00.00' W00°00.00'</p> <p>Left Turn, Right Turn</p> <p>Holding reporting points have coordinate values shown</p> <p>(IAS) Holding Pattern with max. restricted airspeed 210K applies to altitudes above 6000' to and including 14000' 175K applies to all altitudes IAS: Indicated Airspeed</p>

AIRSPACE INFORMATION	
<p>AIR DEFENSE IDENTIFICATION ZONE (ADIZ)</p>	<p>LOW/ HIGH ALTITUDE</p> <p>CONTIGUOUS U.S. ADIZ</p> <p>ALASKA ADIZ</p> <p>CANADA ADIZ</p> <p>Adjoining ADIZ</p>
<p>AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC)</p>	<p>LOW/ HIGH ALTITUDE</p> <p>NEW YORK</p> <p>WASHINGTON</p> <p>WASHINGTON Hagerstown 134.15 385.4</p> <p>ARTCC Remoted Sites with discrete VHF and UHF frequencies</p>
<p>AIR TRAFFIC SERVICE IDENTIFICATION DATA</p>	<p>LOW/ HIGH ALTITUDE</p> <p>CTA/FIR MIAMI OCEANIC KZMA</p> <p>FL 180</p> <p>GND</p> <p>NY RADIO 129.9</p> <p>Type of Area Traffic Service</p> <p>Ceiling</p> <p>Floor</p> <p>Call Sign</p> <p>Frequency</p>
<p>ALTIMETER SETTING CHANGE</p>	<p>LOW ALTITUDE</p> <p>QNH</p> <p>ALTIMETER</p> <p>QNE</p>
<p>FLIGHT INFORMATION REGIONS (FIR)</p>	<p>LOW/ HIGH ALTITUDE</p> <p>MONTREAL FIR CZUL</p> <p>MONTREAL FIR CZUL</p> <p>TORONTO FIR CZYZ</p> <p>Adjoining FIR</p>
<p>CONTROL AREAS (CTA)</p>	<p>LOW/ HIGH ALTITUDE</p> <p>MIAMI OCEANIC CTA/FIR KZMA</p> <p>NEW YORK OCEANIC CTA/FIR KZNY</p> <p>MIAMI OCEANIC CTA/FIR KZMA</p> <p>Adjoining CTA</p>
<p>UPPER INFORMATION REGIONS (UIR)</p>	<p>HIGH ALTITUDE</p> <p>MONTERREY UTA/UIR SECTOR 2 MMTY</p> <p>MERIDA UTA/UIR SECTOR 1 MMID</p> <p>MONTERREY UTA/UIR SECTOR 1 MMTY</p> <p>HOUSTON OCEANIC CTA/FIR KZHU</p> <p>MONTERREY FIR/UIR MMTY</p> <p>Adjoining UTA / UIR</p> <p>Adjoining FIR and UIR</p>
<p>ADDITIONAL CONTROL AREAS</p>	<p>LOW ALTITUDE</p> <p>CONTROL 1234L</p> <p>HIGH ALTITUDE</p> <p>CONTROL 1234H</p>

AIRSPACE INFORMATION	
<p>OFF ROUTE OBSTRUCTION CLEARANCE ALTITUDE (OROCA)</p>	<p style="text-align: center;">LOW ALTITUDE</p> <p style="text-align: center; font-size: 2em;">12⁵</p> <p style="text-align: center;">Example: 12,500 feet</p> <p>OROCA is computed similarly to the Maximum Elevation Figure (MEF) found on Visual charts except that it provides an additional vertical buffer of 1,000 feet in designated non-mountainous areas and a 2,000 foot vertical buffer in designated mountainous areas within the United States.</p>
<p>SPECIAL USE AIRSPACE</p>	<p style="text-align: center;">LOW/ HIGH ALTITUDE</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>P - Prohibited Area R - Restricted Area W - Warning Area</p> <p>Low Only A - Alert Area</p> <p>Canada Only CYR - Restricted Area CYD - Danger Area CYA - Advisory Area</p> <p>Caribbean Only D - Danger Area</p> </div> <div style="width: 45%;"> <p>In the Caribbean, the first 2 letters represent the country code, i.e. MY: Bahamas, MU: Cuba</p> <p>EXCLUSION AREA AND NOTE</p> <p>Internal lines delimit separation of the same Special Use Areas or Exclusion Areas</p> </div> </div> <p>SEE AIRSPACE TABULATION ON EACH CHART FOR COMPLETE INFORMATION ON:</p> <p>AREA IDENTIFICATION EFFECTIVE ALTITUDE OPERATING TIME CONTROLLING AGENCY VOICE CALL</p>
<p>SPECIAL USE AIRSPACE Continued</p>	<p style="text-align: center;">LOW ALTITUDE</p> <p>MOA - Military Operations Area</p> <p>EXCLUSION AREA AND NOTE</p> <p>Internal lines delimit separation of the same Special Use Area or Exclusion Areas</p> <p>SEE AIRSPACE TABULATION ON EACH CHART FOR COMPLETE INFORMATION ON:</p> <p>AREA IDENTIFICATION EFFECTIVE ALTITUDE OPERATING TIME CONTROLLING AGENCY VOICE CALL</p>

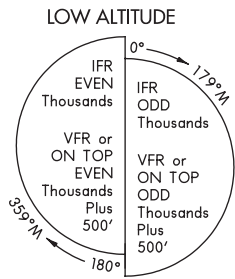
AIRSPACE INFORMATION	
<p>CONTROLLED AIRSPACE</p>	<p style="text-align: center;">HIGH ALTITUDE</p> <p style="text-align: center;">CLASS A AIRSPACE</p> <p style="text-align: center;">Open Area (White)</p> <p>That airspace from 18,000' MSL to and including FL 600, including the airspace overlying the waters within 12 NM of the coast of the contiguous United States and Alaska and designated offshore areas, excluding Santa Barbara Island, Farallon Island, the airspace south of latitude 25 04'00"N, the Alaska peninsula west of longitude 160 00'00"W, and the airspace less than 1,500' AGL.</p> <p>That airspace from 18,000' MSL to and including FL 450, including Santa Barbara Island, Farallon Island, the Alaska peninsula west of longitude 160 00'00"W, and designated offshore areas.</p>
<p>CONTROLLED AIRSPACE</p>	<p style="text-align: center;">LOW ALTITUDE</p> <p style="text-align: center;">CLASS B AIRSPACE</p> <p style="text-align: center;">Screened Blue with a Solid Blue Outline</p> <p>That airspace from the surface to 10,000' MSL (unless otherwise designated) surrounding the nation's busiest airports. Each Class B airspace area is individually tailored and consists of a surface area and two or more layers.</p> <p style="text-align: center;">MODE C AREA</p> <p style="text-align: center;">A Solid Blue Outline</p> <p>That airspace within 30 NM of the primary airports of Class B airspace and within 10 NM of designated airports. Mode-C transponder equipment is required. (see FAR 91.215)</p> <p style="border: 1px solid black; padding: 2px; font-size: 0.8em;">CLASS B AIRSPACE SEE ATLANTA VFR TERMINAL AREA CHART FOR DETAILS</p> <p>Mode C Area</p>
<p>CONTROLLED AIRSPACE</p>	<p style="text-align: center;">LOW ALTITUDE</p> <p style="text-align: center;">CLASS C AIRSPACE</p> <p style="text-align: center;">Screened Blue with a Solid Blue Dashed Outline</p> <p>That airspace from the surface to 4,000' (unless otherwise designated) above the elevation of selected airports (charted in MSL). The normal radius of the outer limits of Class C airspace is 10 NM. Class C airspace is also indicated by the letter C in a box following the airport name.</p>
<p>CONTROLLED AIRSPACE</p>	<p style="text-align: center;">LOW ALTITUDE</p> <p style="text-align: center;">CLASS D AIRSPACE</p> <p style="text-align: center;">Open Area (White)</p> <p>That airspace, from the surface to 2,500' (unless otherwise designated) above the airport elevation (charted in MSL), surrounding those airports that have an operational control tower. Class D airspace is indicated by the letter D in a box following the airport name.</p>

AIRSPACE INFORMATION	
CONTROLLED AIRSPACE	<p>LOW ALTITUDE CLASS E AIRSPACE Open Area (White)</p> <p>That controlled airspace below 14,500' MSL which is not Class B, C, or D.</p> <p>Federal airways from 1,200' AGL to but not including 18,000' MSL (unless otherwise specified).</p> <p>Other designated control areas below 14,500' MSL. Not Charted</p> <p>That airspace from 14,500' MSL to but not including 18,000' MSL, including the airspace overlying the waters within 12 NM of the coast of the contiguous United States and Alaska and designated offshore areas, excluding the Alaska peninsula west of longitude 160 00'00"W and the airspace less than 1,500' AGL.</p>
	<p>LOW ALTITUDE CLASS B AIRSPACE Screened Brown Checkered Area Controlled airspace above 12,500' MSL</p> 
CONTROLLED AIRSPACE Canada Only	<p>LOW/ HIGH ALTITUDE CLASS G AIRSPACE Screened Brown Area Low Altitude</p> <p>That portion of the airspace below 14,500' MSL that has not been designated as Class B, C, D or E airspace.</p> <p>High Altitude</p> <p>That portion of the airspace from 18,000' MSL and above that has not been designated as Class A airspace.</p> 
UNCONTROLLED AIRSPACE	<p>LOW/ HIGH ALTITUDE CLASS G AIRSPACE Screened Brown Area Low Altitude</p> <p>That portion of the airspace below 14,500' MSL that has not been designated as Class B, C, D or E airspace.</p> <p>High Altitude</p> <p>That portion of the airspace from 18,000' MSL and above that has not been designated as Class A airspace.</p> 
CANADIAN AIRSPACE	<p>HIGH ALTITUDE</p> <p>AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND OPERATIONAL REQUIREMENTS (SEE DOD AREA PLANNING AP/1) MAY DIFFER BETWEEN CANADA AND UNITED STATES</p> <p>NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE</p>
AIRSPACE OUTSIDE OF U.S.	<p>NOTE: REFER TO CURRENT DOD (NGA) CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION OUTSIDE OF U.S. AIRSPACE</p>

NAVIGATIONAL AND PROCEDURAL INFORMATION	
ISOGONIC LINE AND VALUE	<p>LOW/ HIGH ALTITUDE</p>  <p>Isogonic lines and values shall be based on the five year epoch.</p>
TIME ZONE	<p>LOW/ HIGH ALTITUDE</p> <p>Central Std +6=UTC Eastern Std +5=UTC</p> <p>‡ During periods of Daylight Saving Time (DT), effective hours will be one hour earlier than shown. All states observe DT except Arizona and that portion of Indiana in the Eastern Time Zone.</p> <p>ALL TIME IS COORDINATED UNIVERSAL TIME (UTC)</p>
ENLARGEMENT AREA	<p>LOW/ HIGH ALTITUDE</p> <p>JACKSONVILLE AREA CHART A-1</p>
MATCH MARK	<p>LOW ALTITUDE - ALASKA</p>  <p>HIGH ALTITUDE - U.S.</p> 

NAVIGATIONAL AND PROCEDURAL INFORMATION

CRUISING ALTITUDES U.S. only



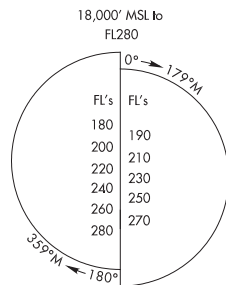
VFR above 3000' AGL unless otherwise authorized by ATC

IFR outside controlled airspace

IFR within controlled airspace as assigned by ATC

All courses are magnetic

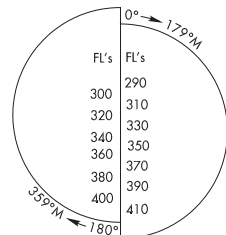
HIGH ALTITUDE



VFR or VFR On Top add 500'

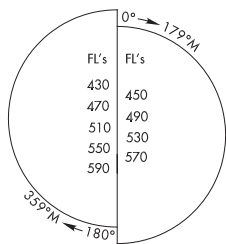
No VFR flights within Class A Airspace above 3000' AGL unless otherwise authorized by ATC.

RVSM Levels FL290 to FL410



No VFR or VFR On Top authorized above FL285 in RVSM airspace.

FL430 and Above



IFR within controlled airspace as assigned by ATC All courses are magnetic

NAVIGATIONAL AND PROCEDURAL INFORMATION

NOTES

LOW/ HIGH ALTITUDE

FAA AIR TRAFFIC SERVICE OUTSIDE U.S. AIRSPACE IS PROVIDED IN ACCORDANCE WITH ARTICLE 12 AND ANNEX 11 OF ICAO CONVENTION. ICAO CONVENTION NOT APPLICABLE TO STATE AIRCRAFT BUT COMPLIANCE WITH ICAO STANDARDS AND PRACTICES IS ENCOURAGED.

CAUTION: POSSIBLE DAMAGE AND/OR INTERFERENCE TO AIRBORNE RADIO DUE TO HIGH LEVEL RADIO ENERGY IN THE VICINITY OF R-2206

CAUTION: ACCURACY OF AIR TRAFFIC SERVICES RELATIVE TO HAVANA FIR CANNOT BE CONFIRMED. CONSULT NOTAMS.

North American Datum of 1983 (NAD 83), for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

MORSE CODE

LOW/ HIGH ALTITUDE

A ---	N ---	1 -----
B ----	O ----	2 -----
C ----	P ----	3 -----
D ---	Q ----	4 -----
E -	R ---	5 -----
F ----	S ---	6 -----
G ---	T -	7 -----
H ----	U ----	8 -----
I --	V ----	9 -----
J ----	W ----	0 -----
K ---	X ----	
L ----	Y ----	
M ---	Z ----	

CULTURE

BOUNDARIES

LOW/ HIGH ALTITUDE

International



U.S. /Russia Maritime Line

LOW/ HIGH ALTITUDE



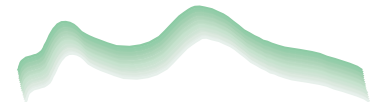
Date Line

LOW/ HIGH ALTITUDE



HYDROGRAPHY

SHORELINE



TOPOGRAPHY







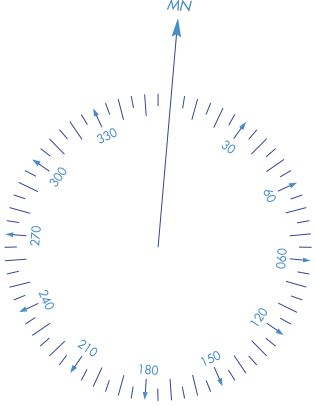
TERRAIN

Area Charts



AIRPORTS	
AIRPORT DATA	Airport of Entry (AOE) are shown with four letter ICAO Identifier
LANDPLANE-CIVIL Refueling and repair facilities for normal traffic.	HONOLULU INTL (PHNL)
LANDPLANE-CIVIL AND MILITARY Refueling and repair facilities for normal traffic.	HILO INTL (PHTO)
LANDPLANE-MILITARY Refueling and repair facilities for normal traffic.	KALAELOA (PHJR)
RADIO AIDS TO NAVIGATION	
VHF OMNIDIRECTIONAL RADIO RANGE (VOR)	VOR
DISTANCE MEASURING EQUIPMENT (DME)	VOR / DME
TACTICAL AIR NAVIGATION (TACAN)	VORTAC TACAN
NON-DIRECTIONAL RADIO BEACON (NDB)	NARC NPRC
DISTANCE MEASURING EQUIPMENT (DME)	NDB NDB / DME
IDENTIFICATION BOX	
AIRSPACE INFORMATION	
AIR TRAFFIC SERVICE (ATS) OCEANIC ROUTES	<p>A450 Identification Mileage</p> <p>UB891 UHF Caribbean Identification Mileage</p> <p>Note: Mileages are Nautical (NM)</p>
ATS SINGLE DIRECTION ROUTE	
AERIAL REFUELING TRACKS	<p>AR-900 E FL 180/270 One Way</p> <p>AR-903 E,W FL 180/270 Two Way</p>

AIRSPACE INFORMATION	
AIR DEFENSE IDENTIFICATION ZONE (ADIZ)	<p>HAWAIIAN ADIZ</p> <p>TAIWAN ADIZ</p> <p>JAPAN ADIZ</p>
AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC)	<p>SEATTLE (ZSE)</p> <p>OAKLAND (ZOA)</p>
FLIGHT INFORMATION REGIONS (FIR) and/or (CTA)	<p>HONOLULU FIR PHZH</p> <p>HONIARA FIR ANAU</p> <p>HONOLULU FIR PHZH</p>
UPPER INFORMATION REGIONS (UIR)	<p>JAKARTA UIR WIJZ</p> <p>MERIDA UTA / UIR MMID</p> <p>MAZATLAN UTA / UIR MMZT</p> <p>MEXICO FIR / UIR MMFR FL 450</p>
UPPER CONTROL AREAS (UTA)	
OCEANIC CONTROL AREAS (OCA) and /or (CTA /FIR)	<p>OAKLAND OCEANIC CTA / FIR KZAK</p> <p>TOKYO FIR / OCA RJTG</p> <p>NAHA FIR / OCA RORG</p>
ADDITIONAL OCEANIC CONTROL AREAS	<p>CONTROL 1485</p> <p>Note: Limits not shown when coincident with Warning Areas.</p>
BUFFER ZONE	Teeth point to area
NON-FREE FLYING ZONE	Teeth point to area
NORTH ATLANTIC / MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (NAT/MNPS)	NAT MNPS (FL 285-FL420)
REPORTING POINTS	<p>Name — ARTOP N20°52.7' W80°00.0'</p> <p>▲ Compulsory</p> <p>△ Non-Compulsory</p> <p>◆ Waypoint</p>
SPECIAL USE AIRSPACE	<p>W-470 W517</p> <p>NARC NPRC</p>
Warning Area	
Special Use	ATLANTIC FLEET WEAPONS RANGE
12 Mile Limit	
UNCONTROLLED AIRSPACE	

NAVIGATIONAL AND PROCEDURAL INFORMATION		CULTURAL BOUNDARIES	
<p>MILEAGE CIRCLES</p> <p>Note: Mileages are Nautical (NM)</p>		<p>INTERNATIONAL</p> 	
<p>Time Zone</p> <p>Note: All time is Coordinated Universal (Standard) Time (UTC)</p>		<p>MARITIME</p> 	
<p>Overlap Marks</p> <p>NPRC Only</p>		<p>DATE LINE</p> 	
<p>COMPASS ROSE</p> <p>Note: Compass Roses oriented to Magnetic North</p>		<p>HYDROGRAPHY</p>	
<p>NOTES</p> <p>WARNING</p>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px; text-align: center;"> <p>— WARNING —</p> <p>AIRCRAFT INFRINGING UPON NON FREE FLYING TERRITORY MAY BE FIRED UPON WITHOUT WARNING</p> </div> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>— WARNING —</p> <p>UNLISTED RADIO EMISSIONS FROM THIS AREA MAY CONSTITUTE A NAVIGATION HAZARD OR RESULT IN BORDER OVERFLIGHT UNLESS UNUSUAL PRECAUTION IS EXERCISED.</p> </div>	<p>SHORELINES</p> 