Federal Aviation Administration

UNITED STATES GOVERNMENT SPECIFICATIONS

FLIGHT INFORMATION PUBLICATION INSTRUMENT APPROACH PROCEDURES AND AIRPORT DIAGRAMS

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Prepared by the Interagency Air Committee (IAC)

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UNITED STATES GOVERNMENT SPECIFICATIONS FOR THE FLIGHT INFORMATION PUBLICATION INSTRUMENT APPROACH PROCEDURES AND AIRPORT DIAGRAMS

13 November 2023

These specifications have been developed by the Interagency Air Committee (IAC), composed of representatives of the Department of Defense and the Federal Aviation Administration, for use in the preparation of the United States Government Flight Information Publication Instrument Approach Procedures and Airport Diagrams. These specifications shall be complied with, without deviation, until such time as they are amended by formal IAC action.

Changes to these specifications will be provided when necessitated by new requirements or through development action of the IAC.

Questions of interpretation that arise in the use of these specifications shall be referred to the Chair, Interagency Air Committee.

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CHANGES APPLIED TO CURRENT EDITION

REQUIREMENT DOCUMENTS

a. None applied to this edition

EDITORIAL CHANGES

a. EC 23-11 – Addition of Non-Movement Areas to Legend

CHANGES APPLIED 18 OCTOBER 2023

REQUIREMENT DOCUMENTS

a. RD 844 – Modification of Hot Spot Depiction
b. RD 862 – Landing Direction Indicators
c. RD 865 – Removal of Computer Based Nav System Data on IAPs
d. RD 866 – Extended Final Approach Track
e. RD 869 – Removal of AL Numbers on Military Charts

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a. EC 23-10 – TPP Planview Symbols Legend Cleanup

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a. EC 23-08 – TPP Index Abbreviations

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a. RD 848 – Airport Diagram Modernization
b. RD 861 – NAVAID Box Depiction in TPP

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a. RD 855 – Localizer Back Course on IAPs

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a. RD 854 – CVFP Communications

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a. EC 23-02 – Fly-Over Symbology

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a. EC 23-01 – Self-Service Fuel Symbol on Airport Diagrams

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b. EC 22-05 – Contours in Inset Boxes

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a. EC 22-01 – Compulsory Removal from IAP Planview Legend

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a. RD 841 – Airport Diagram Bridge Symbol

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a. EC 21-15 – Depiction of RF and TF Legs in IAP Profiles
b. EC 21-16 – Depiction of NAVAIDs Used for Reference in IAP Profiles

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b. RD 839 – Pavement Classification Rating (PCR)

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a. EC 21-14 – Direction of Profile Depictions on IAPs

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a. RD 840 – Removal of Obstacles in Airport Sketch

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a. RD 837 – Procedural Inset Boxes on IAPs

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EDITORIAL CHANGES

a. EC 21-12 – Labeling of Parking Areas on Airport Diagrams

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AMENDMENT OF SPECIFICATIONS

1. PROCEDURE

a. Recommendations for amendments to specifications from the Department of Defense shall be directed to:

National Geospatial-Intelligence Agency
7500 GEOINT Drive
Springfield, VA 22150-7500

b. Recommendations for amendments to specifications from the Federal Aviation Administration shall be directed to:

Federal Aviation Administration
Aeronautical Information Services
SSMC-4 Sta # 4445
1305 East-West Highway
Silver Spring, MD 20910

2. AMENDMENT SYSTEM

a. Change to the specifications shall be issued at the effective date of the latest Requirement Document (RD) and / or Editorial Change (EC).
b. The Specification shall be dated, indicated along the upper margin of each page, to reflect the most current change.

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CHAPTER 1
GENERAL

1.1 PURPOSE AND SCOPE

1.1.1 General

An Instrument Approach Procedure (IAP) Chart provides a pilot with information necessary for an orderly transition from en route flight to a safe and expeditious approach to either land or execute a missed approach at an airport under Instrument Flight Rules. Airport Diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport Diagrams are not intended for use in approach and landing or departure operations. Charted Visual Flight Procedures (CVFP) have been developed to provide a pictorial display of visual arrival routes/altitudes to enhance noise abatement at some locations. The word airport as used within these specifications is synonymous with the word heliport.

1.1.2 Purpose

The purpose of these specifications is to provide appropriate guidelines to ensure uniformity and standardization of content and portrayal techniques in the preparation and production of Low Altitude IAP charts, CVFP charts and Airport Diagrams for use by both civil and military pilots.

1.2 REQUIREMENTS

1.2.1 General

Low Altitude Instrument Approach Procedures Charts shall be prepared for all civil, military and civil/military airports within the United States, Puerto Rico and the Virgin Islands for which Standard Instrument Approach Procedures have been established and designated. CVFP charts shall be prepared similarly, but shall also apply to other areas of the world as needed, e.g., Caribbean, Pacific, etc.

1.2.2 Quality and Accuracy

The highest standards of accuracy in plotting, reproduction and currency of information shall be maintained.

Although the digital chart files are compiled in accordance with these specifications, the final product may vary slightly in appearance due to differences in printing techniques/processes and/or digital display technique.

1.2.3 Color

IAP Charts, CVFP charts and Airport Diagrams and associated textual material shall be printed in black color. Terrain will be printed in brown color. Various screens and percentages of color, as specified, shall be used to obtain a suitable contrast.

All supplemental information, both textual and graphic, will be in solid color unless otherwise specified.

1.2.4 Symbolization

Symbolization used in the preparation of the IAP Charts, CVFP charts and Airport Diagrams shall be in accordance with the Aeronautical Information/Chart Symbols included herein and in the appendices. Additionally for CVFP charts, symbology used in IAC Specification 2 may be used and landmarks can be depicted pictorially, as required.

The symbols contained in this manual have been developed for use in the production of U.S. Government aeronautical charts and publications.

These symbols have been developed through the United States Government Interagency Air Committee (IAC), and their supporting technical groups, for the purpose of standardization of the aeronautical symbols portrayed on charts and publications used by both military and civil aviation.

1.2.5 Type Styles

The use of capital letters is intended unless otherwise specified as C/L (capital and lower case letters) or lower case.

All type unless otherwise specified shall be Futura Medium or as indicated in the various appendices.

1.3 SPECIFICATION APPENDICES

Appendices are included within these specifications for use in layout, format and content of the various IAP Charts, CVFP charts and Airport Diagrams. Appendices do not necessarily reflect all possible operational content.

CHAPTER 2
FORMAT AND LAYOUT

2.1 GENERAL

Charts shall be designed and published to accommodate all IAPs, CVFPs and Airport Diagrams. All charts shall be oriented to true north. Information shall be presented in textual, tabulated and graphic form, normally printed to read parallel to the top edge of the publication.

2.2 SIZE AND DIMENSIONS

The trim size and dimensions of the finished charts shall be as shown in the appendices.

2.2.1 IAP Charts

References:

Appendix 5 - IAP Chart Format and Dimensions

2.2.2 Airport Diagrams

References:

Appendix 63 - Airport Diagram Chart (TPP) – Format

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CHAPTER 3
CONTENT

3.1 GENERAL

Instrument Approach Procedures and Charted Visual Flight Procedures are designed to provide the pilot with all electronic navigational aid information, together with procedural and other pertinent data required to execute the procedure.

3.2 LEGENDS

The legends shall define and depict all symbols used in the presentation of IAP charts, CVFP charts and Airport Diagrams, and provide general information and a listing of all abbreviations.

3.2.1 IAP Planview Symbols

References:

Appendix 9 - Legend – IAP Planview

3.2.2 IAP Profile Symbols

References:

Appendix 10 - Legend – IAP Profile

3.2.3 Airport Diagram/Airport Sketch Symbols

References:

Appendix 13 - Legend – Airport Diagram/Sketch

3.2.4 Airport Sketch Lighting System Symbols

The VGSI lighting symbols referenced in the Appendix shall be charted in the airport sketch on the side of the runway where they are actually located. In cases where the VGSI system lights are located on both sides of the runway (such as Vl2 and V16 systems), a single symbol shall be placed on the left side of the runway.

References:

Appendix 14 - Legend – Airport Diagram/Sketch Lighting Systems

3.3 MINIMUMS

3.3.1 IFR Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors)

A listing of airports with IFR takeoff minimums other than standard, and obstacle departure procedures (ODPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, Takeoff Obstacle Notes, Visual Climb Over Airport (VOCA) procedures and Diverse Vector Area (Radar Vectors) shall be provided. An explanatory note will precede the listing, on the first page only. Layout, format, content arrangement, type size and style shall be in accordance with the appendices.

Civil airports within each volume shall be arranged in alphabetical order by the associated city name. Military airports shall be arranged in alphabetical order by the official airport name. When the first word of a city name (civil) or airport name (military) is abbreviated, it will be arranged in alphabetical order by the abbreviation, as shown in the authoritative database, with the exception of the abbreviation “St”, e.g., St Louis, which will be arranged by the complete name Saint Louis.

References:

Appendix 1 - IFR Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors)

Appendix 2 - Diverse Vector Area (Radar Vectors) Example

3.3.1.1 Format

3.3.1.1.1 Civilian Airports

Page format shall be a listing of information in the following order:

- City and State, airport name extracted verbatim from the authoritative database, airport location identifier(s) (see Section **3.3.1.1.3**) in parentheses, Takeoff Minimums and (Obstacle) Departure Procedure title, Diverse Vector Area (Radar Vectors).

3.3.1.1.1.1 Takeoff Minimums and (Obstacle) Departure Procedures

- Takeoff Minimums and (Obstacle) Departure Procedure title, amendment number, AIRAC date of the last procedural revision, date of last revision in parentheses (in Julian date format), office of responsibility (FAA, FAA-O), Takeoff Minimums, Departure Procedure, VCOA, Takeoff Obstacle Notes.

- Takeoff Obstacle Notes will list one obstacle note per line.

3.3.1.1.1.2 Diverse Vector Area (Radar Vectors)

- Diverse Vector Area (Radar Vectors) title, amendment number, AIRAC date of the last procedural revision, date of last revision in parentheses (in Julian date format), office of responsibility (FAA, FAA-O), Diverse Vector Area instructions.

3.3.1.1.2 Military Airports

Page format shall be a listing of information (when provided) in the following order:

- Official airport name extracted verbatim from the authoritative database, ICAO airport location identifier in parentheses, city and state, amendment number, AIRAC date of the last procedural revision, date of last revision in parentheses (in Julian date format), office of responsibility (USAF, USSF, USN or USA), Take-off Minimums, Departure Procedure, Takeoff Obstacles, VCOA, Takeoff Obstacle Notes.

- Takeoff Obstacle Notes will list one obstacle note per line.

3.3.1.1.3 Airports Identifiers

The airport identifier shall be placed in parentheses immediately to the right of the airport name.

Civil airports within the Contiguous U.S. shall be identified with their FAA airport identifier. Civil airports outside the Contiguous U.S. shall be shown with both the FAA identifier followed by the ICAO location indicator.

3.3.2 IFR Alternate Airport Minimums

A columnar tabulation of airports with IFR alternate minimums other than standard (standard for nonprecision approaches is 800-2 and for precision approaches is 600-2) shall be provided. An explanatory note will precede the listing, on the first page only. Layout, format, content arrangement, type size and style shall be in accordance with the appendices.

Civil airports within each volume shall be arranged in alphabetical order by the associated city name. Military airports shall be arranged in alphabetical order by the official airport name. When the first word of a city name (civil) or airport name (military) is abbreviated, it will be arranged in alphabetical order by the abbreviation, as shown in the authoritative database, with the exception of the abbreviation “St”, e.g., St Louis, which will be arranged by the complete name Saint Louis.

References:

Appendix 3 - IFR Alternate Airport Minimums

3.3.2.1 Format

3.3.2.1.1 Civil Airports

Page format shall be a two-column listing information in the following order:

- City and state, airport name extracted verbatim from the authoritative database, domestic airport location identifier in parentheses (airports outside of Contiguous U.S. will also list ICAO identifier in parentheses), Alternate Minimums.

3.3.2.1.2 Military Airports

Page format shall be a two-column listing information in the following order:

- Airport name extracted verbatim from the authoritative database, ICAO airport location identifier in parentheses, city and state, Alternate Minimums.

3.3.2.1.3 Airport Identifiers

The airport identifier shall be placed in parentheses immediately to the right of the airport name.

Airports within the Contiguous U.S. shall be identified with their FAA airport identifier. Airports outside the Contiguous U.S. shall be shown with both the FAA airport identifier followed by the ICAO airport identifier.

3.3.3 Radar Instrument Approach Minimums

References:

Appendix 4 - Radar Instrument Approach Minimums

3.3.3.1 General

Layout, format, content arrangement, type size and style shall be in accordance with the appendices.

3.3.3.2 Arrangement of Information

Civil radar instrument approach minimums shall be arranged in alphabetical order by associated city name. Military radar approach minimums shall be arranged in alphabetical order by the official airport name. When the first word of a city name (civil) or airport name (military) is abbreviated, it will be arranged in alphabetical order by the abbreviation, as shown in the authoritative database, with the exception of the abbreviation "St", e.g., St Louis, which will be arranged by the complete name Saint Louis.

3.3.3.2.1 Civil Airports

Page format shall be a listing of information in the following order:

- **Line 1:** City and state, amendment number, AIRAC date of last procedural revision, date of last revision in parentheses (in Julian date format), office of responsibility (FAA, FAA-O), airport elevation (positioned by itself and right justified).

- **Line 2:** Airport Name extracted verbatim from the authoritative database, airport location identifier(s) in parentheses. See Section **3.3.3.2.3**.

- **Line 3:** Radar frequencies (APP CON), prefaced by the heading "RADAR", "RADAR-1" or "RADAR-2" in agreement with the procedure source document. The "A" and "T" negative symbols for IFR Alternate Airport Minimums and IFR Takeoff Minimums, indicating other than standard minimums apply, shall be shown after the RADAR frequencies. The letters "NA" (not authorized) shall be shown immediately following the "A" symbol when IFR alternate minimums are not authorized. Radar minimums follow.

3.3.3.2.2 Military Airports

Page format shall be a listing of information (when provided) in the following order:

- **Line 1:** Official airport name extracted verbatim from the authoritative database, ICAO airport location identifier in parentheses, City and State, amendment number, date of last revision (in Julian date format), office of responsibility (USAF, USSF, USN or USA), airport elevation (positioned by itself and right justified).

- **Line 2:** Radar frequencies, prefaced by the heading "RADAR", "RADAR-1" or "RADAR-2" in agreement with the procedure source document. Radar minimums follow.

3.3.3.2.3 Airport Identifiers

Civil airports within the Contiguous U.S. shall be identified with their FAA airport identifier. Civil airports outside the Contiguous U.S. shall be shown with both the FAA airport identifier followed by the ICAO location indicator.

3.3.3.3 Column Headings

The following columnar headings shall be underlined and be shown on the next line after the radar communications frequencies.

- RWY (Runway)
- GP/TCH/RPI (Glidepath/Threshold Crossing Height/Runway Point of Intercept)
- CAT (Category)
- DH/MDA-VIS (Decision Height/Minimum Descent Altitude-Visibility) for military airports. DA/MDA-VIS (Decision Altitude/Minimum Descent Altitude-Visibility) for civilian airports.
- HAT/HAA (Height above Touchdown/Height Above Airport)
- CEIL-VIS (Ceiling-Visibility)
- If required, CAT, DH (or DA)/MDA-VIS, HAT/HAA, and CEIL-VIS may be shown in a two column format.

3.3.3.4 Minima

Minima data will be listed under the columnar heading in accordance with the following criteria:

3.3.3.4.1 Minima Data

Minima data for each type of radar approach shall be shown in the following order: PAR, PAR w/o GS, ASR, and CIRCLING.

3.3.3.4.2 PAR Approaches

PAR Approaches - The runway with the lowest CEIL-VIS value shall be listed first. The Glide Slope (GS) angle shall be listed in degrees and tenths, followed by TCH and RPI.

3.3.3.4.3 ASR Approaches

ASR, PAR w/o GS and CIRCLING Approaches - For ASR and PAR w/o GS: The runway with the lowest CEIL-VIS values shall be listed first. If CEIL-VIS values are the same then the following hierarchy will be used.

1. Lowest HAT
2. Lowest DA/DH
3. Runway number

For CIRCLING, Runway numbers will be used unless all runways have an approach, then "ALL RWY" will be used.

Add a negative C circling icon to the circling line of minima when the procedure source document indicates "Chart Circling Icon". The preferred placement is on the same line and before the Circling text. If there are space limitations, the icon may be placed below the Circling line of text. See **Appendix 4**.

3.3.3.4.4 Categories with the Same Minima

Categories that have the same minima shall be shown as a single entry.

3.3.3.4.5 Categories with Different Minima

Categories that have different minima for the same runway shall be listed in alphabetical order.

3.3.3.4.6 Runway Data

Data for each runway shall be complete before listing another runway.

3.3.3.5 Missed Approach Climb Rate

Radar Missed Approach Climb Rate will be shown when required, located below the radar minima. Minimum climb rates shall be shown as vertical velocity in feet per minute (FPM) in 60 knot increments, from 60 knots to 360 knots or as requested.

Table 3.1 Missed Approach Climb Rate

CAUTION - Missed apch climb rate to 0000'							
RWY	Knots	60	120	180	240	300	360
PAR 3L	FPM	000	000	000	000	000	000
ASR 3L, 3R	FPM	000	000	000	000	000	000

3.3.3.6 Informational Notes

Informational notes will follow the minima data or, if required, the radar missed approach climb rate.

The current status or usability of radio communications and operational value of the radar data will be footnoted by a superscripted letter. The footnoted remarks will follow the above data.

3.4 INSTRUMENT APPROACH PROCEDURE (IAP) CHARTS

3.4.1 General

References:

Appendix 5 - IAP Chart Format and Dimensions

3.4.1.1 Scale

A scale of 1:500,000 shall be used. However, if necessary for a better portrayal of the procedure, a different scale may be used. (1:750,000 and 1:250,000 are most preferable.)

3.4.1.2 Projection

Projection shall be Lambert Conformal, Polyconic, or Polar Stereographic.

3.4.1.3 Horizontal Datum

Charts referenced to a horizontal datum other than North American Datum 1983 (NAD 83) or World Geodetic Survey 1984 (WGS 84) will show a note, e.g., “Horizontal Datum: WGS 72”, indicating the datum used, in 7 point type centered above the bottom neatline in the planview.

3.4.1.4 Chart Sections

The IAPs (charts) shall be divided into various sections as follows:

- Briefing Strips
- Planview
- Missed Approach Icons
- Profile
- Minima Data
- Airport Sketch

References:

Appendix 5 - IAP Chart Format and Dimensions

3.4.1.5 Reference Mark Symbol Hierarchy

Reference Marks on IAPs will be applied using the following hierarchy:

1. * (9 pt)
2. # (7 pt)
3. †
4. **
5. ##
6. ††

3.4.2 Margin Information

Type size, style, and position shall be shown in accordance with the appendix unless otherwise stated below.

References:

Appendix 6 - Margin Data

3.4.2.1 Procedure Title

The title of the instrument approach procedure shall be abbreviated, e.g., ILS, RNAV, NDB, etc. Approaches. The title will be positioned flush right, immediately above the airport name in the top margin, and immediately below the airport name in the bottom margin.

Each procedure shall be named and numbered, as indicated on the procedure form. Note: Procedure title may refer to a geographic feature, e.g., BAY ILS/DME.

3.4.2.2 Amendment Number

The amendment number of the procedure, as indicated on the narrative procedure form, shall be shown abbreviated, e.g., Amdt 3.

The amendment number will be shown in the bottom margin only, flush left, immediately below the geographic location name.

Original procedures shall be indicated as “Orig”, with the same placement as indicated above for amendment numbers.

The AIRAC date of the latest procedural (upnumber or upletter) revision applied to the chart shall be shown adjacent to and two spaces to the right of the amendment number or "Orig" as appropriate, as shown in the appendices.

The latest revision date (Julian), which reflects a chart revision of any type, shall be shown in the upper right hand corner, above the procedure name, preferably on the same line as the geographic name and chart reference number, as shown in the appendices.

3.4.2.3 Chart Reference Number

The chart reference number shall be preceded by the series code "AL" and dash followed by the abbreviated name of the appropriate authority for the procedure, placed inside parentheses, e.g., AL-000 (FAA). Procedures developed by Other Transaction Agreement (OTA), but certified by the FAA, will carry the designation (FAA-O) placed inside the parentheses, e.g., AL-000 (FAA-O). Military procedures do not show a chart reference number, but do show the appropriate authority for the procedure, e.g., (USN).

The chart reference number shall be shown in the top margin only, centered, on the same line as the geographic location name.

3.4.2.4 Geographic Location Name

The geographic location name shall be the city and state name with which the airport is associated, positioned flush left, immediately above the top briefing strip and immediately below the bottom neatline.

3.4.2.5 Airport Name

The airport name will be extracted verbatim from the authoritative database. The airport name will be shown flush right, immediately above the top neatline and immediately below the bottom neatline.

3.4.2.6 Airport Location Identifier

The airport location identifier shall be shown in parentheses positioned immediately following the airport name at the top and bottom of each Instrument Approach Procedure chart. Airports outside the contiguous United States will be shown with both the FAA designated identifier followed by the ICAO location indicator.

To distinguish between the number zero and the letter "O", a slash shall be shown through the zero.

3.4.2.7 Geographic Coordinates

Coordinates used shall be those of the airport reference point expressed to the nearest minute. The geographic coordinates will be in the bottom margin only, centered, on the Amendment number line. If there is no room on this line, then the geographic coordinates will be centered immediately below the bottom neatline.

3.4.3 Briefing Strips

The Briefing Strip box will consist of three stacked strips of information running from left to right immediately above the planview.

References:

Appendix 7 - Briefing Strips
Appendix 8 - Briefing Strips – Copter

3.4.3.1 Top Briefing Strip

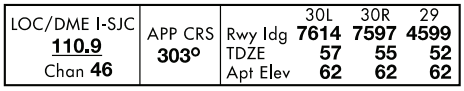
The top briefing strip will contain procedural information in three separate boxes, in the following sequence from left to right:

- **Box 1:** The primary navigation type (VOR, LOC, NDB, RNAV, etc.) with its identifier and frequency/channel. If applicable, WAAS, the WAAS Channel Number, and the WAAS Reference Path indicator shall be shown stacked top to bottom. If the primary navigation type is GBAS, then the following information shall be stacked top to bottom: GBAS, CH NNNN, RPI XXXX. If there is not a primary Navigation Box required, the first box shall be removed.

- **Box 2:** The inbound Approach Course (APP CRS) shall be shown.

- **Box 3:** Stacked top to bottom, the runway landing distance (Rwy ldg), the Touchdown Zone Elevation (TDZE), and the Airport Elevation (Apt Elev) shall be shown. Runway landing distance will be determined by comparing the total runway length with the displaced threshold accounted for against the published Declared Distance Landing Distance Available (LDA). The shortest of these lengths, either the published Declared Distance LDA housed in the authoritative database or the total runway length minus displaced threshold on the approach end of the runway, will be charted. Numbers will be bolded. For Circling approaches, use N/A in bold type for Rwy ldg and TDZE. For charts that have straight-in minimums for parallel runways, the entire briefing strip may be widened to show stacked information for each runway.

Figure 3.1 Expanded Briefing Strip Example



3.4.3.2 Middle Briefing Strip

The middle briefing strip will contain information in three separate boxes, when available, in the following sequence from left to right:

- Notes
- Approach Lighting System
- Missed Approach Procedure text

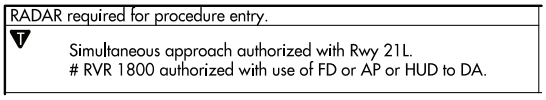
Standard size shall be maintained, but size adjustment may be made for charting circumstances, e.g., excessive notes, more space needed in planview.

3.4.3.2.1 Notes Section

3.4.3.2.1.1 Equipment/Requirements Box

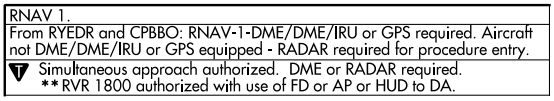
When requested on the procedure source document, a separate Equipment/Requirement notes box shall be shown at the top of the existing briefing strip notes section. This box, separated from the larger procedure notes box by a 2 weight (.006") solid line, shall list equipment requirements notes for conventional procedures and requirements notes for Performance Based Navigation (PBN) procedures.

Figure 3.2 Equipment Requirements Box



When the procedure source document requests both a PBN requirement note and a conventional equipment requirement note, two equipment/requirements boxes shall be used. PBN notes shall be listed in the first box, then conventional equipment requirement notes in the second box.

Figure 3.3 Two Equipment/Requirement Boxes



3.4.3.2.1.2 Briefing Strip Symbols

References:

Appendix 7 - Briefing Strips

3.4.3.2.1.2.1 IFR Takeoff Minimums (“T”)

The negative “T” symbol shall be shown in the upper left corner of the Notes section of the briefing strip when an entry is published in the TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS) section of the TPP, regardless of what that entry contains.

3.4.3.2.1.2.2 IFR Alternate (“A”) Airport

The negative “A” symbol shall be shown in the upper left corner (or below the “T” symbol, if present), of the Notes section of the briefing strip when IFR Alternate Minimums are published for the procedures. The letters “NA” (Not Authorized) shall be shown immediately following the “A” symbol when IFR Alternate Minimums are not authorized.

3.4.3.2.1.2.3 WAAS Symbol

If applicable, the negative “W” symbol for WAAS reception limitations shall be shown below any “A” and “T” symbols.

3.4.3.2.1.2.4 Cold Temperature Airport

A negative snowflake symbol and associated temperature shall be shown below all of the above applicable symbols when indicated in the authoritative source database.

Figure 3.4 Cold Temperature Airport

3.4.3.2.1.3 "ASR", "PAR" or "ASR/PAR"

"ASR", "PAR" or "ASR/PAR" shall be shown immediately below the Takeoff and Alternate symbols to indicate published Radar Instrument Approach Minimums.

3.4.3.2.1.4 Notes

3.4.3.2.1.4.1 Nonstandard IFR Alternate Airport and IFR Takeoff Minimums

Notes pertaining to nonstandard IFR Alternate Airport and IFR Takeoff Minimums shall be placed only with the nonstandard minimums in the appropriate columnar tabulation in the index of supplementary information.

3.4.3.2.1.4.2 Landing Minima Data

Notes pertaining to landing minima data shall be shown in the Notes Section on the left side of the second/middle briefing strip.

3.4.3.2.1.4.3 Order of Briefing Strip Notes

Briefing strip notes shall be placed in the order they appear on the procedure source document. Exception shall be made when the source document has a note that is referenced with an attention symbol. The note shall then be placed last in the sequence preferably on its own line.

Notes specifically identified for planview or profile charting will not be shown in the briefing strip.

3.4.3.2.1.4.4 Notes Exclusions

Notes, published on a single-source document (e.g., FAA Form 8260) that generates more than one chart depiction, must not be shown on the charts to which they do not apply. (For instance: Circling notes must not be published on depictions which do not support circling minimums. Notes referring to a localizer procedure must not be shown on depictions which do not support localizer minima. Helicopter notes, inoperative component notes revising minima or notes referring to remote altimeter usage must not be depicted on standard CAT II, CAT II & III or SA CAT I, SA CAT II, or SA CAT I & II portrayals.)

3.4.3.2.2 Approach Lighting System

When applicable, the approach lighting system name, miniature graphic, and its charting icon will be shown. Multiple approach lighting systems may be shown for approaches that have straight-in minimums for parallel runways. Each box will include the proper runway identification.

3.4.3.2.3 Missed Approach Procedure Text

The title MISSED APPROACH shall be shown along with a textual description of the primary missed approach procedure.

When the primary missed approach procedure contains the text “or as directed by ATC” or “when authorized by ATC”, this portion of the instructions will not be charted.

When the primary missed approach also includes instructions for TACAN aircraft, they will be included in the primary missed approach procedure text in parentheses as shown in the Appendices.

3.4.3.3 Bottom Briefing Strip

The bottom briefing strip will contain communications information when available, in separate boxes, in the following sequence from left to right:

- ATIS, D-ATIS, AFIS (AK Only) or ASOS/AWOS frequencies (when available, ATIS or AFIS will be the only local weather frequency/s published)
- The primary Approach Control (APP CON) name and frequencies
- The Control Tower (TOWER) name and frequencies, to include Precision Runway Monitor (PRM) and frequency
- Ground Control (GND CON) frequencies
- Clearance Delivery (CLNC DEL) frequencies
- Ground Communications Outlet (GCO) frequency
- CTAF, shown in parentheses when shares a frequency, e.g., UNICOM 122.8 (CTAF)
- UNICOM or AUNICOM frequency (part-time and non-towered airports only)
- Controller Pilot Data Link Communication (CPDLC)

Frequencies will be bolded. A bolded box will be placed around the Control Tower name and frequencies. Hours of operation shall not be shown. Part-time operations for ATIS or AFIS, APP CON, and TOWER will be annotated with a star after the communication title.

References:

Appendix 7 - Briefing Strips

3.4.3.3.1 Approach Control (APP CON)

When the primary approach service is provided by other than Approach Control, e.g., FSS (Radio), Tower, Center, the appropriate air traffic facility call name shall be used.

At airports located in the contiguous U.S., FSS (Radio) will not be shown. At airports located outside the contiguous U.S. where communications are provided by FSS, its availability will be indicated by RADIO plus the appropriate frequency.

3.4.3.3.2 Weather Communications

3.4.3.3.2.1 Automatic Terminal Information Services (ATIS)

When the service is provided on one frequency for both arrival and departure information, it shall be shown, e.g., ATIS 111.8. When the service is provided on more than one frequency for both arrival and departure information, both (or all) frequencies shall be shown, e.g., ATIS 113.9 124.1. When the service provided is either arrival and/or departure on different frequencies, both frequencies shall be shown under the appropriate heading, i.e., ARR or DEP. If the service is digital and listed as D-ATIS in the authoritative source database, "D-ATIS" shall be shown.

3.4.3.3.2.2 (AK Only) Automated Flight Information Services (AFIS)

AFIS shall be shown by the letters "AFIS" followed by the specific frequency/s.

3.4.3.3.2.3 Remote Weather Frequencies

When a remote civil AWOS/ASOS is specified on the FAA Form 8260 for charting, the airport location identifier and frequencies will be charted on all IAP charts in the series. Civil airports located outside the Contiguous U.S will also include the ICAO identifier, e.g., ORT/PAOR.

When a remote military ATIS is specified on the FAA Form 8260 for charting, only the ICAO identifier and frequencies will be charted on all IAP charts in the series.

When a local AWOS/ASOS is commissioned at an airport where a remoted ASOS/AWOS/ATIS is still specified for charting on any 8260 in the series, the local AWOS/ASOS will be added to the briefing strip along with the remoted AWOS/ASOS/ATIS.

3.4.3.3.3 Clearance Delivery (CLNC DEL) Frequencies

There are three ways CLNC DEL frequencies can be shown:

- Towered airports with a CLNC DEL frequency/s.
- Towered airports that list a primary CLNC DEL and a secondary CLNC DEL when the tower is closed. The secondary CLNC DEL will include the frequency, and the note "(When twr closed)".
- Untowered airports that have a remoted APP CON and CLNC DEL will show the CLNC DEL without the remoted city name.

3.4.3.3.4 Controller Pilot Data Link Communications (CPDLC)

When CPDLC service is provided, "CPDLC" shall be shown.

3.4.3.3.5 Non-Towered Airport

When there is not a tower located on the airport or the tower on the airport is part-time, the availability of a UNICOM facility at the airport shall be indicated by the word UNICOM, plus the appropriate frequency. If the UNICOM system is automated, it shall be indicated by the word AUNICOM, plus the appropriate frequency.

3.4.3.3.6 Primary VHF & UHF Frequencies

The primary VHF and UHF frequencies only shall be shown in conjunction with and on a second line centered under the air traffic facility name.

When requested, the frequencies may be sectorized.

3.4.3.3.7 Pilot Activated Airport Lighting

Pilot capability to activate airport lighting systems shall be shown using negative symbols following the applicable frequency, e.g., 122.7(L).

Hours of operation shall not be shown.

3.4.4 Planview

References:

Appendix 5 - IAP Chart Format and Dimensions

Appendix 9 - Legend – IAP Planview

3.4.4.1 General

The planview of the IAP charts shall be concerned with the portrayal of instrument approach procedure information, en route facilities, feeder facilities, approach facilities, missed approach, terminal routings and related base detail.

The en route and feeder facilities shall be used for depicting terminal routes from NAVAIDs, fixes and intersections to the initial approach facility or fix.

Reference to the en route low altitude structure pertains to both the Flight Information Publication En route Low Altitude Chart and the IFR Area Chart.

All textual data and numerical values within the planview shall be shown using 7 point type unless otherwise stated.

3.4.4.2 Hydrography

Hydrographic features shall be shown. Outlines or names shall not be shown.

Criteria depiction of hydrographic features:

- Oceans
- Significant rivers and streams: When depicted as a perennial double line (not braided) feature on a Sectional/Tactical/Pilotage chart.
- Significant lakes: When depicted as a perennial water area measuring a minimum of 3.0 NM in a straight line direction on a Sectional/Tactical/Pilotage chart.
- If only one river or one small lake is involved, not located in the immediate airport vicinity, the hydrographic information requirement may be waived.

Hydrographic features shall be limited to within the inner distance ring when the concentric ring format is employed.

Hydrographic features shall not be shown within inset boxes.

3.4.4.3 Relief (Terrain Features)

Care should be taken in the selection of relief features to be shown. Any terrain features which meet the criteria established for obstacles will be considered for charting.

Terrain elevations shall be indicated by a dot, .02" diameter, with the elevation values placed nearby. Terrain elevations shall be plotted accurately according to geographic location. When the highest elevation within the chart area is a spot (terrain) elevation, it shall be indicated by a dot, .04" diameter, with the elevation style depicted in 8 point type.

Terrain elevations of doubtful accuracy shall be indicated by a ± sign following the elevation value.

Any terrain specifically requested for charting on the procedure shall be charted.

- Terrain and obstacle notes, as documented on the procedure source document (Form 8260) for charting, shall be shown in C/L and shall reflect the exact text provided by that authority.

Relief shall not be shown in inset boxes. Relief shall be limited to within the inner distance ring when the concentric ring format is employed.

An airport will be designated as a terrain impacted airport, and will be charted as below, when it meets the criteria in Section **3.4.4.3.1** below.

References:

Appendix 33 - ILS with Terrain Elevations Depicted

3.4.4.3.1 Terrain Impacted Airport Criteria

Terrain within the planview area exceeds 4,000 feet above the airport elevation, or

Terrain within a 6 NM radius of the Airport Reference Point (ARP) rises to 2,000 feet or more above the airport elevation.

When an airport meets either of the above criteria, terrain will be charted by use of contours, spot elevations, and gradient tints of brown on all IAPs for that airport. However, if an IAP chart for the airport does not meet the initial contour value below, then contours will not be charted on that specific IAP chart.

3.4.4.3.2 Contour Values

The initial contour value (lowest elevation) will be at least 500 feet above the airport elevation. The initial contour value may be less than 500 feet if needed to depict a rise in terrain close to the runway end.

The next contour value depicted will be at a 1000 foot increment, e.g., 1000/2000/3000, not 1500/2500/3500.

Subsequent contour intervals will be constant and at the most suitable intervals, 1000 foot or 2000 foot, to adequately depict the rising terrain.

3.4.4.3.3 Contour Lines and Values

Contour lines and contour values will be shown with a brown tint that is darker than the darkest tint used for the contour layers. Contour lines will be broken to depict the contour value.

Contour layers will be shown in no more than five brown tints, with consecutively darker tints used for consecutively higher elevation contour layers. When more than five contour layers are needed to depict the terrain, adjacent layers, but no more than two, may contain the same brown tint and will be separated by contour lines and values.

Spot elevations and the highest point on the planview chart will be shown in solid black and differentiated as is currently directed by specifications.

If a contour region is higher than the highest determined terrain point or obstacle, that region shall have the 0.4' diameter dot placed inside it with a value matching the contour value followed by a doubtful accuracy symbol.

3.4.4.4 Cultural Features

Cultural features shall not be shown, e.g., roads, railroads, populated places, etc.

3.4.4.5 International Boundary

International boundaries shall be shown by a 3 weight (.006") dashed line.

International boundaries shall be identified with country name in solid color, positioned adjacent and parallel to the boundary, within the country area.

3.4.4.6 Obstacles (Man-made, Terrain, and Vegetation)

Obstacles shall be symbolized as indicated in the appendix. Obstacles shall be positioned in their exact coordinate location. The elevation of the top of the obstacle above mean sea level shall be shown to the nearest foot. Unverified obstacles shall be indicated by a doubtful accuracy symbol ± following the elevation value.

Any obstacle which penetrates a slope of 67:1 emanating from any point along the centerline of any runway shall be considered for charting within the area shown to scale. Obstacles with “chart” preceding the requested obstacle specifically identified on the authoritative source shall be charted regardless of the 67:1 requirement. This will be waived if the position of the requested obstacle makes it indistinguishable from a higher MSL obstacle.

The highest obstacle or spot elevation within the area of coverage of the chart will be shown using the larger highest obstacle/spot elevation symbol and the elevation value depicted in 8 point type.

When portrayal of several obstacles with the same MSL height would result in extreme overlap, only the one closest to the airport need be shown. If multiple obstacles are clustered, all may be shown if sufficient symbol separation is possible.

Obstacles shall be limited to within the inner distance ring when the concentric ring format is used.

Obstacles shall not be shown within inset boxes.

References:

Appendix 9 - Legend – IAP Planview

3.4.4.6.1 Final Approach Segment (FAS) Obstacles

Final Approach Segment (FAS) obstacles that are provided on the procedure source document in the Additional Flight Data section, shall be depicted when they either penetrate the 67:1 slope or are specifically indicated for charting (prefaced by the word "CHART"). Charted FAS obstacles identified as trees shall be indicated by a doubtful accuracy symbol following the elevation value. Man-made and terrain FAS obstacles shall be considered verified and when charted, shall not be indicated by a doubtful accuracy symbol following the elevation value.

3.4.4.6.2 Adverse Assumption Obstacles (AAO)

Adverse Assumption Obstacles (AAO) listed on the procedure source document will not be charted.

3.4.4.7 Airports

Airports shall be shown to scale by a pattern of all runways that exist in the authoritative source database (including those indicated as "closed" runways by remark). If an airport has parallel runways in close proximity to each other, the lineweight of the runways may be reduced to a minimum of 4 weight (.010") to ensure the runway pattern is distinguishable.

Heliports shall be shown by the circle H symbol.

Seaplane bases shall be symbolized as shown in **Appendix 9** - Legend – IAP Planview. The symbol shall only be shown in the planview when it is strictly a seaplane base. If there is a seaplane landing area as part of an airport, the Seaplane Base symbol will not be used in the planview.

Airports other than the airport of intended landing will be shown only when requested on the procedure source document. These airports will be shown by pattern and name only, using 5 point type C/L. The airport name will be extracted verbatim from the authoritative database.

3.4.4.8 Special Use Airspace (SUA)

SUA that falls within the area of coverage of the instrument approach procedure chart shall be shown only when designated by the approving authority.

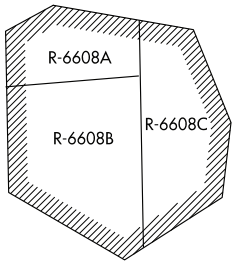
SUA shall be portrayed by a 2 weight (.006") diagonal line pattern, .10" in width, positioned so as to have the lines in a NE to SW direction. In no case will the portrayal of SUA obliterate the functional procedural data. Should an area be too small to portray the specified width, the width shall be proportionately reduced in size to adequately portray the area.

SUA outer boundaries shall be depicted by a 3 weight (.006") line.

SUA internal boundaries shall be depicted by a 1 weight (.005") line to separate the individual SUA areas.

SUA shall be identified by the designated number and/or name of the area, e.g., P-1234, R-1235, CYR 123, YUKON 1 MOA.

Figure 3.5 Special Use Airspace



References:

Appendix 9 - Legend – IAP Planview

3.4.4.9 Air Defense Identification Zone (ADIZ)

When designated on the procedure source document, ADIZ boundaries that fall within the area of coverage of the instrument approach procedure chart planview shall be shown.

ADIZ boundaries shall be portrayed by a 4 weight line (.010"). The diameter of the dots is .015". The width of the symbol is .05". Identification shall be placed within or along the boundary. In no case, will the portrayal of the ADIZ obliterate the functional procedural data.

Figure 3.6 Air Defense Identification Zone (ADIZ) Boundary

References:

Appendix 9 - Legend – IAP Planview

3.4.4.10 Scale

Normally, all information between the planview neatlines, including base detail, shall be shown to scale.

In the event a facility falls beyond (but no more than .25" beyond) the established neatline of the planview, this facility may be brought, or moved, within the planview neatlines, thereby retaining the chart to scale and precluding the use of the concentric ring format. Mileages, bearings, etc., to or from this facility shall, however, be accurate.

When concentric rings are not used, all NAVAIDs shall be identified by name, frequency, identifier and code, enclosed within a box. Intersections shall be shown by reporting point symbol when shown on the En route Low Altitude Chart as part of the airway structure, and by the intersection of radials/bearings when not part of the airway structure.

When concentric rings are used, information beyond the 10 NM distance ring shall not be depicted to scale.

Depiction of the procedure track and/or terminal routes may be shown not to scale if it will enhance and depict the procedure more clearly. Such a depiction may be necessary due to distances involved in some procedures which would extend beyond the neatline or border of the planview. Those segments of the track not to scale shall be broken by the scale break symbol illustrated in **Appendix 9** - Legend – IAP Planview. Multiple scale break symbols can be used when along the same bearing.

3.4.4.10.1 Terminal Route/Procedure Track Inset Box

A portion of the terminal route and/or procedure track may be shown in an inset box on procedures covering a large geographical area or containing multiple routes, and when the use of scale breaks is not adequate for a clear depiction.

References:

Appendix 52 - RNAV (RNP) with Inset

3.4.4.10.1.1 Inset Reference Box

A 2 weight (.006”) dashed line box will encompass the common point of the route to be shown in the inset box. Contours, hydrography, and obstacles that lie within the parameters of the inset reference box will be shown.

The inset reference box will be clearly labeled “SEE INSET FOR ROUTING TO (COMMON POINT).”

Box size is not fixed but will be of a size to encompass the standard note and common point.

Figure 3.7 Inset Reference Box

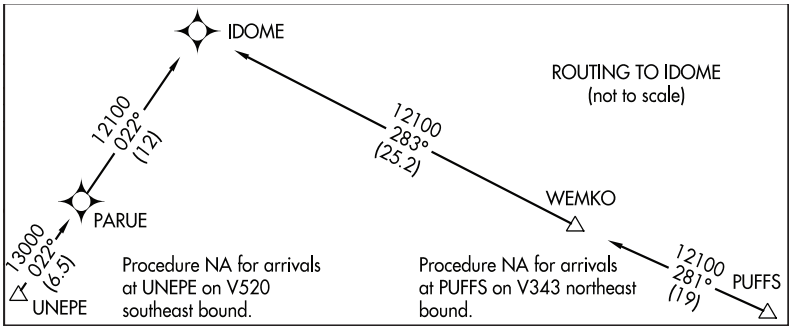
3.4.4.10.1.2 Inset Box

The preferred location of the inset box is along the neatline and as close to the common point as possible.

The 2 weight (.006”) inset box will be clearly labeled “ROUTING TO (COMMON POINT).” If the inset is not depicted to the same scale as the chart, the routing note will be followed by “(not to scale).”

The inset box will include all fix-specific information. When space allows, procedure NA notes that only apply to points within the inset box will be included within the parameters of the box. Contours, hydrography, and obstacles will not be shown in the inset box.

Figure 3.8 Inset Box



3.4.4.11 Notched Planview

The planview may be ‘extended’ on the bottom, on either the right or left side, to allow a larger geographic area to be depicted. “White space” in both the minima box and the airport sketch shall be eliminated, resulting in a ‘notched’ planview.

3.4.4.12 Concentric Rings

The planview may be depicted with or without concentric rings.

The planview will be depicted without concentric rings when all the procedural and terminal route information can be depicted to scale between the neatlines. The use of scale breaks is preferable to the concentric ring depiction.

Concentric rings may be used when all procedural and terminal route information cannot be depicted to scale, including facilities that form fixes/intersections not a part of the enroute low altitude airway structure or are used for the missed approach.

A 10NM distance ring shall only be shown when use of concentric ring depiction is necessary.

3.4.4.12.1 Inner Ring (10 NM Distance Ring)

A ring 1.45" radius with a .010" line shall be shown, centered and labeled “10 NM” within the planview. This ring shall be referred to as the inner ring or the 10 NM distance ring.

- The 10 NM distance ring may be replaced (in whole or in part) by a DME arc, when required, and where the arc distance is 8 to 12 miles. In such cases, the DME arc shall be shown as a .020" solid line.

- The 10 NM distance ring shall be cut back or broken so that the 10 NM distance ring and the DME arc will not cross or intersect one another. When the DME arc and the 10 NM distance ring are coincidental, or tend to be, the 10 NM distance ring shall be cut back to effect a break in the continuity.

The NAVAID upon which the final approach of the instrument approach procedure is based shall be positioned in the center of the inner ring. All other information shall be positioned in relation to this facility. Exception shall be made when the location of the airport, radio aid to navigation and/or procedure pattern necessitates that the ring be centered on other facilities or geographical points for better portrayal of the instrument approach procedure. Portions of the ring may be deleted to avoid overprinting of information.

3.4.4.12.2 Middle Ring (Feeder Facilities)

The middle ring shall be concentric with the inner ring, having a radius of 1.70" and symbolized by a .007" dashed line. The dashes shall be .20" long with a .10" space between the dashes. The line may be broken as required to show facilities, fixes and intersections as clearly as possible. The label “FEEDER FACILITIES” shall be in line with the labels on other rings.

Feeder facilities/fixes shown on the middle ring shall be those utilized by the air traffic controller to direct aircraft to intervening facilities/fixes between the en route structure and the initial approach fix.

Feeder facilities shall be placed on the middle ring (except when their location will plot within the 10 NM distance ring) at the point where their magnetic bearing relationship between the feeder facility and the primary facility or fix will be maintained, but the distance may not necessarily be to scale. In congested areas, the bearing relationship may be altered for better portrayal.

When the DME arc is shown in lieu of the ring and is other than the normal 10 NM inner ring, the middle ring, when required, shall be displaced and equally positioned between the DME arc and the outer ring.

NAVAIDs shown on the middle ring shall be identified by name, frequency and call sign (Channel number for TACAN, VORTAC, VOR/DME, and DME), but shall not be boxed unless the NAVAID is utilized as part of the procedure, in which case it will be shown in accordance with Section **3.4.4.22** - Bearing Lines.

Intersections shown on the middle ring shall be shown by the intersection of radials from or bearings to the NAVAIDs which establish them. These NAVAIDs shall be shown on the outer (en route facility) ring except when they will plot to scale within the 10 NM distance ring, and be identified by name, frequency and call sign (Channel number for TACAN and VORTAC), but not boxed, except when located within the 10 NM distance ring.

If feeder facilities are not utilized for terminal routes, missed approach facilities/fixes or holding patterns, then the middle (feeder facility) ring shall not be shown.

3.4.4.12.3 Outer Ring (En route Facilities)

An outer ring labeled “EN ROUTE FACILITIES” shall be concentric with the inner and middle rings, having a radius of 2.10" and symbolized in the same manner as the middle ring, using .25" dashes with a .10" space between the dashes. This ring may be broken, as required, to show facilities, fixes and intersections as clearly as possible. The label “EN ROUTE FACILITIES” shall be positioned in line with the labels on the other rings.

En route facilities shall be those NAVAIDs, fixes and intersections which are part of the en route low altitude airway structure. Terminal routing, giving bearing, distance and altitude information direct or via feeder facilities to other facilities/fixes, shall be shown.

En route facilities shall be positioned on the outer ring in the same manner as feeder facilities are on the middle ring, i.e., the facility symbol shall be positioned at the point of intersection of the magnetic bearing from the primary facility or fix to the en route facility on the outer ring.

En route facilities shall be identified by name only. Intersections shall be shown using the same reporting point symbol and name as used on the En route Low Altitude chart. NAVAIDs and intersections/fixes identified by the approving authority as an Initial Approach Fix (IAF) shall be identified by the letters IAF within parentheses and, where named, positioned normally above the name or adjacent, as appropriate, depending upon space considerations.

When en route facilities are used in a dual capacity, such as a transition facility and missed approach facility, they shall be identified by name, frequency, call sign and code (Channel number for VORTAC, TACAN, VOR/DME, and DME) within a communication data box.

En route facilities not utilized in the approach procedure, and which would normally be positioned on the outer ring, may be positioned in the space between the outer ring and the plan-view neatline. This may be done when the facility is employed in the designation and formation of en route and/or feeder fixes and intersections germane to terminal routes or missed approaches. This technique will obviate the need to position multiple facilities, fixes or intersections within close proximity of each other, within or between the concentric rings, thereby retaining the integrity of the chart format.

3.4.4.13 Terminal Routes

Terminal routes shall be shown, when included as part of the procedure, as an approved terminal route from a facility/fix.

- Discretion must be exercised in portraying the length of terminal routes, depending on the position of the facility/fix, so as to adequately depict the terminal route from and toward the appropriate facility/fix.

- Where the terminal route destination may be in question due to intervening fixes or length of route, a clarifier may be added following the altitude. Names or facility types (all CAPS) will suffice, e.g., 2300 to BATOU, 3600 to VORTAC.

- Terminal routes with a dogleg turn shall graphically illustrate this dogleg turn.

Terminal routes shall be shown as 4 weight (.010") arrowed line extending from the en route facility/feeder facility symbol along the magnetic bearing line toward the initial approach facility/fix or another facility/fix.

Terminal routes identified as No Procedure Turn (NoPT) or beginning at an Initial Approach Fix (IAF) shall be shown using an 8 weight (.020") line. When the procedure source document indicates a NoPT the letters “NoPT” shall be shown adjacent and parallel to the terminal route. When the beginnig of a NoPT route is designated as an IAF, the abbreviation shall also be used to identify this fix/facility.

Terminal routes (except Radius-to-fix legs and DME arcs) shall include the bearing, distance and minimum altitude. The arrowed line shall be broken for insertion of bearing values.

- The magnetic bearing value shall be shown on and breaking the terminal route. Bearing values shall be given to the nearest degree, using three digits, e.g., 061°.

- The distance shall be shown to the nearest tenth of a nautical mile, enclosed within parentheses, e.g., (16.4), positioned directly below the bearing value.

- The minimum altitude shall be positioned directly above the magnetic bearing value.

- Dogleg routes shall have leadered route information with reference to the terminating point and both segments stacked on two or more lines as shown below.

Figure 3.9 Dogleg

3200 NoPT to RYENS
140° (3.1) and 210° (1.6)

- Dogleg route segments based on a heading as specified by (HDG) on the procedure source document shall indicate “hdg” on the route segment as shown below.

Figure 3.10 Dogleg Segment Based on Heading

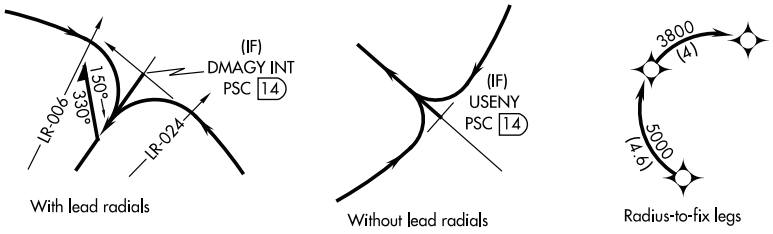
3200 NoPT to LOM
290° hdg (7.8) and
353° (10.3)

- Terminal routing normally ends at the FAF/PFAF, but RNAV (RNP) charts shall have routing information included all the way to the runway end.

- Radius-to-fix legs on RNAV (RNP) procedures shall be shown with distance and altitude information only; no track value shall be shown. DME arc routes shall be shown with altitude, “NoPT” designation if provided, and DME arc value only.

Terminal routes that are DME arcs or Radius-to-fix legs (RF) shall be shown as smooth arcs from a designated start point to a designated terminus. Arc origin (center point) will be identified on the procedure source document (NAVAID for DME arc, CNF for RF leg). RF routes will have an appropriate arrowhead at each terminal point. DME arcs that conclude at a fix on a procedure track will be filleted (curved) into the track so as not to obliterate the fix. If lead radials/bearings are identified by the procedure, the curve will begin at the point.

Figure 3.11 DME Arcs and RF Legs



In congested areas, the informational data may be positioned in a clear area and related to the terminal route by a 1 weight (.005") arrowed leader line.

On precision approaches when descent on the glide slope is authorized after interception without a procedure turn, a note providing the minimum altitude and distance to the glide slope intercept point shall be shown along the terminal route in lieu of that described above. When this NoPT note is shown, the overall distance to the LOM shall be provided below the NoPT note in parentheses.

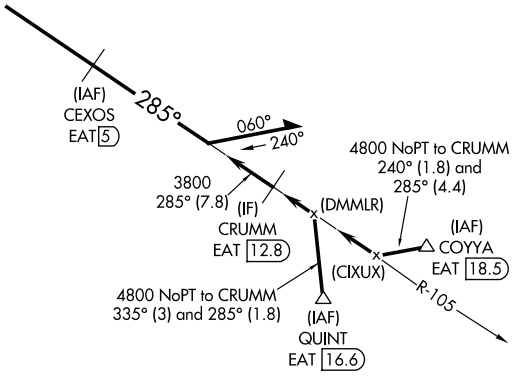
VOR changeover points, other than midpoint (plus or minus one mile) shall be shown when so identified and submitted by the approving authority.

3.4.4.14 Procedure Track

The procedure track shall be indicated by an 8 weight (.020") line, broken for bearing values and navigational symbols. The inbound bearing, in 9 point type, and directional arrow, shall be positioned on the final approach track to indicate direction of flight. Outbound procedure bearing, shown on and breaking the radial/bearing line, shall be shown using the appropriate radial, outbound localizer course or an outbound heading shown in the same method as depicting a radial. A degree sign shall be shown with all headings/bearings/courses.

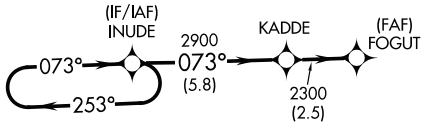
The procedure track may be coincident with one or more IAF terminal routes. In this case, the route(s) may be shown shortened (or broken and not extending completely to an intermediate or final approach fix) indicating the direction (with an arrowhead) toward the fix. Discretion must be exercised in portraying the length of these tracks so as to adequately depict the track from and toward the appropriate facility/fix.

Figure 3.12 Procedure Track



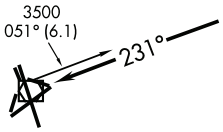
Positioning, type size and style shall be as specified for terminal routes. If the terminal route occurs where the procedure track can't be broken, i.e., after the start of the procedure profile, the route information will be stacked with a 9 point type course value when space allows, or leadered where it does not. Leadered information may contain only altitude, and distance if the course value would repeat the final approach course shown. All leadered information will be stacked together in 7 point type.

Figure 3.13 Procedure Track Type



If a feeder terminal route is coincident with the procedure track, but going in the opposite direction, the terminal route line may be offset parallel to the procedure track so as not to overrun it.

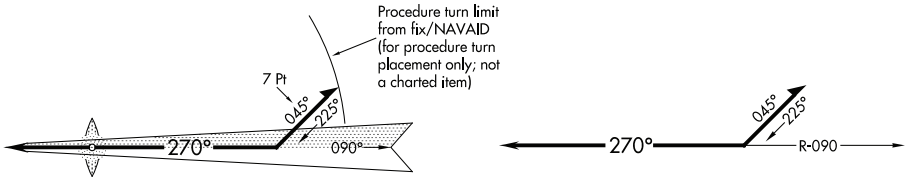
Figure 3.14 Offset Feeder Route



3.4.4.14.1 Procedure Turn Barb

The procedure turn shall be shown by a barb symbol as illustrated below. The barb shall be a half arrowhead .10" long and .05" wide positioned on the maneuvering side. The tip of the barb shall be shown at the procedure turn limit listed on the procedure source document (e.g., 10 NM, 15 NM). Inbound and outbound 45° off-course bearing values (a directional arrow with the inbound value only) shall be shown on either side of the procedure turn barb in 7 point type.

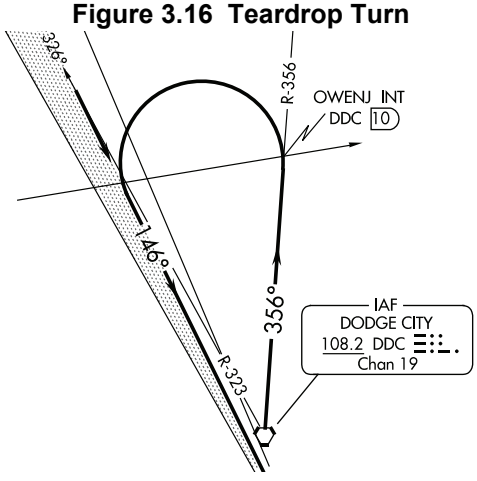
Figure 3.15 Procedure Turn Barb



3.4.4.14.2 Procedures Using Teardrop or Holding Pattern

Procedures using a teardrop or holding pattern configuration shall be shown in their entirety and shall include both inbound and outbound bearings. See Section **3.4.4.20** for a detailed explanation of Holding Patterns.

Figure 3.16 Teardrop Turn



References:

Appendix 34 - Teardrop Turn

3.4.4.14.3 ILS Components

Components of an ILS that are not specifically part of the procedure, but are requested for charting on the procedure source document, will be shown in screened color.

3.4.4.15 Restrictive Altitudes and Airspeeds Along the Procedure Track

Restrictive altitudes that deviate from the route altitude and airspeeds along the procedure track shall be shown paired with their respective fix/facility.

Table 3.2 Restrictive Altitudes and Airspeeds

Type	Description	Altitude	Speed
Minimum	Minimum altitude/speed shall be depicted as an underlined number	2300	170K
Maximum	Maximum altitude/speed shall be depicted as a number with a line above it	4800	170K
Mandatory	Mandatory altitude/speed shall be depicted as a number with a line above and below it	5500	170K
Block	Block altitudes shall be depicted with two altitudes with a line above and below	7500 5500	NA

Restrictive altitudes that deviate from the route altitude and airspeeds at the same point (fix, intersection, waypoint, DME, NAVAID) shall be shown side by side with altitude listed first, e.g., 12000 250K.

References:

Appendix 9 - Legend – IAP Planview

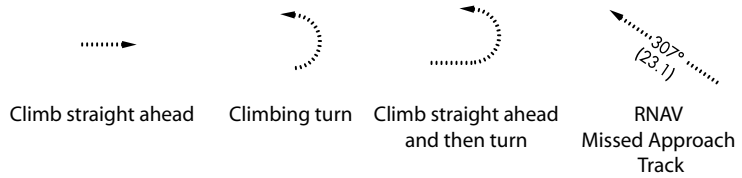
3.4.4.16 Missed Approach Procedure Track

To distinguish the runway from the procedure track, an arrow shall be positioned on the end of the final approach track, just short of the end of the runway, or where the missed approach begins. When a turn is required, the missed approach track shall be curved to indicate the proper direction. A definite break shall appear between the final approach arrow and the beginning of the missed approach track. The missed approach track shall be placed so as to clear the runway pattern and radio facilities on or near the airport. The missed approach track shall be symbolized as indicated below and shall begin at the missed approach point.

Non-RNAV charts shall not show heading or course figures. The track symbol will be oriented to reflect the given heading or course.

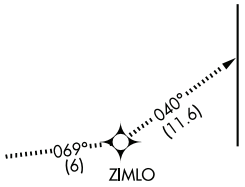
On RNAV procedures, legs in the missed approach procedure will be depicted with the course, and/or distance, if designated, in the same manner as terminal routes.

Figure 3.17 Missed Approach Track



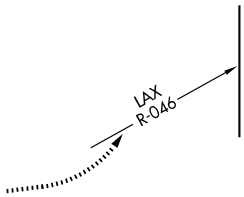
If the missed approach point is off the chart, the missed approach track shall be extended to the chart border, maintaining proper orientation.

Figure 3.18 Missed Approach Point Off Chart



On non-RNAV charts, if a radial/bearing is being used to navigate to the missed approach point off the chart, the radial/bearing shall be shown to the chart border.

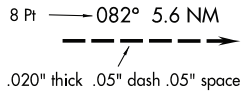
Figure 3.19 Missed Approach Using Radial/Bearing



3.4.4.17 Visual Procedure Track

Instrument approach procedures, including Copter approach procedures, that terminate or have missed approaches prior to the airport/heliport, and are authorized to proceed visually, shall depict the visual flight path by the dashed line symbol illustrated, from the missed approach point to the airport.

Figure 3.20 Visual Procedure Track



On RNAV charts where the visual track may only apply to LNAV/VNAV, the visual procedure track line will not be shown in the planview. There will be a note directed to that portion of the procedure track.

Figure 3.21 Visual Track Applies to LNAV/VNAV Only

3.4.4.18 Notes

Notes shall be held to an absolute minimum and shall be based on user requirements consistent with a safe execution of the procedure.

Appropriate explanatory notes, when required, shall be placed along the procedure track or in any open area of the planview, using 7 point type (C/L). Notes specifically referring to a fix or facility shall be shown in close proximity to that fix or facility whenever possible.

When ADF, DME, RADAR, or any combination of these are required for the execution of the procedure entry from the en route environment, a note "ADF REQUIRED" or "DME REQUIRED" or "RADAR REQUIRED", as appropriate, shall be shown in 14 point type positioned in a clear area of the planview. Planview placement of subject note will be specifically denoted on the procedure source document in the format "Chart planview note: RADAR REQUIRED." Any radar or equipment notes not specified for planview charting shall be depicted in the briefing strip.

When "CHART PLANVIEW NOTE: NOT FOR CIVIL USE" is denoted on the procedure source document, the note shall be shown in 14 point type and positioned in a clear area of the planview.

3.4.4.19 Minimum Safe Altitudes (MSA)

MSAs provided in source documentation shall be shown for each airport where instrument approach procedures have been established. MSAs will not be depicted on procedures where Terminal Arrival Areas (TAA) have been established for all sectors.

MSAs shall be provided as a 3 weight (.006") circular diagram positioned normally in the lower right corner of the planview. The appropriate symbol of the NAVAID/waypoint/airport on which the MSA is predicated shall be positioned at the center of the circle. When the MSA is predicated on an airport reference point, the symbol for the type airport, i.e., civil, military, joint-use, shall be used.

- The magnetic courses forming the sectors shall be shown in their proper magnetic orientation within the circle as inbound magnetic bearings using a 1 weight (.005") arrowed line.

- The magnetic bearing value shall be shown centered on the bearing line.

- The MSA values shall be shown in enclosed in a 1 weight (.005") box, centrally positioned within the sector.

- The MSA diagram shall be identified by the letters "MSA," the NAVAID/waypoint/airport identifier, and the applicable mileage, e.g., MSA ABC 25 NM, positioned outside and along the upper portion of the circle. (When an airport identifier is required, airports within the contiguous U.S. shall depict the FAA designated identifier, those outside the contiguous U.S. shall depict the FAA designated identifier and the ICAO location indicator, seperated by a slash.)

- MSAs with the same altitude value for each of the four sectors shall be shown by the boxed altitude value applicable to all sectors centrally positioned within the circle and above the NAVAID/waypoint/airport symbol.

An Emergency Safe Altitude for 100 NM may be depicted at the option of the approving authority. When a minimum safe altitude for 100 NM is required, it shall be depicted by a common note, e.g., Emergency Safe Altitude 100 NM 0000. The term “Emergency Safe Altitude” is used to ensure added distinction between the 25 NM and 100 NM radius. Sectors are not used for Emergency Safe Altitudes.

References:

Appendix 9 - Legend – IAP Planview

3.4.4.20 Holding Patterns

3.4.4.20.1 General

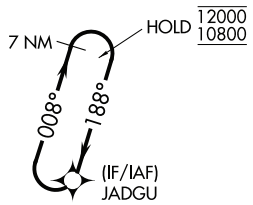
Holding patterns shall be shown only when identified and submitted with the procedure source document.

Holding patterns shall be depicted with a racetrack type symbol. Line pattern or line weight will be determined by holding usage. The symbol may be expanded laterally, when required, to include mileage fixes, intersections, or other facilities upon which the holding pattern may be premised. When the arrival holding pattern is shown in the planview and not affixed to the beginning of the approach track, a .007" lead arrow shall be shown leading from the approach side of the holding pattern to the initial approach fix or facility. The arrow may be curved in order to properly depict the flight path from the holding pattern to the initial approach point. Holding patterns shall be oriented on the proper flight path bearing or radial, and both inbound and outbound bearings (including degree sign) must be shown, except where the nearness of the procedure track bearing may preclude the need for the holding pattern bearing. When the holding is on a VOR facility, the outbound radial will also be depicted.

Holding patterns with maximum restricted airspeeds that deviate from the standard will have the maximum airspeed shown in parentheses inside the holding pattern racetrack symbol.

When a maximum holding pattern altitude restriction is requested on the procedure source document, the minimum and maximum holding pattern altitudes will be shown as a block altitude outside the holding pattern symbol with the word “HOLD”. A leader line will be used.

Figure 3.22 Holding Pattern Altitude Restrictions



RNAV holding patterns will be supplemented with a leg length as defined by the procedure source document. A 2 weight (.006") line, 0.2" in length will placed at the end of the outbound leg perpendicular to the leg. The leg length shall be shown in nautical miles, e.g., 4 NM.

Non-RNAV hold-in-lieu of procedure turn holding patterns will be supplemented with the timing value specified on the source document, e.g., 1 min. The timing value will be shown inside the holding pattern symbol. In some cases, a distance limit may specified on the source document. When indicated, it will be shown as a 2 weight (.006") line, 0.2" in length will placed at the end of the outbound leg perpendicular to the leg, e.g., 4 NM.

If two types of holds are requested for the same point, e.g. procedural/missed, arrival/missed, with matching inbound and outbound legs, an order of precedence will be followed. Procedural holding pattern shall be depicted in lieu of either arrival or missed. Arrival holding pattern shall be depicted in lieu of missed.

3.4.4.20.2 Missed Approach Inset Box

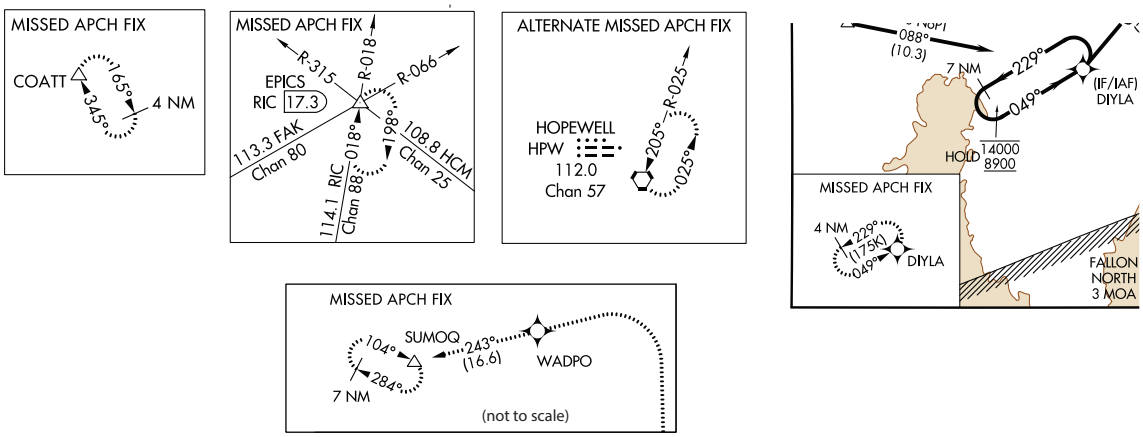
The following types of missed approach holding patterns will be shown as a boxed inset within the planview:

- All alternate missed approach holding patterns.
- Missed approach holding patterns that lie outside the geographic parameters of the planview and are unable to be shown with a scale break.
- Missed approach holding pattern when the missed approach holding pattern is also used for another segment of the approach (i.e., arrival holding) at the same point and the holding pattern information is not identical.

The boxed inset will be clearly labeled (MISSED APCH FIX, ALTERNATE MISSED APCH FIX, or if necessary such labels as TACAN MISSED APCH FIX, CAT E MISSED APCH FIX may be applied).

- The preferred location of the boxed inset is a corner of the planview in the proximity of the actual missed approach point.
- Wherever possible, the box shall be placed away from the path of the missed approach track to avoid the appearance of a “to scale” depiction.
- The inset box for the primary missed approach may be expanded to include multiple maneuvers that would otherwise fall outside the planview. If the track is not depicted to scale, the inset box will include a “(not to scale)” note.

Figure 3.23 Missed Approach Inset Box Examples



3.4.4.20.3 Arrival Holding Patterns with Altitude Restrictions

Arrival Holding Patterns with an altitude restriction that deviate from the inbound or outbound leg from the holding pattern will have the altitude shown outside the racetrack symbol with the word "HOLD" preceding the prescribed altitude. A leader line between the holding altitude and the holding altitude type will be shown. Minimum altitudes will be shown with an underline, maximum altitudes will be shown with a line above the type and mandatory altitudes will have a line above and below the altitude type.

References:

Appendix 9 - Legend – IAP Planview

3.4.4.21 Radial Lines

All radials pertinent to the procedure, missed approach, or holding patterns shall be shown and identified. Radial lines shall be shown by 2 weight (.006") arrowed line emanating from the facility with the values positioned on and breaking the arrowed line, preceded by the letter "R." The radial value shall be in three digits, e.g., R-000. Lead radials, when identified and submitted with the procedure, shall be additionally identified with the letters "LR" preceding the numerical value, e.g., LR-053. A degree sign shall not be shown with radial values.

In congested areas, radial values may be placed in a clear area and related to the radial by a 1 weight (.005") arrowed leader line.

3.4.4.22 Bearing Lines

Bearing lines shall be shown by a 2 weight (.006") line and are normally pointing to the facility. Exceptions will be when an outbound bearing is needed for a procedure turn depiction or an outbound bearing is requested in the missed approach instructions. Bearing values shall be shown using three digits positioned on and breaking the arrowed line. A degree symbol shall be shown with all bearing values.

In congested areas, values may be placed in a clear area and related to the bearing line by a 1 weight (.005") arrowed leader line.

3.4.4.23 NAVAIDs - General

All NAVAIDs that are to be portrayed within the planview borders shall use the appropriate symbol as shown in **Appendix 9**. The NAVAID symbology will be used in cases where the same point is also used as a waypoint on the same procedure. NAVAIDs shall be plotted in their exact geographic position except as provided in Section **3.4.4.10** - Scale.

References:

Appendix 9 - Legend – IAP Planview

3.4.4.23.1 NAVAIDs Used on Non-RNAV Charts

The NAVAID symbol shall be accompanied by a data box containing all pertinent information for that NAVAID. A leader will extend from the data box to the symbol. The leader shall be a straight 3 weight (.006") line.

Boxes shall be of a size consistent with the informational data contained therein. The procedure facility (primary) NAVAID box shall be 7 weight (.015"). All others shall be 3 weight (.006").

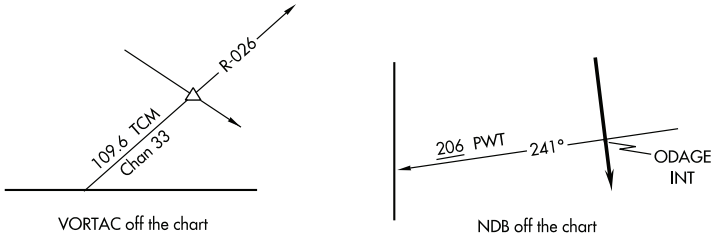
3.4.4.23.2 NAVAIDs Used on RNAV Charts

NAVAIDs used on RNAV charts shall use the appropriate symbol and be identified by name and ident.

3.4.4.23.3 NAVAIDS Off the Chart

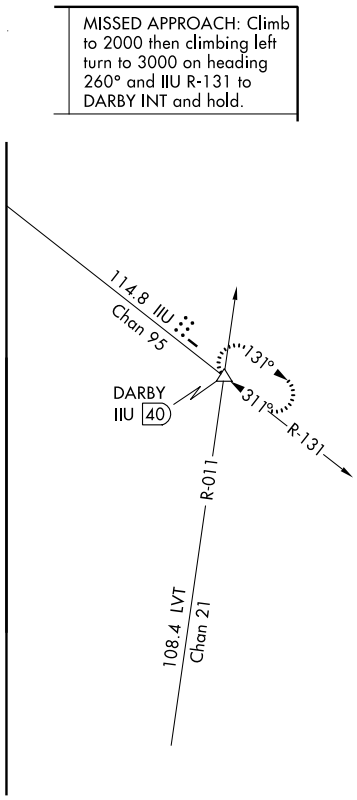
Those NAVAIDs that are utilized in the procedure solely for fix make-up, but are located off the chart shall be portrayed by a radial line emanating from the chart border to the fix or a bearing line from the fix to the chart border. Frequency and identification of the NAVAID shall be shown above the line and Channel below. Information may be leadered where necessary.

Figure 3.24 NAVAIDs Off the Chart



A NAVAID utilized in the primary missed approach or TACAN missed approach that is off the chart but is also used for navigation to the MAP will additionally include the Morse Code after the NAVAID identification above the radial line. If the NAVAID off the chart is depicted in more than one location on the chart, then the Morse Code along the radial will only be shown in the planview.

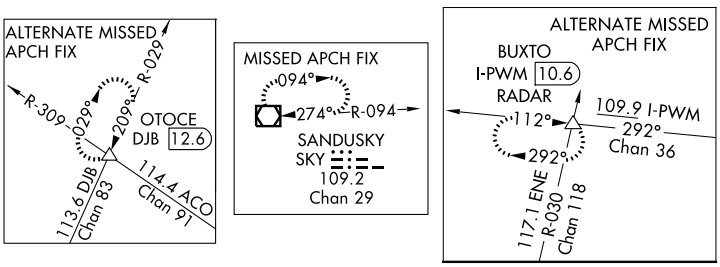
Figure 3.25 Morse Code on NAVAID Off the Chart



3.4.4.23.4 NAVAIDs Used in Missed/Alternate Missed Approach Holding

Those NAVAIDs utilized as the missed/alternate missed approach hold and shown in a boxed inset shall be identified by name, location identifier, morse code, frequency and channel. NAVAIDs utilized as holding fix make-ups shall be portrayed the same as NAVAIDs off the chart.

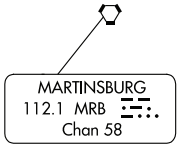
Figure 3.26 Missed Approach Box Inset



3.4.4.23.5 Arrangement of Data Within Data Box

Arrangement of the data within the data box shall be in the following sequence: name, frequency, call or identification and Morse Code. Channel numbers for TACAN, VORTAC, VOR/DME, and DME shall be abbreviated “Chan” using C/L type followed by the channel number, positioned below other data within the box.

Figure 3.27 Arrangement of Data in the NAVAID Box



When the DME operates in the “Y” mode, the “Y” will be enclosed in parentheses and positioned immediately following the channel number, e.g., Chan 00(Y).

When the degree of localizer offset is provided, it will be displayed on the bottom line of type as “LOC offset X.XX°”.

For GLS procedures, the text ‘GBAS RPI’, the RPI, and its Morse Code will be shown in the facility box without a pointer line.

For DME and TACAN facilities, the data shall be shown as follows with the paired VHF frequencies, if available, on the last line of the data box in parentheses.

Figure 3.28 DME or TACAN NAVAID Box

3.4.4.23.5.1 Frequencies Without Voice Capability

Frequencies without voice capability shall be underlined, with the exception of TACAN and DME, using a 2 weight (.006") line, the length of the frequency numbers.

3.4.4.23.6 NAVAIDs Identified as Initial Approach Fix (IAF) or Intermediate Fix (IF)

NAVAIDs identified by the approving authority as an initial approach fix (IAF) and/or an intermediate fix (IF), shall be identified by the letters “IAF”, “IF”, or “IF/IAF” positioned on and breaking the top line of the identification box. Identification boxes that have the top line broken for other information, e.g., LOM, shall have the letters “/IAF” following the letters “LOM”. If there is no identification box, the letters, in parentheses, will be placed above the NAVAID name.

An IAF identified on the procedure form as being 30 NM or more from the ARP of the airport will be shown in negative type with the note “IAF ARM APPROACH MODE PRIOR TO IAF.”

Figure 3.29 IAF Note

IAF ARM APPROACH MODE PRIOR TO IAF.

References:

Appendix 54 - GPS with Armed Approach

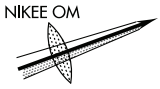
3.4.4.24 Marker Beacons

Marker beacons shall be positioned in their exact geographical positions oriented perpendicular to the procedure track. If the marker beacon is assigned a name and identification code, this data will be enclosed within a data box and leadered to the symbol. Marker beacons identified on the procedure as fan markers shall show the code “FM” breaking the top line of the box. If no box exists, the “FM” will go after the name and be placed adjacent to the symbol.

Figure 3.30 Marker Beacon

Marker beacons of an instrument landing system shall be identified by the letters “IM” (inner marker), “MM” (middle marker) or “OM” (outer marker) positioned adjacent to the symbol. If assigned a name, the name will precede the identifier, e.g., NIKEE OM. If the marker is collocated with a compass locator, a data box will be used as outlined in Section **3.4.4.26**.

Figure 3.31 Named Outer Marker



Marker beacons that are not specifically a part of the procedure, but are requested for charting on the procedure source document, will be shown in screened color.

References:

Appendix 9 - Legend – IAP Planview

3.4.4.25 Non-Directional Radio Beacons (NDB)

NDBs shall be plotted in their exact geographical position using the appropriate symbol.

NDBs that are paired with DME shall be shown with the NDB/DME symbol as indicated in **Appendix 9**. The DME channel shall be identified within the NDB communications box and below the NDB data and on a separate line. Paired frequency data shall be shown in parentheses, e.g., DME Chan 30 (109.3).

When LF and UHF NDBs are collocated, both frequencies shall be shown, positioning the UHF frequencies first, and the LF frequency directly beneath.

When NDBs are paired with marker beacons on the ILS course, they shall be treated as LOM/LMM as outlined in Section **3.4.4.26**.

References:

Appendix 9 - Legend – IAP Planview

3.4.4.26 Compass Locators / Marker Beacons

Compass locators are similar to NDBs but use a 20% reduced NDB symbol. Data box arrangement shall be the same as an NDB. Compass locators are typically collocated with a marker beacon of an ILS course.

When collocated with the outer marker/middle marker, compass locators shall be identified as "LOM" or "LMM" centered on and breaking the top line of the data box.

Figure 3.32 Compass Locators/Marker Beacons

References:

Appendix 9 - Legend – IAP Planview

3.4.4.27 VOR, VORTAC, VOR/DME, DME

VORs, VORTACs, VOR/DMEs, and DMEs shall be plotted in their exact geographic position, using the appropriate symbol, as indicated in the appendix. Data boxes shall contain information as outlined in Section **3.4.4.23.5**.

References:

Appendix 9 - Legend – IAP Planview

3.4.4.28 TACAN

TACAN facilities shown shall be plotted in their exact geographic position using the appropriate symbol as indicated in the appendix.

The TACAN initial approach fix shall be indicated by a distance measuring fix line, using a 2 weight (.006") line .2" long, centered across the radial. The fix line shall be formed from the TACAN transmitter and labeled with the letters "IAF" within parentheses and the TACAN identifier and nautical mile distance indicated.

References:

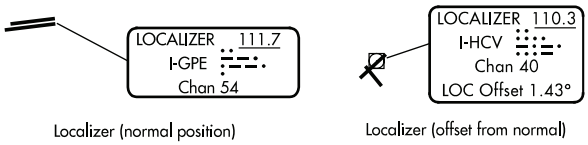
Appendix 9 - Legend – IAP Planview

3.4.4.29 Instrument Landing System (ILS)

Only those components of the Instrument Landing System utilized in the instrument approach procedure shall be shown.

The localizer course shall be shown by the symbol illustrated in the appendix. The localizer course symbol shall be centered on the magnetic bearing as projected outward from the transmitter site, cleared for the runway, the patterned portion of the symbol shall be positioned on the right for front courses, and on the left for back courses. However, a transmitter symbol shall not be graphically depicted on the chart except when offset from its normal position off the end of the runway on the centerline. If the transmitter symbol is not required, the data box leader will point to the exact geographical position of the transmitter site.

Figure 3.33 Localizer Depiction



The Outer Marker (OM), Middle Marker (MM) and Inner Marker (IM) beacon symbols shall be centered across, and perpendicular to, the localizer course.

On ILS procedures, glideslope frequencies will not be shown.

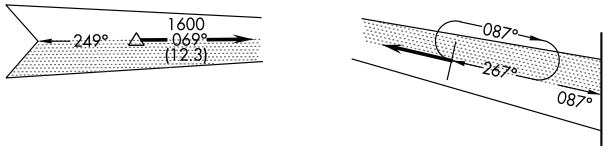
Procedures based on the back course of the localizer shall have the words “BACK COURSE” displayed in the planview using 14 point type.

Procedures that use a back course from a localizer that is not the procedure facility (primary) shall be identified as “BACK COURSE” positioned parallel to the course using 7 point type. See **Appendix 39** - LOC/DME – Back Course Used Other than as Procedure Facility (Primary).

Simplified Directional Facilities (SDF) course shall be shown the same as the ILS localizer course except that the course symbol shall be left open, void of any pattern.

The outbound bearing shall be depicted in the outer extremity of the localizer symbol. The localizer symbol shall typically end in a “V” shape within the planview. Where space is a consideration, the symbol may be extended to the chart border and the “V” eliminated.

Figure 3.34 ILS - Outbound Bearings



References:

Appendix 9 - Legend – IAP Planview

3.4.4.30 Intersections/Fixes

3.4.4.30.1 General

All Intersection/Fixes that are to be portrayed within the planview borders shall use the appropriate symbol as shown in **Appendix 9**. Intersection/Fix symbology will be used in cases where the same point is also used as a waypoint on the same procedure.

3.4.4.30.2 Enroute

Intersections (defined by two or more NAVAID make-ups) and DME fixes (single NAVAID make-up), designed for enroute charting (enroute low, enroute high or area), will be shown with a triangle symbol as illustrated in the **Appendix 9** - Legend – IAP Planview. The INT/fix will be identified with the assigned five letter name.

Any DME component requested by the procedure shall be listed below the name, shown to the nearest tenth of a nautical mile.

Figure 3.35 Enroute Fix with DME Component

If the INT/fix is the start of a terminal route; i.e., coming off the enroute structure, no radial/bearing make-ups shall be shown unless specifically requested by the FAA procedure source document. Any enroute INT/fix used as a feeder route inside the enroute structure shall be shown with all requested radial/bearing make-ups as defined on the procedure source document. Also, if the INT/fix serves in the capacity of missed approach point, all requested radial/bearing make-ups shall be shown.

Any make-up lines shall run through the symbol but will be cleared from the inside of the triangle.

Figure 3.36 Make-up Lines

INT/fix identification shall typically be shown in the close proximity to the symbol. In congested areas, the information may be leadered to the symbol by a lightning type leader.

3.4.4.30.3 IAP Only Intersections (No Enroute Component)

IAP only INTs shall be symbolized as two or more crossing radial/bearing/course lines as requested by the procedure source document. They will be identified by the assigned five letter name followed by the designator “INT”. The information shall be leadered to the symbol by a lightning type leader.

Any DME component requested by the procedure shall be listed below the name, shown to the nearest tenth of a nautical mile.

Figure 3.37 IAP Only Intersection with DME Component

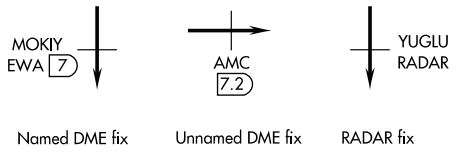
If a RADAR component is requested, the word “RADAR” will follow all other identification.

3.4.4.30.4 IAP Only DME Fixes/Step-down Fixes (No Enroute Component)

DME fixes shall be symbolized with a 2 weight (.006") line, 0.2" long (tick mark) centered on and perpendicular to the terminal route or procedure track. When a DME fix is not along a route, it will be shown with the tick mark perpendicular to the radial/bearing defining it.

DME fixes shall be identified by the assigned five-letter name followed by the identifier of the establishing NAVAID and the DME mileage to the nearest tenth of a nautical mile. If the DME fix is unnamed, the DME value will be the sole identification. If a RADAR component is requested, the word "RADAR" will follow all other identification.

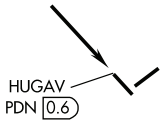
Figure 3.38 DME Fixes



Step-down fixes are DME fixes that are established between designated procedure points; i.e., IAF, IF, FAF, MAP, for altitude restriction. They are symbolized and identified the same as any IAP only DME fix. On ILS procedures, step-down fixes within the final approach segment will not be shown in the planview of any CAT II, CAT II & III, or Special Authorization (SA) charts.

Named DME fixes established as the missed approach point and in close proximity to the runway pattern, will be identified the same as above. The symbology however, will be a straight, 1 weight (.005") leader drawn from the exact geographical position of the fix to the name. Unnamed DME fixes established as the missed approach point will be shown only in the profile.

Figure 3.39 Named Missed Approach Point Fix



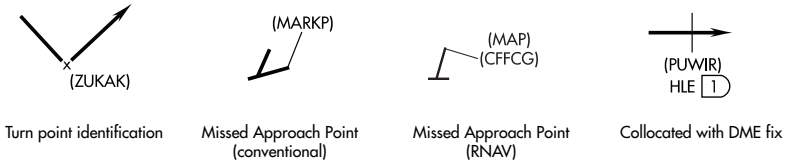
Visual Descent Points (VDPs), when established by the procedure, are not shown in the planview, but appear in the profile.

All intersections and fixes that are identified as an Initial Approach Fix (IAF) on the procedure source document, shall be identified by "(IAF)" positioned above the name.

3.4.4.30.4.1 Computer Navigation Fix (CNF)

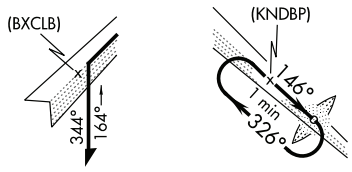
Points-in-space used solely for electronic database identification are known as CNFs. The location of the CNF shall be indicated by a 7 point lower case "x" and its five letter designator in parentheses. The "x" shall not be shown when the CNF is established as a missed approach point near the runway end. A straight 1 weight (.005") leader shall be used to point to the exact geographical location. The "x" will also not be shown when the CNF is coincident with an unnamed DME fix. In this case, the CNF designator shall go above the DME distance information.

Figure 3.40 CNFs



When the CNF is a final approach course fix and it falls near the procedure turn (PT) barb, the PT barb shall be adjusted before the CNF. In cases of extreme congestion, placing the PT barb after the CNF would be the next option. Do not place the PT barb with CNF at the apex of the turn. When the CNF falls in a holding pattern, the CNF will be placed in its exact geographic position, breaking the line of the holding pattern for the "x".

Figure 3.41 Final Approach Course CNFs



References:

Appendix 9 - Legend – IAP Planview

3.4.4.31 Area Navigation (RNAV) Waypoints

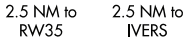
RNAV waypoints, as designated and identified by the approving authority, shall be shown by the symbol illustrated in the appendices. The missed approach point (MAP) will be depicted by a 50% reduction of the fly-over waypoint symbol with the following exceptions: when specified as FB on the procedure source document, the MAP shall be depicted by a 50% reduction of the fly-by waypoint symbol.

If an RNAV waypoint is collocated with an intersection, DME fix, or NAVAID, the appropriate Intersection, DME fix, or NAVAID symbol will be used.

RNAV waypoints, as designated, shall be identified by name.

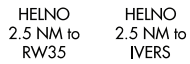
Unnamed step-down waypoints, defined by an along-track distance (ATD), shall be identified with reference to the associated runway or the associated fix and symbolized by a 2 weight (.006") line, 0.2" long, centered on and perpendicular to the terminal route or procedure track.

Figure 3.42 Unnamed Step-down Waypoints



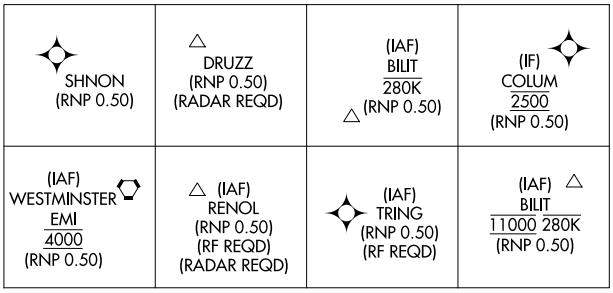
When the step-down waypoint is named, the name shall be shown near the waypoint symbol with the along-track distance information, centered beneath.

Figure 3.43 Named Step-down Waypoints



On RNAV (RNP) charts, any requirement/capability notes will be depicted in parentheses below the fix/waypoint/NAVAID name, and also below any existing altitude/speed restrictions. The order of the notes shall be RNP, RF, and RADAR. The word REQUIRED shall be shortened to REQD. The format of the notes shall be as depicted in **Figure 3.44**.

Figure 3.44 RNP Values



Waypoints identified as IAF, IF, FAF or MAP shall be identified by the letters indicated above, positioned on and breaking the top line of the waypoint identification box. If a data box is not required, the identifier shall go above the name in parentheses. An IAF identified on the procedure form as being 30 NM or more from the ARP of the airport will be shown in negative type with the note "IAF ARM APPROACH MODE PRIOR TO IAF."

Figure 3.45 IAF Note

References:

Appendix 9 - Legend – IAP Planview

3.4.4.32 Fly-over Symbology

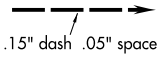
Enroute fixes/intersections, waypoints, and NAVAIDs that are designated as fly-over will be shown with a circle around the symbol. However, enroute fixes/intersections, waypoints, and NAVAIDs designated as a holding point will be charted as a fly-by, without the circle around the symbol. In the event the holding point is also designated in all other parts of the procedure unrelated to holding with a fly-over function, then the holding point will be charted as a fly-over point.

3.4.4.33 Copter Point-in-Space Procedures

3.4.4.33.1 Visual Segment

Visual flight path segments shall be shown by an 8 weight (.020") dashed line symbol as illustrated below.

Figure 3.46 Visual Segment



3.4.4.33.2 VFR Segments

VFR segments shall not be depicted with a line, but will include the reference bearing and distance text, when provided on the procedure source document, at the end point of the VFR segment as illustrated in **Appendix 60** - COPTER – Point-in-Space.

3.4.4.33.3 Insets

On point-in-space procedures, when a visual flight path or VFR segment is required from the MAP to the heliport or alighting area, a circular inset or blow-up of the MAP area shall be provided, except when the parameters of the airport sketch allow clear depiction of the MAP to heliport or alighting area, including significant visual landmark features along the path that aid containment within that area (see **3.4.4.33.4**).

This circular inset shall be 1.45" in diameter with a minimum area of coverage of 1 nautical mile in radius and labeled with the radius in nautical miles. Line weight of circle shall be .010".

The note “See Inset”, using 7 point type, shall be positioned at the MAP in the planview.

This MAP area shall be limited to and depict significant landmark visual features at the break-out point (MAP). The procedure track, value and distance to the MAP and the visual segment and value to the landing point shall be shown within this inset. If it is a VFR segment, the reference bearing and distance text, when provided on the procedure source document, shall be shown at or leadered to the landing point.

The highest obstacle charted in the planview area of the inset shall also be shown within the inset.

References:

Appendix 61 - COPTER – Point-in-Space with Inset

3.4.4.33.4 Significant Visual Landmark Features

Significant visual landmark features are items which, due to their location, are prominent or are readily identifiable because of their distinctive size, shape or form and are identified as follows:

- Primary roads to include route or highway names in populated areas
- Railroads
- Water features
- Power lines along the route of flight will be shown when no other landmarks are available
- Prominent buildings will be shown when required or as requested by Flight Inspection.
- Other landmark features requested by Flight Inspection
- Commercial names, such as Sears Tower, will not be used to identify features, and instead, only generic names will be used, i.e., building, stadium, etc.

3.4.4.34 Airways

Airways shall only be shown when referenced in the approach and/or missed approach parts of the procedure, or when depiction of the airway is requested by the approving authority.

Airways, when shown, shall be depicted inside an appropriately sized 2 weight (.006") box. The box shall be positioned above or below the line in a clear area.

Figure 3.47 Airway Example

3.4.4.35 End of Runway Coordinates (Military Only)

End of runway coordinates will be depicted in geographic coordinates in degrees, minutes and hundredths of a minute. They shall be depicted when requested and provided by the military Office of Primary Responsibility (OPR) and will depict the point where the runway threshold and centerline intersect.

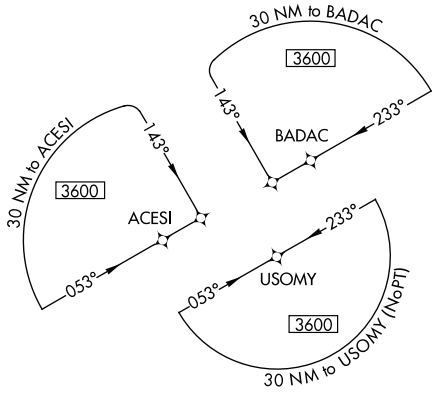
The data shall be depicted in solid color in 6 point type enclosed in a .007" line weight box. A pointer line (.007") shall extend from the data box to and without touching the runway end.

3.4.4.36 Terminal Arrival Areas (TAA)

When identified in source documentation, chart the single straight-in and the two base TAA sectors as three separate icons, at reduced scale, as shown in the appendix.

Each TAA icon will contain: inbound courses to define the sector limits; a boxed altitude centered in the icon; the distance to the IAF as text curved along the outer edge of the icon, e.g., “30 NM to TTURN”; the waypoint upon which the TAA is based will be named and charted at a reduced size; and, in the base TAAs only, the IF waypoint will also be charted at a reduced size but will not be named.

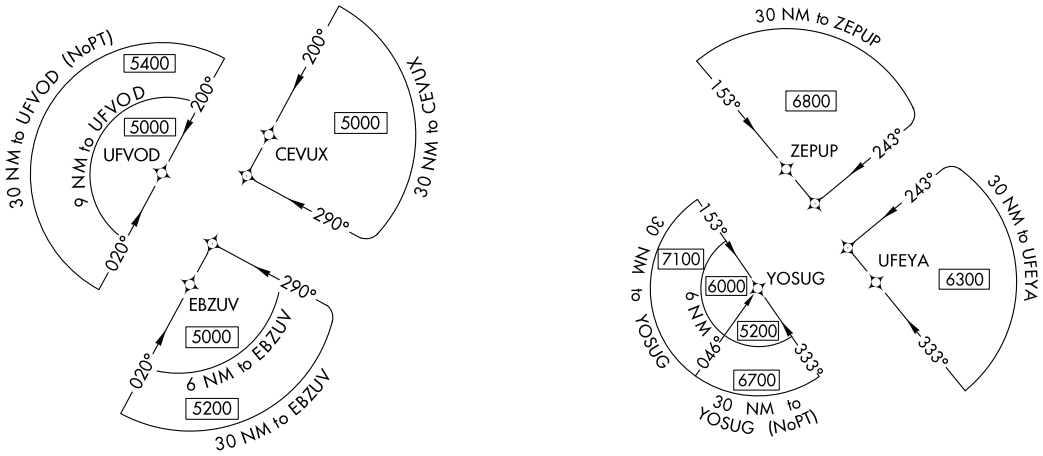
Figure 3.48 Terminal Arrival Areas



TAA icons will not have Feeder Routes, Airways, or Radar Vectors depicted.

Inner sectors that are defined by nautical mile arcs shall be labeled in the same manner as on the outer edge.

Figure 3.49 Terminal Arrival Areas with Inner Sectors

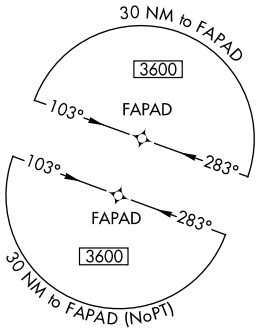


The TAA icons will be positioned in the planview relative to their relationship to the procedure. Avoid placing an icon where it captures a spot elevation or obstacle inside.

Areas identified on source documentation as a "NO TAA" sector will have that term placed where the boxed altitude would go. The curved text along the outer edge of the "NO TAA" icon will contain a Minimum Sector Altitude (MSA), e.g., "30 NM 8000 MSA to FIRST".

When the TAA deviates from the standard depiction; i.e., one base leg, no base legs, the symbology will be altered to accommodate the requested sectors, e.g., expanded straight-in area, two straight-in hemispheres.

Figure 3.50 Nonstandard TAA



References:

Appendix 9 - Legend – IAP Planview

3.4.5 Profile

References:

Appendix 5 - IAP Chart Format and Dimensions

Appendix 10 - Legend – IAP Profile

3.4.5.1 General

A profile diagram of the instrument approach procedure shall be placed in the space provided below the planview. Those facilities, intersections, fixes, etc. identified in the procedure to be used in executing a course reversal and/or involved in the intermediate/final approach segment with minimum altitudes, as required by the procedure, shall be shown.

The profile box shall be kept at the standard 1.2" height whenever possible. When necessary, the profile box may be shortened to increase planview space, or lengthened for excessive profile data.

The direction of the profile will be shown left to right or right to left based on the true final approach course. Approaches with a true final approach course 000.01 CW 180.00 will be a left to right depiction and 180.01 CW 360.00 will be a right to left depiction.

When the procedure provides differing altitudes for with and without a procedure turn, a dual profile shall be provided.

Dual approaches to parallel runways shall also be provided by a dual profile.

All textual data and numerical values within the profile shall be shown using 7 point type, unless otherwise stated.

Profile component lines shall be shown progressively shorter from the start of the profile to the missed approach point to give the appearance of descent, except where level flight is to be maintained.

Any components designated for non-precision use shall not be shown on CAT II, CAT II & III and Special Authorization (SA) profiles.

3.4.5.2 Airport Profile

The airport profile shall be shown by a solid rectangle, .3" long, positioned below the underline (airport elevation line).

Airports other than the airport of intended landing will be shown only when requested on the procedure source document and will be portrayed in the same manner as the primary airport, placed in its approximate location along the final approach course.

3.4.5.3 NAVAIDs

All NAVAIDs shown, shall be positioned relative to the airport profile and other facilities, using a vertical 2 weight (.006") line.

The primary on-airport NAVAID facility shall extend 1” above the underline (airport elevation line) on VOR and TACAN charts.

A NAVAID located between the start of the profile and the non-precision DME MAP that is only used to provide DME guidance in the final approach will be shown in the profile and extend 1” above the underline (airport elevation line). See Section **3.4.5.11.3** - Components Used for Reference for further explanation and examples.

All NAVAIDs depicted in the profile shall be identified, directly above the vertical line, by location identifier and facility type (e.g., ABC VORTAC). Facility types shall be shown as follows:

- Fan Marker by “FM”.
- Outer markers and middle markers “OM” and “MM”; or, when a compass locator beacon is collocated with a marker beacon and used in an instrument landing system “LOM” or “LMM”.
- Marker beacons by “FM” and code.
- VORs, VORTACs, VOR/DMEs, TACANs, and DMEs by “VOR”, “VORTAC”, “VOR/DME”, “TACAN”, or “DME” as appropriate.
- Radio beacons by “NDB”.

3.4.5.4 Intersections/Fixes

Intersections/fixes formed by radials and bearings shall be indicated by a 2 weight (.006") dashed line extending vertically upward from the underline to a height sufficient to clear the approach track.

Intersections/fixes shall be identified by name, and the mileage figure positioned below the name, all centered above the dashed line. “INT” shall follow the name where it is identified that way in the planview.

Fixes formed by radials and shown along the procedure track shall be identified in abbreviated form, e.g., R-145, and the mileage value positioned below the radial value shall be centered above the dashed line.

Fixes formed by bearings and shown along the procedure track shall be identified and centered above the dashed line. The call letters shall be in capital letters, and the words “bearing to” in lower case letters.

Figure 3.51 Fixes Formed by Bearings

TACAN fixes shall be identified in nautical miles, e.g., 15 , centered above the dashed line. The TACAN final approach fix shall be identified by the Maltese cross symbol.

DME mileage symbols shall be identified in nautical miles using the DME symbol, centered above the dashed line symbol.

Combinations of any of the above intersections/fixes shall be identified as appropriate.

The dashed line symbol may be broken as required and necessary for placement of altitude values and procedural notes.

On RNAV procedures, fixes along the final approach course used for altitude restrictions may be shown by the dashed line symbol only, without identification.

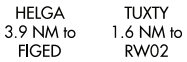
When Computer Navigation Fixes (CNFs) are provided, they will be depicted with the name in parentheses as shown in **Appendix 9** - Legend – IAP Planview.

3.4.5.5 RNAV Waypoints

RNAV waypoints shown shall be positioned relative to the airport profile and intersections/fixes using a vertical solid 2 weight (.006") line, identical to that described for NAVAIDs. Identification above the line symbol shall be the name only.

RNAV waypoints also used as mileage fixes shall have the mileage description added below the name.

Figure 3.52 RNAV Waypoints Used as Mileage Fixes



On RNAV procedures, runway ends used as waypoints will be identified with “RW” followed by the runway number. All single digit runway numbers will have a leading zero.

3.4.5.6 Procedure Track

A profile view of the procedure track shall be shown using an 8 weight (.020") line. The approach track shall begin toward the top of the primary facility line, unless otherwise dictated by the procedure, and shall descend to .10" above the underline, where the final approach ends and the missed approach begins.

On non-precision only approach procedures, the approach track will begin at the point specified on the procedure source document and descend to the MDA or VDP, thence horizontally to the missed approach point. The segment shall typically be 0.2" in length but length may vary due to the layout of the profile components.

3.4.5.6.1 Headings

All headings associated with the procedure shall be shown with directional arrowheads on and breaking the track after each change in direction, using 9 point type. A degree sign shall be shown with all headings.

3.4.5.6.2 Procedure and Teardrop Turns

Procedure and teardrop turns shall be symbolized as indicated in the appendix. Procedure turn headings shall not be shown. When a holding pattern is required in lieu of a procedure turn, a horizontal line shall be shown. The descending line shall begin at the fix when the fix altitude is the same as the minimum holding pattern altitude. When the fix altitude is lower than the minimum holding pattern altitude, the descending line shall begin at the midpoint of the holding pattern symbol.

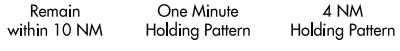
References:

Appendix 34 - Teardrop Turn

3.4.5.6.2.1 Procedure Turn Notes

Procedure turn notes shall be shown, positioned adjacent to (preferably above) the procedure turn altitude. Wording shall be condensed to indicate length of maneuvering area.

Figure 3.53 Procedure Turn Notes



When included as part of the procedure, the notation “Procedure Turn NA” shall be shown.

The procedure turn altitude shall be shown in lieu of a specific procedure turn symbol.

3.4.5.6.3 Nonprecision Final Approach Fix (FAF)

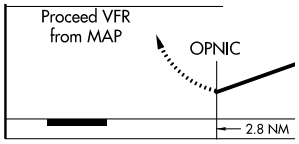
The nonprecision final approach fix (FAF), when specifically identified on the approved procedure, shall be shown by a Maltese cross symbol positioned on and breaking the procedure track.

3.4.5.6.4 Instrument Approach Procedures that Terminate or Have Missed Approaches Prior to the Airport

Instrument approach procedures, including copter approach procedures, that terminate or have missed approaches prior to the airport, and are authorized to proceed visual, shall depict the visual segment by the dashed line symbol from the missed approach point to the airport. The note “Fly visual” (“Proceed visually” for Copter procedures) along with the bearing and distance shall be shown leadered to the visual flight path.

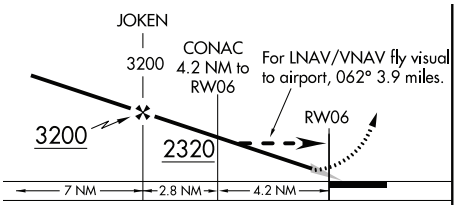
Copter approach procedures with a VFR segment from the missed approach point will not depict the VFR segment with a line in the profile. The note similar to “Proceed VFR from MAP” will be shown as sourced on procedure document.

Figure 3.54 Copter VFR Segment



RNAV charts sometimes have visual flight for LNAV/VNAV minima which do not start at the missed approach point. An additional note indicating “LNAV/VNAV” will be placed above the note.

Figure 3.55 RNAV Fly Visual Example

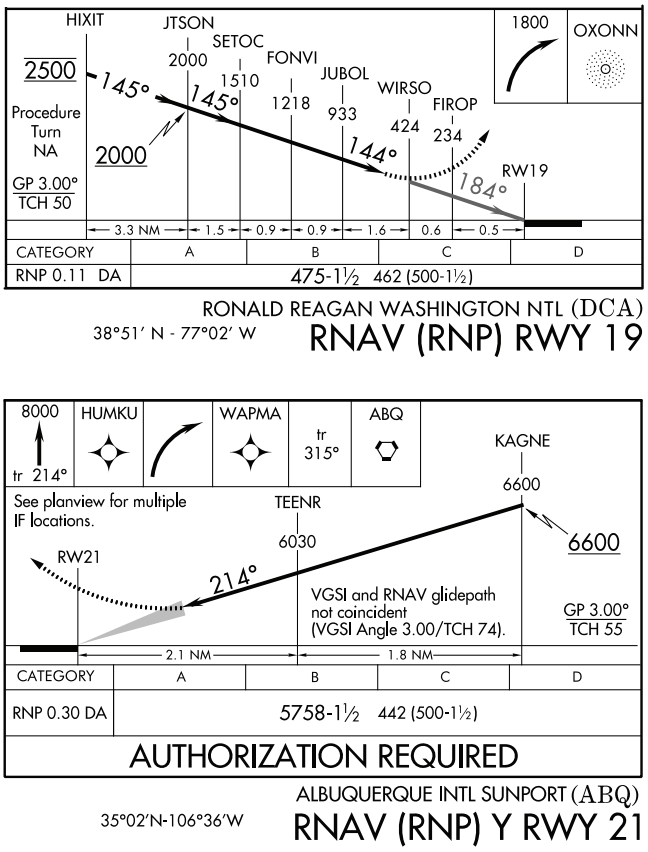


Instrument approach procedures (typically RNPs) that change course after the missed approach point shall depict the track following the MAP in shaded line with shaded track value shown above the line. See **Figure 3.56**.

3.4.5.6.5 RNP Profile View with Track-to-Fix (TF) and Radius-to-Fix (RF) Segments

In RNP profile views that include both TF and RF segments, the track line will be broken for the initial bearing if it is a TF segment. On all following TF portions (even consecutive segments), the bearing will be positioned above the track line. Track values will not be shown on RF segments.

Figure 3.56 RNP Profile - Track to Fix (TF) and Radius to Fix (RF) Segments



References:

Appendix 70 - RNAV (RNP) Profile Depiction

3.4.5.6.6 Profile View of Terminal Routes Designated for Final Approach

A profile view of terminal routes designated as a final approach to the airport from the facility or fix indicated without executing a procedure turn shall be shown in addition to the normal profile of the primary procedure.

3.4.5.6.7 Missed Approach Track

The Missed Approach procedure track shall be shown as indicated in the appendix. The track shall begin at the missed approach point specified on the procedure. Where separate missed approach points exist for precision and non-precision approaches on the same chart, e.g., ILS and LOC, the track will be shown from the precision point only.

3.4.5.6.8 Level Flight to be Maintained from Primary Facility or Fix

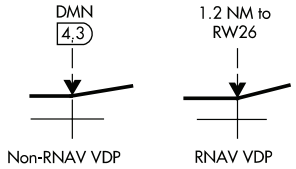
When level flight is to be maintained from the primary facility or fix, prior to the beginning of the descent, the distance shall be shown by use of a .007" vertical line .10" in length extending downward from the procedure track at the point where the descent begins. The distance shown need not be to scale.

The direction of flight shall be indicated by a .007" horizontal line below the procedure track beginning at the facility or fix and ending with an arrowhead at the vertical line. This arrowed line shall be broken for insertion of the mileage.

3.4.5.6.9 Visual Descent Point (VDP)

The Visual Descent Point (VDP), when specifically identified on the procedure, shall be shown by a bold letter "V" positioned above and tangent to the procedure track and centered on the accompanying dashed line. Identification shall be a DME value on non-RNAV charts and a mileage value on RNAV charts.

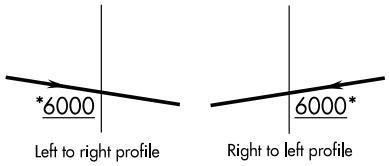
Figure 3.57 Visual Descent Point



3.4.5.7 Altitudes

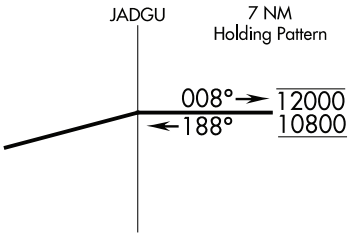
Minimum, Maximum, Mandatory and Recommended Altitudes shall be shown in 9 pt. type and be clearly identified with the component to which they apply. See **Appendix 10** - Legend – IAP Profile for the correct symbology and preferred placement of altitudes. If the altitude requires a reference mark, the mark will be a superscript placed before or after the altitude, depending on the direction of the profile.

Figure 3.58 Altitudes with Reference Mark



When a maximum holding pattern altitude restriction is requested on the procedure source document, the minimum and maximum holding pattern altitudes will be shown as a block altitude prior to the start of the holding pattern line in profile.

Figure 3.59 Holding Pattern Altitude Restriction in Profile



3.4.5.8 Restrictive Airspeeds Along the Procedure Track

Restrictive airspeeds along the procedure track shall be shown as described in Section **3.4.4.15**.

3.4.5.9 ILS Glide Slope and RNAV Glidepath

Precision Approach procedures (e.g., RNAV, ILS) are based on the use of electronic vertical guidance. The appropriate vertical guidance symbols, as illustrated in the appendices, shall be positioned at an angle emanating from the standard position of the glide slope antenna, just inside the approach end of the runway symbol. The angle and size of the glide slope symbol or glidepath may be varied to provide for the placement of inbound bearings, notes, altitudes, etc.

A note providing the glide slope (GS) or glidepath (GP) angle (in degrees and hundredths) and the threshold crossing height (TCH), rounded to a whole number, as provided, shall be positioned in the lower half of the profile box and in the 'white space' between the start of the procedure and the side of the profile box. GS should be indicated on all ILS procedures. GP should be indicated on GLS procedures and RNAV procedures with a published decision altitude (DA/H).

Figure 3.60 Glide Slope/Glidepath Angle Note

GS 3.00° / TCH 47 GP 3.50° / TCH 50

When the procedure source document indicates a TCH value for both the displaced threshold and for the runway end, the TCH value for the displaced threshold will be indicated with a reference mark and a note indicating the value of the runway end TCH will be placed in the vicinity.

Figure 3.61 Dual TCH Values

*at DTHR; 57 at Rwy end. GS 3.76° / *TCH 19

The final approach track shall be centered on the glide slope or glidepath symbol from the point of interception and continuing downward to the missed approach point. The track and vertical guidance symbol shall be cleared to provide for placement of inbound bearings, when shown.

The altitude of the glide slope or glidepath at a fix or the outer marker as designated on the procedure shall be shown, positioned on and breaking the vertical line symbol, above the procedure track.

The actual point of interception of the glide slope or glidepath with the procedure track shall be graphically depicted to indicate the interception point and altitude. The interception altitude shall be shown below the procedure track, in 9 point type with a lightning type arrowed line leading to the actual point of glide slope or glidepath interception.

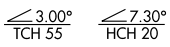
3.4.5.10 Constant Descent Angle and Threshold/Heliport Crossing Heights

When provided in the Additional Flight Data Block of the procedure source document, the Descent Angle and the Threshold Crossing Height (TCH) will be depicted. For Copter approach procedures, a Descent Angle and Heliport Crossing Height (HCH) will be depicted.

The descent angle value (in degrees and hundredths) will be depicted adjacent to an angle symbol above "TCH" (or "HCH" for Copter procedures) with a TCH (or HCH) value to its right. The two values will be separated by a horizontal line, as shown in the appendix.

The values will be positioned either above or below the procedure track and in the 'white space' after the fix or facility designated as the start of constant descent angle point.

Figure 3.62 Descent Angle with TCH and HCH



3.4.5.10.1 34:1 Surface Clear Stipple Symbol

Chart a "stipple symbol" below the DA/MDA only if the procedure source document indicates that the 34:1 Obstacle Clearance Surface (OCS) for the visual segments is clear of obstacles; i.e., 34:1 is clear and the "Visual Segment-Obstacles" note is not indicated for charting. If the visual segment is designated as clear and the note is not indicated, then the stipple symbol depicting the continuation of the downward procedure track, as illustrated in the appendix, shall be positioned at an angle to the approach end of the procedure runway. If the visual segment is designated otherwise; i.e., 34:1 is not clear or the "Visual Segment-Obstacles" note is charted, then do not chart any continuation of the Constant Descent Angle/ Vertical Descent Path below the DA/MDA.

3.4.5.11 Distance Between Components of the Procedure

3.4.5.11.1 Precision Approaches

On precision approaches (ILS, RNAV) and GPS approaches, the distance between the components (waypoints, facilities, fixes, intersections, glide slope antenna distances) of the procedure and the distance from the last component and the approach end of the airport profile shall be shown using a 0 weight (.005") line, with an arrowhead on each end, with the distance centered on and breaking the line. Due to space limitations between the components, the arrowed lines may be waived with the distance centered within the open source. All distances shall be placed between the lower neatline and underline. Type size shall be 5 point. The facility/fix vertical line symbol shall extend below the underline.

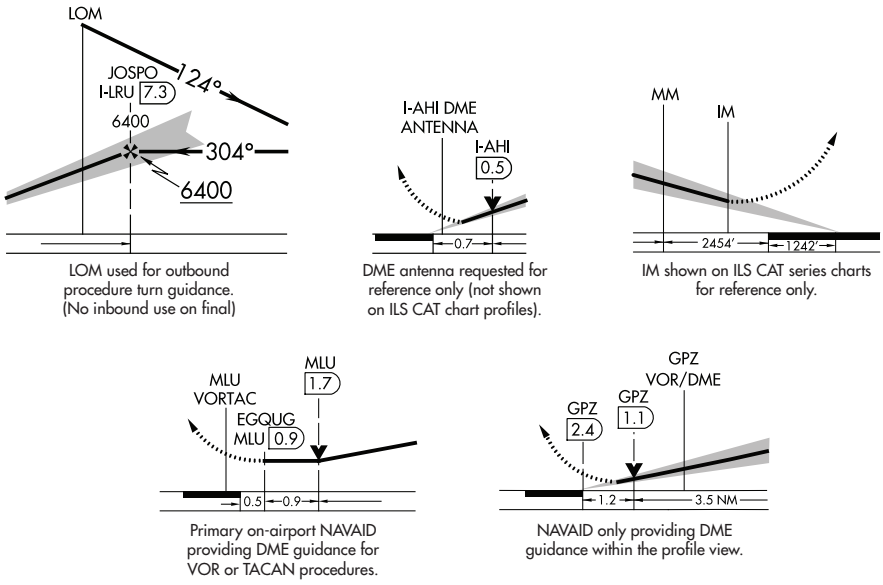
3.4.5.11.2 Nonprecision Approaches

On all nonprecision approaches, e.g., VOR, NDB, TACAN, VOR/DME, LOC BC, the distance between the components (facilities, fixes, intersections) of the procedure and the missed approach point shall be shown using a 0 weight (.005") line, with an arrowhead on each end, with the distance centered on and breaking the line, positioned between the lower neatline and the underline. Due to space limitations between components, the arrowed lines may be waived with the distance centered within the open space. Type size shall be 5 point. The vertical line symbol shall extend to the underline.

3.4.5.11.3 Components Used for Reference

When a facility is not involved in the final approach but serves a reference purpose the vertical line need not extend to the bottom line of the profile box.

Figure 3.63 Components Used for Reference



3.4.5.12 ILS CAT II, CAT II & III, and Special Authorization (SA) Profile Features

CAT II, CAT II & III, and SA charts are offshoots of standard ILS charts but designed with lower minimums and requiring special authorization or certification to use. The profiles mimic the standard ILS to the glide slope intercept. For examples see Appendices listed below.

References:

Appendix 21 - ILS or LOC – PARENT CHART 1
Appendix 22 - SA ILS Approach – CAT I
Appendix 23 - ILS CAT II & III
Appendix 24 - ILS or LOC – PARENT CHART 2
Appendix 25 - SA ILS Approach – CAT I & II
Appendix 26 - ILS or LOC – PARENT CHART 3
Appendix 27 - ILS CAT II
Appendix 28 - ILS or LOC – PARENT CHART 4
Appendix 29 - SA ILS Approach – CAT II

3.4.5.13 Notes

Notes shall be shown when specified as profile notes on the procedure.

When a glidepath angle/vertical descent angle VGSI non-coincident note is specified by procedure source, the following information will be added to supplement the note: (VGSI Angle X.XX/TCH XX), where the X values represent the currently published VGSI information obtained from the appropriate database. (For example, when the procedure source reads "VGSI and descent angles not coincident.", the charted note will read "VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 52)."

Notes, when shown, shall be positioned in an open area.

3.4.6 Missed Approach Icons

Missed Approach Icons will be depicted in the upper left or upper right of the profile box. Space permitting, all textual missed approach instructions will be graphically depicted in sequence. If space does not permit the depiction of all missed approach icon boxes, only the first four icon boxes shall be shown.

The Missed Approach Icons are intended to provide quick, at a glance intuitive guidance to the pilot, to supplement the textual missed approach instructions in the briefing strip. The icons will depict, but are not limited to, the following:

- Initial heading/altitude/turn
- Direction of turn
- Navigational aids
- Intersections, fixes and waypoints
- Radials, bearings, courses (crs), headings (hdg) and tracks (tr)

These directional abbreviations (crs, hdg, tr) will always be shown in lower case, as opposed to the idents for NAVAIDs and fixes which will always be shown in upper case.

References:

Appendix 11 - Missed Approach Icons (VOLPE)
Appendix 12 - Missed Approach Examples
Appendix 72 - Complex Missed Approach Icons

3.4.7 Airport Sketch

References:

Appendix 13 - Legend – Airport Diagram/Sketch
Appendix 14 - Legend – Airport Diagram/Sketch Lighting Systems

3.4.7.1 General

A sketch of the airport providing a diagram of the runway pattern and related information shall be shown positioned in either the lower left or lower right corner of the chart as necessary to allow for the best use of a 'notched' planview. "White space" at the top and/or bottom of the sketch may be eliminated and the sketch height reduced accordingly, when more planview space is needed.

The runway diagram shall be drawn to scale and oriented to true north. The scale of the airport outline shall remain flexible so that the maximum use of the space provided in the format can be utilized.

On Copter procedures where visual flight is required to a single heliport or alighting area and not associated with an airport, the area of coverage of the sketch shall be 2000 feet or greater in radius of the landing point. Copter approach sketches may be reduced in scale to encompass the MAP to landing area when space allows a clear depiction of significant visual landmark features along the path that aid containment within that area (see **3.4.4.33.4**). When the sketch encompasses the MAP to landing area, depiction of the inset (see **3.4.4.33.3**) is not required. Copter procedures that serve multiple heliports or alighting areas and are not associated with an airport do not require a sketch.

Only the airport on which the procedure is based shall be portrayed.

Drag strips or any other form of a strip in the proximity of the airport and falling within the coverage of the airport sketch shall be shown and identified.

3.4.7.2 Airport Elevations and Touchdown Zone Elevation

3.4.7.2.1 Airport Elevation

The airport elevation shall be shown enclosed within a box in the upper left corner of the sketch box. The elevation figure shall be preceded by the letters “ELEV”, e.g., ELEV 1005.

3.4.7.2.2 Touchdown Zone Elevation

The touchdown zone elevation (TDZE) shall be shown enclosed within a box in the upper right corner of the sketch box. The elevation figure shall be preceded by the letters “TDZE”, e.g., TDZE 1005. When necessary, the TDZE box may be stacked beneath the ELEV box. The TDZE box may also be expanded to accommodate multiple runways.

References:

Appendix 67 - Single Touchdown Zone Elevation
Appendix 68 - Multiple Touchdown Zones Elevations

3.4.7.3 Airport Pattern

Only runways that exist in the authoritative source database shall be shown.

References:

Appendix 13 - Legend – Airport Diagram/Sketch

3.4.7.3.1 Runway Surface

Paved or hard surfaced runways consisting of concrete, asphalt, bitumen, or macadam shall be shown in solid color.

Metal surfaced runways shall be shown using solid color, by the cross-hatch pattern at right angles to each other and 45° to the edge of the runway, as indicated in the appendix. A 1 weight (.005") line shall be used to outline the runway.

Ultralight areas, ski landing areas, unpaved or runway other than hard surface, such as sod, clay, gravel, etc., shall be shown by the solid dot pattern indicated in the appendix and outlining the runway with a solid 1 weight (.005") line, "Ultralight Area" or "Ski Landing Area", in close proximity or leadered to the area.

Seaplane landing or waterways shall be shown by 1 weight (.005") outline, .1" dash, separated by a .04" space to outline the waterway boundary. Waterways will be shown in their approximate geographic location when coordinates are not available.

Runways that exist in the authoritative source database as permanently closed shall be indicated by the outline only, using a 1 weight (.005") solid line, and an “X” overprinted on both ends of the runway. Closed runways that are not hard surface shall be removed.

Indefinitely closed, currently existing but temporarily under construction or re-purposed runways that maintain a runway entry in the authoritative source database shall be indicated by the outline, using a .005” solid line and an “X” above the published runway identifier. Runway length and width information shall be shown.

New runways under construction shall be shown by outline only, using a 1 weight (.005") solid dotted outline.

Only hard surfaced overruns shall be shown, as illustrated in the appendices.

3.4.7.3.2 Taxiways, Aprons, and Hardstands

Taxiways, aprons, and hardstands shall be shown as illustrated in the appendices.

Dispersal areas shall not be shown.

Closed taxiways shall be identified by a series of “x”s (see legend for graphic portrayal) overprinting the taxiways using 4 to 7 point lower case type, solid color.

3.4.7.3.3 Runway Dimensions

Runway dimensions (length and width) shall be shown for all runways that maintain a runway entry in the authoritative source database (except those indicated as permanently closed) with the numerals positioned along and parallel to the runway using 5 point type.

Runway length shall be the actual length of the runway (pavement, end to end) including displaced thresholds, but excluding those areas designated as overruns.

Displaced thresholds shall be shown in their true position on the runway by the symbol illustrated in the appendix.

Runway declared distance information when available will be indicated by a negative type D in a box shown immediately to the right the airport elevation.

Figure 3.64 Runway Declared Distance Information Icon

3.4.7.3.4 Runway Numbers

Runway numbers as shown on the runway shall be placed as close as practicable to the end of the associated runways. When runway numbers are not shown, magnetic inbound bearings shall be indicated by an arrow and figure near the end of each runway, oriented to the actual direction of the runway bearings. Runway numbers shall not be shown for new runways under constructions or permanently closed runways. Indefinitely closed, currently existing but temporarily under construction or re-purposed runways that maintain a runway entry in the authoritative source database shall show and "X" above the published runway identifier.

3.4.7.3.5 Runway Slope

Runway slope shall be shown as a percentage value of the slope of the runway measured from each threshold (runway end) to midpoint of all runways 8,000 feet or longer, from threshold (runway end) to threshold (runway end) on all runways shorter than 8,000 feet, and portrayed when the unrounded calculated value is greater than or equal to 0.25% (expressed to the nearest 0.1%). (0.249% does not require charting, 0.250% would be charted as 0.3%)

Runway slope values shall be expressed in whole numbers and tenths, e.g., 0.6%, 1.2%, using .05 as the breaking point, e.g.,1.44% shall be shown as 1.4%, 1.45% shall be shown as 1.5%.

Runway slope value shall be positioned parallel to and in close proximity to the runway end. The slope value shall be followed by the corresponding "UP" or "DOWN" designation, both in 5 point type, and supplemented with directional arrows.

3.4.7.3.6 Arresting Gear and Jet Barriers

Arresting Gear and Jet Barriers shall be shown in their true position, using the symbols indicated in the appendix.

The directional arrows for the arresting gear shall point with the direction of roll.

(Note: Arresting systems such as EMAS will not be shown.)

3.4.7.3.7 U.S. Navy Optical Landing System

U.S. Navy Optical Landing System shall be shown by the symbol indicated in the appendix, in its exact position alongside of the runway.

3.4.7.3.8 Helicopter Alighting Areas

The alighting area symbols on the chart shall be representative of the markings painted on the heliport. When unknown, the standard circle H symbol shall be used.

The intended landing point shall be shown by the appropriate alighting area symbol in negative print.

A paved surface with various alighting areas shall be treated the same as a runway surface, with the various alighting areas superimposed thereon, in solid color.

3.4.7.4 Control Tower

The location of the control tower shall be indicated by symbol as indicated in the appendix (.035" square) and shall always be annotated with the text “TWR”. Should a rotating beacon be located on the tower, the rotating beacon symbol shall suffice for the tower symbol, supplemented by the letters “TWR”. The elevation of the tower shall be shown when available.

3.4.7.5 NAVAIDs

All NAVAIDs located within the geographic parameters of the airport sketch, except components of the ILS, shall be shown. Exception will be when a localizer is offset from its normal position. The LOC or LOC/DME symbol shall be shown in its exact location only on the chart(s) where it appears in the planview.

When more than one NAVAID of the same type is shown, the identifiers shall be shown.

3.4.7.6 Final Approach Course

The final approach course or an extension of the final approach course on all IAPs except ILS CAT II, ILS CAT II & III, ILS SA CAT I, ILS SA CAT II, and ILS SA CAT I & II, shall be shown by a 2 weight (.006") line, with arrowhead. Placement shall be such as to avoid overprinting. The final approach course text shall be shown leadered to the arrowed line, e.g., 168°.

The visual track on Copter point-in-space procedures, when shown in the sketch, shall be supplemented by the track value and distance from the MAP to the landing point.

When there is a VFR segment from the MAP to the landing point, a track will not be shown, and the reference bearing and distance text, when provided on the procedure source document, shall be shown in proximity to the endpoint of the VFR segment or leadered to the landing point.

3.4.7.7 Lighting

3.4.7.7.1 Approach Lighting Systems

Various approach lighting systems shall be shown symbolized in miniature. The circled letters associated with and identifying the various systems shall also be shown.

The approach lighting system symbols and associated letter designation shall be positioned as illustrated in the appendices.

Threshold lights shall be indicated only when an integral part of the approach lighting symbol. They shall not be shown separately.

References:

Appendix 14 - Legend – Airport Diagram/Sketch Lighting Systems

3.4.7.7.2 Airport Beacon

The Airport Beacon (rotating light) shall be symbolized by the five-pointed star with an open center, as shown in **Appendix 13**, (if beacon is Pilot Controlled, the “negative” symbol will be used) positioned as near the proper location as possible.

3.4.7.7.3 Runway End Identifier Lights (REIL)

Runway End Identifier Lights (REIL) shall be indicated by a note, e.g., REIL Rwy 11R. When more than one runway end is involved, reference to all pertinent runway ends shall be included in a common note, e.g., REIL Rwys 4 and 22. At larger airports, when all runway ends are involved and the available sketch area prevents the listing of all runway ends, "All Rwys" may be used, e.g., REIL All Rwys. When the lighting feature is used at all but one or two runway ends, "All Rwys except" may be used with the excepted runway ends, e.g., REIL All Rwys except 4 and 22.

3.4.7.7.4 Runway Lead-in Light Systems (RLLS)

Runway Lead-in Light Systems (RLLS) shall be indicated by a note, e.g., RLLS Rwy 13L. When more than one runway end is involved, reference to all pertinent runway ends shall be included in a common note, e.g., RLLS Rwys 13C, 31C, 4R and 22L. At larger airports, when all runway ends are involved and the available sketch area prevents the listing of all runway ends, "All Rwys" may be used, e.g., RLLS All Rwys. When the lighting feature is used at all but one or two runway ends, "All Rwys except" may be used with the excepted runway ends, e.g., RLLS All Rwys except 13C and 31C.

3.4.7.7.5 Runway Lights

Runway Lights (HIRL) (MIRL) (LIRL) (TDZL) (TDZ/CL) shall be indicated by a note, e.g., HIRL Rwy 9-27. When more than one runway is involved (or runway end, the case of TDZL), all pertinent runways shall be included in a common note, e.g., HIRL Rwys 7L-25R and 7R-25L, TDZL Rwys 8 and 26. Runway centerline lights (CL) will be indicated by a note only when pilot controlled or when paired with TDZL, e.g., TDZ/CL Rwys 6 and 24. At larger airports, when all runways or runway ends are involved and the available sketch area prevents the listing of all runways or runway ends, "All Rwys" may be used, e.g., HIRL All Rwys. When the lighting feature is used at all but one or two runways or runway ends, "All Rwys except" may be used with the excepted runway or runway ends, e.g., HIRL All Rwys except 3-21, TDZL All Rwys except 21.

Runways with centerline lights (CL) will show a negative dot pattern through the middle of the solid runway as illustrated in the Legend.

3.4.7.7.6 Notes on Lighting

Notes on lighting shown within the airport sketch shall generally be positioned together in an open area of the sketch, preferable in the lower left/right corner. Pilot capability to activate airport lighting systems shall be shown using negative symbols, as shown in the appendix, e.g., MIRL Rwy 9-27.

3.4.7.8 Base Information (Copter Approaches Only)

Base Information, as required and necessary to identify the MAP area and in the vicinity of the landing area shall be provided.

Information shall be limited to and depict significant visual landmark features at and surrounding the MAP area and the heliport/pad of intended landing.

Significant visual landmark features will be depicted in accordance with Sectional/TAC specifications in IAC 2. Commercial names, such as Sears Tower, will not be used to identify features, and instead, only generic names will be used, i.e., building, stadium, etc.

References:

Appendix 60 - COPTER – Point-in-Space

Appendix 61 - COPTER – Point-in-Space with Inset

3.4.7.8.1 Hydrography

Hydrography shall include such features for which water is a constituent part (120L/15%)

- Lakes - The shoreline of perennial lakes shall be that which corresponds to the normal water stage.
- Reservoirs and Pools - The shoreline represents the water level at the normal stage.
- Streams - Those which maintain a flow of water throughout the year; both double line and single line.
- Aqueducts, Flumes, and Conduits; labeled in 5 point type.
- Canals and Ditches; labeled in 5 point type.

3.4.7.8.2 Railroads, Roads and Related Features (120L/15%)

Multiple Track Railroads on a common roadbed; labeled 5 point type.

Under Construction or Abandoned Railroads; labeled 5 point type.

Railroads in Juxtaposition - Railroads on separate roadbeds which closely parallel each other.

Marshalling and Storage Yards - Outlined to scale with a pattern of tracks shown within.

Dual Lane Highways - Highways which are separated by a median.

Primary Roads - These are classified as hard surface all-weather roads two (2) lanes in width. Exceptions may be made in areas having only secondary roads, one or more of which have exceptional landmark value. Under these circumstances, such roads may be classified as primary.

Highways exceeding two (2) lanes shall be shown by the primary road symbol.

Secondary Roads - These are classified as all roads, except primary, which are maintained for automobile traffic.

Bridges, Tunnels and Viaducts shall be plotted to scale.

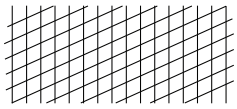
3.4.7.8.3 Populated Places

The term “Populated place” as used in these Specifications shall be interpreted also as “developed area” and “urban area”. These terms imply a concentration of structures designed and built for human occupancy and/or for occupational activities. Populated places may vary in size from the largest metropolitan area to scattered huts.

The visual area of populated places shall reflect the physical pattern or shape of developed areas as viewed from the air. Open areas formed by parks, cemeteries, cultivated areas, etc., within the visual limits shall not be shown.

Note: This symbology applies to Department of Defense Procedures only, as shown below.

Figure 3.65 Depiction of Populated Places

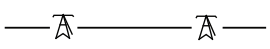
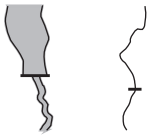


Buildings to be shown shall be those which are associated with the visual flight track or airport, and may be depicted pictorially or as landmarks, as shown below.

Figure 3.66 Depiction of Buildings & Landmarks Along Visual Flight Track

3.4.7.8.4 Miscellaneous Cultural Features

Table 3.3 Miscellaneous Cultural Features

Name of Feature	Graphic Depiction	Additional Information
Power Transmission Lines		
Dams		Shall be plotted to scale using a .040" line
Racetracks and Stadiums		Shall be plotted to scale using a .020" line. No. 66 Zip-A-Tone placed 45° to track/stadium
Outdoor Theaters		Shall be plotted to scale using a .010" line. No. 66 Zip-A-Tone at 45° to base
Towers		Shall be charted using the obstacle symbol
Tanks and Oil Wells		Shall be charted using the landmark or obstacle symbol. The landmark symbol shall be labeled, e.g., gas, oil, water,
Smoke Stacks		Shall be charted using a pictorial or an obstacle symbol

3.4.7.8.5 Relief (Differences in Elevation)

Relief consists of the portrayal of differences in elevation of a portion of the earth's surface.

Hachuring shall be used to portray:

1. Great differences (not gradual sloped) between airports and surrounding terrain, e.g., peaks, ridges, hills.

2. Relief which falls in the category of obstacles. Hachuring will be with a .005" line, NW light source, obstacles and landmarks solid, as below.

Figure 3.67 Relief (Differences in Elevation)

3.4.8 Minima Data

References:

Appendix 5 - IAP Chart Format and Dimensions

Appendix 15 - Landing Minima

3.4.8.1 General

The minima section shall be positioned directly below the profile in either the lower left or lower right corner of the chart as necessary to allow for the best use of a 'notched' planview, as shown in **Appendix 5** - IAP Chart Format and Dimensions. Minima boxes shall be a standard .24" in height. Where space is needed in the planview or profile, the height may be reduced to as low as .12" where no full size boxes are required; e.g., all categories have the same values.

All lines of minima will be titled in a separate box flush left. Titles will be consistent with those provided on the procedure source document.

On CAT II, CAT II & III, and Special Authorization (SA) charts, a space will be created under the minima section to accommodate the 14 point requirement note unique to each of these charts.

3.4.8.2 Minima Data

Landing minima data provided shall consist of the Minimum Descent Altitude (MDA), Decision Altitude (DA) or Decision Height (DH), Runway Visual Range (RVR) or visibility, Height Above Airport (HAA), or Height Above Touchdown (HAT) and ceiling-visibility minimums in statute miles, for the type of approach and approach speed categories.

For CAT II and SA minima, DH will be expressed as RA (Radio Altimeter), e.g., RA 104. On CAT II or III combined charts, minima will be preceded by the appropriate CAT II or CAT III designator. For CAT III minima only the RVR value shall be shown preceded by the category type, e.g., CAT IIIa RVR 07. If there is only a single line of minima, the RVR value shall not be preceded by the category type.

MDA shall be provided as Mean Sea Level (MSL) consisting of the airport weather minimums for the type of approach.

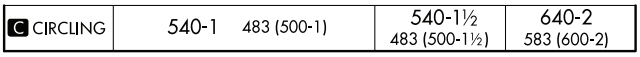
Letter designations for the above shall not be depicted unless provided, the type size, sequence plus type of approach shall indicate the data provided.

- RVR shall be shown by a slash (/) preceding the RVR value and following the MDA/DA/DH value. RVR shall be expressed in hundreds of feet, e.g., 4000 is 40.
- HAT or HAA shall be shown next.
- Military ceiling and visibility values shall be shown in parentheses. For CAT II and SA minima DA value will be shown in place of military minimums.

3.4.8.3 Circling Approach

Add the negative C circling icon to the circling line of minima as shown in **Figure 3.68** when the procedure source document indicates “Chart Circling Icon”.

Figure 3.68 Circling Approach



3.4.8.4 Day/Night

Minima data shown shall be considered as applicable to both day and night, unless otherwise specified on the procedure. Should night minima data be required, an asterisk shall be shown with the qualifying footnote provided in the Notes section.

3.4.8.5 Multiple Approach Speed Categories

When the minimums for one type of approach are the same for two or more approach speed categories, the data shall be shown centered below the appropriate approach speed headings, eliminating the vertical separation line(s) between the approach speed categories.

When minima are unique to one speed category, the data shall be positioned on two lines as shown in **Appendix 15** - Landing Minima.

3.4.8.6 Multiple Straight-Ins

When two straight-in minimums are approved for the same procedure; i.e., one minimum is based on a single facility, and a higher minimum is based on the use of an additional facility or fix, the minimum, as established with the single facility shall be shown as the first entry. The second minimum shall be shown separately, with the appropriate facility/fix name title, e.g., NAME MINIMA, positioned above and on a separate line, preceding this second minimum data, as shown in **Appendix 20** - ILS with RNAV Elements.

3.4.8.7 Military Minima

When not furnished, the military minimum data, consisting of the ceiling and visibility, will be computed by the producing agency. The ceiling will be computed by subtracting the field elevation from the MDA/DA and, if not in even hundreds (of feet), this value will be rounded off upwards to the next hundred feet. The visibility will be the statute mile equivalent of the RVR visibility value identified with the DA or MDA in accordance with the following table. For RVR values that fall between the listed values, use the next higher RVR value.

Table 3.4 Comparable Values of RVR and Visibility

RVR (feet)	Visibility (statute miles)
1,600	1/4
1,800	1/2
2,000	1/2
2,200	1/2
2,400	1/2
2,600	1/2

Table 3.4 Comparable Values of RVR and Visibility

RVR (feet)	Visibility (statute miles)
3,000	5/8
3,200	5/8
3,500	5/8
4,000	3/4
4,500	7/8
5,000	1
5,500	1
6,000	1 1/4

3.4.9 Time/Distance Table

References:

Appendix 5 - IAP Chart Format and Dimensions

3.4.9.1 General

On procedures when a distance from the final approach facility/fix (FAF) to the missed approach point (MAP) is specified, a time/distance table shall be shown below the Airport Sketch as illustrated in the appendices. On Copter procedures, the time/distance table shall reflect knots 45, 60, 75, 90, and 105 respectively.

3.4.9.2 Multiple Facilities

In the event more than one facility is used in the procedure or secondary facilities fall along or near the procedure path so that confusion might result, the facility shall be identified with the identification letters and type of facility.

3.4.9.3 No Depiction

The time/distance table shall not be depicted:

- When the controlling NAVAID is located on the airport and serves as the MAP.
- On procedures where DME is the sole means of identifying the non-precision MAP. (exception to this will be made when the procedure source document describes the non-precision MAP as a specific distance (X.XX NM) after the FAF and when the “DIST FAF to MAP:” field is populated with this same distance.
- On all vertically guided procedures (MAP is defined by a DA) where there is no associated non-precision minimums, e.g. ILS without LOC minimums, LDA/GS without LDA, etc.
- On all RNAV procedures.

3.4.9.4 Nonprecision Approaches

For nonprecision approaches, where required, the distance to the missed approach point (MAP) shall be shown.

Table 3.5 Nonprecision Approaches - Distance to MAP

Single Procedure	Multiple Procedures
FAF to MAP 3.7 NM	LOC FAF to MAP 3.7 NM VOR FAF to MAP 4.1 NM

3.4.10 Category II/II & III and SA Category I/II/I &II ILS Procedures

Specifications as described herein shall apply, supplemented by Category II, Category II & III, and SA Category I and II notations as illustrated. When lines of minima requiring specific authorization or certification (SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED, AUTHORIZATION REQUIRED or SPECIAL AUTHORIZATION) are included on the source document, a separate procedure plate shall be produced, depicting those attributes unique to CAT II only, CAT II & III combined, SA CAT I, SA CAT II or SA CAT I & II combined requirements. Specifically, these include the procedure source document notation (CAT II), (CAT III), (SA CAT I) or (SA CAT II) contained within the procedure title box and the special certification/authorization note below the minima data. When there is a CAT II and III or SA CAT I and II requested on the procedure source document, both shall be combined on one procedure plate as shown in the appendices.

References:

Appendix 16 - ILS
Appendix 17 - ILS or LOC
Appendix 18 - ILS OR LOC/DME w/Alternate Missed Approach
Appendix 19 - ILS/DME
Appendix 20 - ILS with RNAV Elements
Appendix 21 - ILS or LOC – PARENT CHART 1
Appendix 22 - SA ILS Approach – CAT I
Appendix 23 - ILS CAT II & III
Appendix 24 - ILS or LOC – PARENT CHART 2
Appendix 25 - SA ILS Approach – CAT I & II
Appendix 26 - ILS or LOC – PARENT CHART 3
Appendix 27 - ILS CAT II
Appendix 28 - ILS or LOC – PARENT CHART 4
Appendix 29 - SA ILS Approach – CAT II

3.4.10.1 Profile Depictions

Unique profile depictions may be charted on these plates, utilizing the SAAR decision heights, RA, etc., depending on the procedure. Procedure-specific notes will be depicted.

3.4.10.2 CAT II, CAT III, SA CAT I and SA CAT II Specific Notes

On CAT II & III combined charts and SA CAT I & II combined charts, CAT II, CAT III, SA CAT I and SA CAT II specific notes will be prefaced for the clarity, e.g., CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

3.4.10.3 CAT II, CAT III, SA CAT I and SA CAT II Minimums

Information within the lines of minima on the combined charts shall also be identified with a CAT II, CAT III, SA CAT I or SA CAT II notation, e.g., CAT II RA 147/12 100DA 2422, CAT III RVR 07.

3.4.11 RNAV Procedures

For specification purposes, RNAV procedures will include stand-alone GPS procedures.

References:

Appendix 49 - RNAV (RNP)

Appendix 50 - RNAV (GPS)

3.4.12 Attention All Users Page (AAUP)

When indicated by the source document, a single AAUP for each airport will be published. The AAUP may be continued onto subsequent pages if necessary.

References:

Appendix 30 - PRM Approach AAUP

3.5 CHARTED VISUAL FLIGHT PROCEDURE (CVFP) CHARTS

References:

Appendix 62 - VISUAL (CVFP)

3.5.1 General

The CVFP charts shall be divided into Planview and Remarks or Notes Sections. The specifications for IAP charts shall apply to CVFP charts, unless otherwise stated below.

3.5.2 Scale

For Charted Visual Flight Procedures, a scale of 1:250,000 shall be used. However, if necessary for a better portrayal of the procedure, the chart may be depicted “not to scale” or at a different scale. Normally, all information between the planview neatlines, including base detail, shall be shown to scale.

3.5.3 Projection

For Charted Visual Flight Procedures, the projection shall be Lambert Conformal, Polyconic or Polar Stereographic.

3.5.4 Margin Information

3.5.4.1 Procedure Title

Each procedure is named for the primary landmark and the specific runway for which the procedure is developed, such as: RIVER VISUAL RWY 18, STADIUM VISUAL RWY 24, etc.

3.5.4.2 Amendment Number

The amendment number of the procedure, as indicated on the procedure source document, shall be shown abbreviated, e.g., Amdt 3. The amendment number will be shown in the bottom margin only, flush left, immediately below the procedure title. Original procedures shall be indicated as "Orig", with the same placement as indicated above for amendment numbers.

The AIRAC date of the latest procedural (upnumber) revision applied to the chart shall be shown adjacent to and two spaces to the right of the amendment number or "Orig" as appropriate, as shown in the appendices.

The latest revision date (Julian), which reflects a chart revision of any type, shall be shown in the upper left hand corner, above the procedure name, preferably on the same line as the geographic name and chart reference number, as shown in the appendices.

3.5.5 Planview

3.5.5.1 General

The planview of the CVFP shall be concerned with the portrayal of visual approach procedures information, such as landmarks, NAVAIDs, visual track, hydrography, special use airspace and cultural features, as applicable.

Depiction of the visual track may be shown not to scale if it will enhance and depict the procedure more clearly. Such a depiction may be necessary due to distances involved in some procedures which would extend beyond the neatline or border of the planview. Those segments of the track not to scale shall be broken by the "not to scale" symbol shown in the Appendices.

All type within the planview shall be 7 point unless otherwise stated.

3.5.5.2 Communications

Communications information, when available, shall be shown in the upper left corner, as indicated on **Appendix 62** - VISUAL (CVFP), in such a manner so as not to interfere with procedure information or items of significant landmark value. When necessary, communications information may be shown in the upper right corner. Type size shall be 7 pt.

The typical format for communications is the name on the line followed by the frequency(ies) underneath it and will follow the sequencing outlined in Section **3.4.3.3** - Bottom Briefing Strip. All data shall be justified left or right as appropriate to the corner placement.

3.5.5.3 Relief

Care should be taken in the selection of relief features to be shown. Terrain in the proximity of the flight path should receive priority consideration.

3.5.5.4 Obstacles

Obstacles shall be depicted pictorially only if specifically identified as such by the approving authority.

3.5.5.5 Visual Track

The visual track shall be indicated by a dashed 8 weight (.020") line with dashes being .15" long and spaces being .05" long. Each fifth dash shall have an arrowhead. The visual track shall be broken for course values. The inbound course and directional arrows shall be positioned on the final approach track to indicate direction of flight.

CVFP originate at or near, and are designed around, prominent visual landmarks and normally should not extend beyond 15 flight path miles from the landing runway. Visual tracks shall be shown beginning at the geographical point or landmark where the procedure must be flown visually to the airport.

Visual tracks may include the track value, distance and minimum or recommended altitudes, as specified.

To distinguish the runway from the visual track, an arrow shall be positioned on the end of the final approach track just short of the end of the runway.

3.5.5.6 Additional Base Information

Information shall be limited to and depict significant visual landmark features which are identified in the procedure.

Significant visual landmark features will be depicted in accordance with Sectional/TAC specifications in IAC 2. Commercial names, such as Sears Tower, will not be used to identify features, and instead, only generic names will be used, i.e., building, stadium, etc.

3.5.5.7 Radio Aids to Navigation

Radio aids to navigation shall be used as supplementary information only. Limit use to one NAVAID, excluding the NAVAID used for final approach vertical guidance.

3.5.5.8 Bar Scale

A nautical mile bar scale shall be shown at the top of the notes section extending from the left to the right neatline in 1 nautical mile increments.

3.5.5.9 Lights

Lead-in and circling lights, when available, shall be shown symbolized by .065" diameter circles and identified by an appropriate descriptive note, as shown below.

Figure 3.69 Lights

3.5.6 Notes Section

An area for notes and procedural restrictions in narrative form shall be placed in a space provided below the planview. Type size and style shall be as indicated in the Appendices.

3.6 AIRPORT DIAGRAMS

References:

Appendix 63 - Airport Diagram Chart (TPP) – Format

Appendix 64 - Airport Diagram

3.6.1 General

Data shown must be of sufficient detail to facilitate visual orientation of aircraft while parked or taxiing.

3.6.1.1 Color

The Airport Diagram shall be printed in black color. Screen shall be used to obtain a suitable contrast as illustrated in the appendices

All information, textual and graphic, will be solid color unless otherwise specified.

3.6.1.2 Scale

In general, the scale selected should allow at least one whole minute of latitude and longitude within the graphic presentation. Scale will vary as necessary for the best portrayal of the airport consistent with the graphic presentation to be shown. Larger scale insets may be used to better portray congested areas.

3.6.1.3 Projection

Projection shall be Lambert Conformal Conic or Polyconic, (0° - 80° N-S) and Polar Stereographic, (80° - 90° N-S). The projection graticule shall be depicted by at least 2 lines of latitude and 2 lines of longitude, annotated with numerical values.

3.6.1.4 Area of Coverage

These specifications apply to all areas of the world for which Airport Diagrams are required by the U.S. Government.

3.6.1.5 Symbolization

Symbolization used in the preparation of the Airport Diagram shall be in accordance with the Aeronautical Information/Chart Symbols herein and in the appendices.

The configuration of the symbols contained herein and within the appendices shall be adhered to. The size and line weights, specified and/or indicated therein, should also be adhered to but varied when absolutely necessary

3.6.1.6 Type

Type shall be Futura Medium or equivalent. Type used to identify taxiways and airport facilities may be reduced in size only when absolutely necessary to reduce congestion for the sake of clarity.

3.6.1.7 References

Catalog of Photon type faces.

The appendices are included for use in layout format and content of Airport Diagrams. These appendices do not necessarily reflect all operational content.

3.6.2 Airport Diagrams

References:

Appendix 64 - Airport Diagram

3.6.2.1 Graphic Information Requirements

- Runways
- Waterways
- Helipads
- Taxiways
- Visual Screen
- Turnarounds, Stopways, Overruns, Blast Pads and Run-up Areas
- Ramps, Parking and Alert Areas
- Non-Movement Areas
- Under-Construction Areas
- Restricted Areas
- Hangars
- Control Towers
- Airport Beacons
- Landing Direction Indicators
- Lighting
- Navigational Aids (NAVAIDs)
- Highest Obstacle within Area
- Hot Spots
- Radar Reflectors
- Large Tanks
- Self-Serve Fuel
- Penalty Boxes
- Projection
- Magnetic Variation Symbology
- Other unique structures or features as identified by the requesting agency as providing a safety benefit

3.6.2.2 Operational Data Requirements

3.6.2.2.1 Active Runways | Waterways | Helipads

3.6.2.2.1.1 Active Runway and/or Waterway Dimensions

Threshold-to-threshold including displaced thresholds.

3.6.2.2.1.2 Runway Surface

Paved or hard surfaced runways consisting of concrete, asphalt, bitumen, or macadam shall be shown in solid color.

Metal surfaced runways shall be shown using solid color, by the cross-hatch pattern at right angles to each other and 45° to the edge of the runway, as indicated in the appendix.

Ultralight areas, ski landing areas, unpaved or runway other than hard surface, such as sod, clay, gravel, etc., shall be shown by the solid dot pattern and outlining the runway with a solid line as indicated in the appendix. "Ultralight Area" or "Ski Landing Area" text shall be placed in close proximity or leadered to those areas.

Seaplane landing or waterways shall be as indicated in the appendix. Waterways will be shown in their approximate geographic location when coordinates are not available.

Only hard surfaced overruns shall be shown, as illustrated in the appendices.

3.6.2.2.1.3 Helipads

Helicopter alighting areas that exist in the authoritative source database with geographic coordinate data will be shown using the standard circle H symbol. The circle H symbol shall not be used for helicopter parking areas.

3.6.2.2.1.4 Runway End or Helipad Identification

Idents shall be in agreement with published values (18R, H1) and shall be positioned, when possible, consistent with actual markings.

3.6.2.2.1.5 Runway Heading

Accuracy of 0.1° Magnetic headings will be shown.

3.6.2.2.1.6 Weight Bearing Capacity

Pavement Classification Numbers (PCN) and Pavement Classification Rating (PCR) designations shall be listed when published.

3.6.2.2.1.7 Runway End Elevations

Runway end elevations shall be expressed in whole numbers.

3.6.2.2.1.8 Dimensions of Turnaround Areas

Dimensions of turnarounds, paved stopways & overuns, and blast pads, when provided.

3.6.2.2.1.9 Runway Slope

Runway slope shall be shown as a percentage value of the slope of the runway measured from each threshold (runway end) to midpoint of all runways 8,000 feet or longer, from threshold (runway end) to threshold (runway end) on all runways shorter than 8,000 feet, and portrayed when the unrounded calculated value is greater than or equal to 0.25% (expressed to the nearest 0.1%). (0.249% does not require charting, 0.250% would be charted as 0.3%)

Runway slope values shall be expressed in whole numbers and tenths; e.g., 0.6%, 1.2%, using .05 as the breaking point, e.g., 1.44% shall be shown as 1.4%, 1.45% shall be shown as 1.5%.

Runway slope value shall be positioned parallel to and in close proximity to the runway end. The slope value shall be followed by the corresponding “UP” or “DOWN” designation and supplemented with directional arrows.

3.6.2.2.1.10 Arresting Systems

Arresting Systems shall be depicted offset from the runway end, symbolized by an open polygon and shown in their approximate position.

Identify type of arresting system (i.e., EMAS).

3.6.2.2.1.11 Arresting Gear and Jet Barriers

Arresting Gear and Jet Barriers shall be shown in their true position, using the symbols indicated in the appendix.

Directional arrows for the arresting gear shall point with the direction of roll.

3.6.2.2.1.12 U.S. Navy Optical Landing System Systems

U.S. Navy Optical Landing System shall be show by the symbol indicated in appendix, in its exact position alongside of the runway.

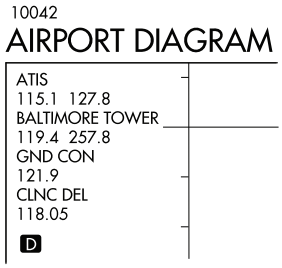
3.6.2.2.1.13 Displaced Thresholds

3.6.2.2.1.14 Runway Declared Distance Information

Runway declared distance information when available will be indicated by a negative type D in a box shown in the upper left/right corner immediately below the communications information.

Figure 3.70 Runway Declared Distance Information Icon

Figure 3.71 Runway Declared Distance Information Icon Example



3.6.2.2.2 Indefinitely Closed, Under Construction or Re-Purposed Runways

References:

Appendix 64 - Airport Diagram

Any runway that maintains a runway entry in the authoritative source database, and is identified as indefinitely closed, under construction, or re-purposed as a taxiway or apron indefinitely will be shown as depicted below.

Figure 3.72 Runway Closed Indefinitely

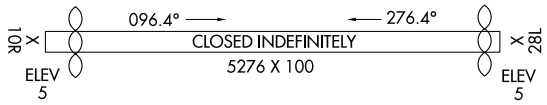
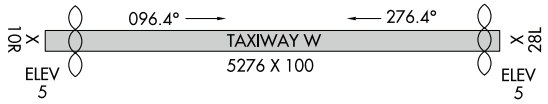


Figure 3.73 Runway Under Construction

Figure 3.74 Runway Re-Purposed as Taxiway



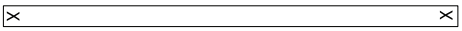
3.6.2.2.3 Permanently Closed Runways

References:

Appendix 64 - Airport Diagram

Runways that exist in the authoritative source database as permanently closed will be depicted by open runway symbol with an "X" at both ends. Runway designators, runway dimensions and other data normally associated with the active runway will not be shown.

Figure 3.75 Permanently Closed Runway



Hard surface runways that have been removed from the authoritative source database (but continue to exist as closed pavement) will be depicted in screen with X's to indicate closed pavement either along the entire extent of the pavement or as needed to define closed section(s).

3.6.2.2.4 New Runways Under Construction

New runways under construction will be shown using a dotted outline symbol.

Figure 3.76 New Runway Under Construction

3.6.2.2.5 Taxiways

Taxiways (hard surface or other than hard surface) will be shown using 120L/15%. Other than hard surface taxiways, when indicated by appropriate authority, shall be labeled "Soft Surface".

3.6.2.2.5.1 Taxiway Identification

All active taxiways will be labeled with text parallel to the taxiway orientation. Taxiways with two letter/number identifiers will be labeled without spaces or dashes, e.g., A2, B1. Taxiway identification shall not be shown for under construction or closed taxiways. To eliminate confusion between Taxiway M, Taxiway N, Taxiway W, and Taxiway Z (not M1, M2, etc.) will be underlined, e.g., N, WW.

Figure 3.77 Taxiway Identification - Use of M, N, W and Z

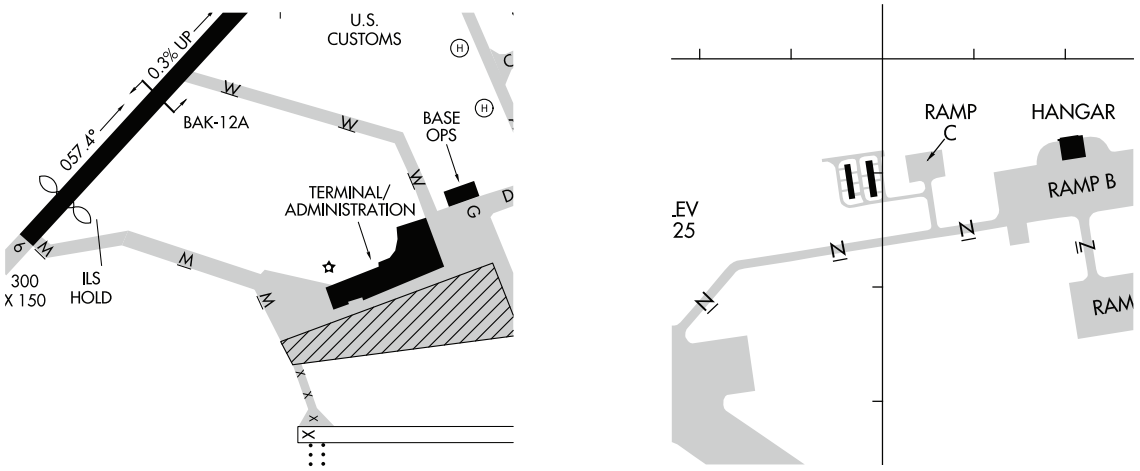
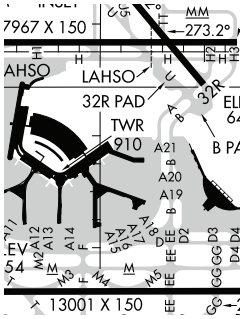


Figure 3.78 Taxiway Identification - Use of M, MM and M with a Number



3.6.2.2.5.2 Closed Taxiways

Permanently closed taxiways will be depicted in screen with X's to indicate closed pavement either along the entire extent of the pavement or as needed to define closed section(s). Taxiway designators normally associated with an active taxiway will not be shown.

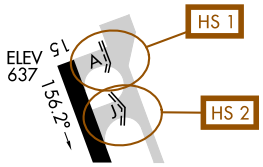
3.6.2.2.6 Parking Areas

3.6.2.2.7 Holding Position Markings

ILS holding position lines with "ILS HOLD" label.

Non-typical locations of runway holding position markings when requested by appropriate authority. When space permits, markings will be depicted in the same orientation as they are on the ground. Markings may be depicted in conjunction with a Hot Spot established at the same location.

Figure 3.79 Runway Holding Positing Markings



Land and Hold Short Operations (LAHSO) hold lines with "LAHSO" label.

3.6.2.2.8 Penalty Box

3.6.2.2.9 Airport Elevation

The highest point on an airport's usable runway surface, expressed in elevation above mean sea level, shall be shown with a .03 inch diameter dot. The airport elevation value with the text "FIELD ELEV" shall be shown within a box, in close proximity to and with a leader pointing to the dot.

If the highest point on the usable runway surface cannot be determined, the airport elevation value with the text "FIELD ELEV" shall be shown within a box, and shall be positioned in the upper left/right corner of the airport diagram opposite the communication data.

3.6.2.2.10 Identify the following:

3.6.2.2.10.1 Terminal/Administration Building and Base Operations

Buildings (FBO's, Hangars, Terminal, etc.) will be referred to in generic terms; no individual commercial names should appear on the government diagrams. It is permissible to differentiate building features using geographic identifiers, e.g., North FBO, East Terminal.

3.6.2.2.10.2 Fire Station

3.6.2.2.10.3 Control Tower ("TWR")

The control tower will be symbolized as shown in the appendices and labeled "TWR". If Control Tower and Airport Beacon are collocated see Section **3.6.2.2.13**.

3.6.2.2.10.4 Military/Government Hangars (numbered)

Identify the branch of services or agency to which it belongs, when other than airport operator. Acronyms and/or abbreviations may be used; i.e., ANG (Air National Guard), USCG (United States Coast Guard), FAA (Federal Aviation Administration).

3.6.2.2.10.5 Hot cargo ramps

3.6.2.2.10.6 Parking areas and ramps

Parking areas, ramps, and aprons will be referred to in generic terms; no commercial names shall be published. Commonly used identifiers include: North Ramp or Apron, South Ramp or Apron, Army/Air National Guard (ANG), US Navy (USN), Fire Base Apron, Flight School Apron, FBO Ramp, GA Transient Ramp, GA Tenant Ramp, Terminal Apron, GA Transient Parking, GA Tenant Parking.

3.6.2.2.10.7 Blast Pads (including dimensions when available)

3.6.2.2.10.8 Flight Service Station (FSS), National Weather Service (NWS)

3.6.2.2.10.9 U.S. Customs

3.6.2.2.10.10 Flight Standards District Office (FSDO)

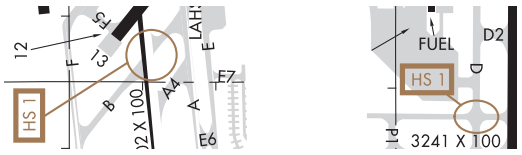
3.6.2.2.10.11 Hot Spots

Hot Spot symbols and text will be printed in brown color. Hot Spots will be labeled with "HS1", "HS2", etc. as indicated in the Hot Spot tabulation.

3.6.2.2.10.11.1 Hot Spots

Hot Spots will be indicated with a circle or ellipse symbol.

Figure 3.80 Hot Spots



3.6.2.2.10.12 Run-up Areas

Run-up areas will be identified when requested by the appropriate authority as providing a safety benefit.

3.6.2.2.10.13 Arm/Dearm Areas

Arm/Dearm Areas will be identified when specifically requested by airport authority.

3.6.2.2.10.14 Compass Rose

Compass rose will be identified when specifically requested by airport authority.

3.6.2.2.11 Radar Reflectors

Show radar reflectors in proper location; if the exact position is unknown add a note, e.g., NOTE: RADAR REFLECTORS ON RWY 18-36.

3.6.2.2.12 Airport Surface Surveillance System

When ASDE-X or ASSC is published in an airport remark for a given airport, the note "ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces." or "ASSC in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.", as appropriate, shall be depicted on the diagram.

3.6.2.2.13 Airport Beacon and Airport Beacon Collocated with Control Tower

The Airport Beacon (rotating light) shall be symbolized by the five-pointed star with an open center, as shown in **Appendix 13** - Legend – Airport Diagram/Sketch, (if beacon is pilot controlled, the negative symbol will be used) positioned as near the proper location as possible.

If control tower and airport beacon are collocated, the beacon symbol will be used and identified "TWR".

When control tower or airport beacon is located on a charted building, its position will be indicated with an arrow and labeled appropriately, i.e., "TWR" or "TWR/BCN". When airport beacon is pilot controlled, the text will be appended with the negative L symbol, see **Appendix 64** - Airport Diagram.

3.6.2.2.14 Landing Direction Indicator

Wind cone, landing tee, and/or tetrahedron shall be shown in proper location.

3.6.2.2.15 Self-Service Fuel

Self-service fuel facilities not collocated with an FBO will be depicted by a fuel pump symbol. When the self-serve fuel facilities are located at a large building or hangar, the symbol will not be shown. The fuel pump position will be indicated with a leader line/arrow and label "Fuel".

Figure 3.81 Self Service Fuel

3.6.2.2.16 Visual Screen

Show visual screen in proper location.

Figure 3.82 Visual Screen

3.6.2.2.17 Runway Status Lights in Operation

If Runway Status Lights are operational and are published in an airport remark for a given airport, the note "Runway Status Lights in operation." should be depicted on the diagram.

3.6.2.2.18 Magnetic Variation

Magnetic variation shall be provided as follows:

Figure 3.83 Magnetic Variation

3.6.2.2.19 Operational Notes

Operational notes on Airport Diagrams are to be held to an absolute minimum and may only be shown when requested by appropriate authority and deemed necessary to safe movement in the airport environment.

3.6.2.2.20 Communications Information

Communications information when available, shall be shown in the upper left/right corner as indicated in the appendices, in such a manner so as not to interfere with significant items of the Airport Diagram. Only the primary VHF and UHF frequencies shall be shown.

3.6.2.2.20.1 Terminal Communication Information

Terminal communication information, when available, consisting of the following, shall be shown, in the sequence listed below. The communications facility (e.g., Ground Control) shall be abbreviated. Part-time operations for ATIS or AFIS and TOWER will be annotated with a star after the communication title.

3.6.2.2.20.1.1 Automatic Terminal Information Service (ATIS)

Automatic Terminal Information Services (ATIS) shall be shown by the letters "ATIS" followed by the specific frequency/s. If the service is digital and listed as D-ATIS in the authoritative source database, "D-ATIS" shall be shown followed by the specific frequency/s.

When the service is provided on one frequency for both arrival and departure information, it shall be shown.

Table 3.6 ATIS - One Frequency for Arrival and Departure

ATIS
111.8

When the service is provided on more than one frequency for both arrival and departure information, both (or all) frequencies shall be shown.

Table 3.7 ATIS - Multiple Frequencies for Arrival and Departure

ATIS
113.9 124.1

When the service provided is either arrival and/or departure on different frequencies, both frequencies shall be shown.

Table 3.8 ATIS - Separate Frequencies for Arrival and Departure

ATIS	ARR 112.7 DEP 121.85

3.6.2.2.20.1.2 Automatic Flight Information Service (AFIS)(AK Only)

Automatic Flight Information Service (AFIS) shall be shown by the letters "AFIS" followed by the specific frequency/s.

3.6.2.2.20.1.3 Tower (TOWER)

3.6.2.2.20.1.4 Ground Control (GND CON)

3.6.2.2.20.1.5 Clearance Delivery (CLNC DEL)

3.6.2.2.20.1.6 Controller Pilot Data Link Communications (CPDLC)

When CPDLC service is provided, "CPDLC" shall be shown.

3.6.2.2.20.1.7 Pre-Departure Clearance (PDC)

When PDC service is provided, "PDC" will be shown.

3.6.2.2.20.1.8 Ground Metering (GND METERING)

Metering frequencies shall be shown on airport diagram when maintained in the authoritative source database.

3.6.2.2.20.1.9 Ramp Control Frequencies

Ramp control frequencies shall be shown on airport diagrams when requested by appropriate authority and shall be positioned adjacent to or in the vicinity (when possible) of the ramps to which they apply.

3.6.2.2.20.1.10 Pilot Activated Airport Lighting

Pilot capability to activate airport lighting systems shall be shown using negative symbols or type following the applicable frequency, e.g., 122.7(L). Pilot capability to activate airport lighting by nonstandard methods shall be indicated by use of a "star" following the frequency, and negative symbol if used, e.g., 122.7(L)★.

Hours of operation shall not be shown.

3.6.2.2.20.2 Airports with a Control Tower

For airports with a Control Tower, the following note shall be shown, lower left corner preferred (Civil Only):

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READ BACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

3.6.2.2.20.3 Airports without a Control Tower

Additional communications information, when available, will be depicted at non-towered airports in the following sequence:

ASOS/AWOS, CTAF/UNICOM/AUNICOM2, CLNC DEL (to include contact facility), CPDLC, GCO.

3.6.2.2.21 NAVAIDs

All NAVAIDs within the geographic parameters of the airport diagram, with the exception of LOC, LOC/DME, Offset Localizer and components of the ILS, shall be shown.

When more than one NAVAID of the same type is shown, the identifiers shall be shown.

3.6.2.2.22 Lighting

3.6.2.2.22.1 Approach Lighting Systems

Various approach lighting systems shall be shown symbolized in miniature. The circled letters associated with and identifying the various systems shall also be shown.

The approach lighting system symbols and associated letter designation shall be positioned as illustrated in the appendices.

Threshold lights shall be indicated only when an integral part of the approach lighting symbol. They shall not be shown separately.

References:

Appendix 14 - Legend – Airport Diagram/Sketch Lighting Systems

Appendix 64 - Airport Diagram

3.6.2.2.22.2 Visual Glide Slope Indicator (VGSI) Lighting Systems

The VGSI lighting symbols referenced in the Appendix shall be charted on the side of the runway where they are actually located. In cases where the VGSI system lights are located on both sides of the runway (such as Vl2 and V16 systems), a single symbol shall be placed on the left side of the runway.

References:

Appendix 14 - Legend – Airport Diagram/Sketch Lighting Systems

Appendix 64 - Airport Diagram

3.6.2.2.22.3 Runway End Identifier Lights (REIL)

Runway End Identifier Lights (REIL) shall be indicated by a boxed note, e.g., REIL Rwy 11R. When more than one runway end is involved, reference to all pertinent runway ends shall be included in a common note, e.g., REIL Rwys 4 and 22. At larger airports, when all runway ends are involved and the available diagram area prevents the listing of all runway ends, “All Rwys” may be used, e.g., REIL All Rwys. When the lighting feature is used at all but one or two runway ends, “All Rwys except” may be used with the excepted runway ends, e.g., REIL All Rwys except 4 and 22.

3.6.2.2.22.4 Runway Lead-in Light Systems (RLLS)

Runway Lead-in Light Systems (RLLS) shall be indicated by a boxed note, e.g., RLLS Rwy 13L. When more than one runway end is involved, reference to all pertinent runway ends shall be included in a common note, e.g., RLLS Rwys 13C, 31C, 4R and 22L. At larger airports, when all runway ends are involved and the available diagram area prevents the listing of all runway ends, “All Rwys” may be used, e.g., RLLS All Rwys. When the lighting feature is used at all but one or two runway ends, “All Rwys except” may be used with the excepted runway ends, e.g., RLLS All Rwys except 13C and 31C.

3.6.2.2.22.5 Runway Lights

Runway Lights (HIRL) (MIRL) (LIRL) (TDZL) (TDZ/CL) shall be indicated by a boxed note, e.g., HIRL Rwy 9-27. When more than one runway is involved (or runway end, in the case of TDZL), all pertinent runways shall be included in a common note, e.g., HIRL Rwys 7L-25R and 7R-25L, TDZL Rwys 8 and 26. Runway centerline lights (CL) will be indicated by a note only when paired with TDZL, e.g., TDZ/CL Rwys 6 and 24. At larger airports, when all runways or runway ends are involved and the available diagram area prevents the listing of all runways or runway ends, “All Rwys” may be used, e.g., HIRL All Rwys. When the lighting feature is used at all but one or two runways or runway ends, “All Rwys except” may be used with the excepted runway or runway ends, e.g., HIRL All Rwys except 3-21, TDZL All Rwys except 21.

Runways with centerline lights (CL) will show a negative dot pattern through the middle of the solid runway as illustrated in the Legend.

3.6.2.2.22.6 Notes on Lighting

Boxed notes on lighting shown within the airport diagram shall generally be positioned together in an open area of the diagram. Pilot capability to activate airport lighting systems shall be shown using negative symbols or type, as shown in the appendix. Pilot capability to activate airport lighting by nonstandard methods shall be indicated by a star symbol following the applicable note, as shown in the appendix.

3.6.3 Portrayal

3.6.3.1 Line Weights

3.6.3.1.1 Projection .005"

30 second ticks - .10" long centered

6 second ticks - .04"

3.6.3.1.2 Runway Delimiting Line

.1 weight (.005"), or Dashed Delimiting Line - 1 weight (.005"), 0.1" dash, separated by a .04" space.

3.6.3.1.3 Border

.010", 4.9" x 7.0" (Military and Alaska).
9.0" x 9.0" (Civil) will be shown on all pages.

3.6.3.1.4 Runways Under Construction

Runways under construction shall be shown by a .010" dotted outline.

3.6.3.2 Symbols

The highest point on the usable landing surface (field elevation) will be shown by a negative dot .03" in diameter on hard surface runways and a black dot .03" in diameter on other than hard surface runways.

Other symbols used shall be in compliance with current Flight Information Publication Specifications. In addition, true/magnetic variation arrows will be shown .01" line weight.

3.6.4 Type Size

Type size and styles as specified or their equivalent are the only authorized type.

3.6.4.1 Border Data

3.6.4.1.1 Chart Title - "AIRPORT DIAGRAM" - 14 point, caps

3.6.4.1.2 Airport Name

Military - 9 point, caps

Civil - 9 point, caps

3.6.4.1.3 Location Identifier - 9 point or 8 point Century Expanded

3.6.4.1.4 City, State or Country - 8 point

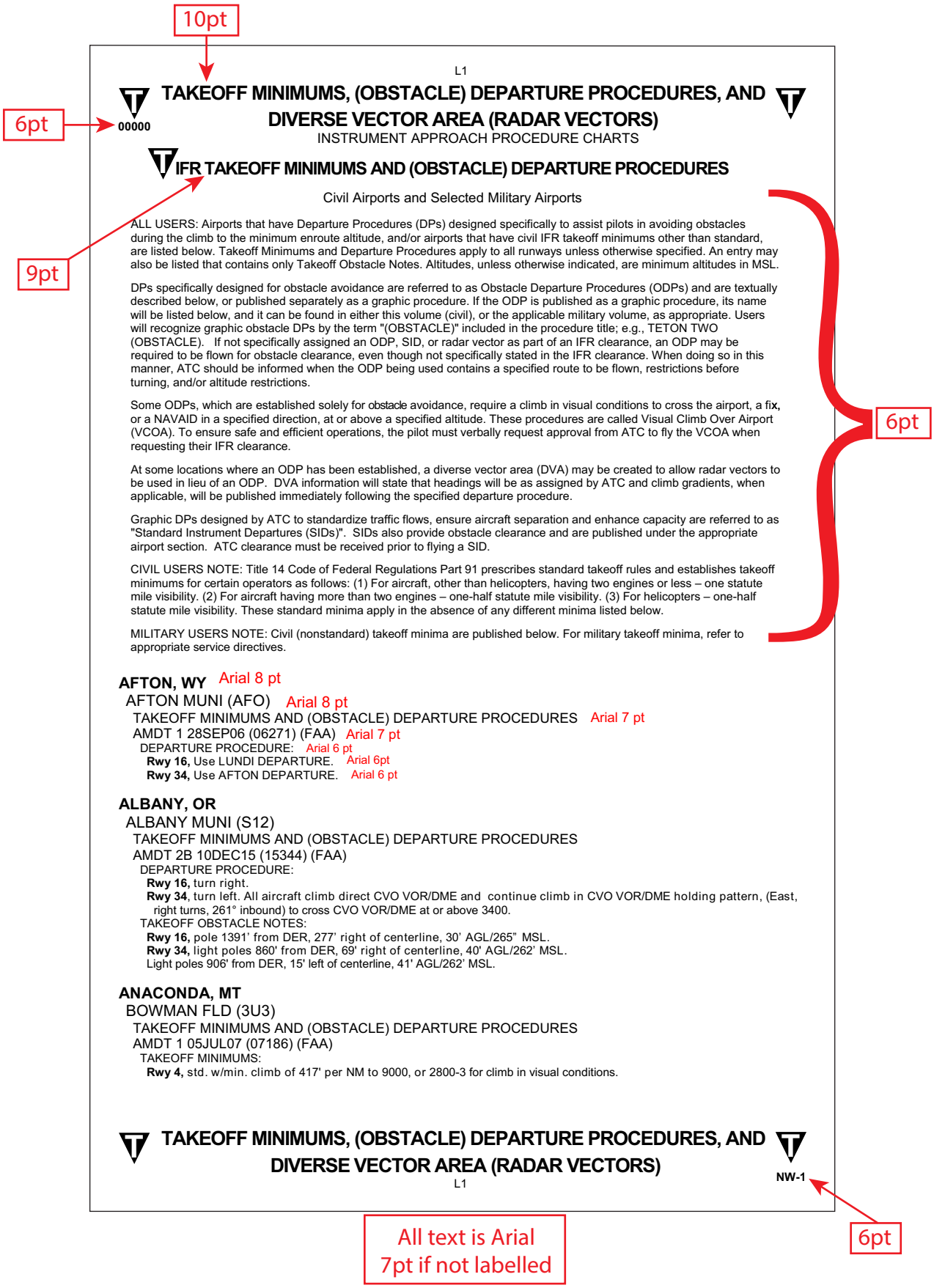
3.6.4.1.5 Chart Reference number, e.g., AL-166 (FAA) - 7 point

3.6.4.2 Diagram Data

True/Magnetic variation value - 5 point.

All other data and notes within the planview - 7 point or as specified by the using agency.

APPENDIX 1
IFR TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



L1

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS

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IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or radar vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow radar vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

AFTON, WY Arial 8 pt
AFTON MUNI (AFO) Arial 8 pt
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES Arial 7 pt
AMDT 1 28SEP06 (06271) (FAA) Arial 7 pt
DEPARTURE PROCEDURE: Arial 6 pt
Rwy 16, Use LUNDI DEPARTURE. Arial 6pt
Rwy 34, Use AFTON DEPARTURE. Arial 6 pt

ALBANY, OR
ALBANY MUNI (S12)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 10DEC15 (15344) (FAA)
DEPARTURE PROCEDURE:
Rwy 16, turn right.
Rwy 34, turn left. All aircraft climb direct CVO VOR/DME and continue climb in CVO VOR/DME holding pattern, (East, right turns, 261° inbound) to cross CVO VOR/DME at or above 3400.
TAKEOFF OBSTACLE NOTES:
Rwy 16, pole 1391' from DER, 277' right of centerline, 30' AGL/265" MSL.
Rwy 34, light poles 860' from DER, 69' right of centerline, 40' AGL/262' MSL.
Light poles 906' from DER, 15' left of centerline, 41' AGL/262' MSL.

ANACONDA, MT
BOWMAN FLD (3U3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUL07 (07186) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, std. w/min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

L1

NW-1

APPENDIX 2
DIVERSE VECTOR AREA (RADAR VECTORS) EXAMPLE

L4

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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AUBURN, WA
AUBURN MUNI (S50)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31MAR16 (16091) (FAA)
TAKEOFF MINIMUMS:
Use BLAKO (RNAV) DEPARTURE.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 10NOV16 (16315) (FAA)
Rwy 16, heading as assigned by ATC; requires min. climb of 270' per NM to 1000.
Rwy 34, heading as assigned by ATC; requires min. climb of 390' per NM to 800.

AURORA, OR
AURORA STATE (UAO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 15DEC11 (11349) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, std. w/min. climb of 292' per NM to 2100 or 1500-2½ for climb in visual conditions.
Rwy 35, std. w/min. climb of 312' per NM to 2100 or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 17, climbing right turn, thence ... Or for climb in visual conditions cross Aurora State airport at or above 1500 thence...
Rwy 35, climbing left turn, thence ... Or for climb in visual conditions cross Aurora State airport at or above 1500 thence ...
... Aircraft departing on V23 intercept BTG R-175 and climb on course. All others proceed direct UBG VOR/DME and Hold (hold South, left turns, 003° Inbound) continue climb in hold to cross UBG VOR/DME at or above MEA for direction of flight before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 31' from DER, 246' right of centerline, up to 87' AGL/316' MSL.
Tree 2270' from DER, 836' left of centerline, 87' AGL/303' MSL.
Vehicle on road 254' from DER, 349' left of centerline, 16' AGL/209' MSL.
Rwy 35, trees beginning 30' from DER, 163' left of centerline, up to 65' AGL/329' MSL.
Vehicle on road 212' from DER, 390' left of centerline, 16' AGL/212' MSL.
Trees 973' from DER, 281' right of centerline, up to 65' AGL/253' MSL.

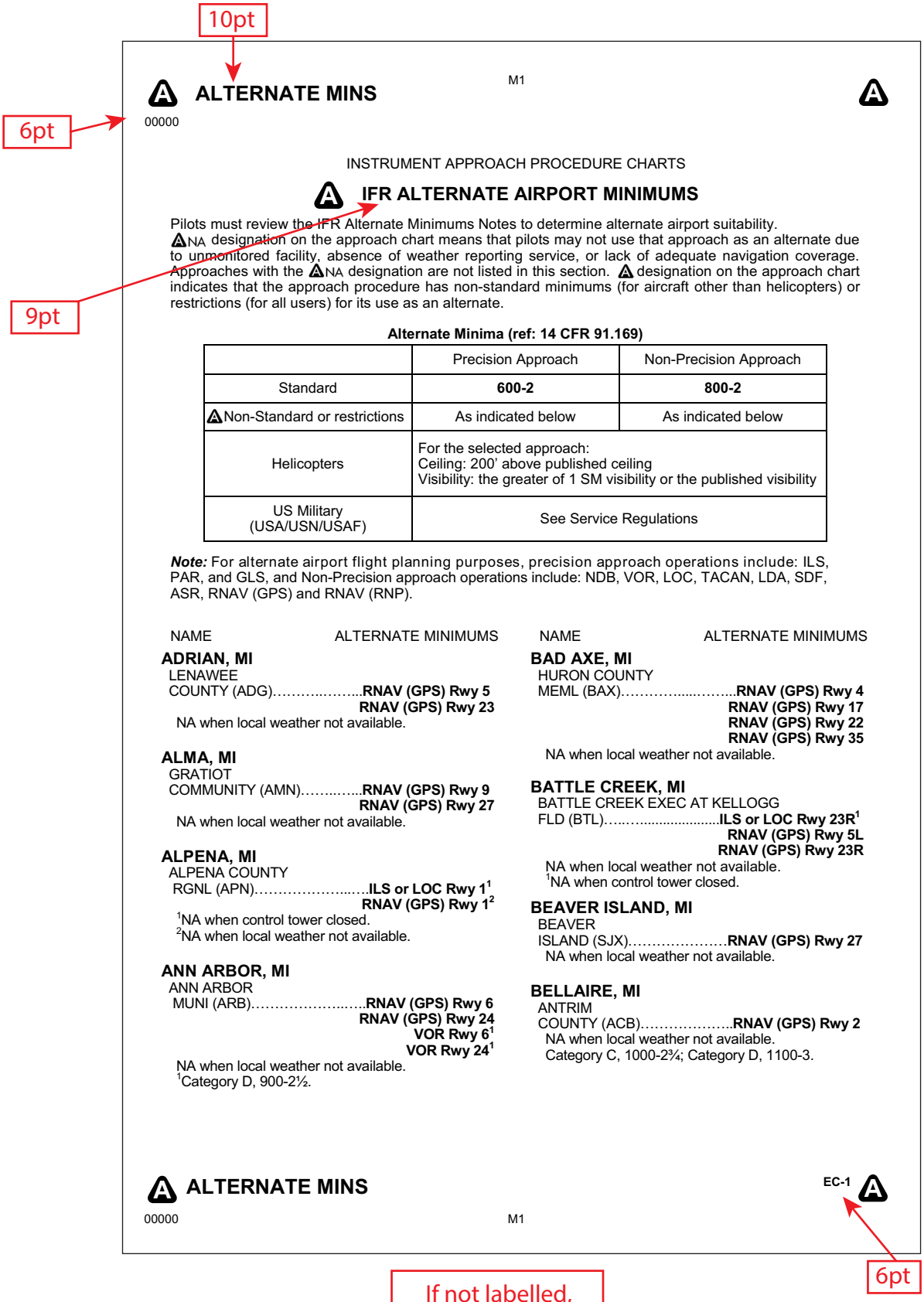
DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 05MAR15 (15064) (FAA)
Rwy 17, heading as assigned by ATC; requires min. climb of 375' per NM to 2000.
Rwy 35, heading as assigned by ATC; requires min. climb of 350' per NM to 2000.

BAKER, MT
BAKER MUNI (BHK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13NOV14 (14317) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 31, climbing right turn heading 010° to 9000 on 343° bearing from BKU NDB to UMWEL INT and hold, continue climb in hold (hold north, right turns, 163° inbound) to 9000. Expect further instructions from ATC.
TAKEOFF OBSTACLE NOTES:
Rwy 31, fence 168' from DER, 498' left of centerline, 6' AGL/2967' MSL.
Structure 173' from DER, 499' left of centerline, 10' AGL/2974' MSL.
Windsock on building 1015' from DER, 727' left of centerline, 37' AGL/2998' MSL.
Rod on antenna 3832' from DER, 136' left of centerline, 112' AGL/3073' MSL.

BAKER CITY, OR
BAKER CITY MUNI (BKE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18NOV10 (10322) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, std. w/min climb of 460' per NM to 6900, or 3700-3 for climb in visual conditions.
Rwy 13, std. w/min climb of 470' per NM to 6900, or 3700-3 for climb in visual conditions.
Rwy 17, N/A-Environmental.
Rwy 26, std. w/min climb of 400' per NM to 7200, or 3700-3 for climb in visual conditions.
Rwys 31, 35, std. w/min climb of 400' per NM to 6900, or 3700-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 8, climb heading 081° to 6900, then climbing left turn to BKE VOR/DME R-066 to BKE VOR/DME and hold, continue climb in BKE VOR/DME holding pattern (hold S, right turns, 338° inbound) to cross BKE VOR/DME at or above MEA/MCA for route of flight, or for climb in visual conditions, cross BKE VOR/DME at or above 6900, then climb-in-hold to at or above MEA/MCA for route of flight. **CON'T**

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

APPENDIX 3
IFR ALTERNATE AIRPORT MINIMUMS



APPENDIX 3
IFR ALTERNATE AIRPORT MINIMUMS (CONTINUED)

M4

ALTERNATE MINS

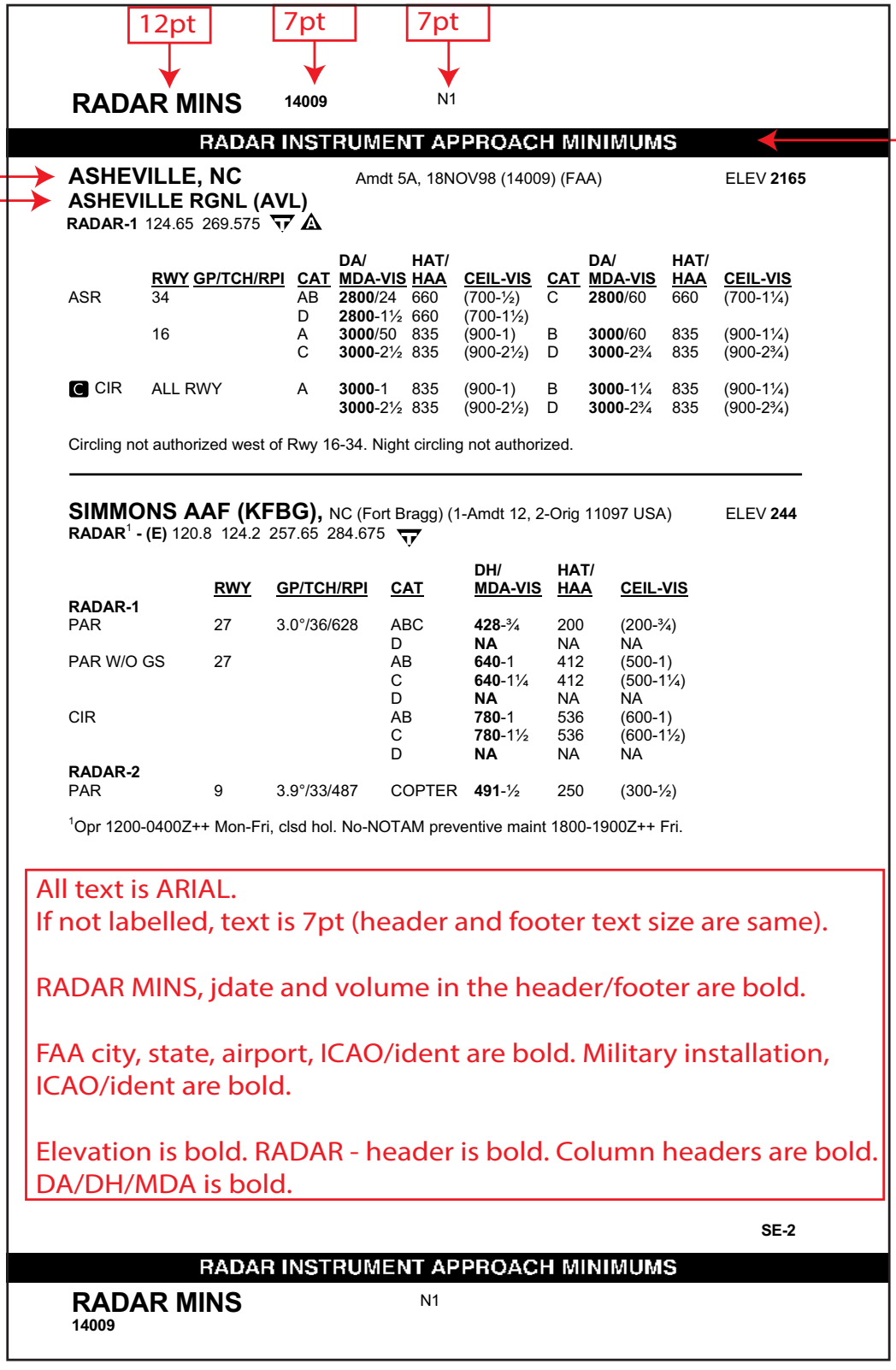
21056

NAME	ALTERNATE MINIMUMS
RENO, NV	
RENO/TAHOE INTL (RNO)	**ILS or LOC/DME Rwy 34L**[1]
	ILS X or LOC X Rwy 16R[2]
	ILS Y Rwy 16R[3]
	ILS Z or LOC Z Rwy 16R[2]
	LOC Y Rwy 16R[4]
	RNAV (GPS) X Rwy 34L[5]
	RNAV (GPS) X Rwy 34R[6]
	RNAV (GPS) X Rwy 16L[7]
	RNAV (GPS) X Rwy 16R[8]
	RNAV (RNP) Y Rwy 16L[9]
	RNAV (RNP) Y Rwy 16R[9]
	RNAV (RNP) Z Rwy 16L[a]
	RNAV (RNP) Z Rwy 16R[a]
	TACAN-F[b]
	VOR-D[c]
[1]ILS, LOC, Categories A, B, 1000-2; Category C, 1000-2¾.	
[2]Categories A, B, 1100-2; Categories C, D, 2100-3.	
[3]Categories A, B, C, D, E, 1500-6.	
[4]Categories A, B, 1600-2; Categories C, D, 2100-3; Category E, 2300-3.	
[5]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.	
[6]Categories A, B, 1200-4; Categories C, D, 2100-4.	
[7]Categories A, B, 1000-2; Categories C, D, 2100-3.	
[8]Categories A, B, 1800-2; Categories C, D, 1800-3.	
[9]Categories A, B, C, D, 800-2½.	
[a]Categories A, B, C, 800-2½.	
[b]Categories A, B, 1600-2; Categories C, D, 2000-3; Category E, 2100-3.	
[c]Categories A, B, 1600-2; Categories C, D, 1600-3.	
SAFFORD, AZ	
SAFFORD RGNL (SAD)	**RNAV (GPS) Rwy 12**
	RNAV (GPS) Rwy 30
NA when local weather not available.	
ST GEORGE, UT	
ST GEORGE RGNL (SGU)	**RNAV (GPS) Rwy 1**[1]
	RNAV (GPS) Rwy 19[2]
[1]Categories A, B, 900-2; Categories C, 900-2¾.	
[2]Categories A, B, 1100-2, Categories C, D, 1100-3.	
ST JOHNS, AZ	
ST JOHNS INDUSTRIAL AIR PARK (SJN)	**RNAV (GPS) Rwy 14**
NA when local weather not available.	
SCOTTSDALE, AZ	
SCOTTSDALE (SDL)	**RNAV (GPS)-D**
	RNAV (GPS)-E
	VOR/DME-A[1]
NA when local weather not available.	
[1]Categories A, B, 900-2, Category C, 900-2½, Category D, 900-2¾.	
SHOW LOW, AZ	
SHOW LOW RGNL (SOW)	**RNAV (GPS) Rwy 25**
NA when local weather not available. Category C, 800-2¼, Category D, 1000-3.	
TONOPAH, NV	
TONOPAH (TPH)	**VOR or GPS-A**
Category D, 800-2¼.	
TOOELE, UT	
BOLINDER FIELD-TOOELE VALLEY (TVY)	**ILS or LOC Rwy 17**[1]
	RNAV (GPS) Rwy 17[2]
[1]ILS, Category C, 800-2; Category D, 1100-3; LOC, Category D, 1100-3.	
[2]Category D, 1100-3.	
TUCSON, AZ	
RYAN FLD (RYN)	**RNAV (GPS) Rwy 6R**
Category D, 1000-3.	
TUCSON INTL (TUS)	**ILS or LOC Rwy 11L**[1]
	LOC BC Rwy 29R[2]
	RNAV (GPS) Rwy 29L[3]
	RNAV (GPS) Z Rwy 11L[4]
	RNAV (GPS) Z Rwy 29R[2]
	VOR or TACAN Rwy 29R[2]
	VOR or TACAN Rwy 11L[2]
[1]LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾; Category E, 1200-3.	
[2]Category E, 1200-3.	
[3]Category D, 800-2¼.	
[4]Category D, 800-2¼; Category E, 1200-3.	
VERNAL, UT	
VERNAL RGNL (VEL)	**RNAV (GPS) Y Rwy 35**[12]
	RNAV (GPS) Z Rwy 35[3]
	VOR Rwy 35[14]
[1]NA when local weather not available.	
[2]Categories A, B, 1100-2; Category C, 1100-3; Category D, 1200-3.	
[3]Categories A, B, C, D, 900-3.	
[4]Categories A, B, 900-2; Category C, 900-2¾; Category D, 1200-3.	

ALTERNATE MINS

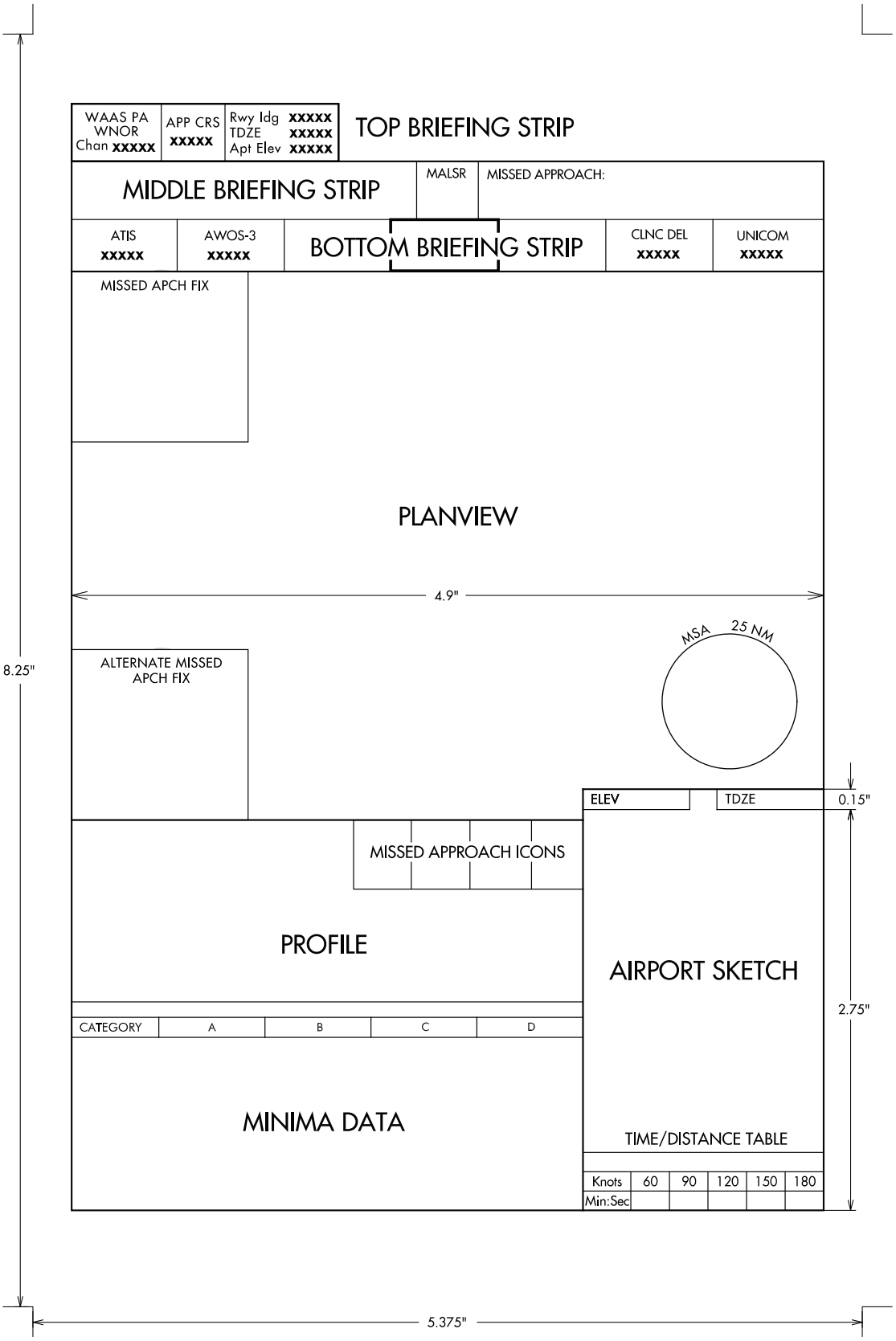
21056 M4

APPENDIX 4
RADAR INSTRUMENT APPROACH MINIMUMS

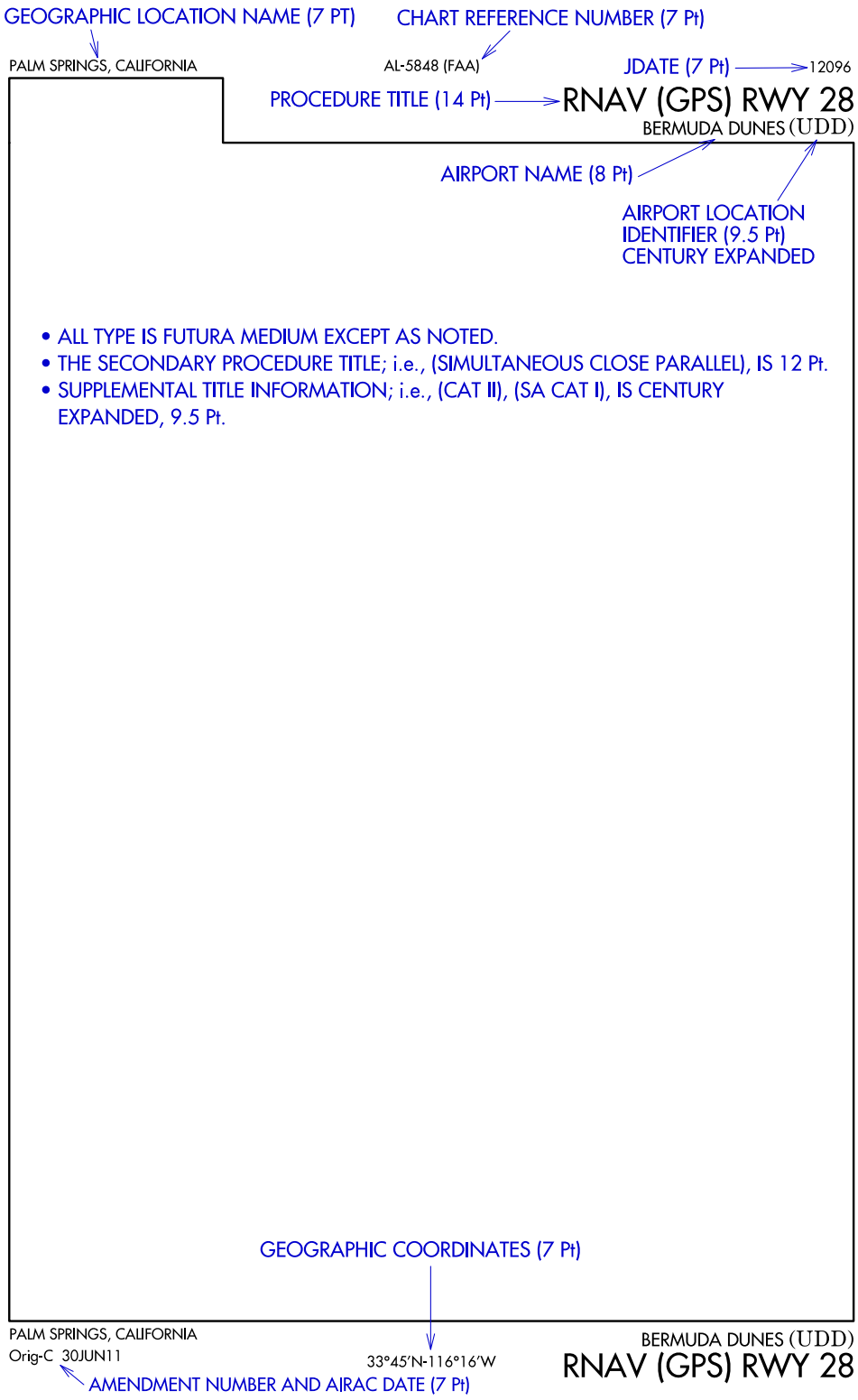


APPENDIX 5
IAP CHART FORMAT AND DIMENSIONS

IAP CHART FORMAT AND DIMENSIONS



APPENDIX 6
MARGIN DATA



APPENDIX 7
BRIEFING STRIPS

CARLSBAD, CALIFORNIA AL-5310 (FAA) 00000

RNAV (GPS) RWY 24
MC CLELLAN-PALOMAR (CRQ)

WAAS	APP CRS	Rwy Idg	4897
CH 65603	245°	TDZE	326
W24A		Apt Elev	331

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

MALSR

MISSED APPROACH: Climb to 2000 direct IBUGE WP and hold.

ATIS	SOCAL APP CON	PALOMAR TOWER★	GND CON	CLNC DEL
120.15	127.3 323.0	118.6 (CTAF) 276.4	121.8	134.85

SACRAMENTO, CALIFORNIA AL-5490 (FAA) 00000

RNAV (GPS) Y RWY 35L
SACRAMENTO INTL (SMF)

WAAS	APP CRS	Rwy Idg	8598
CH 86602	348°	TDZE	24
W35A		Apt Elev	27

RNP APCH-GPS.
Circling NA east of Rwy 17R-35L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and increase LNAV Cat C/D visibility to RVR 5500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct GRIME and hold.

D-ATIS	NORCAL APP CON	CAPITOL TOWER	GND CON	CLNC DEL	CPDLC
126.75	125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)	125.7 256.7	121.7 256.7	121.1 256.7	

NEWARK, NEW JERSEY AL-285 (FAA) 00000

GLS RWY 11
NEWARK LIBERTY INTL (EWR)

GBAS	APP CRS	Rwy Idg	6726
CH 21905	108°	TDZE	17
G11A		Apt Elev	17

RNP APCH - GPS.
Rwy 11 helicopter visibility reduction below RVR 4000 NA.
Autopilot coupled approach NA below 308.

MISSED APPROACH: Climb to 3000 direct FOVEX and on track 193° to COGSU and right turn on track 285° to DIRMY and hold.

D-ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	

CAMBRIDGE, MARYLAND AL-5571 (FAA) 00000

RNAV (GPS)-A
CAMBRIDGE-DORCHESTER RGNL (CGE)

APP CRS	Rwy Idg	N/A
154°	TDZE	N/A
	Apt Elev	20

RNP APCH.
Circling Rwy 16 NA at night.
Rwy 16 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct PROFS and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM	
120.675	121.0 250.3	122.7 (CTAF)	121.9

00000

DETROIT, MICHIGAN AL-119 (FAA)

RNAV (GPS) PRM Y RWY 4L (CLOSE PARALLEL)
DETROIT METRO WAYNE COUNTY (DTW)

WAAS	APP CRS	Rwy Idg	10000
CH 73039	038°	TDZE	645
W04A		Apt Elev	645

RNP APCH.
Rwy 4L and 4R separated by 3000 feet centerline to centerline. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DOHNT and hold.

D-ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 284.0	135.0 317.725 PRM 127.05	121.8 (NW) 119.45 (NE) 132.725 (SW) 119.25 (SE)	120.65	

APPENDIX 7
BRIEFING STRIPS (CONTINUED)

EASTON, MARYLAND — AL-5596 (FAA) — 00000

ILS or LOC/DME RWY 4
NEWNAM FLD (ESN)

LOC/DME I-FGH	APP CRS	Rwy Idg	TDZE	Apt Elev
109.35 Chan 30(Y)	041°	4775	58	72

If local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase DA to 358 feet and all MDAs 100 feet. VDP NA when using Baltimore-Washington Intl Thurgood Marshall altimeter setting.

MISSED APPROACH: Climb to 2000 via heading 041° and ATR VOR/DME R-283 to ORETE INT/ATR 31.6 DME and hold.

ATIS	POTOMAC APP CON	EASTON TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.475	124.55 317.425	118.525 (CTAF) L	119.075	119.075	126.9 (When twr closed)	122.95

WASHINGTON, DC — AL-443 (FAA) — 00000

LDA Z RWY 19
RONALD REAGAN WASHINGTON NTL (DCA)

LOC/DME I-VWH	APP CRS	Rwy Idg	TDZE	Apt Elev
108.5 Chan 22	147°	6869	13	14

Inop table does not apply. Circling NA northeast of Rwy 15-33. Rwy 19 helicopter visibility reduction below 1 SM NA. DME required.

MALSF

MISSED APPROACH: Climbing right turn to 3000 on DCA VOR/DME R-185 to BADDN/DCA VOR/DME 5.9 DME and hold, continue climb-in-hold to 3000.

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	

SOUTH BOSTON, VIRGINIA — AL-5112 (FAA) — 00000

VOR-A
WILLIAM M. TUCK (W78)

VOR SBV	APP CRS	Rwy Idg	TDZE	Apt Elev
110.4 Chan 41	081°	N/A	N/A	420

NA Use Danville Rgnl altimeter setting, when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet, and increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct SBV VORTAC and hold.

WASHINGTON CENTER	UNICOM
124.05 307.0	122.8 (CTAF) L

ROANOKE, VIRGINIA — AL-349 (FAA) — 00000

VOR/DME-A
ROANOKE RGNL/WOODRUM FLD (ROA)

VOR ODR	APP CRS	Rwy Idg	TDZE	Apt Elev
114.9	236°	N/A	N/A	1175

Circling NA NW of Rwy 6-24. Visibility reduction by helicopters NA. Circling to Rwy 16 NA. DME from I-SZK LDA. Simultaneous reception of ODR VOR and I-SZK DME required.

MISSED APPROACH: Climbing left turn to 4000 on ODR VOR R-164 and LYH VORTAC R-258 to MONAT/LYH 19.8 DME and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7

GAMBELL, ALASKA — AL-6687 (FAA) — 00000

NDB/DME RWY 34
GAMBELL (GAM) (PAGM)

NDB/DME GAM	APP CRS	Rwy Idg	TDZE	Apt Elev
369 Chan 92 (114.5)	341°	4500	26	27

Circling NA northeast of Rwy 16-34.

ODALS

MISSED APPROACH: Climb to 3000 direct GAM NDB/DME and in GAM NDB/DME holding pattern.

AWOS-3	ANCHORAGE CENTER	NOME RADIO	CTAF
125.9	132.2 281.4	122.0	122.7 L

DUNKIRK, NEW YORK — AL-880 (FAA) — 00000

GPS RWY 24
CHAUTAUQUA COUNTY/DUNKIRK (DKK)

APP CRS	Rwy Idg	TDZE	Apt Elev
236°	5000	676	693

NA IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3800 direct TRUNT WP and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L

APPENDIX 7
BRIEFING STRIPS (CONTINUED)

BATTLE CREEK, MICHIGAN AL-41 (FAA) 00000

LOC I-BTL	APP CRS	Rwy Idg	10004
110.5	227°	TDZE	929
		Apt Elev	952

ILS or LOC RWY 23R
BATTLE CREEK EXEC AT KELLOGG FLD (BTL)

ADF required. RADAR required for procedure entry. RNP APCH - GPS.

T A ASR — Circling NA to Rwys 5R and 23L. Circling Rwy 31 NA at night. For inop ALS increase S-LOC 23R Cat C/D visibility to 1⅜ SM. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Grand Rapids altimeter setting).

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct VVTEN and hold, continue climb-in-hold to 3000.

ATIS	GREAT LAKES APP CON★	BATTLE CREEK TOWER★	GND CON	UNICOM
128.325	119.2 239.25	126.825 L (CTAF)	121.7	122.95

CHEYENNE, WYOMING AL-80 (FAA) 00000

LOC I-CYS	APP CRS	Rwy Idg	7985
110.1	265°	TDZE	6121
		Apt Elev	6160

ILS or LOC RWY 27
CHEYENNE RGNL/JERRY OLSON FLD (CYS)

T A ASR/PAR — For inoperative MALSR, increase S-LOC 27 Cat D visibility to RVR 5000. * RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 6700, then climbing right turn to 8000 direct CYS VORTAC and hold. (TACAN aircraft continue via CYS R-016 to MARKL/10 DME and hold N, RT, 196° inbound.)

ATIS	CHEYENNE APP CON	CHEYENNE TOWER★	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) L 257.8	121.9 254.275	122.95

MILWAUKEE, WISCONSIN AL-262 (FAA) 00000

APP CRS	Rwy Idg	7867
256°	TDZE	683
	Apt Elev	729

RNAV (RNP) Y RWY 25L
GENERAL MITCHELL INTL (MKE)

RF required. RNP AR APCH.

T — For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 3700 on the RNAV missed approach route to PROOT and hold.

D-ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL	CPDLC
126.4	126.5 307.0	124.575 269.05	121.8 263.125	120.8	

KWETHLUK, ALASKA AL-10325 (FAA) 00000

WAAS	APP CRS	Rwy Idg	3199
CH 97508	002°	TDZE	25
W36A		Apt Elev	25

RNAV (GPS) RWY 36
KWETHLUK (KWT) (PFKW)

T A NA W -38°C — Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Bethel altimeter setting; when not received, procedure NA. Night landing: Rwy 36 Cat C and D NA.

MISSED APPROACH: Climb to 2200 direct FONUS and right turn via 115° track to ZALOS and via 197° track to WODIL and hold.

AWOS-3P	BET/PABE ASOS	ANCHORAGE CENTER	CTAF
120.0	119.8	125.2 372.0	122.9 L

BET/PABE ASOS

WINTER HAVEN, FLORIDA AL-5953 (FAA) 00000

VORTAC LAL	APP CRS	Rwy Idg	N/A
116.0	071°	TDZE	N/A
Chan 107		Apt Elev	145

VOR-A
WINTER HAVEN RGNL (GIF)

DME required.

T A — When local altimeter setting not received, use Bartow altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2000 direct LAL VORTAC and hold.

ASOS	TAMPA APP CON	CLNC DEL (GCO)	UNICOM
133.675	120.65 290.3	121.725	123.05 (CTAF) L

EAGLE PASS, TEXAS AL-126 (FAA) 00000

WAAS	APP CRS	Rwy Idg	5506
CH 63207	309°	TDZE	882
W31A		Apt Elev	887

RNAV (GPS) RWY 31
MAVERICK COUNTY MEML INTL (5T9)

T A NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Laughlin AFB altimeter setting; when not received, use Del Rio Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct CEXEV and via 056° track to NEYIR and hold.

AWOS-3	KDLF ATIS★	DEL RIO APP CON ★	UNICOM
119.175	114.4	127.75 326.2	122.8 (CTAF) L

APPENDIX 7
BRIEFING STRIPS (CONTINUED)

SEATTLE, WASHINGTON — AL-582 (FAA) — 00000

ILS or LOC RWY 16L
SEATTLE-TACOMA INTL (SEA)

LOC/DME I-SNQ	APP CRS	Rwy Idg	11901
110.3 Chan 40	164°	TDZE	432
		Apt Elev	432

DME or RADAR required. RNP APCH-GPS, from GRIFY.
T
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 900 on heading 165° then on SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000 then climb to 5000 on SEA VORTAC R-161 to MILLT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000.

D-ATIS	SEATTLE APP CON	SEATTLE TOWER	GND CON	CLNC DEL	CPDLC
118.0	133.65 273.45	119.9 239.3 (Rwys 16L, 16C, 34C, 34R) 120.95 239.3 (Rwys 16R, 34L)	121.7	128.0	

CARLSBAD, CALIFORNIA — AL-5310 (FAA) — 00000

RNAV (GPS) X RWY 24
MC CLELLAN-PALOMAR (CRQ)

WAAS	APP CRS	Rwy Idg	4897
CH 45831 W24B	245°	TDZE	326
		Apt Elev	331

RNP APCH - GPS required, RF required.
T A
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). For inoperative MALSR, increase LNAV Cats A/B visibility to RVR 5000. Helicopter visibility reduction below RVR 4000 not authorized. Inoperative table does not apply to LPV.

MALSR

MISSED APPROACH: Climb to 2000 direct IBUGE and hold.

ATIS	SOCAL APP CON	PALOMAR TOWER*	GND CON	CLNC DEL
120.15	127.3 323.0	118.6 (CTAF) 276.4	121.8	134.85

DETROIT, MICHIGAN — AL-119 (FAA) — 00000

ILS or LOC RWY 22L
DETROIT METRO WAYNE COUNTY (DTW)

LOC/DME I-DWC	APP CRS	Rwy Idg	12003
110.7 Chan 44	215°	TDZE	637
		Apt Elev	645

RADAR required for procedure entry.
T
Simultaneous approach authorized with Rwy 21L.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 on heading 215° and CRL R-025 to CRL VORTAC and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 317.725 (WEST) 118.4 317.725 (EAST)	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65

DETROIT, MICHIGAN — AL-119 (FAA) — 00000

ILS or LOC RWY 21L
DETROIT METRO WAYNE COUNTY (DTW)

LOC/DME I-EJR	APP CRS	Rwy Idg	10001
111.5 Chan 52	216°	TDZE	632
		Apt Elev	645

RNAV 1.
From RYEDR and CPBBO: RNAV-1-DME/DME/IRU or GPS required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.
T
Simultaneous approach authorized. DME or RADAR required.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on DXO R-122 to GAAGE/DXO 16 DME and hold.

D-ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	118.4 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

BRAWLEY, CALIFORNIA — AL-6932 (FAA) — 00000

RNAV (GPS) RWY 26
BRAWLEY MUNI (BWC)

APP CRS	Rwy Idg	4006
272°	TDZE	-135
	Apt Elev	-129

T A NA
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Use Imperial County altimeter setting.
Circling Rwy 8 NA at night.

MISSED APPROACH: Climbing left turn to 3600 direct IPL VORTAC and hold.

IPL ASOS	LOS ANGELES CENTER	CTAF
132.175	128.6 291.7	122.9

TOK, ALASKA — AL-10059 (FAA) — 00000

RNAV (GPS) RWY 7
TOK JUNCTION (6K8) (PFTO)

APP CRS	Rwy Idg	2509
070°	TDZE	1643
	Apt Elev	1643

T A NA
DME/DME RNP-0.3 NA.
Use Northway altimeter setting.

MISSED APPROACH: Climb to 8000 direct NUNIC and via 119° track to CIMGO and hold, continue climb-in-hold to 8000.

ORT/PAOR ASOS	ANCHORAGE CENTER	NORTHWAY RADIO	UNICOM
135.4	126.55 323.0	122.4	122.8 (CTAF)

APPENDIX 8
BRIEFING STRIPS – COPTER

INDIANAPOLIS, INDIANA AL-6835 (FAA) 00000

APP CRS	Rwy Idg	N/A
291°	TDZE	N/A
	Apt Elev	732

COPTER RNAV (GPS) 291°
INDIANAPOLIS DOWNTOWN (8A4)

⚠ NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet. Limit final and missed approach airspeed to 70 KIAS. DME/DME RNP-0.3 NA. ACTIVATE High Intensity Pad Lights-CTAF.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.250	125.275 317.8	123.05 (CTAF) L

WASHINGTON, DC AL-443 (FAA) 00000

LOC/DME I-DCA	APP CRS	Rwy Idg	6869
109.9	006°	TDZE	14
Chan 36		Apt Elev	15

COPTER ILS or LOC/DME RWY 1
RONALD REAGAN WASHINGTON NTL (DCA)

⚠ NA	ALSF-2 (A) MISSED APPROACH: Climb to 420 then climbing left turn to 2100 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	

NEW YORK, NEW YORK AL-289 (FAA) 00000

LOC I-URD	APP CRS	Rwy Idg	7001
110.5	224°	TDZE	12
		Apt Elev	21

COPTER ILS or LOC/DME RWY 22
LA GUARDIA (LGA)

	ALSF-1 (A1) MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT/LGA 11 DME and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
	120.8 263.0	118.7 263.0	121.7 263.0	135.2

APPENDIX 9
LEGEND – IAP PLANVIEW

LEGEND 00000 INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

165° / 345° Procedure Turn (Type degree and point of turn optional)

Minimum Route Altitude → 3100 NoPT to LOM

045°

Mileage → (14.2)

HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

HOLD 10000 / 8000 — 090° (IAS) 270° — 4 NM

HOLD 10000 / 8000 — 090° 1 min 270°

Missed Approach — 090° 270°

Arrival — HOLD 8000 — 090° 270°

Holding pattern with max. restricted airspeed:
(175K) applies to all altitudes.
(210K) applies to altitudes above 6000′ to and including 14000′.
Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS

Reporting Point

Waypoint

MAP WP (Flyby)

MAP WP (Flyover)

GLGHR INT — Intersection

MYLES I-LVF 14.9 — (Distance From Facility)

DME

Flyover Point

Computer Navigation Fix (CNF) - No ATC Function
x (NAME) ("x" omitted when it is a MAP)

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

ALTITUDES

5500 Mandatory Altitude

2500 Minimum Altitude

4300 Maximum Altitude

3000 Recommended Altitude

5000 Mandatory Block / 3000 Altitude

INDICATED AIRSPEED

175K	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR VORTAC TACAN

VOR/DME DME

NDB NDB/DME

LOM (Compass locator at Outer Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure.

Localizer Front Course (LOC/LDA)
Right side shading- Front course

Localizer Back Course
Left side shading- Back Course

SDF Course

LOC/DME

LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal postion off the end of the runway.)

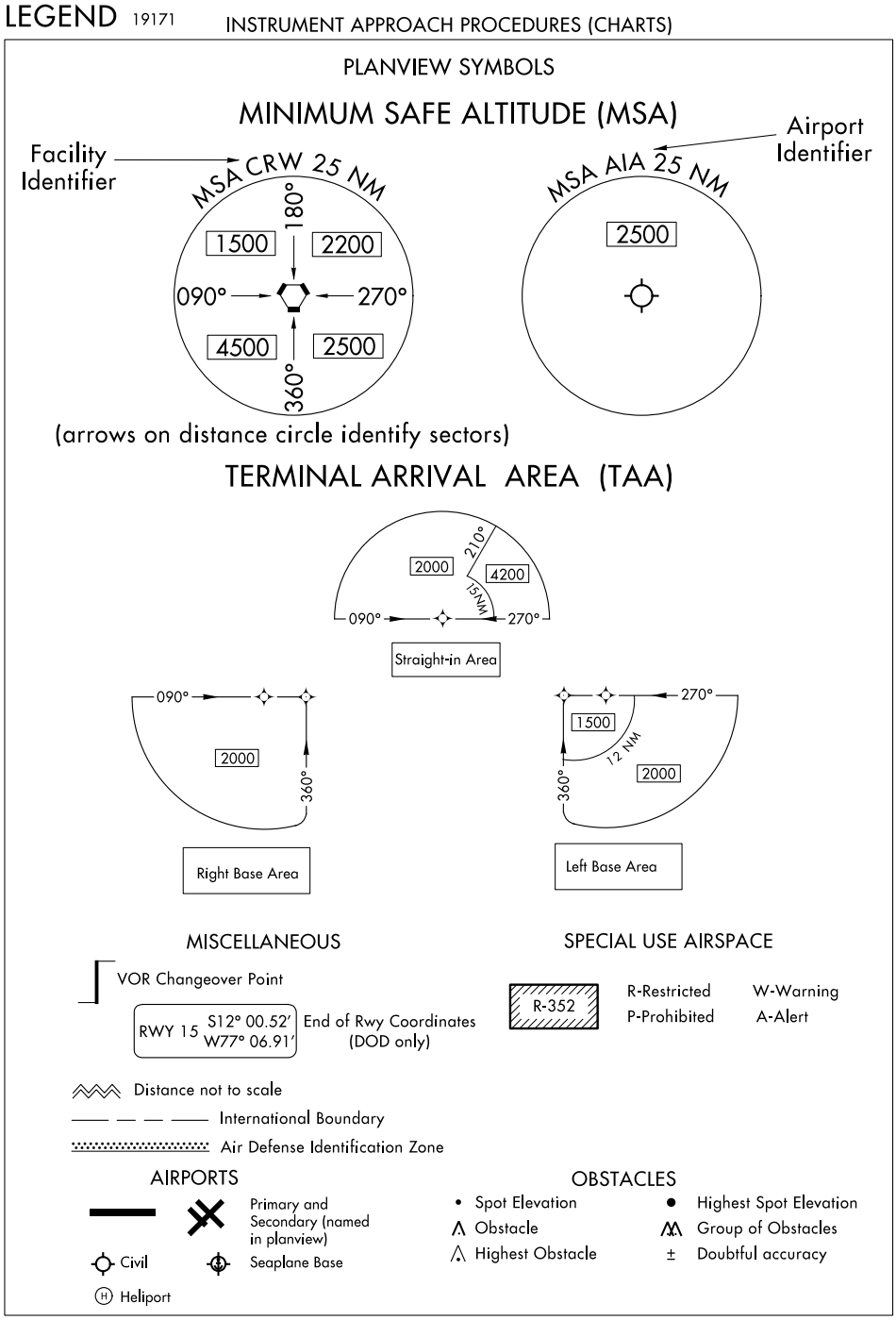
Primary NAVAID: LIMA 114.5 LIM Chan 92

Secondary NAVAID: LOM AKRON 362 AK

TACAN or DME NAVAID: SCOTT Chan 59 SKE (112.2) — VHF Paired Frequency

LEGEND 00000

APPENDIX 9
LEGEND – IAP PLANVIEW (CONTINUED)



APPENDIX 10
LEGEND – IAP PROFILE

LEGEND 00000 INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

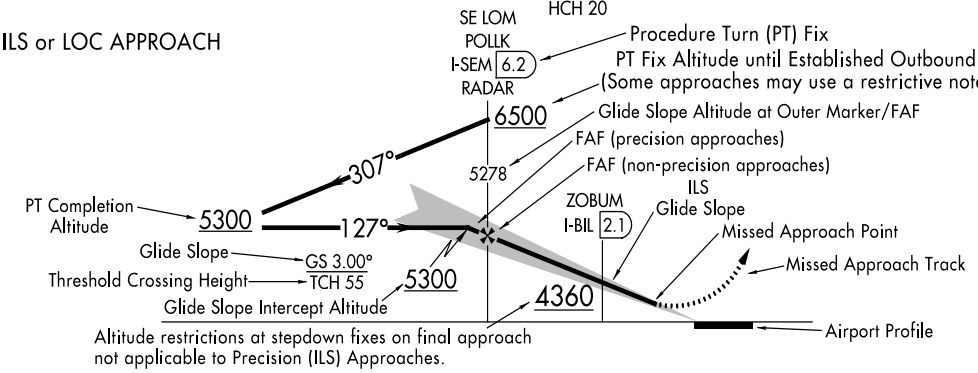
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°, TCH 55.

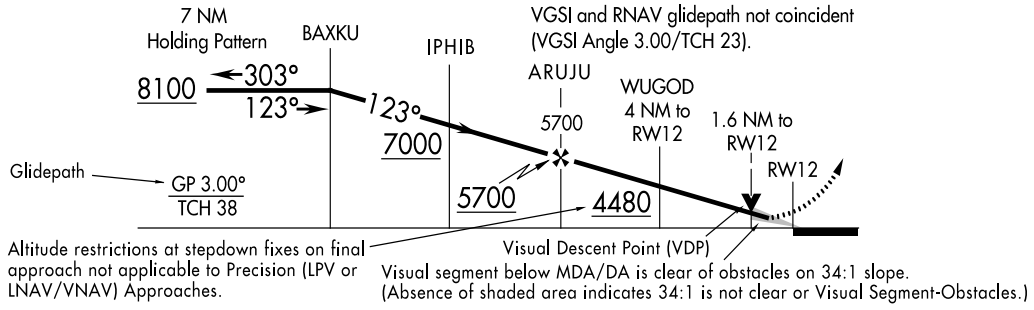
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°, TCH 50.

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: 3.00°, TCH 55. On Copter procedures this is depicted in the following format: 7.30°, HCH 20.

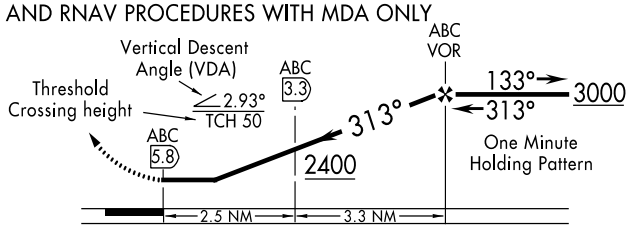
ILS or LOC APPROACH



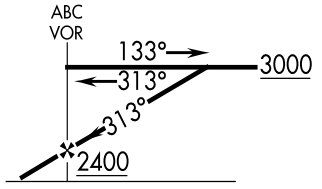
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



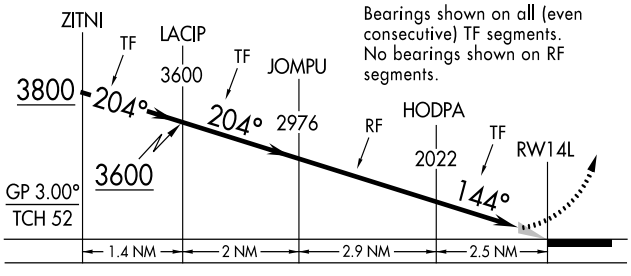
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



ALTITUDES

5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000 / 3000	Mandatory Block Altitude
4300	Maximum Altitude		

PROFILE SYMBOLS

2400 — Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.

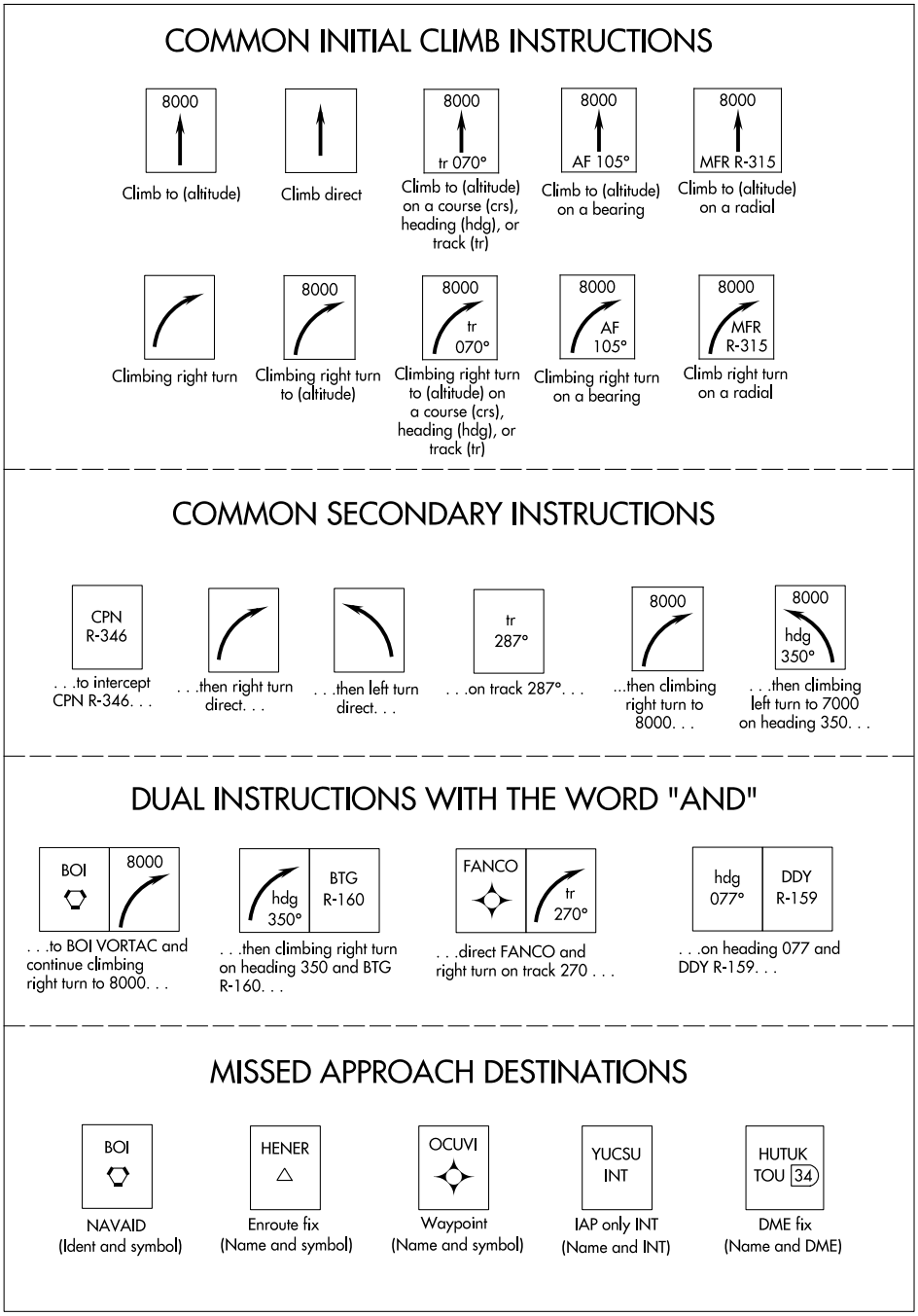
▼ Visual Descent Point (VDP)

Visual Flight Path

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND 00000

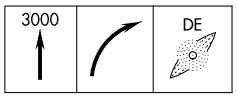
APPENDIX 11
MISSED APPROACH ICONS (VOLPE)



APPENDIX 12
MISSED APPROACH EXAMPLES

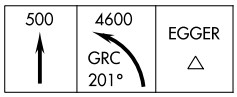
EXAMPLES

MISSED APPROACH: Climb to 3000 then right turn direct MADDS LOM and hold.
EX from: 00119_IL4R

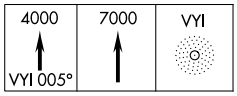


MISSED APPROACH: Climb to 2500 direct LAN VORTAC and hold.
EX from: 00224_VG24

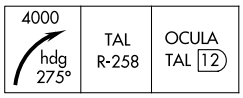
MISSED APPROACH: Climb to 500 then climbing left turn to 4600 via 201° bearing from GCR NDB to EGGER INT/I-CDV 11.1 DME and hold.
EX from: 01195_ILD27



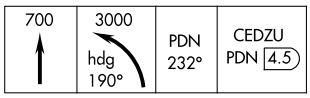
MISSED APPROACH: Climb to 4000 via 005° bearing from VYI NDB then climb to 7000 direct VYI NDB and hold.
EX from: 00762_ND2



MISSED APPROACH: Climbing right turn to 4000 via heading 275° and TAL VOR/DME R-258 to OCULA 12 DME and hold, continue climb-in-hold to 4000.
EX from: 01227_VD7

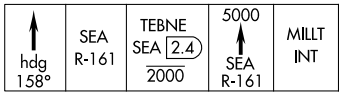


MISSED APPROACH: Climb to 700 then climbing left turn to 3000 via heading 190° and PDN NDB bearing 232° to CEDZU/4.5 DME and hold, continue climb-in-hold to 3000. EX from: 01240_ND5

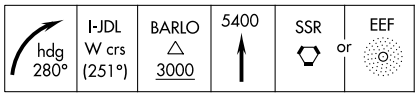


MISSED APPROACH: Climb to 3000 direct PARNE and via track 304° to GICEY and via track 353° to SVM VORTAC and hold. EX from: 00119_R22R

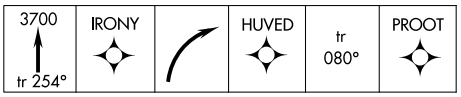
MISSED APPROACH: Climb heading 158° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000. EX from: 00582_IL16R



MISSED APPROACH: Immediate climbing right turn via heading 280° and I-JDL west course (251°) to cross BARLO INT/I-JDL 8 DME at or above 3000. Continue climb to 5400 direct SSR VORTAC or EEF NDB and hold.
EX from: 01191_LX8



*MISSED APPROACH: Climb to 3700 on the RNAV missed approach route to PROOT and hold.
EX from: 00262_RRY25L



* For RNPs that do not have the entire missed approach written out in the textual description, the entire missed approach track must still be shown in the icon boxes. Use the points as depicted on the procedure source document.

NOTES

-After the words "then", "direct", "and" are stated, the following instuctions belong in a new box.
-If space is an issue, you only have to show the first 4 missed approach icon boxes. (per specs)
-Do not put "RADAR" in the missed approach icon boxes unless the fix is a RADAR fix only.
-Do not chart frequencies.
-Never show the word "bearing" or the abbreviation "BRG" or "brg". Only show the navaid ident with the bearing value.
-Keep all the boxes the same height. Width can vary.
-DME boats belong with a DME fix only. Do not put DME boats with enroute fixes, or IAP only INTs.

APPENDIX 13
LEGEND – AIRPORT DIAGRAM/SKETCH

24025

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Stopways, Taxiways, Parking Areas | Metal Surface

Closed Runway | Closed Surface | Non-Movement | Under Construction | Water Runway

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM ☐ (EMAS)

REFERENCE FEATURES

Displaced Threshold
Hot Spot
Runway Holding Position Markings
Buildings
Self-Serve Fuel ##
Tanks
Obstructions
Airport Beacon #
Runway Radar Reflectors
Bridges
Control Tower # TWR

	Unlit	Lit
Wind Cone		
Landing Tee		
Tetrahedron		

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point.....

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope.....←0.3% Down.....0.8% UP→
(shown when rounded runway slope is ≥ 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

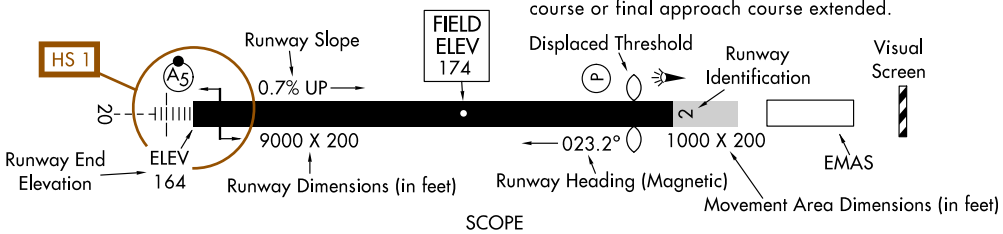
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND

APPENDIX 14
LEGEND – AIRPORT DIAGRAM/SKETCH LIGHTING SYSTEMS

LEGEND 00000

INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

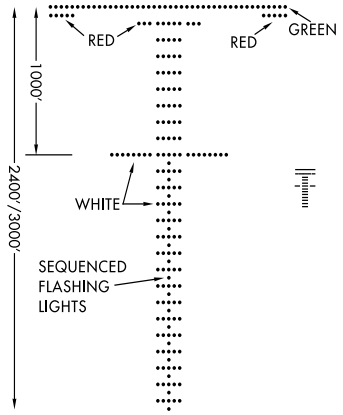
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

ALSF-1

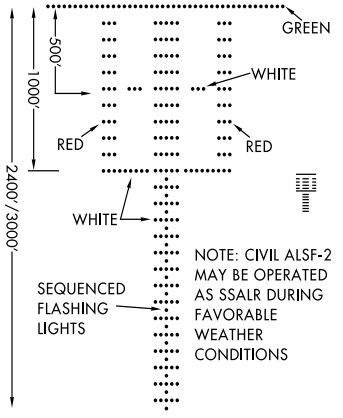


(High Intensity)
LENGTH 2400/3000 FEET

CATEGORY II APPROACH LIGHTING SYSTEM

(A)

ALSF-2

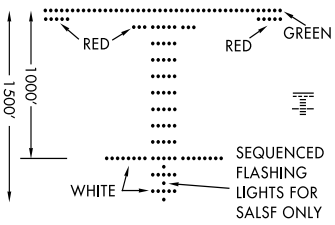


(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

SALS/SALSF



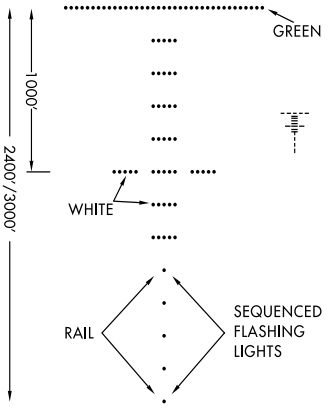
(High Intensity)
LENGTH 1500 FEET

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

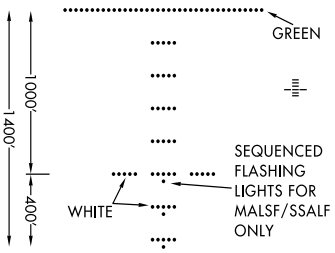
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY (**MALS** and **MALSF**) OR SIMPLIFIED SHORT (**SSALS** and **SSALF**) APPROACH LIGHTING SYSTEMS

(A4) (A4)



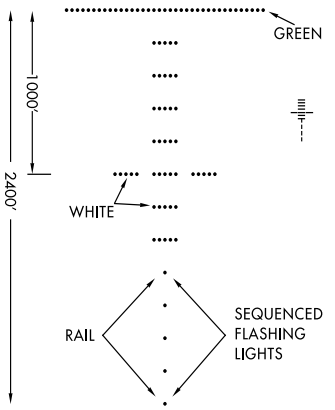
LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A5)

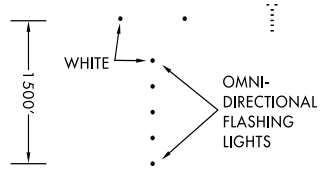
MALSR



LENGTH 2400 FEET

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

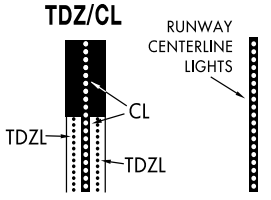
ODALS



LENGTH 1500 FEET

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL



AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

LEGEND 00000

APPENDIX 14
LEGEND – AIRPORT DIAGRAM/SKETCH LIGHTING SYSTEMS (CONTINUED)

LEGEND 00000

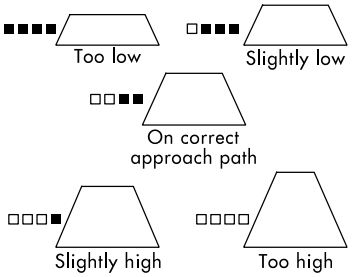
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V) etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

(P) PRECISION APPROACH PATH INDICATOR

PAPI



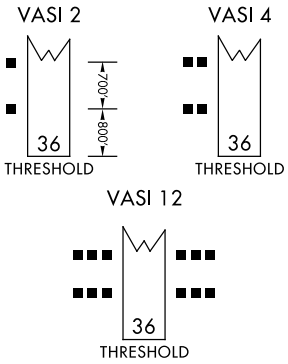
Legend: □ White ■ Red

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

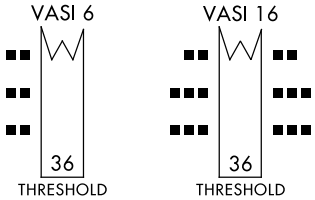
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

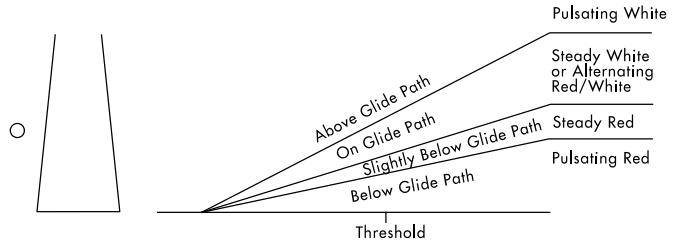
VASI

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.



(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

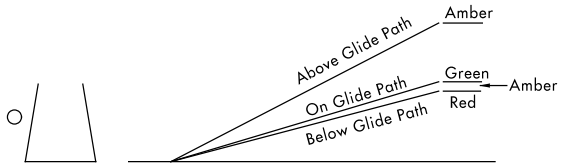
PVASI



CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

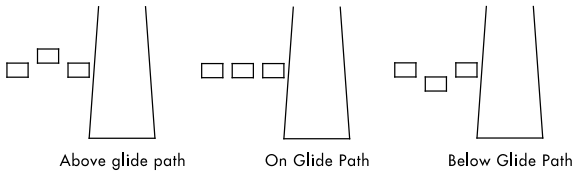
TRCV



CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

APAP



Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.

LEGEND 00000

APPENDIX 15
LANDING MINIMA

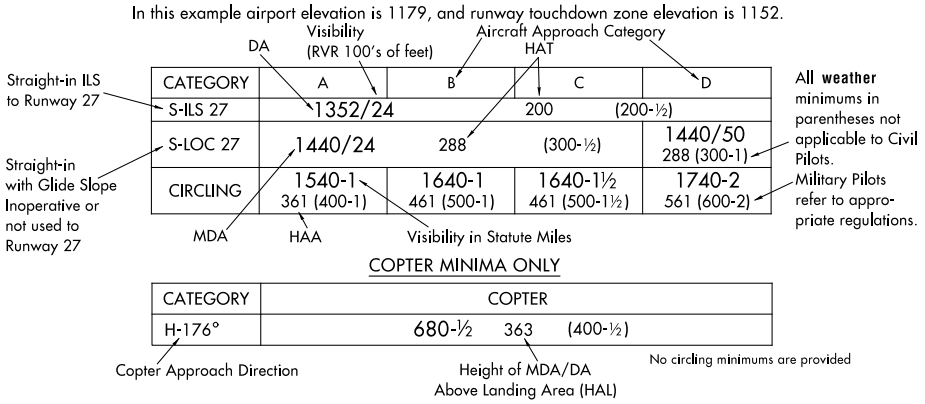
TERMS/LANDING MINIMA DATA 00000

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.



CATEGORY	A	B	C	D
S-ILS 27	1352/24		200 (200-½)	
S-LOC 27	1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

NOTE: The W symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the W will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

COLD TEMPERATURE AIRPORTS

NOTE: A ❄-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

REPORTED TEMP °C	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

TERMS/LANDING MINIMA DATA 00000

APPENDIX 15
LANDING MINIMA (CONTINUED)

TERMS/LANDING MINIMA DATA 00000

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the C symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
All Altitudes	1.3	1.5	1.7	2.3	4.5

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the C symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1600	¼	2400	½	3500	⅝	5500	1
1800	½	2600	½	4000	¾	6000	1¼
2000	½	3000	⅝	4500	⅞		
2200	½	3200	⅝	5000	1		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	**195**/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	**187**/16	100	(100-¼)				
ASR	10		ABC	**560**/40	463	(500-¾)	DE	**560**/50	463	(500-1)
	28		AB	**600**/50	513	(600-1)	CDE	**600**/60	513	(600-1¼)
CIR	10		AB	**560**-1¼	463	(500-1¼)	CDE	**560**-1½	463	(500-1½)
	28		AB	**600**-1¼	503	(600-1¼)	CDE	**600**-1½	503	(600-1½)

Visibility (RVR 100's of feet)

Visibility in Statute Miles

All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

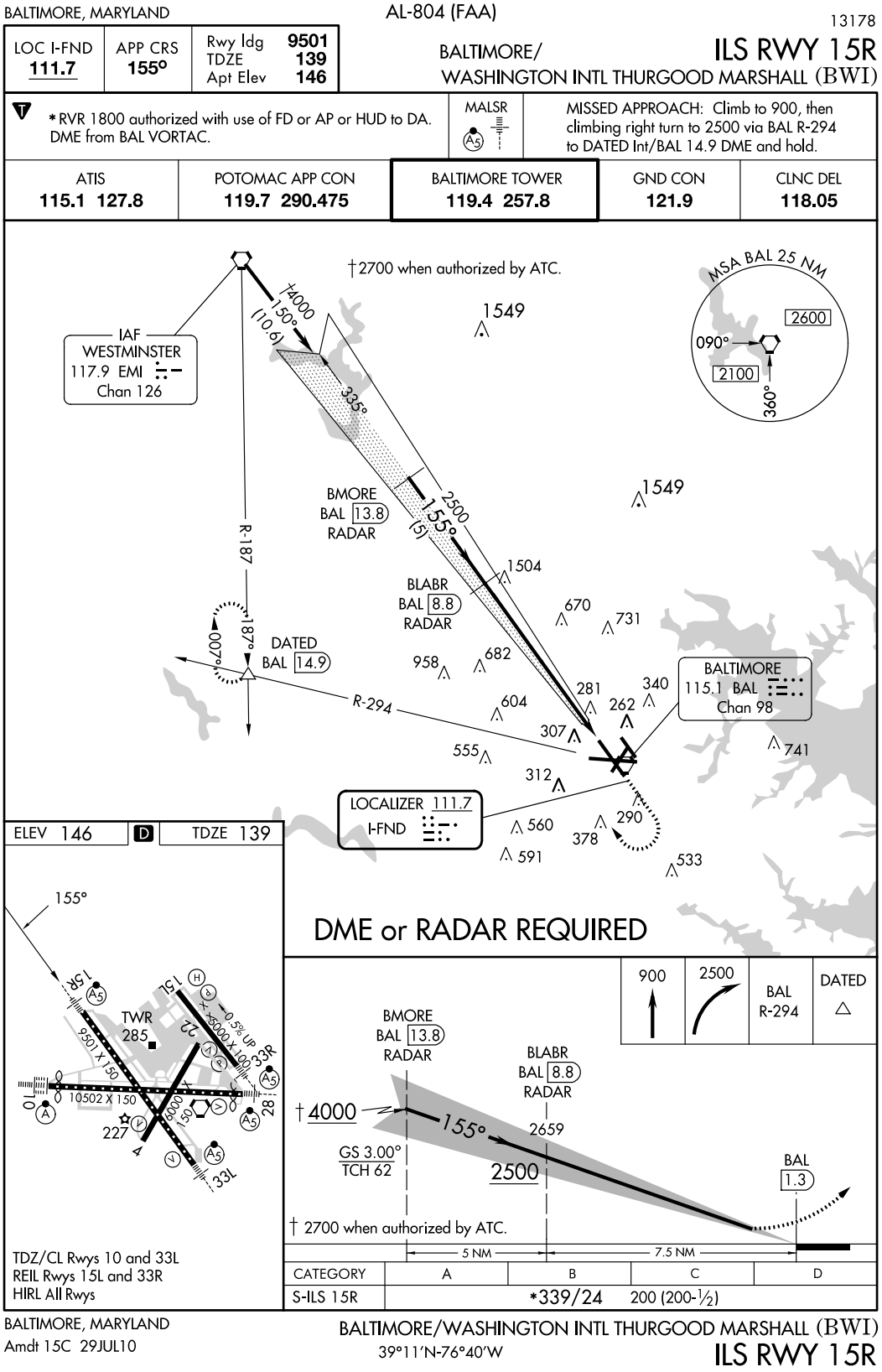
A Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

A NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

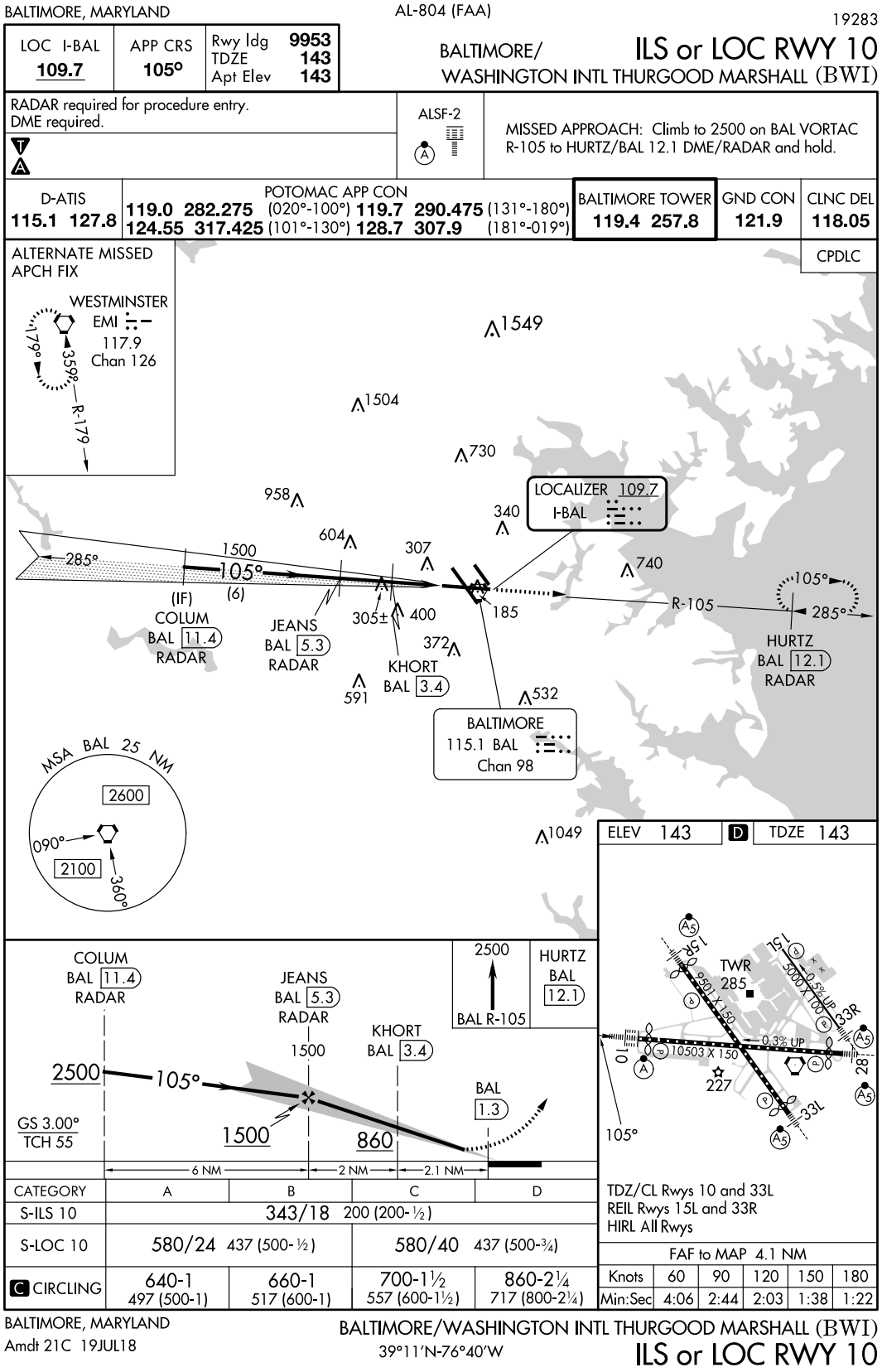
T Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

TERMS/LANDING MINIMA DATA 00000

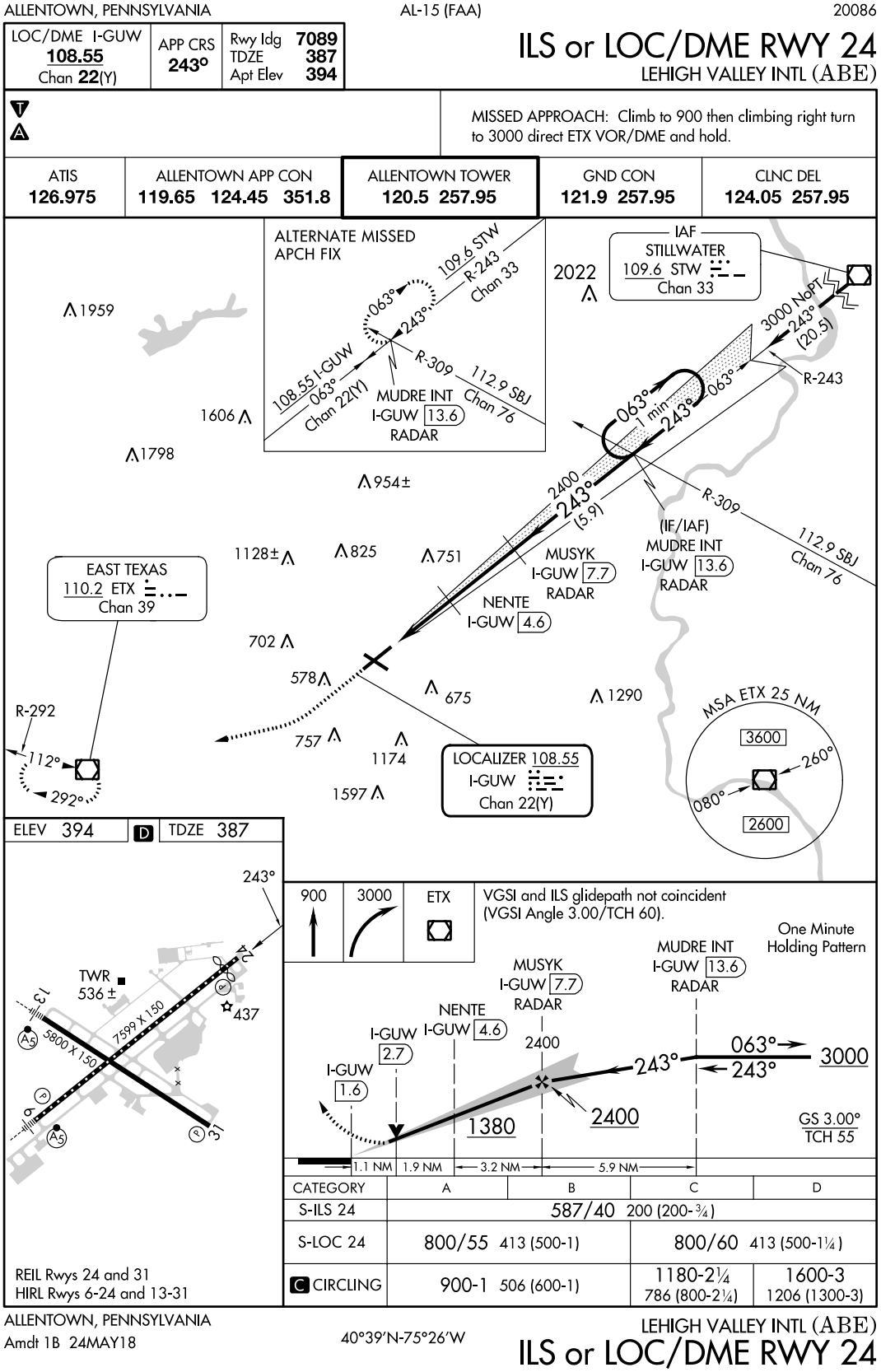
APPENDIX 16
ILS



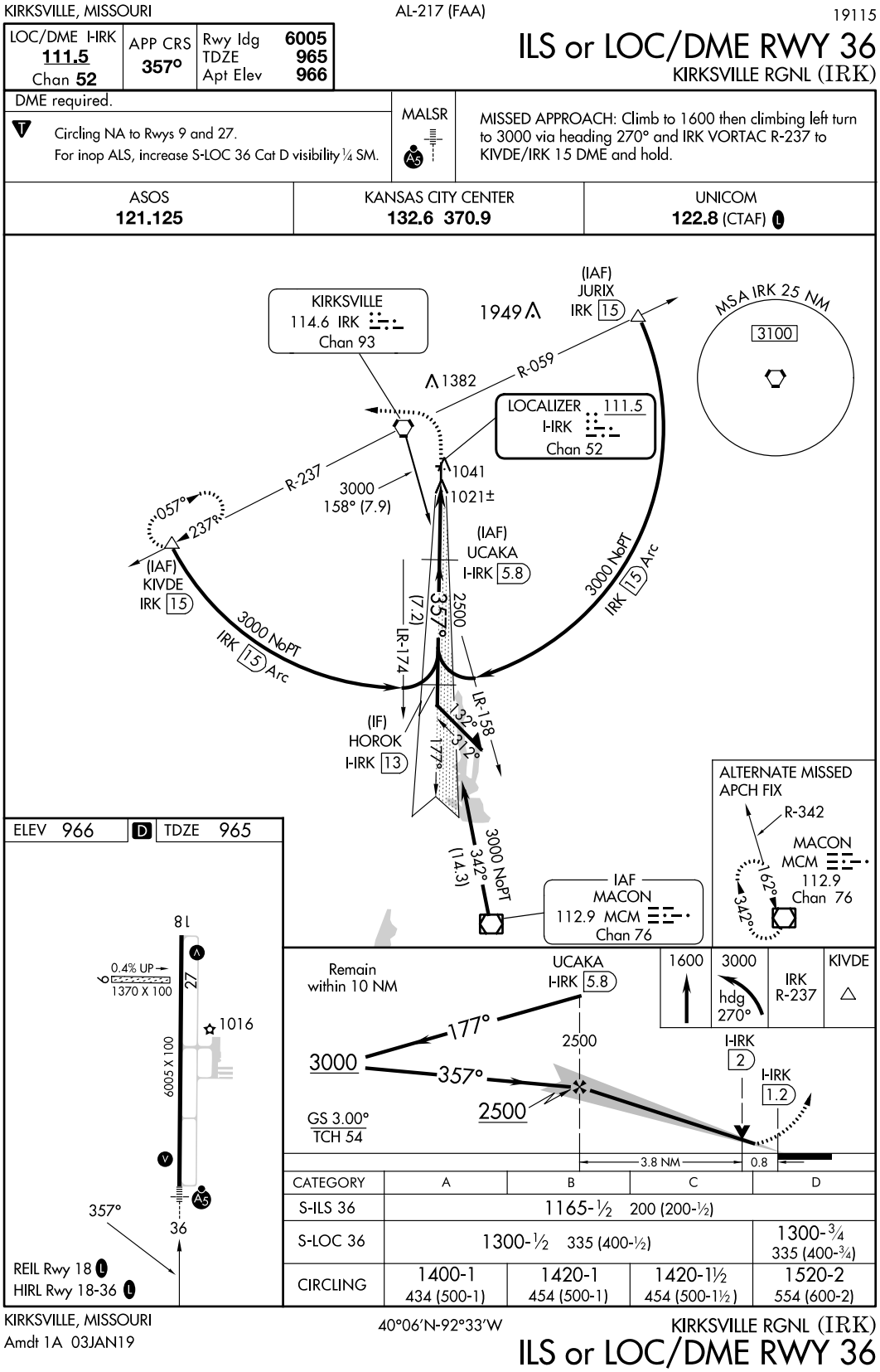
APPENDIX 17
ILS OR LOC



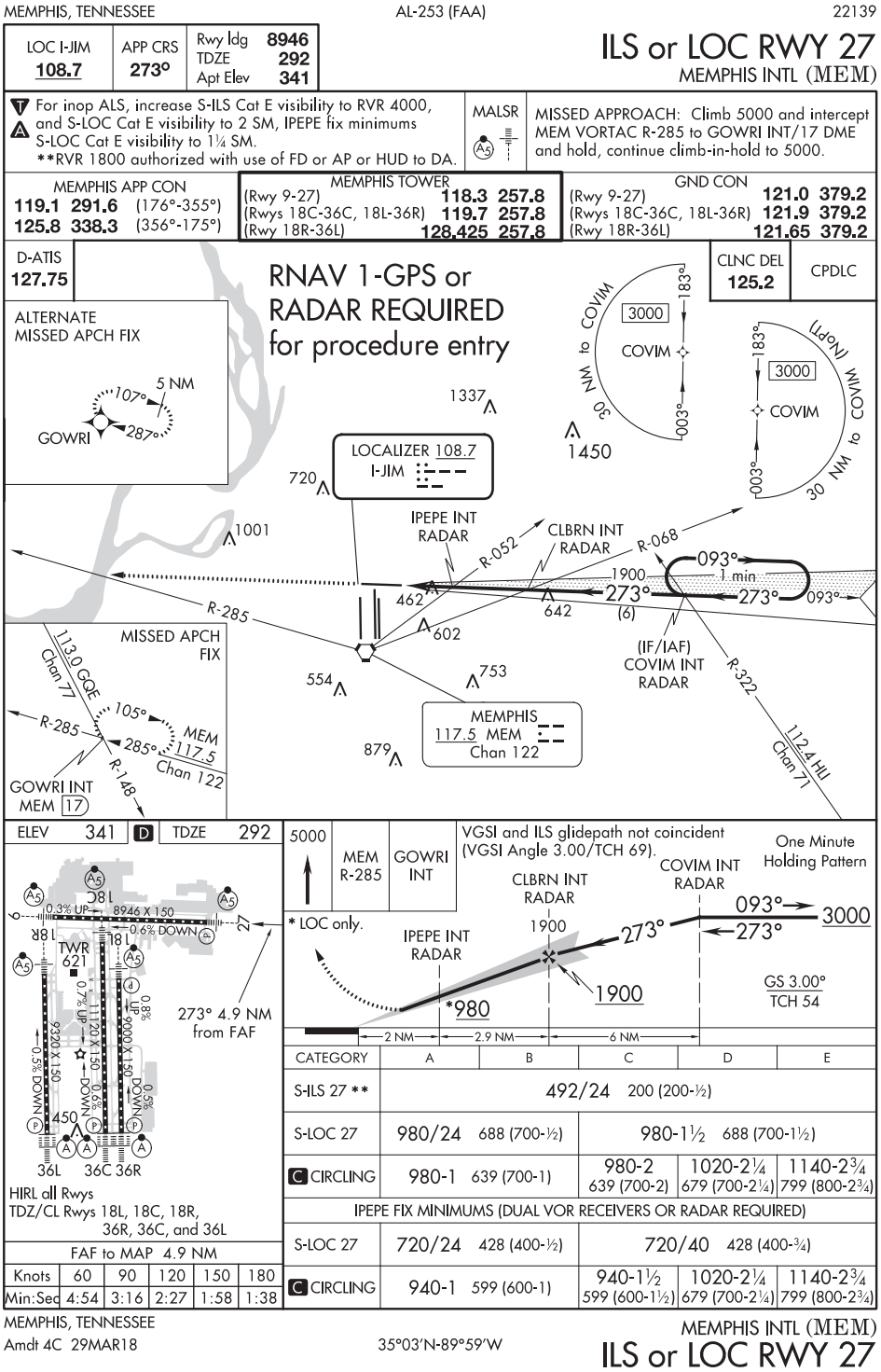
APPENDIX 18
ILS OR LOC/DME W/ALTERNATE MISSED APPROACH



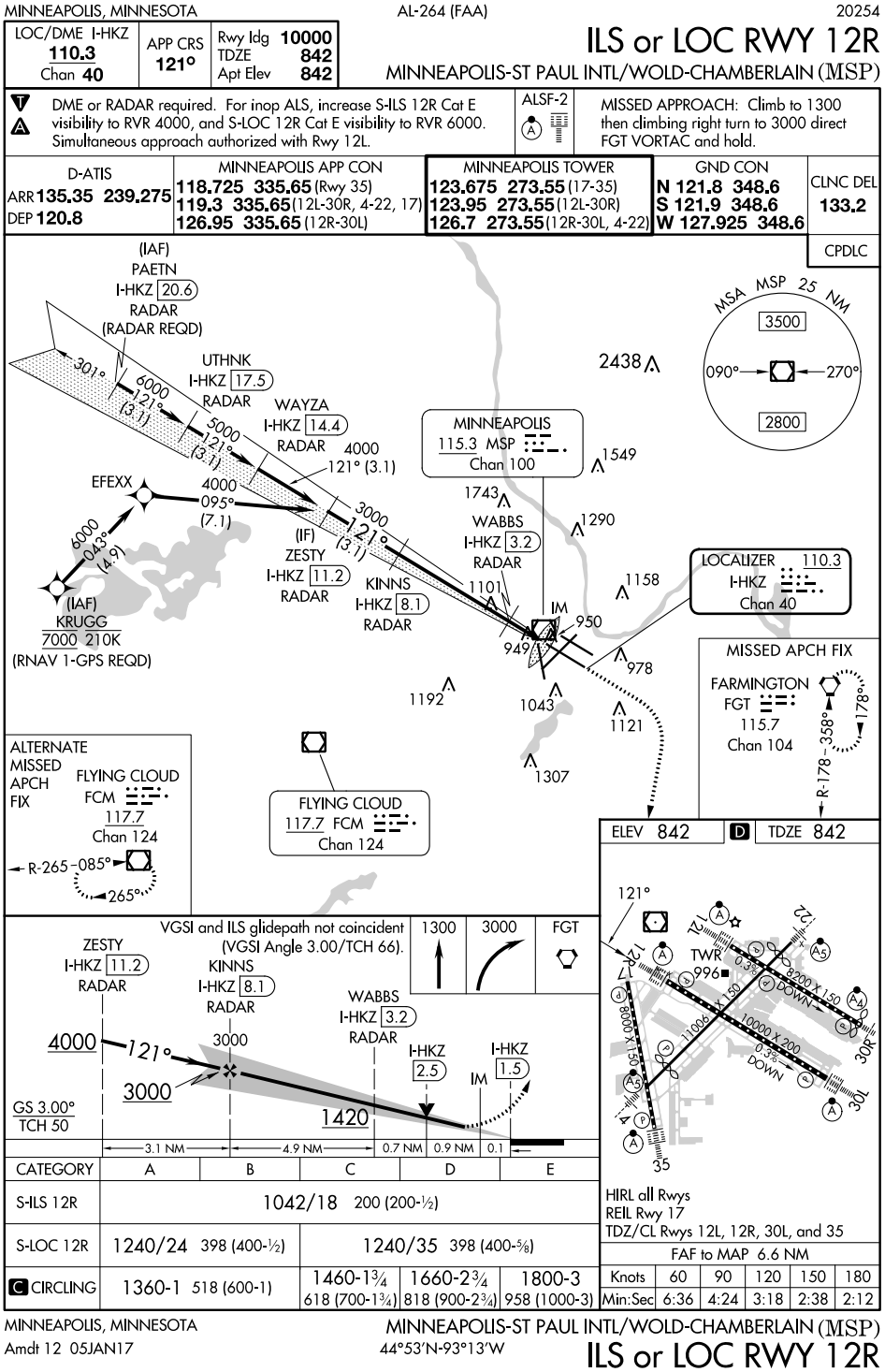
APPENDIX 19
ILS/DME



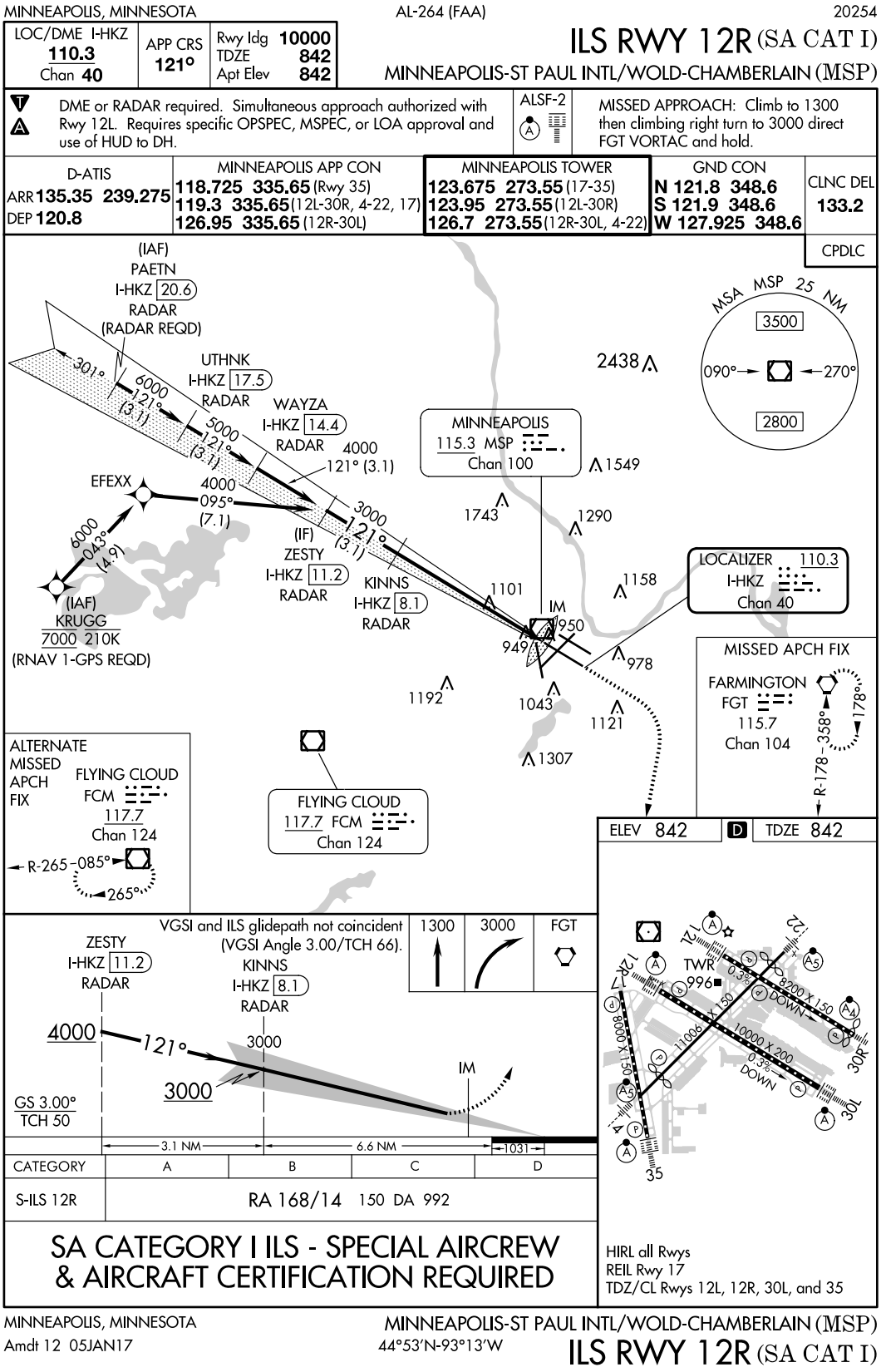
APPENDIX 20
ILS WITH RNAV ELEMENTS



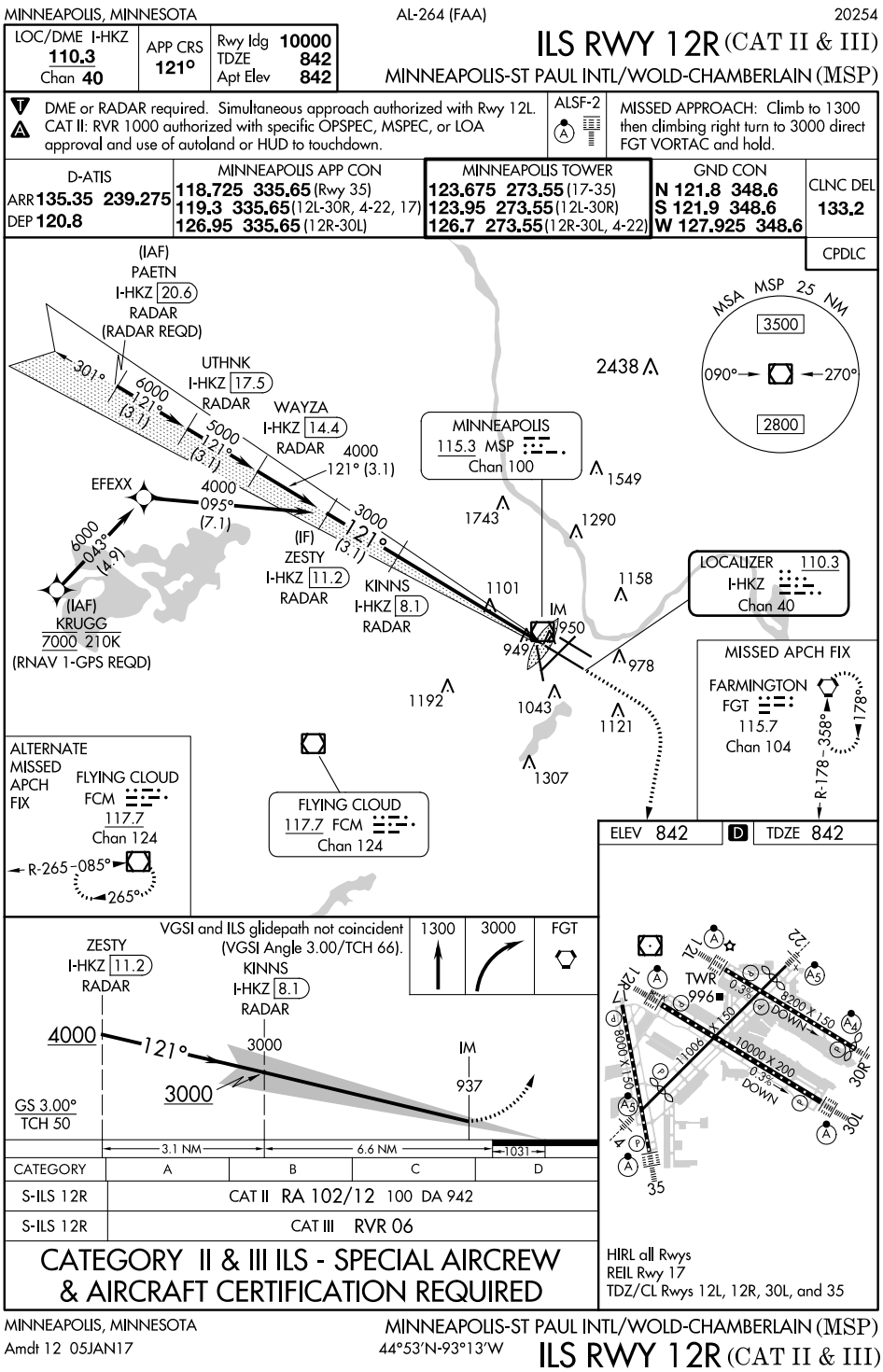
APPENDIX 21
ILS OR LOC – PARENT CHART 1



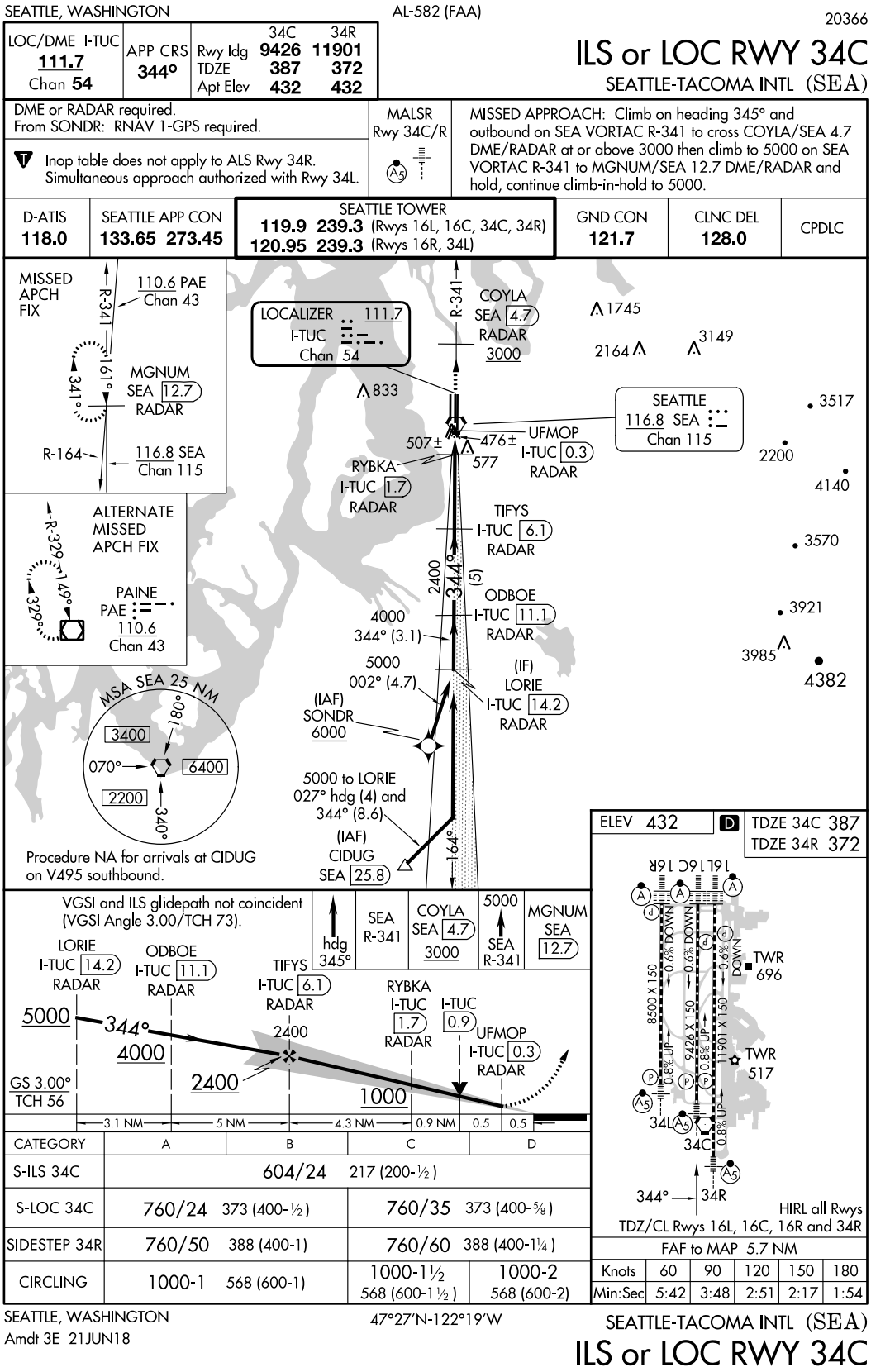
APPENDIX 22
SA ILS APPROACH – CAT I



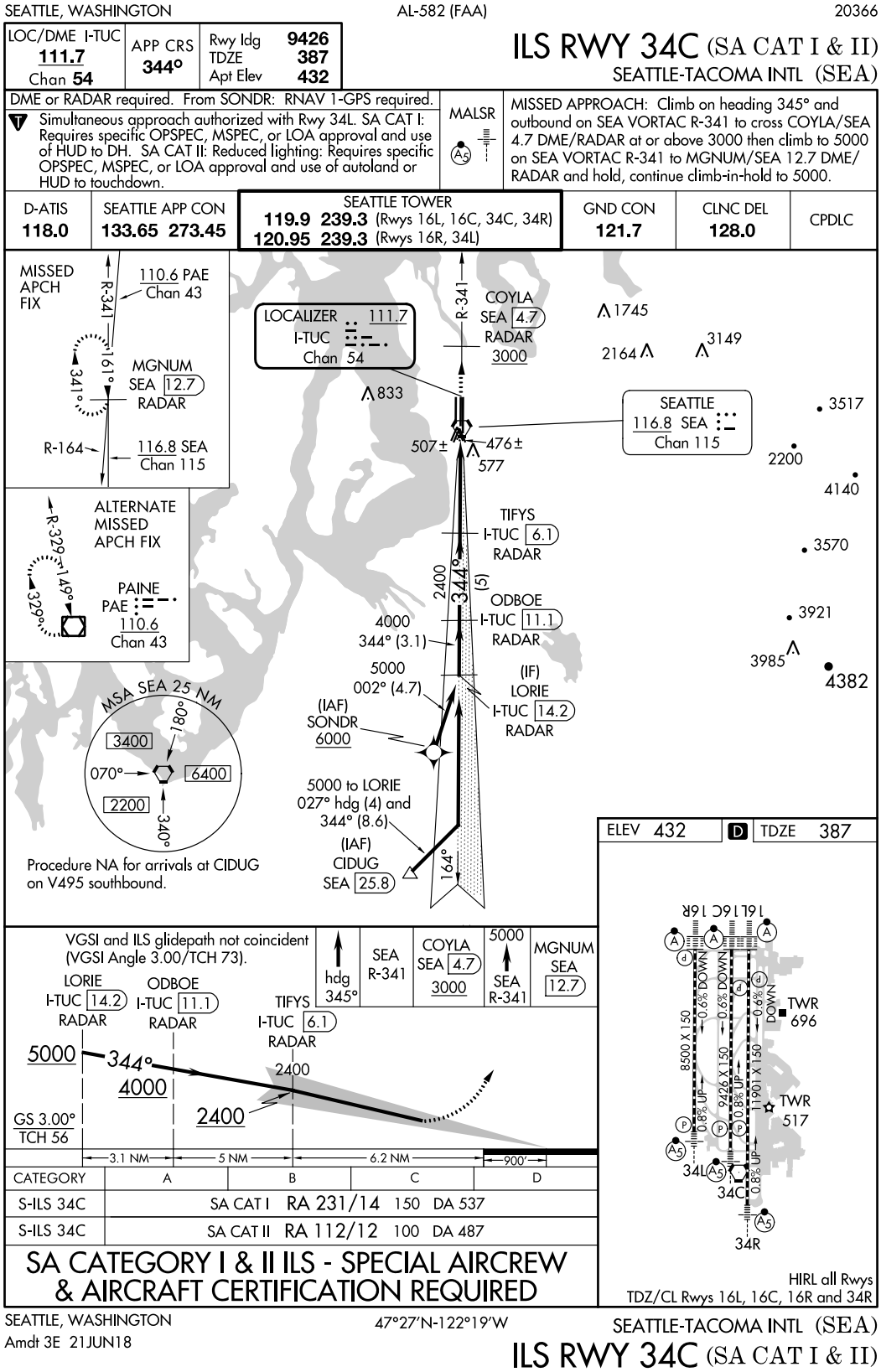
APPENDIX 23
ILS CAT II & III



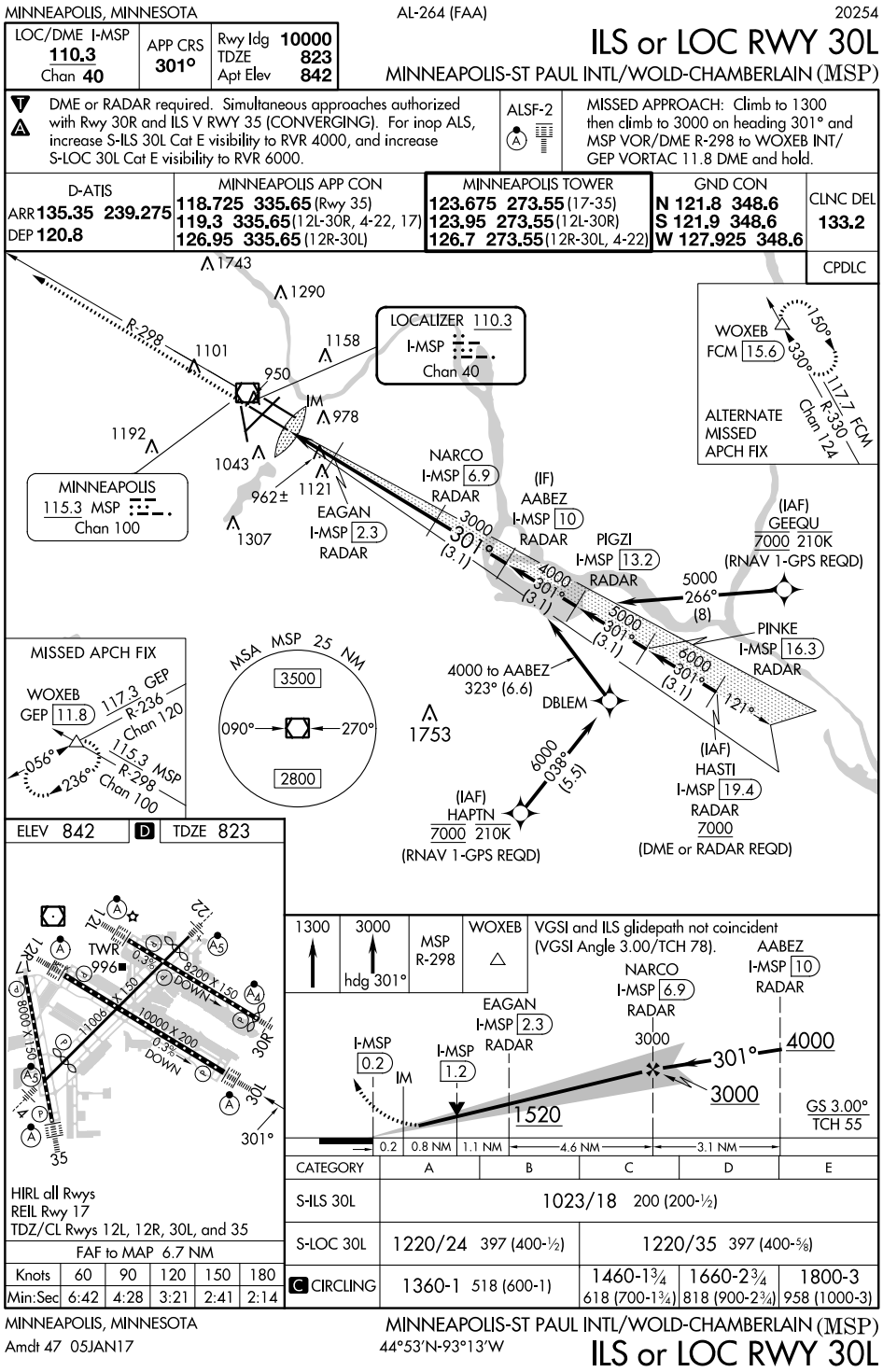
APPENDIX 24
ILS OR LOC – PARENT CHART 2



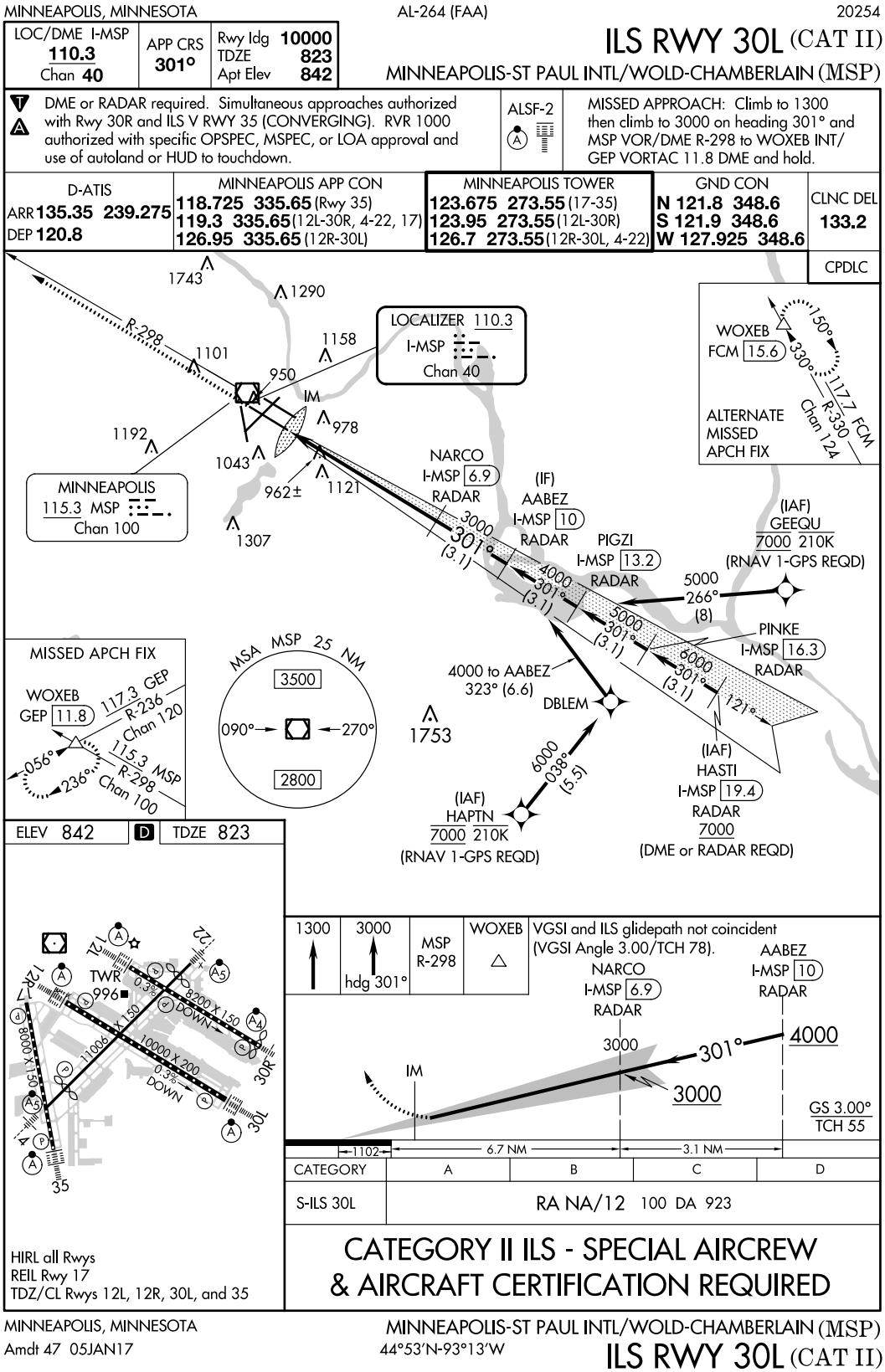
APPENDIX 25
SA ILS APPROACH – CAT I & II



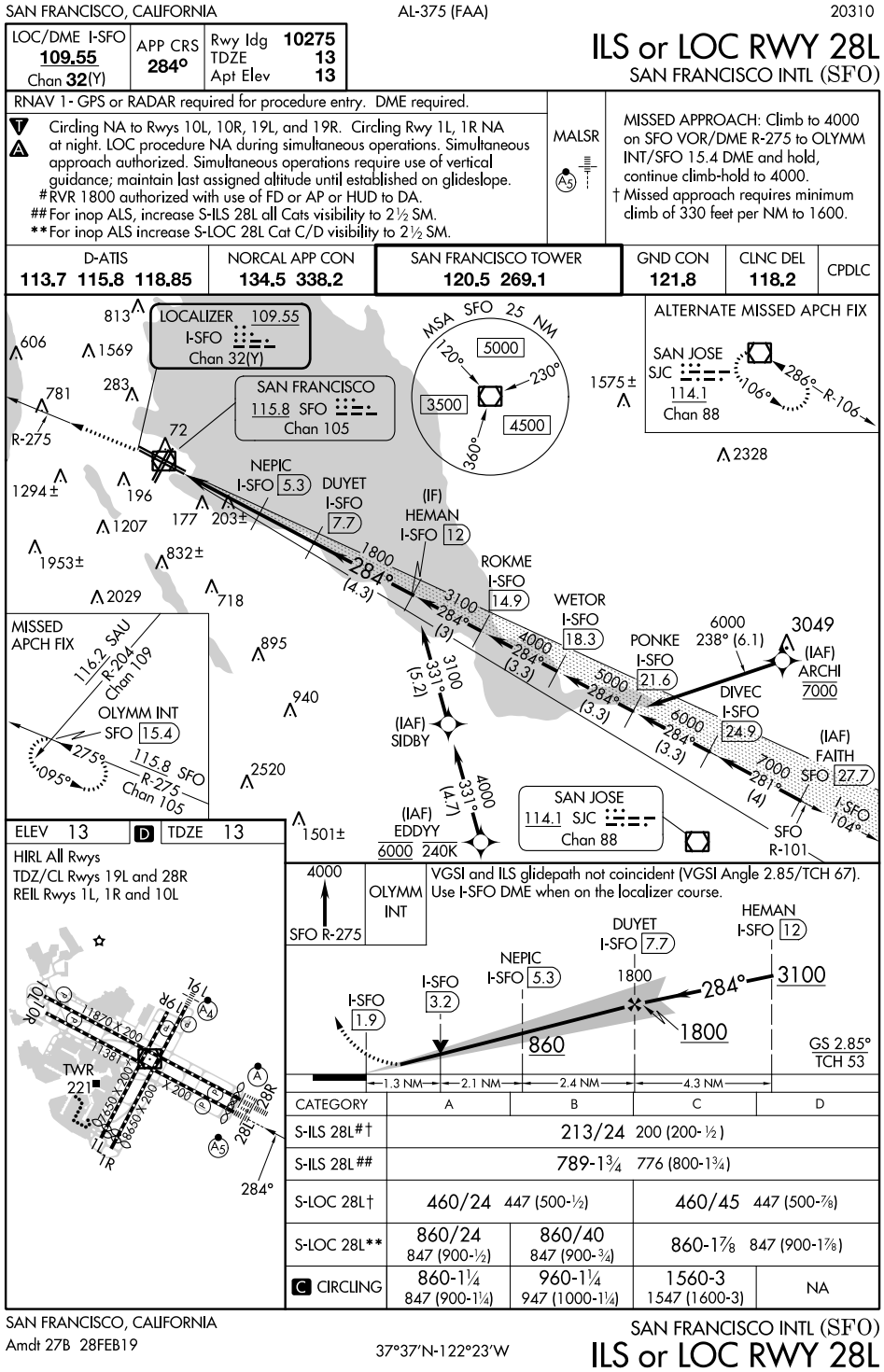
APPENDIX 26
ILS OR LOC – PARENT CHART 3



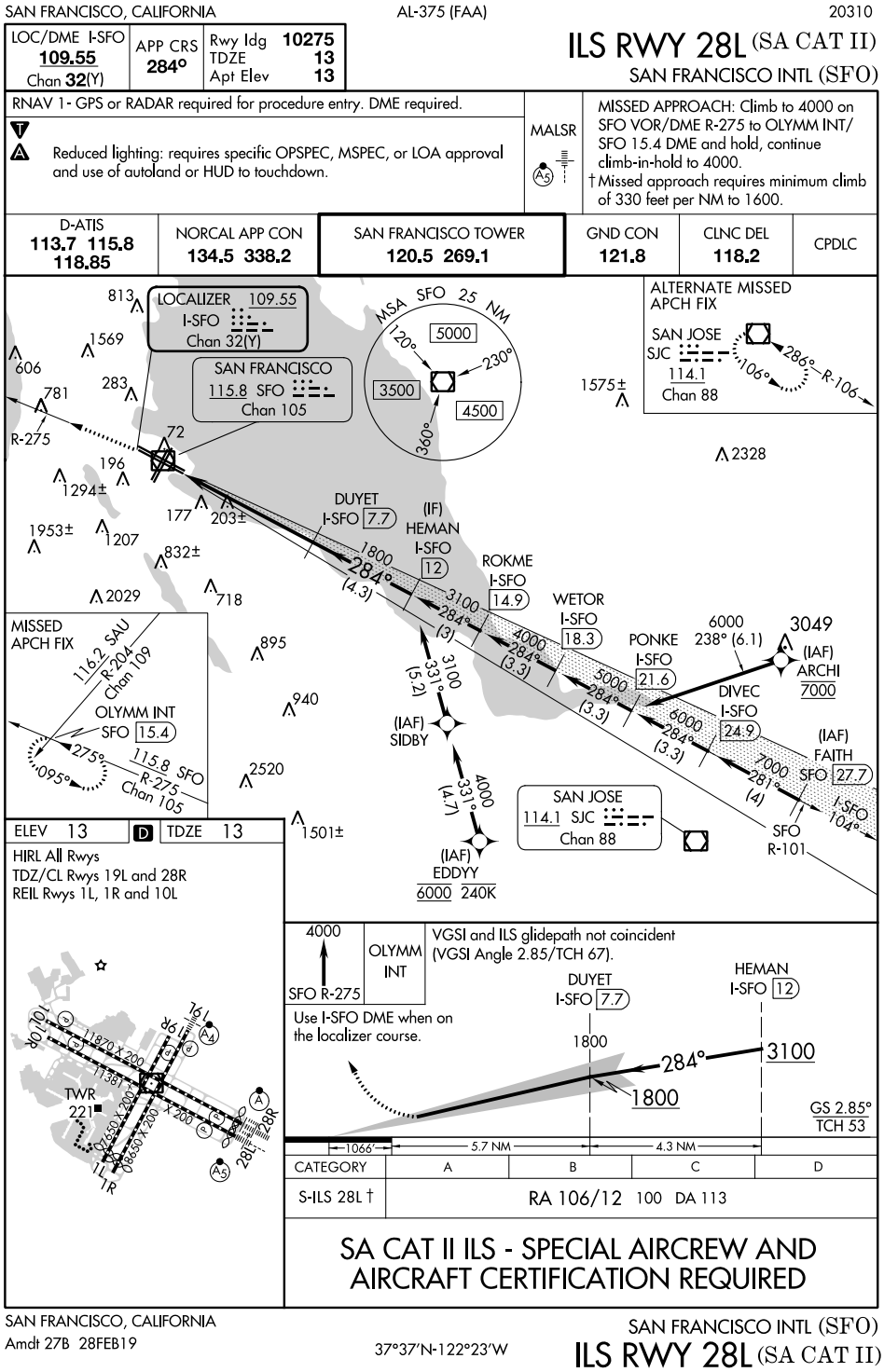
APPENDIX 27
ILS CAT II



APPENDIX 28
ILS OR LOC – PARENT CHART 4



APPENDIX 29
SA ILS APPROACH – CAT II



APPENDIX 30
PRM APPROACH AAUP

17341 AL-375 (FAA)

PRM APPROACH AAUP

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

SW-2, 01 FEB 2018 to 01 MAR 2018

SW-2, 01 FEB 2018 to 01 MAR 2018

ATTENTION ALL USERS PAGE (AAUP)

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ATC facility as soon as practical, but at least 100 miles from destination.

Simultaneous PRM approaches will only be offered/conducted when the weather is at least 1600 feet (ceiling) and 4 miles (visibility).

ILS PRM Rwy 28L
RNAV (GPS) PRM Rwy 28L
LDA PRM Rwy 28R
RNAV (GPS) PRM X Rwy 28R

General

Review procedure for executing a climbing and descending PRM breakout

Breakout phraseology: "TRAFFIC ALERT (call sign) TURN (left/right) IMMEDIATELY HEADING (degrees) CLIMB/DESCEND AND MAINTAIN (altitude)."

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, another active frequency (i.e. ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, switch to the appropriate approach control frequency and select the second receiver audio to ON.
Runway 28R: NORCAL approach 120.35
Runway 28L: NORCAL approach 135.65

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized. PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

Runway Specific

ILS PRM Rwy 28L: Straight-in Approach

Briefing Points: (Note: Identify NEPIC WP as 3.3 NM from Rwy 28L WP if not in the FMC approach coding.)

- Inside NEPIC, descending on (not above) the glidepath benefits the trailing 28R aircraft to avoid wake turbulence.
- Other aircraft may be conducting the PRM approach to runway 28R. These aircraft will approach from the right-rear and will re-align with runway 28R after making visual contact with the runway 28L landing traffic.
- Expect to be switched to SFO tower at NEPIC.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.

CONTINUED ON FOLLOWING PAGE

PRM APPROACH AAUP

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

17341 37°37'N-122°23'W

APPENDIX 30
PRM APPROACH AAUP (CONTINUED)

17341 AL-375 (FAA)

PRM APPROACH AAUP

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

ATTENTION ALL USERS PAGE (AAUP) (CON'T)

CONTINUED FROM PREVIOUS PAGE

LDA PRM Rwy 28R: Offset Approach with glideslope

Briefing Points: (Note: Identify DARNE as I-FNP LOC/DME 4 NM if not in the FMC approach coding.)

- If required, develop a wake mitigation strategy as soon as practical. Inside DARNE pilots will be operating visually in close proximity to the 28L aircraft and will be responsible for wake turbulence and collision avoidance.
- Descending on the glideslope ensures compliance with any charted crossing restrictions.
- Continuing past DARNE requires reporting the 28L traffic in sight (ATC need not respond), and seeing the runway.
- Remain on the LDA until passing DARNE so as not to penetrate the NTZ.
- Expect to be switched to SFO tower at DARNE.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.
- After passing DARNE, DO NOT PASS.
- Glideslope valid to the runway threshold.
- If executing a go-around between DARNE and runway 28R threshold, initially establish a climbing right turn heading 030° unless otherwise instructed by ATC. Missed approach leg from airport to OAK VOR/DME, if depicted on a map display, is for reference only. Follow IAP published missed approach procedure unless otherwise instructed by ATC.

RNAV (GPS) PRM Rwy 28L: Straight-in Approach

Briefing Points: (Note: Identify NEPIC WP as 3.3 NM from Rwy 28L WP if not in the FMC approach coding.)

- Monitor descent path to ensure that fix crossing requirements are adhered to.
- VDA is 2.85° between all waypoints on the final approach course.
- Inside NEPIC, descending on (not above) the vertical path benefits the trailing 28R aircraft to avoid wake turbulence.
- Other aircraft may be conducting the PRM approach to runway 28R. These aircraft will approach from the right-rear and will re-align with runway 28R after making visual contact with the runway 28L traffic.
- Expect to be switched to SFO tower at NEPIC.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.

RNAV (GPS) PRM X Rwy 28R: Offset Approach

Briefing Points: (Notes: Non-standard RNAV Missed Approach coding initially requires use of heading mode. Identify DARNE WP as 3.4 NM from CFFKC WP if not in the FMC approach coding.)

- If required, develop a wake mitigation strategy as soon as practical. After passing DARNE WP, pilots will be operating visually in close proximity to the 28L aircraft and will be responsible for wake turbulence and collision avoidance.
- VDA is 3° between all waypoints on the final approach course.
- Continuing past DARNE requires reporting the 28L traffic in sight (ATC need not respond), and seeing the runway.
- Remain on the RNAV track until passing DARNE WP so as not to penetrate the NTZ.
- Expect to be switched to SFO tower at DARNE WP.
- After passing DARNE, DO NOT PASS.
- The VNAV path is valid to the runway threshold.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.
- If executing a missed approach or go-around, initially establish a climbing right turn heading 030°. CAUTION: Missed approach leg from airport to OAK VOR/DME, if depicted on a map display, is for reference only. Follow IAP published missed approach procedure unless otherwise instructed by ATC.

SW-2, 01 FEB 2018 to 01 MAR 2018

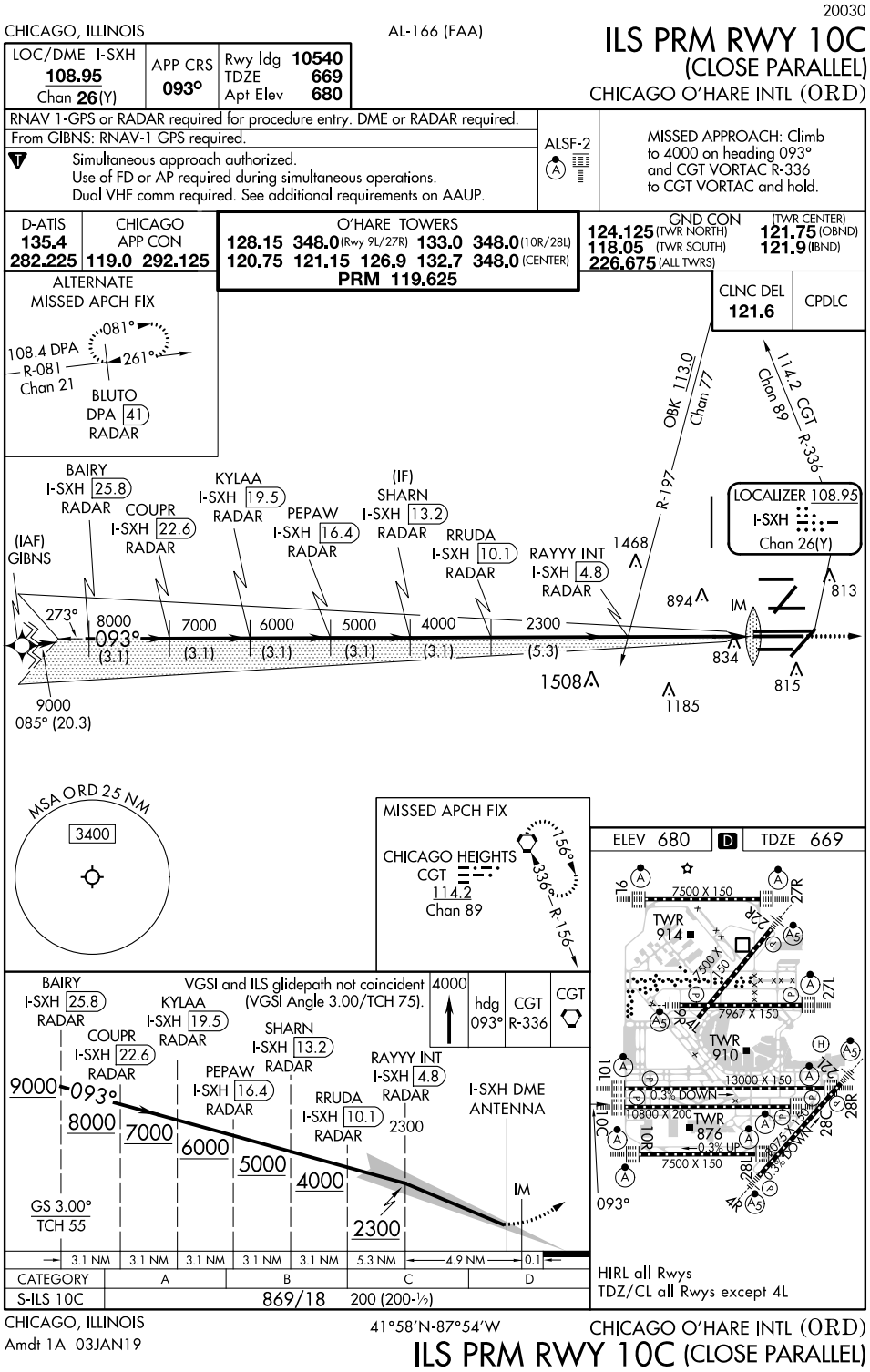
SW-2, 01 FEB 2018 to 01 MAR 2018

PRM APPROACH AAUP

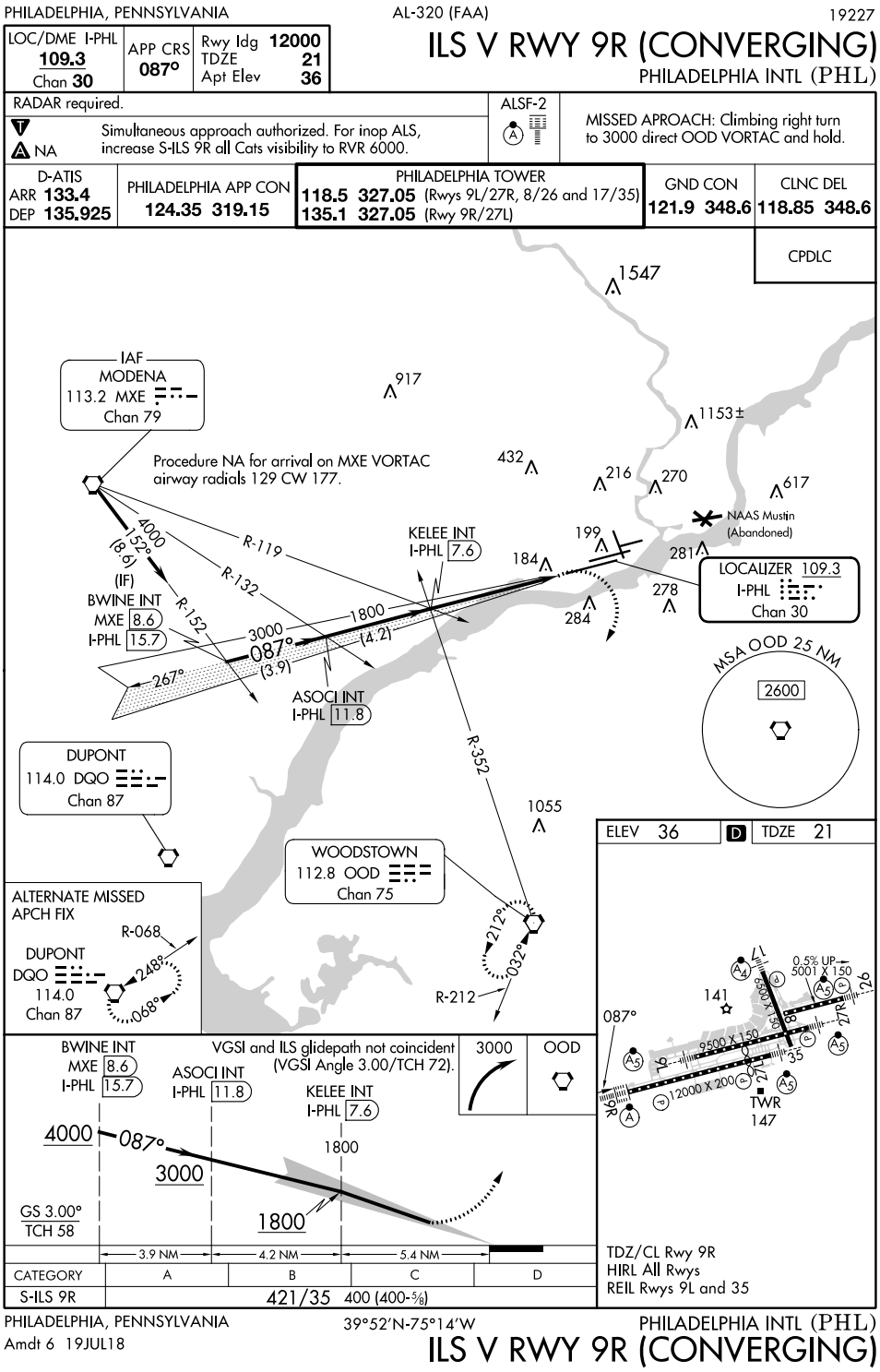
SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

17341 37°37'N-122°23'W

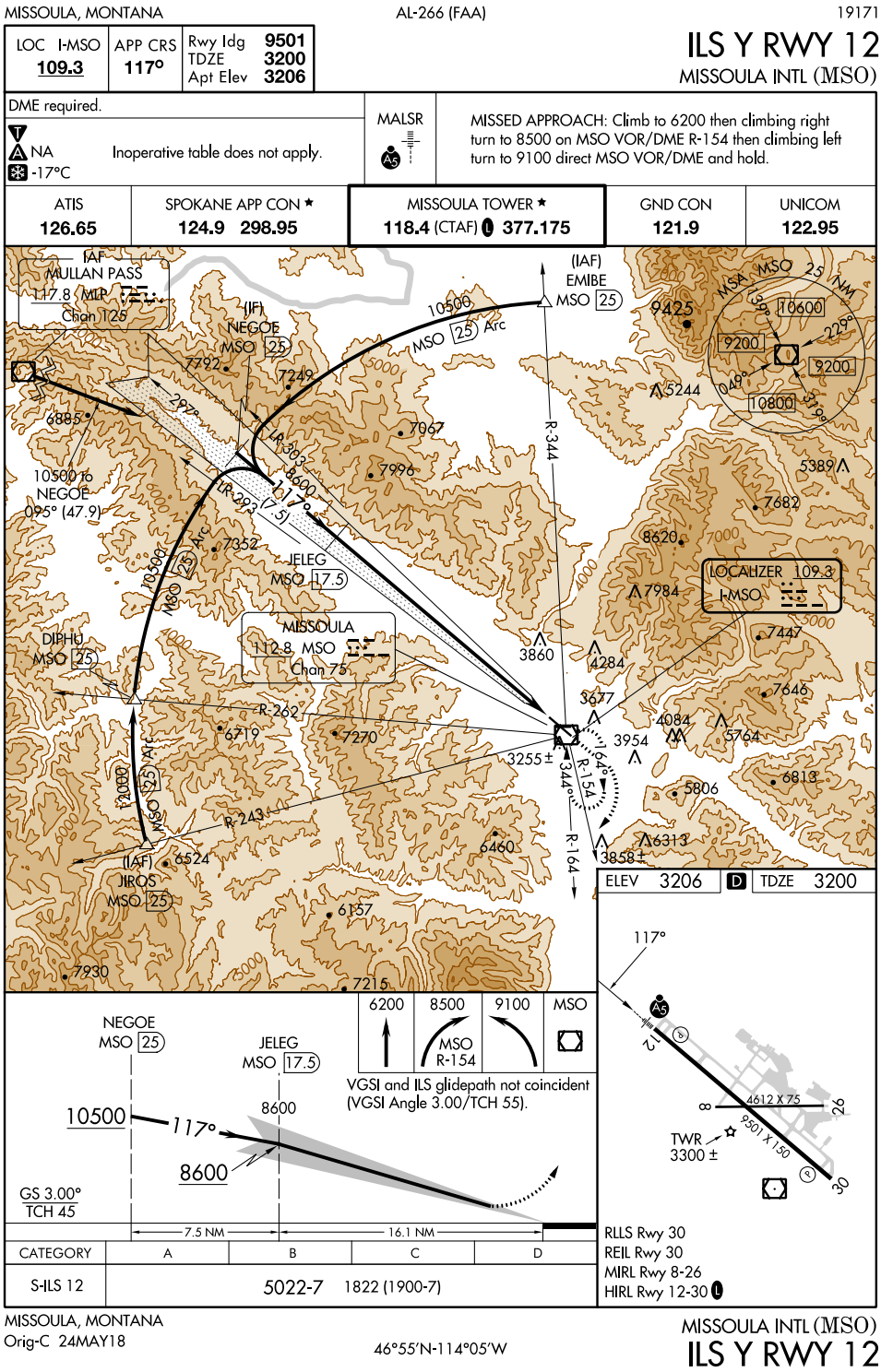
APPENDIX 31
ILS PRM (CLOSE PARALLEL)



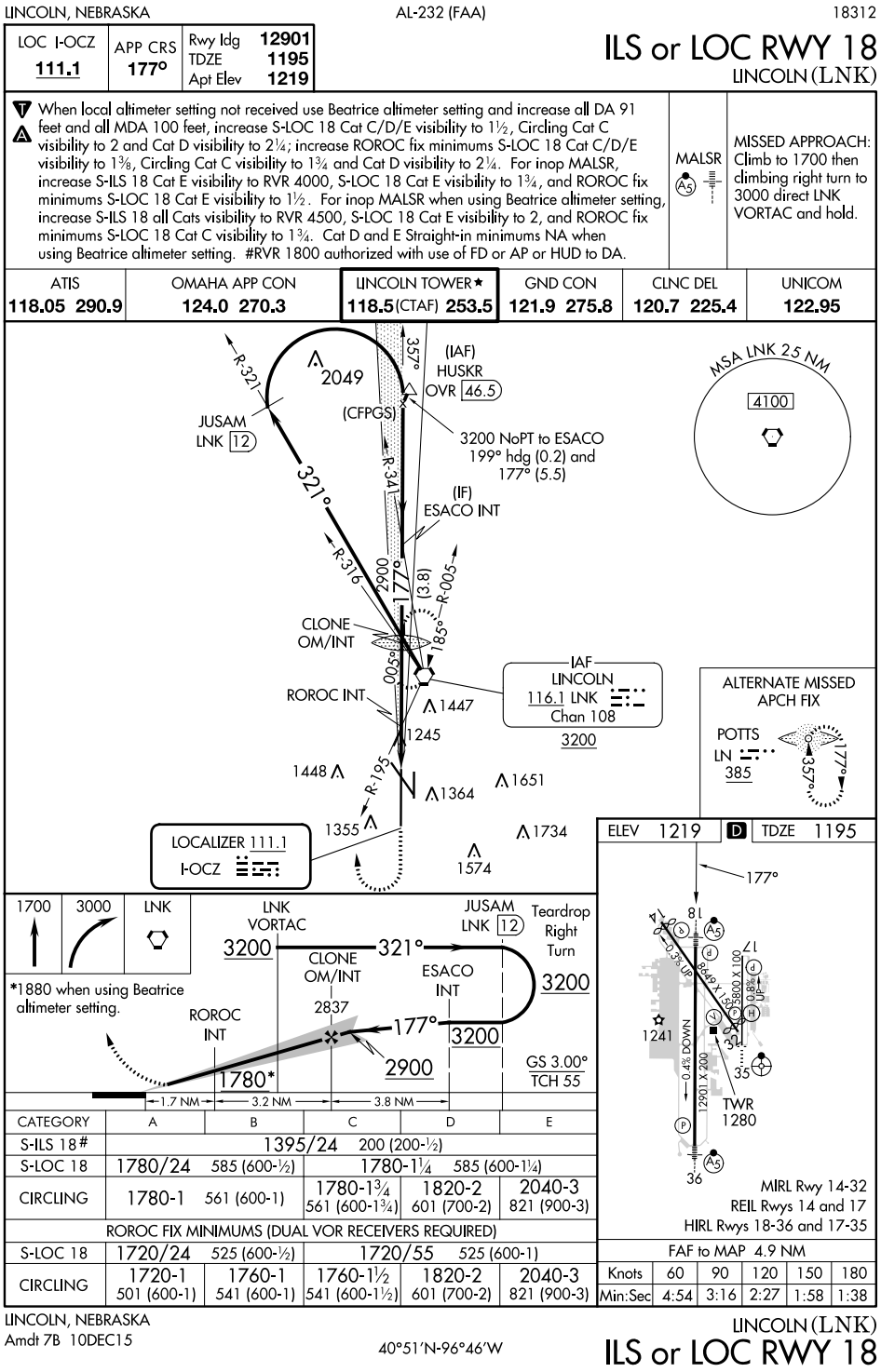
APPENDIX 32
ILS V (CONVERGING)



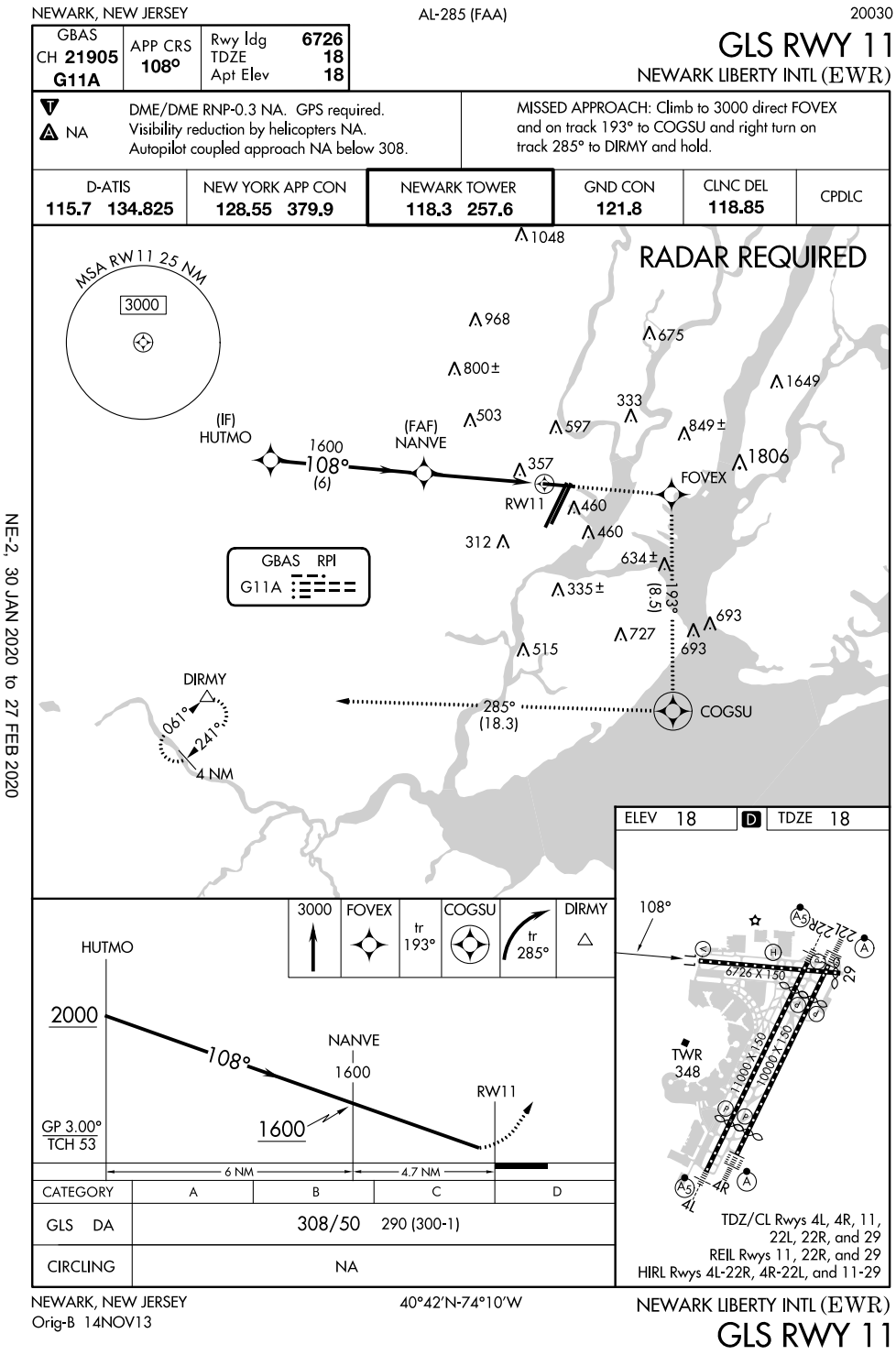
APPENDIX 33
ILS WITH TERRAIN ELEVATIONS DEPICTED



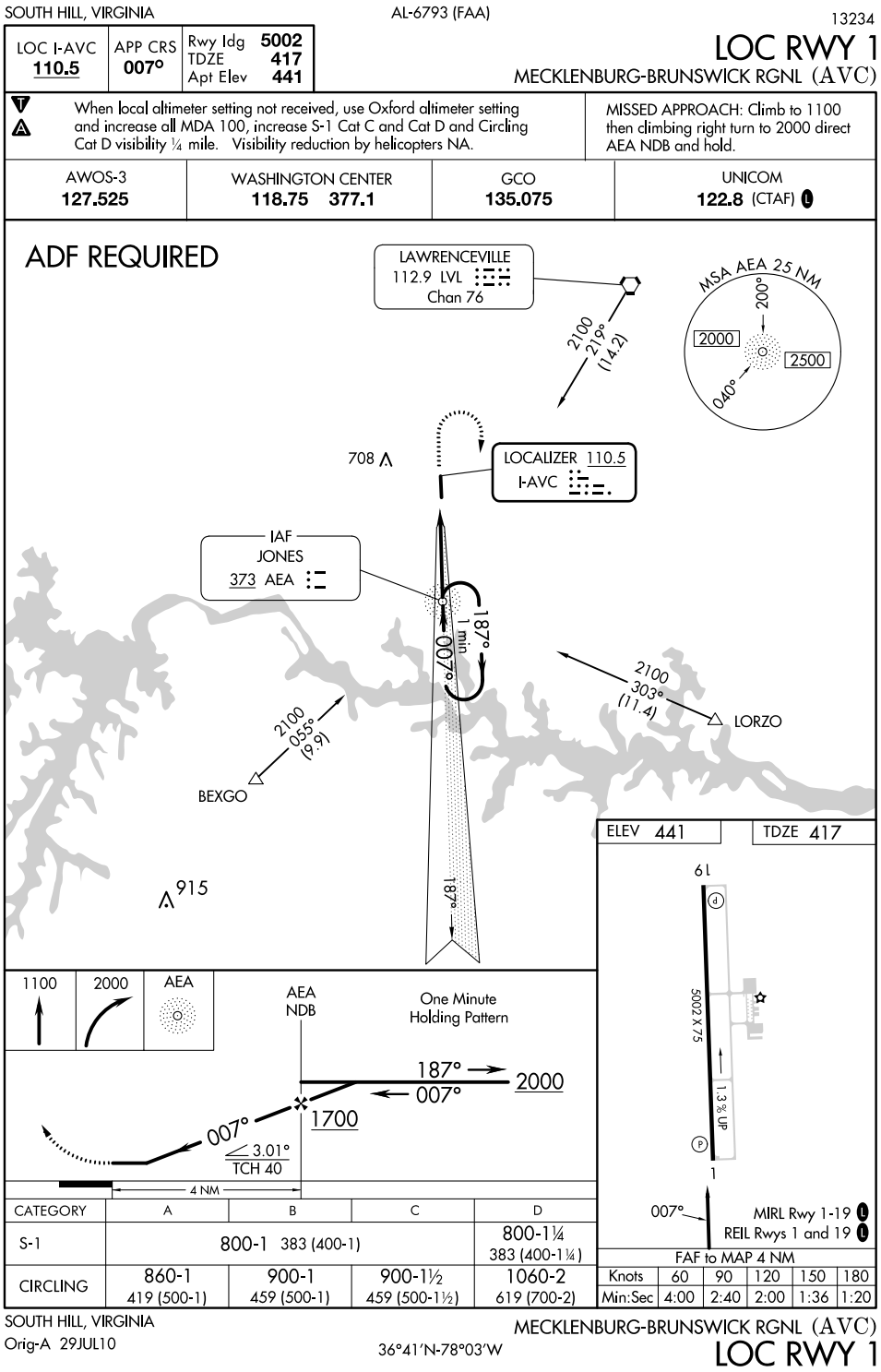
APPENDIX 34
TEARDROP TURN



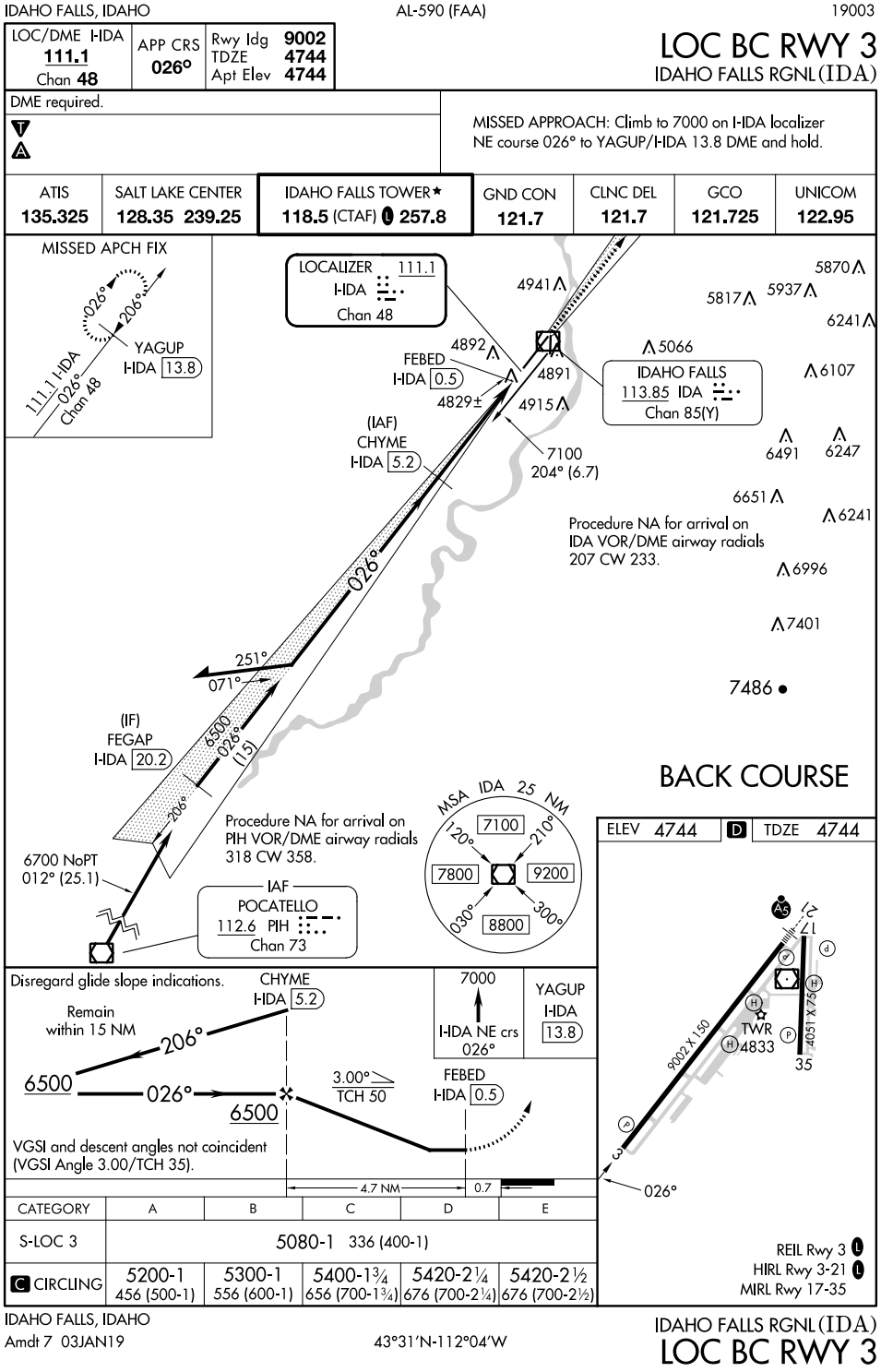
APPENDIX 35
GLS



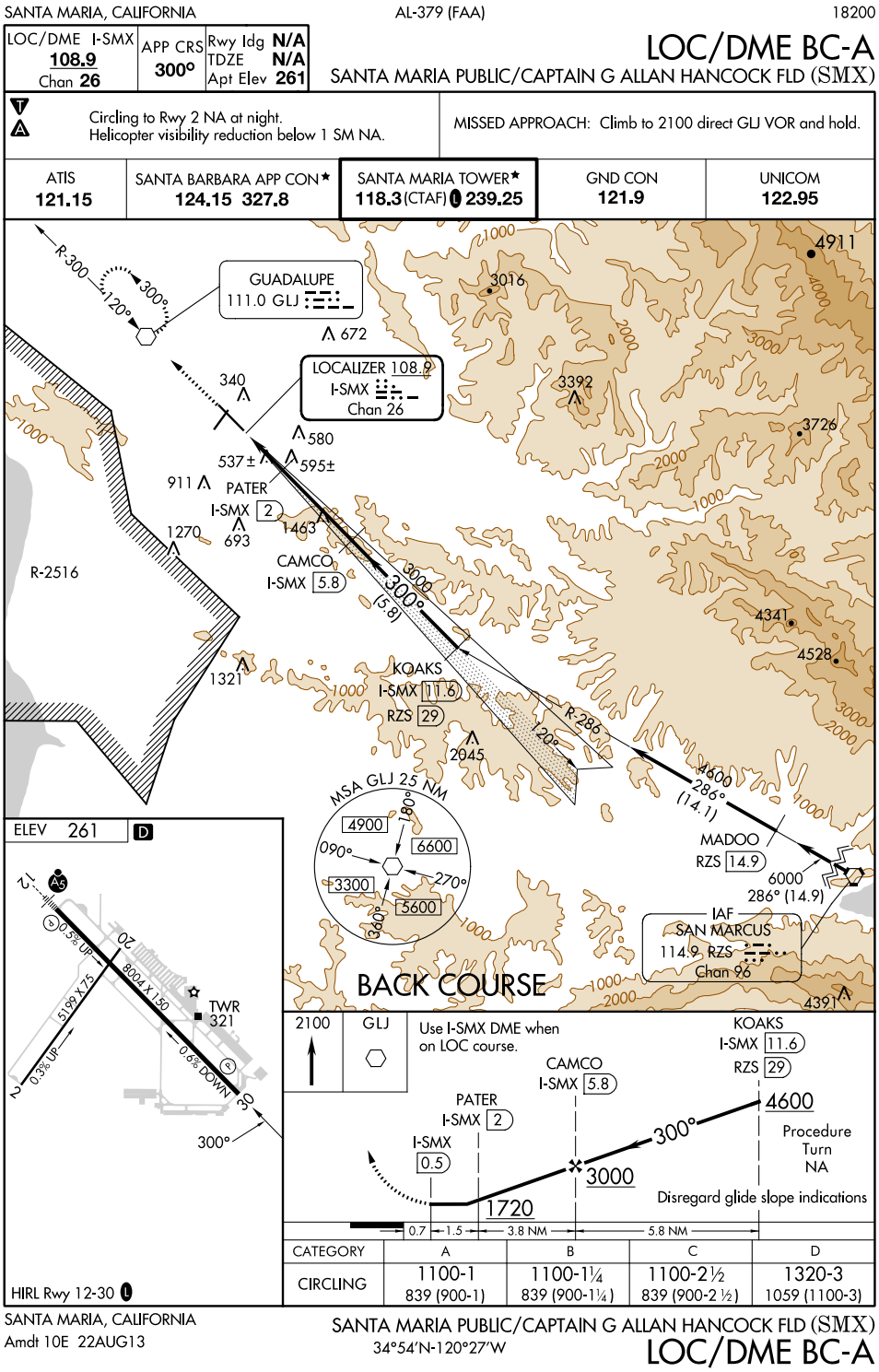
APPENDIX 36
LOC



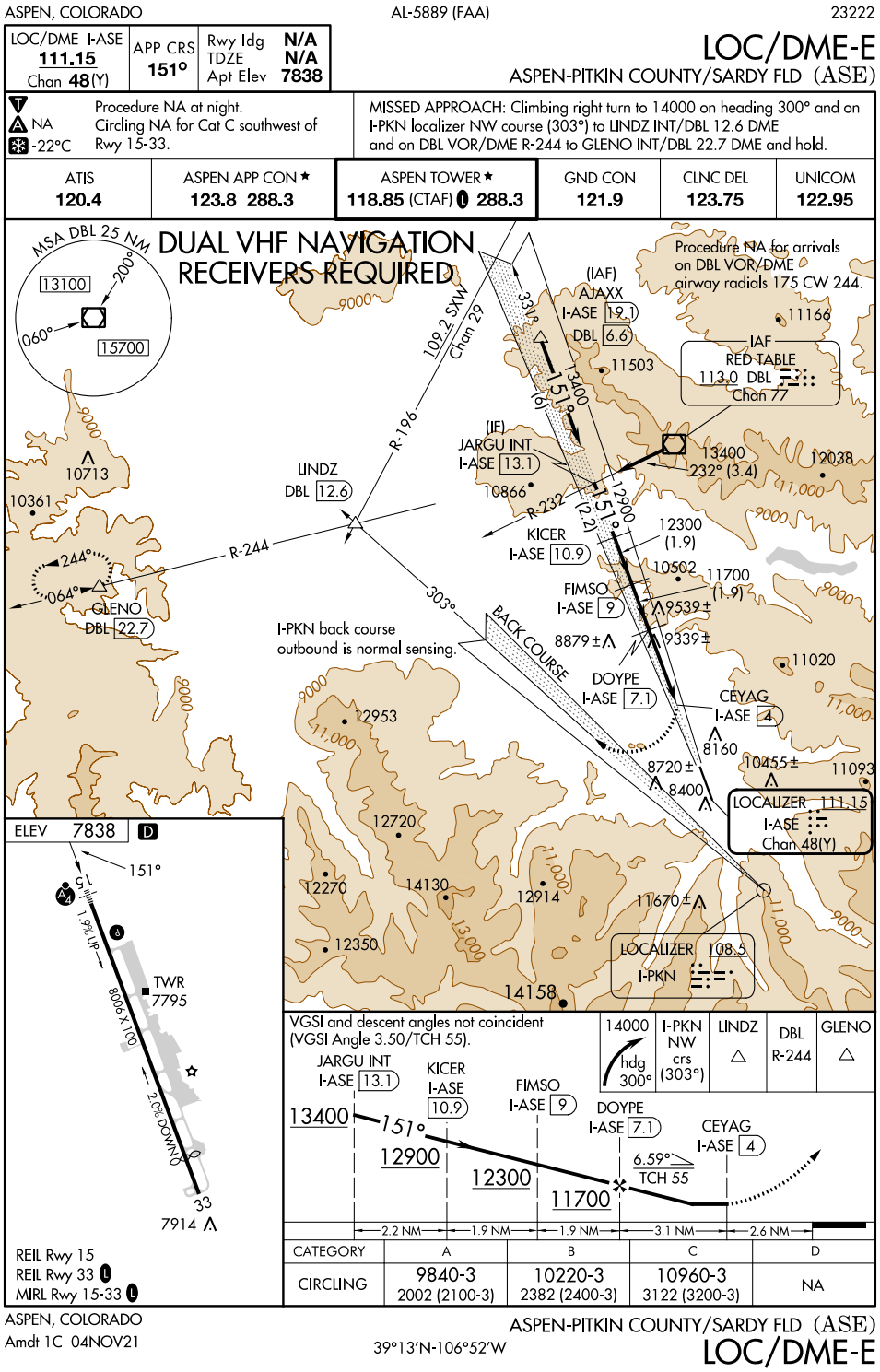
APPENDIX 37
LOC – BACK COURSE



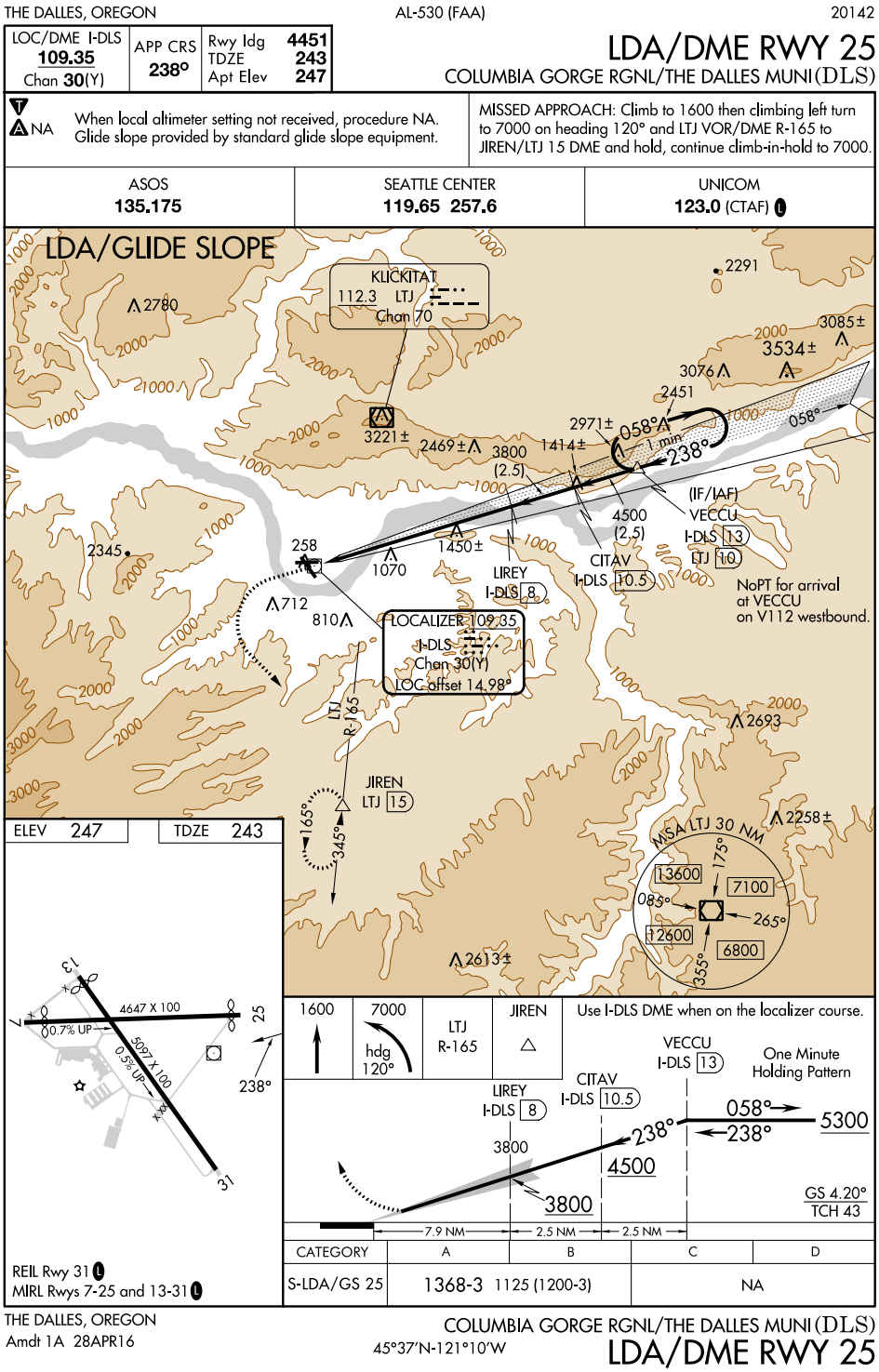
APPENDIX 38
LOC/DME – BACK COURSE



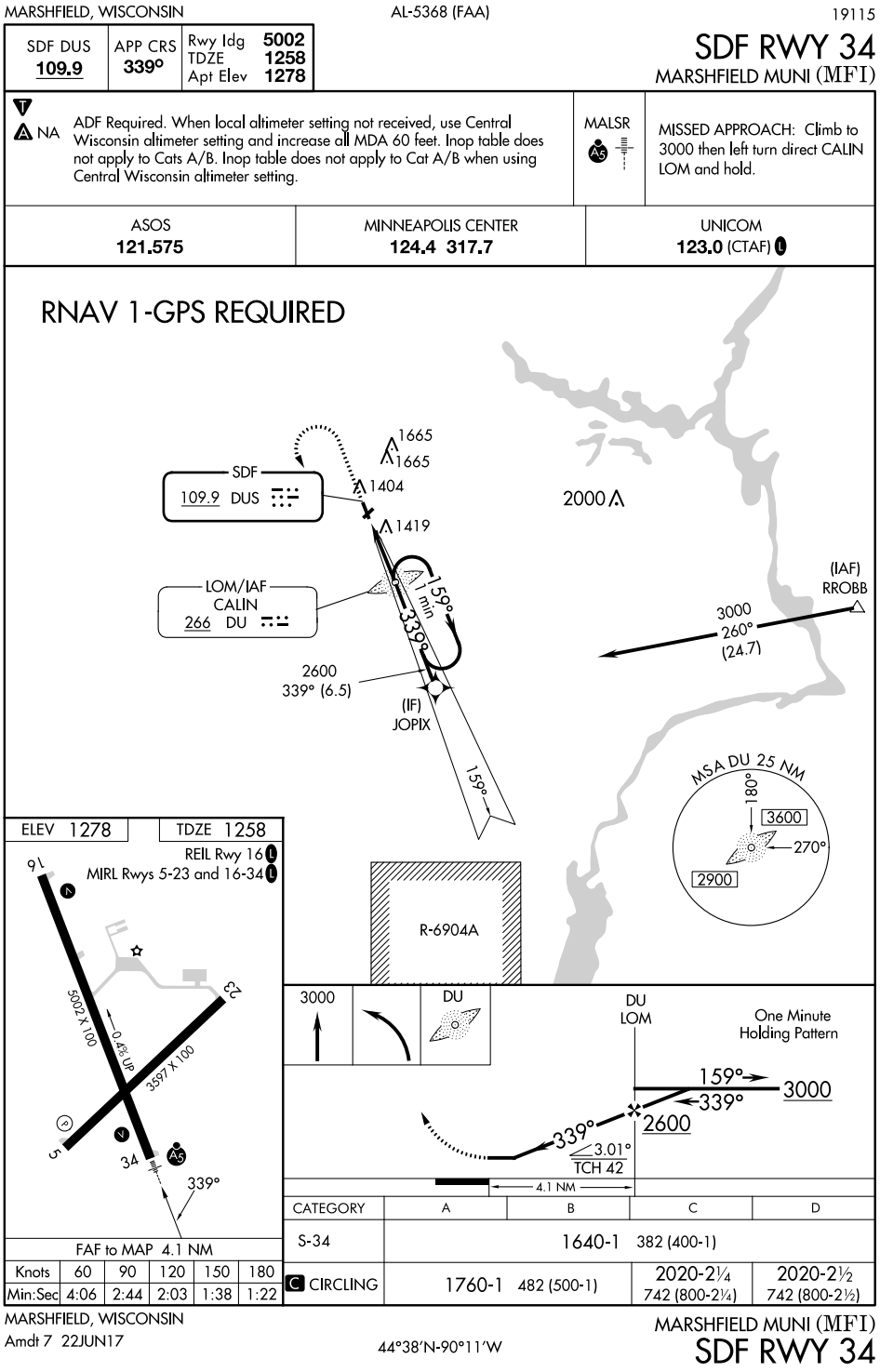
APPENDIX 39
LOC/DME – BACK COURSE USED OTHER THAN AS PROCEDURE FACILITY (PRIMARY)



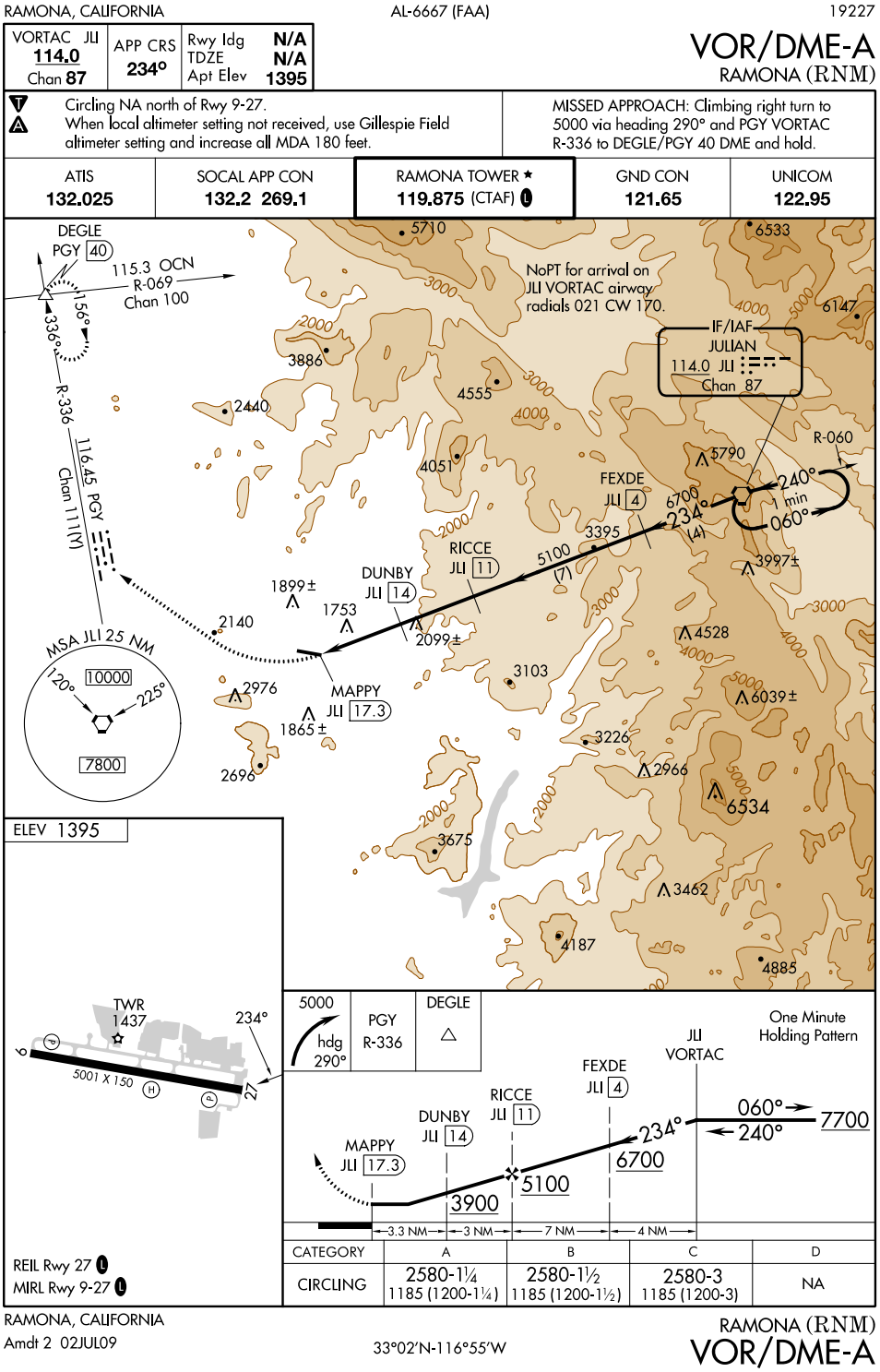
APPENDIX 40
LDA/DME



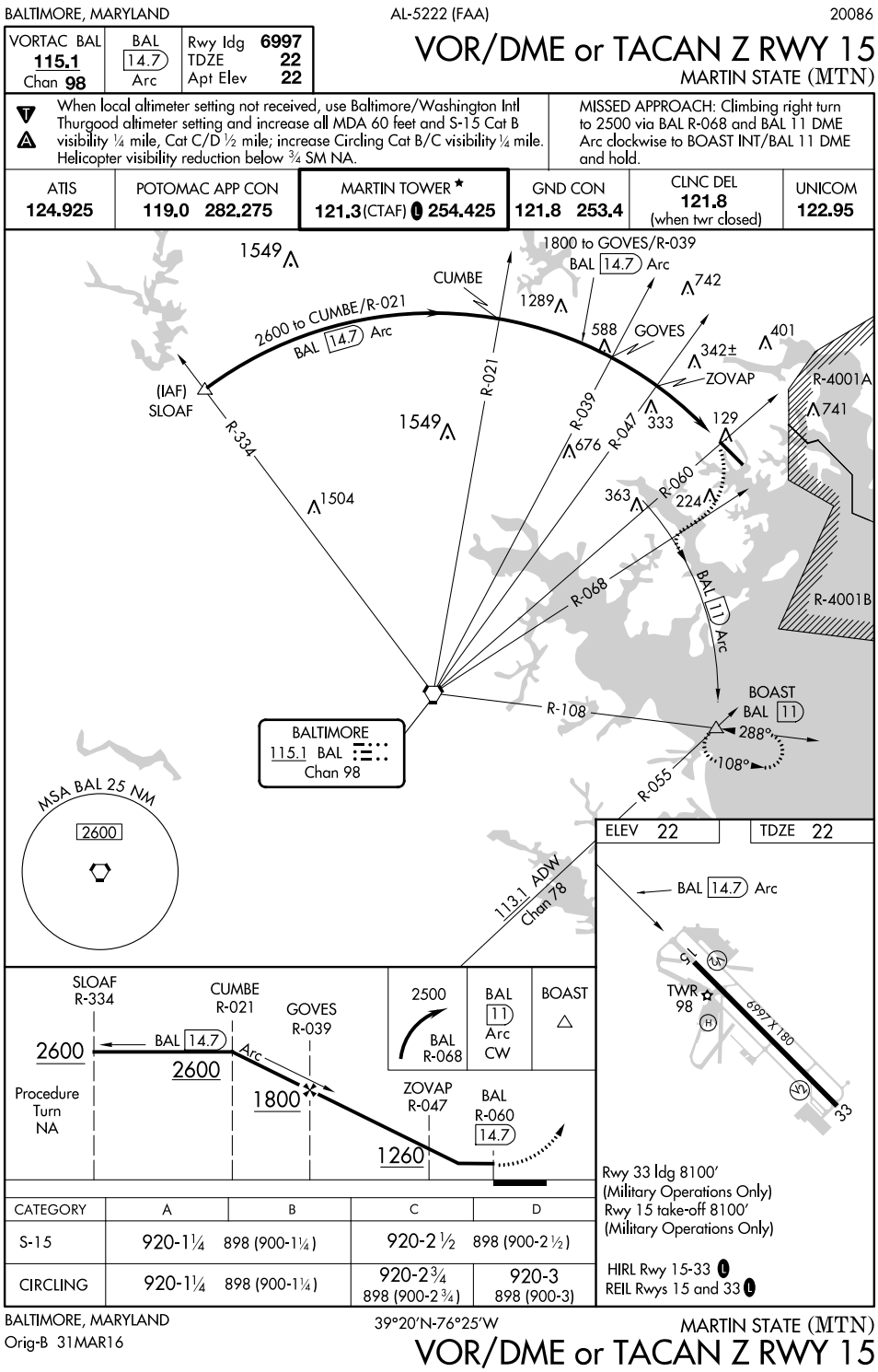
APPENDIX 41
SDF



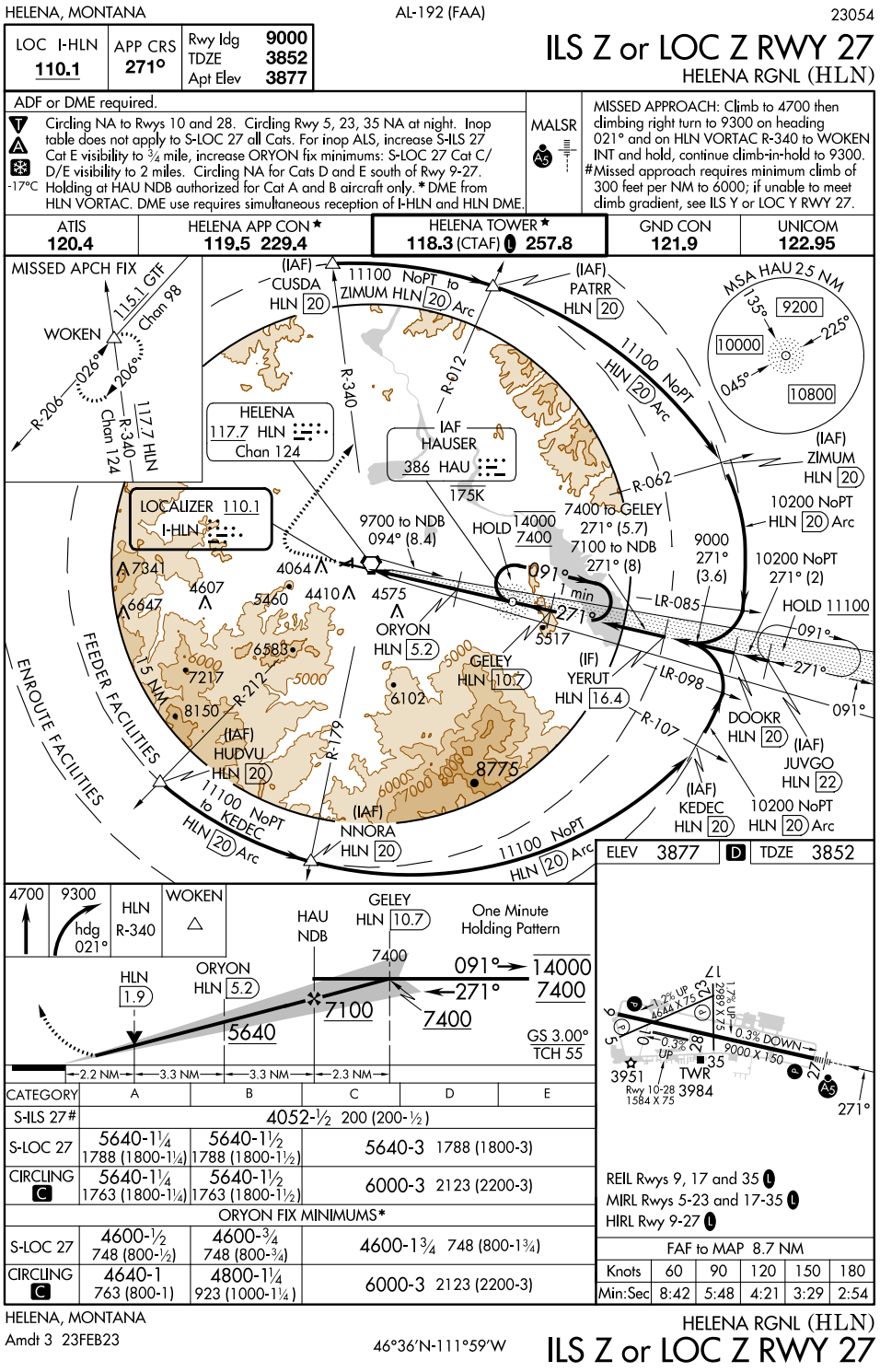
APPENDIX 42
VOR/DME



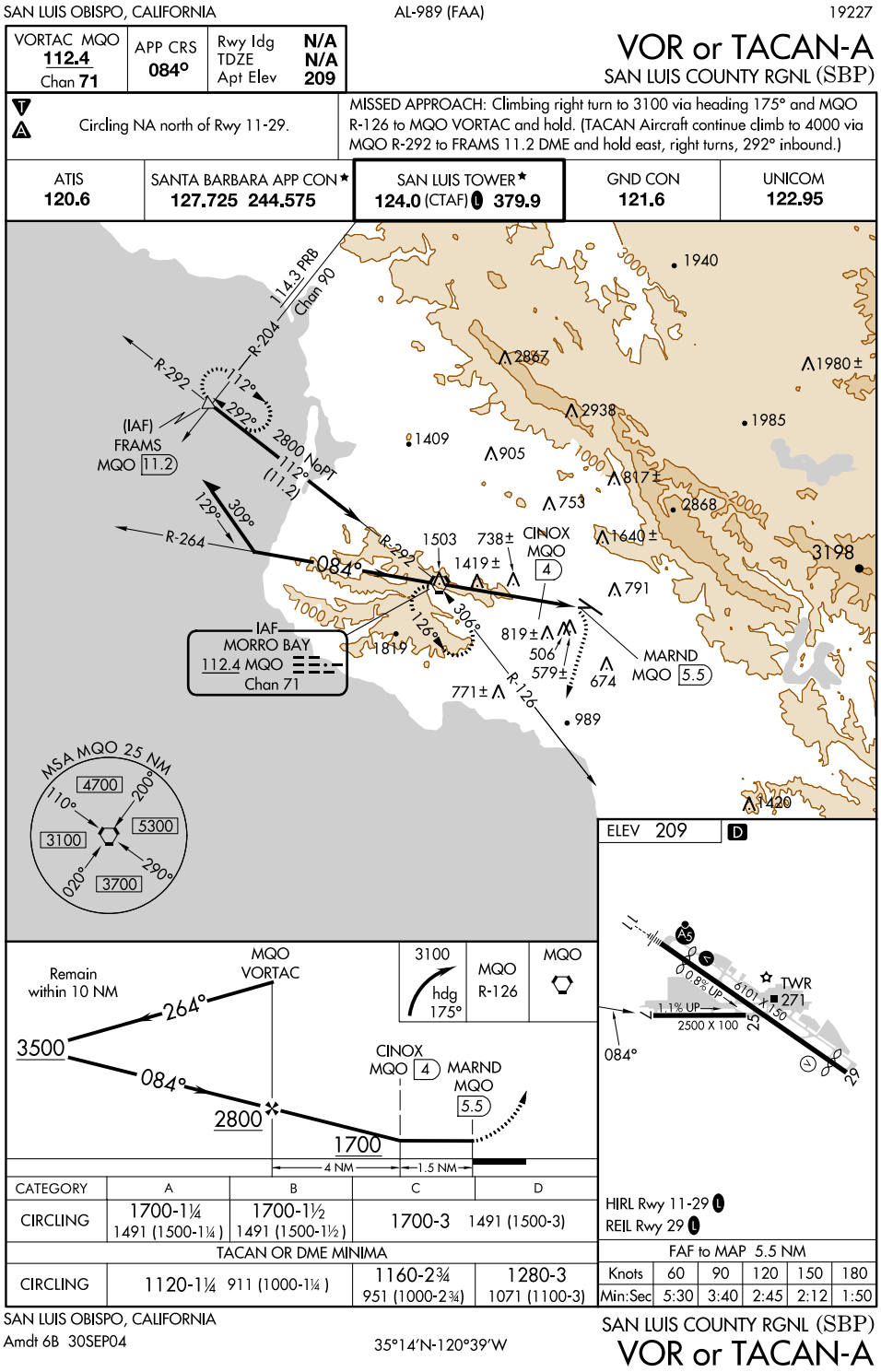
APPENDIX 43
VOR/DME ARC



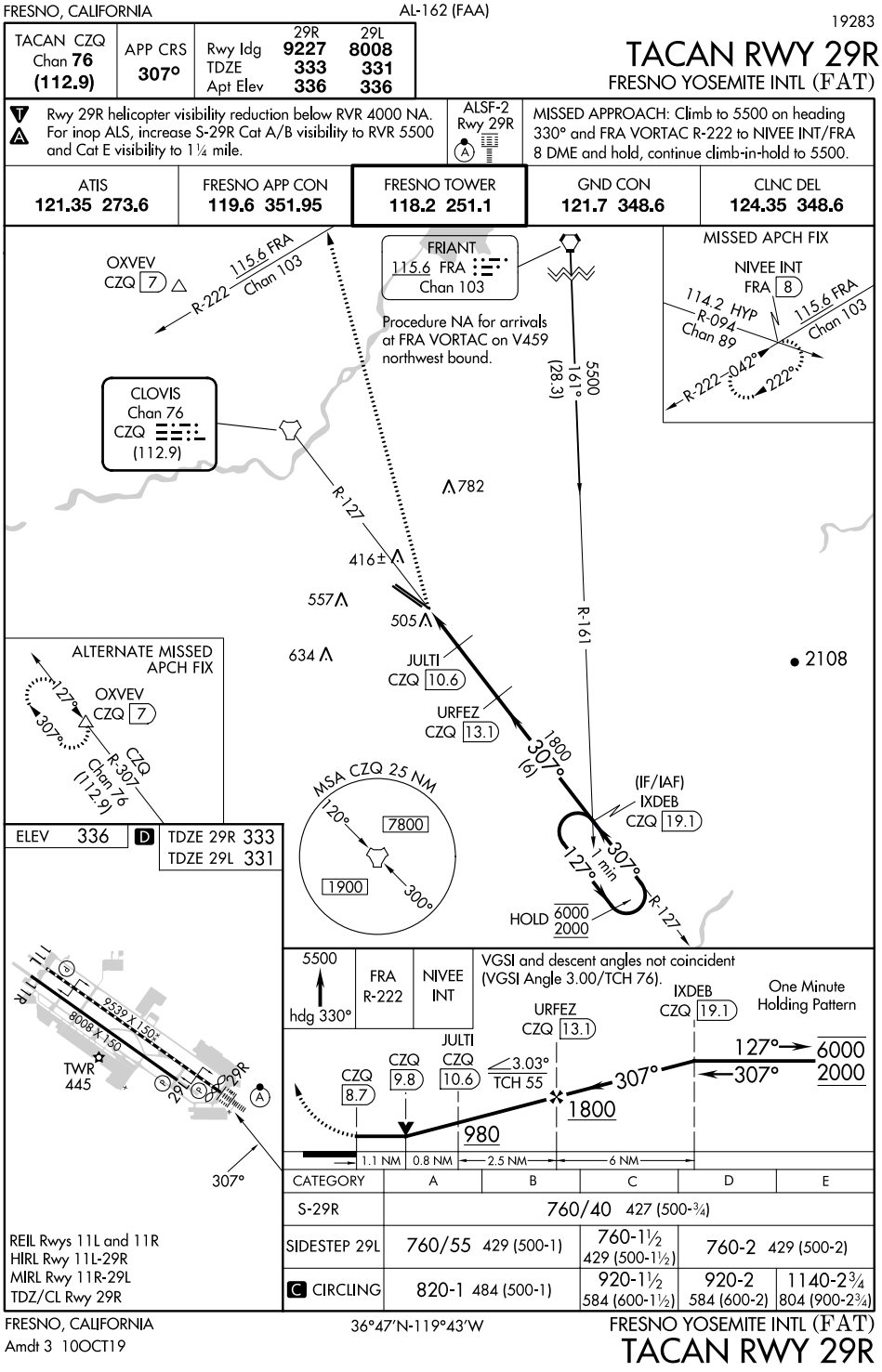
APPENDIX 44
CONCENTRIC RING DEPICTION



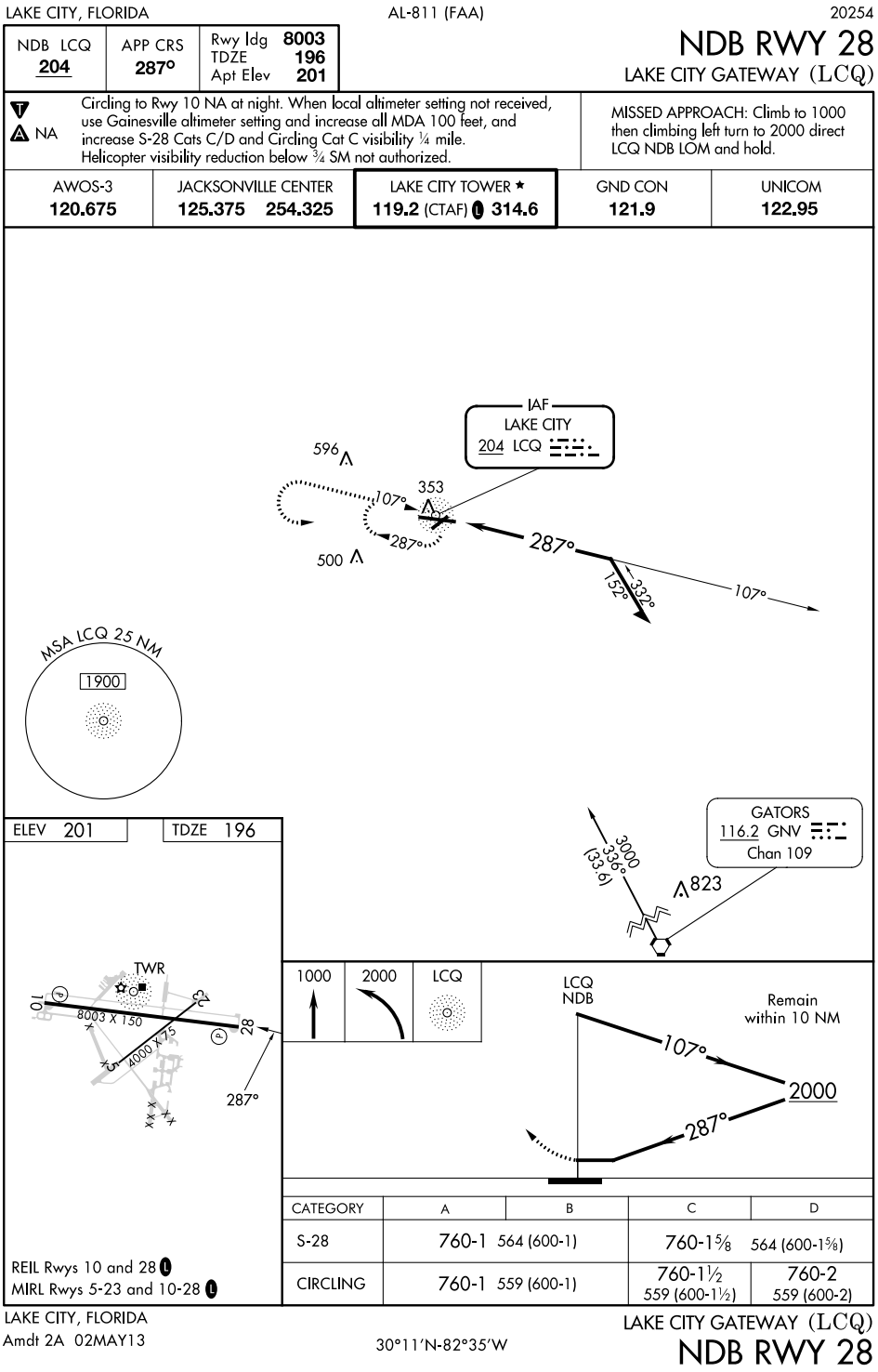
APPENDIX 45
VOR OR TACAN



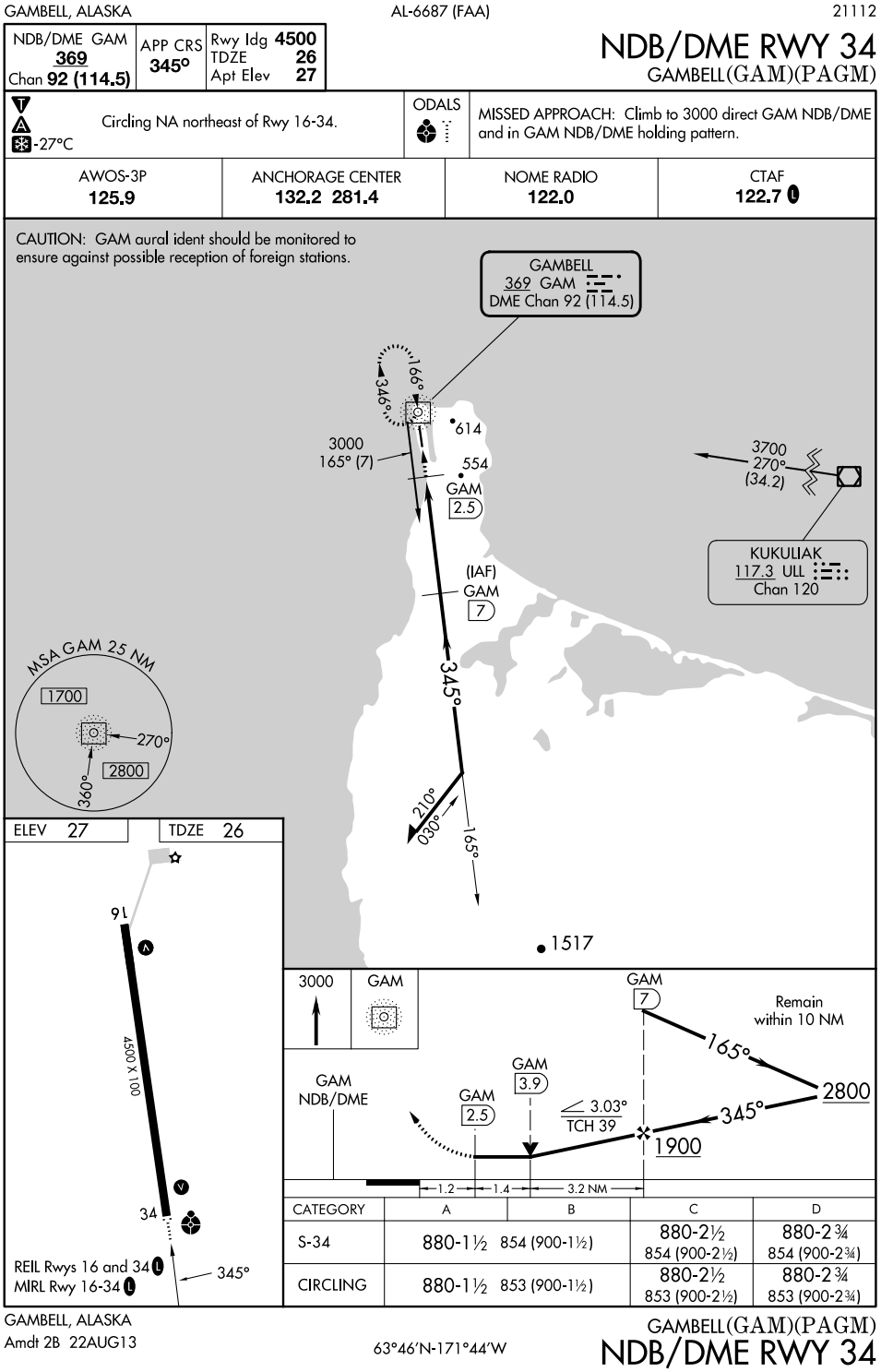
APPENDIX 46
TACAN



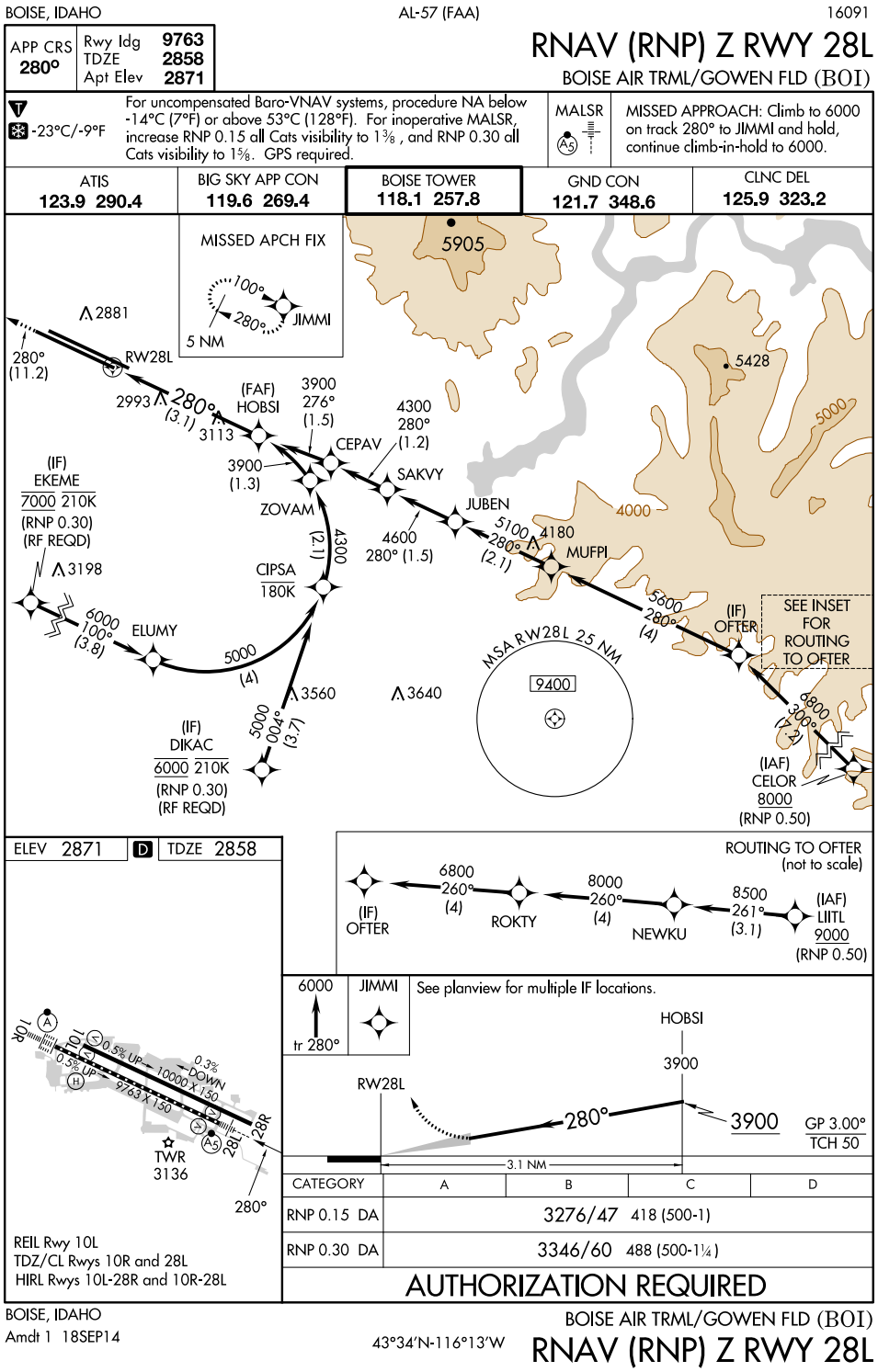
APPENDIX 47
NDB



APPENDIX 48
NDB WITH DME



APPENDIX 49
RNAV (RNP)



APPENDIX 50
RNAV (GPS)

PITTSBURGH, PENNSYLVANIA AL-570 (FAA) 15064

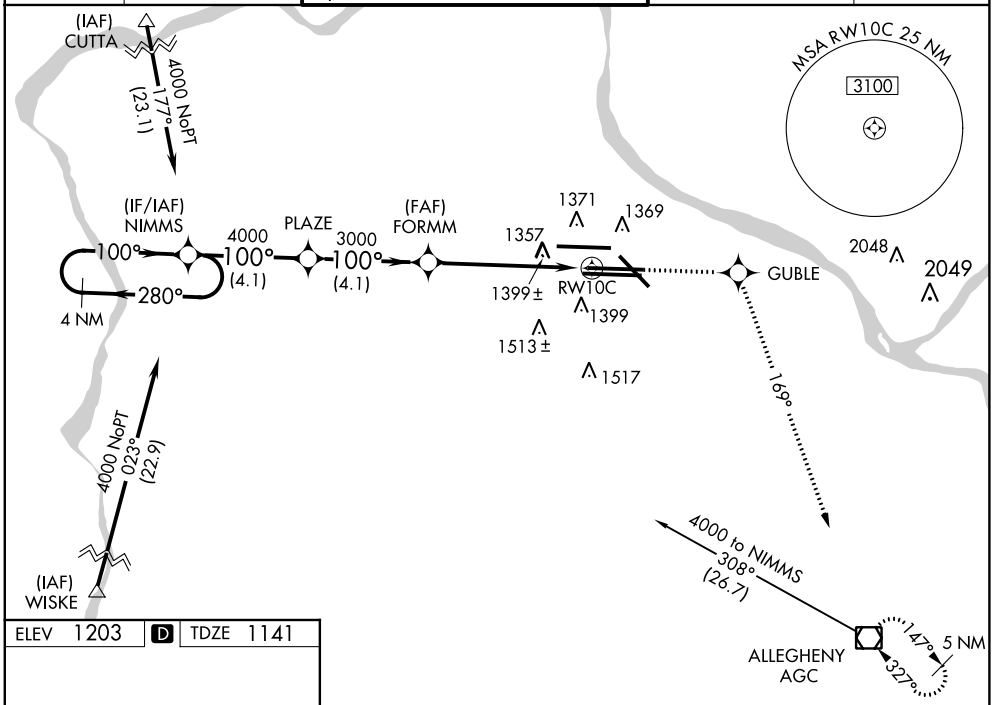
WAAS	APP CRS	Rwy Idg	9708
CH 90126	100°	TDZE	1141
W10A		Apt Elev	1203

RNAV (GPS) Y RWY 10C
PITTSBURGH INTL (PIT)

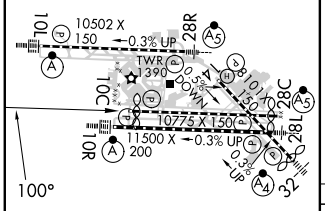
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 10L, ILS Rwy 10L (Cat II), ILS Rwy 10L (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 4000 direct GUBLE and right turn via 169° track to AGC VOR/DME and hold.

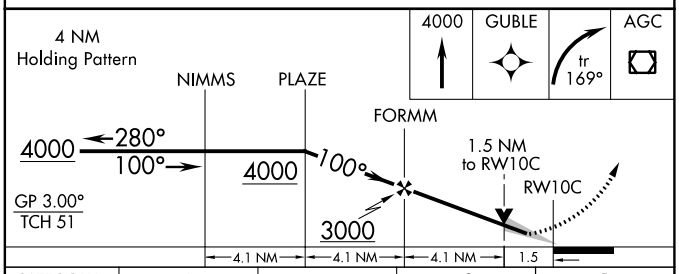
ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR 127.25	123.95 360.8	Rwys 10L-28R 128.3 291.7	SOUTH 121.9 348.6	126.75 353.7
DEP 135.9		Rwys 10C-28C, 14-32 135.025 270.325	NORTH 127.8 348.6	
		Rwy 10R-28L 119.1 270.325		



ELEV 1203 D TDZE 1141



REIL Rwy 10C
HIRL All Rwys
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32



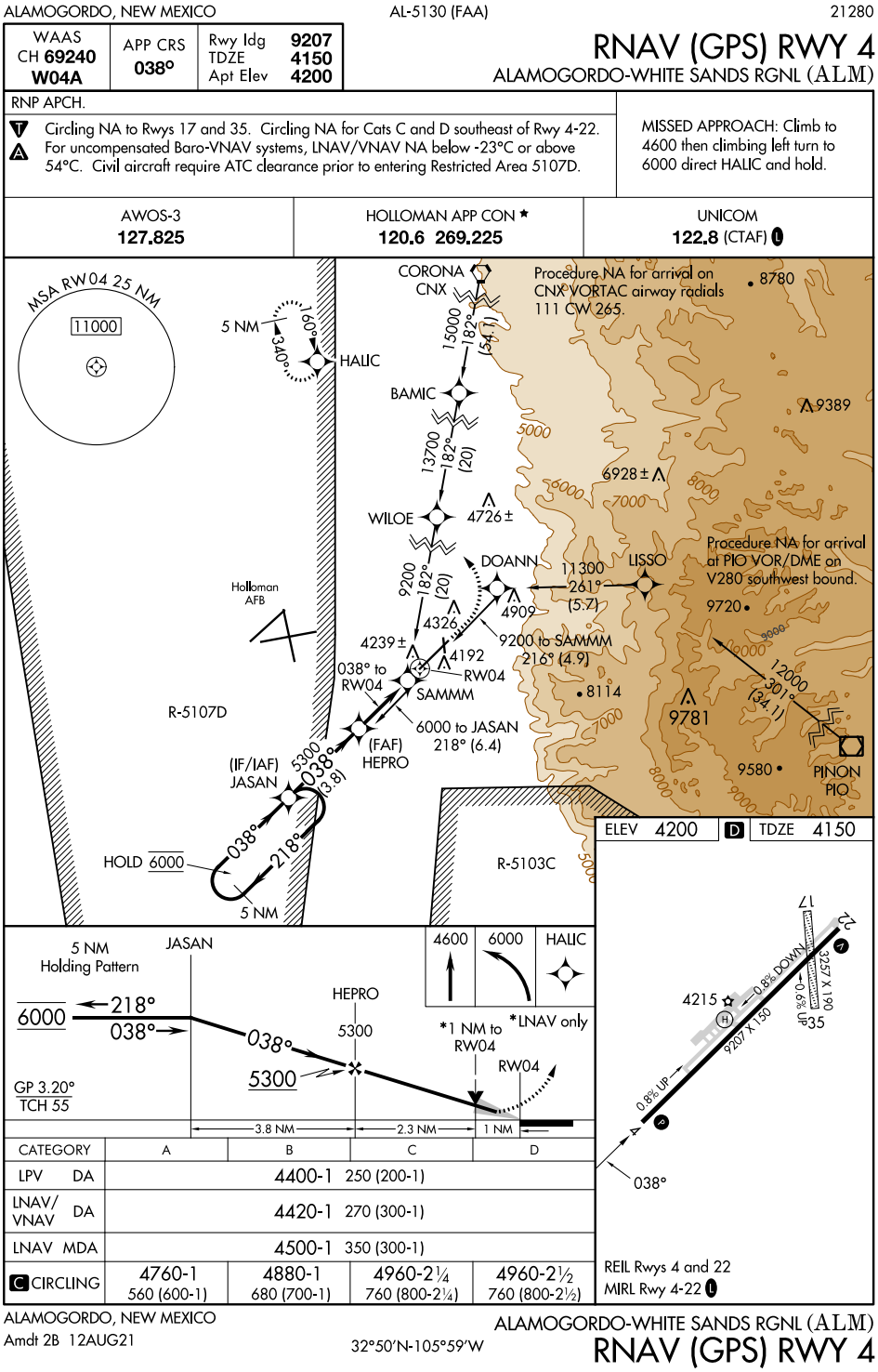
CATEGORY	A	B	C	D
LPV DA	1438/50 297 (300-1)			
LNAV/VNAV DA	1634-1¾ 493 (500-1¾)			
LNAV MDA	1660/50 519 (500-1)		1660-1½ 519 (500-1½)	1660-1¾ 519 (500-1¾)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

PITTSBURGH, PENNSYLVANIA
Amdt 4A 05APR12

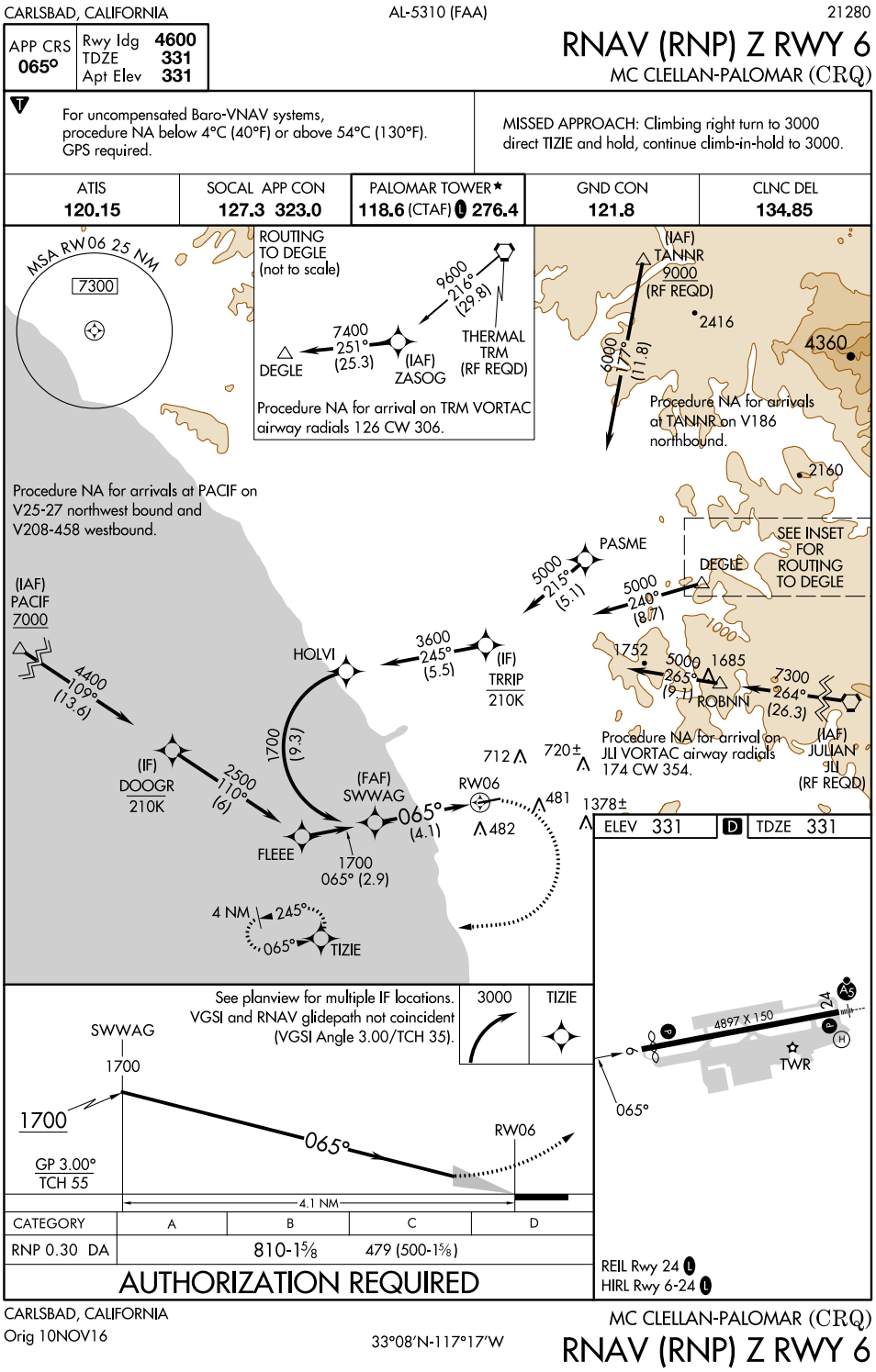
40°29′N-80°14′W

PITTSBURGH INTL (PIT)
RNAV (GPS) Y RWY 10C

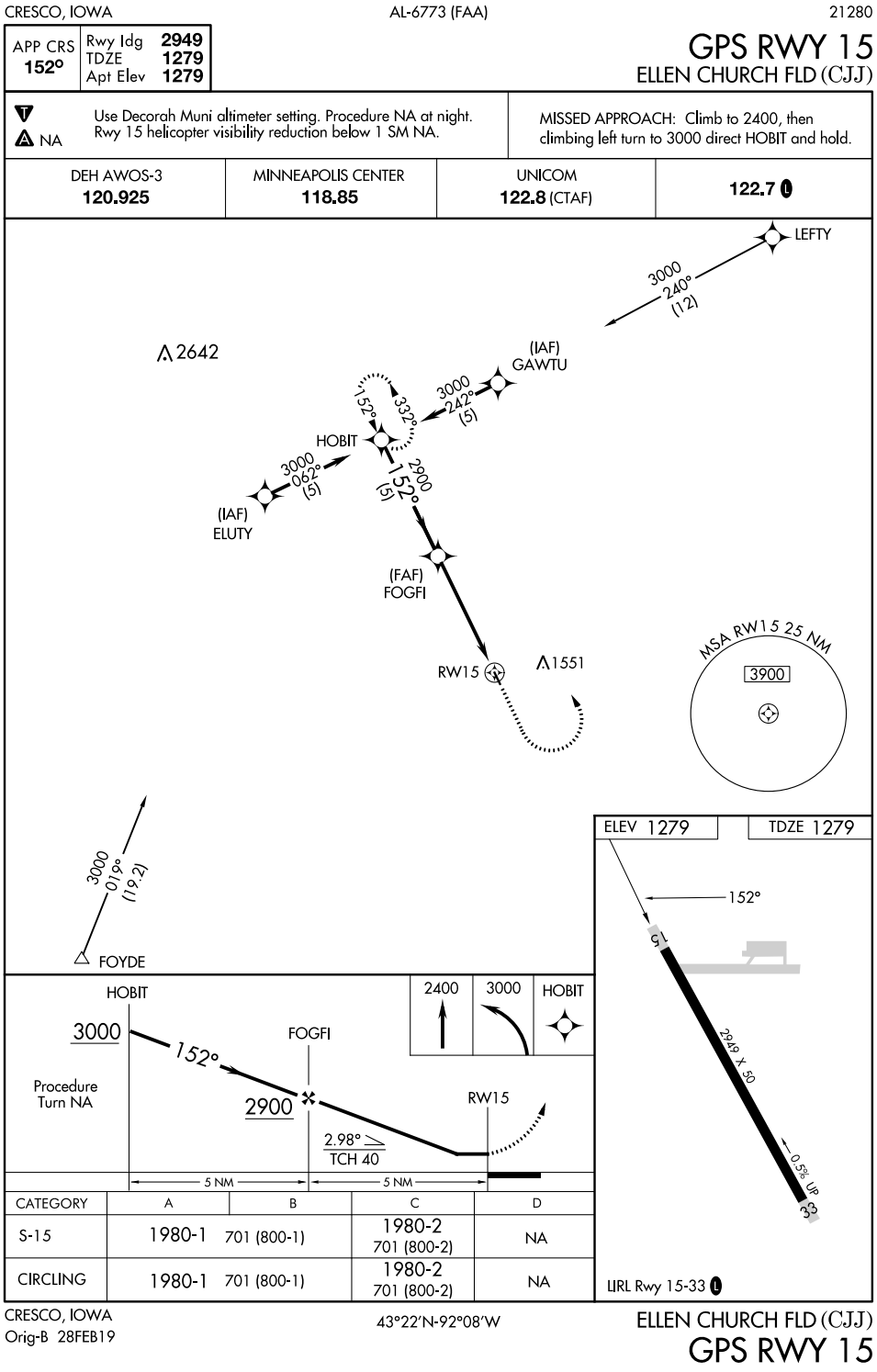
APPENDIX 51
RNAV (GPS) WITH MULTIPLE SCALE BREAKS



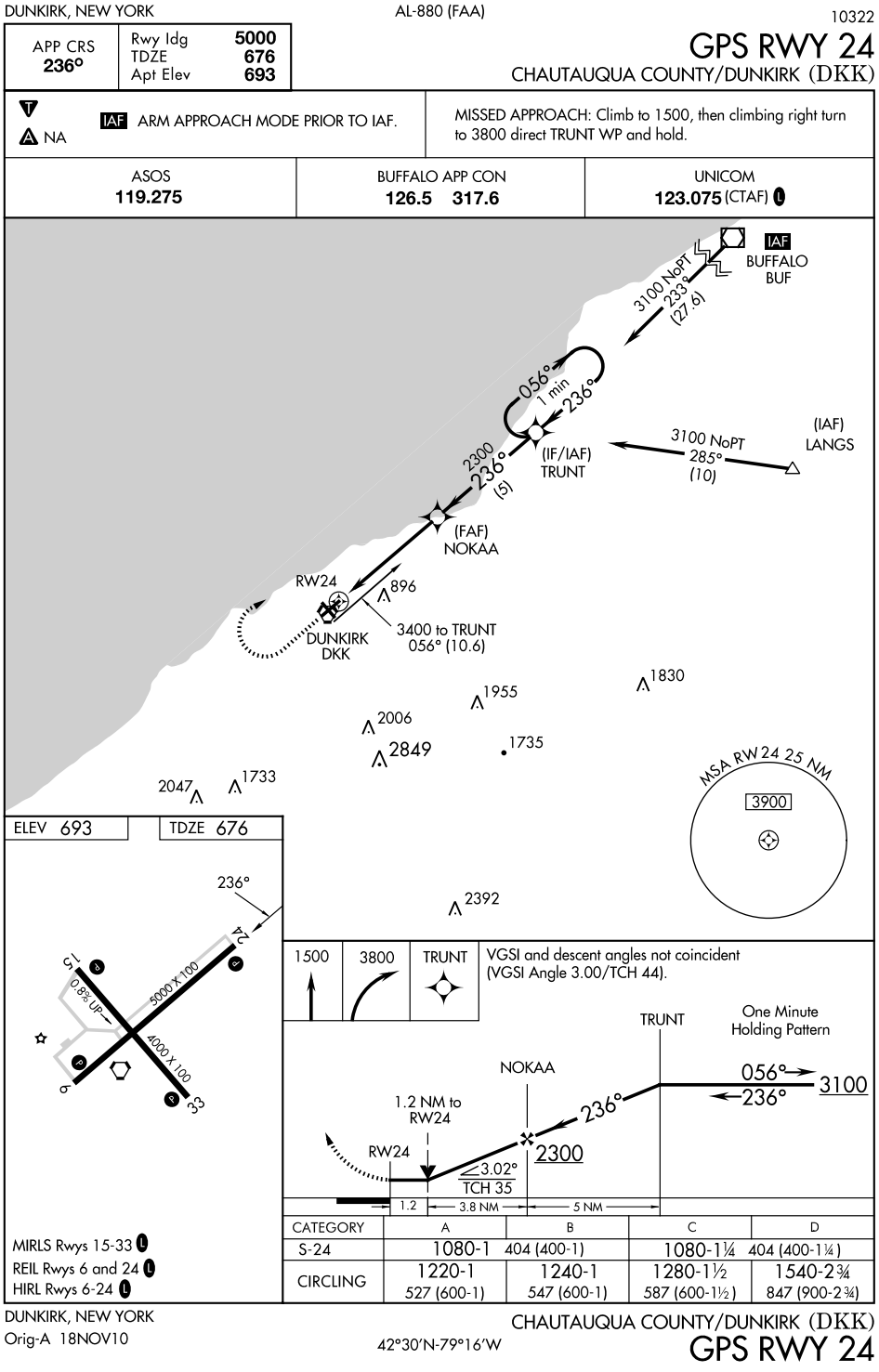
APPENDIX 52
RNAV (RNP) WITH INSET



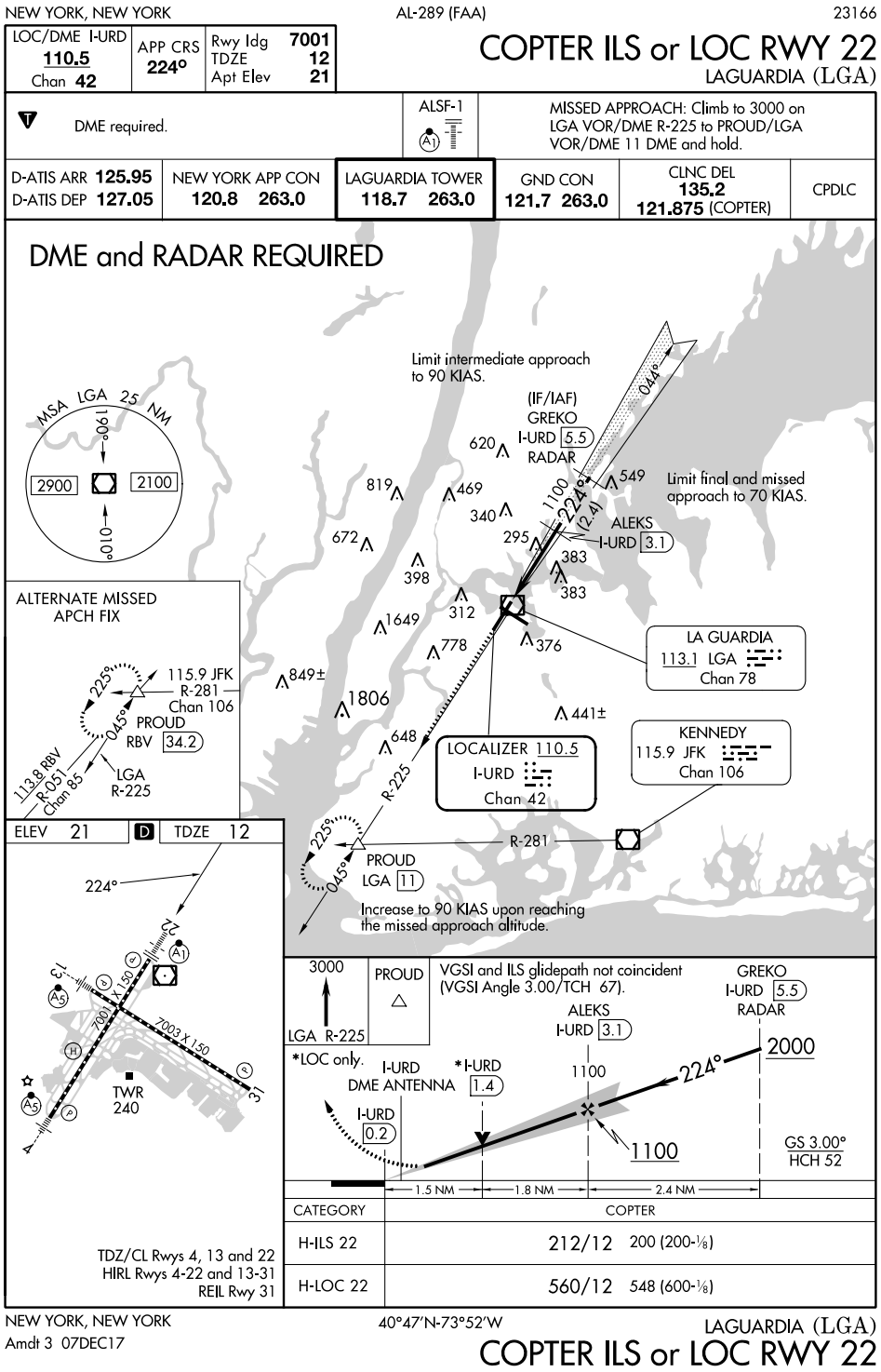
APPENDIX 53
GPS



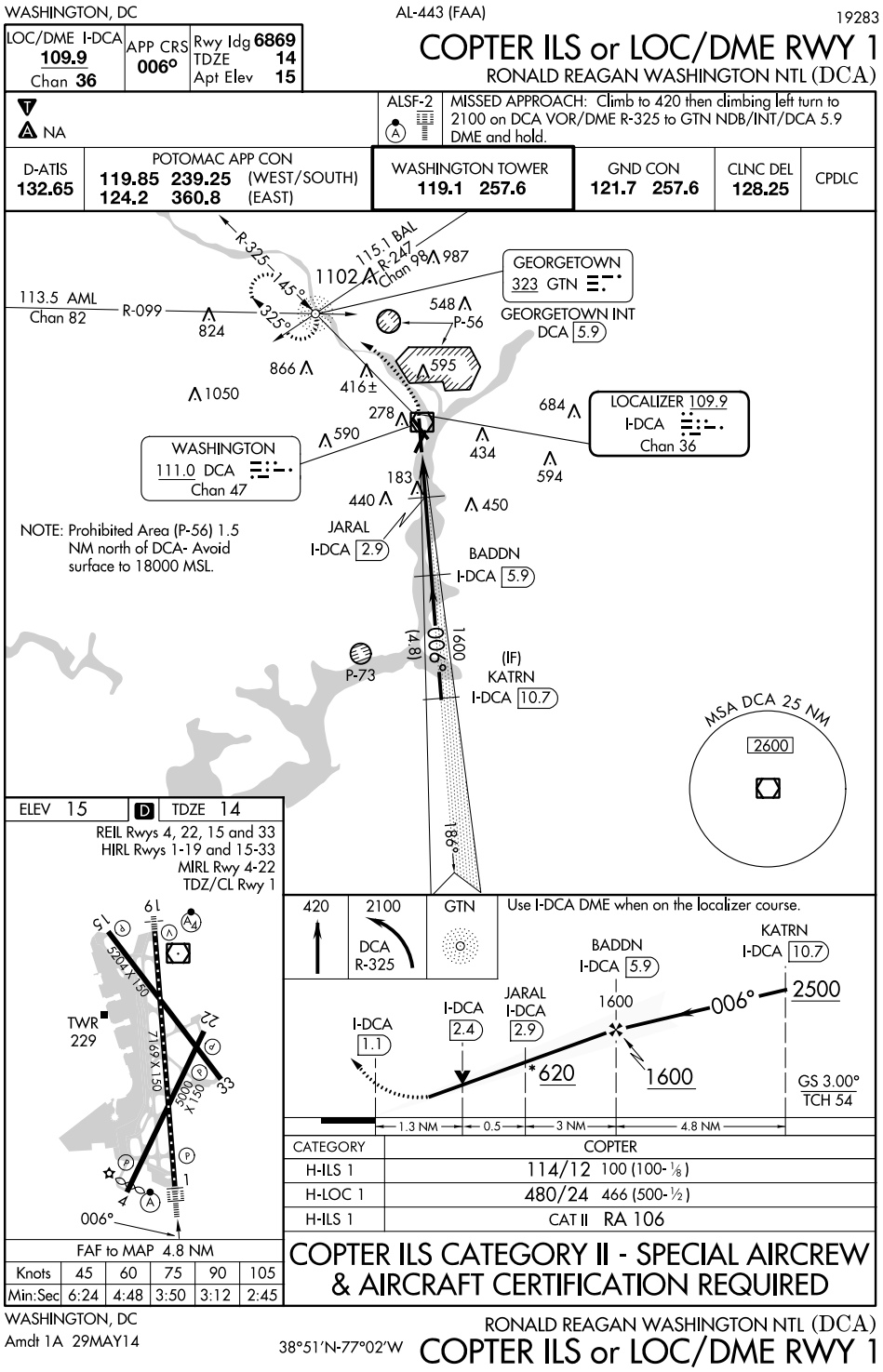
APPENDIX 54
GPS WITH ARMED APPROACH



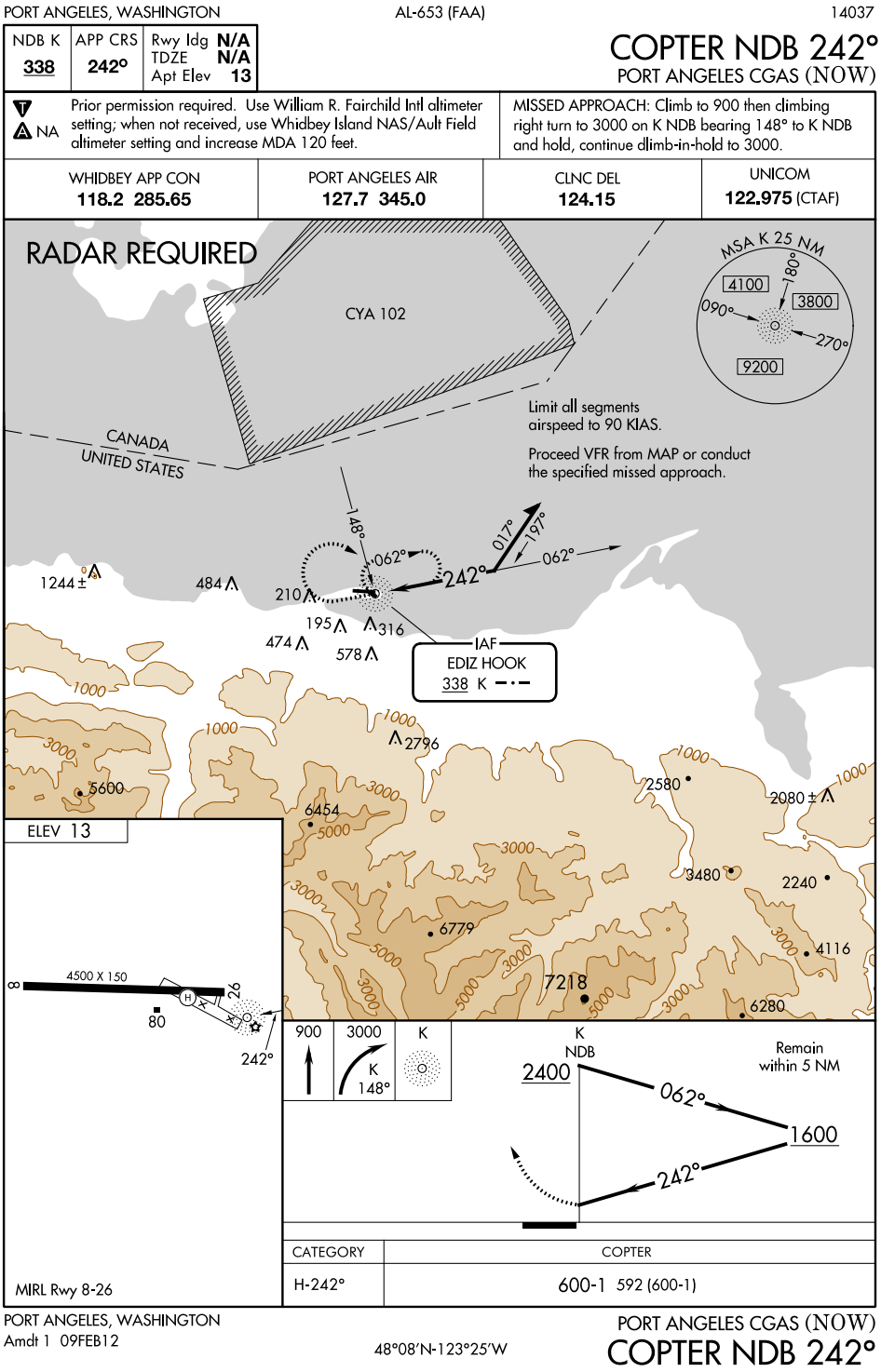
APPENDIX 55
COPTER – ILS



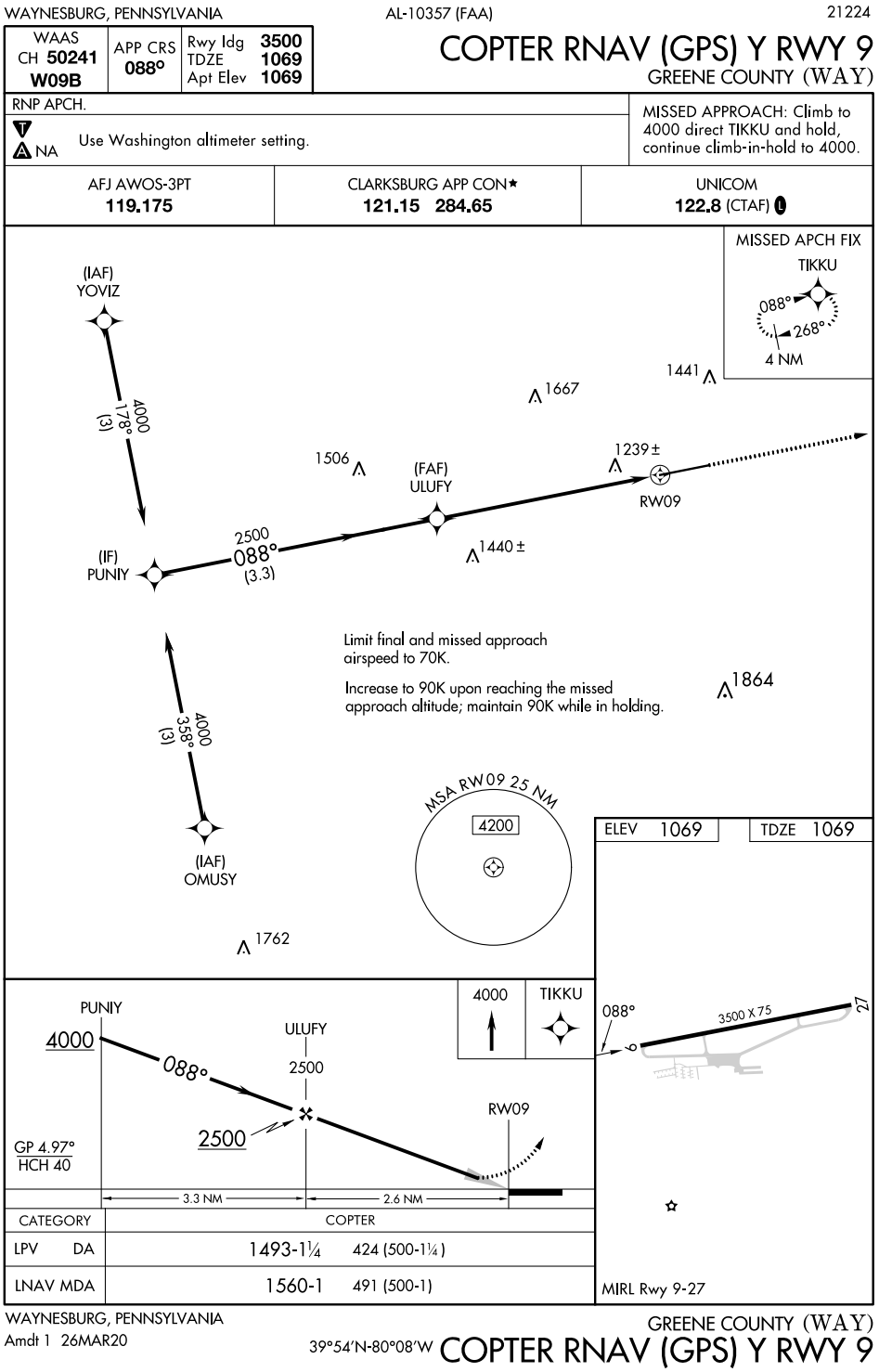
APPENDIX 56
COPTER – ILS CAT II



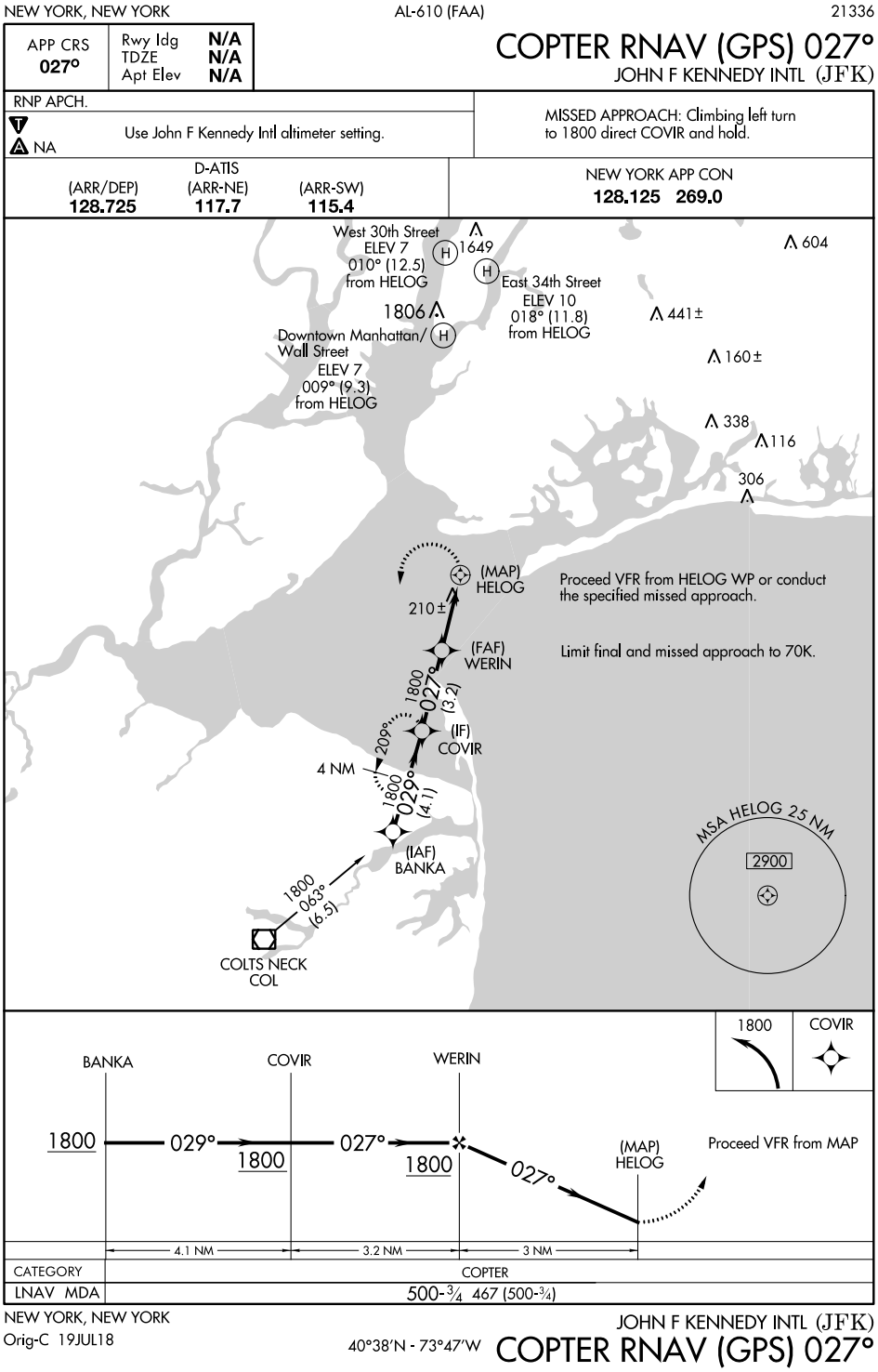
APPENDIX 57
COPTER – NDB



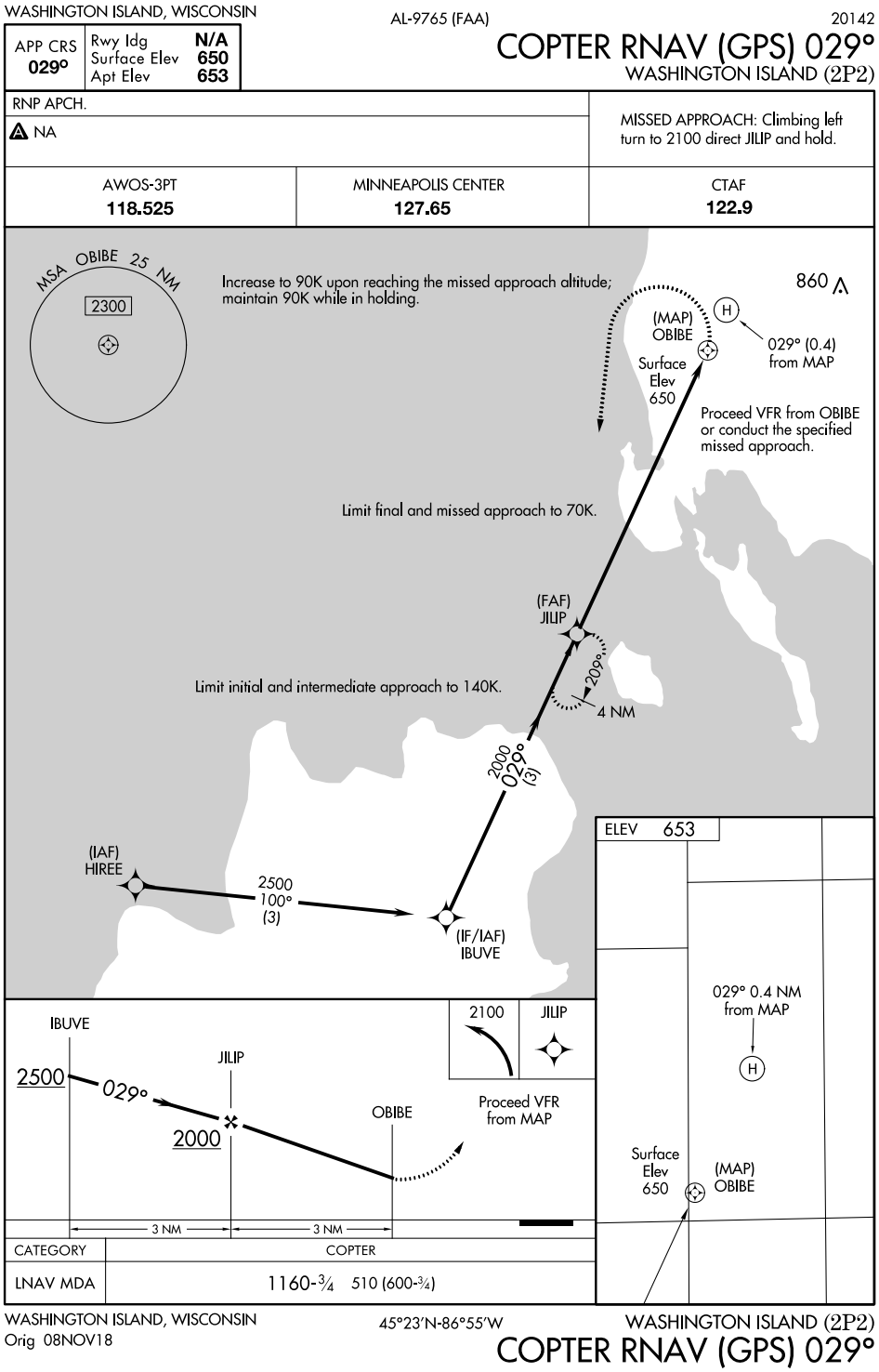
APPENDIX 58
COPTER – RNAV (GPS)



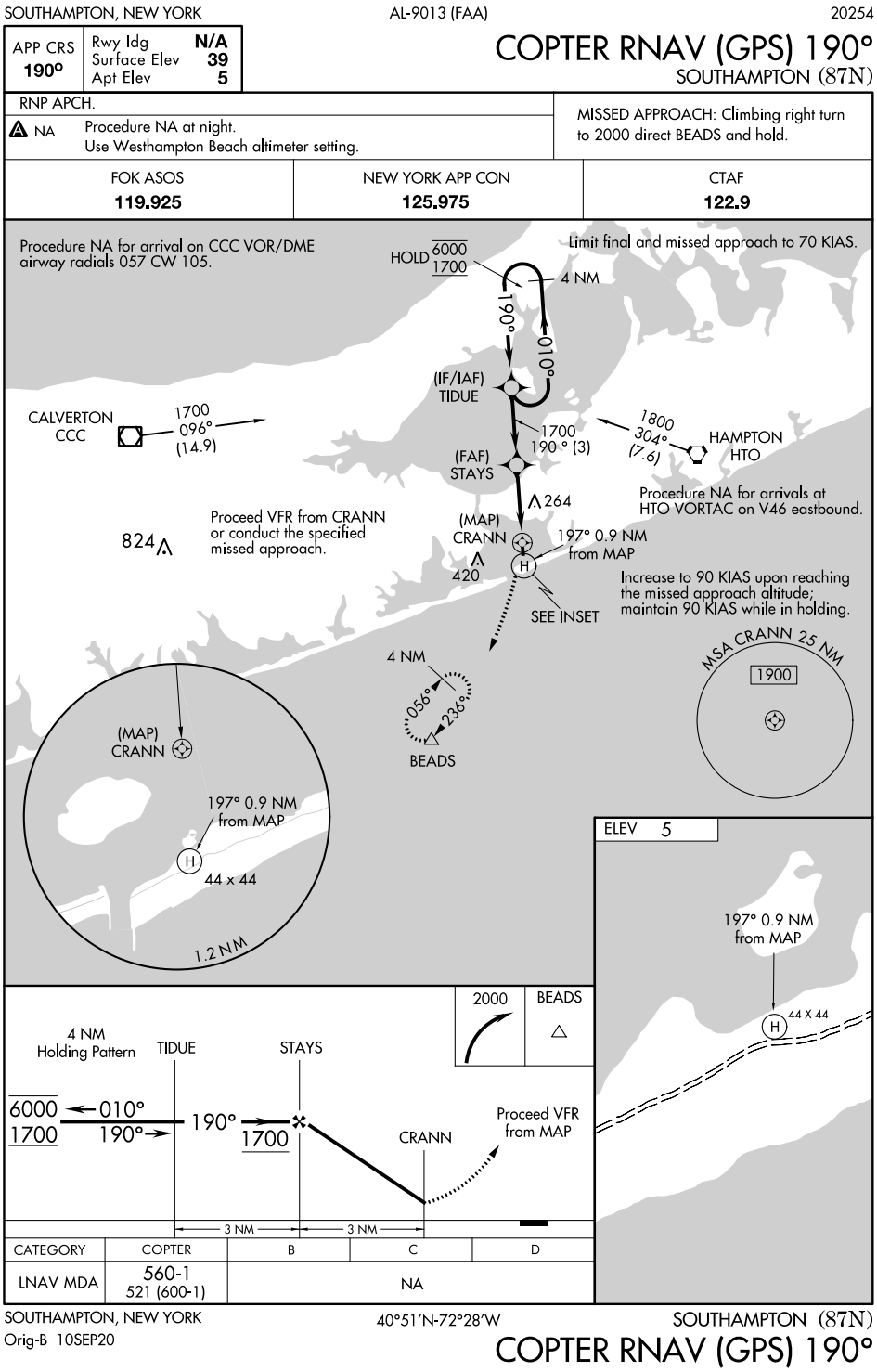
APPENDIX 59
COPTER - RNAV (GPS) – MULTI HELIPORTS WITHOUT AIRPORT DIAGRAM



APPENDIX 60
COPTER – POINT-IN-SPACE



APPENDIX 61
COPTER – POINT-IN-SPACE WITH INSET



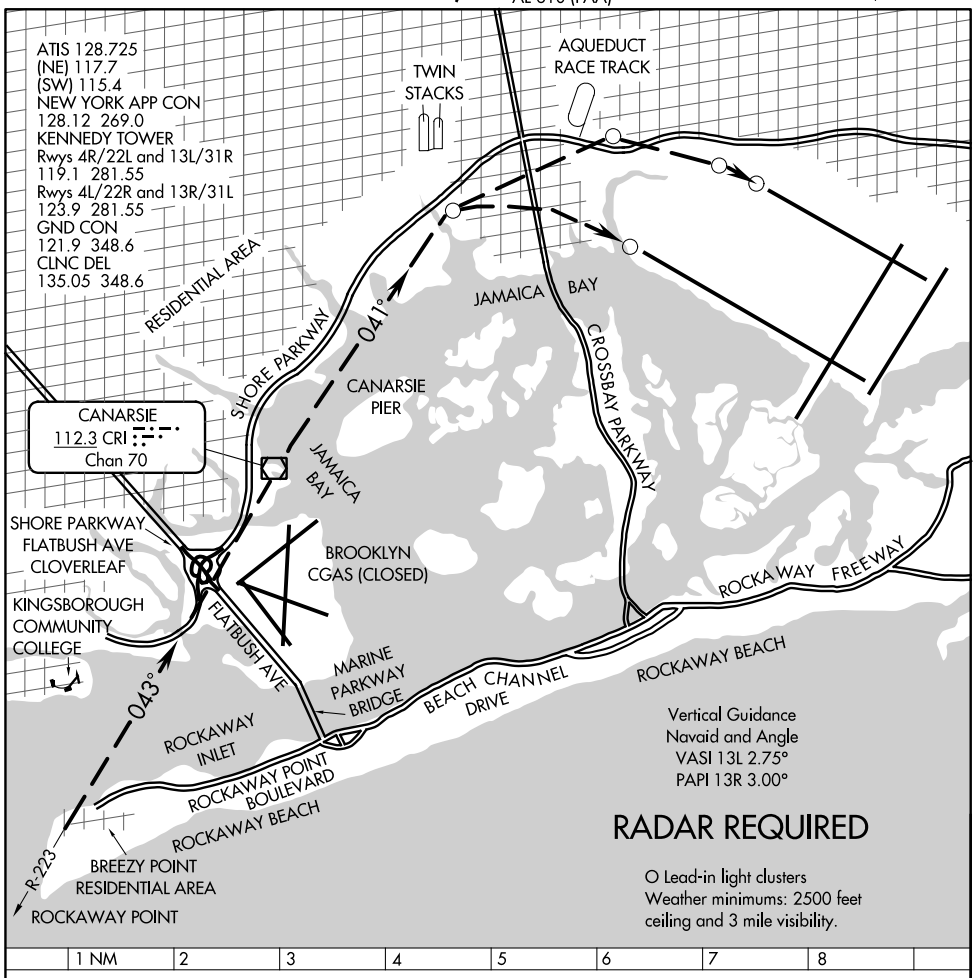
APPENDIX 62
VISUAL (CVFP)

14149

PARKWAY VISUAL RWY 13L/R

AL-610 (FAA)

JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK



PARKWAY VISUAL RUNWAY 13L/R

When cleared for Parkway Visual to Runway 13L/R maintain at or above 2000′ until abeam Rockaway Point. Remain west of Rockaway Point, thence east of Kingsborough Community College. Remain east of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500′. Remain east of the Shore Parkway until Canarsie Pier.

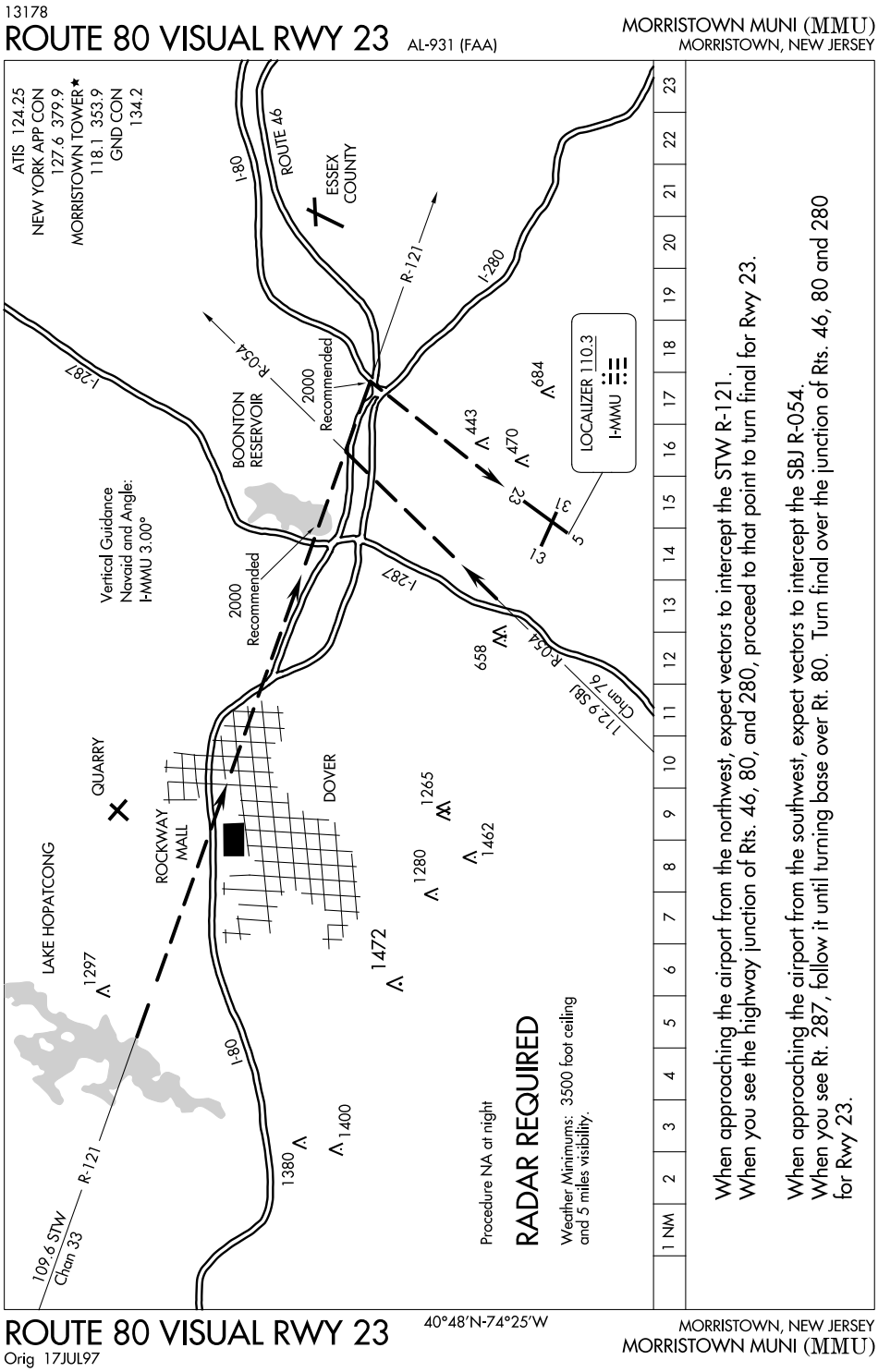
Runway 13R continue descent between the Canarsie Pier and Twin Stacks.
Runway 13L continue descent after passing the Twin Stacks.

PARKWAY VISUAL RWY 13L/R

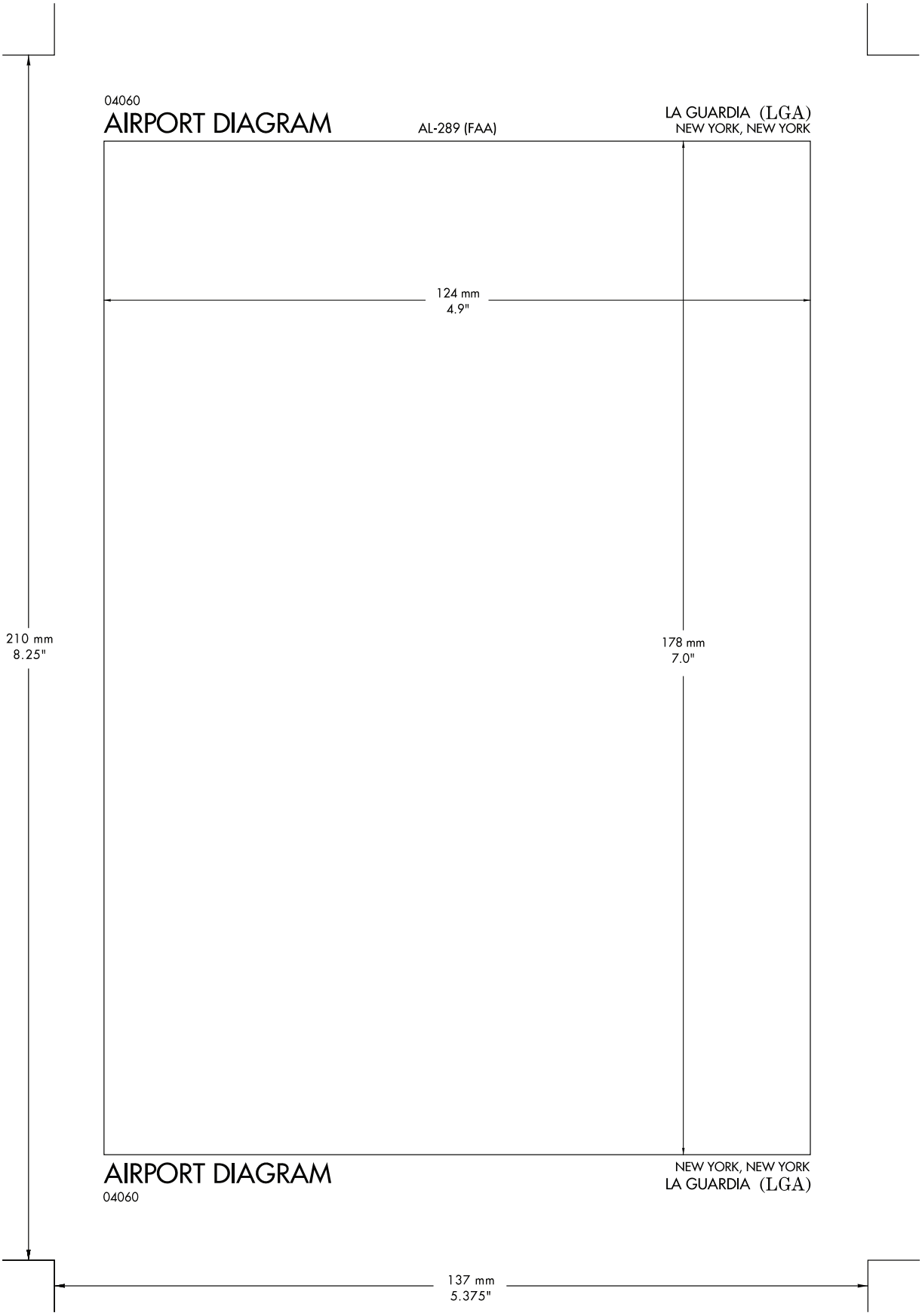
Amdt 1 29MAY14

NEW YORK, NEW YORK
JOHN F. KENNEDY INTL (JFK)

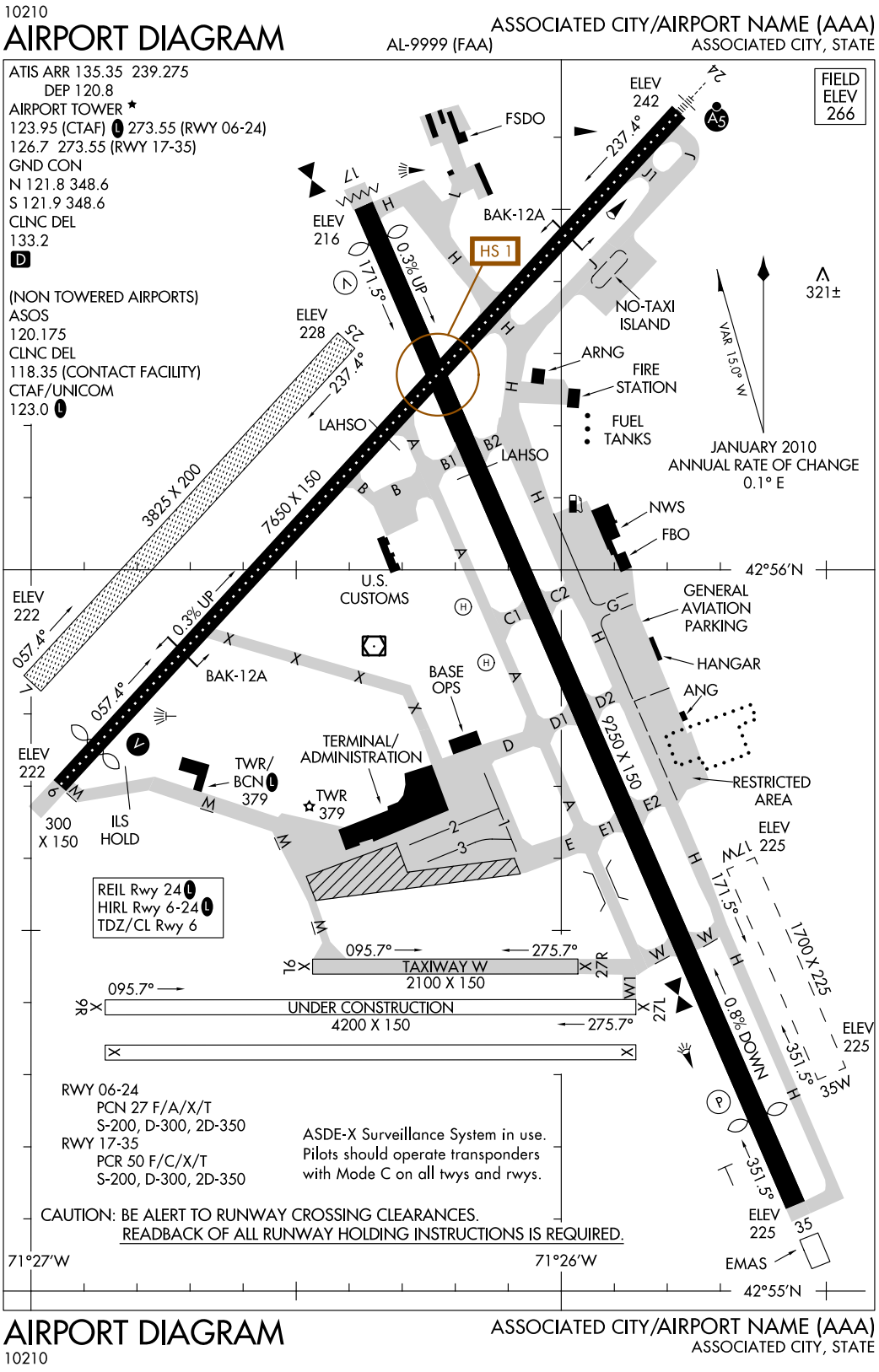
APPENDIX 62
VISUAL (CVFP) (CONTINUED)



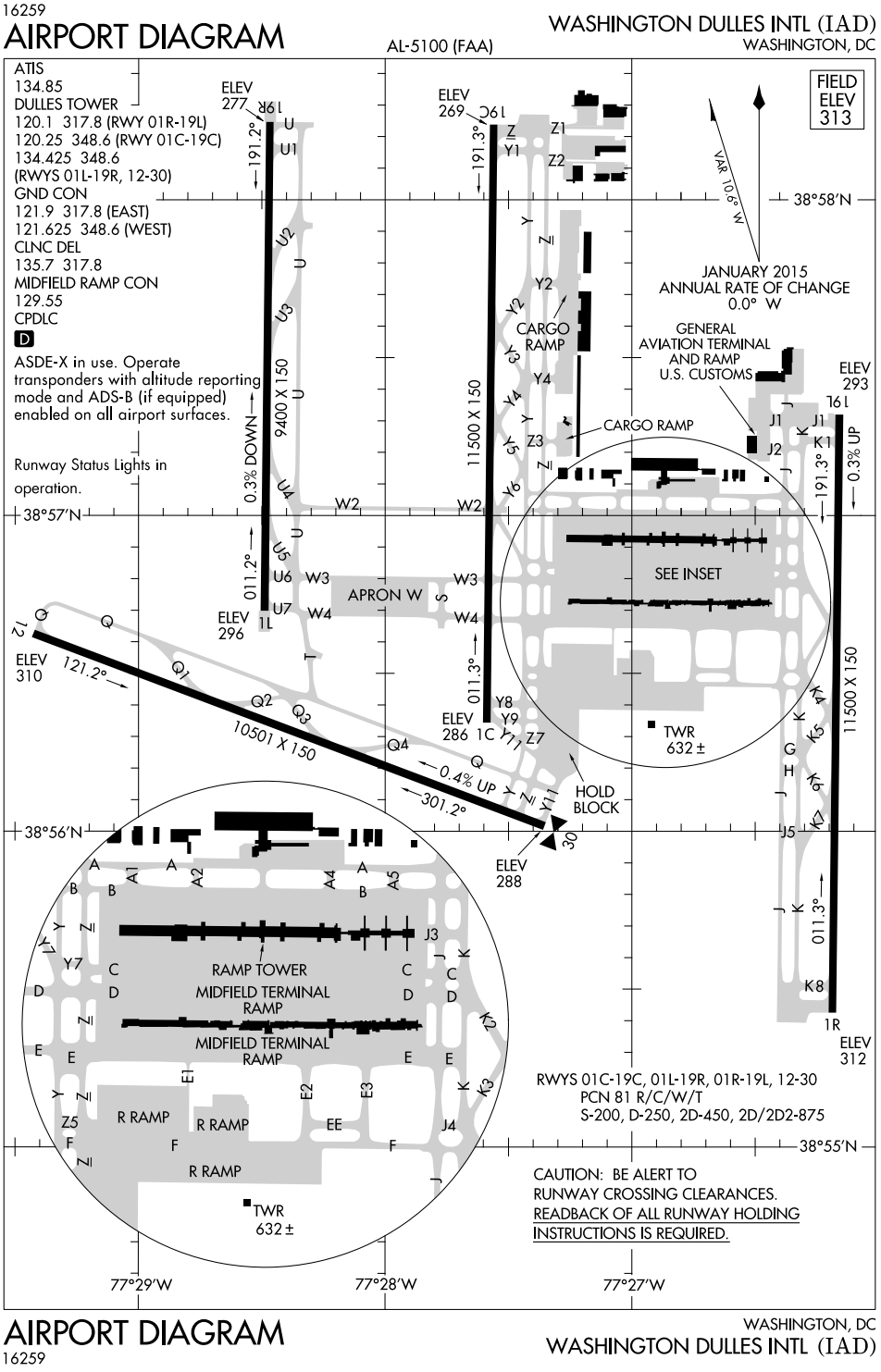
APPENDIX 63
AIRPORT DIAGRAM CHART (TPP) – FORMAT



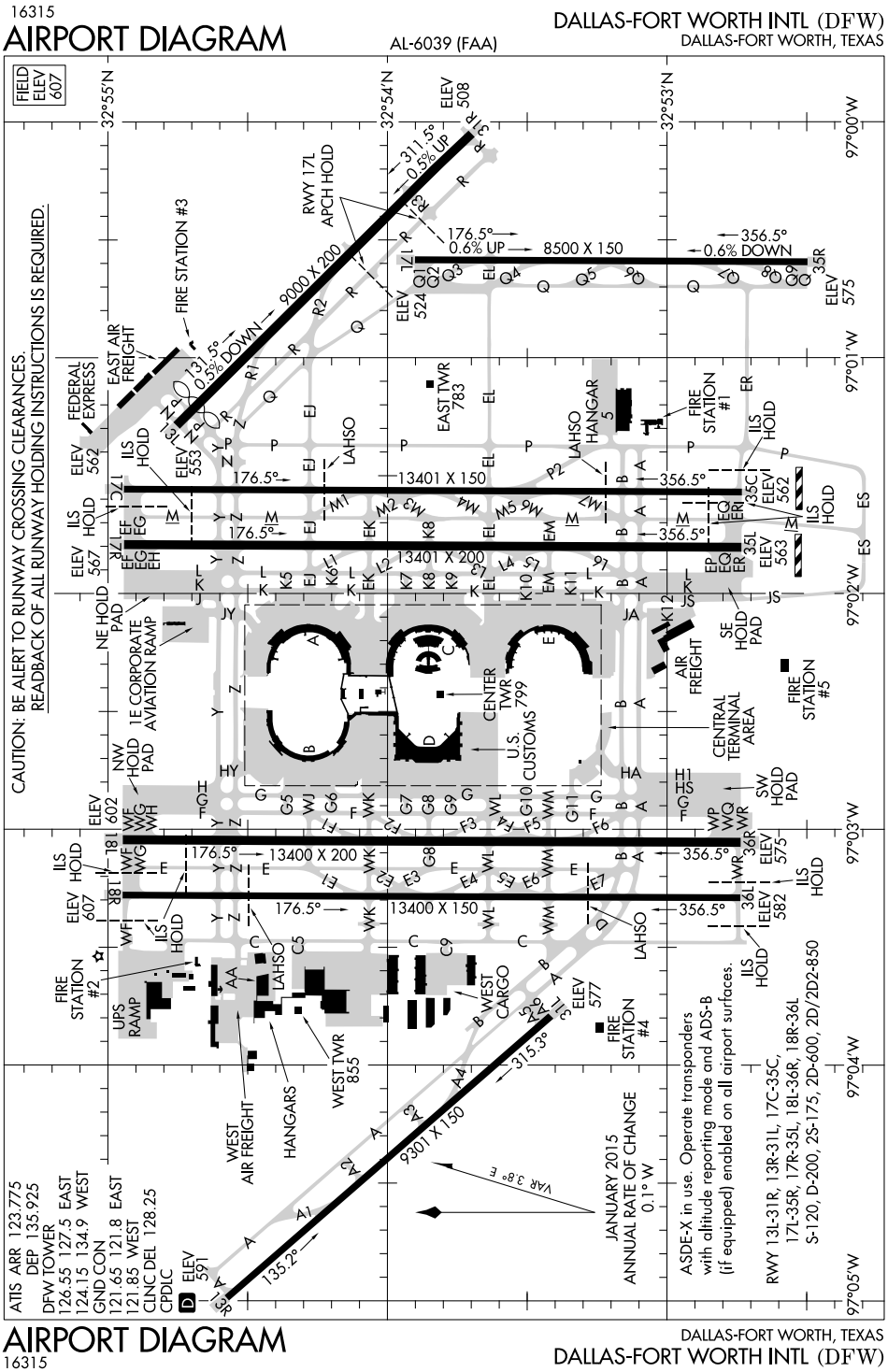
APPENDIX 64
AIRPORT DIAGRAM



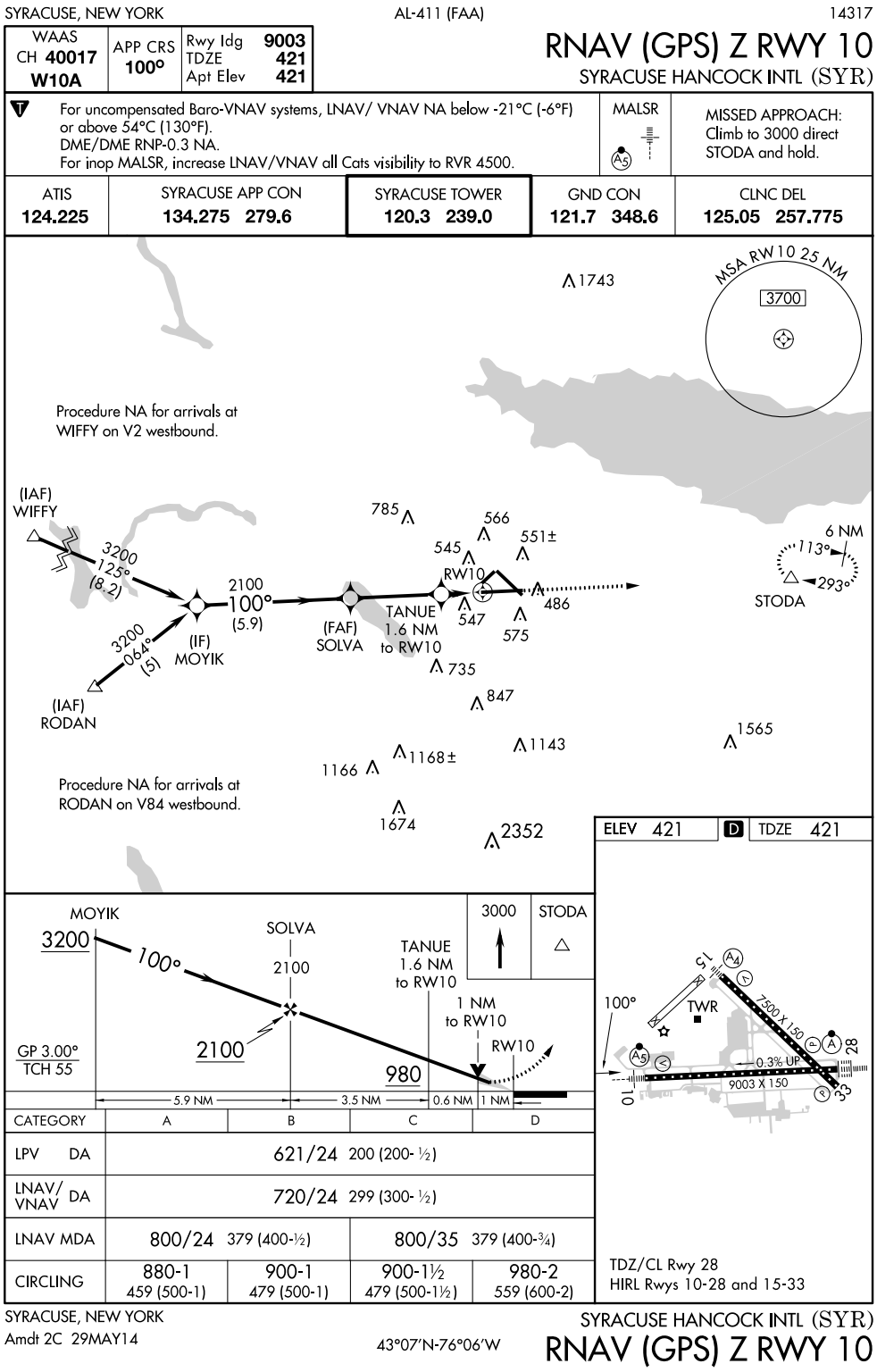
APPENDIX 65
AIRPORT DIAGRAM WITH INSET



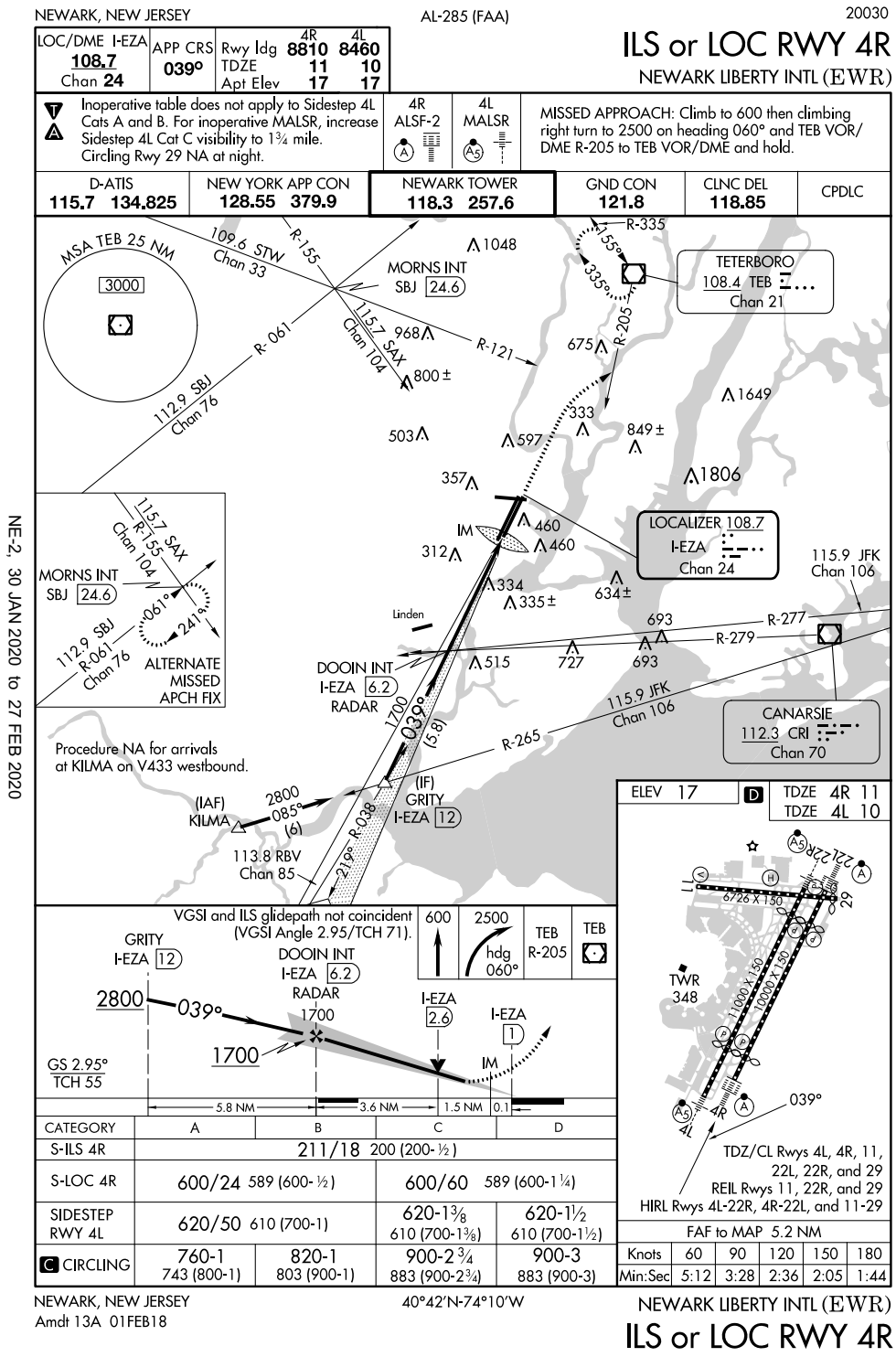
APPENDIX 66
AIRPORT DIAGRAM – CONGESTED/ROTATED



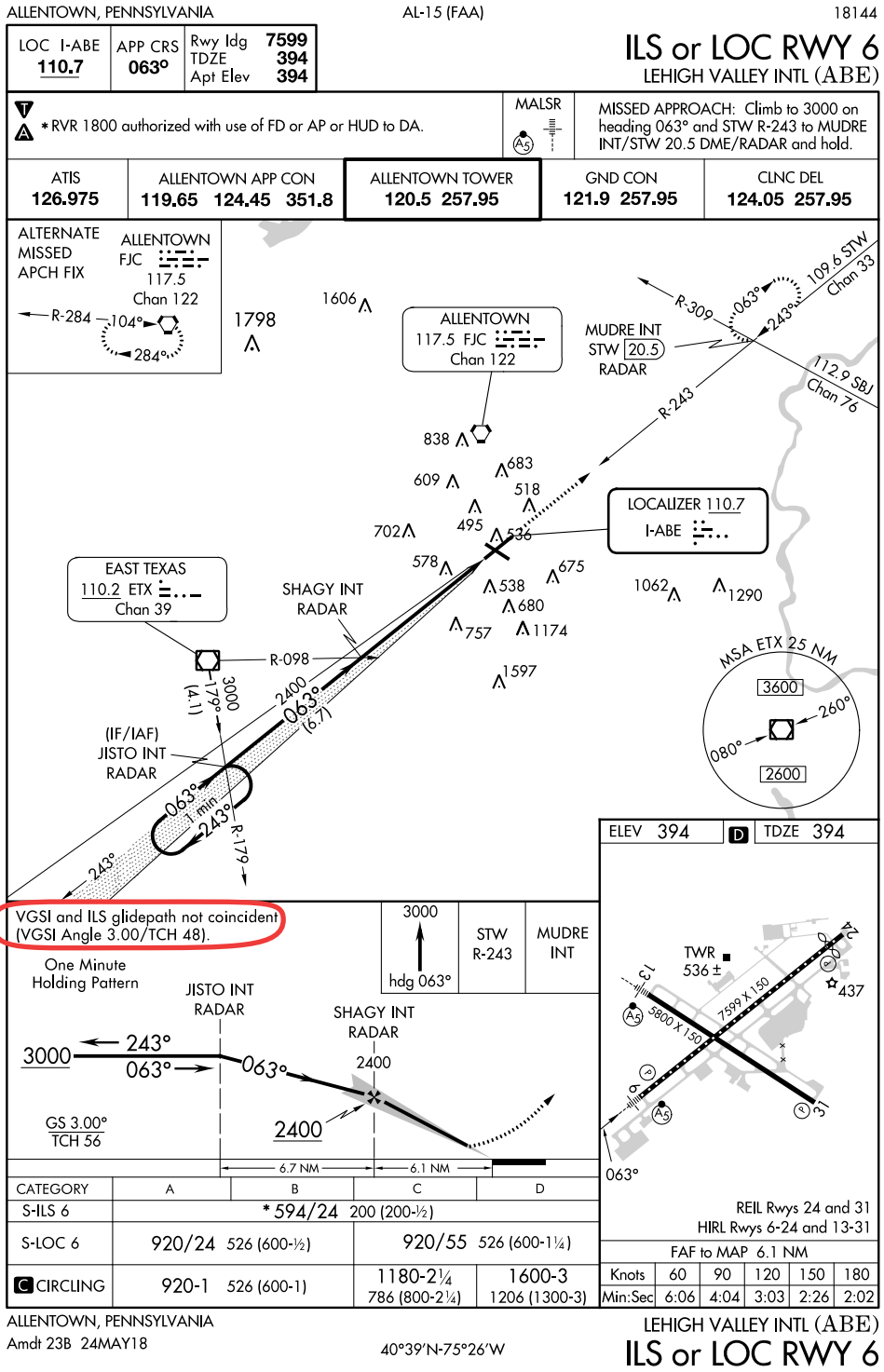
APPENDIX 67
SINGLE TOUCHDOWN ZONE ELEVATION



APPENDIX 68
MULTIPLE TOUCHDOWN ZONES ELEVATIONS

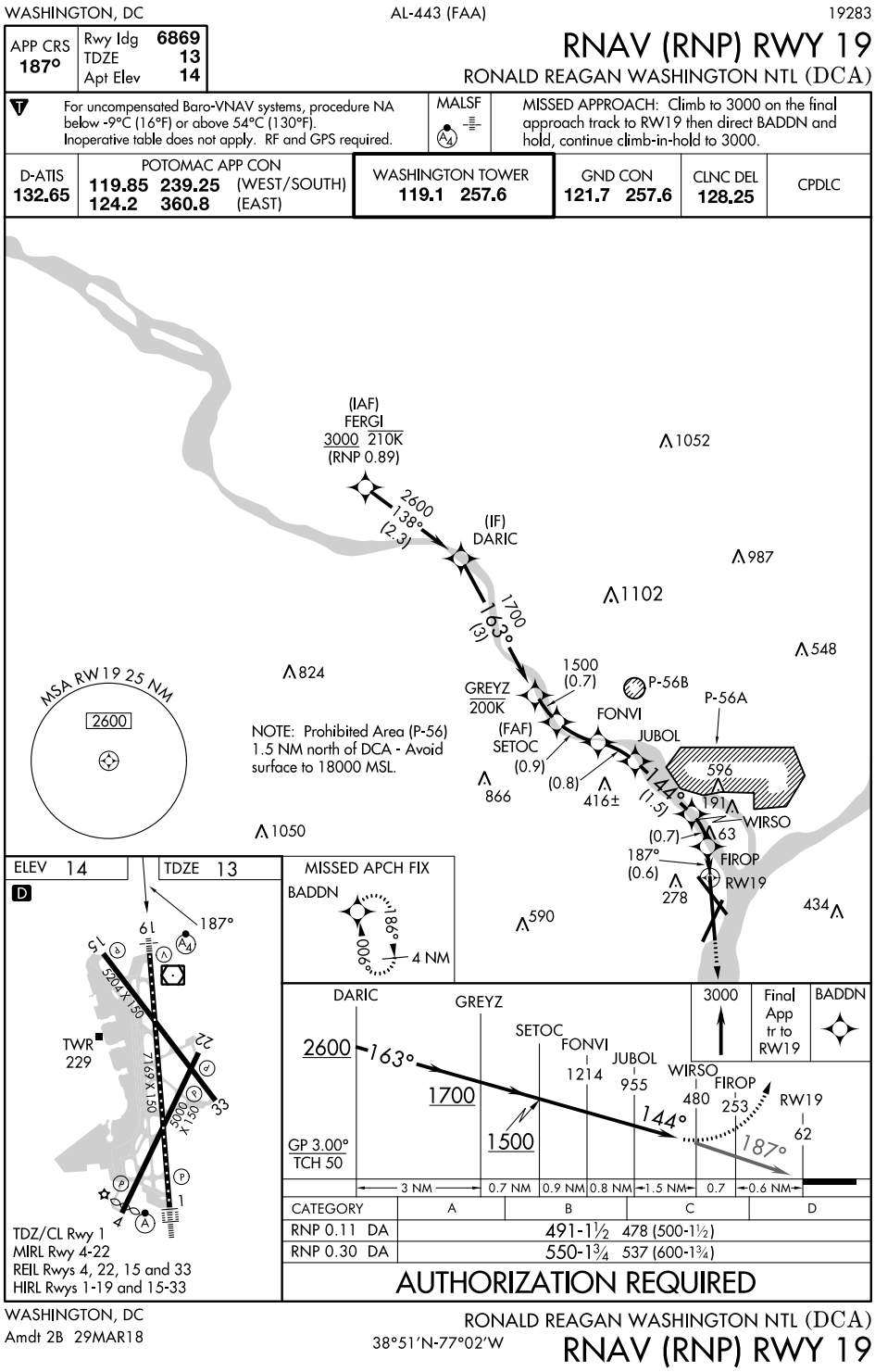


APPENDIX 69
NON-COINCIDENT PROFILE NOTE

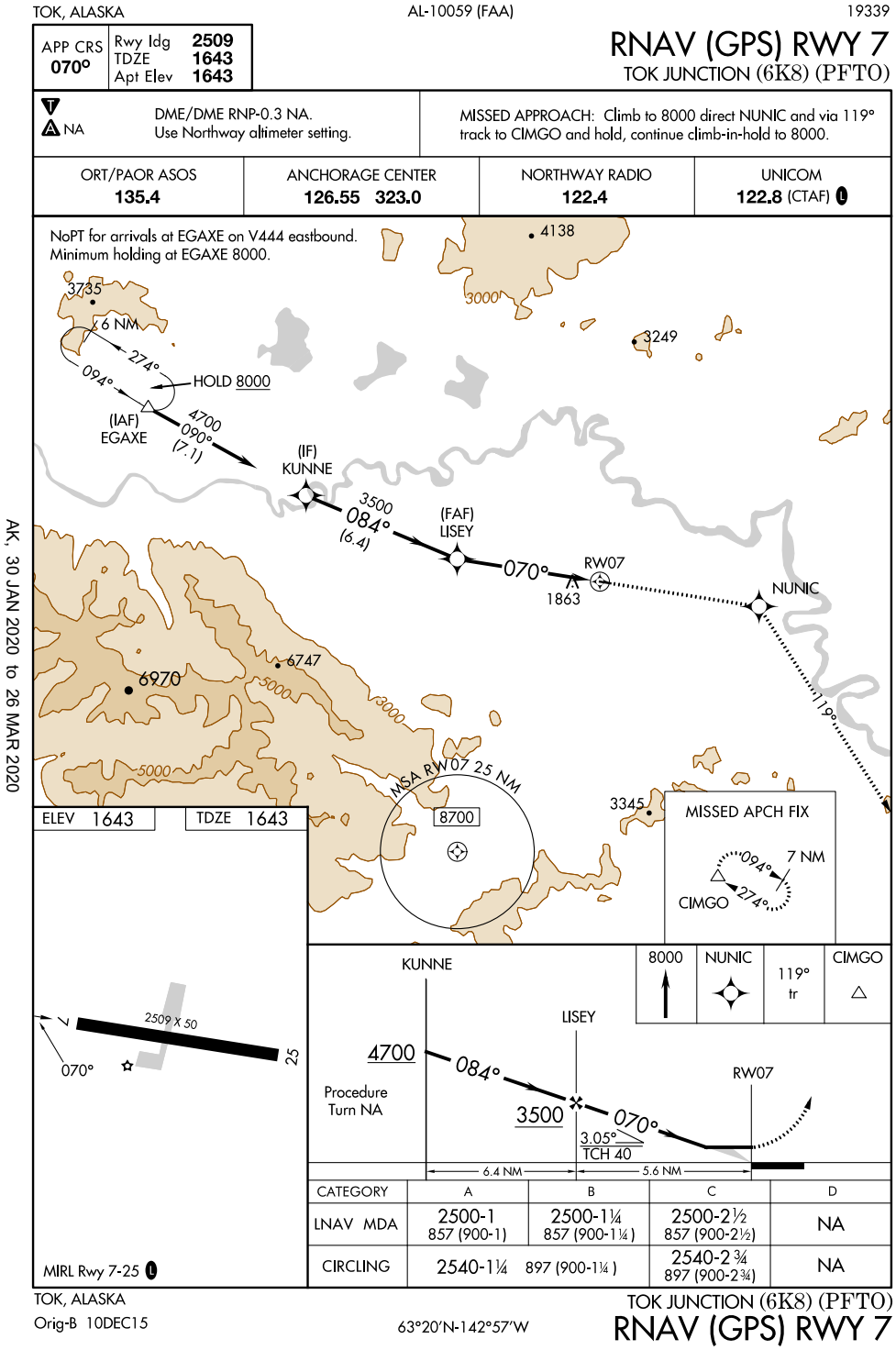


Non-coincident profile note

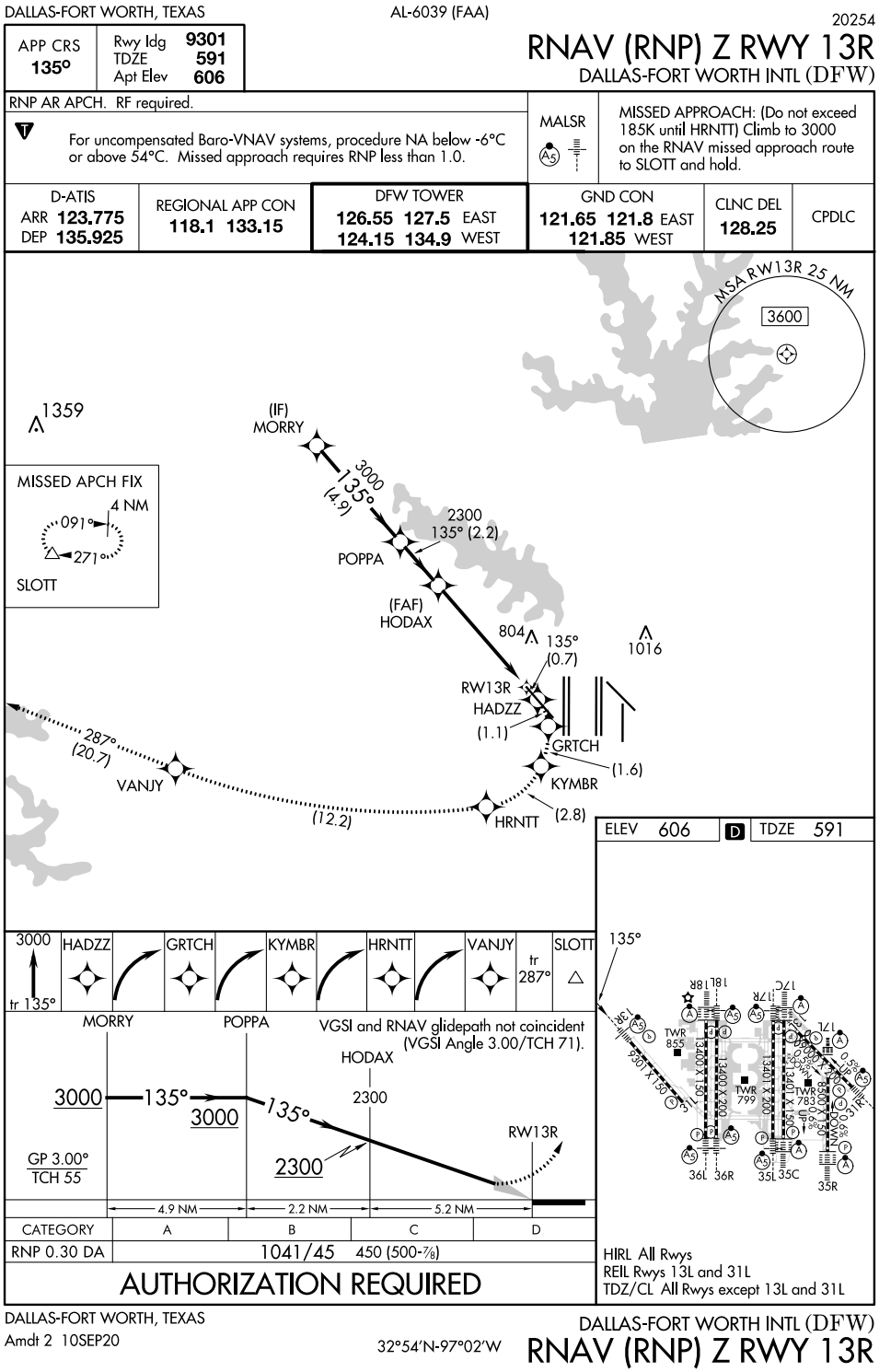
APPENDIX 70
RNAV (RNP) PROFILE DEPICTION



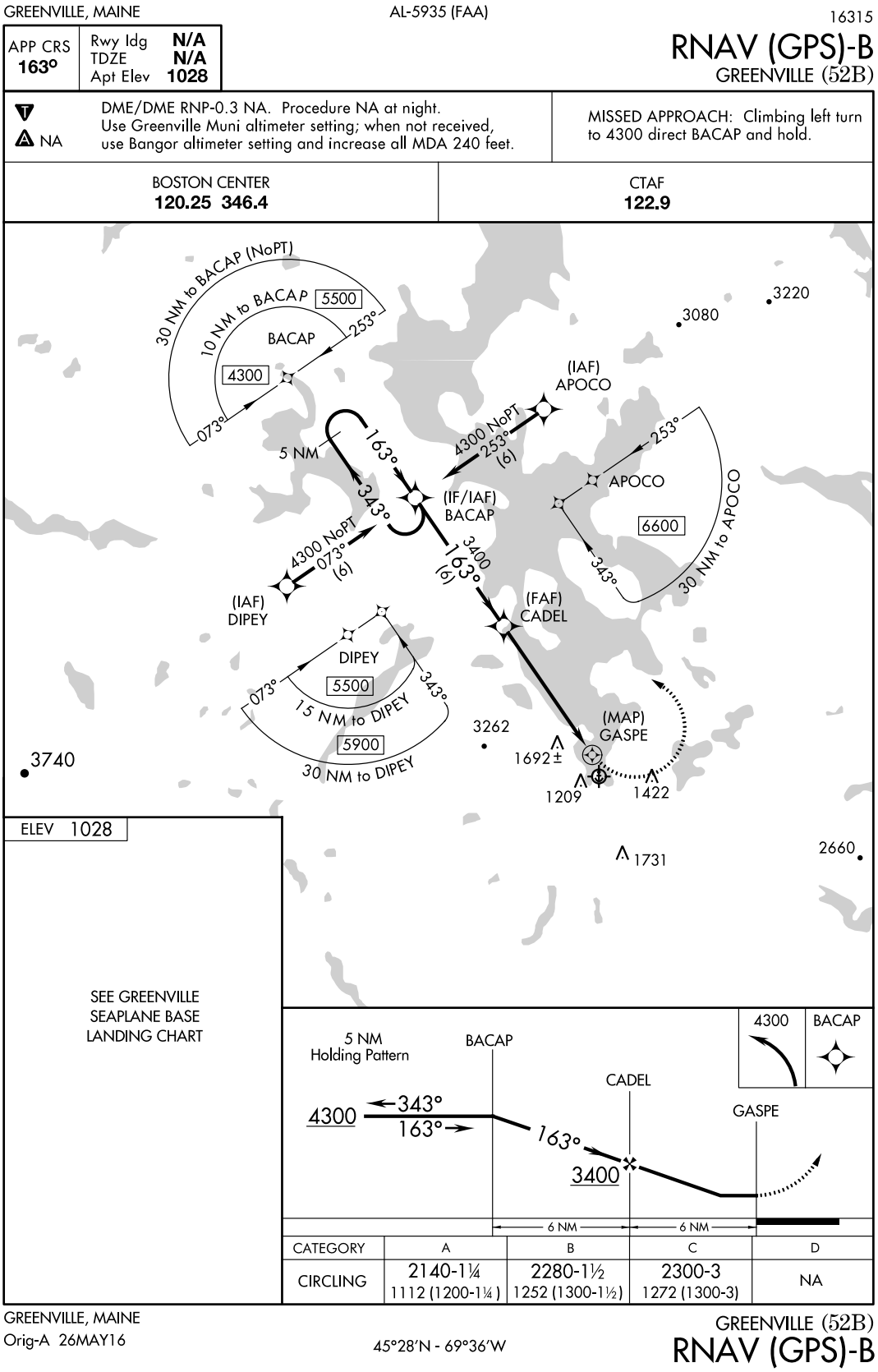
APPENDIX 71
APPROACH WITH HOLDING PATTERN WITH ALTITUDE



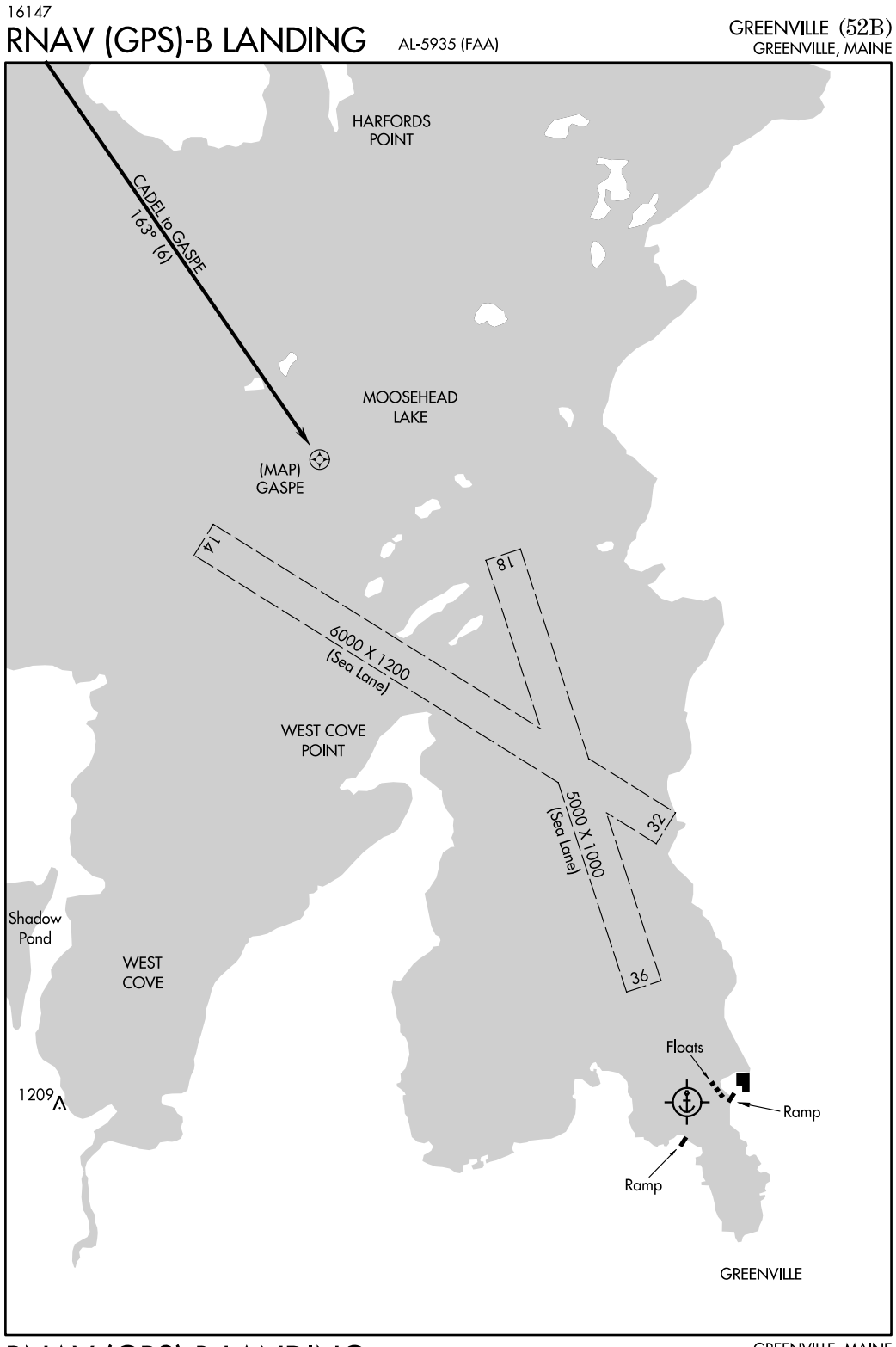
APPENDIX 72
COMPLEX MISSED APPROACH ICONS



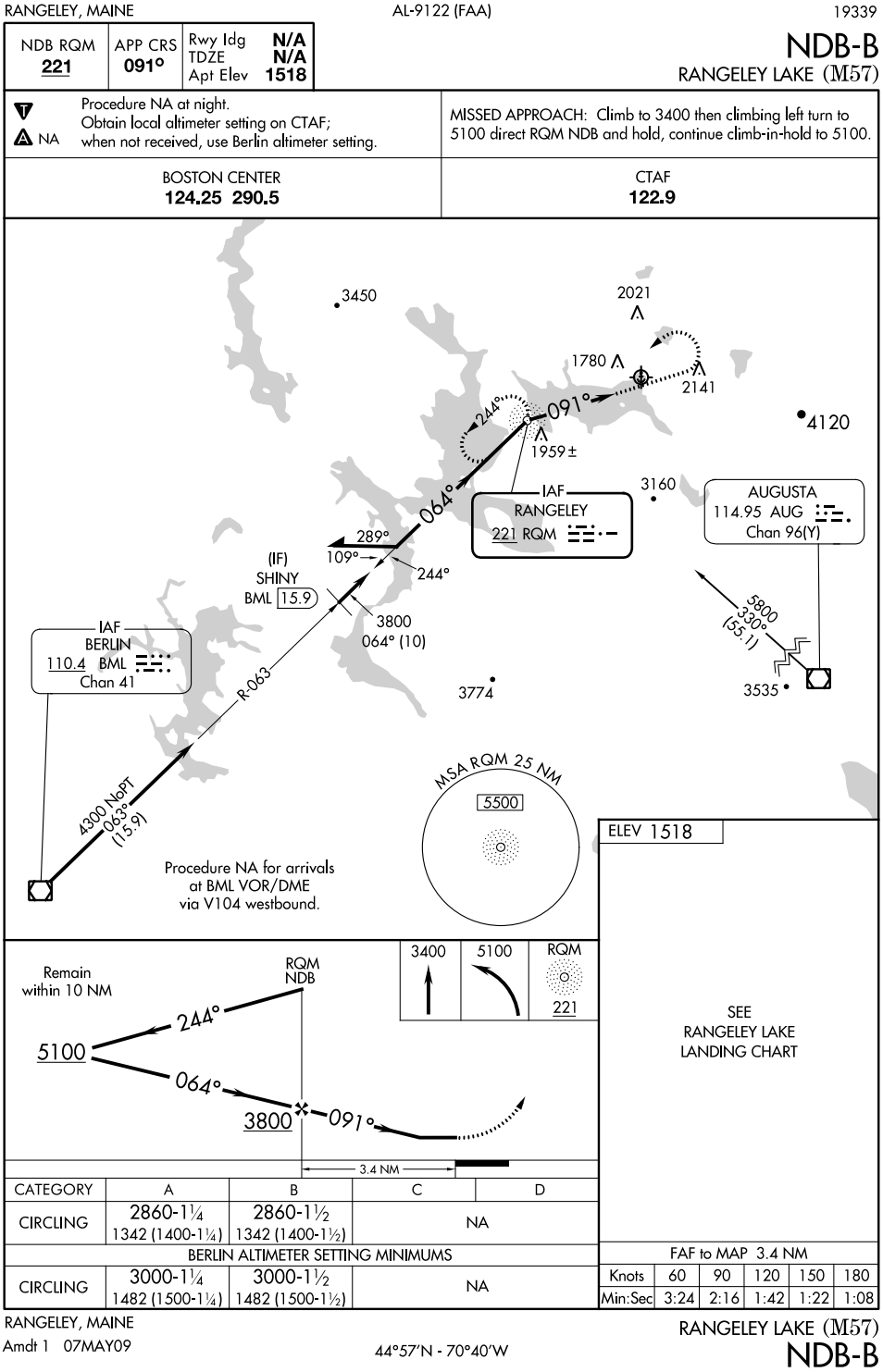
APPENDIX 73
SEAPLANE BASE – RNAV APPROACH PLATE



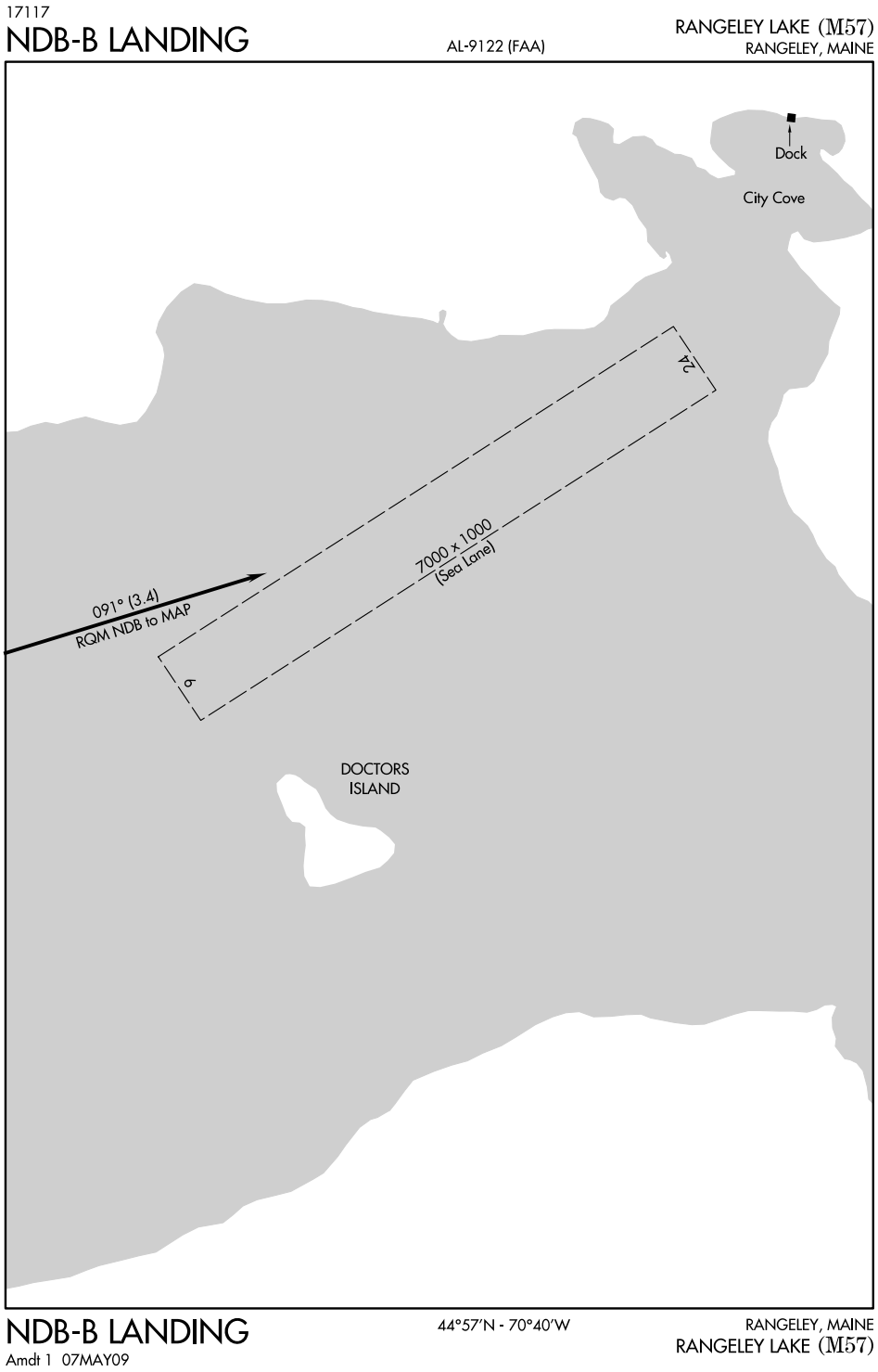
APPENDIX 74
SEAPLANE BASE – RNAV LANDING PLATE



APPENDIX 75
SEAPLANE BASE – NDB APPROACH PLATE



APPENDIX 76
SEAPLANE BASE – NDB LANDING PLATE



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